

Project Title
Angmering Sports Hub

Report Title
Framework Travel Plan

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2915/076/002A

Prepared For
Mace Group
(on behalf of Arun District Council)

Date
December 2024



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APPENDICES

APPENDIX A – SITE MASTERPLAN

1.0 INTRODUCTION AND BACKGROUND

- 1.1 This Framework Travel Plan (FTP) has been prepared by Robert West for Mace Group/ Arun District Council (ADC) to support a full planning application of the redevelopment of Palmer Road Recreation Ground at Decoy Drive, Angmering, Littlehampton BN16 4DN (hereafter: the site).
- 1.2 The site location is illustrated in Figure 1.1.



Figure 1.1: Site location

- 1.3 The site is located in West Sussex on the northern outskirts of Angmering. The surrounding area is predominately residential and rural in nature. The site is bounded by fields and an emerging residential led mixed-use development to the north (ref: A/122/19/OUT), residential property and Arundel Road to the east, residential property and Decoy Drive to the south and fields to the west.

Planning context

- 1.4 Land to the north of the site and west of Arundel Road benefits from outline planning consent for a residential led mixed use development of up to 160 dwellings and 1,393sqm of B1/ B2 units along with access from Arundel Road (ref: A/122/19/OUT). The outline planning consent includes a Section 106 Agreement (S106) which contains an obligation for the developer of the site to retain a parcel of land directly north of the existing Palmer Road Recreation Ground for use as

sports pitches. The sports pitches are approved under ref: A/122/19/OUT and will not form part of the forthcoming planning application. It is understood in due course this land will be transferred to ADC ownership and the sports pitches approved under A/122/19/OUT will form part of the Angmering Sports Hub site.

- 1.5 A planning application for a commercial development to the northwest of the site (ref: A/58/23/RES) which is bounded the consented approved mixed use development (ref: A/122/19/OUT) was recently refused planning permission dated 14 July 2023. The commercial development scheme was refused as it failed to show a future road connection to the adjacent Palmer Recreation Ground which is subject to development proposals as part of this planning application. At the time of writing this report it is unclear whether a further application will be submitted.

Development proposals overview

- 1.6 Development proposals comprise the redevelopment at Palmer Road Recreation Ground at Decoy Drive, Angmering, Littlehampton BN16 4DN to provide a new sports hub facility and sports pitches. The development will be known as Angmering Sports Hub. The full planning description of the development proposals is included below and the site masterplan is attached at Appendix A.

“Demolition of existing structures, erection of new sports hub facility building, artificial sports pitches, car parking, EV charging points, access road, landscaping and associated works and infrastructure”

- 1.7 A full list of facilities to be included as part of the development proposals is included in Table 1.1. A list of the existing on-site facilities are also included for comparison.

Facilities	Existing number	Proposed number
Full size grass football pitch (11x11)	2	0
3G Pitch 106m x 70m	0	1
Junior size grass football pitch (7x7)	1	2
Mini grass football pitch (5x5)	0	1
Multi-use games area (MUGA)	1	1
Artificial Cricket Wicket	1	0
Outdoor Gym	0	1
Play area	1	1

Club house/ Sports & Community Hub	1	1
Total	7	8

Table 1.1: Existing and proposed on-site facilities

1.8 As part of the S106 requirements of the approved development proposals land to the north of the site is allocated for development of sports pitches. This area will be consists of the following sports facilities:

- i. Full size grass football pitch (11x11).
- ii. 4 x Mini grass football pitches (5x5).
- iii. Cricket Pitch.

1.9 It should be noted the above sports facilities do not form part of this planning application. However, it is acknowledged that the facilities will form part of Angmering Sports Hub once brought forward and these pitches will be accessed from the application site.

1.10 A licensed bar may be provided within the Sports & Community hub building subject to further engagement with the end user.

Site operations

1.11 Angmering Sports Hub will be operational from Monday to Sunday. The site operation hours will be from 09:00-22:00 from Monday to Saturday. Sunday operation hours will be from 09:00-17:00.

1.12 Between three to four total staff are expected to be employed at the site with a typical maximum of one to two staff on-site at any given time.

1.13 A multi-purpose function room is also proposed within Sports and Community Hub building and will be operational from 09:00-22:00 Monday to Saturday and 09:00-17:00 Sunday. Small classes will be held here on an hourly basis for activities such as fitness or exercise classes.

1.14 Community events may be held on site within the Sports & Community Hub building. During events up to four staff may be on-site. It is anticipated events will be held on ad-hoc occasions and will not form part of day-to-day activities.

Travel Plan content

- 1.15 A FTP is a long-term management strategy for an organisation, site, or area, which is aimed at promoting the use of sustainable modes of transport and providing choice for the users, with an end objective of reducing the environmental impacts of travel and dependency on the motorised modes.
- 1.16 FTPs can provide benefits to individuals as well as organisations by providing better access to work, improved travel choices, reduced costs and reduced congestion which can all improve residents' health.
- 1.17 This FTP will be a 'live' document with an initial monitoring period of five years. It will be monitored on an annual basis with any updates being incorporated as necessary. A comprehensive baseline survey will be undertaken after occupation of the development, followed a detailed review with monitoring surveys after year one, year three and year five of the initial baseline surveys.
- 1.18 The FTP will be targeted at both staff and visitors of the development. Mode shift targets will be set for staff employed at Angmering Sports Hub. Given the nature of the varying visitors to the site, it is considered difficult to set meaningful and achievable mode shift targets for visitors. However, it is acknowledged there will visitors travelling to the site such as sports clubs or members of classes that will travel to the site on a frequent basis. Therefore, FTP targets will be set for visitors. A set of sustainable transport measures will be implemented at the site as part of this FTP .

Report structure

- 1.19 Following this introduction, the remainder of this FTP is structured as follows:
- i. Section 2.0: Site location and accessibility by non-car modes.
 - ii. Section 3.0: Aims and objectives.
 - iii. Section 4.0: Targets.
 - iv. Section 5.0: Measures.
 - v. Section 6.0: Implementation strategy.
 - vi. Section 7.0: Monitoring and review.
 - vii. Section 8.0: Action Plan.

2.0 SITE CONTEXT AND ACCESSIBILITY

- 2.1 This section reviews the baseline conditions of the site and the wider area, including the site accessibility by non-car modes and accessibility to local amenities.

The existing site and surrounding area

- 2.2 The site is located in West Sussex on the northern outskirts of Angmering. The surrounding area is predominately residential and rural in nature. The site is bounded by fields and an emerging residential led mixed-use development to the north (ref: A/122/19/OUT), residential property and Arundel Road to the east, residential property and Decoy Drive to the south and fields to the west.
- 2.3 The existing site comprises of three football pitches, a MUGA, a children's play area and a clubhouse/ sports pavilion complete with associated hardstanding parking for approximately 30 cars. The site location and planning context to the north of the site is illustrated in Figure 2.1.

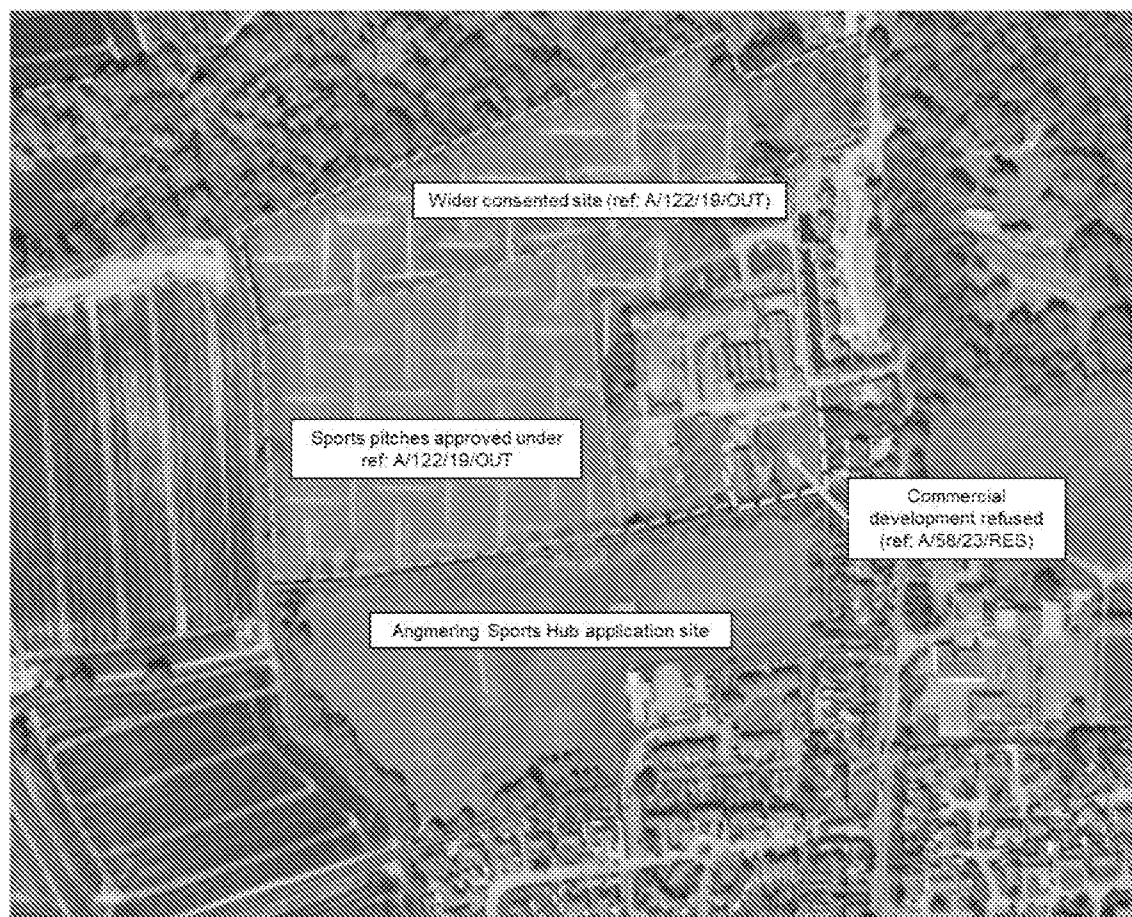


Figure 2.1: Site location and planning context

- 2.4 The clubhouse/ sports pavilion currently comprises four changing rooms, an officials changing room and a licensed bar.
- 2.5 The existing main access to the site is from Decoy Drive to the south of the site. Vehicular access

is provided into the site via the car park. It is noted the vehicular access is gated. Pedestrian access from Decoy Drive is provided from the northern footway that provides access to the clubhouse/ sports pavilion.

- 2.6 There is an additional pedestrian access point to the east of the site from Arundel Road. A footway link is provided from the eastern footway on Arundel Road, opposite St Margaret C of E Primary School.

Accessibility by non-car modes

Pedestrians

- 2.7 The pedestrian network within the vicinity of the site includes level footways on both sides of the carriageway of Arundel Road. Footways provide access to local bus stops, shops and other local amenities within the area. There is a dropped kerb crossing point with tactile paving 30m to the south of the existing pedestrian link to the site from Arundel Road. Further dropped kerb crossing points with tactile paving are provided at junctions from Arundel Road within the vicinity of the site.
- 2.8 Further footways are located on Decoy Drive to the south of the site. Decoy Drive provides existing and vehicular and pedestrian access to the site. Footways on Decoy Drive are level footways that appear to be in good condition. Frequent street lighting is provided on the local highway network within the vicinity of the site.
- 2.9 Additionally, there are a number of PRowWs within the vicinity of the site as illustrated in Figure 2.2.

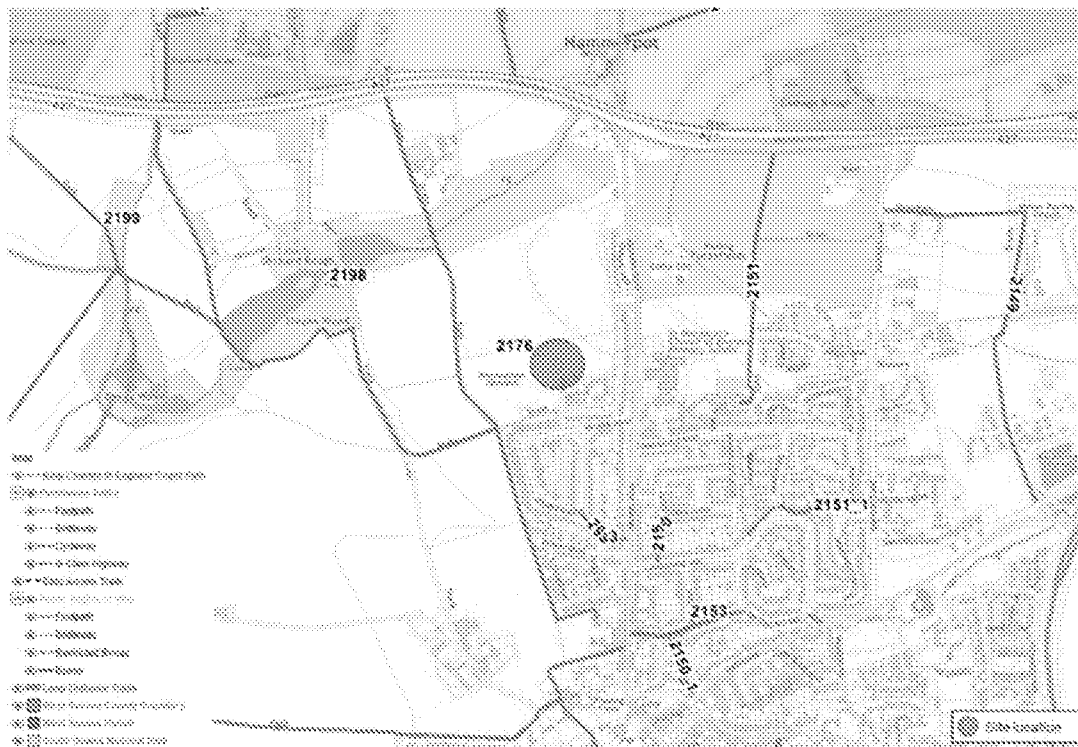


Figure 2.2: PRow map extract

- 2.10 Footpath 2176 is located to the west of the site boundary, connecting Angmering to the south to A27 Arundel Road to the north of the site. Footpath 2176 connects to further PRoW Footpaths to the east of the site.

Cyclists

- 2.11 There are a number of cycle routes within the vicinity of the site as illustrated in Figure 2.3.

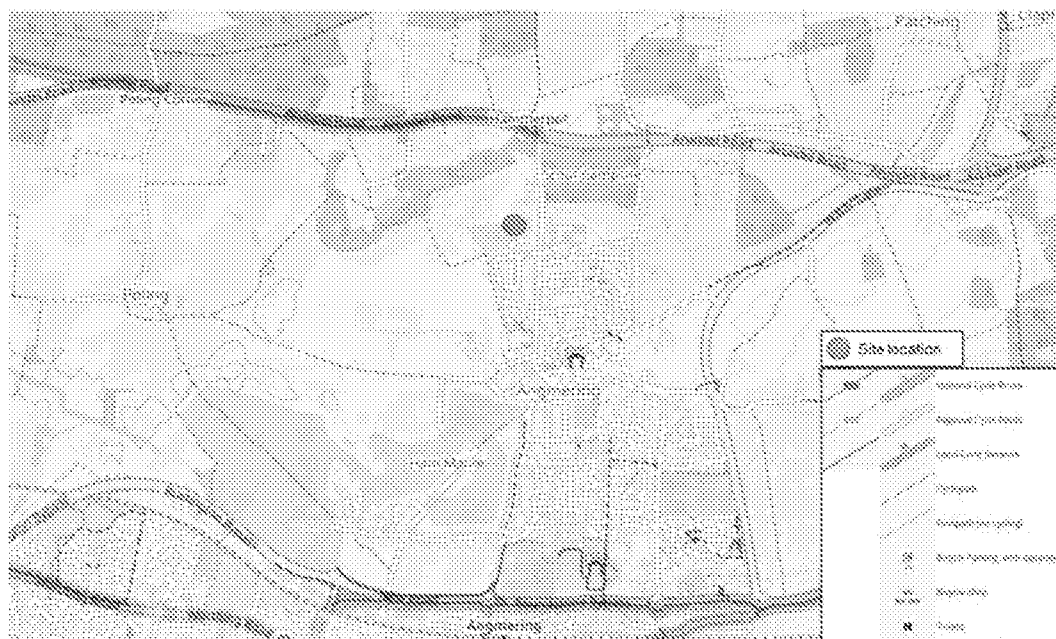


Figure 2.3: Cycle map extract (WSCC)

- 2.12 There is a shared footway and cycleway that runs adjacent to the A27 Arundel Road to the north of the site. The cycle route provides access to Arundel village via Arundel station. Further cycle routes are located to the south of the site on New Road, North Drive and Rowan Way to the south of the site.

Buses

- 2.13 The nearest north and southbound bus stops to the site are located on Chantryfield Road approximately 220m (two-three minutes' walk) to the southeast of the site.
- 2.14 The southbound stop is provide with a flagpole with timetable information and a bus shelter, whilst the northbound stop consists of a flagpole only.
- 2.15 The Chantryfield Road bus stop serves bus 9 which is operated by Stagecoach and provides a service every hour (Monday-Saturday) between Arundel and Shoreham-by-Sea.

National rail

- 2.16 The nearest National rail station to the site is Angmering station located approximately 2.2km to the south of the site.
- 2.17 Angmering station is operated by Southern railway and typically services provided comprise two trains per hour to London Victoria, Brighton and Littlehampton, and one train per hour to Southampton Central and Portsmouth. During peak hours there are also a small number of trains between Littlehampton, London Bridge and Bedford operated by Thameslink.
- 2.18 Bus service 9 provides a connection between Angmering station and the site.

Accessibility to local amenities

- 2.19 There are a number of local amenities available within walking and cycling distance of the site. Amenities within the vicinity of the site include schools, nurseries, convenience stores, pubs, Library, bakery and post boxes. A full list of amenities within walking and cycling distance of the site are included below in Table 2.1.

Amenities	Distance from the site
St Margarets C of E Primary School	10m
William Older Playgroup	10m
Bus stops, Arundel Road	210m
Post box, Arundel Road	405m
Hammerpot Garage	550m
The Angmering Club	550m
St Wildrid's Catholic Primary School	570m
Angmering Library	740m
The Lamb at Angmering	870m
The Stone Room	920m
Angmering Village Hall	920m
The Butler's Pantry	950m
Angmering Medical Centre	980m

Table 2.1: Accessibility to amenities

Local highway network

- 2.20 A description of the key highway links within the vicinity of the site is presented in the following paragraphs.

Arundel Road

- 2.21 Arundel Road is a two-way single carriageway Road that connects A27 Arundel Road from the north of the site to Water Lane to the south of the site. Arundel Road is subject to a 30mph speed limit within the vicinity of the site. Chicane traffic calming priority to oncoming vehicles is present on Arundel Road at the approach to Angmering Village, 145m to the north of St Margarets C of E Primary School. For a 230m stretch directly west of the site between property 66 Arundel Road and just south of the junction of Arundel Road and Palmer Road a 20mph speed limit is in force during school peak hours. There are school warning signs with max 20mph when lights show signs and 'slow' road markings at this location.

- 2.22 There are footways on both side of Arundel Road within the vicinity of the site. Footways are observed to be in good condition and are approximately 2m wide and level. Frequent street lighting is provided on Arundel Road.

- 2.23 Parking and stopping restrictions within the vicinity of the site are limited. There are white advisory lines outside of crossovers to properties with driveways on the western side of the carriageway. Outside of St Margret C of E Primary School on Arundel Road there are school keep clear lines on both side of the carriageway for approximately 30m. School keep clear lines are in operation from Monday-Friday between 08:00-17:00. Furthermore, a bus stop is located adjacent to the St Margret C of E Primary School vehicular egress point. No bus shelter, seating or timetable information is provided.

Decoy Drive

- 2.24 Decoy Drive is a two-way no-through road located directly to the south of the site. Decoy Drive currently provides vehicular and pedestrian access to the site via Palmer Road. Decoy Drive is subject to a 30mph speed limit.
- 2.25 There are footways on both side of Decoy Drive. Footways are observed to be in good condition and are approximately 2m wide and level. Frequent street lighting is provided on Decoy Drive. There are no parking or stopping restrictions present on Decoy Drive.

Palmer Road

- 2.26 Palmer Road runs in an alignment directly south of Decoy Road. The road is residential in nature with 2m lit footways provided on both sides of the carriageway.
- 2.27 To the west of its junction with Decoy Drive Palmer Road provides a residential circulatory route before re-joining the section of carriageway adjacent to Decoy Drive via a roundabout. East of the roundabout Palmer Road joins Arundel Road via a priority junction.

3.0 AIMS AND OBJECTIVES

- 3.1 This FTP provides a sustainable travel strategy for the site. In this section aims and objectives are outlined which form this strategy and a list of the benefits of implementing a FTP for such a development.

Aim

- 3.2 The aim of this FTP is to encourage sustainable travel and reduce the environmental impact of single occupancy vehicle trips generated by site users.

Objectives

- 3.3 In accordance with national, regional local policy, the objectives of this FTP are as follows:
- i. To reduce environmental impacts of vehicle travel to the site.
 - ii. To increase car sharing amongst staff and visitors
 - iii. To increase the use of walking, cycling and public transport (train and bus) where applicable.
- 3.4 In order to achieve the above aim and objectives, a package of management measures that focuses on sustainable transport alternatives will be implemented to facilitate staff and visitors travel.

Benefits

- 3.5 Some of the associated benefits of the successful implementation of a TP include the following:
- i. Increase in walking and cycling with associated health gains.
 - ii. Improved social inclusion.
 - iii. Minimising unnecessary journeys and associated costs.
 - iv. Financial saving.
 - v. A healthier and more active community.
 - vi. A positive, environmentally friendly image of the development.

4.0 TARGETS

4.1 FTP targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in Section 6.0) to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.2 Targets come in two forms – Action targets and aim targets:

- i. Action targets are non-quantifiable actions that need to be achieved by a certain time.
- ii. Aim targets are quantifiable and in the case of this FTP and relate to the degree of modal shift the plan is seeking to achieve.

Action targets

4.3 The action targets for this site are:

- i. To appoint a Travel Plan Co-ordinator (TPC).
- ii. To undertake baseline surveys
- iii. To launch this TP.
- iv. To provide travel information to all staff and visitors of the site.

Aim targets

4.4 The development is not yet occupied, as such there is no survey baseline survey from which targets can be developed. Baseline mode share data will be obtained within six months of the first occupation or at the point in which the site becomes 75% occupied, whichever occurs soonest.

4.5 This FTP recognises that it is not possible to set out fixed targets for the future, even when based on actual mode share data (i.e. once the baseline survey has been undertaken). Due to this, it should be acknowledged that the FTP document will be a 'live document' and the targets will change over time as results from the on-going monitoring becomes available

5.0 TRAVEL PLAN MEASURES

- 5.1 This section outlines the hard and soft sustainable transport measures forming the core of this FTP. Management measures that will be included on-site that may influence travel behaviour are included in this section.

Hard measures

- 5.2 The following hard measures will be implemented to encourage sustainable travel.

New site access

- 5.3 Development proposals include the implementation of a new pedestrian and vehicular site access from Arundel Road to the east of the site. The site access will be provided with a dedicated footway leading from Arundel Road into the site. The new footpath will be level and wide enough to accommodate all pedestrians, including wheelchair users/ buggy users.
- 5.4 Footpaths within the site will be provided with dropped kerb crossing and tactile paving across the on-site car park. This will enable access for all users.
- 5.5 Existing access from Decoy Drive will be retained for pedestrians and cyclists. A 2.5m wide share footpath and cycle path is proposed connecting from Decoy Drive to the Sports and Community Hub building.

Cycle parking

- 5.6 Cycle parking provision is proposed adjacent to the main Sports and Community Hub entrance. A total of 42 cycle parking spaces will be provided for use by staff and visitors.

Electric vehicle charging points

- 5.7 A total of 25 electric vehicle charging points (EVCP) are proposed on-site within the car park. 23 standard parking bays and two blue badge bays will be provided with EVCP.
- 5.8 The TPC will promote the alternative choice of electric vehicles to staff and visitors, explaining the benefits, including reduced environmental impacts and long-term cost savings

Showers, changing facilities and lockers

- 5.9 Shower, changing facilities and lockers are included as part of the development proposals. These facilities will be located in the Sports and Community Hub building and will be available for staff and visitors of the site.

Soft measures

- 5.10 As far as possible, the proposed measures outlined below are designed to be suitable for monitoring and review. This list is not exhaustive, and the TPC, appointed by the site operator (the applicant) will investigate other potential initiatives to encourage sustainable travel. These measures will be reviewed following the completion of the baseline surveys and TP targets set accordingly.

Walking and cycling

- 5.11 The TPC will promote walking and cycling as a healthy cost-effective means of travel. In order to encourage walking and cycling to and from the site, a number of measures will be considered, including:
- i. Providing site-specific walking and cycling maps and information on local safe routes and facilities available. Information will be made available in communal areas of the Sports and Community Hub building.
 - ii. Making staff and visitors aware of cycle journey planners available such as the West Sussex cycle journey planner: <https://cyclejourneyplanner.westsussex.gov.uk/>
 - iii. Provision of adequate lighting, convenient footpaths and access points within the site boundary.
 - iv. Raising awareness of the health benefits of walking and cycling to staff/ visitors.

Bus services

- 5.12 Up-to-date details of local bus services will be publicised to all staff and visitors including route information and timetables within communal areas of the Sports and Community Hub building.
- 5.13 The TPC will make staff aware of websites and apps that provide journey planning, live bus service travel updates, timetables and service updates. These include:

Car share and car clubs

- 5.14 Car sharing is anticipated to play a big role in travel to the site given the nature of group sports and activities offered as part of development proposals.
- 5.15 To further minimise the number of car trips and single occupancy car trips, staff and visitors will be encouraged to car share wherever possible. Car sharing and car club schemes will be further promoted to aim to reduce travelling costs whilst also reducing staff/ visitor carbon footprint.

5.16 The TPC will investigate setting up a car share forum for staff and visitors. Additionally, information regarding the existing local car sharing groups or car clubs will be provided to staff and visitors within communal areas of the Sports and Community Hub building.

5.17 Possible car share and car club services are included below:

- i. EasyCar Club - <https://carclub.easycar.com/>.
- ii. Travel Choices - <https://www.cbtravelchoices.co.uk/why-car-share>.
- iii. Liftshare - <https://liftshare.com/uk/community/westsussexcarshare>
- iv. Co-wheels - <https://www.co-wheels.org.uk/>

Promotion and marketing

5.18 All new staff will be provided with a travel pack at the start of the tenancy/ upon purchase of an apartment. The travel pack will contain the following information:

- i. An introduction to the FTP.
- ii. Links to local bus service timetables.
- iii. Local pedestrian and cycle routes within the vicinity of the site.
- iv. A summary note explaining the benefits of car sharing and links to appropriate car sharing websites.
- v. Full details of all measures promoted in the TP and the benefits to staff and visitors.

5.19 This information will also be made available on a Travel Plan information board located within a communal area to provide information to both staff and visitors of the alternative transport options available.

5.20 Following occupation, the TPC will make available a Travel Plan suggestions box for staff and visitors to provide feedback

5.21 A timetable for the implementation of the TP measures is presented in the form of an 'Action Plan' in Section 8.0 of this document. It should be noted that this list is not exhaustive and that the TPC will be free to investigate further measures.

6.0 TRAVEL PLAN IMPLEMENTATION STRATEGY

- 6.1 The section includes management, promotion, and marketing measures, to promote the use of sustainable modes of transport and reinforce the aims and objectives of the FTP.

Management strategy

- 6.2 A TPC will be appointed by the applicant to ensure that the TP is implemented and to manage measures which will ensure that the objectives and targets of the TP are met.

- 6.3 The responsibilities of the TPC may include the following:

- i. Ensuring that the TP is implemented.
- ii. Providing promotional materials to staff and visitors which are specific to user types.
- iii. Advising on the measures and initiatives promoted within the TP to staff and visitors.
- iv. Offering one-to-one personalised travel planning advice to staff and visitors.
- v. Producing and distributing staff welcome/ enrolment packs.
- vi. Contacting local public transport operators should specific travel issues arise.
- vii. Undertaking mode share monitoring surveys.
- viii. Promoting sustainable travel amongst staff and visitors
- ix. Implementing measures which will aid mode shift and monitor their effectiveness.

Marketing and promotion

- 6.4 All staff and visitors (where possible) will be made aware of the existence of the TP, the objectives in encouraging sustainable travel and reducing the impact of vehicular traffic on the environment and the role of individuals in achieving the objectives of the plan. This will be done by providing all new staff with a travel pack at the start of the employment.
- 6.5 Contact details of the TPC will be advertised in the event that staff or visitors wish to discuss specific matters or share ideas for encouraging sustainable travel.
- 6.6 A personalised journey planning service will also be offered to staff and regular site visitors.
- 6.7 Updated travel information will be made available within communal areas of the Sports and

Community Hub intermittently. The TPC and will include as a minimum:

- i. Marketing materials such as posters.
- ii. Public transport information including route maps and timetables.
- iii. Walking and/ or cycling route maps.
- iv. A description of distance, time, and routes for travelling from the site to key local destinations on foot and by public transport.

7.0 MONITORING AND REVIEW

- 7.1 One of the important aspects of having an effective FTP is ensuring the FTP is robustly monitored. Therefore, the applicant will be committed to ensuring that the TP is capable of being both internally and independently monitored. Through the FTP, the TPC will monitor and report on the effectiveness of the core aims.
- 7.2 A programme of monitoring and review will be designed to generate information by which the success of the plan can be evaluated, and the monitoring and review of the FTP will be the responsibility of the TPC.
- 7.3 The monitoring measures outlined below incorporate the collection of analytical data in the form of general feedback and correspondence. The measures include the following:
- i. Monitoring staff and visitor travel behaviour to establish the travel patterns associated with the site.
 - ii. Monitoring staff and visitor attitude towards different modes of transport to determine potential issues or barriers to transport.
 - iii. Monitor take up of car sharing amongst staff and visitors.
 - iv. Following collection of baseline travel surveys, the TPC will keep the detailed Action Plan updated which will include:
 - v. Determine targets that are consistent with the aims and objectives of this TP.
 - vi. Provide a programme for delivering the measures and a means of communicating this to staff and visitors.
 - vii. Be concise and focused on the delivery of the TP measures.
 - viii. Include short/ medium/ long-term actions, timescales, and responsibilities.
 - ix. Identify funding sources for measures as required.

Review

- 7.4 The FTP will be initially monitored over a five-year cycle. This will involve undertaking a comprehensive baseline survey, post occupation of the development. This information will help to gather information about staff and visitors attitudes to travel and the propensity to encourage modes of sustainable travel.
- 7.5 The first such survey will be undertaken within six months of the first occupation or at the point in which the site becomes 75% operational, whichever occurs within the shortest timeframe.
- 7.6 The second and third monitoring surveys will be undertaken at Years one and three (on the first and third anniversary of the initial baseline travel survey). The final monitoring survey will be carried out on the fifth anniversary of the initial baseline survey.
- 7.7 During the review years, and throughout the life of the plan, the TPC will undertake a review to establish the success of the initiatives and changes to mode shift. The objective of the review will be to assess the success of the plan and to identify any new measures required to meet the existing targets, and any new targets deemed applicable.
- 7.8 The TPC will compile a report or update the current version of the FTP outlining the results of the review. The report will also incorporate the results of the on-going monitoring undertaken throughout the preceding year, the monitoring methods used and a summary of measures and targets.

8.0 ACTION PLAN

8.1 The Action Plan outlined in Table 8.1 sets out the measures included within the TP that are targeted at staff and visitors. The Action Plan will be revised every year following each Annual TP Review.

Measures	Notes	Status/target date	Method of monitoring	Responsibility
General				
Appoint TPC	A TPC will be a part-time role	Prior to initial occupation of site	N/A	Applicant
Baseline travel surveys	Surveys will be undertaken to establish the baseline for mode share targets	Within six months of the first occupation or upon 75% unit occupation, whichever occurs within the shortest timeframe	N/A	TPC
Information provision				
Travel information packs for all staff	Staff will receive a travel welcome pack outlining sustainable travel options and the existence and purpose of the TP.	Upon commencement of employment	N/A	TPC
Walking				
Staff and visitors to be provided with information related to local walking routes	As part of packs and on notice boards in the sales suite	On-going	NA	TPC
Cycling				
Staff and visitors to be provided with information related to local cycle routes	As part of packs and on notice boards in the sales suite	On-going	NA	TPC
Cycle parking provision for all staff and visitors	As part of the development	On completion of construction	NA	Applicant
Public transport				
Notice board with timetable and route information	As part of staff welcome packs and within a communal area of the Sports and Community Hub	On-going	N/A	TPC
Car share				
TPC to set up a	Information about	On-going	TPC to monitor the	TPC

car share/ car club forum or provide existing website information to staff and visitors	car sharing will be provided by the TPC staff and visitors		uptake of car sharing	
Electric vehicles				
EVCP made available to staff and visitors	As part of the development	On completion of construction	TPC to monitor the uptake of EVCP usage	Applicant

Appendix A – Site masterplan

Sports & Community Hub

Play Area

MIUGA

Resin 1

CONCLUSIONS

Glasscrete

Bin Store

ASHP Equipment

Storage Container

Feeder Pillar

Cricket Nets

Cricket Shelters

Outdoor Gym

REFERENCES

DDA parking space

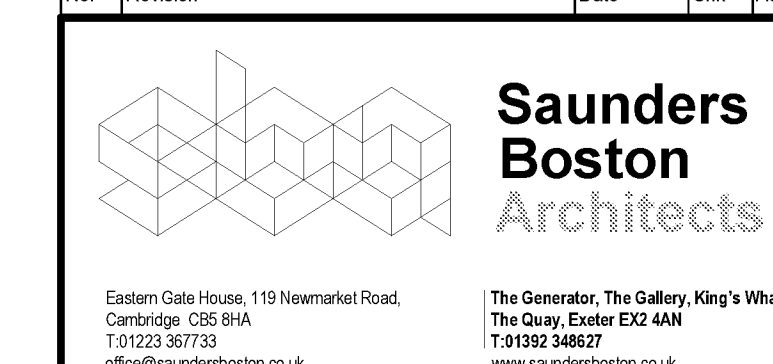
DDA & EV parking space

Potential proposed planting
(indicative tbc)

Trees removed

11

P16	Planning Issue		18:11:24	MC	
P16	Drug Planning Issue		04:11:24	MC	
P17	Container relocated after client confirmation on 11/01/2024 and updates to Ariba/cultural information		01:11:24	MC	
P18	Drainage overley removed after client request		24:10:24	MC	
P19	Stage 3 Issue		18:10:24	MC	
P20	Updates following clients feedback & Sub station		07:10:24	MC	
P21	Updates following clients feedback		11:10:24	MC	
P22	Large size 3G pit cutline added & external drainage and Sports Hall		12:09:24	MC	
P11	Updates to layout following comments from client team		08:09:24	MC	
P10	Updates following public consultation comments integration		22:09:24	MC	
P09	Updates following comments from PM		12:07:24	MC	
P08	Stage 2 Issue		26:07:24	MC	
P07	Revision		Date	CHK	AK



STAGE 3

SBA Project Code	Drawn	MC	Date	02/05/20
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2072	Checked	MP
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Arun District Council

Job
Answering Sports Hub

Drawing

Site Plan

Scale	Revision
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As indicated @A0	P19
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project	originator	zone	level	type	role	number
2072-SBA	-XX	-S1	-DB	-A	-5002	

2072 GBR 700 ST BR 7A 0002

Site Plan

1 : 500



Scale 1:500

Year	Number of people
0	0
5	500
10	250
15	1500
25	1500

Site Boundary Distance Key