

Ropemaker Properties
Former Waitrose, Avon Road, Littlehampton

Framework Residential Travel Plan

19 December 2018
Version 3.0
Issue





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1 Introduction

Fore Consulting Limited (Fore) has been commissioned by Ropemaker Properties to prepare a Framework Residential Travel Plan to accompany a planning application for a proposed residential development at the site of the Former Waitrose, Avon Road, Littlehampton, BN17 6AT.

1.1 The Development Proposal

The proposal is to redevelop the site to provide a total of 83 No. residential apartments and two retail units totalling 159sqm.

The site will consist of two residential buildings, a four-storey building located to the north of Avon Road (Building 1) and a three-storey building to the south (Building 2).

Building 1 will accommodate 34 No. residential apartments and Building 2 will accommodate 49 No. residential apartments. The 159sqm retail units will be located on the ground floor, at the eastern end of the southern building.

It should be noted that the 159 sqm retail units proposed as part of the development are considered ancillary and it is not anticipated that these will generate new additional trips in their own right, given that the units will form part of the wider retail offer in the town centre.

The proposal is to provide vehicular access to the site from the existing one-way arrangement along Avon Road.

It is proposed that a total of 41 No. car park spaces (including 2 No. disabled spaces) are to be provided for the apartments. The main car park comprising 26 No. car park spaces will be located adjacent to Building 1. The remaining spaces will be located along Avon Road. The disabled spaces are to be located at the southern end of the main car park, close to the footways along Avon Road. There are no car park spaces proposed for the retail units.

66 No. internal cycle spaces are to be provided with 42 No. cycle spaces in the form of 21 No. cycle stands provided externally (10 No. stands outside the entrance to Building 1 and 11 No. stands to the west of Building 2).

The proposed site layout is presented at Appendix A.

1.2 Purpose of this Document

This document communicates the Framework for the Residential Travel Plan to be used at the proposed development site. It is envisaged that a condition will be attached to any

planning approval which requires a final Residential Travel Plan to be prepared prior to first occupation of the site.

A Travel Plan is a method for ensuring that a development can be accessed by a range of modes by communicating with building users about their options and special initiatives available; promoting sustainable transport; providing incentives; gathering data about the travel habits of residents and reporting on this in order to identify room for improvement.

The aim of the Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives in connection with the proposed development and, through this, to reduce the demand for less sustainable modes of travel.

The Travel Plan is to be viewed as a dynamic working document that will grow and develop with time and in accordance with the changing circumstances of the development. It is a continuous improvement for all travel-related activities of residents at the development.

The Travel Plan is aimed at residents at the site. It should be noted that the retail units proposed as part of the development are considered ancillary and it is not anticipated that these will generate new additional trips in their own right. Therefore, it is considered that a Travel Plan will not be required for the retail units.

1.2.1 Structure of this Document

This document continues as follows:

- Chapter 2: Management and development of the Travel Plan over time, including the overarching objectives of the Travel Plan and details of monitoring and review.
- Chapter 3: Details of access to the development site by all available modes.
- Chapter 4: Details of the on-site facilities and initiatives to aid travel by sustainable modes, as well as details of vehicle access.
- Chapter 5: Summary tables of Actions and Measures.

2 Travel Plan Management

This Chapter sets out the actions required to ensure the Travel Plan is managed appropriately. The actions are summarised in Table 4.

2.1 Objective

The objective of the Travel Plan is to ensure that all residents at the development site can choose from a range of options for travelling by non-car modes. This will be achieved by communicating the Travel Plan to residents and by providing measures to help make sustainable travel practical and attractive.

2.2 Lifespan, Structure and Hand Over of the Travel Plan

The Travel Plan will begin as a Framework Travel Plan. Upon development of the site the housebuilder will be given the responsibility of producing a final Travel Plan.

The responsibility to produce and monitor the Travel Plan will be in accordance with obligations from the local planning authority which are likely to be set as a condition to any planning approval.

The Travel Plan will be in place for five years after completion of the development.

2.3 Travel Plan Coordinator Role

A Travel Plan Coordinator will be appointed and will have overall responsibility in developing the Travel Plan.

During the construction and early occupation of the development, the Travel Plan Coordinator will help instil a culture in favour of sustainable travel. The role of the Travel Plan Coordinator includes research, promotion, coordination, monitoring, and reviewing of the Travel Plan.

The Travel Plan Coordinator will ensure that travel planning requirements are embedded into the development at the earliest opportunity.

The Travel Plan Coordinator will have the following responsibilities:

- Delivering the actions in Table 4 and measures in Table 5 which have “TPC” in the responsibility column, including communicating the Travel Plan and travel options to the development.
- Being a point of contact for residents at the development to discuss travel options.

- Liaising with the local planning authority to discuss the Travel Plan, including the results of monitoring via the submission of progress reports.

The contact details of the Travel Plan Coordinator will be provided to the local planning authority one month prior to first occupation. If a new Travel Plan Coordinator is appointed their contact details will be provided within two weeks of the change.

2.4 Funding

The Travel Plan will be funded by the developer and / or housebuilder, which will cover the Travel Plan Coordinator role, all the measures required to support sustainable travel choice to the site, as well as the cost of the monitoring and reporting.

2.5 Liaison with WSCC

The content of the final Travel Plan will be agreed with the local planning authority as part of the planning process. Thereafter the Travel Plan Coordinator will communicate with the Travel Plan Officer at the local planning authority to discuss the findings of monitoring and reporting, and to agree future targets/measures.

2.6 Targets

Initially a target will be set for the maximum percentage of residents travelling alone by car. Initially this will be based on the mode share presented in the accompanying Transport Statement of 55.3%.

The initial mode share targets are set out in Table 1, below, and are based on a target reduction in single occupancy car journeys of 5.0%. The target mode shares for walking, cycling and public transport have been increased accordingly.

Table 1: Proposed Mode Share Targets

Mode	Mode Share		
	Baseline	Target	Net Change
Underground, metro, light rail, tram	0.1%	0.1%	-
Train	8.4%	8.4%	-
Bus, minibus or coach	3.1%	5.1%	+2%
Taxi or minicab	0.6%	0.6%	-
Motorcycle, scooter or moped	0.7%	0.7%	-
Driving a car or van	55.3%	50.3%	-5.0%
Passenger in a car or van	9.0%	9.0%	-
Bicycle	4.4%	5.4%	+1%
On foot	18.3%	20.3%	+2%
Total	100.0%	100%	-

The initial mode share targets will be reviewed and may be revised following the findings of the first surveys (see Section 2.7). This will be agreed with the local planning authority through the Monitoring Report process.

2.7 Monitoring

On the first anniversary of the development being occupied residents will be emailed with a link to an online travel survey to discover how they are travelling. This is also an opportunity to communicate the Travel Plan to residents, to ensure they know about the range of travel options available for getting to the development and to gather feedback, e.g. the desire for more information, incentives or cycle parking, for example. A prize will be available for one respondent.

The first survey period will be one year after occupation of the development. This will be repeated annually at the end of Years 2-5 of occupation.

Use of car and cycle parking will be monitored informally on an ongoing basis by the Travel Plan Coordinator to determine if provision is adequate.

2.8 Reporting

Within two months of the residents' travel survey the Travel Plan Coordinator will prepare a Monitoring Report which will contain the following:

- Survey methodology and results.
- Qualitative feedback.
- An analysis on the effectiveness of the Travel Plan.
- Proposals for future measures.

This will be submitted to the local planning authority for discussion and agreement.

3 Travel to/from the Development Site

This Chapter outlines how the site can be accessed by all available modes and how local services / amenities can be accessed from the site.

This Chapter also gives details on planning journeys by sustainable modes.

3.1 Walking

3.1.1 Walking Catchment

Walking routes can be planned using www.walkit.com which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a Walkit app.

Map 1 shows a 2.0km walking distance threshold, measured from an indicative central point within the site. Only formal road crossings and designated footways / footpaths have been used as part of the walking catchment analysis.

Due to the site's location within Littlehampton Town Centre, a wide range of local amenities and facilities are available within the 2.0km walking distance isochrone. Further, a number of local amenities and facilities are located within 500m walking distance of the site. Therefore, many day-to-day needs can be readily accessed from the site on foot.

The Map also shows the Public Rights of Way in the vicinity of the site, which includes a network of public footpaths and traffic free paths around the residential areas of Littlehampton. Beyond these, a network of public footpaths and traffic free paths are accessible within the locality of the site. These can be viewed on West Sussex County Council's (WSCC) website by searching for the West Sussex Public Rights of Way iMap.

Bus stops and rail stations also lie within the walking distance catchment, as discussed later in this Chapter.

3.1.2 Pedestrian Facilities

Pedestrian facilities within the vicinity of the site are outlined as follows:

Footways:

- Footways are provided along much of the northern side of Avon Road and on parts of the southern side. Dropped kerbs are provided at junction mouths and a zebra crossing is provided close to the car park entrance. The footway connects to further

provision on Duke Street, providing convenient access to the amenities on Littlehampton High Street.

- A pedestrian passage connects from the zebra crossing on Avon Road to Anchor Springs, providing a convenient route to local bus services.
- Footways along East Street provide pedestrian connections to the pedestrianised section of High Street located to the south of the site.
- Street lighting is provided along the roads within the vicinity of the site.
- A controlled signalised pedestrian crossing point is provided across B2187 Franciscan Way, connecting to residential areas to the north of the site.

Public Rights of Way:

As shown on Map 1, there are a number of public right of way footpaths and bridleways within the vicinity of the site. The main ones are described below.

- A network of short public footpaths exists in the vicinity of the site, providing pedestrian routes through the nearby residential areas.
- A public footpath runs to the north east of the site, beginning at B2187 East Street, before heading north past Littlehampton Police Station and towards the northern extent of Littlehampton.
- A network of public footpaths exists to the west of the public footpath described above. The footpaths can be accessed from Whiteways Close and Cornwall Road and provide pedestrian routes through residential areas of Littlehampton. To the west, a public footpath begins at Arundel Road and heads west through residential areas of Littlehampton towards the retail park containing Currys PC World and Wickes.
- Public footpaths run alongside the River Arun, providing the opportunity for recreational walking along the coast and in the local countryside.
- A public bridleway connects Littlehampton to Rustington to the east. The bridleway can be accessed from Berry Lane.

3.1.3 Proposed Pedestrian Infrastructure & Amenity

It is intended that a permeable multi-user network will be established as part of the site's internal layout. This network will allow residents and visitors to move within the site on foot and cycle. Pedestrian access to the site will tie in with existing footway provision on

the surrounding network. The proposals include the retention of the existing pedestrianised area connecting Avon Road to Anchor Springs.

3.2 Cycling

3.2.1 Cycle Catchment

Map 2 shows an 8km cycle catchment from the site, which is taken to be the preferred maximum for a commute to work or study¹, showing that residents can cycle to the development.

The Map shows that the whole of Littlehampton is accessible within 8.0km cycling distance of the site providing access to a wide range of public amenities including retail, leisure, education and health facilities.

The settlements of Wick, Lyminster, Rustington and Angmering are also located within the 8.0km cycling catchment, providing further provision of local services. Arundel, Yapton and parts of Middleton-on-Sea are also accessible within the catchment, as well as the Rudfield Industrial Estate.

3.2.2 Cycle Routes and Infrastructure

Cycle routes can be planned using www.cyclestreets.net which gives step by step instructions and allows you to choose between more direct and quieter routes. There is also a CycleStreets app.

Cycle routes can also be planned on WSCC's website by using <http://cyclejourneyplanner.westsussex.gov.uk/>.

The Sustrans Cycle Map² indicates that National Cycle Route 2 is accessible within 8km of the site and is described below.

- National Cycle Route 2 is a long-distance route, which when complete, will link Dover in Kent with St. Austell in Cornwall. The route in West Sussex is still being developed and currently the only open section exists between Littlehampton and Bognor Regis. The route can be accessed from Wharf Road before heading west towards Bognor Regis.

The West Sussex cycle journey planner identifies a recommended cycle route as part of the South Coast Cycle Route (SCCR) which passes the site on B2187 Franciscan Way and East

¹ *Integrating Cycling into Development Proposals*, Cycling England, 2009, p4.

² *Sustrans Cycle Map*, Sustrans. Available at:

<http://www.sustrans.org.uk/ncn/map?place=Settle,%20United%20Kingdom> (Accessed 06 June 2017).

Street before heading south and continuing along the coast towards Rustington and beyond.

3.2.3 WSCC Cycling Initiatives

The following initiatives are provided to encourage and support people to cycle:

- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free <https://www.letsride.co.uk/social>
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network <http://www.cyclinguk.org/courses-and-training>
- Additional cycling information can be accessed from <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/cycling-routes-and-maps/> which outlines on and off-road cycle routes, paths, tracks and trails in the West Sussex Area.

3.3 Public Transport

3.3.1 Bus Services

Map 3 indicates that the closest bus stops in relation to the site are located on Anchor Springs to the south of the site and are accessible on foot within 100m of the pedestrian access points into the proposed buildings.

The bus stops provide access to the Number 3, 9, 12, 15, 026, 69, 615, 665 and 700 bus services. The bus stops are sheltered and have seating provided.

The Table below provides a summary of the bus services available at the bus stops, including the respective frequencies and destinations served.

Table 2: Summary of Existing Bus Services

Service	Operator (Service No.)	Destinations Served	Approximate Daily Frequency (Both Directions)		
			Mon-Fri.	Saturday	Sunday
3	Amberley & Slindon Community Bus	Rackham - Amberley - Houghton - Slindon - Littlehampton - Rustington	Twice daily (Wednesday Only)	-	-
9	Stagecoach	Shoreham by Sea - Lancing - Worthing - Littlehampton - Arundel	60 minutes	60 minutes	60 minutes
12	Compass Travel	Littlehampton Tesco - Littlehampton Sea Front - Rustington Sainsbury's	Five services per day	-	-
15	Compass Travel	Littlehampton Tesco - Kingley Gate - Toddington - Wick - Littlehampton	60 minutes	60 minutes	-
026	National Express Shuttle	London - Brighton - Southwick - Worthing - Goring by Sea - Rustington - Littlehampton - Bognor Regis	Once daily	Once daily	Once daily
69	Stagecoach	Wick - Littlehampton - Bognor Regis - Barfoots of Botley	Four Daily (Two AM, Two PM)	Four Daily (Two AM, Two PM)	Four Daily (Two AM, Two PM)
615	Compass Travel	Poling - Arundel - Littlehampton Academy	Once Daily (School Days Only)	-	-
665	Stagecoach	Wick - Littlehampton - Yapton - Walberton - Barnham - Westergate Ormiston Academy	Once daily	-	-
700	Stagecoach	Littlehampton - Rustington - East Preston - Goring by Sea - Worthing - Shoreham by Sea - Hove - Brighton	10 minutes	10 minutes	20 minutes
700	Stagecoach	Littlehampton - Felpham - Yapton - Bognor Regis - Chichester	20 minutes	20 minutes	30 minutes

Note: bus services correct as of 16 November 2018.

As can be seen there are frequent bus services from the stops within a short walk of the development.

Public transport journeys can be planned using <http://www.traveline.info/>. Ticketing information is available as follows:

- For tickets that can be used on Stagecoach bus services (including details of their journey planning and ticketing apps) see www.stagecoachbus.com.

- For tickets that can be used on Compass Travel bus services see <https://www.compass-travel.co.uk/>.
- For tickets that can be used on the Amberley and Slindon Community Bus service see <http://www.slindon.com/about/transport/village-bus-timetable/>.
- For tickets that can be used on the National Express Shuttle service see <https://www.nationalexpress.com/en>.

3.3.2 Rail Services

Rail journeys can be planned at <http://www.nationalrail.co.uk/> or using the National Rail Enquiries app.

The nearest railway station to the site is Littlehampton Railway Station, located within approximately 500m walking distance of the site. The station can be reached on foot from the development within approximately 6 minutes. The station has facilities including cycle storage and car parking. 82 No. cycle storage spaces are provided. There is also step-free access to platforms and a ramp is available for train access.

Littlehampton Railway Station provides services to a number of destinations, a summary of which is provided in the Table below.

Table 3: Summary of Existing Rail Services

Operator	Destinations Served	Approximate Daytime Frequency		
		Mon-Fri	Saturday	Sunday
Southern Thameslink (Peak times only)	Littlehampton - Angmering - Goring by Sea - Worthing - Shoreham-by-Sea - Hove - Gatwick Airport - East Croydon - Clapham Junction - London Victoria	30 minutes	30 minutes	60 minutes
Southern	Littlehampton - Ford- Chichester - Southbourne - Havant - Portsmouth and Southsea	60 minutes	60 minutes	-
Southern	Littlehampton - Ford - Barnham - Bognor Regis	30 minutes	30 minutes	60 minutes

Note: Rail services correct as of 25 July 2018

4 Travel Plan Measures

This Chapter gives details of the on-site facilities and initiatives to provide access to the site by all available modes and to promote sustainable transport choices. These are all summarised in Table 5 to the rear of this report.

4.1 Communications Strategy

As described in Chapter 3, there are very practical options for accessing local services and amenities from the development by sustainable travel modes. The Travel Plan will be available for all residents to read if they choose. However, to make sure that residents know there is a Travel Plan which aims to promote and facilitate sustainable transport choice, the Travel Plan Coordinator will need to actively communicate with residents, as below.

Measures to Communicate the Travel Plan

- Provide information to residents when they first move to the site. This will cover all available modes of transport and will include the health and wider benefits of choosing sustainable modes. The information will include maps and useful links (apps, websites, telephone).
- On-going communication will take place throughout the year to promote national sustainable travel events (e.g. Bike Week, National Liftshare Week and Walking Month) and to encourage residents to take part in the annual travel survey.

4.2 Walking and Cycling

It is intended that footways and landscaped pedestrianised areas will be provided within the site's internal layout which will tie in with existing footway provision on the surrounding network. The proposals include retention of the existing footway / pedestrianised area connecting Avon Road to Anchor Springs which provides convenient access to local bus services.

66 No. internal cycle spaces are to be provided with 42 No. cycle spaces in the form of 21 No. cycle stands provided externally (10 No. stands outside the entrance to Building 1 and 11 No. stands to the west of Building 2).

Measures to Encourage and Promote Walking and Cycling

- Footways to be provided within the development which connect to existing off-site provision and bus stops.
- Provision of quality cycle parking to be provided for residents.
- Walking and cycling routes to local amenities will be shown on maps in initial and ongoing Travel Plan communication.
- Health benefits of walking and cycling will be promoted in initial and ongoing Travel Plan communication.

4.3 Public Transport

As stated in Chapter 3 there are good options for arriving to the development by public transport, with a number of bus stops and services provided within a short distance of the building entrances and Littlehampton rail station located within an approximate 6-minute walk.

Measures to Encourage and Promote Public Transport Use

- Bus timetable, bus routes and ticketing information will be provided in the initial and ongoing Travel Plan communication. Details will also be included to advise residents about rail travel.

4.4 Travel by Car

Vehicular access to the development is to be provided from the existing one-way arrangement on Avon Road.

The development proposals at Appendix A show the provision of 41 No. car park spaces. 2 No. spaces are for the use of residents with disabilities and are located to the south of the main car park, close to the footways along Avon Road.

Car park demand will be actively monitored by the Travel Plan Coordinator. If there are issues which result in residents not being able to park and/or impacts on the surrounding road network, car sharing and other travel modes will be more heavily promoted and may receive some financial incentive, or parking bays may be specifically marked out for car share.

Measures to Manage Car Use

- Sustainable transport will be promoted to residents.
- Promote benefits of reduced car use through wider Travel Plan communication.
- Promotion of the “West Sussex Carshare Scheme” to assist in the reduction of the use of the private car.

4.5 Deliveries and Servicing

All refuse collections and deliveries will be undertaken within the internal layout of the site. Servicing access will be taken from Avon Road.

5 Actions Required to Deliver the Travel Plan Measures

Table 4 summarises the actions required to deliver the Travel Plan.

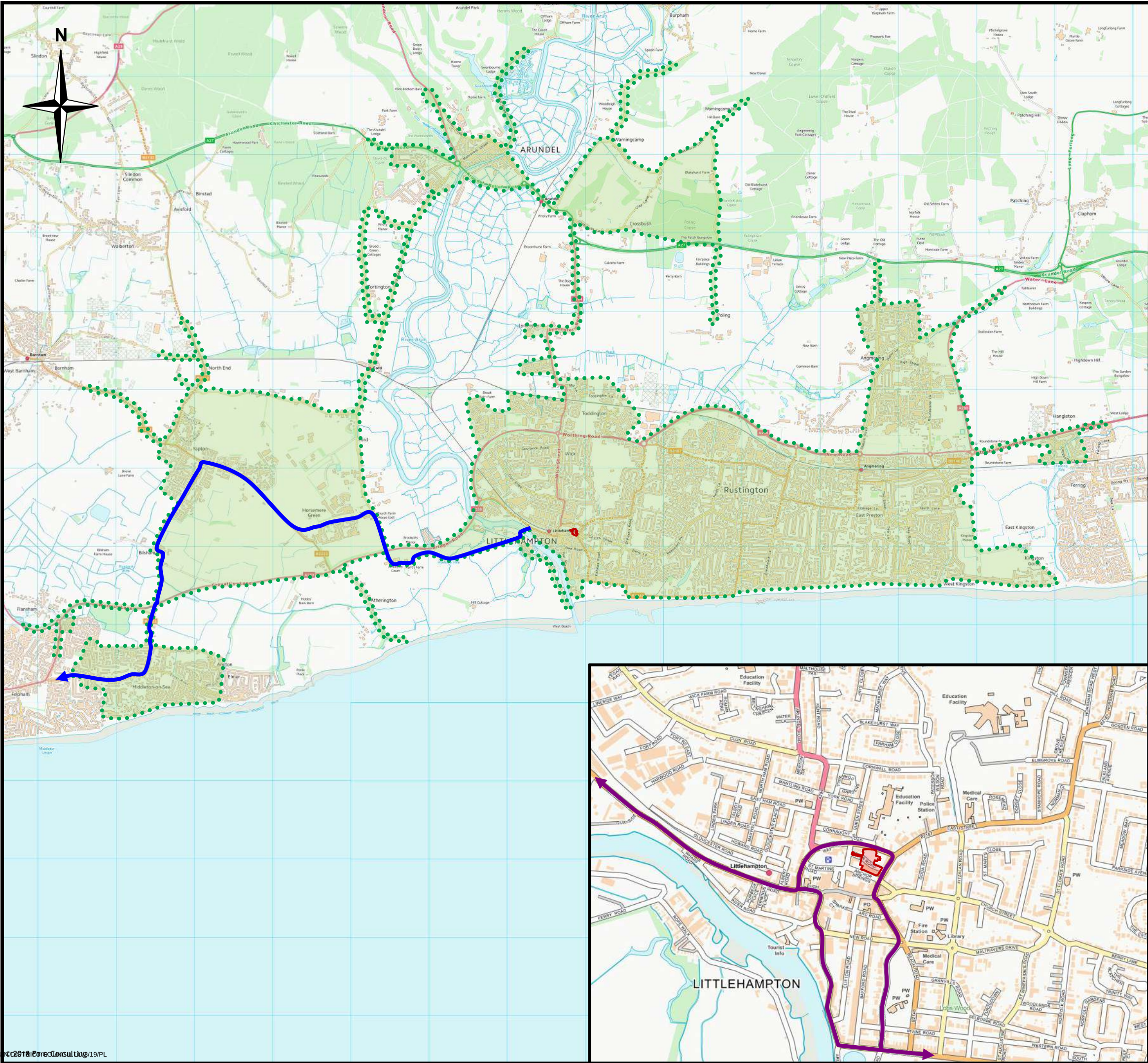
Table 4: Actions Summary Table

	Action	Responsibility	Implementation
A	Appoint Travel Plan Coordinator (TPC) and provide LPA with their contact details.	Developer / House Builder	Prior to marketing the site.
B	Provide fund for Travel Plan management.	Developer / House Builder	On appointment of TPC.
C	Review Framework Travel Plan obligations.	Developer	Prior to marketing the site.
D	Produce final Travel Plan containing monitoring and reporting schedules, Travel Plan measures and communications strategy and agree with LPA.	TPC	Within the timescale set by LPA envisaged to be prior to first occupation.
E	Deliver Travel Plan Measures as specified in the agreed Travel Plan.	TPC / Developer	As per schedule set out in final Travel Plan and agreed with LPA.
F	Agree programme for setting Travel Plan targets with LPA.	TPC	As per schedule set out in final Travel Plan and agreed with LPA.
G	Carry out Travel Plan monitoring via schedule set out in final Travel Plan.	TPC	As per schedule set out in final Travel Plan and agreed with LPA.
H	Report on progress of Travel Plan.	TPC	As per schedule set out in final Travel Plan and agreed with LPA.

Table 5 gives a summary of the Travel Plan Measures which will be in place to encourage travel to the development by sustainable modes. The effectiveness of the measures will be reviewed each year in the Monitoring Report and will be updated in future updates of the Travel Plan. Some measures may be removed if they have been achieved and require no ongoing action, or if they have not been effective then more may be added if required, to be agreed with the local planning authority.

Table 5: Travel Plan Measures Summary Table

	Measure	To Support	Responsibility	Implementation
1	Travel Plan Coordinator (TPC) to be available to communicate the Travel Plan and the benefits of sustainable travel to residents.	Sustainable travel choice	TPC	Ongoing after appointment of TPC
2	Provide development-specific measures in final Travel Plan through agreement with LPA and setting of planning condition.	Sustainable travel choice	TPC	To be determined in final Travel Plan and agreed with LPA
3	Travel Plan information emailed/given to residents.	Sustainable travel choice	TPC	When signing contract
4	Pedestrian areas provided within the site which link to the existing off-site provision and bus stops.	Sustainable travel choice	Developer	Construction
5	Quality cycle parking will be provided for residents at the development.	Cycling	Developer	Construction
6	Provide information on walking and cycling routes and promote the health benefits in on-going Travel Plan communication.	Walking and Cycling	TPC	Ongoing
7	Provide information on bus / rail timetables, routes and ticketing information.	Public Transport	TPC	Ongoing
8	Promote sustainable modes of travel and promote benefits of reduced car use.	Managing Car Use	TPC	Ongoing
9	Provide information on the “West Sussex Carshare Scheme” to residents.	Managing Car Use	TPC	Ongoing



Key:

- Site Location
- 8.0km Cycling Distance Isochrone

Note: Isochrone measured from indicative central point within the site

- National Cycle Route 2
- South Coast Cycle Route

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Client:
Ropemaker Properties

Project:
Former Waitrose, Avon Road, Littlehampton

Figure Title:
Cycle Catchment and Routes

Scale:
Not to Scale

Figure Status:
Issue

Job Number:
7042

Figure Number:
Map 2

ARUN2018/19/PL



Key:

- Site Location
- Bus Route
- Bus Stop
- Route Number
- Littlehampton Train Station

Bus Services:

Number 3 Bus Service: Rackham - Amberley - Slindon - Littlehampton - Rustington

Number 9 Bus Service: Littlehampton - Holmbush Shopping Centre

Number 12 Bus Service: Littlehampton Tesco - Rustington Sainsburys

Number 15 Bus Service: Littlehampton Tesco - Kingley Gate - Toddington - Wick - Littlehampton

Number 69 Bus Service: Wick - Littlehampton - Bognor Regis - Barfoots of Botley

Number 615 Bus Service: Poling - Arundel - Littlehampton

Number 665 Bus Service: Wick - Littlehampton - Yapton - Walberton - Barnham - Westergate Ormiston Academy

Number 700 Bus Service: Littlehampton - Bognor Regis - Chichester - Havant - Portsmouth

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Client:
Ropemaker Properties

Project:
Former Waitrose, Avon Road, Littlehampton

Figure Title:
Public Transport Network

Scale: Not to Scale	Figure Status: Issue
Job Number: 7042	Figure Number: Map 3

Appendix A

Proposed Site Layout

Drawing based on:
1. 'Littlehampton Topo Survey' - by D&H
Surveys | Drawing No. GS-01

- Section reference
- Elevation reference
- Site Boundary
- Callout
- Visibility Splay

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Project

ANCHOR SPRINGS DEVELOPMENT

AVON ROAD
LITTLEHAMPTON
WEST SUSSEX

Drawing Title

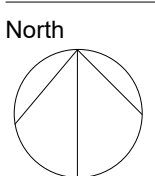
PROPOSED BLOCK PLAN

Status

TOWN PLANNING

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