

BELLWAY HOMES LIMITED (SOUTHERN COUNTIES)

DURRINGTON GASWORKS (ELIZABETH SQUARE PHASE 2)

FRAMEWORK TRAVEL PLAN

**REPORT REF.
2505550_C-ACE-XX-XX-RP-C-0103B**

April 2026

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	JE	PR	DRAFT	05.12.25
-	Final Issue	JE	JE	PR	19.12.25
A	2 nd Issue	JE	JE	AB	25.02.26
B	3 rd Issue	JE	JE	PR	29.04.26

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited (Southern Counties) to prepare a Framework Travel Plan (FTP) in respect of a potential development at Durrington Gasworks, Martlets Way, Goring-by-Sea, Worthing, hereafter referred to as 'Phase 2' of the development at Durrington Gasworks.

1.2. The development proposals are for a full planning application, as follows:

"Full Planning Application for mixed-use development comprising 123 dwellings and commercial units with associated parking, landscaping, open space and drainage."

1.3. The site masterplan is included at **Appendix A**.

1.4. The proposed development is located to the west of a residential scheme that is currently being constructed. As part of the original planning consent for the neighbouring 'Phase 1' site (Ref: AWDM/1979/19), a Travel Plan was also prepared.

1.5. The full planning application for the proposed development scheme is to be submitted to Adur and Worthing Councils (AWC) operating jointly as the Local Planning Authority, albeit the site sits within Worthing Borough Council (WBC). West Sussex County Council (WSCC) is the local highway authority responsible for the roads in the surrounding area.

Background

1.6. A Transport Assessment (TA) has also prepared by ACE (Report Reference **2505550_C-ACE-XX-XX-RP-C-0102A**) to accompany the planning application, which assessed and identified the change in traffic conditions associated with the proposals, including the predicted change in person trips by all modes of transport. It identified appropriate transport infrastructure to support the development and where relevant this FTP refers to the findings of the TA.

Scope of Report

1.7. This FTP has been prepared in accordance with the latest government advice and current local best practices, with the aim of promoting the use of sustainable and active modes of travel for journeys to and from the site. Since the development is

residential in nature, this report takes the form of a FTP aimed at future residents, but it may also have a positive effect on the travel choices of visitors.

- 1.8. This FTP has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable modes of travel wherever possible. It also identifies associated procedures for implementation and monitoring, along with suitable targets, to ensure the overriding objectives of reducing single occupancy car travel and increasing uptake of sustainable modes are achieved.
- 1.9. An FTP provides a long-term strategy for encouraging residents to minimise their need to travel, as well as to promote the use of modes of transport other than the private motor vehicle.
- 1.10. As this document has been prepared prior to the occupation of the proposed development, the details relating travel patterns and mode share targets are considered to be indicative until such a time that actual travel patterns can be determined at the site via on-site surveys and questionnaires. It is therefore the intention that the FTP will be a 'living' document as further details on travel patterns, targets, measures, and management will be provided as the development progressed.

Purpose of a Travel Plan

- 1.11. An FTP is defined within the Travel Plans, Transport Assessments and Statements Guidance by the Department for Transport (DfT) and by the Department for Levelling Up, Housing and Communities (DLUHC) as: a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 1.12. The benefits from a FTP can be loosely categorised under three main headings:
- Health benefits;
 - Environmental benefits; and
 - Financial benefits.

Health Benefits

- 1.13. A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.
- 1.14. Regular moderate physical activity (including walking and cycling) can help prevent and reduce risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure and musculoskeletal problems.

Environmental Benefits

- 1.15. Climate change is a global issue, and the government has pledged to play its part in reducing harmful carbon and related emissions by setting carbon reduction targets: *"it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline"*.
- 1.16. Encouraging residents and visitors to make smarter, low carbon travel choices in the way they travel can reduce the impact that new and existing developments across the UK have on the local environment and air quality.
- 1.17. An increase in car trips can also contribute to negative local environmental issues such as severance. By encouraging sites to reduce car dependency, the local highway networks will benefit from a reduction in vehicular movements and local communities will benefit from less traffic.

Financial Benefits

- 1.18. There are financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and for wider society.
- 1.19. Individuals can benefit financially from travelling to and from a site with a FTP in place due to increased awareness of the range of transport options available, some of which may be more cost effective than car travel.

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

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

Policy and Guidance

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

1.23. This FTP has been developed in conformance with the following documents, where possible:

- The National Planning Policy Framework [NPPF] (MHCLG, December 2024, Amended February 2025);
- National Planning Practice Guidance [NPPG] - Travel Plans, Transport Assessments and Statements (MHCLG, Last updated March 2014); and
- Worthing Local Plan 2020 – 2036 (WBC, March 2023).

Structure

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

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

2. Existing Situation

Site Location

- 2.1. The application site is located within Durrington, in the proximity to Durrington-on-Sea Railway Station. The site is bound by a railway line to the north, a consented residential development (referred to as Phase 1, as discussed above) to the east, residential properties / Barrington Road to the south and commercial land to the west.
- 2.2. The proposed development location is presented in **Figure 2.1** below. As shown in the above figure, the site directly abuts Phase 1 but also connects through to Martlets Way to the west.



Figure 2.1: Site Location (Source: Google Earth)

Existing Use

- 2.3. The application site comprises an area of approximately 4.2 hectares and previously operated as a gas holder site on the eastern parcel and a commercial site on the western parcel.
- 2.4. The western land parcel has an existing gated access point onto Martlets Way, at the end of an industrial estate road. The eastern parcel is currently being used as a compound for construction vehicles associated with Phase 1 and therefore a construction access has been opened up into this area.

Local Highway Network

- 2.5. The proposed residential aspect of the development is to connect through the Phase 1 site, with Sword Street forming the main access road through Phase 1 connecting to Barrington Road in the south-western corner of the Phase 1 site. Barrington Road is closed off to vehicular traffic to the east of the junction with Sword Street and has instead been converted to a 3m wide shared footway/cycleway leading eastbound.
- 2.6. Barrington Road is an approximately 7.3m wide two-way road leading in an approximately east-west alignment to a junction with Shaftesbury Avenue to the east. An existing car park has separated entry and exit junctions on Barrington Road, which also forms a junction with Rosebery Avenue, a residential street, to the south.
- 2.7. The junction with Shaftesbury Avenue is a priority-controlled T-junction, with Shaftesbury Avenue the major arm. Shaftesbury Avenue also benefits from a ghost island right turn lane serving right turners into Barrington Road. when measured centreline to centreline, a junction between Shaftesbury Avenue and Worthing Leisure Centre's access road is located approximately 16.5m to the south of the Barrington Road/Shaftesbury Avenue junction.
- 2.8. To the north and south Shaftesbury Avenue passes through largely residential areas, with numerous junctions leading to wider residential and commercial areas, as well as leading to the strategic road network further afield.
- 2.9. Martlets Way, which is proposed to serve the commercial units, is a single-carriageway two-way road passing through an industrial estate. At its eastern extent is an existing gated access leading to the site. To the west, Martlets Way connects to Mulberry Lane, also a single-carriageway two-way road serving mixed uses, at a priority-controlled T-junction.
- 2.10. At the southern end of Mulberry Lane, it forms the minor arm of a ghost island right turn lane junction, with Goring Way extending to the north-west and Mulberry Lane to the south-east. Both of these roads lead to destinations further afield.

Census Data

2.11. Travel to work data from the 2021 Census has been used to establish the mode of travel to work for existing residents in the area. The site is situated within the 'Worthing 013E' Lower Super Output Area (LSOA), however the adjacent Phase 1 phase is located within 'Worthing 013C'. Accordingly, noting the connections into the adjacent phase of development (described later in this report), a combination of the two LSOAs have been considered. The travel to work modal split is presented in **Table 2.1**. This data excludes those that work from home and those not in employment, as well as 'Other' modes of travel.

Mode of Travel	Mode Share
Rail (inc. Underground, etc.)	3.4%
Bus	3.8%
Taxi	0.8%
Motorcycle	0.5%
Car Driver	71.5%
Car Passenger	5.7%
Bicycle	4.5%
Pedestrian	9.8%
<u>Total</u>	<u>100.0%</u>

Table 2.1: Worthing 013 MSOA Method of Travel to Work (Source: 2021 Census Data)

2.12. Travel to work data from the 2011 Census has also been derived, with the modal split presented in **Table 2.2**.

Mode of Travel	Mode Share
Rail (inc. Underground, etc.)	6.0%
Bus	2.9%
Taxi	0.4%
Motorcycle	0.7%
Car Driver	68.3%
Car Passenger	4.9%
Bicycle	5.7%
Pedestrian	11.1%
<u>Total</u>	<u>100.0%</u>

Table 2.2: Worthing 013 MSOA Method of Travel to Work (Source: 2011 Census Data)

2.13. It can be seen from the above that the travel to work data from the 2011 and 2021 Censuses is relatively comparable, with the largest discrepancies being between car and rail travel. For the purposes of this FTP, 2011 Census data has been utilised as it is considered to reflect the likely modal split of residents, noting the proximity to Durrington-on-Sea Railway Station.

Opportunities for Sustainable Travel

Local Amenities and Facilities

2.14. The site benefits from being within the area of the settlements of Goring-by-Sea and Durrington-on-Sea, with a variety of local amenities available for residents' and visitors' day to day needs.

2.15. The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' recommends suggested acceptable walking distances of between 500 metres (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.

2.16. Manual for Streets (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800 metres (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to

replace short car trips, particularly those under 2km. **Table 2.3** summarises local amenities within a walking distance of the site access, with distances taken from the approximate centre of the residential parcel.

Destination	Distance
Kamelia Kids Day Nursery	500
West Park Primary School	700
Sussex Medical Chambers Diagnostic and Treatment Centre	800
Worthing Leisure Centre	900
Goring Conservative Club	1,050
Marriotts Nursery School	1,050
Kamsons Pharmacy	1,150
Castle Public House	1,200
Goring Library	1,200
Mulberry Public House	1,200
Sainsburys Local	1,200
Asda Express & Petrol Station	1,300
Peppermint Dental	1,300
Boots Pharmacy	1,600
Co-op Food	1,600
Field Place First School	1,700
Iceland Supermarket	1,700
Goring Recreation Ground	1,800
Orchards Junior School	1,800
Goring Hall Hospital	2,000
Lime Tree Surgery	2,000
Palatine School	2,000

Table 2.3: Summary of Local Amenities

2.17. **Table 2.3** demonstrates that the site is accessible to local services, offering a variety of facilities that can be reached without the need to travel by car.

Walking

2.18. Footways are present throughout the Phase 1 development leading to the wider network outside the site. Furthermore, footways are present on local roads, typically on both sides of the road and lit. As noted previously, there is a 3m wide route to

the south of Phase 1 along the previous alignment of Barrington Road, with new links provided south from this route to a number of residential streets further south.

2.19. There are limited public rights of way in the vicinity of site, although Bridleway WOG-3111 provides an off-street route to the west along the north of Fernhurst Recreation Ground.

2.20. The majority of crossings in the vicinity of the site are uncontrolled; however, a signalised crossing is provided on Shaftesbury Avenue to the south of the junction with Barrington Road.

Cycling

2.21. In regard to cycling, Local Transport Note 1/20 – Cycle Infrastructure Design (Department for Transport (DfT), July 2020) states at Paragraph 2.2.2 that:

"...Two out of every out of every three personal trips are less than five miles [circa 8 kilometres] in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

2.22. The site is well placed to access key local destinations within 8km, such as Worthing town centre and the associated amenities (a 17-minute cycle). A number of routes in the local area are designated as local cycle routes suitable for the majority of cyclists. A formal cycling route is also designated on National Cycle Route 4, located circa 2km to the south. This is a long-distance route from Dover to St Austell, with large sections off-street.

2.23. The aforementioned routes are shown in **Figure 2.2**, indicating ample opportunity for cyclists to gain access to the wider cycle network by utilising the routes in the immediate vicinity of the site.

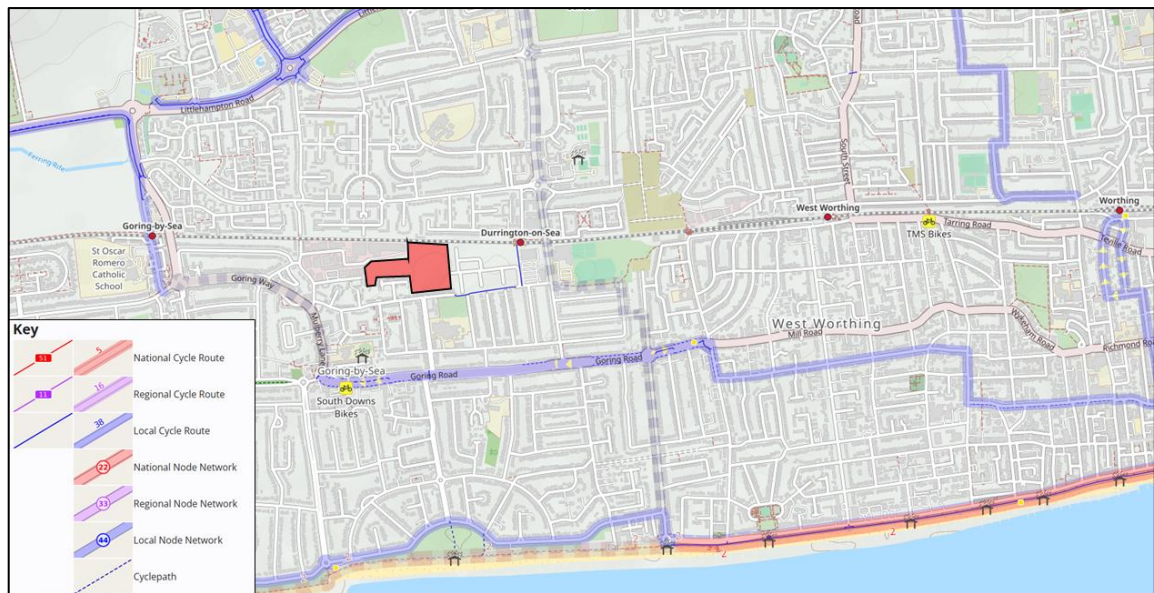


Figure 2.2: Cycle Routes in the Vicinity of the Site (Source: Open Cycle Map)

Public Transport

Rail

2.24. Durrington-on-Sea station is the closest railway station to the site and will be served via a new link through the Phase 1 site. The station provides a typical off-peak service of:

- Two trains per hour to London Victoria via Gatwick Airport;
- Two trains per hour to Brighton;
- Two trains per hour to Littlehampton;
- One train per hour to Chichester via Littlehampton; and
- One train per hour to Portsmouth & Southsea.

2.25. From a number of stations listed above, particularly Brighton and Portsmouth & Southsea, a number of connecting services are available with links to a variety of destinations.

Bus

2.26. The closest bus stops (both called Goring-by-Sea Leisure Centre) to the site are located on Shaftesbury Avenue, approximately 600m walk from the centre of the site for northbound services and 650m walk for southbound services. Both the bus stops Road benefit from a flag and pole showing timetable information. Further stops (both called Parkland Avenue) are located approximately 700m walk to the south of the site and benefit from shelters. The routes and frequencies of bus services available from these stops are summarised in **Table 2.4**.

Number	Bus Route	Frequency		
		Mon-Fri	Saturday	Sunday
Goring-by-Sea Leisure Centre				
9	Holmbush Shopping Centre, Shoreham – Arundel	Hourly	Hourly	-
700 Coastliner	Brighton – Shoreham-by-Sea – South Lancing – Worthing – Durrington	Every 12-20 minutes	Every 12-20 minutes	Every 15-30 minutes
N700 Coastliner	Brighton – Shoreham-by-Sea – South Lancing – Worthing – Durrington	2no. night services	2no. night services	2no. night services
743	East Worthing – Worthing – West Worthing – Durrington – Tarring – Findon – Steyning Grammar School	School Service	-	-
Parkland Avenue				
11	Worthing – Goring-by-Sea – Ferring – East Preston – Rustington – Littlehampton	Every 30 minutes	Every 30 minutes	Hourly
701	Lancing – Worthing – Goring-by-Sea – Rustington	Every 15-30 minutes	Every 15-30 minutes	Every 20-30 minutes

Table 2.4: Summary of Local Bus Services

Summary

2.27. It is clear from the information discussed above that the site is suitably located to local services, with a variety of non-car travel modes available to facilitate residents' needs. The proximity of both rail services and bus stops ensures future residents also have access to additional educational, business and leisure facilities further afield.

3. The Proposed Development

3.1. The proposed development would comprise 123 residential dwellings in a mix of unit types including both individual properties and flats, as well as private and affordable units, and a commercial unit (circa 1100 sqm). The proposed site layout is included at **Appendix A**. The breakdown of homes is as follows:

- 10no. 1-bed flats;
- 10no. 1-bed maisonettes;
- 14no. 2-bed flats;
- 45no. 2-bed houses;
- 38no. 3-bed houses; and
- 6no. 4-bed houses.

Access

3.2. Given the nature of the site, it is proposed that the two land uses are accessed separately for vehicular traffic. The employment parcel of the development is to be served via Martlets Way and the residential parcel is to be served via Phase 1. Details of the access arrangements are discussed below.

Residential Access

3.3. As shown in **Drawing Number 2505550-ACE-XX-XX-DR-C-0503A**, there are two proposed vehicular access points to the residential element of the scheme along the site's eastern boundary from the adjacent development (Phase 1) which is currently being constructed (Ref: AWDM/0605/22).

3.4. It is proposed that the northern and southern parts of the site are segregated. As such, the northern part of the site will be served via upgrading a pedestrian / cycle link proposed for Phase 1, whilst the southern part will be served via a continuation of the secondary road from Phase 1.

3.5. With respect to the northern access point, it is proposed to amend the priority of the road such that priority is towards the proposed development rather than the small

number of units to the northern part of Phase 1. As shown in the drawing, an 11m forward visibility splay is shown to be achievable around the bend which is commensurate of a 10mph vehicle speed. Given the proposed centre line radius then this is considered acceptable. The drawing also shows that two cars can pass each other on the bend.

- 3.6. The southern access point is shown to be a continuation of the Phase 1 secondary road. A priority-controlled narrowing is shown with priority being given to westbound vehicles. Once again, suitable intervisibility is being shown at the narrowing. The narrowing is shown to be 3.7m wide which allows for fire tender access, but restricts two vehicles from passing each other.

Employment Access

- 3.7. The employment parcel will be accessed from Martlets Way as an extension to the existing road into the industrial estate. The internal road network is shown to be 6.5 metres wide which is sufficient for HGV access. Beyond this point, Martlets Way connects with Mulberry Lane and currently serves the wider industrial estate.

Parking

- 3.8. Parking for all users, including cyclists and drivers is provided in line with WSCC parking guidance.

Predicted Travel Patterns

- 3.9. As part of the TA that was prepared in support of the approved planning application, the peak hour and daily trip generation of the proposal was estimated using data available within the TA prepared to support the Phase 1 development, the TRICS Database and 2011 Census data.
- 3.10. Utilising this information, the forecast person trips, modal share, and the resultant vehicular generation on the local highway network was considered for both residential and non-residential uses.

Residential

3.11. The total multi-modal trip generation of the proposed residential development is reproduced from the TA in **Table 3.1**. Whilst it is noted that the development is for 123 dwellings, for robustness a development of 125 dwellings has been assessed.

Mode	Share	AM			PM			Daily		
		In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Rail	5.9%	1	5	7	4	2	6	27	28	56
Bus	2.9%	1	3	3	2	1	3	13	14	27
Taxi	0.4%	0	0	0	0	0	0	2	2	3
Motorcycle	0.7%	0	1	1	1	0	1	3	4	7
Car Driver	68.3%	16	62	78	51	21	72	315	327	642
Car Passenger	4.9%	1	4	5	4	2	6	23	24	47
Bicycle	5.7%	1	5	6	4	2	6	26	27	53
Pedestrian	11.1%	3	10	14	8	4	12	53	54	107
Total	100.0%	23	91	114	74	31	105	461	479	940

Table 3.1: Residential Trip Generation by Mode

3.12. As shown in **Table 3.1**, approximately 68% of all anticipated trips to the proposed development would be made by a car driver. Hence, this information suggests that reliance on car travel by residents of the site would be fairly high from the outset and the focus of this FTP should primarily be reducing the number of single driver trips from site and an overall goal of replacing this reduction with walking and cycling trips where possible.

Commercial

3.13. The total daily trip generation and modal split of the proposed commercial development is reproduced from the TA in **Table 3.2**.

Mode	Daily Two-Way Movements	Modal Split (%)
Cyclists	2	0.8%
Pedestrians	13	4.9%
Cars	112	42.3%
Other Vehicles	94	35.5%
Public Transport Users	4	1.5%
Vehicle Passengers	40	15.1%
Total People	265	100.0%

Table 3.2: Commercial Vehicle Trip Generation (Discrepancies due to Rounding)

3.14. As shown in **Table 3.2**, there are significant estimated proportions of trips to the site to be made via vehicles. Initial uptake of active and sustainable modes is predicted to be low. Hence, this information suggests that reliance on car/van travel by users of the site would be fairly high from the outset and the focus of this FTP should primarily be reducing the number of single driver trips from site and an overall goal of replacing this reduction with walking and cycling trips or vehicle sharing where possible.

Baseline Data

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

3.16. The FTP should be monitored through a combination of formal and informal survey methodologies to identify modal split, travel choice and behaviour and the achieved level of modal shift.

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

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

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

4. Objectives and Targets

- 4.1. This section sets out the objectives for the FTP, as well as targets for the short and medium term. It also includes information regarding indicators through which progress towards meeting the targets of this plan will be measured. Further information on monitoring and review of the FTP can be found in **Section 6.0**.
- 4.2. Objectives are the high-level aims of the FTP, giving it direction and providing a focus. Targets are the measurable goals by which progress can be assessed. At this stage, indicative targets informed by the predicted travel trends, have been set to cover the first five years of the FTP period. Indicators are the elements which will be measured to assess progress toward meeting the final and interim targets.

Objectives

- 4.3. The primary objectives of the FTP are set out below and are to:
- Provide a commitment to develop the site with suitable facilities which will encourage its users to travel to and from the site in a sustainable manner;
 - Reduce dependency on single-occupancy car-borne trips at the development and the need for car parking;
 - Market the site's accessibility to key amenities via public transport and active travel modes;
 - Implement effective travel targets which are SMART (Specific, Measurable, Achievable, Realistic and Time-Bound);
 - Reduce the effects of the development on the surrounding transport networks (e.g. help reduce local road congestion and resultant noise air quality effects associated with it); and
 - Minimise the environmental effect of users of the site travel on the local community.

Targets

- 4.4. In order to achieve measurable outputs from the FTP process, it is important to establish targets from the outset, against which progress can be measured.
- 4.5. It is important that the FTP actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening.

Primary Multi-Modal Targets (Outcome Targets)

- 4.6. Based on the size of the site and level of identified movements (see **Table 3.1**), the preliminary target of the FTP is **to reduce single occupancy vehicle trips by 10% at the residential site and by 5% at the commercial site over a minimum period of five years, with all other travel being conducted via more sustainable modes.**
- 4.7. This target is provisional and will be revisited following receipt of baseline surveys undertaken as part of the detailed TP.
- 4.8. The above target meets the "SMART" criteria as follows:
- **Specific:** A target to reduce the level of vehicle trips identified to be met within five years of occupation.
 - **Measurable:** The number of residents using each mode of transport will be measured and monitored using the travel surveys outlined later in this section. This will include details on weekday travel times / patterns to allow the number of peak hour journeys to be determined, including by single occupancy car driver.
 - **Achievable:** It is considered that given the site's location, in that is in close proximity to public transport and the good potential for residents/staff to walk and cycle to / from the site, then these targets are achievable.
 - **Realistic:** It is considered that a target to maintain the level of vehicular trips at 10% for residential trips and 5% for commercial trips is realistic given the measures and initiatives contained within this FTP.

- **Time-Bound:** The targets are to be met within five years of initial occupation of development.

Secondary "Action" Targets

4.9. The following secondary targets could also be adopted as part of the ongoing monitoring of the FTP. Any such targets will be established following the initial surveys in order to establish baseline figures.

4.10. These could be as follows:

- Increase in cycle parking occupancy;
- Increase in active travel modes (i.e., walking or cycling) being the primary mode of travel; and
- Increase number of users using public transport.

Summary

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

4.12. The exact timescale for undertaking surveys is expected to be specified within the Section 106 Agreement. It is expected that after initial surveys have been completed, monitoring will be undertaken after 1, 3 and 5 years.

4.13. Additional targets may be determined by the Travel Plan Coordinator (TPC) when comparing the existing level of trips against the predicted level of baseline trips. Similarly, if actual demand for vehicle trips is lower from the outset than the predicted baseline shown in this FTP, the targets will be adjusted accordingly with a view to ensuring that single occupancy car travel does not exceed the initial survey results. It should be noted that any changes to the targets will be specified within the Section 106 Agreement.

4.14. Any changes to targets must be agreed with the reviewing Travel Plan Officer at WSCC.

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

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

5. Measures and Initiatives

- 5.1. The measures proposed in this FTP are primarily intended to encourage residents, staff and visitors to use non-car modes of transport for trips to and from the development, thus reducing overall dependency on single occupancy vehicle trips. This FTP has therefore identified measures to encourage such active modes of travel and achieve the targets set out in this report.
- 5.2. The measures combine “hard measures” such as site design and infrastructure, with “soft measures” including marketing, promotion and awareness. However, some of these may be subject to change, and additional measures may also be provided that will be of benefit of the scheme at a later date.
- 5.3. A TP should set out the long-term management strategy for existing or proposed developments and seek to integrate proposals for increasing sustainable travel by the future occupier(s) of the site.
- 5.4. As mentioned previously, the development will be well located to accommodate trips by sustainable modes via the existing walking and cycling facilities. However, in order to reduce the number of single occupancy vehicle journeys, incentives should be provided such that journeys by foot, cycle or public transport are encouraged. This FTP has therefore identified measures to encourage such active modes of travel and achieve the targets set out in this report. In time, the need to further improve some of these facilities may arise through feedback from residents.
- 5.5. **Table 5.1** outlines the recommended measures, with each measure explained in further detailed overleaf. Some of the measures identified will apply to all the uses at the site. The list is not finalised, and additional measures may be identified in due course once residents’/staff’s local travel patterns have been confirmed.

Measure	Brief Description
Site Wide	
Travel Plan Coordinator	The TPC is to be appointed as a permanent member of staff to implement and manage the TP over the first five years of its lifespan.
Travel Information Packs	A Travel Information Pack will be provided to each residential/commercial unit that promotes the existence of alternative modes of transport to the private car.
Partnerships	The TPC will utilise partnerships to help with the implementation of the TP and its development.

Measure	Brief Description
Promoting Walking and Cycling	The TPC will ensure suitable pedestrian / cycle route links are provided and negotiate discounts for residents/staff/visitors on purchase of bikes and equipment with local cycle outlets.
Promoting Public Transport Services	The TPC will liaise with local providers seeking to provide residents/commercial operators with a voucher or offer that promotes sustainable travel.
Provision of Travel Information	A travel information board will be provided within communal areas that promotes sustainable transport. The TPC will arrange sustainable travel events at the site, as well as the provision of promotional material that supports sustainable transport that will be provided to site users.
Car Share	Residents/employees will be encouraged to sign up to lift sharing websites such as https://liftshare.com/uk/community/westsussexcarshare
Car Club	Residents can make use of the three car club spaces in Phase 1
Steering Group	Set up a group comprising TPCs and users from each element of the development that will meet up twice a year to discuss travel issues associated with the site; supported by social media (i.e. Facebook Group for ongoing liaison amongst residents).
Cycle Training and Maintenance	Promote the free bike maintenance that AWC/WSCC provides. A possible cycle maintenance event at the site where resident bikes are provided with a free service.
<u>Commercial Only</u>	
Cycle to Work Scheme	The TPC will advertise the cycle to work scheme to potential employers. This scheme allows employees to enter a salary sacrifice scheme for a bicycle and receive tax free benefits for their bicycle.
<u>Residential Only</u>	
Internet Connectivity to Encourage Working from Home	Broadband access to be provided throughout the site so enable working from home where possible, thus reducing the need to travel.

Table 5.1: Summary of Travel Plan Measures

Site Wide

Travel Plan Co-ordinator

- 5.6. To ensure the delivery and management of the FTP, a TPC will be nominated to promote and implement the various initiatives.
- 5.7. The TPC will be the first point of contact for residents and employees on any matters regarding travel to and from the site and will also raise issues on their behalf with AWC and local public transport operators.

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

5.9. Responsibilities of the TPC duties will include:

- Overseeing the development and implementation of the Plan;
- Designing effective marketing and awareness campaigns to promote sustainable travel (i.e. Travel Information Packs);
- Co-ordinating the data collection / travel surveys of residents'/employees' travel behaviour;
- Managing the ongoing monitoring, and production of required reports following the travel surveys; and
- Ensuring that cycle storage facilities are fully operational at time of first occupation.
- Organise Travel Surveys, analyse and submit the results to the AWC, together with an assessment of the success of the TP in reducing the number of trips by private car and details of any additional measures necessary to achieve the targets set within the FTP;
- Be the liaison between the development and the highway authorities;
- Investigate new ideas, modes of transport and future plans, and promote or implement as appropriate;
- Update the TP at least every two years, based on results of the traffic counts and travel surveys, to incorporate additional measures as agreed with WSCC; and
- Provide a point of contact with transport operators, stakeholders and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

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

5.11. Sufficient resource will be made available to the TPCs to ensure that the obligations and requirements of the FTP are met.

5.12. The TPC contact details will be presented within the TP secured as part of any planning application.

Travel Information Packs

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

5.14. The packs will take the form of a Welcome Brochure, bespoke to the site and would contain information such as local walk and cycle routes (including PRoWs). It is expected that the TIP will contain details of: -

- The TPC's name and contact details;
- Guidance and promotional material on the use of sustainable modes of travel;
- Details on walking, cycling, buses, trains, park & ride, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, dial and ride services, school transport and personalised journey planning services;
- Reference to travel websites, resources and support services for each mode of travel provided by WSCC and AWC;
- Details of local travel campaigns and networking / support groups;
- Access to an online tool to generate personalised TP using a home and destination postcode to provide details of different travel modes / options, travel routes / maps and timetable information.

Partnerships

5.15. The TPC will utilise partnerships to help with the implementation of the TP and its development. Examples include:

- Residents' Associations that may form within the development;

- Steering Groups, with potential members including the TPC, representatives from the site management team and Resident Association, and local groups as appropriate;
- Property Management Companies; and
- Local Groups as appropriate, such as walking, cycling and Public Transport Operators (e.g. Compass and Metrobus).

Promoting Walking and Cycling

- 5.16. The proximity of the proposed development in relation to the local facilities and public transport will negate the need to make shopping journeys via vehicle and achieves a reduction in the need to travel.
- 5.17. Residents/employees will be provided with a local area cycle map, included as part of the TIP. Information on the health benefits of walking and cycling can also be distributed as part of the TIP.
- 5.18. Secure cycle parking spaces will be provided in accordance with the adopted minimum standards. In addition, a mixture of cycle parking will be provided, including a number of accessible stands.
- 5.19. Each household may be offered a discount at a local cycle shop to encourage residents to take up cycling, with this incentive subject to negotiations with local retailers.
- 5.20. The TPC will support national initiatives to promote cycling, such as Bike to Work Week and Cycle to Work Day (as detailed below). The TPC will be responsible for raising awareness and encouraging residents to participate.
- 5.21. The TPC will promote cycle training for residents who wish to cycle but are lacking in confidence and provide details of local cycle shops for maintenance.
- 5.22. WSCC / AWC provide a series of schemes and services to promote cycling, including free cycle lessons to those who live, work or study in the borough. These sessions are with trained cycle instructors, as an individual one to one session.

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

Promoting Public Transport Services

5.24. The TIP will encourage the increased use of public transport, which is a fundamental aspect of the Government's sustainable transport strategy, which has one of the greatest levels of provision in the country. The benefits of travelling by public transport can include:

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

5.25. The TIP will contain information on public transport routes and provide service timetables and, in addition, the possibility of providing incentives / discounts for bus travel. This may be possible to negotiate with WSCC / AWC.

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

Provision of Travel Information

5.27. The primary issue with achieving successful TP initiatives is raising the awareness of sustainable travel modes, including highlighting the potential personal benefits that can accrue from those initiatives.

5.28. Publicity is a key element of a TP as it will help meet the objectives. Regular marketing and advertising are the most effective way of ensuring residents, employees and visitors are given information on the sustainable ways to travel to and from the site within the local area.

5.29. The FTP and Travel Information Leaflet includes the following information:-

- Details of walking websites –

<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/easy-walking-trails/> - a website advertising easy and scenic walks in West Sussex; and

<http://www.westsussex.info/ramblers.shtml> - directory of Local and regional walking groups within West Sussex

- Details of cycling websites –

www.britishcycling.org.uk – for information on type of bikes and how to get started;

www.letsride.co.uk – cycling initiative website that allows users to find bike rides in line with their needs;

<https://cyclejourneyplanner.westsussex.gov.uk> – a website allowing cyclist to plan safe routes through West Sussex; and

<http://www.opencyclemap.org/> - for leisure and commuting cycle routes available in the local area.

- Provision of journey planning websites –

<https://www.traveline.info> - useful tool that allows users to plan their journey around the UK; and

- Localised area maps and leaflets showing walking and cycling routes within the immediate area of the site; and
- Focus on promoting the benefits of a car share scheme which will benefit the local environment and reduce traffic going in and out of the site.

5.30. The above marketing, promotion and information would be provided to residents via the provision of a leaflet (as detailed above) and a travel information board. The travel information board will be provided in an accessible, communal area of the development (such as the mobility hub) or within buildings (such as the proposed ground floor lobby of each residential block). This board will provide details of

upcoming national sustainable travel events and campaigns. The following list identifies a number of national / local campaigns that could be published at the site to help promote sustainable travel, along with indicative dates when they occur:

- National Walking Month – May;
- Walk to School week – May;
- National Working from Home Day – May;
- Bike Week – June;
- Cycle to Work Day – September;
- National Liftshare Week – October; and
- National Commute Smart Week – November.

5.31. To further promote the surrounding opportunities for travel by non-car modes, the TPC will arrange for sustainable travel annual newsletters to be made available for all residents. These annual newsletters will include up to date sustainable travel information and provide website addresses that may be useful for users, potentially with digital barcodes that could be scanned using smartphones for a direct link to the website.

5.32. Residents/employees will be made aware of useful sustainable travel related smartphone apps that they can download (with digital QR barcodes provided if possible). Examples of such apps include:

- 'MyBus' for the iPhone and 'CatchthatBus' for Android phones, both of which provide up to date bus information for any particular stop;
- 'CycleStreets' (iPhone and Android), which is a cycle route journey planner and is free to download; and
- 'GoJauntly' (iPhone and Android), which shows self-guided walks in the area.

Car Share

5.33. Residents/employees will be encouraged to sign up to the West Sussex Car Sharing Scheme (<https://liftshare.com/uk/community/westsussexcarshare>) which is a website designed to enable people to car share in and around West Sussex. This would allow other users to identify opportunities to car share with other people with the area.

5.34. The TIP will promote the following:

- The benefits of car sharing;
- Details of any local car share initiatives, for example town centre car share parking spaces; and
- Community coffee morning to promote car sharing amongst residents.

Car Club

5.35. Car clubs provide users with access to a vehicle, which they are able to rent for a period of time. This can help to reduce overall car ownership whilst allowing the flexibility for residents to use a car occasionally when needed. There are three car club spaces within the Phase 1 site, which will be accessible to the general public including future residents of Phase 2.

Steering Group

5.36. Once each element of the site is circa 25% occupied the TPC will aim to set up a TP Steering Group, inviting residents to attend annual meetings to discuss current travel issues at the site. This will allow any barriers/concerns regarding sustainable travel to be discussed, helping to identify possible additional measures to help certain users to adopt more sustainable travel choices. Minutes from these meetings will be included with ongoing monitoring reports. This could be aligned with the Phase 1 development.

Cycle Training and Maintenance

5.37. WSCC provide a series of schemes and services to promote cycling including cycle skill sessions for all age groups. These are group sessions with trained cycle

instructors, although individual's sessions can also be arranged where appropriate. Further information can be found on the WSCC website at the following links:

- Bikeability Training - <https://schools.westsussex.gov.uk/Services/3147>
- Cycle Safety Courses - <https://www.westsussex.gov.uk/roads-and-travel/road-safety/cycle-safety-courses-for-schoolchildren/>

Commercial Only

Cycle to Work Scheme

5.38. To further promote cycling to work, the TPC will advertise the benefits of a Cycle to Work Scheme provided on site to potential employers. This scheme increases the accessibility of bikes to employees, by providing a salary sacrifice scheme for bicycles – allowing employees to benefit a tax-free bicycle financed by monthly payments from their salary.

Residential Only

Internet Connectivity

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

6. Monitoring and Review

- 6.1. This FTP is to be subject to a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those residing within the site in future years. This document sets out the proposals for monitoring and review of the detailed TP over the first five years of the occupation of the development.
- 6.2. This section sets out the specific monitoring proposals associated with the site and the means by which the TPC will assess progress towards the targets outlined earlier in this document. All monitoring will be carried out by or procured by the TPC and funded by the end developer.

Monitoring

- 6.3. The appointed TPC will be responsible for the on-going monitoring of the TP. The monitoring programme will accord with that set out in the WSCC document '*Development TP Policy*' and will take the form of a five-year cycle.
- 6.4. Travel surveys will be coordinated in order to gain an overview of the effectiveness of the various measures implemented. The initial survey will provide details of the baseline mode share of residents.
- 6.5. Following on from this initial survey, which will be undertaken within 6 months of occupation or 75% occupancy (whichever comes first), multi-modal surveys will be undertaken in the first, third and fifth years after full occupation. Monitoring reports will be provided following each of the survey events.
- 6.6. The TPC, or an accredited independent survey company will be appointed to undertake the surveys. Information gathered through the monitoring process will be made available to the users of the development and to WSCC on request.
- 6.7. The Travel Surveys will be distributed / directed at all residents travelling to and from the site; asking how they would prefer to travel, any travel or transport issues they have encountered, and their attitude towards sustainable modes of travel.
- 6.8. If the recorded vehicle trip rates from the surveys are in excess of the predicted trip rates as set out in the TA / FTP, then the TPC will be expected to conduct Written or Face-to-Face Travel Surveys at a time agreed with WSCC and AWC.

6.9. The Written or Face-to-Face Surveys will aim to:

- Understand why target trip rates are not being achieved;
- Identify which modes of transport could be promoted in light of the survey findings; and
- Establish the alternative modes of travel to the site. What do people want to use but currently do not / cannot?

6.10. The monitoring programme will end if two consecutive surveys determine that the targets have been met, otherwise it will continue until such time as the targets have been achieved.

6.11. Immediately following completion of the monitoring described above, a monitoring report will be developed by the TPC which will summarise the results of the investigations. This will include a comparison between the target level of peak hour and daily trips, with the actual levels derived from the travel surveys.

Review

6.12. The TPC will take responsibility for the development and management of the plan and ensure its delivery. Updates must be submitted to AWC for review. The data provided will be used to identify the progress of the FTP against its targets and objectives.

6.13. If the targets are not being met, additional measures will need to be developed to address this. In this regard, it is anticipated that the FTP will be a flexible and adaptable document that is continually evolving.

6.14. Examples of additional measures which could be considered are:

- Ensure TIPS are being issued and check that new households have the necessary public transport information, which is up to date;
- Re-issue cycling / walking maps to illustrate the area that can be assessed using these modes;
- Offer personalised travel planning to all residents;

- Ensure the travel information notice boards, which would display all information relating to public transport, cycling, walking and details is regularly updated; and
- Undertake a site survey to specifically target mode change.

6.15. The TPC, in consultation with the council, will choose the appropriate course of action for achieving the FTP targets and arrange funding if required.

Funding

6.16. The management of the FTP requires funding for administrative purposes and to support the role of the TPC. This funding will be secured through the sale of properties on site and a specifically designated fund within the S106 agreement.

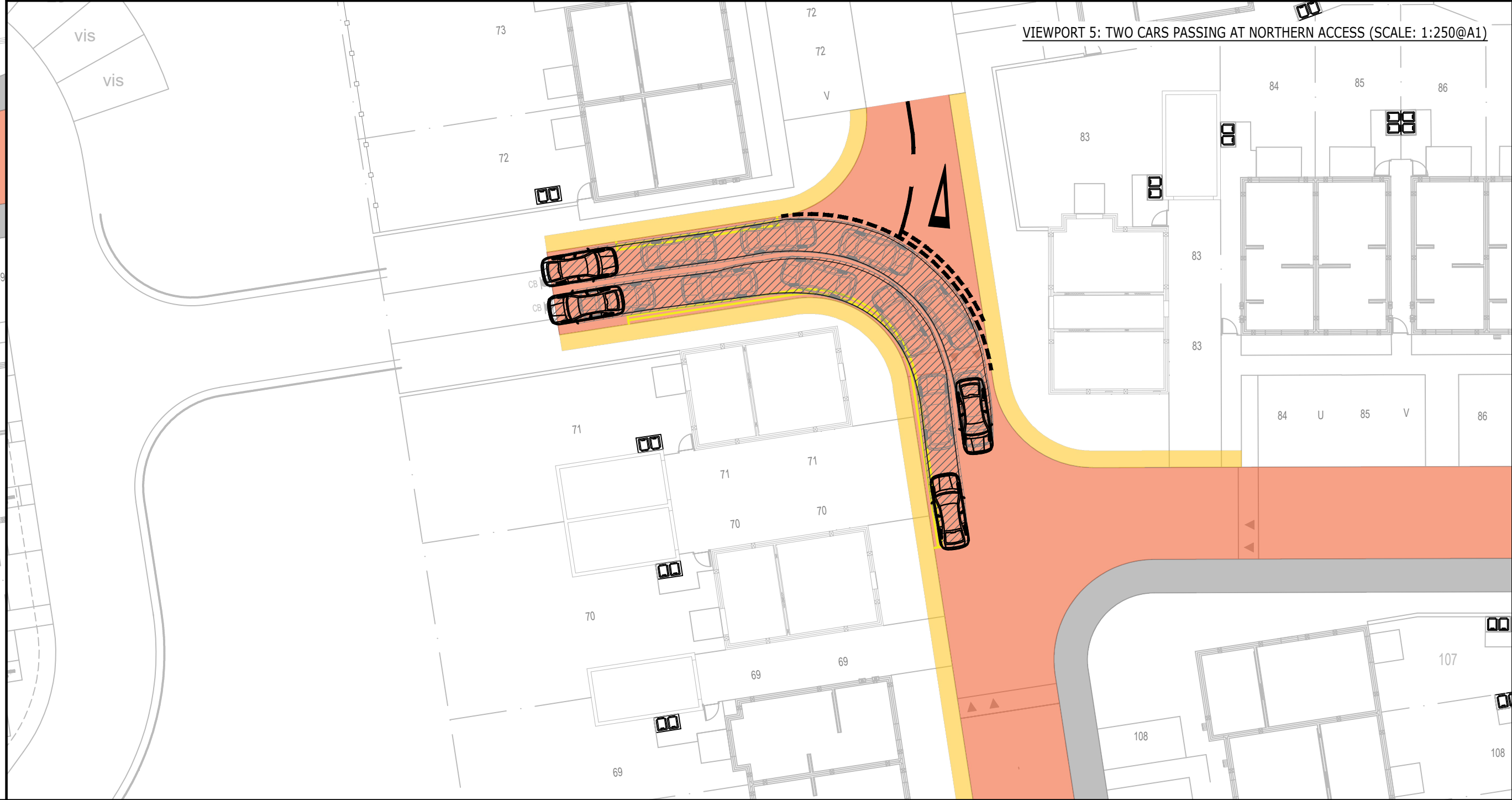
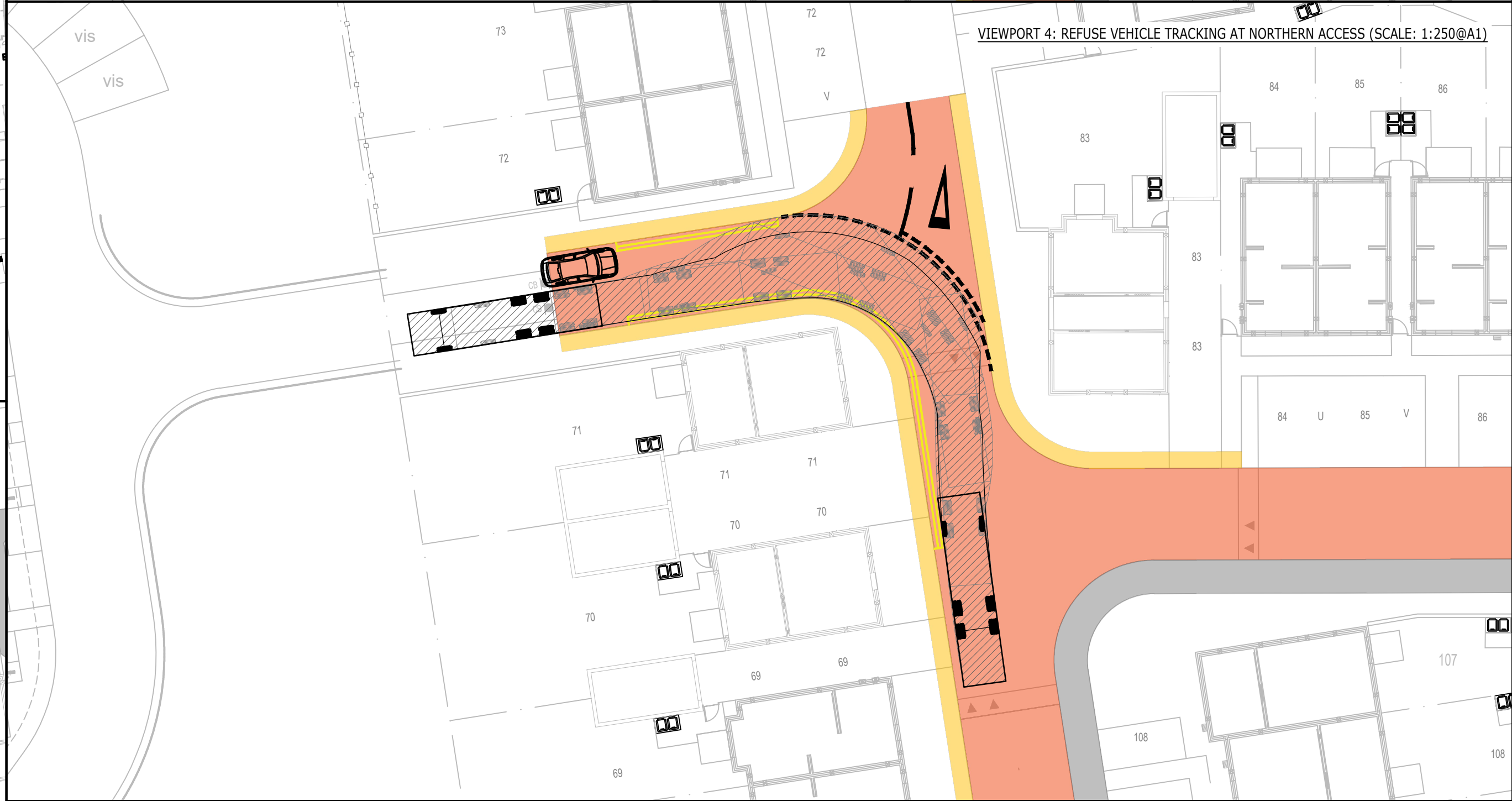
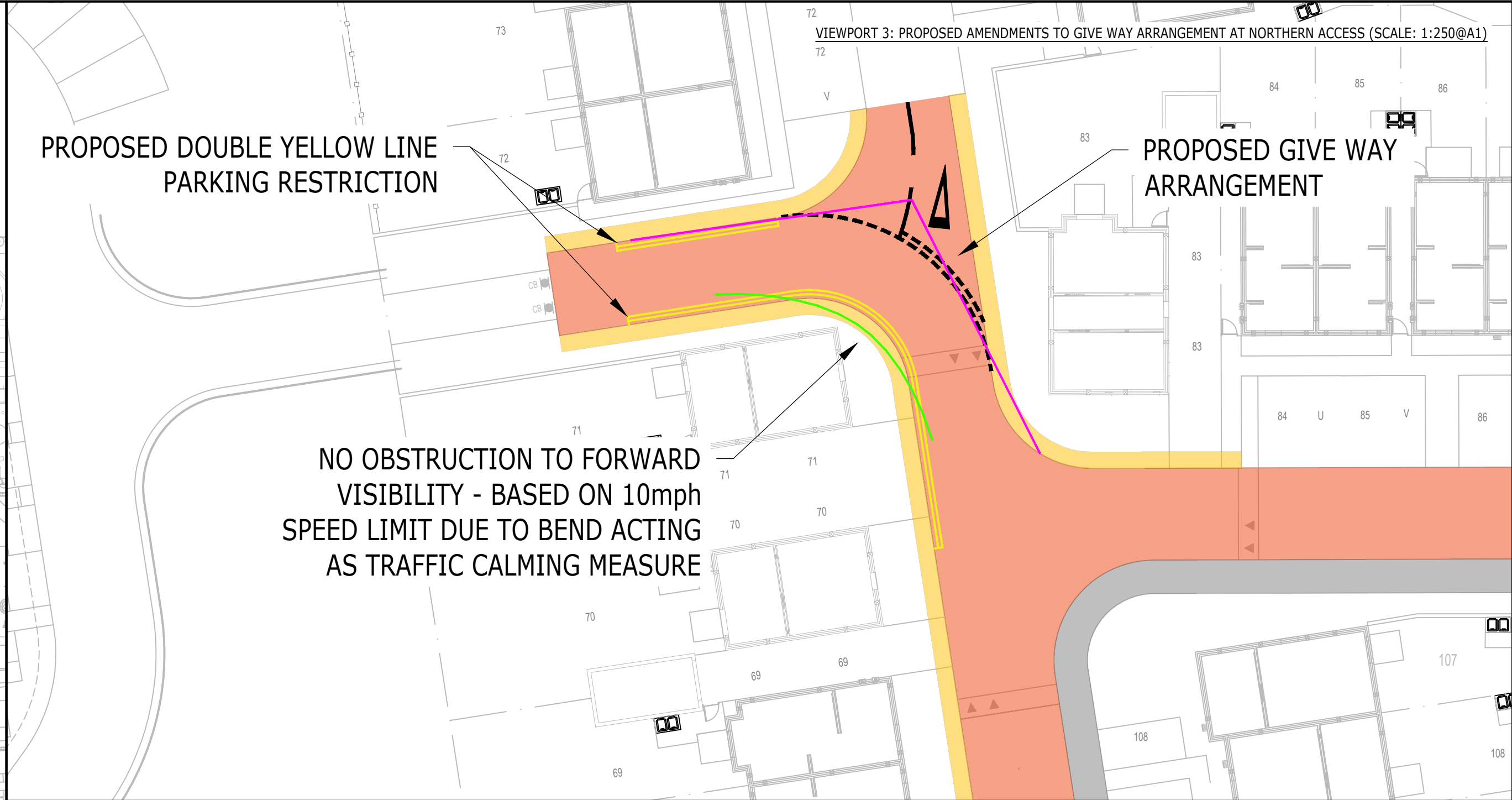
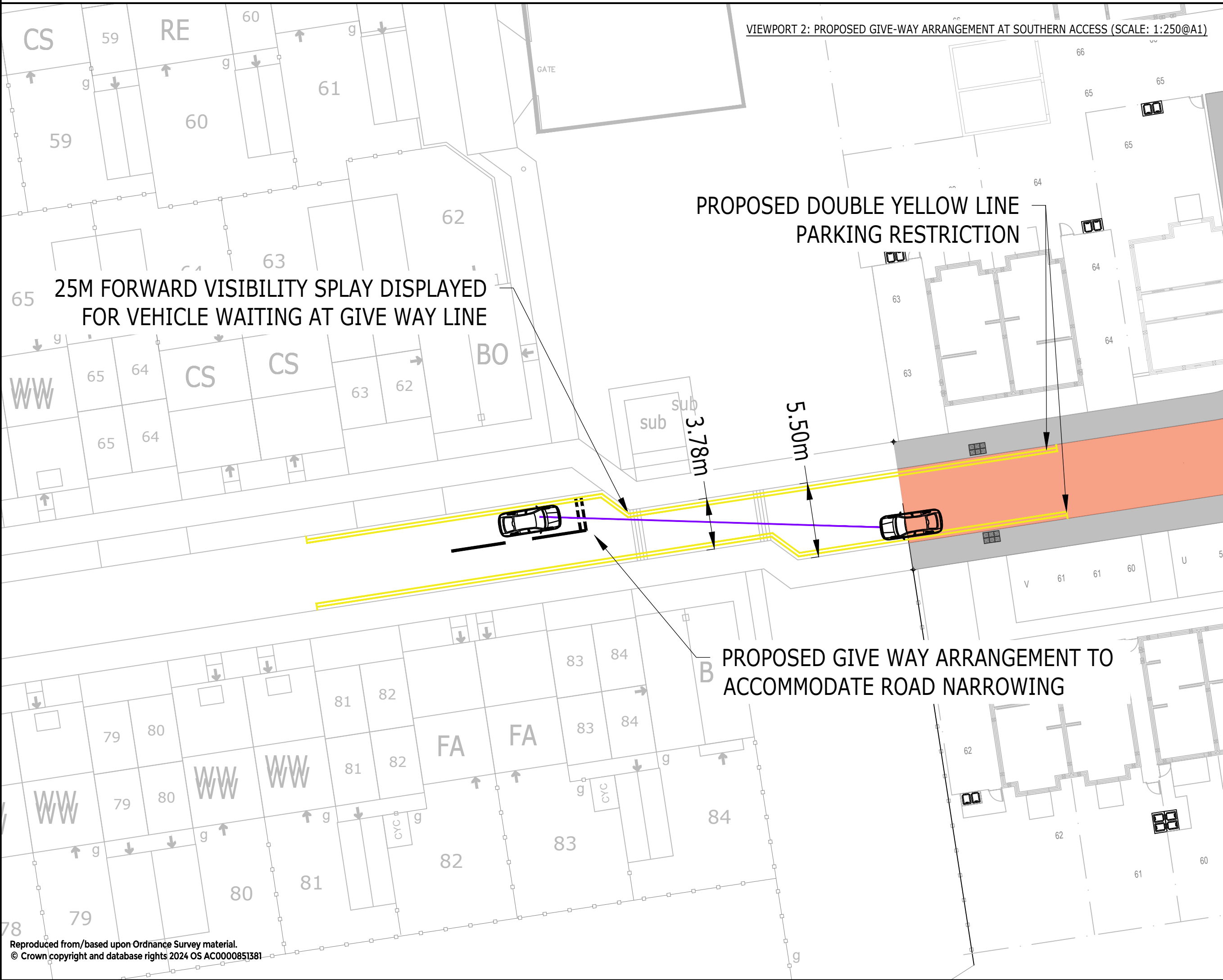
6.17. The final occupier of the site (or the appointed management company) will take direct responsibility to provide the role of TPC, undertake the monitoring programme and manage the FTP. Specific funding / budgets will be set following the appointment of the TPC.

Action Plan

6.18. The TPC will prepare an Action Plan to set out the proposed delivery and implementation of the FTP. The Action Plan will summarise all measures / initiatives to be introduced including marketing activities and monitoring as well as those responsible for running these tasks (such as the TPC) and approximate timescales. The Action Plan will be prepared within three months of full occupation.

6.19. It is intended that the Action Plan will be enhanced and expanded by the TPC following consultation with WSCC / AWC and will allow the targets set out in the FTP to be monitored.

Drawings



NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
- SITE BOUNDARY PLOTTED IN LINE WITH PLANS RECEIVED FROM BELLWAY HOMES LTD.
- SUBJECT TO AGREEMENT WITH WBC / WSCC.
- SHARED SURFACE ARRANGEMENTS TEND TO BE ACCEPTABLE IN SCENARIOS WHERE LESS THAN 100 VEHICLES PER HOUR UTILISE THE ROUTE (PARA 7.2.14, MFS). HENCE, IT IS EXPECTED THAT THIS WOULD BE THE CASE IN THIS INSTANCE BUT WOULD NEED TO BE DISCUSSED WITH WSCC ACCORDINGLY.
- EXTENT OF ADOPTION FOR ADJACENT SCHEME TAKEN FROM S38 MASTER AGREEMENT PLAN PREPARED BY ATCN CONSULTING (DRAWING REF. K43058-ATCN-90-ZZ-DR-C-2328 P4).

KEY:

- SITE BOUNDARY
- 2.4m x 17m JUNCTION VISIBILITY SPY (15mph)
- 25m FORWARD VISIBILITY SPY (20mph)
- 11m FORWARD VISIBILITY SPY (10mph)
- S38 CARRIAGEWAY
- S38 FOOTWAY
- EASEMENT

VEHICLES USED:

11.4m Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.400m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

B	UPDATED LAYOUT	JE	JE	PR	29.04.26
A	IN RESPONSE TO STAGE 1 RSA	SS	JE	AB	23.02.26
Rev	Description	Drm	Chk	App	Date
Purpose:		Status:			
PRELIMINARY		-			

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Client: **BELLWAY LTD (SOUTH LONDON)**

Project Title: **MARTLETS WAY, NIB AND SCN - DURRINGTON**

Drawing Title: **PROPOSED SITE ACCESS STRATEGY - RESIDENTIAL PARCEL**

Drawn by	Checked by	Approved by	Revision
SL	SL	PR	B
A1 Scale	Date		
AS SHOWN	NOV 2025		

Drawing Number: **2505550-ACE-XX-XX-DR-C-0503**

Appendix A
Site Masterplan

The drawing is a detailed site layout for the Durrington Gasworks development. It shows the arrangement of various building types, including residential units (FA, HO, CS, RE, BO, WW, BM), commercial units (Cyc), and industrial units (1BMLx5, 1BMUx5). The site is bounded by Juno Close to the west, Barrington Road to the south, and Road 8, Road 9, and Road 10 to the east. The drawing includes a key, scale bar, and project information.

KEY

- Affordable Housing
- Proposed New Tree
- Existing Trees & Hedges
- Root Protection Zones
- Primary Entrance
- Gate Location
- Bin Collection Point
- Bike Storage
- Water Easement
- SGN Land

Scale: 1:500

Project Information:

CLIENT:	SITE:	SCALE AT A1:	DATE:	DRAWN:	CHECKED:
Bellway Homes Southern Counties	Durrington Gasworks, Durrington	1:500	15.04.26	MD	MD
	Site Layout				

Revision Table:

REV:	DESCRIPTION:	BY:	DATE:	REVISION:
A	Planning Issue	MD	15.04.26	MD

	MDD Architecture & Urban Design 18 Mulberry Walk - Bordon Hampshire - GU35 0UL Email: info@md-design.co.uk	
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CLIENT: Bellway Homes Southern Counties

SCALE AT A1: 1:500	DATE: 15.04.26	DRAWN: MD	CHECKED: MD
PROJECT NO: BSC-A10	DRAWING NO: SL-01		REVISION: A