ARDENT
CONSULTING ENGINEERS

ESQUIRE DEVELOPMENTS LIMITED

ARUNDEL GATE, FORD ROAD, ARUNDEL

TRAVEL PLAN

REPORT REF.
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ARUN DISTRICT COUNCIL AB/68/23/DOC

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Document Control Sheet

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Esquire Developments Limited to prepare a Travel Plan (TP) for a consented development at a site known as Arundel Gate, Ford Road, Arundel (hereafter known as 'the site').

1.2. This TP has been produced for submission to Arun District Council (ADC). The local highway authority is West Sussex County Council (WSCC).

1.3. This TP has been produced to satisfy Condition 14 of the planning decision notice (Arun District Council Planning Application Reference: AB/135/20/OUT), which reads as follows:

"Reason: To provide alternative travel options to the use of the car in accordance with Policy T SP1 and Policy T DM1 of the Arun Local Plan.

No part of the development shall be first occupied until a detailed Travel Plan has been submitted to and been approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department of Transport or as advised by the Local Highway Authority."

Scope of Report

1.4. This TP has been prepared in accordance with the latest government advice and current local best practices, with the aim of promoting the use of sustainable and active modes of travel for journeys to and from the site. Since the development involves residential use, this TP takes the form of a residential TP aimed at residents, but it will also have a positive effect on the travel choices of visitors.

1.5. This TP has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable and active modes of travel wherever possible. It also identifies associated procedures for implementation and monitoring, along with suitable targes, to ensure the overriding objectives of reducing single occupancy car travel and increasing uptake of sustainable modes are achieved.

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1.6. A TP provides a long-term strategy for encouraging residents to minimise their need to travel, as well as to promote the use of modes of transport other than the private motor vehicle.

1.7. As this document has been prepared prior to occupation, the details relating to travel patterns and mode share targets are considered to be indicative until such a time that actual travel patterns can be determined at the site via on-site surveys and questionnaires (although the modes recorded at this point will have already been influenced by the measures set out in this TP). It is therefore the intention that the Travel Plan will be a 'living' document as further details on travel patterns, targets, measures, and management could be provided as the development progressed.

Purpose of a Travel Plan

1.8. A TP is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as: a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.

1.9. The benefits from a TP can be loosely categorised under three main headings:

- Health benefits;
- Environmental benefits; and
- Financial benefits.

Health Benefits

1.10. A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

1.11. Regular moderate physical activity (including walking and cycling) can help prevent and reduce risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problem, high blood pressure and musculoskeletal problems.

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Environmental Benefits

1.12. Climate change is a global issue, and the government has pledged to play its part in reducing harmful carbon and related emissions by setting carbon reduction targets: *"it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline".*

1.13. Encouraging residents, and visitors to make smarter, low carbon travel choices in the way they travel can reduce the impact that new and existing development could have on the local environment and air quality.

1.14. An increase in vehicular trips can also contribute to negative local environmental issues such as severance. By encouraging residents to reduce car dependency, the local highway networks will benefit from a reduction in vehicular movements and local communities will benefit from less traffic.

Financial Benefits

1.15. There are financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and for wider society.

1.16. In some circumstances, TP measures can remove an individual's need to own a car, minimising the capital and on-going cost of car ownership,

1.17. An effective TP can help encourage residents and visitors of the site to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, can reduce financial wastage.

Policy and Guidance

1.18. TPs have become an important tool for the delivery of national, regional, and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development.

1.19. This TP has been developed in conformance with the following documents, where possible:

- The National Planning Policy Framework [NPPF] (MHCLG, July 2021);

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- National Planning Practice Guidance [NPPG] - Travel Plans, Transport Assessments and Statements (MHCLG, March 2014);
- West Sussex Travel Plan Guidance.

Structure

1.20. Following this introduction, this remainder of this report is structured as follows:

- **Section 2.0** describes existing conditions in terms of the site's accessibility on foot, by cycle and public transport;
- **Section 3.0** provides a description of the proposed redevelopment scheme, including the proposed trip generation / attraction;
- **Section 4.0** provides details of objectives and targets;
- **Section 5.0** outlines the proposed package of measures and initiatives to encourage use of alternative modes of travel to the private car; and
- **Section 6.0** outlines the proposed TP monitoring and review process.

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2. Existing Situation

Site Location

2.1. The site is situated at the southern side of Arundel and is bound by: Ford Road to the east; Priory Lane to the south; and the rear boundaries of existing residential properties fronting onto Stewards Rise and Dalloway Road to the north and northwest. Shown within **Plate 2.1**.

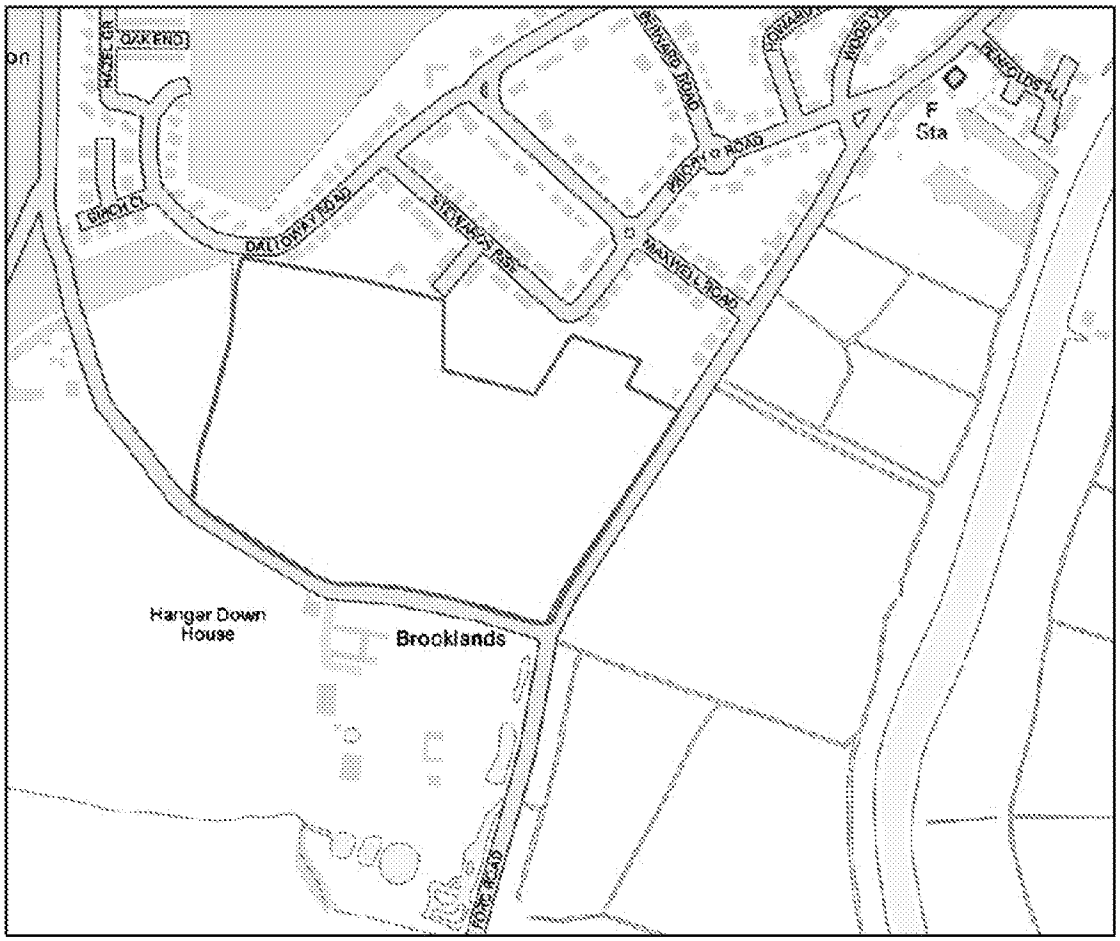

Plate 2.1: Site Location (red outline)

Surrounding Highway Network

Priory Lane

2.2. Priory Lane forms the minor arm of a priority "T" junction with Ford Road at the southern corner of the site, extending west and north towards Tortington Lane. It is around 3.5-4.3m wide up to the Brooklands Country Guest House access junction,

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which is located to the south of the site. It narrows to around 2.6-3.0m wide beyond the access point, has no footways and the route is unlit. Shown in **Plate 2.3**.



Plate 2.3: Priory Lane (Source: Google Maps)

Ford Road

2.3. Ford Road is a single carriageway rural road subject to the national speed limit of 60mph along the site frontage, changing to 30mph at the boundary of Arundel on the north-eastern corner of the site. It is approximately 6.8m wide, incorporates soft verges on both sides with no footways, and is unlit. Shown in **Plate 2.4**.

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Plate 2.4: Ford Road (Source: Google Maps)

Travel by Non-Car Modes

Walking

2.4. There are no footways provided on Priory Road or Ford Road in the vicinity of the site however residential roads to the north benefit from pedestrian footways. These provide connections between existing residential areas in the vicinity as well as local facilities in the surrounding area and to the north within the centre of Arundel.

Cycle

2.5. There is a good provision of cycle routes in the local area.

2.6. Local Transport Note 1/20 'Cycle Infrastructure Design' (DfT, July 2020) states that "*...Two out of every three personal trips are less than five miles in length.*" [Paragraph 2.2.2, page 16]. The site is well placed to reach key local

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destinations within 5 miles (8km), a realistic cycling distance time. The site is therefore well placed to encourage journeys by bike based on its location alone.

2.7. As shown within **Plate 2.5** there are several cycle routes that are being considered as part of the WSCC Walking and Cycling Strategy 2016-2025 in the local area, which include:

- Route 83: Ford Road – Arundel to Climping. Off-road Shared path
- Route 85: South of Priory Lane – A27 Arundel Bypass. Off-road shared path
- Route 322: Ford Road – Arundel to Ford Station. Off road shared path



Plate 2.5: Cycle Routes (Source: WSCC)

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2.8. It is considered that the provision of new cycle facilities in the area will encourage cycling as a main mode of travel for those who live and work in the area.

Public Transport

2.9. The closest bus stops are located to the north east of the application site on Pearson Road, located approximately 600m (7-10 minute) walk from the site. These stops can be accessed via the pedestrian access on Dalloway Road. The stops are served by 3 services that provide access to Arundel (service no. 85/85A), and to Shoreham-on-sea (service no. 9).

2.10. The route and frequencies of the above bus services are summarised in **Table 2.3**.

Service and Route		Typical Frequency		
		Weekdays	Saturday	Sunday
Pearson Road				
9	Shoreham-on-sea – Lancing – Worthing – Angmering – Littlehampton - Arundel	60 mins	60 mins	-
85/A	Arundel – Walberton – Barnham - Chichester	2 per day	-	-

Table 2.3. Bus Service Frequency

2.11. **Table 2.3** shows that the bus route served by stops within a short walk distance of the site provides services to settlements in the immediate area and further afield, offering opportunities for residents and employees to travel by bus as a mode of travel.

Rail

2.12. Arundel Railway Station is located 1.3 miles (25-minute walk) east of the site. The station is located on the Southern Railway line providing services to London Victoria, Horsham and Bognor Regis.

2.13. This station provides 24 CCTV monitored bike storage spaces.

2.14. Arundel Railway station provides 2 services per hour in each direction that connect to National Rail Network Services and TfL services, meaning that the site is ideally

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located for commuting purposes. A route map of the Southern Main Line is provided at **Plate 2.7**.

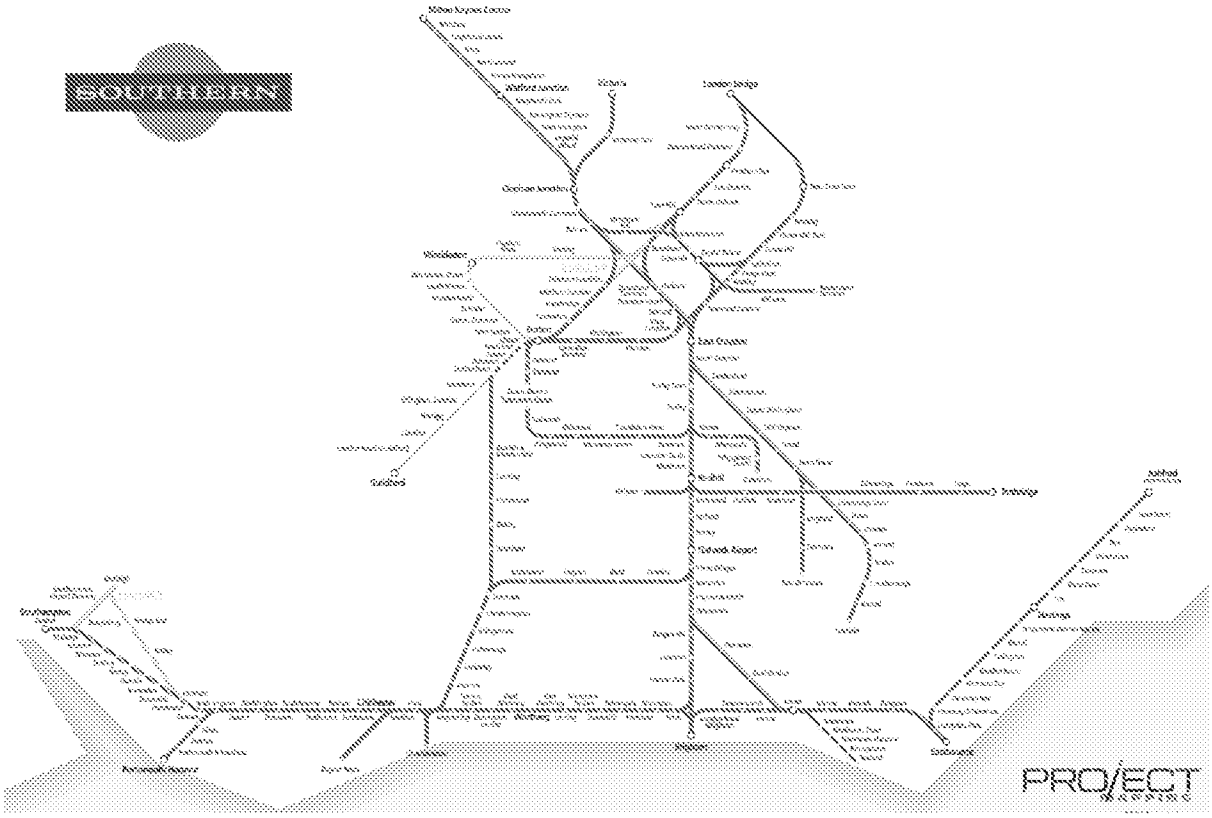

Plate 2.7: Southern Main Line Route Map

Summary

2.15. The above information demonstrates that the site is suitability located for sustainable and active methods of travel including walking, cycling and public transport.

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3. The Proposed Development

3.1. The proposed development comprises 90 residential dwellings. The latest masterplan shown at **Appendix A**.

3.2. The preliminary access design is shown on ACE Drawing 2107940-011. The internal carriageway will be 6m wide and the junction will have corner radii of 10m in order to accommodate refuse and larger delivery vehicles.

3.3. A pedestrian/cycle route, which will also provide emergency access is provided on the northern boundary, onto Dalloway Road. This access improves pedestrian connectivity and permeability between the site and the existing residential areas to the north. This secondary access is shown on ACE Drawing 2107940-021.

3.4. To the south of the scheme pedestrian links are also provided onto Ford Road, as well as to the east of the site onto High Ridge Close, and onto Priory Lane at the south-west boundary. Provision of these routes ensures permeability of the scheme and accommodates the anticipated desire lines of both residents within the site, and those in the local area.

Internal layout

3.5. From the vehicular access point from Ford Road, the main spine road is 6m wide with 1.8m footway on both sides, extending through the site. Secondary roads 4.8m in width lead from the spine road with shared surfaces providing access and connection to the remainder of the dwellings on the site.

Parking provision

3.6. The development has adopted ADC parking standards as set out in the Arun Parking Standards SPD (January 2020) specifically Table 3.1 for parking zone 1.

3.7. The ADC standards provide parking standards based on form of the dwelling as well as the location of a proposed development:

- 1 bed unit - 2 space per unit
- 2 bed unit - 2 spaces per units
- 3 bed unit - 2 spaces per unit
- 4+ bed units - 3 spaces per unit

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3.8. Visitor parking provision will be provided at 0.2 spaces per dwelling outlined within the ADC parking standards.

3.9. Electric Vehicle Charging Points (EVCP) will be provided to all units in excess of the requirements set out in table 2.2 of the ADC parking standards.

Predicted Travel Patterns

3.10. As part of the TA that was approved as part of the application, the peak hour and daily trip generation of the proposal was estimated using data available within the TRICS Database.

3.11. The total multi-modal trip generation of the proposed residential development is reproduced from the TA in **Table 3.1** below.

90 Dwellings	Weekday Morning Peak (08:00-09:00)			Weekday Evening Peak (17:00-18:00)			Weekday 12 hour (07:00-19:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle	10	31	41	29	14	44	189	197	386
Public Transport	0	3	3	2	1	3	15	16	30
Cyclists	0	1	2	1	1	1	6	6	12
Pedestrian	5	16	21	6	4	10	61	62	123
Total People	18	72	90	51	24	75	342	360	702

Table 3.4: Total Proposed Development Trip Generation by All Modes

3.12. As can be seen from the above tables there are expected to be a total of 41 vehicle trips in the AM peak hour, or approximately one every minute and a half. There is expected to be a total of 44 vehicle trips in the PM peak hour or approximately one every minute and 20 seconds.

Baseline Data

3.13. Establishing baseline travel patterns is necessary to enable the progress of the FTP to be measured. However, this can only be confirmed once the development is built-out and fully occupied. Therefore, for a TP prepared in advance of occupation, such as in this case, it should initially be assessed against the anticipated trip generation / attraction by travel mode set out within the corresponding TA (as reproduced above). These estimates therefore help to inform the initial TP targets set out in **Section 4.0** of this document.

3.14. Travel surveys will be undertaken at 75% occupancy of the site or within 6 months of initial occupation, whichever comes first.

3.15. Once travel surveys are completed, this TP will be reviewed and updated to ensure that targets and measures are Specific, Measurable, Achievable, Realistic and Time-Bound (SMART).

3.16. Further monitoring surveys will subsequently be undertaken on the first, third and fifth years following initial occupation. **Section 6.0** provides further details in respect of ongoing TP monitoring.

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4. Objectives and Targets

4.1. This section sets out the objectives for the TP, as well as targets for the short and medium term. It also includes information regarding indicators through which progress towards meeting the targets of this plan will be measured. Further information on monitoring and review of the TP can be found in **Section 6.0**.

4.2. Objectives are the high-level aims of the TP, giving it direction and providing a focus. Targets are the measurable goals by which progress can be assessed. At this stage, indicative targets informed by the predicted travel trends, have been set to cover the five year of the TP period. Indicators are the elements which will be measured to assess progress toward meeting the final and interim targets.

Objectives

4.3. The primary objectives of the TP are set out below and shall:

- Increase the use of sustainable and active modes of travel to and from the site;
- Reduce dependency on single occupancy car-borne trips at the development and the need for car parking;
- Market the sites accessibility to key amenities via public transport and active travel modes; and
- Implement effective travel targets which are SMART (Specific, Measurable, Achievable, Realistic and Timely).

Targets

4.4. In order to achieve measurable outputs from the TP process, it is important to establish targets from the outset, against which progress can be measured.

4.5. As the development is yet to be occupied, the targets set out in this TP are provisional. However, it is important that the TP actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from first occupation.

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Primary Multi-Modal Targets (Outcome Targets)

4.6. Based on the size of the site and level of identified movements (see **Table 3.1**), and in line with WSCC's Travel Plans Policy document, the preliminary targets of the TP are to reduce the number of vehicular trips generated by the site over a 12-hour period (weekday 7am – 7pm) by 10%.

4.7. The above targets will be applied to the baseline data collected as part of the initial travel surveys.

4.8. The above target meets the "SMART" criteria as follows:

- **Specific:** A target to reduce the level of vehicle trips identified to be met within five years of occupation.
- **Measurable:** The number of residents using each mode of transport will be measured and monitored using the travel surveys outlined later in this section. This will include details on weekday travel times / patterns to allow the number of peak hour journeys to be determined, including by single occupancy car driver.
- **Achievable:** It is considered that given the site's location, in that is in close proximity to public transport and the good potential for residents to walk and cycle to / from the site, then these targets are achievable.
- **Realistic:** It is considered that a target to reduce the level of vehicular trips by 10% is realistic given the measures and initiatives contained within this TP.
- **Time-Bound:** The targets are to be met within five years of initial occupation of development.

Summary

4.9. As mentioned above, the baseline level of trips will be updated following the completion of the initial survey, which will be undertaken at 75% occupancy of the site or within 6 months of initial occupation, whichever comes first.

4.10. Additional targets may be determined by the Travel Plan Coordinator (TPC) when comparing the existing level of trips against the predicted level of baseline trips.

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Similarly, if actual demand for vehicle trips is lower from the outset than the predicted baseline shown in this TP, the targets will be adjusted accordingly with a view to ensuring that single occupancy car travel does not exceed the initial survey results.

4.11. It is important that the TP evolves with the site in order to adapt measures and initiatives in accordance with alterations to surrounding network, service adjustments and travel trends to ensure targets are met.

4.12. Targets will be reviewed in year one, three and five after full occupation following the monitoring survey and in consultation with WSCC and any other relevant stakeholders. The TP will be renegotiated with the local authority if the target levels of vehicle trips do not look to be achievable at the three-year milestone.

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5. Measures and Initiatives

5.1. The measures proposed in this TP are primarily intended to encourage residents and visitors to use non-car modes of transport for trips to and from the development. This TP has therefore identified measures to encourage such active modes of travel and achieve the targets set out in this report.

5.2. The measures combine "hard measures" such as site design and infrastructure, with "soft measures" including marketing, promotion, and awareness. However, some of these may be subject to change, and additional measures may also be provided that will be of benefit of the scheme at a later date.

Travel Plan Co-ordinator

5.3. To ensure the delivery and management of the TP, a TPC will be nominated to promote and implement the various initiatives.

5.4. The TPC will be the first point of contact for residents and employees on any matters regarding travel to and from the site, and will also raise issues on their behalf with WSCC and local public transport operators.

5.5. The contact details for the TPC will be submitted to WSCC upon appointment to the role and included within the TP.

5.6. Responsibilities of the TPC duties will include:

- Overseeing the development and implementation of the Plan;
- Designing effective marketing and awareness campaigns to promote sustainable travel (i.e. Travel Information Packs);
- Co-ordinating the data collection / travel surveys of residents travel behaviour;
- Managing the ongoing monitoring, and production of required reports following the travel surveys; and
- Organise Travel Surveys, analyse and submit the results to WSCC, together with an assessment of the success of the TP in reducing the number of trips by private car and details of any additional measures necessary to achieve the targets set within the TP;
- Be the liaison between the development and the highway authority;

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5.7. The TPC will be appointed ahead of occupation of the development to give sufficient to time to organise Travel Information Packs (see below) and other measures. The amount of time the appointed TPC will spend on the management and implementation of the TP is difficult to determine at this stage. It is likely that more time will be required in the early stages around occupation and when residents are first moving in.

5.8. Sufficient resource will be made available to the TPC's to ensure that the obligations and requirements of the TP are met.

Travel Information Packs

5.9. A Travel Information Pack (TIP) will be provided to all residents upon first occupation in order to promote the existence of, and use of, alternative modes of transport to the private car.

5.10. The packs will take the form of a Welcome Brochure, bespoke to the site and would contain information on local walk, cycle and public transport routes and provide service timetables.

5.11. The TIP will contain details of: -

- The TPC details;
- Guidance and promotional material on the use of sustainable modes of travel;
- Details on walking, cycling, buses, trains, park & ride, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, school transport and personalised journey planning services;
- Reference to travel websites, resources and support services for each mode of travel provided by county, districts and/or borough councils; and
- Details of local travel campaigns;

Travel Vouchers

5.12. Travel vouchers will be offered to all first occupancies of the residential units. These vouchers will assist in promoting residents to travel sustainably. Whereby the residential unit is bought as a rented unit, the voucher will be issued to the occupant,

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not the landlord. The voucher will be worth £150 per dwelling, and can be exchanged for:

- A season ticket for the local bus service;
- Rail season ticket or network card;
- Contribution towards the purchase of a new bicycle and/or equipment;
- cycle training for up to four members of the household (further details and course costs available at www.westsussex.gov.uk/cycletraining);
- 12 months free membership to any local Car Club (including joining fee)

5.13. The travel voucher will be advertised within the TIP and managed by the Travel Plan Coordinator.

Promoting Walking and Cycling

5.14. The proximity of the proposed development in relation to the local facilities and public transport will negate the need to make shopping journeys and achieve a reduction in the need to travel.

5.15. All residential units will have broadband internet connection. Broadband access can enable home working, potentially reducing the number of workplace trips made from the proposed development. Broadband provision enables residents to carry out shopping for groceries etc. over the internet and arrange home delivery.

5.16. Residents will be provided with a local area cycle map, included as part of the TIP. Information on the health benefits of walking and cycling can also be distributed as part of the TIP.

5.17. Secure cycle parking spaces will be provided in accordance with the adopted minimum standards.

5.18. The TPC will support national initiatives to promote cycling, such as Bike to Work Week and Cycle to Work Day (as detailed below). The TPC will be responsible for raising awareness and encouraging residents to participate.

5.19. The TPC will promote cycle training for residents who wish to cycle but are lacking in confidence, and provide details of local cycle shops for maintenance.

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5.20. WSCC provide a series of schemes and services to promote cycling, including one to one cycle lessons.

5.21. The TPC will endeavour to work with local schools to encourage children living within the development to walk and cycle to school. This would involve liaising with relevant School Travel Plan Coordinators to identify and communicate safe routes to school.

Promoting Public Transport Services

5.22. The Welcome Pack encourages the increased use of public transport, which is a fundamental aspect of the Government's sustainable transport strategy. The benefits of travelling by public transport can include:

- No need to park;
- Traffic free routes; and
- Being able to relax, read or work.

5.23. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8 kilometres).

5.24. The Residential Travel Pack contains information on public transport routes, including the journey time of rail services and frequency of bus services.

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6. Monitoring and Review

Monitoring

6.1. Travel surveys will be coordinated in order to gain an overview of the effectiveness of the various measures implemented. The initial survey will provide details of the baseline mode share of residents. This will provide the information base for future monitoring.

6.2. Following on from the initial resident travel survey (75% occupation or 6 months after 1st occupation) an additional survey will be undertaken at Year 1 or 100% occupation. Subsequent surveys will be conducted on years 3 and 5. Summary reports will be prepared following the surveys to set out the results and ensure that suitable and targeted measures are being implemented on site.

6.3. Surveys will be commissioned directly with TRICS.

6.4. Information gathered through the monitoring process will be made available to ADC and WSCC. The Travel Surveys would be directed at residents travelling to and from the site on the day of the survey.

Review

6.5. Summary reports will be summited to ADC and WSCC for review following each resident travel survey. The data provided will be used to identify the progress against the targets and objectives.

6.6. Should the Travel Plan target of obtaining a 10% reduction in Single Occupancy Vehicles not be achieved in the five year period, further incentives will be investigated. These incentives will be tailored to the development site, by understanding any shortfalls or barriers to sustainable travel.

6.7. Further incentives to be investigated include, but are not limited to, a second round of travel vouchers, personalised travel planning services and discussions with the LHA on improving local sustainable travel facilities and amenities.

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Appendix A



0 10 20 30 40 50 100m

Scale 1:1000

Proposed Residential Development, Arundel Gate, Ford Road, Arundel

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NOTES:

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

This drawing and design are copyright of Clague LLP
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Rev	Date	Description

Project Title

Proposed Residential Development
Arundel Gate
Ford Road
Arundel

Drawing Description

Proposed Site Layout
230201

Scale	Drawn by
1:1000@A1	JS
Date	Checked by
August 2022	TWM

CLAGUE ARCHITECTS

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Kent CT1 2BH 01227 762060

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London SE1 1JF 0203 597 6112

CANTERBURY LONDON HARPENDEN

Drawing Number	Revision
30175A / 11	A