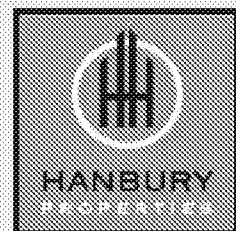


RAPLEYS

Design and Access Statement for
Hanbury (PM) Ltd

PHASE 1A, OLDLANDS FARM
BUSINESS PARK,
STEYNING WAY,
BOGNOR REGIS,
PO22 9NN

November 2019
Our Ref: 19-00822



BS 5606:2019 (BS 5606:2019)

LONDON | BIRMINGHAM | BRISTOL | CAMBRIDGE | CHESTER | GLoucester | HANBURY | LONDON | MANCHESTER

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Appendix 2	Proposed Site Layout

This report has been prepared within the quality system operated at Rapleys LLP
according to British Standard ISO 9001:2008.

Created by:

Daniel Wheelwright BA (Hons) MA MRTPI

Signature:

Checked by:

Daniel Wheelwright BA (Hons) MA MRTPI

Signature:

Design and Access Statement Version 2

FOR AND ON BEHALF OF RAPLEYS LLP

November 2019

1 INTRODUCTION

- 1.1 This Design and Access Statement ('DAS') has been prepared by Rapleys LLP on behalf of Hanbury (PM) Ltd (the applicant), and is submitted in support of a full planning application for the erection of one discount foodstore and associated works at Phase 1A, Oldlands Farm, Steyning Way, Bognor Regis, PO22 9NN. The location of the application site is shown in Appendix 1.
- 1.2 Oldlands Farm is an employment led, mixed-use strategic site within Arun District. It is a critical site for the delivery of the Council's economic growth ambitions, alongside other identified strategic sites in the Council's Local Plan.
- 1.3 The site is already well established with key infrastructure already in place and Rolls Royce Motor Cars being a key anchor tenant, emphasising the high quality nature of the scheme.
- 1.4 In conjunction with further phases of employment provision coming forward, planning permission has already been secured for a mix of other uses on Phase 1A, including a comparison and convenience retail floorspace.
- 1.5 A DAS is a statutory requirement for major development, or where the floorspace created by the development exceeds 1,000 sq. m, as required by the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.6 This DAS sets out the design principles and concepts that have been applied to the development, demonstrating how the context of the development has been appraised and how the design of the development takes the context into account.
- 1.7 Following this, the DAS explains the applicant's approach to access and how relevant Local Plan policies have been taken into account, and how specific issues which might affect access to the proposed development have been addressed. Details of consultation undertaken in relation to the development proposal, and how the outcome of the consultation has informed the proposed development, are also provided.
- 1.8 The DAS should be read alongside the Planning and Retail Statement and other supporting documentation.

2 ASSESSMENT OF THE SITE AND ITS CONTEXT

- 2.1 This section sets out the steps taken to appraise the physical context of the application site and its surroundings.

METHODOLOGY

- 2.2 A planning history and planning policy review was undertaken to understand the existing planning context for the site before considering the design approach to the development proposal.
- 2.3 A full analysis of the development proposal against national and local policy is provided in the accompanying Planning and Retail Statement.

APPLICATION SITE

- 2.4 The site is located within Arun District on the northern periphery of Bognor Regis and within the built up boundary of the town. It is roughly rectangular in shape and is situated to the south of Bognor Regis Northern Relief Road (BRNRR) and the east of Shripney Road (A29).
- 2.5 Oldlands is a key employment site and has already brought significant employment in the form of Rolls Royce. Their facility has been so successful that they have extended their buildings. This underpins the location as a key site for prospective employers to relocate.
- 2.6 The site is clear and has been brought up to the required level as a result of previously cut and fill earth works required as a result of the nearby Flood Compensation Area, with heras fencing around the perimeter. Formerly, the site consisted of open arable farmland. There are no existing buildings on the site.
- 2.7 The influence of the site upon the wider character area is restricted through the low lying topography and limited intervening vegetation. The site is predominantly experienced from the A29 and the adjacent Rolls Royce buildings, where it is viewed in the context of the urban fringe of Bognor Regis.
- 2.8 There are no physical, visual, historical or cultural links with any Protected Landscapes, Scheduled Ancient Monuments, Listed Buildings, Conservation Areas or Historic Parks and Gardens.
- 2.9 The topography of the site consists of 0.5 m to 1.1 m of made ground underlain by river and marine deposits with a chalk base at depths between 2.7 m and 15 m below ground level.
- 2.10 The site is relatively level and is low lying, located in an area with a high water table.

SURROUNDINGS

- 2.11 The site is located within the South Coast Plain, a broad swathe of low lying land that is crossed by meandering rivers.
- To the north
- 2.12 Immediately to the north of the site is the BRNRR. The BRNRR arcs northeast and crosses the railway track, segregating the site from the fields to the north. The area to the north of the BRNRR and south of Shripney village forms part of the Flood Compensation Area identified by Arun District Council.
- 2.13 The open arable fields of Oldlands Farm continue north, towards the eastern outskirts of Shripney village, approximately 0.5km northwest of the site and straddle the A29.
- 2.14 Further north are the villages of Woodgate (2.3km), Westergate (3.7km), Eastergate (3.8km) and Barnham (3.2km).

To the east

- 2.15 Immediately to the east of the site are two industrial / warehouse units that are occupied by Rolls Royce Technology and Logistics Centre and were delivered as part of the wider Hybrid planning permission. These buildings lie adjacent to the Barnham/Bognor Regis railway line to the east. Immediately beyond the railway line is open farmland, the former LEC airfield and Lidsey Rife network, which is allocated as a Strategic Employment site and Biodiversity Opportunity Area.
- 2.16 The remainder of open land towards the village of Felpham (1.2km) includes Bognor Regis Golf Course, smaller fields and school playing fields.

To the west

- 2.17 The western perimeter of the site is contained by the A29; beyond this the site is a continuation of arable land allocated for Strategic Employment use that is bounded by the A29 Shripney Road. The north-western corner of the site is bound by the BRNRR.
- 2.18 Beyond the A29 is touring caravan park and existing open space.

To the south

- 2.19 To the south lies a track which serves the Oldlands Farm buildings which are partially derelict, and adjacent No1 and No2 Oldland Cottages all of which lie within the applicants control. Beyond this is the Southern Cross Industrial Estate containing large industrial warehouses, buildings, offices and a fast food restaurant.
- 2.20 Beyond the Southern Cross Industrial Estate the railway crosses in a diagonal direction northwest to southwest, acting as a definite boundary between industrial development of Bognor Regis and open farm land to the east.
- 2.21 South west of the A29/Rowan Way roundabout is the Bognor Regis Retail Park, that consists of several retail units, fast food restaurants and car parking.
- 2.22 Within the wider area south of the site includes South Bersted Industrial Estate, residential development of Whitfield Close and Bognor Regis railway station.

RELEVANT PLANNING HISTORY

- 2.23 A review of the planning history of the site has been undertaken using Arun District Council's online planning history records. The following planning applications are particularly relevant to the application proposal:
- 'Hybrid' planning application (BE/61/13) comprising. 1: *Full planning application for Access road and Flood compensation area.* 2: *Outline planning application for 33,116 sq. m of mixed commercial and industrial uses, comprising A1, A3, A5, B1,B2 and B8, with associated works and landscaping'.*
 - Reserved Matters planning application (BE/4/17/RES) on the site for the appearance, landscaping, layout and scale together with the masterplan, parameter plans and Design Code. The approved development included two car showrooms, one large retail unit for A1 Bulky Goods and three smaller units for B8 Warehouse and Distribution use with ancillary trade counter.
 - Section 73 planning application (Ref. BE/114/17/PL) to vary Conditions 4 (Quantum of Floorspace), 43 (Number of non bulky food goods units) and 47 (Sale of Goods) imposed under the outline element of the hybrid planning permission BE/61/13.

2.24 Further discussion of relevant planning history is set out in the Planning and Retail Statement.

3 PLANNING POLICY CONTEXT

NATIONAL PLANNING POLICY

- 3.1 The national tier of planning policy is set out within the National Planning Policy Framework (2019) (NPPF), which is supplemented by the Planning Practice Guidance (PPG).

LOCAL PLANNING POLICY

- 3.2 The adopted Development Plan for Arun District Council currently comprises:
- The Arun Local Plan 2011-2031 (July 2018);
 - Bersted Neighbourhood Plan 2014-2029;
 - The West Sussex Waste Local Plan 2014; and,
 - The Joint Minerals Local Plan 2018.
- 3.3 The site is subject to the Oldlands Farm Strategic Employment designation in accordance with the Arun Local Plan 2011-2031 (July 2018).
- 3.4 The merits of the current proposal are assessed with regard to the relevant national and local policy considerations under Section 5 of the accompanying Planning and Retail Statement.

4 DESIGN PROPOSALS

- 4.1 This section evaluates the existing site context to inform the design and rationale for the proposed development at the site. It explains the design principles and concepts that have been applied to the design of the development in terms of use, amount, layout, scale, appearance and landscaping.

NPPF

- 4.2 The NPPF (at paragraph 11) sets out that plans and decisions should apply a presumption in favour of sustainable development that should underpin both plan-making and decision taking, this means:

- Approving development proposals that accord with an up-to-date development plan without delay; or
- Where there are no relevant development plan policies, or the policies which are most important for determining the application out of date, granting permission unless:
 - The application of policies in this Framework that protect area or assets of particular importance provides a clear reason for refusing the development proposed; or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Requiring Good Design

- 4.3 The NPPF (at paragraph 124) states that the creation of high quality buildings and places is fundamental to what the planning development process should achieve. Good design is encouraged as a key aspect of sustainable development. Effective engagement between applicants, communities, local planning authorities and other interests throughout the process to be clear about the design expectations is stated as essential for achieving this.

- 4.4 The NPPF identifies (at paragraph 127) that local planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for short term, but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- Respond to local character and history and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create places that are safe, inclusive and accessible and which promote health and well-being;
- Create safe and accessible environments without crime and disorder, and the fear of crime, and do not undermine quality of life or community cohesion; and,
- Are visually attractive as a result of good architecture and appropriate landscaping.

- 4.5 The NPPF directs local planning authorities (at paragraph 131) to afford great weight to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with overall form and layout of their surroundings.

-
- 4.6 The NPPF in respect of design sets out the following:
- The importance of good design;
 - The planning objectives good design can help achieve;
 - Guidance on well-designed places;
 - Guidance on how buildings and the spaces between them should be considered;
 - The planning process and tools which can be utilised to achieve good design; and,
 - Design issues which relate to particular types of development.
- 4.7 The NPPG confirms that good design should:
- Ensure the development can deliver a wide range of planning objectives;
 - Ensure the quality of buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on well-being; and,
 - Address the need for different uses sympathetically (paragraph ref: 26-002-20140306)
- 4.8 Development proposals should reflect the requirement for good design set out in national and local policy. Local planning authorities should give great weight to outstanding or innovative designs that help to raise the standard of design more generally in the area (paragraph ref: 26-004-20140306).
- 4.9 Although design is only part of the planning process it can affect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. Planning decisions should seek to ensure the physical environment supports these objectives (paragraph ref: 26-006-20140306).
- ARUN LOCAL PLAN (JULY 2018)
- 4.10 Policy D SP1 (Design) confirms that all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details.
- 4.11 Policy D DM1 (Aspect of Form and Design Quality) confirms that when considering any application for development, the Council will have regard to the following aspects:
- Character;
 - Appearance / Attractiveness;
 - Impact;
 - Innovation;
 - Adaptability;
 - Crime Prevention;
 - Trees and Woodland;
 - Solar Gain;
 - Public Realm;
 - Layout - Movement;
 - Layout - Legibility;
 - Public Art;
 - Density;
 - Scale; and,
 - Aspects of Form and Design Quality.

4.12 Policy ECC SP1 (Adapting to Climate Change) confirms the Council will support development which is located and appropriately designed to adapt to impacts from arising from climate change.

4.13 Policy ECC SP2 (Energy and Climate Mitigation) states that all new residential and commercial development will be expected to be energy efficient and to demonstrate how they will:

- Achieve energy efficiency measures that reflect the current standards applicable at the time of submission;
- Use design and layout to promote energy efficiency; and
- Incorporate decentralised, renewable and low carbon energy supply systems, for example small scale renewable energy systems such as solar panels.

4.14 Policy ECC DM1 (Renewable Energy) confirms the Council will support renewable energy development subject to the criteria in this Policy.

DESIGN RATIONALE

4.15 The below design rationale for the proposal has been informed by Lidl's operational requirements within the context of site constraints and surrounding land uses, in addition to national and local policy considerations.

USE

4.16 The proposed store will be in Use Class A1. The proposed store will include a sales area, warehouse delivery area, freezer room, a bakery, managers' office, staff welfare facilities and customer's toilets.

AMOUNT OF DEVELOPMENT

4.17 The total proposed GIA of the new store is 2,159 sq. m, with an internal net sales area of 1,410 sq. m.

4.18 The proposed warehouse area including bakery warehouse and chillers extends to 398 sq. m.

4.19 The ancillary area including bakery preparation area, cash office, manager's office, welfare, IT room, customer toilet, utility, circulation and internal partitions extend to 351 sq. m.

4.20 The proposed development will include a total of 149 car parking spaces including 126 standard, 10 disabled, 11 parent & child spaces and two rapid electric vehicle charging points. In addition, 12 Sheffield cycle loops will be installed, providing 24 cycle parking spaces.

LAYOUT

4.21 The layout of the site is shown on the Proposed Site Layout Plan attached at Appendix 2. The location of the store is within Phase 1A of Oldlands Farm which has an extant planning permission for retail floorspace in this general area and is therefore considered to be appropriate.

4.22 The proposed store will be located towards the south-western edge of the site with car parking located to the north-west.

4.23 Vehicular customer access to the site will be taken from the existing junction off the internal estate road from the A29/A259 roundabout junction.

- 4.24 A separate delivery vehicle access is proposed further along the existing estate road which will enable delivery vehicles to drive into the service yard and reverse into the docking leveller bay for Lidl which is located to the east of the store.
- 4.25 The design, layout and appearance of the development proposal have been informed by a review of the context of the surrounding area and clear connections to further development of Phase 1A in due course. The store design (as details in the drawings accompanying the planning application) are appropriate to the site's setting, the shape of the site and physical forms of neighbouring land uses.
- 4.26 It is considered that the design approach taken, offers a high quality design solution to provide a purpose built discount food store, meeting Lidl's operational requirements and customer expectations, in accordance with relevant policy requirements.

SCALE

- 4.27 The proposed store will be single-storey and, as outlined above, the net sales area of the proposed food store will occupy 1,410 sq. m out of a total GIA of 2,159 sq.m which comprises the majority of the new floorspace.
- 4.28 The overall scale of development (a maximum of 2,285 sq. m GEA) is considered appropriate in the context of the principle of development already established under the extant planning permission. The surrounding land uses, which are commercial and comprise the units which make up the industrial estate of the original hybrid permission, extend to a maximum of two storeys. As such, it is considered the proposal is wholly acceptable in terms of scale and layout.

APPEARANCE

- 4.29 As the site is located adjacent to commercial / industrial properties located within the industrial estate currently under construction, as such effort has been made to ensure the appearance of the store respects its surrounding land uses and road network, whilst providing a contemporary design which attracts custom to the store.
- 4.30 As shown in drawing reference AD113-18179, curtain-wall glazing is provided to the south-west elevation, with predominantly grey vertical cladding panels on the other elevations of the foodstore, together with a section of render is also present on the northern corner.
- 4.31 Therefore the store presents a clean, modern appearance consistent with neighbouring buildings.

SUSTAINABILITY

- 4.32 Lidl undertake a variety of sustainability measures as standard procedure in the operation of their stores. The measures minimise the environmental impact of the store and are set out within Section 6 of this statement.
- 4.33 Lidl stores are designed, built and operated to industry leading standards and the company is constantly looking for new and creative ways of reducing energy consumptions and emissions.
- 4.34 The proposed store will incorporate 1,029.5 sq.m of photo-voltaic panels on the roof which is calculated to yield 915kWh of electricity generation, avoiding 45,655kg of Co2 emissions per annum, exceeding the 10% policy requirement of the predicted energy usage to be provided via renewable energy sources. Furthermore, as shown in the accompanying site plan, the proposed car park layout incorporates two electric vehicle parking spaces.
- 4.35 The proposal has excellent sustainability credentials, limiting carbon dioxide emissions with the objective to be resilient towards climate change through its choice of a sustainable

location and the use of innovative design. Therefore the proposal is fully in compliance with local plan policies ECC SP1: Adapting to Climate Change and ECC SP2: Energy and Climate Change Mitigation.

5 ACCESS

5.1 To begin, a review of national policy and local development documents was undertaken as follows:

NATIONAL POLICY

5.2 National planning policy relating to access is provided in the National Planning Policy Framework 2019 (NPPF).

5.3 Paragraph 103 of the NPPF advises that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes, as this can help to reduce congestion and emissions, and improve air quality and public health.

5.4 Paragraph 111 confirms that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

5.5 Further, paragraph 110 states that applications for development should:

- address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and,
- allow for the efficient delivery of goods, and access by service and emergency vehicles.

LOCAL POLICY - ADOPTED

5.6 As outlined above, the Development Plan for Arun District Council comprises the Arun Local Plan 2011-2031 (July 2018),

5.7 Policies relevant to the access elements of the proposed development are set out below.

5.8 Policy T SP1 (Transport and Development) advocates that the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

5.9 Policy T DM1 (Sustainable Travel and Public Rights of Way) confirms new development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified.

5.10 In this instance the revised County parking standards have been used in accordance with the Supplementary Planning Guidance adopted by West Sussex County Council (WSCC) in September 2019. An extract of WSCC parking standards is provided below.

Use	Car spaces (max.)	Cycle spaces (min.)	Motorcycle spaces (min.)	Disabled spaces (min.)
Food retail	1 per 14m ²	1 per 100m ² - staff 1 per 100m ² - customers	Refer to Manual for Streets	5% of car spaces

ACCOUNT OF POLICY

- 5.11 From a review of national and local planning policy, it is clear that the provision of safe and adequate access to the site is important in the context of this site. The proposed development provides this in a number of ways.
- 5.12 The proposed site layout will allow for safe and efficient movement for all users. The defined service area to the south of the store provides space for deliveries to take place separately to the customer parking area, complying with paragraph 110 of the NPPF which promotes the efficient delivery of goods, whilst minimising conflict between pedestrians and vehicles.
- 5.13 The proposed customer car park access spur is already in place and has been completed in accordance with relevant West Sussex County Council (WSCC) highway standards. The access road and car park layout are therefore fully in accordance with Policy T SP1 as the site provides safe access to the highway network, contributes to highway improvements and promotes sustainable transport.
- 5.14 The number of parking spaces provided fully complies with the requirements of the Supplementary Planning Guidance adopted by West Sussex County Council (WSCC) for car parking spaces, disabled spaces, parent and child spaces and cycle spaces. This ensures an appropriate level of parking provision for all customers. This includes disabled spaces, parent and child spaces and cycle spaces, as well as rapid electric vehicle charging points.
- 5.15 Overall, the site is located in an accessible location that ensures ease of movement for vehicles and access to the public transport network. In this regard the proposed development accords with paragraph 103 of the NPPF and Policies T SP1 and T DM1 of the Arun Local Plan.
- 5.16 The proposed development provides a total of 149 car parking spaces (including two rapid electric charging car park spaces) as part of the scheme. The WSCC parking standards allow a flexible approach to the level of parking provision, taking into account local circumstances. The 149 parking spaces provided as part of the development is broadly in line with the 1 per 14 sq.m WSCC standard, and thus provides a sufficient parking provision to serve the proposed store.
- 5.17 In terms of cycle parking, the proposed scheme will provide a total of 24 cycle parking which meets and exceeds WSCC's guidance on cycle parking provision.

6 SUMMARY

- 6.1 This DAS has provided the design principles and concepts that have been applied to the development proposal for a detailed application for the erection of one standalone retail unit comprising a neighbourhood food store with associated works at Oldlands Farm, Steyning Way, Bognor Regis, PO22 9NN.
- 6.2 The design rationale has been informed by the location of the site, the operational requirements of the foodstore operator and how the site relates to its surrounding land uses. It is considered the proposed use, amount of development, layout scale and appearance are acceptable in design terms to deliver the redevelopment proposals and deliver a contemporary design which will enhance the visual appearance of the site and surrounding area.
- 6.3 A full account has been made of national and local planning policy, to ensure safe access for all users, as well as adequate parking provision.
- 6.4 Overall, the erection of a new standalone retail unit comprising a neighbourhood food store will enhance the site, delivering and providing safe access for all users in accordance with the relevant design and access policies.

Appendix 1

SITE LOCATION PLAN





IMPORTANT INFORMATION
Dimensions to be confirmed on site prior to start of works and ODAS to be informed of discrepancies immediately. No dimensions to be scaled from this drawing.
All materials and works are to be carried out in accordance with current British Standards, Planning Approval, current Building Regulations and Codes of Practice.
Party Wall Act - Notices under the Party Wall Act are to be served by the property owner or appointed third party, by property owner.
ARUN DISTRICT COUNCIL REF: 126180. Regulations apply to all construction works to be carried out and apply to designers, contractors and the client. As such all parties have duties under these regulations.

Notes	



Revisions	
Rev	Date
B	23.10.19
A	23.10.19
Description	
UPDATED AS PER CLIENT REQUEST	
UPDATED IN LINE WITH LEGAL DRAWINGS	
Revised By	
Checked By	
EB	
EB	

Client:
LIDL GREAT BRITAIN LTD.
FOXES PARK, BROWNHILL,
SOUTHAMPTON, SO16 QAW

Project Name:
BOGNOR REGIS
OLDLANDS FARM

Drawing Title:
LOCATION PLAN

Drawing Status: PLANNING

Project No: 18179

Drawing No: AD 100_REV B

Drawn By: LMC

Checked By: -

Date: JULY 2019

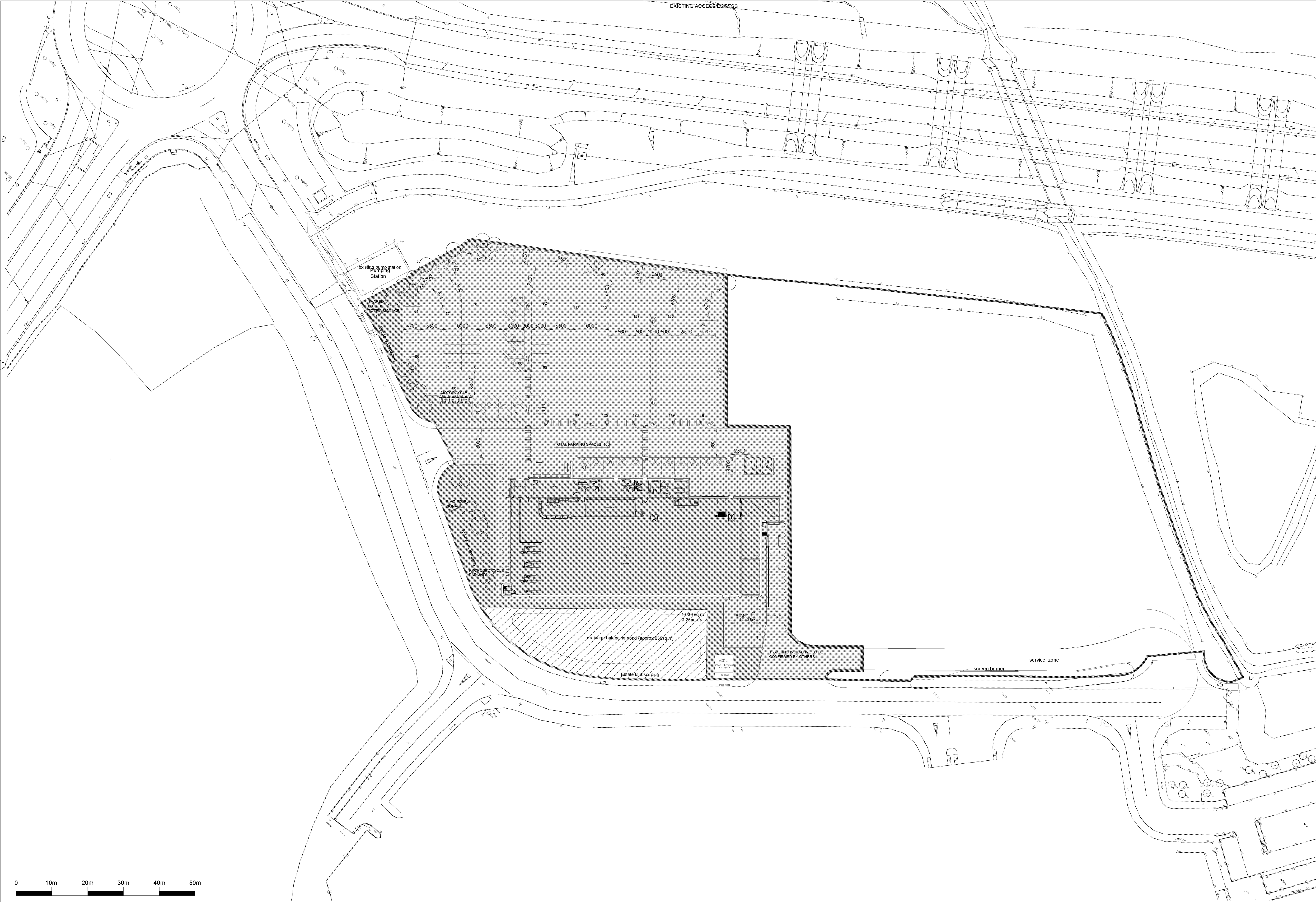
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Appendix 2

PROPOSED SITE LAYOUT



SCALE 1:500 @ A1

SCHEDULE	
Sales Area	1410 m²
Warehouse gla inc freezer/chiller	398 m²
Ancillary gla inc all welfare & bakery	304 m²
Internal walls	47 m²
GIA	2159 m²
GEA	2265 m²
Total Site Area Red (Approximate)	10740 m²
Total Site Area Blue (Approximate)	11476 m²
Standard Parking Spaces 2.5*5.0M	126. spaces
Disabled Parking Spaces	10. spaces
P&C Parking Spaces	11. spaces
EVC Parking Spaces	2. spaces
Total Parking Spaces	149. spaces
Motor cycle Spaces	8. spaces

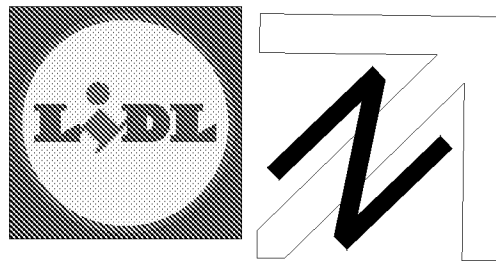
RIBA
Chartered Practice

CIAT
REGISTERED PRACTICE

RICS

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Party Wall Act - Notices under the Party Wall Act are to be served by the property owner or appointed third party by property owner.
Health and Safety - CDM 2015 Regulations apply to all construction works to be carried out and apply to designers, contractors and the client. As such all parties have duties under these regulations.

Notes



Rev	Date	Description	Revised By	Checked By
C	18.11.19	UPDATED PER CLIENT REQUEST	EB	
B	23.10.19	UPDATED IN LINE WITH LEGAL DRAWINGS	EB	
A	24.09.19	UPDATED IN LINE WITH CLIENT COMMENTS	LMC	

Revisions

Client:
LIDL GREAT BRITAIN LTD.
FOXES PARK, BROWN HILL WAY,
SOUTHAMPTON, SO16 QAW
Project Name:
BOGNOR REGIS
OLDLANDS FARM

Drawing Title:
PROPOSED SITE PLAN

Drawing Status: PLANNING

Project No: 18179
Drawing No: AD 110_REV C
Drawn By: LMC
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Date: JULY 2019
Scale @ A1: 1:500

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