



BREEAM Travel Plan

David Lloyd Chippenham

David Lloyd Leisure Ltd.

Prepared by:

SLR Consulting Limited

3rd Floor, Brew House, Jacob Street, Tower Hill,
Bristol, BS2 0EQ

SLR Project No.: 416.066362.00001

20 February 2026

Revision: Issue

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	17 February 2026	CI	TM	DR
2	20 February 2026	CI	TM	DR

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with David Lloyd Leisure Ltd. (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

1.0	Introduction	1
2.0	TRA-01 – Transport Assessment and Travel Plan	3
3.0	TRA-02 – Sustainable Transport Measures	11
4.0	Objectives and Targets	13
5.0	Measures and Initiatives	15
6.0	BREEAM Credits	20
7.0	Monitoring, Reporting and Review.....	22
8.0	Action Plan	23
9.0	Summary and Conclusion	25

Tables in Text

Table 2.1: Summary of Train Services to Chippenham Train Station	6
Table 2.2: Existing Mode Share for the Site Area (Census 2011 Data)	7
Table 4.1: Travel Plan Targets	14
Table 6.1: BREEAM Scope of Work.....	20
Table 8.1 – Action Plan	23

Figures in Text

Figure 1.1: Site Location and Planning Context.....	1
---	---

Appendices

Appendix A	Proposed Site Layout
Appendix B	Draft Travel Questionnaire



Acronyms and Abbreviations

BREEAM	Building Research Establishment Environmental Assessment Method
CCTV	Closed Circuit Television
EV	Electric Vehicle
GIA	Gross Internal Area
MSOA	Super Output Area – Middle Layer
PTAI	Public Transport Accessibility Index
SBP	Southpoint Business Park
TA	Transport Assessment
TP	Travel Plan
TPC	Travel Plan Coordinator
WC	Wiltshire Council



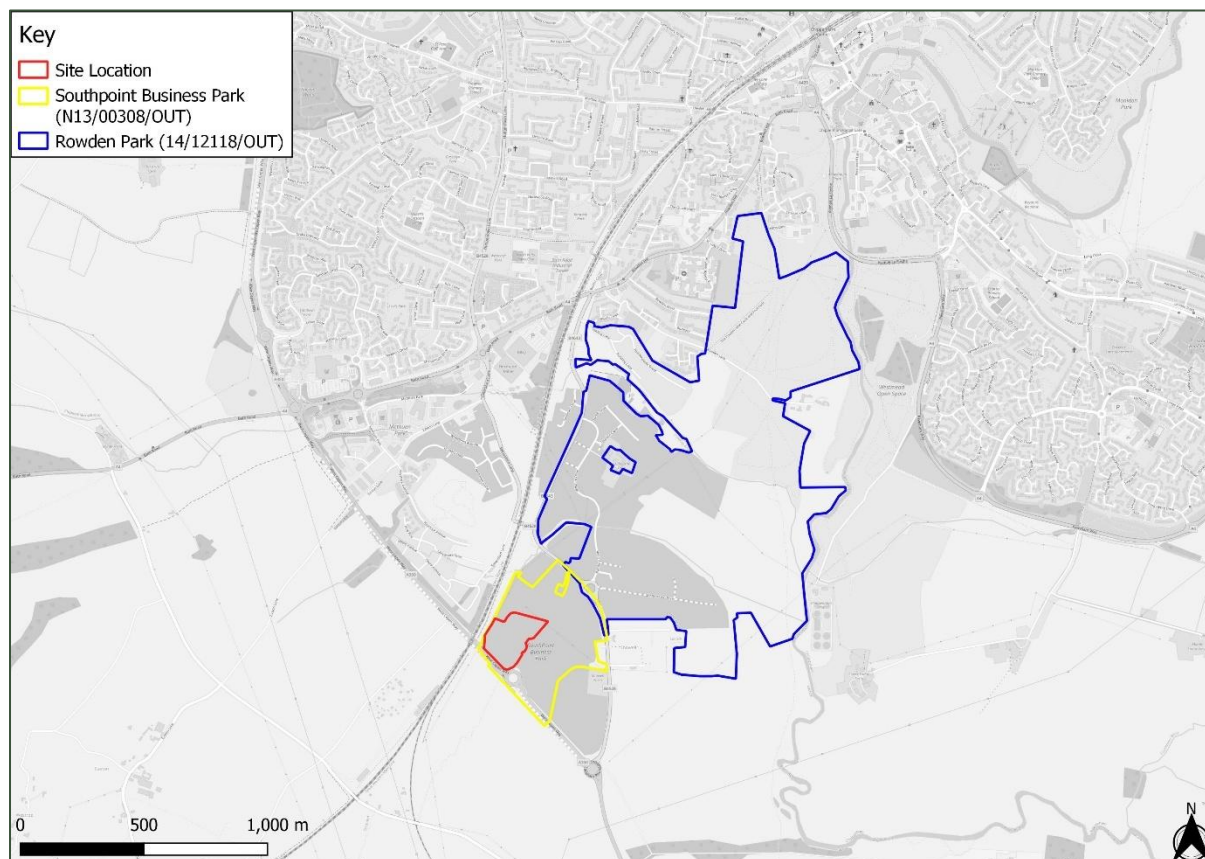
1.0 Introduction

- 1.1 SLR Consulting Ltd has been appointed by David Lloyd Leisure Ltd. to prepare a BREEAM Travel Plan (TP) in support of a planning application for development of a Health and Racquets Club facility on land north of West Cepen Way, Chippenham.
- 1.2 The site falls within the administrative boundary of Wiltshire Council (WC) as unitary authority functioning both as local planning and local highway authority.

Planning Context

- 1.3 The proposed development is located within the upcoming Southpoint Business Park (SBP) (N13/00308/OUT) north of A350 West Cepen Way. The SBP is located to south of large mixed use urban extension including provision for up to 1000 homes.
- 1.4 The proposed development will essentially replace Plot 100 of the SBP which has planning approval for 14,426sqm of mixed B1, B2, and B8 use as part of the planning permission for SBP (planning reference: N13/00308/OUT).
- 1.5 Access to the site and surrounding area was established as part of planning permission 14/12118/OUT for Rowden Park. This application established details of a link road that will connect into and through the SBP and provide an access to the north of the site. The site within its planning context is shown in **Figure 1.1**.

Figure 1.1: Site Location and Planning Context



- 1.6 A standalone Transport Assessment (TA) has been produced and will form part of the supporting planning submission.



- 1.7 The purpose of this Travel Plan document is to gain a BREEAM certification for the proposed David Lloyd Health and Racquets Club facility. Specifically, this report will provide information relating to BREEAM 2025 focusing on sections TRA-01 and TRA-02.
- 1.8 The requirements and specifications for TRA-01 and TRA-02 are outlined in the BREEAM UK New Construction Technical Manual – SD6074 Version 7.0 (July 2025) hereafter referred to as 'BREEAM guidance'.
- 1.9 Furthermore, the policy context of this proposal has also been set out in detail in Section 2 of the supporting TA. The following policy and guidance documents have been considered (in addition to the BREEAM guidance) in the preparation of this BREEAM TP according to the requirements set out therein:
- National Planning Policy Framework (NPPF);
 - Planning Policy Guidance;
 - Wiltshire Local Transport Plan 4;
 - Wiltshire Local Transport Plan – Car Parking Strategy;
 - Wiltshire Local Transport Plan – Cycling Strategy;
 - Wiltshire Core Strategy;
 - Wiltshire Local Plan (Pre-submission Draft 2020-2038 (Regulation 19) dated September 2023 and submitted for Examination November 2024) (emerging LPR); and
 - Chippenham Neighbourhood Plan.
- 1.10 The final occupants of the site are David Lloyd, and the site will operate as a Health and Racquets Club.

Travel Plan Scope

- 1.11 This TP contains all the relevant information needed to effectively implement and monitor the TP itself.
- 1.12 The remainder of this document is structured as follows:
- **Section 2** – Sets out the BREEAM guidance for TRA-01 and how this BREEAM Transport Assessment and Travel Plan applies;
 - **Section 3** – Sets out the BREEAM guidance for TRA-02 and then specifies the measures that the development will implement;
 - **Section 4** – Sets out the objectives and targets of the Travel Plan;
 - **Section 5** – Provides further details of the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
 - **Section 6** – Outlines the BREEAM credits that have been achieved;
 - **Section 7** – Set out the monitoring and review process for the travel plan;
 - **Section 8** – Outlines the action plan for the site; and
 - **Section 9** – Summarises the report and provides a final conclusion.



2.0 TRA-01 – Transport Assessment and Travel Plan

2.1 This section outlines the criteria as part of TRA-01 and how the BREEAM Transport Assessment and this Travel Plan accords with the BREEAM Guidance.

2.2 The aim of this section of the assessment as detailed within the BREEAM guidance is to “*enhance awareness of existing local transport and identify opportunities for sustainable transport improvements*”. A total of two BREEAM credits are available under this category.

TRA-01 Criteria 1

2.3 In relation to Criteria 1 of TRA-01, the BREEAM guidance states that applicants should:

“Conduct a site-specific transport assessment by the end of the Concept Design stage.”

2.4 As mentioned in **Section 1**, a planning application is being submitted for the development. The planning submission includes a detailed TA as a standalone report as well as this document which forms the BREEAM compliant TP for the site. The TA has been referenced within this report where necessary.

2.5 The methodology for a transport assessment as outlined within the BREEAM guidance requires the following elements to be covered as a minimum:

1. **“Development description:** An overview of the proposed development, including its size, type, location, and intended use.
2. **Existing transport infrastructure:** An analysis of current transport infrastructure and services to identify relevant constraints and opportunities. This must include the travel patterns of existing building users in relation to:
 - a. Walking infrastructure: sidewalks, paths and crossings
 - b. Cycle infrastructure: cycling lanes and cycle parking
 - c. Public transport: the site’s connectivity to public transport services
3. **Inclusive design:** Evaluation of transport infrastructure for people with disabilities, such as mobility, visual, and age-related requirements.
4. **Accessible amenities:** The number and type of existing accessible amenities within 500 m of the site. The distance to an amenity must be measured via a safe pedestrian route from the main building entrance. See Definitions and Table 7.1.
5. **Public Transport Accessibility Index (PTAI):** Calculate the existing PTAI, see M2.
6. **Future travel patterns:** Predicted travel patterns and transport impacts of future building or site users.
7. **Stakeholder engagement:** Consultation with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.”

2.6 The BREEAM guidance allows for elements not applicable to the proposal to be excluded from consideration.



“When certain elements may not be applicable or relevant, a brief justification can be provided for each consideration, explaining why it is not relevant to the project's scope or scale.”

Development Description

- 2.7 The proposed Health and Racquets Club will measure 4,600 sqm GIA including 29 sqm GIA of Sauna Cabin, 1850 sqm GIA of Tennis dome and will benefit from 277 car parking spaces.
- 2.8 The Health and Racquets Club facility will be accessed to the south via a priority-controlled roundabout within the Southpoint Business Park, which has already been consented as part of planning permission 20/02511/REM. The access design to the north and south of the site will also match the design outlined that application.
- 2.9 The proposed layout of the site is provided in **Appendix A**.

Pedestrian and Cycle Access

- 2.10 The proposed development will benefit from one point of access for pedestrians and cyclists via an access road which forms the western arm of a proposed four-arm roundabout along a proposed development estate road. The proposed development road extends south from this junction connect West Cepen Way and north from this junction towards Rowden Park.
- 2.11 It is expected that the majority of pedestrian and cycle trips will originate from Rowden Park development to the north of the site. A continuous route to the site from Rowden Park will be provided comprising a proposed shared pedestrian/ cycleway on both sides of the estate road on its sections north of the four-arm access road junction described above. This shared use path will route south from Rowden Park to the proposed site access where a proposed internal footway can be accessed leading to the main building access.
- 2.12 Cyclists can also arrive at the site having travelled along shared use links along the estate road. Within the site, it is anticipated that vehicle speeds and flows will be at a level low enough to support use of the internal road within the site as a shared space enabling cyclists to mix safely with vehicles on carriageway.
- 2.13 Details of the proposed site access is provided at Appendix C of the TA.

Vehicular Access

- 2.14 Vehicle access to the site will be via a proposed site access road which forms the western arm of a consented four-arm roundabout to be constructed as part of planning permission 20/02511/REM. The proposed site access road extends west from this junction into the site where vehicles can then head south to access an appropriate parking bay.
- 2.15 The carriageway width within the parking area is at least 6m on all sections. A car park layout can be seen in Appendix C of the TA.

Parking

Cycle Parking

- 2.16 The BREEAM guidance requires a provision of 1 space for every 10 staff and visitors subject to a sliding scale for sites with more than 200 users.
- 2.17 A trip generation assessment for the site has been presented in detail in Section 5 of the accompanying TA. The assessment is based on access swipes data and account information for all users (Members, Staff and Visitors) at 93 David Lloyd clubs across the country on a neutral day which confirms an average of 1438 site users visit a David Lloyd site daily including 48 staff and 1390 members and visitors. The data also confirms the duration of stay of site users which has been considered. Based on this, up to 287 site users are expected on site at



any given time. This recorded peak visit occurs around 18:00 – 19:00 and is assumed to exclude staff members. The proposed development will accommodate up to 40 staff members at any time on site. There would then be a requirement to provide 26 cycle parking spaces for members using the sliding scale¹ in Table 7.10 of the BREEAM guidance and 4 spaces for staff (totalling 30 spaces) to gain the BREEAM credit.

- 2.18 The proposed development will provide 30 cycle storage spaces which accords with the requirements to gain 1 point as informed by Table 7.3 of the BREEAM guidance (Option 7).

Car Parking

- 2.19 There are no car parking standards provided within the BREEAM guidance. The maximum parking standards for Assembly and Leisure (Sports Facilities) developments as specified within Appendix C of the *Wiltshire Local Transport Plan 2011- 2026 - Car Parking Strategy* allows for proposals over 1000 sqm to provide 1 space per 22 sqm which amounts to a maximum allowable parking provision of 295 spaces.
- 2.20 The proposed development will provide a total of 277 parking spaces comprising a mix of:
- 210 Standard Parking Spaces;
 - 26 EV charging bays;
 - 26 Bays for Future conversion to EV;
 - 10 Disabled Parking Spaces; and
 - 5 Parent and Child Parking
- 2.21 As shown in Appendix D of the TA, 26 spaces will benefit from electric vehicle (EV) charging and a further 26 will include passive provision (ducting and cabling to allow for easy conversion in the future). This equates to circa 9% of spaces being fitted with active EV charging provisions and circa 9% capable of being converted if required.
- 2.22 Dimensions of spaces within the proposed car park are provided in Appendix D of the TA. In summary, the proposed standard parking bay dimensions are 5m x 2.5m, the disabled bay dimensions are 6m x 3.6m and the parent and child bays are 6m x 3.6m.
- 2.23 The *Wiltshire Local Transport Plan 2011- 2026 - Car Parking Strategy* does not outline a specific requirement for a percentage blue badge spaces a site is required to provide, only that the site must ensure they have adequate provision.
- 2.24 The site will provide a total of 10 blue badge spaces which is in line with the provision levels at other David Lloyd Leisure Clubs. The level of blue badge parking is considered an appropriate level based on likely usage.

Delivery and Servicing

- 2.25 The proposed site will provide a dedicated servicing yard to the east of the main building. An 11m 4-axle refuse vehicle and a 10m 2-axle rigid vehicle have been tracked to and from this location. These are anticipated to be the largest vehicles that would enter and exit the site. The site is designed to accommodate these vehicles as shown in Appendix D of the TA.

¹ The BREEAM guidance provides a sliding scale to reflect an increased confidence in availability that occurs where there is larger scale cycle parking provision for sites with more than 200 users. A multiplier for standard unit of measure of X 1.0 for 1-200 users, X 1.5 for 201 – 300 users, X 2.0 for 301-400 users can be applied. For our site with 287 users at any given time, this works out as: 1–200 users @ 1 space per 10 users = 20 spaces; 201–300 users @ 1 space per 15 users (unit of measure × 1.5) = 5.8, rounded up to 6 spaces totalling 26 spaces in all.



Fire Tender and Emergency

- 2.26 The proposed site layout has been designed so it can accommodate both fire tenders and emergency vehicles as demonstrated in Appendix D of the TA.

Existing Transport Infrastructure (Walking and Cycling)

- 2.27 Currently the site is relatively isolated with no existing pedestrian or cycling routes leading directly to the site. The primary desire line for trips on foot would be expected to originate from Rowden Park (14/12118/OUT) development to the North. Here the majority of trips on foot would travel along new internal site roads and use the informal crossings on the northern site access roundabout that provide dropped kerbs, tactile paving, and a refuge Island. these crossings will be used to access footways that will be provided by the wider Southpoint Business Park application (N13/00308/OUT).

Bus

- 2.28 The nearest existing bus stops to the site are the Showell Farm bus stops and the Patterdown bus stops located approximately 800m and 1000m from the proposed site access. Both sets of bus stops are on the route of only one bus service (X37) which connects into the centre of Chippenham (a service that is only once a day), with no existing footways connecting these stops to the site. Consequently, access this bus service at these stops is currently limited. However, the wider Southpoint Business Park will provide pedestrian connections to the Patterdown Bus Stops allowing pedestrians to access the X37.
- 2.29 Furthermore, as a part of the Rowden Park TA the diversion and enhancement of services X34 and 55 is considered to provide a regular bus service to the residential development.

Rail

- 2.30 The closest railway station to the site is the Chippenham railway station which can be accessed approximately 4km from the site which equates to an approximately 16 minutes by bike. The station is served by Great Western Rail and provides services from several locations including London Paddington, Bristol Temple Meads, Swindon and Westbury.
- 2.31 The following facilities are provided at the station:
- Car parking spaces
 - 106 cycling spaces that are CCTV monitored
 - Taxi Rank; and
 - Step-free access.

- 2.32 **Table 2.1** provides a summary of the services available to Chippenham Station. Only direct services have been accounted for.

Table 2.1: Summary of Train Services to Chippenham Train Station

Origin	Frequency (Mins)	Journey Time (Minutes)
London Paddington	30	66
Bristol Temple Meads	30	24
Swindon	30	10
Westbury	60	25



- 2.33 **Table 2.1** demonstrates that there are numerous services calling at Chippenham railway station with frequent travel from local destinations provided for, offering significant potential for members (who are likely to reside locally to Chippenham) and staff to travel by rail as part of a multi-modal journey to site.

Baseline Travel Patterns of Existing Building Users

- 2.34 The site is currently vacant and there are no existing building users. As such it is not possible to determine the travel patterns of existing building users.
- 2.35 However, insight can be drawn from the 2011 Census *WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)* dataset. The site is located within Wiltshire 018 Super Output Area – Middle Layer (MSOA). Although data from the 2021 Census is now available, the 2011 census data is considered more representative of existing travel behaviour given that 2021 falls within the COVID-19 pandemic when there were a higher number of people either working from home or not working.
- 2.36 Although the census travel dataset relates to commuting journeys, it has been used to provide useful insight into all existing trips within the local area as commuting is the second most common trip purpose, behind education, in England in 2023² and 2024³ according to National Travel Survey. This is presented in **Table 2.2** for indicative purposes.

Table 2.2: Existing Mode Share for the Site Area (Census 2011 Data)

Mode of travel	Mode split (%)
Driving a car or van	76%
On foot	10%
Passenger in a car or van	7%
Bicycle	3%
Bus, minibus or coach	2%
Motorcycle, scooter or moped	1%
Train	1%
Other method of travel to work	0%
Taxi	0%
Underground, metro, light rail or tram	0%
Total	100%

² Available online at: <https://www.gov.uk/government/statistics/national-travel-survey-2023/nts-2023-trips-by-purpose-age-mode-and-sex>

³ Available online at: <https://www.gov.uk/government/statistics/national-travel-survey-mid-year-estimates-year-ending-june-2024>



- 2.37 The census mode share outlined in **Table 2.2** relates to commuting travel and is therefore considered representative of expected site users' travel mode choice.

Inclusive Design

- 2.38 Currently, there is no existing disabled access to the site as the proposed development is yet to be built. However, as outlined within detailed plans within the TA accompanying this submission, the proposed site will have level threshold access into the building from all access points.
- 2.39 A clearly defined internal pedestrian and cycle route will be provided leading directly to the main building within the site. The internal footways will feature dropped kerbs and tactile paving at crossings and will align seamlessly with accesses into the facilities within the site. The main building façade will be bounded by a paved footpath leading to a level entry main entrance. The footways will be sufficiently wide to support wheelchair movement. Obstructions to movement from furniture will be very minimal if any at all. Footpaths will be appropriately lit.
- 2.40 The car parking facilities are designed to include accessible bays (10 spaces) with dropped kerbs provided at any place where there is a differential between a designated accessible bay level and the adjacent pavement level. Pedestrian routes from the accessible parking spaces to the main entrances will be level, clearly sign-posted and adequately lit along the allocated route. Disabled parking spaces will be located immediately adjacent to the main building to reduce the distance between the user's vehicle and the fitness centre.
- 2.41 Cycle parking will be provided along the proposed internal cycle route and in proximity to the main building. A total of 30 cycle parking spaces will be provided.

Accessible Amenities

- 2.42 It is a requirement to show facilities within 500m of the site in line with the BREEAM guidance. There are no existing accessible amenities within the requisite catchment and offsite footways to facilitate access are currently still under construction. However, the lack of proximity to amenities within 500m is compensated for by the proposal itself which will provide access to a range of amenities including (but not limited to):
- An onsite café/ restaurant;
 - Access to leisure and sports facilities including tennis courts, padel courts, badminton courts, multi-use games area, swimming pools, gym etc

Public Transport Accessibility Index

- 2.43 As part of this Travel Plan, the Public Transport Accessibility Index (PTAI) has been used to assess the accessibility of the site from a public transport perspective.
- 2.44 The PTAI provides an indicator of the accessibility and density of the public transport network at a point of interest. The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services, and their proximity to the building, the higher the PTAI.
- 2.45 The methodology for calculating the PTAI as adopted in the BREEAM guidance takes account of the public transport nodes that meet the following criteria:



- a. *“A bus stop within 650 m or a railway station (or other transport service) within 1000 m of the main entrance, measured via a safe pedestrian route.*
- b. *The service must connect to an urban centre, major transport node, or community focal point (e.g., school, library, doctor’s surgery).*
- c. *Only local services are assessed; national services are excluded unless they function as local commuter routes...”*

2.46 Based on this, site achieves a PTAI of 0 as there are no public transport nodes within the requisite catchments.

Future Travel Patterns

2.47 To determine the future travel patterns of site users, the 2011 Census *WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)* presented in **Table 2.2** can be relied on as well. The information presented in **Table 2.2** indicates that approximately 76% of workers in the area travel as car driver, circa 13% use active modes and around 3% use public transport. The census data provided in **Table 2.2** will be relied on for setting mode share targets for this TP.

Stakeholder Engagement

- 2.48 The preparation of this TP presents an opportunity to engage with WC to ensure this TP aligns with local priorities and needs.
- 2.49 Although the future users of the site (staff, members, and visitors) are not yet known, David Lloyd (site owner/management) through their representatives have been actively involved in setting measures and targets contained within this TP and are therefore committed to its implementation and its success.

TRA-01 Criteria 2

2.50 In relation to Criteria 2 of TRA-01, the BREEAM guidance states that:

“Develop a site-specific travel plan following the transport assessment recommendations by the end of the Concept Design stage”

2.51 This report represents the travel plan for the site. The targets and measures of this travel plan have been set out in detail within **Section 4.0** and **Section 5.0** of this report respectively and have been informed by the transport assessment.

TRA-01 Criteria 3

2.52 Criteria 3 of TRA-01 of the BREEAM guidance states that:

“Demonstrate that the travel plan can guide the appropriate implementation of sustainable transport measures during the design, construction, and occupancy stages and be supported by the building's management during operation.”

2.53 The owners/management of the site, David Lloyd, have been actively involved in preparing this report and setting out the measures and targets herein. They are therefore committed to the success and implementation of this TP.



Summary

2.54 This BREEAM TP has met the criteria set out within TRA-01.



3.0 TRA-02 – Sustainable Transport Measures

- 3.1 This section outlines the criteria as part of TRA02 and how this BREEAM Transport Assessment and Travel Plan accords with the BREEAM Guidance.
- 3.2 The aim of this section of the assessment as detailed within the BREEAM guidance is to *“maximise the potential for people to choose public, active and lower-emission private transport by providing the site with convenient, sustainable options”*. Up to 10 credits can be achieved for TRA02.
- 3.3 As a prerequisite for achieving any credits for TRA02, a transport assessment will need to be completed in line with TRA01. This is set out within **Section 2.0** of this Travel Plan.
- 3.4 TRA02 states that the following measures shall be considered when developing the Travel Plan as a minimum:
1. *“Engaging with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.*
 2. *Considering all types of users, ensuring equitable access and inclusivity.*
 3. *Negotiating with public transport companies to increase the local service for the development.*
 4. *Providing a public transport information system in a publicly accessible area.*
 5. *Providing electric vehicle charging infrastructure.*
 6. *Providing priority parking spaces for car sharers.*
 7. *Designating priority parking spaces for individuals with disabilities.*
 8. *Reducing parking spaces or implementing parking charges.*
 9. *Consulting with the local authority on the state of, and improvements to, the local cycling network.*
 10. *Providing a pedestrian and cyclist-friendly environment. This includes providing:*
 - a. *Cycle lanes.*
 - b. *Safe crossing points.*
 - c. *Direct routes.*
 - d. *Appropriate tactile surfaces.*
 - e. *Landscaping and shelter for public transport waiting areas.*
 - f. *Good lighting, signposting to other amenities, public transport nodes, and adjoining off-site pedestrian and cycle routes.*
 11. *Providing dedicated and convenient cycle storage.*
 12. *Providing cyclists’ facilities.*
 13. *Identifying existing amenities and assessing potential enhancements.*



14. Providing suitable taxi drop-off or waiting areas.

15. Ensuring rural buildings have appropriate access to transport to serve the local community adequately.”

3.5 The aforementioned measures have been considered by the developer as part of the proposals. The following measures are to be implemented as part of the scheme, as these are considered appropriate having regard to the proposed development and are considered to be the measures that will contribute furthest to improving sustainable travel to and from the site:

- Engaging with local authorities, building users, and the surrounding community to ensure the travel plan aligns with local needs.
- Considering all types of users, ensuring equitable access and inclusivity.
- Providing electric vehicle charging infrastructure.
- Designating priority parking spaces for individuals with disabilities.
- Consulting with the local authority on the state of, and improvements to, the local cycling network.
- Providing a pedestrian and cyclist-friendly environment. This includes providing:
 - Cycle lanes.
 - Safe crossing points.
 - Direct routes.
 - Appropriate tactile surfaces.
 - Landscaping and shelter.
 - Good lighting, signposting to other amenities, public transport nodes, and adjoining off-site pedestrian and cycle routes.
- Providing dedicated and convenient cycle storage.
- Providing cyclists' facilities.
- Providing suitable taxi drop-off or waiting areas.

3.6 Further details regarding the implementation of each aforementioned measure are provided within **Section 5.0** of this report and the points accruable are outlined in **Section 6.0**.



4.0 Objectives and Targets

- 4.1 This chapter sets out the overarching objectives and aims for the Travel Plan.
- 4.2 Objectives are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.

Objectives

- 4.3 As this stage, it is not possible to derive site-specific objectives which relate to the actual day-to-day operation of the site. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies on transport:
- Reduce reliance on car driver journeys;
 - Promote alternative modes of travel to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - Contain car parking demand.
- 4.4 The BREEAM guidance and assessment methodology recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

Target

- 4.5 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and the success of the travel plan. These should be 'SMART,' i.e., **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.
- 4.6 The key action targets are set out as follows:
- A Travel Plan Coordinator (TPC) will be appointed within three months of the site becoming operational;
 - A progress note will be completed on an bi-annual basis after the baseline review and will include a travel survey which includes stated main mode of travel undertaken for five years.
- 4.7 The current baseline car driver modal split is informed by the census data as detailed in **Table 2.2**. An indicative target to achieve a 10% (circa 8 percentage points) reduction in car driver mode share for staff has been set out in **Table 4.1** below and will be reviewed following the first survey being undertaken based on the timescales set out therein.



Table 4.1: Travel Plan Targets

Mode	Modal Share Monitoring Target			
	Year 0	Year 1	Year 3	Year 5
Car Driver Trips	76%	74%	71%	68%
Sustainable Travel (Walking, Cycling, Bus, Train, car passenger etc)	24%	26%	29%	32%

- 4.8 The actual staff modal share target will be set following the completion of the development and completion of the travel survey within 6 months of commencement of operations.
- 4.9 Travel patterns will be measured as the main mode of travel to the site by staff provided through monitoring surveys conducted at Year 1 and then biannually after the Year 1 survey.



5.0 Measures and Initiatives

- 5.1 Appropriate measures are the key to achieving the targets set out within Travel Plans. This section presents the measures that are proposed at the site.

Hard Measures

Site Design

- 5.2 The masterplan design will create an environment where walking and cycling is very safe and conducive. The pedestrians and cyclists will be provided with a direct route to the main building within the site. Segregated provisions will be provided for pedestrians with safe crossing points featuring dropped kerbs and tactile paving.
- 5.3 The active travel routes within the site will be appropriately lit at all times during the facility opening hours.

Provision of Dedicated and Convenient Cycle Storage

- 5.4 Cycle parking will be provided external to the fitness centre in sheltered spaces. A total of 30 cycle parking space will be provided.
- 5.5 The cycle parking will be compliant with the standards set out within the BREEAM guidance:
- The cycle will be secured with overhead covering and will be located in a permanent or locked structure with appropriate surveillance;
 - The cycle racks will allow appropriate access to the cycle storage space for easy storage and access to racks;
 - The storage facility or entrance will be located in a prominent site location, close to the entrance to the fitness centre;
 - The storage facility will have adequate lighting; and
 - The cycle shelter lighting will be linked to the external lighting which will be on a daylight sensor.
- 5.6 The proposed development will provide 30 secure sheltered cycle parking spaces. A detailed summary of the proposal for cycle parking has been set out in paragraphs 2.16 - 2.18.

Provision of Cyclists' Facilities

- 5.7 As the site proposals are for a Health and Racquets Club, changing facilities, showers, and lockers will all be available to any users of the site.
- 5.8 This aligns with the requirements of BREEAM in respect of end of journey facilities and would achieve 1 point as informed by Table 7.3 of the BREEAM guidance (Option 8).

Provision of Suitable Taxi Drop-Off or Waiting Areas

- 5.9 Whilst there is no formal pick up and drop off point, the car park is suitably designed for vehicles to use the parking aisles for pick up and drop off. This will encourage more sustainable travel to the site other than using a private car.



Provision of Electric Car Charging Stations

- 5.10 The proposed development will provide a total of 277 parking spaces comprising a mix of:
- 206 Standard Parking Spaces;
 - 28 EV charging bays;
 - 28 Bays for Future conversion to EV;
 - 10 Disabled Parking Spaces; and
 - 5 Parent and Child Parking
- 5.11 The minimum requirements to gain a point for EV charging infrastructure as specified within the BREEAM guidance is 30% of total car parking spaces comprising at least 10% active EV charging points with the remaining 20% equipped with passive EV charging infrastructure. The proposed development represents 9% active (26 spaces) and 9% passive provision (24 spaces) and falls short of the minimum requirements to gain a point.

Accessible Parking

- 5.12 A total of 10 priority parking spaces will be provided next to main building with a level threshold to access the building. Use of these spaces will be monitored and controlled to ensure they are used as designated.

Restrictions for Car Parking

- 5.13 The site design will include a deterrent to indiscriminate use of the car park by providing barrier control to restrict access to the site to members, staff and servicing vehicles. In total 245 car parking spaces will be provided comprising 10 disabled parking spaces, 5 parent and child parking spaces and 230 standard parking spaces.
- 5.14 All members are required to register their vehicle when joining and provided with a fob. The barrier will automatically open when vehicles approach the car park. When members leave after their session, they are required to use a code to exit the car park to enhance security. The site will therefore be restricted to member use preventing spaces in car park being used for purposes unrelated to the site.

Soft Measures

Marketing the Travel Plan

- 5.15 From the outset, sustainable travel will be promoted to staff and visitors of the development. The travel plan will be launched as soon as possible after the development is completed to instil sustainable travel behaviours among staff from their first day of employment and will be continually marketed through the provision of travel information, leaflets, and communication sessions.
- 5.16 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the TPC, the Councils' Travel Planning Team and other sustainable travel groups.
- 5.17 The TPC will implement and promote the travel plan measures from an agreed budget. The TPC contact details are to be provided to the local authority by the occupier. The TPC will also



be responsible for producing the monitoring reports on the targets and action plan of the TP and making this available to the local authority.

- 5.18 The TPC will be an individual with relevant experience and a requisite knowledge to discharge of the duties. Should the appointed TPC vacate the role at any point during the lifetime of the TP, a new TPC will be appointed with updated contact details provided to the local authority.
- 5.19 The TPC will be the first point of contact for staff and other outside organisations in all matters regarding staff travel. The TPC will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.
- 5.20 The TPC will be responsible for:
- The implementation of the plan;
 - Ensuring staff surveys are completed as outlined in the plan;
 - Overseeing staff travel information is kept up to date;
 - Complete the feedback form for submission to WC (to be produced bi-annually as deemed necessary); and
 - Be a named contact for local authority's TPC.
- 5.21 Promotional events and literature will be arranged by the TPC, to encourage walking and cycling, and emphasising the health benefits of travelling sustainably.
- 5.22 The TPC will prepare and arrange for distribution of maps showing safe local walking and cycling routes as part of a Staff Travel Induction Pack. The Induction Packs will be prepared and kept up to date by the TPC, who will maintain a stock and issue to new staff members when they commence employment at the site. These can be available in hard copy and/or electronic format.
- 5.23 The objective of the Induction Pack is twofold: to inform and to promote. The latter aspects of the Induction pack are aimed at promoting and achieving sustainable travel choices for trips to/from the development. Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options. This will include encouraging walking and cycling, and emphasising the health benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week, as well as arranging development specific events.

Initiatives to Promote Travel by Public Transport

- 5.24 Up-to-date information on the local public transport services available which can be accessed by staff and visitors to the site will be provided at an accessible area within the site.
- 5.25 The information will also be made available on print within the induction pack. This will include timetable details and links to online journey planning websites. Details of local public transport operators, including timetables and route maps, will be provided within the information packs. Opportunities to provide discounted tickets or taster tickets will also be investigated.



Initiatives to Promote Walking

- 5.26 The information pack will include a map identifying the pedestrian friendly routes surrounding the site, in order to ensure that employees are aware of the facilities available to them.
- 5.27 Staff will be encouraged to participate in national walking events, such as Walk to Work Week. These events will be promoted on the notice board and within the information packs.
- 5.28 A pedestrian/cycle route map will be provided within the information pack. Staff will be encouraged to participate in walking events.
- 5.29 The health benefits of walking and cycling will be promoted to all employees.
- 5.30 The site will be designed in a way to encourage pedestrian travel, with 2m wide footways provided within the site and dropped kerbs with tactile paving provided at convenient crossing locations.

Initiatives to Promote Cycling

- 5.31 The information pack will include information on the cycle routes available between the site and common destinations, including local amenities and facilities. Copies of local cycling maps will be provided within the information packs.
- 5.32 Details of local cycling shops will be provided to staff at the site using the travel notice board and within the information packs.
- 5.33 The TPC will set up a Cycle to Work scheme to enable staff to access a tax-exempt loan for the purchase of bicycles and safety equipment. (www.dft.gov.uk/publications/cycle-to-work-schemeguidance).

Reducing the Need to Travel

- 5.34 The Travel Plan Coordinator will promote online services (e.g. food delivery services, shopping, online council services) to encourage employees to utilise these in preference to making a trip out of the site to access these services. Details of popular online services will be promoted to employees through the notice boards and information packs.
- 5.35 Details of journey planning websites will also be promoted to employees. The TPC will promote the use of online services and journey planning services to employees.

Communication

- 5.36 The Travel Plan itself will be promoted to raise awareness of its existence and how it can help people to make more sustainable choices regarding how they travel. The promotion of the Travel Plan would link into other wider events, such as health promotion, cycle rides and bike week. Information on the Travel Plan, its progress, impacts and benefits will be disseminated to employees as follows:
 - E-mail sent to staff with the latest survey results, upcoming sustainable travel events, case studies of people using sustainable modes, reminders of the incentives available through the Travel Plan etc.); and



- Social media.

5.37 The TPC will commit to ongoing marketing and promotion of the measures e.g. through email, newsletters etc.



6.0 BREEAM Credits

- 6.1 BREEAM UK New Construction consists of individual assessment issues across nine environmental categories, plus a tenth 'innovation' category. Each assessment issue addresses a specific building related environmental impact or issue (in this case Transport) and is assigned a number of credits.
- 6.2 In the case of Transport this relates to assessment issues:
- TRA01 – Transport Assessment and Travel Plan; and
 - TRA02 – Sustainable Transport Measures
- 6.3 In order to receive these credits a scope of work must be carried out for each issue.
- 6.4 For TRA01, a Transport Assessment and Travel Plan must be produced that contains specific information. For TRA02, the criteria set out within TRA01 must be achieved, as well as presenting a number of sustainable transport measures which receive points, these points can then be awarded credits in line with the AI of the site.
- 6.5 **Table 6.1** summarises the scope of work which has been undertaken in order to comply with TRA01 and TRA02 and the associated number of credits achieved.

Table 6.1: BREEAM Scope of Work

Scope of work	Reference
TRA-01 – Transport Assessment and Travel Plan – 2 credits (maximum)	
Conduct a site-specific transport assessment by the end of the Concept Design stage	A site-specific Transport Assessment is provided alongside this BREEAM travel plan. This document acts as the Travel Plan for the site. Details in relation to development description, existing transport infrastructure, inclusive design, accessible amenities around the site, public transport accessibility index, future travel patterns and stakeholder engagement have been provided in Section 2 .
Develop a site-specific travel plan following the transport assessment recommendations by the end of the Concept Design stage	The report represents a travel plan for the site and has been informed by the transport assessment for the site. Existing conditions and travel around the site have been taken into account in preparing this travel plan. This has been discussed in detail in Section 2.0 .
Demonstrate that the travel plan can guide the appropriate implementation of sustainable transport measures during the design, construction, and occupancy stages and be supported by the building's management during operation	The final occupiers of the site, David Lloyd, are fully involved in the planning of the site and preparation of the Travel Plan and as such are committed to the success of this Travel Plan. David Lloyd through their representatives have reviewed the contents of the travel plan and as they are proposing the site have decided the facilities to be provided and measures to be implemented at the site.
The information set out within this report and its Appendices are in line with the information required to gain 2 credits for TRA01.	



Scope of work	Reference
TRA-02 – Sustainable Transport Measures – 10 credits (maximum)	
Provide up-to-date local public transport information in a convenient, accessible area to help building users plan journeys by public transport	1 Point as set out in paragraph 5.24 and 5.25.
Install at least the minimum number of cycle storage spaces as set out in Table 7.8	1 Point for compliant cycle storage spaces as set out in paragraph 2.16 - 2.18
Having supplied cycle storage space as per Option 7 above, provide building users with at least two of the following facilities: – Showers – Changing facilities – Lockers – Drying spaces.	The Health and Racquets Club will provide showers, lockers and changing facilities on site. – 1 Point
Providing suitable taxi drop-off or waiting areas.	Taxi drop-off/pick up will be accommodated within the site – 1 Point
New or enhanced amenities: Provide relevant and accessible new amenities within less than or equal to 500 m of the building entrance. These can be an enhanced existing amenity, or a new type of amenity (see M4).	The proposed development of a David Lloyd Health and Racquets Club represents a new “Access to a recreation or leisure facility for fitness or sports” which will be available to those within the locality of the site. A café/ restaurant will also be provided within the site which will be accessible to building users. This amounts to a total of two new amenities – 3 Points
On the basis of the information set out above, 9 credits should be awarded for TRA-02.	

- 6.6 The information set out within this report are in line with the information required to gain 2 credits for TRA01.
- 6.7 The proposed development will provide up-to-date information of public transport services in an accessible area within the site. This achieves 1 point.
- 6.8 The development will provide 30 cycle parking spaces from the outset. This is in line with the BREEAM standards and therefore achieves 1 point.
- 6.9 The Health and Racquets Club will have changing facilities, showers, and lockers for all visitors and staff to use. This achieves a further 1 point.
- 6.10 Suitable provisions for drop off and pick up by car will be provided. This achieves 1 point.
- 6.11 The proposed development itself will provide a new access to a leisure facility. The café to be provided within the site provides access to a new food outlet facility. These new facilities together achieve a further 3 points.
- 6.12 In total, the site merits 9 points in total comprising 2 points for TRA01 and 7 points for TRA02. This will be awarded 9 credits in line with the criteria outlined in Table 7.4 of the BREEAM guidance.



7.0 Monitoring, Reporting and Review

- 7.1 This section of the report sets out how the aim and action targets will be monitored and reviewed. The Travel Plan will be monitored for 5 years from the date of opening.

Monitoring

- 7.2 The TP will be monitored for a period of five years. The baseline staff survey will be undertaken in Year 0 (year of opening) within 6 months of commencement of operations, with further monitoring surveys taking place in Year 1, Year 3 and Year 5 after the baseline survey.
- 7.3 The monitoring surveys will entail issuing a questionnaire to collect information on travel behaviours. A draft questionnaire is provided in **Appendix B**. The contents of the questionnaire survey to be issued will be agreed with the WC TP representative prior to surveys being undertaken.
- 7.4 The main reasons for monitoring the TP are:
- To measure the level of success in meeting identified targets (mode share targets) using key performance indicators;
 - To understand cycle parking demand; and
 - To provide feedback to the TPC so the TP can be refined where necessary.

Reporting

- 7.5 The TPC will prepare a full monitoring report within three months of each of the monitoring surveys detailing the progress of the Travel Plan. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;
 - Evidence of measures implemented including photographs where possible;
 - Summary of the results of the travel surveys; and
 - Survey of cycle parking usage.
- 7.6 The report will be provided to the Travel Plan Officers at the council.
- 7.7 All monitoring reports and associated documents will be provided to WC.

Review

- 7.8 Based on the results of the surveys, the targets and measures within the TP will be re-adjusted accordingly. An updated TP will be prepared for approval by WC at the end of the monitoring period.



8.0 Action Plan

8.1 The Action Plan outlined below in **Table 8.1** sets out the measures included within the Travel Plan that are directed at influencing staff and members' travel.

Table 8.1 – Action Plan

Action Type	Action	Responsibility	Timeframe
Management	Appointment of Travel Plan Coordinator (TPC)	Site Management	Three months prior to commencement of operations to be in place for the lifetime of the TP
	TPC contact details issued to WC	TPC	Upon commencement of employment
Travel Plan Document Progression	Finalisation of measures to be implemented	TPC and WC Travel Plan Officers	Within 3 months of commencement of operations
Measures, Monitoring, Review and Reporting	Monitoring of measures and initiative take-up	TPC	On-going
	Baseline Surveys	TPC	Within six months of commencement of operations
	Monitoring Surveys	TPC	At Years 1, 3 and 5
	First review report	TPC	At Year 1
	Year 1 review report	TPC	At Year 3
	Year 3 review report	TPC	At Year 5
	Final review and reporting	TPC and WC Travel Plan Officers	Following Year 5 monitoring report
Implementation	Provision of Induction Travel Packs to staff	TPC	As part of the onboarding process
	Provide electric car charging infrastructure of a minimum power rating of 7kW.	Developer as part of development and TPC to monitor maintenance/ usage	Within construction period and TPC to monitor usage to ensure provision is sufficient
	Cycle parking and facilities located on-site	Developer as part of development and TPC to monitor maintenance/ uptake	Within construction period and TPC to monitor uptake to ensure provision is sufficient
	Promote cycling through awareness campaigns	TPC	On-going
	Provide a public transport information system in a publicly accessible area	As part of development and TPC to monitor maintenance/ updates	Within construction period and ongoing - TPC to monitor updates are provided
	Promote walking through awareness campaigns	TPC	On-going



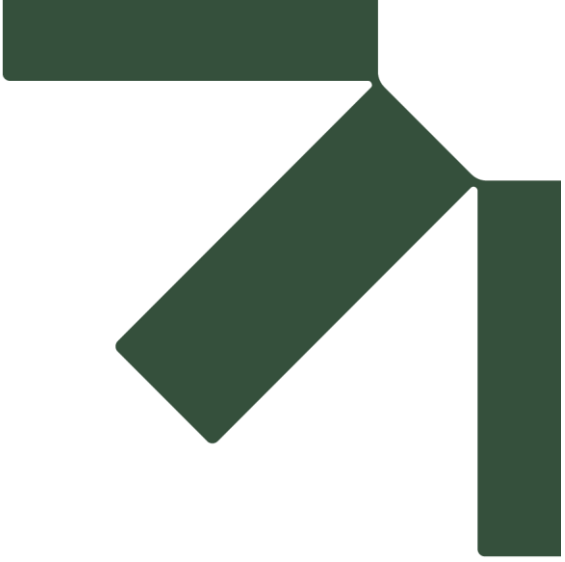
Action Type	Action	Responsibility	Timeframe
	Barrier controls and restrictions for car park	Developer as part of development and TPC to monitor compliance	Within construction period and ongoing - TPC to monitor compliance



9.0 Summary and Conclusion

- 9.1 SLR Consulting Ltd has been appointed by David Lloyd Leisure Ltd. to prepare a BREEAM Travel Plan in support of a planning application for development of a Health and Racquets Club facility on land north of West Cepen Way, Chippenham.
- 9.2 The site falls within the administrative boundary of Wiltshire Council (WC) as unitary authority functioning both as local planning and local highway authority.
- 9.3 The site forms part of the Southpoint Business Park (planning reference: N13/00308/OUT) and is located directly north of A350 West Cepen Way. Access to the site and surrounding area was established as part of planning permission 14/12118/OUT for Rowden Park. The proposed development will benefit from one point of access for pedestrians and cyclists via an access road which forms the western arm of a proposed four-arm roundabout along a proposed development estate road. The proposed development road extends south from this junction connect West Cepen Way and north from this junction towards Rowden Park.
- 9.4 The purpose of this document will be to gain a BREEAM certification for the site. Specifically, this report will provide information relating to BREEAM 2025 focusing on sections TRA-01 and TRA-02.
- 9.5 Alongside this document, a Transport Assessment has been produced for the planning submission. This BREEAM TP acts as the Travel Plan for the development site, and collectively the Transport Assessment and this BREEAM Travel Plan provide the information required to gain 2 credits for policy TRA-01.
- 9.6 Using Table 7.3 within the BREEAM guidance (2025) proposed measures including provision of 30 cycle parking spaces and cycle facilities including lockers, changing facilities and showers from the outset gain 1 point each amounting to 2 points (2 credits). The proposed development will provide at least two additional amenities (leisure facility and food outlet) which represents new amenities for the receiving environment and merits 3 points amounting to 3 credits. The proposed development will also provide an up-to-date public transport information system in an accessible area and suitable drop off and pick up point which merits 1 point each (2 credits). Therefore, 7 credits should be awarded in line with the policy set out within TRA-02
- 9.7 In total, 9 credits should be awarded as part of TRA-01 and TRA-02.





Appendix A Proposed Site Layout

BREEAM Travel Plan

David Lloyd Chippenham

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026



NOTES

0m 10 20
1:500

Application Boundary
3.33 hectares / 8.23 acres

Cable easement

Car Parking
277 Total inc.
10 Disabled bays
5 Parent & child bays
30 Covered cycle parking

28 EV Charger bays
28 Future EV Charger bays

REVISION: P01 BY: HP CHECKED: MPB DATE: 12/02/2026
Planning Issue.

STATUS
S4a | FOR PLANNING

CLIENT
David Lloyd
CLUBS

PROJECT
CHIPPENHAM
SOUTHPOINT BUSINESS PARK

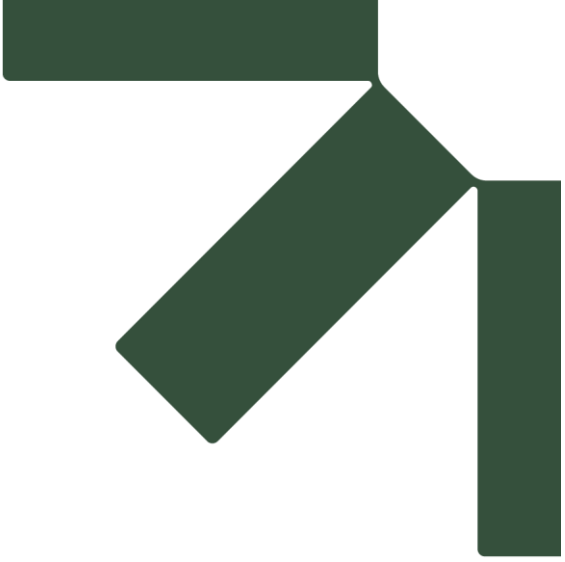
TITLE
PROPOSED
SITE PLAN

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

HCD PROJECT NO. 24245	SCALE 1:500 @ A1	REV P01
PROJECT NO. 24245	ORIGINATOR HCD	VOLUME ZZ
LEVEL 00	TYPE DR	ROLE - NUMBER A-PL-003

S:\Architecture\24245\Drawings\DR - Plotsheets\Planning\A-PL-003 - Proposed Site Plan.dwg | © HCD



Appendix B Draft Travel Questionnaire

BREEAM Travel Plan

David Lloyd Chippenham

David Lloyd Leisure Ltd.

SLR Project No.: 416.066362.00001

20 February 2026

1. How many days a week do you normally work at the David Lloyd Club site?

- ☐ Once a week
- ☐ Twice a week
- ☐ Three times a week
- ☐ Four times a week
- ☐ Five times a week
- ☐ More than 5 times a week

2. What is your main mode of travel for your journey to the David Lloyds Club site? Please note your main mode refers to the mode you use for the greater part of your commuting trip.

- ☐ Walk
- ☐ Cycle
- ☐ Passenger in a Car/ Van
- ☐ Motorcycle, Moped or Other Powered Two-Wheelers
- ☐ Bus
- ☐ Train
- ☐ Car Sharing
- ☐ Taxi
- ☐ Car or Van

3. What are your main reasons for choosing this main mode of travel? Please specify

.....

.....

.....

.....

.....

4. If you use more than one mode of travel to the site, what other modes do you use in addition to your main mode of travel to the David Lloyd Club?
- ☐ Walk
 - ☐ Cycle
 - ☐ Passenger in a Car/ Van
 - ☐ Motorcycle, Moped or Other Powered Two-Wheelers
 - ☐ Bus
 - ☐ Train
 - ☐ Car Sharing
 - ☐ Taxi
 - ☐ Car or Van
 - ☐ Others (Please Specify.....)
5. How far do you travel on the average to the David Lloyd Club? Please provide a one-way journey time.
- ☐ Less than 1 mile
 - ☐ 1 – 2 miles
 - ☐ 2.1 – 5 miles
 - ☐ More than 5 miles



Making Sustainability Happen