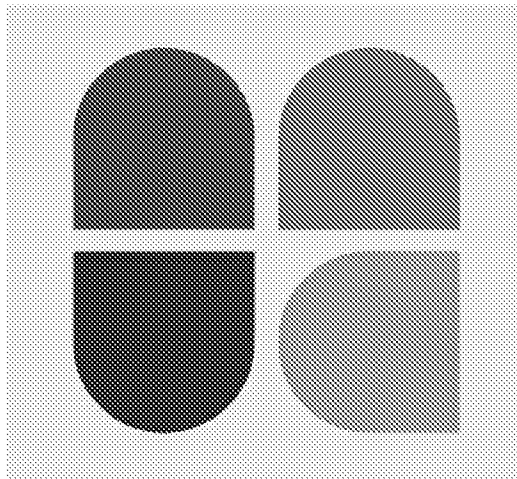




B R I G H T P L A N

LAND AT DAPPER'S LANE, ANGMERING

RESIDENTIAL DEVELOPMENT

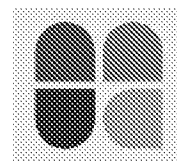
Framework Travel Plan

Prepared on Behalf of

Persimmon Homes

PEHO/16/3487

April 2020



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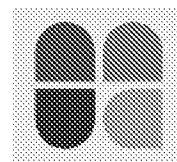
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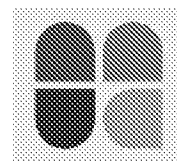
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PLANS

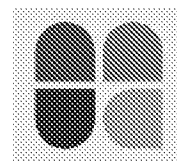
Plan 01 Accessibility Plan

APPENDICES

Appendix A Proposed Footway

Appendix B Site Layout

Appendix C 2011 Census Data



1 INTRODUCTION

1.1.1 This Travel Plan (TP) has been prepared by Bright Plan Ltd on behalf of Persimmon Homes associated with a residential development at Dapper's Lane, Angmering, West Sussex. This TP provides a 5-year strategy to mitigate the long-term traffic impact associated with the site and to encourage residents to use sustainable travel methods as an alternative to private car use.

1.1.1 The existing site is comprised of open fields located to the rear of residential dwellings on Gardens Close, Woodlands Close, and Dapper's Lane. The proposed development would involve the construction of 84 new residential dwellings.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan is a package of measures aimed at promoting sustainable travel choices by reducing reliance on the use of the private car. The implementation of such measures can enable individuals to reduce the impact of travel and transport on the environment, whilst providing a range of benefits to individuals and the local community.

1.2.2 The event of moving into a new home represents an ideal opportunity for residents to evaluate their travel behaviour and change existing habits.

1.2.3 For residents, a TP can:

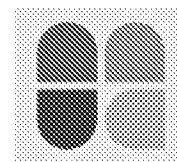
- i. improve access to essential services and employment opportunities;
- ii. help provide less stressful options for travel, particularly in relation to regular commuter journeys;
- iii. present opportunities to incorporate physical exercise into daily routines;
- iv. reduce journey times to local destinations;
- v. reduce the cost of travel, or eliminate the need to buy a car; and
- vi. provide a more vibrant community to live in.

1.2.4 For the local community, a TP can:

- i. make local streets less congested, less dangerous, less noisy and less polluted;
- ii. enhance public transport services and associated infrastructure;
- iii. improve the environment and the routes available for cycling and walking; and
- iv. help create a place which is better to live in, work in and visit and which attracts investment.

1.2.5 For developers, a TP can:

- i. satisfy the requirements of local planning and highway authorities, permitting development; and
- ii. enhance an establishment's image ('green credentials' and 'social corporate responsibility').



1.3 The “Life Cycle” of a Travel Plan

1.3.1 A Travel Plan is an evolving strategy and process, which requires continuous input and monitoring, as well as commitment from residents. **Figure 1.1** below illustrates the “life-cycle” of the Travel Plan from its inception, through to the implementation and monitoring stages.

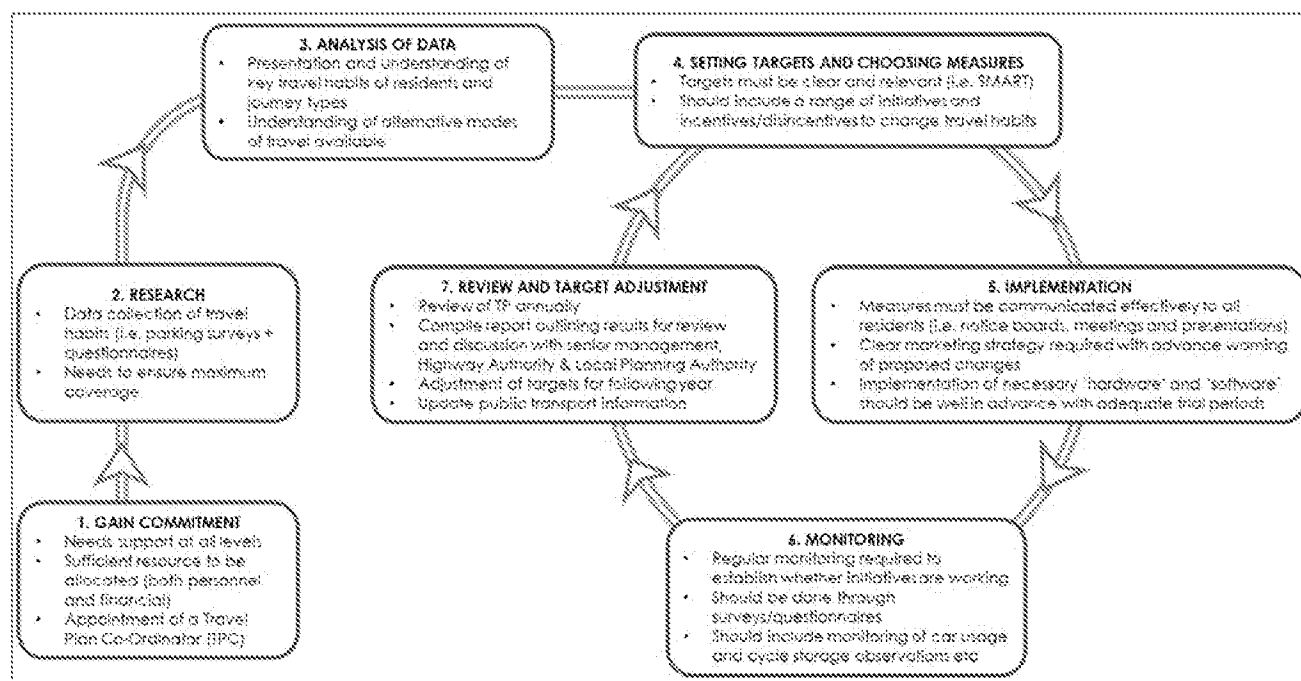
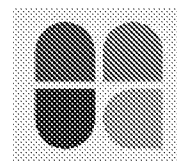


Figure 1.1: Travel Plan 'Life Cycle'

1.3.2 As demonstrated in **Figure 1.1**, there are 7 principal stages required to effectively implement a Travel Plan. These are discussed in greater detail within the relevant sections of this document.



2 SITE ACCESSIBILITY CREDENTIALS

2.1 Overview

- 2.1.1 This section reviews the existing provision of pedestrian, cyclist and public transport infrastructure, in the vicinity of the site. The site's location is shown in **Figure 2.1**.

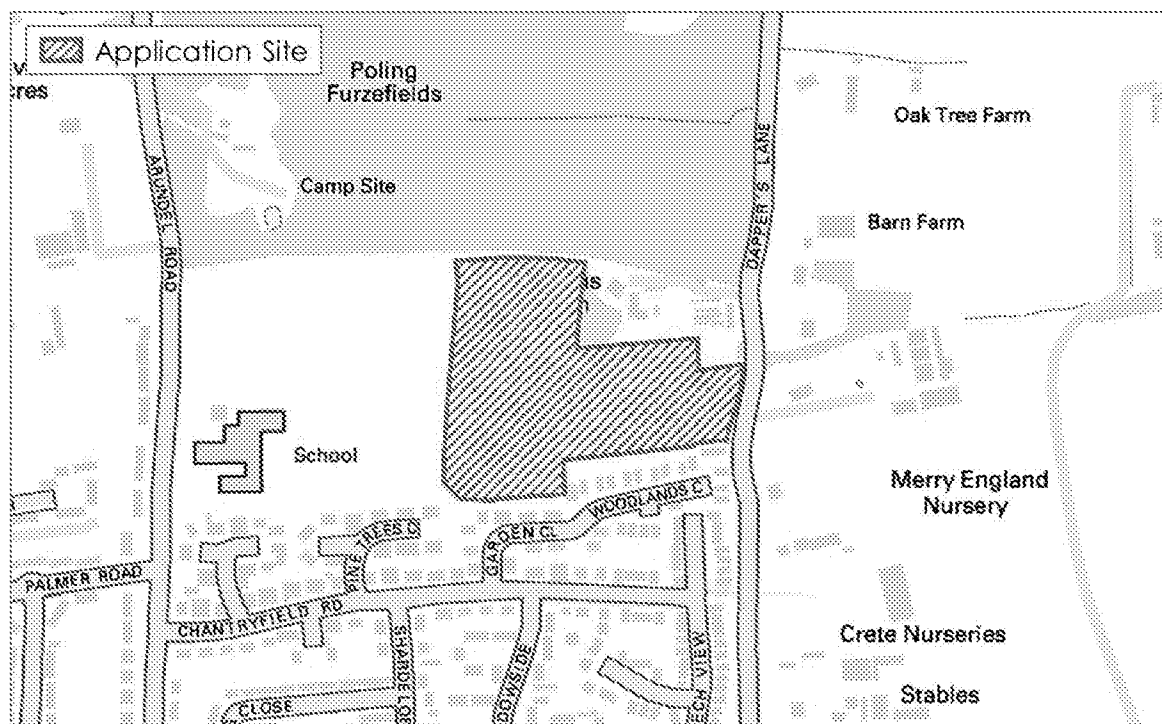


Figure 2.1: Site Location

2.1 Accessibility Credentials

Pedestrian Accessibility

- 2.1.1 There are a number of neighbouring developments in the vicinity of the site which will provide footways along Dapper's Lane (planning ref: A/91/18, A/40/18). The new footways would connect with the existing footway network providing pedestrian access throughout Angmering. The new footway provision is demonstrated in **Appendix A**.
- 2.1.2 In addition, Public Right of Way (PROW) footpath 2151 runs along the site's western border, connecting with the footway network at the end of Pine Trees Close. The location of the footpath is shown in **Figure 2.2**.

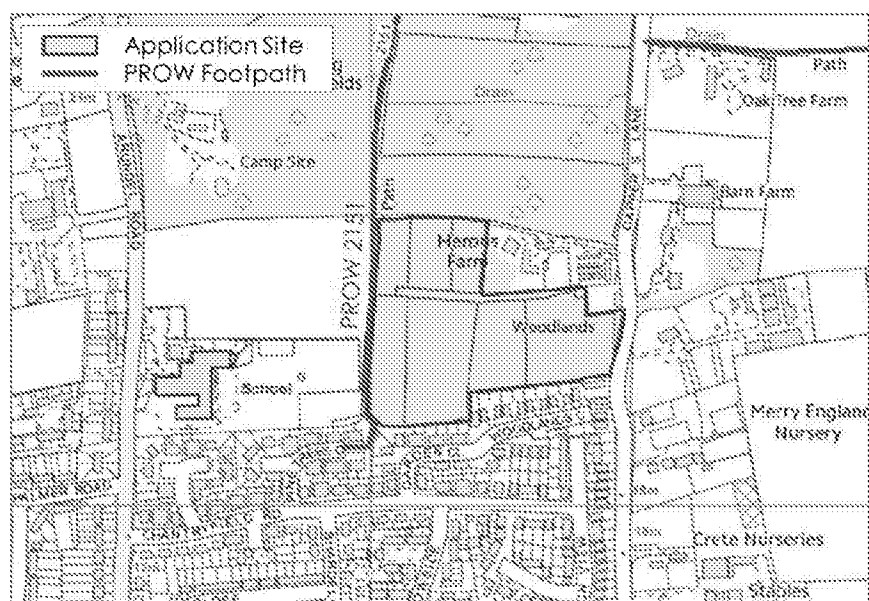
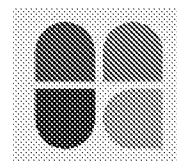


Figure 2.2: Footpath Running Along the Site's Western Border

- 2.1.3 The footpath runs between the boundaries of the dwellings at the south-west corner of the site joining the footways on Pine Trees Close providing a link on the key pedestrian desire line to Angmering centre. The footpath characteristics are shown in **Figures 2.3** and **2.4**.

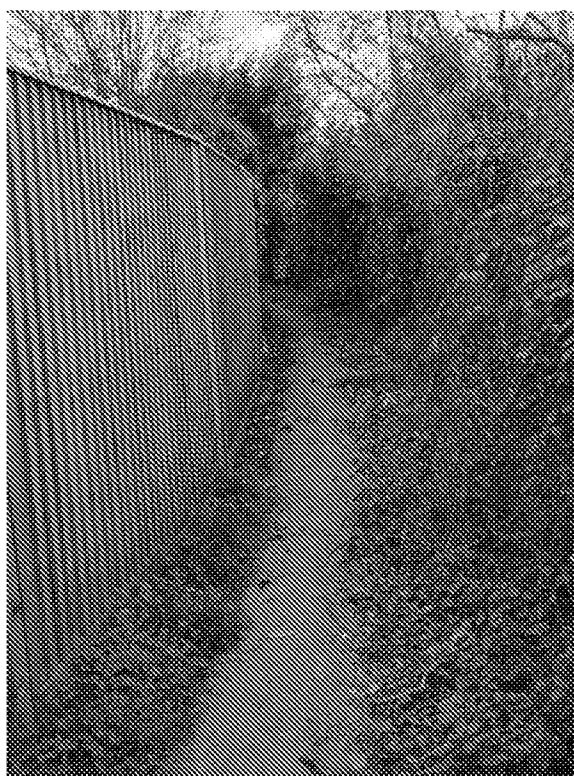
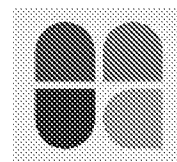


Figure 2.3: PROW Footpath 2151



Figure 2.4: PROW Footpath Joining Pine Trees Close

- 2.1.4 The Chartered Institute of Highways and Transportation (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys. As shown in the **Plan 01**, the local bus stops and convenience shopping facilities are within 1km of the site and are therefore accessible from the site.



Cycle Accessibility

- 2.1.5 The South Coast Cycle Route (SCCR) is situated approximately 2.2km to the south of the site and can be accessed via local cycle routes. The SCCR facilitates journeys to Littlehampton and Worthing by bike. The local cycle network is demonstrated in **Figure 2.5**.



Figure 2.5: Cycle Network in the Vicinity of the Site

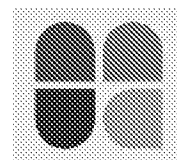
- 2.1.6 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. The full extents of Angmering, West Preston, and East Preston are all therefore accessible by bicycle. Furthermore, Angmering railway station is situated approximately 2.2km to the south of the site and therefore accessible by bicycle.

Accessibility by Bus

- 2.1.7 The 'Shardeloes Road' bus stop is located approximately 250m to the south west of the site and is conveniently accessible via PROW 2151 and Pine Trees Close. The stop provides a single hourly service (No. 9) which facilitate journeys to Shoreham-by-Sea, Lancing, Worthing, Littlehampton, Arundel, as well as providing a connection to Angmering railway station.

Accessibility by Train

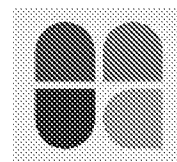
- 2.1.8 Angmering railway station is located approximately 2.2km to the south of the site and provides regular services to a range of destinations including Southampton, Portsmouth, Brighton, and London. A summary of services available from Angmering railway station is provided in **Figure 2.6**.



Destination	Route Summary	Typical Journey Time	Typical Frequency
Worthing	Angmering – Goring-by-Sea – Durrington-on-Sea – West Worthing – Worthing	7 – 11min	4 per hour
Littlehampton	Angmering – Littlehampton	11 – 18min	3 per hour
Brighton	Angmering – Worthing – Lancing – Hove – Brighton	30 – 37min	4 per hour
Portsmouth	Angmering – Chichester – Havant – Fratton – Portsmouth & Southampton	45 – 52min	2 per hour
Southampton	Angmering – Chichester – Havant – Fareham – Southampton Central	1hr 13min – 1hr 30min	2 per hour
London Victoria	Angmering – Worthing – Hove – Burgess Hill – London Victoria	1hr 28min – 1hr 40min	6 per hour

Figure 2.6: Services Available from Angmering Railway Station

- 2.1.9 Full details regarding services from Angmering railway station, including timetable information and route details are available online from www.nationalrail.co.uk.



3 DEVELOPMENT SITE

3.1 Overview

- 3.1.1 The proposed development would involve the construction of 84 new residential dwellings and associated vehicle and pedestrian access. The proposed layout is attached at **Appendix B** and the proposed accommodation schedule is shown in **Figure 3.1**.

	Unit Type	No. of Units
Private	2 bed house	32
	3 bed house	18
	4 bed house	9
	Total	59
Housing Association	2 bed house	18
	3 bed house	7
	Total	25
Overall Site Total		84

Figure 3.1: Proposed Accommodation Schedule

3.2 Access

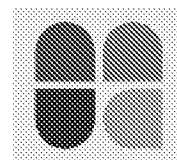
- 3.2.1 The proposed development would be served from a new vehicle access adjoining the western side of Dapper's Lane. The proposed vehicle access would be flanked by a 1.5m wide footway on its northern side. The footway would connect with a new footway flanking the eastern side of Dapper's Lane via an uncontrolled pedestrian crossing. The footway flanking Dapper's Lane would connect to the footways proposed as part of neighbouring developments, (planning ref: A/91/18, A/40/18) providing a continuous pedestrian link between the application site and Water Lane.
- 3.2.2 In addition, new pedestrian access points would be provided at the northwest and southwest corners of the site tying in with PROW 2151. The route of the PROW through the site would be navigable via internal footways and shared surface carriageways.

3.3 Car and Cycle Parking Provision

- 3.3.1 The site will provide 190 car parking spaces in accordance with WSCC guidance, including 26 visitor spaces. Cycle parking will be provided in accordance with ADC's residential cycle parking standards at a ratio of 1 space per 1-2 bed house and 2 cycle spaces per 3+ bed house. Cycle parking will be provided within the curtilage of the proposed properties within garages and in the storage within the rear gardens of properties.

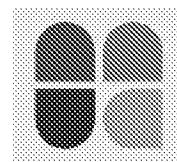
3.4 Anticipated Vehicle Trips

- 3.4.1 The site's anticipated trip generation is established within Bright Plan's Transport Assessment using the TRICS database. A summary of the weekday peak hour and daily vehicle movements associated with the development is provided in **Figure 3.2**.



TRICS Vehicle Trip Generation – 84 Dwellings			
	Arrivals	Departures	Two-way Total
AM Peak Hour	11	28	39
PM Peak Hour	24	12	37
Daily Traffic	184	193	377

Figure 3.2: Anticipated Trip Generation



4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 The aim of this Travel Plan is to reduce the long-term reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport.
- 4.1.2 The objectives of this TP can therefore be summarised as follows:
- To minimise the number of residents travelling as single occupancy car drivers for various journey purposes to and from the site;
 - To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private vehicle trips and increase the uptake of sustainable travel modes;
 - To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
 - To promote the TP and encourage participation amongst residents within national travel awareness events such as 'Bike, Walk and Liftshare' week.

4.2 Targets

- 4.2.1 The DfT's 'Making Residential Travel Plans Work: Guidelines for New Development' (2007) document, states that targets are required as they provide the TP with a clear and measurable direction over the initial 5-year lifecycle.
- 4.2.2 Site specific targets have been based on the DfT's "SMART" criteria so that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made. SMART targets should be:

Specific

Measurable

Achievable

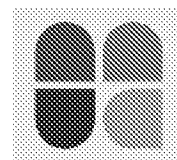
Realistic

Time-bound

- 4.2.3 The principal target for this TP will be:

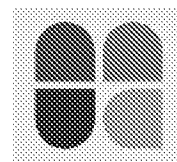
To achieve a 10% reduction in vehicle trips to the site

- 4.2.4 The development site is anticipated to generate a total of 377 daily 2-way vehicle movements (see **Section 3.5**). This TP would therefore seek to reduce the number of daily trips to the site by 38 2-way movements (10%).
- 4.2.5 It is expected that these 38 vehicle trips would be redistributed to other modes of travel. The likely modal split has been estimated using 2011 Census data 'Method of Travel to Work' based on existing travel patterns within the Angmering Ward (E05007578) attached at **Appendix C**. The anticipated modal split for the redistributed trips is shown in **Figure 4.1**.



Mode of Transport	Percentage	Change in Trips	
		3 rd Year	5 th Year
Car Driver	-	-19	-38
On foot	32%	6	12
Train	28%	5	10
Passenger in a car or van	22%	4	8
Bicycle	12%	2	5
Bus, minibus or coach	7%	1	3

**Figure 4.1: Anticipated Modal Split for the Redistributed Vehicle Trips
(based on National Census Data 2011)**



5 MEASURES AND INITIATIVES

5.1 Introduction

- 5.1.1 To assist in achieving the proposed targets, this section considers the Travel Plan measures and initiatives that will be implemented and refined during the 5-year life of the TP. The measures and initiatives are appropriate to the site's location, and surrounding transport infrastructure/ services.
- 5.1.2 The initiatives include 'Hard' infrastructural measures (the provision of on-site and off-site facilities to support sustainable travel behaviour) as well as 'Soft' measures generally involving distribution of travel information and incentives.

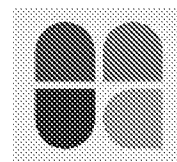
5.2 Measures and Initiatives

Travel Welcome Pack

- 5.2.1 Modal shift away from single occupancy vehicles to more sustainable forms is more effective when targeting regular journeys, which are short in length. Furthermore, the lifetime event of moving into a new home represents a change in the situational context, providing a 'window of opportunity' for enabling previous habitual travel behaviour (i.e. private car use) to be reconsidered.
- 5.2.2 In order to raise awareness of the TP and associated measures, information pertaining to all modes of transport a Travel Welcome Pack (TWP), distributed to all residents. The following information would be included: -
- i. An outline of the main aims / objectives of the TP, the reasons for implementing the TP, and the role of individuals in achieving the aspirations of the TP;
 - ii. Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling;
 - iii. Public transport fares and maps showing the location of the nearest bus stops / rail station and up-to-date bus and rail service timetables;
 - iv. Contact details of the appointed Travel Plan Co-ordinator.

Walking and Cycling

- 5.2.3 Where convenient and safe links are available there is significant opportunity to reduce the need for short journeys (i.e. less than 2 kilometres in length) by car, thereby reducing the level of traffic on the surrounding highway network.
- 5.2.4 Proposed offsite infrastructure improvements include the provision of new footways and pedestrian crossing points on Dapper's Lane and throughout Angmering.
- 5.2.5 To encourage travel on-foot and by cycle, information on local walking/cycle routes, including approximate journey times, will be provided within the TWP. Information would also be provided for apps and website's such as Strava, Endomondo, MapMyWalk and West Sussex Cycle Journey Planner.



Public Transport

- 5.2.6 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would be gathered by the appointed TPC and presented as part of the travel information packs.
- 5.2.7 Service information for local public transport links would be provided listing available destinations, typical journey times and frequencies, as well as links to real time service information within the TWP. Information would be provided detailing public transport fares including a cost comparison with car travel.

Car Sharing

- 5.2.8 Car sharing involves two or more people travelling together for all or part of a journey. It represents a relatively convenient, flexible and cost-effective mode of travel car sharers living and working in similar locations.
- 5.2.9 As part of the Travel Plan, the West Sussex car sharing website, part of www.liftshare.com (the UK's largest car share database) will be promoted. This service is free to sign up to and aims to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with.
- 5.2.10 The Liftshare website provides a 'savings calculator' to enable members to work out the cost savings of car sharing as part of a regular journey – average members save over £1,000 per year

Car Club

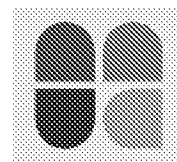
- 5.2.11 Car clubs allow residents to rent a car on a short-term basis as and when they need to. This allows residents who do not typically require a use of a private car to use vehicles without private ownership, encouraging use of more sustainable modes for other journeys.
- 5.2.12 A car club would be promoted for use by residents of the site as well as residences of the surrounding area. The car club would be promoted within the Travel Welcome Pack.

5.3 Remedial Measures

- 5.3.1 In the event that the Travel Plan's year 3 target (reduction of 19 daily 2-way vehicle trips) has not been achieved after the 3rd year of Travel Plan implementation, the TPC will initiate the following remedial measures:
- i. Provide additional bus/rail season ticket discounts.
 - ii. Further promotion of car sharing and Liftshare to all residents and creation of a site car share group.
 - iii. Creation of a Bicycle User Group (BUG). The BUG would be made up of residents who are interested in cycling and would raise awareness of 'Cycle-to-Work' schemes.

5.4 Effectiveness of Travel Plan Measures

- 5.4.1 The measures and initiatives detailed above would reduce the level of car use associated with the site, consequently increasing the use of sustainable modes and achieving the target set. However, the list is not exhaustive and the appointed TPC is encouraged to investigate other potential initiatives.



6 MANAGEMENT, MONITORING AND REVIEW

6.1 Introduction

- 6.1.1 This section of the report sets out a strategy for managing the implementation of the outlined measures, as well as a framework for monitoring and reviewing the TP.

6.2 Management

Travel Plan Co-ordinator

- 6.2.1 The TPC is responsible for implementing and promoting the Travel Plan throughout the 5-year operation of the site. This includes carrying out biennial (i.e. end of Years 1, 3 and 5) residents travel surveys, ensuring up to date travel information is displayed and communicating with WSCC's Travel Plan Officer.
- 6.2.2 The Travel Plan Co-ordinator would be responsible for undertaking the following key tasks:
- On-going promotion / marketing of the TP and associated measures including the preparation of travel information to be presented to residents;
 - Organising the implementation of travel surveys to be undertaken on a biennial basis, following the establishment of baseline travel patterns and behaviour;
 - Preparing biennial TP Monitoring reports highlighting the main results of each survey; and summary of measures enacted over previous year and resources expended on the Travel Plan;
 - Acting as the main point of contact for residents, WSCC's Travel Plan Officer, and other relevant stakeholders.
- 6.2.3 To ensure effective communication between residents and other internal / external stakeholders, the contact details of the Travel Plan Co-ordinator including telephone number and e-mail address will be provided within Travel Welcome Packs.

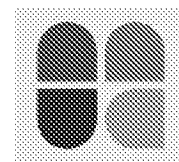
6.3 Monitoring and Review

- 6.3.1 The Travel Plan will be monitored using TRICS UK Standard Assessment Methodology (TRICS SAM) in accordance with WSCC Development Travel Plan Policy. Data gathered from the surveys will be used to track to progress of the Travel Plan and to inform future mode share targets. Prior to the implementation of the TRICS SAM assessment a simple Travel Audit would be commissioned to establish how new residents are traveling to and from the site. The survey schedule is demonstrated in **Figure 6.1**.

Survey	Survey Date
Travel Audit	Within 3 months of 50% Occupation
Year 1 TRICS SAM	Within 6 months of Full Occupation
Year 3 TRICS SAM	On 2 nd anniversary of year 1 survey
Year 5 TRICS SAM	On 4 th anniversary of year 1 survey

Figure 6.1: Survey Schedule

- 6.3.2 The Travel Audit will comprise a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the survey will also be requested to provide their comments on exiting TP measures as well as suggest potential improvements.



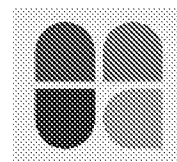
- 6.3.3 To ensure a reasonable level of response, a paper version of the travel questionnaire will be distributed to households. The TPC would require a minimum response rate of 30% of residents to ensure the results of the surveys can be considered statistically significant.
- 6.3.4 TPC will prepare Monitoring Report's within 3 months of each survey. The reports will outline the results of the surveys and incorporate the findings of on-going monitoring undertaken through the proceeding period. A copy of the report will be issued to WSCC's Travel Plan Officer for comment.
- 6.3.5 To maintain the emphasis of the TP it is suggested that the results of the monitoring / review process are communicated to residents. This could be done through a site newsletter or by displaying data on a community website.
- 6.3.6 In the event that the Travel plans' year 5 target (10% reduction in daily vehicle trips) has not be achieved after the 5th year of the Travel Plan implementation, monitoring of the Travel Plan will continue to year 9.

6.4 Action Plan

- 6.4.1 An action plan is presented below in **Figure 6.2**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.

Measure	Timescale	Responsibility
Installation of Pedestrian Crossing, Footway, Bus Stop and cycle storage infrastructure improvements.	Prior to initial occupation	Developer
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Upon acceptance of Travel Plan	Site Management Company
Submit contact details of appointed TPC to WSCC	Within the first 3 months of occupation	TPC
Commission Baseline Travel Audit	Within 3 months of 50% occupation	TPC
Prepare and disseminate travel information packs	Within the first 3 months of occupation	TPC
Conduct Year 1 travel survey	6 months of 100% occupation	TPC
Prepare Monitoring Report and submit to WSCC Travel Plan Officer	Within 3 months of undertaking the year 1 survey	TPC
Conduct Year 3 travel survey	On 2 nd anniversary of year 1 survey	TPC
Prepare Monitoring Report and submit to WSCC Travel Plan Officer	Within 3 months of undertaking the year 3 survey	TPC
Conduct Year 5 travel survey	On 4 th anniversary of year 1 survey	TPC
Prepare Monitoring Report and submit to WSCC Travel Plan Officer	Within 3 months of undertaking the year 5 survey	TPC
Initiate remedial measures	After year 3 (if year 3 target is not achieved)	TPC

Figure 6.2: Action Plan



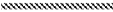
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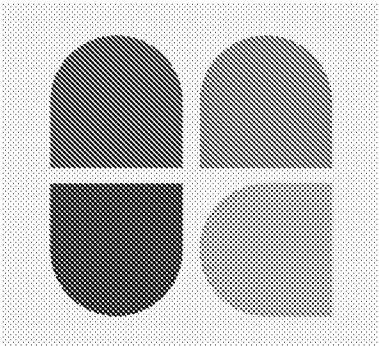
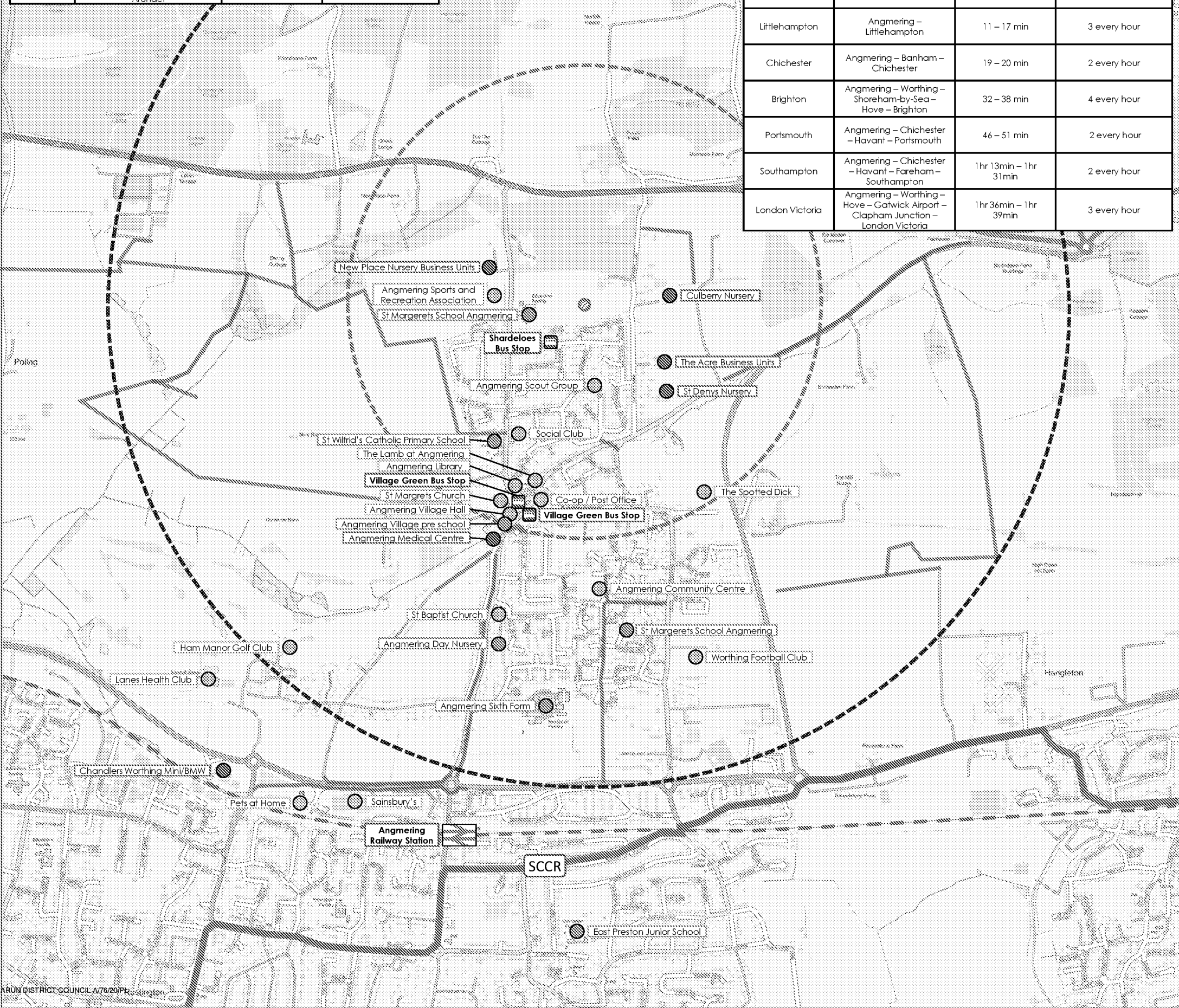
Plan 01 Accessibility Plan

BUS SERVICES (Shoreham Bus Stop)			
Service	Route Summary	Typical Frequency	Operating Hours
9	Shoreham by Sea - Lancing - Worthing - Littlehampton - Arundel	Mon-Sat: 1 every hour	Mon-Fri 07:03 – 19:04 Sat: 08:08 – 19:04

RAIL TIMETABLE (Angmering Railway Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Worthing	Angmering – Worthing	7 – 12 min	4 every hour
Littlehampton	Angmering – Littlehampton	11 – 17 min	3 every hour
Chichester	Angmering – Banham – Chichester	19 – 20 min	2 every hour
Brighton	Angmering – Worthing – Shoreham-by-Sea – Hove – Brighton	32 – 38 min	4 every hour
Portsmouth	Angmering – Chichester – Havant – Portsmouth	46 – 51 min	2 every hour
Southampton	Angmering – Chichester – Havant – Fareham – Southampton	1hr 13min – 1hr 31 min	2 every hour
London Victoria	Angmering – Worthing – Hove – Gatwick Airport – Clapham Junction – London Victoria	1hr 36min – 1hr 39min	3 every hour

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  NATIONAL CYCLE ROUTE
-  CYCLE ROUTES
-  1KM ISOCHROME
-  2KM ISOCHROME
-  RETAIL
-  EDUCATION
-  LEISURE
-  HEALTH CARE
-  INDUSTRIAL



BRIGHT PLAN

Transport Planning and Civil Engineering Consultants
Unit 2, West Barn, Norton Lane, Chichester,
West Sussex, PO20 3AF
Tel: 01243 210418 Fax: 01483 861682
www.bpcivils.co.uk

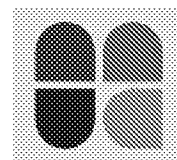
Client: Persimmon Homes

Project: Dapper's Lane, Angmering

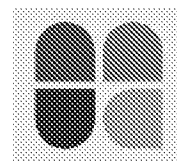
Title: Accessibility Plan

Scale: NTS	Date: July 2019	Drawn By: EJD	Checked By: ALB
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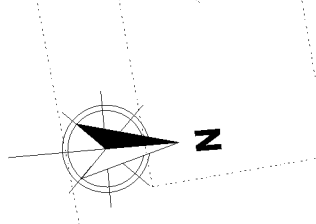
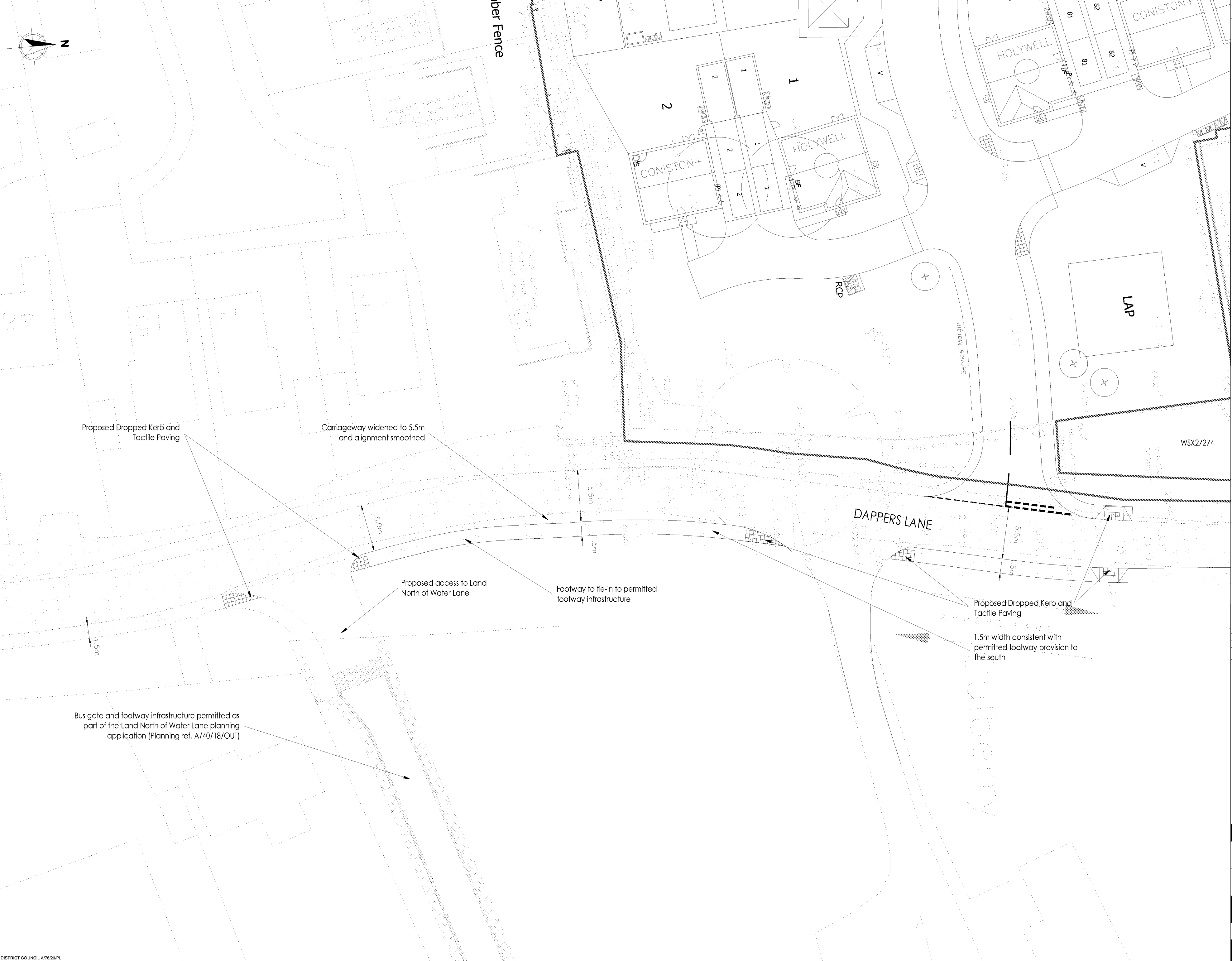
Plan No: Plan 01	Job No: 3487	Rev: -
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APPENDICES



Appendix A Proposed Footway



NOTES

1.

This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

2.

Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.

3.

Do not scale, work to figured dimensions only. All dimensions are in millimetres unless noted otherwise and all levels are in metres from the topographic survey datum.

4.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

Site Boundary

Highway Boundary

Proposed Road Markings

Service Margin

Planning Application A/40/18/OUT

B

Notes Update

Apr 2020

A

Layout Update

Mar 2020

.

Original Issue

Jan 2020

Rev.

Amendments

Date

BRIGHT PLAN

Transport Planning and Civil Engineering Consultants

2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF

Tel: 01243 210418 Fax: 01483 861682

www.bpcivil.co.uk

Drawing Status

FINAL

Client

Persimmon Homes

Drawing Title

Proposed Footway Tie-in

Project

Land at Dapper's Lane, Angmering

Scale

1:250

Date

Mar 20

Drawn By

SMO

Checked By

ALB

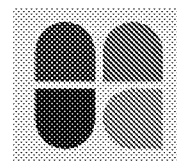
Drawing No.

2017-3487-006

Rev.

A

ARUN DISTRICT COUNCIL A/76/20/PL

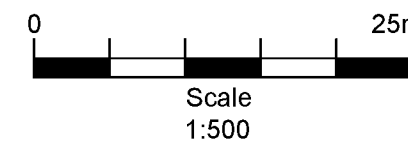


Appendix B Site Layout



- Red Line Boundary
- HA Rental Property
- HA Shared Ownership Property

Dapper's Lane, Angmering								
Market	Compliance	Units sqft	Total units	Total sqft	Beds	Storey	Type	Habitable Rooms
ALL NSB								
PRIVATE								
HANBURY+		768	14	10752	2	2	2B3P	5
DERWENT		969	7	6783	2	2	2B3P	5
LOCKWOOD		999	11	10889	2	2	2B3P	5
LONGTHORPE+		1171	4	4684	3	2	3B4P	6
CONISTON		1222	4	4688	3	2	3B4P	7
CONISTON+	M4(2)	1234	8	9672	3	2	3B4P	7
WARWICK		1333	4	5332	4	2	4B6P	7
HOLYWELL		1414	7	9898	4	2	4B5P	8
Total:			59	63198				
HA 30% (75%R 25%SO)								
5 SO		Nett						
2B3P		761	4	3124	2	2	2B3P	4
WP3520A+		1001	1	1001	3	2	3B5P	5
20R		781	12	8572	2	2	2B3P	4
2B3P		1001	6	6006	3	2	3B5P	5
WP3520A+	M4(3)	897	2	1794	2	2	2B3P	4
WP2 M4(3)								
Total:			25	21297				
Overall Site Total:			84	84495				



Rev

Date

PERSIMMON
Together, we make a home

Persimmon Homes Thames Valley
Persimmon House, Knoll Road,
Camberley, Surrey GU15 3TQ
Tel: 01276 808080

Site:

Dapper's Lane
Angmering
Littlehampton

Date:

Nov 2019

Scale:

1:500 @A1

Org No:

A77-PL-01

Drawing Title:

Planning Layout - 84 Units

Drawing Status:

PRELIMINARY

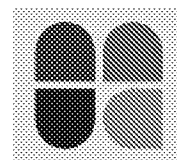
Drawn by:

VW

Checked by:

ME

Rev:



Appendix C 2011 Census Data

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 29 April 2020]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05007578 : Angmering
rural urban	Total

Method of Travel to Work	2011
All categories: Method of travel to work	5,484
Work mainly at or from home	272
Underground, metro, light rail, tram	5
Train	209
Bus, minibus or coach	54
Taxi	11
Motorcycle, scooter or moped	38
Driving a car or van	2,513
Passenger in a car or van	163
Bicycle	93
On foot	239
Other method of travel to work	25
Not in employment	1,862

In order to protect against disclosure of personal information, records have been swapped between differe

ent geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.