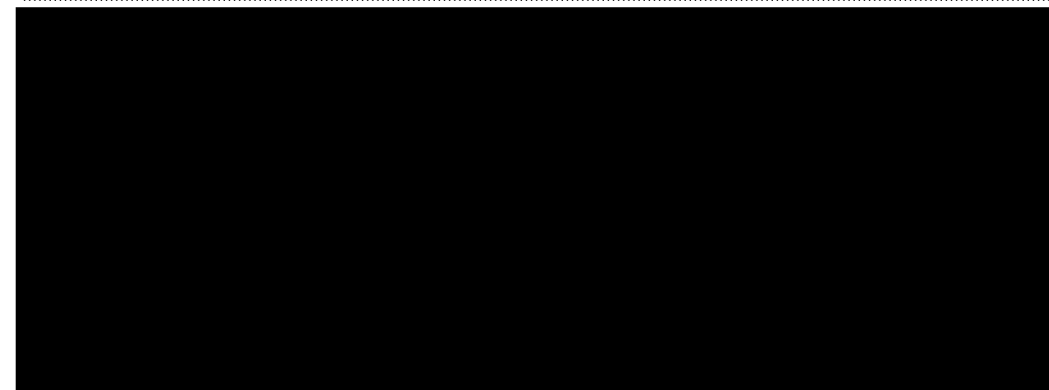




From: Graham, Laura [REDACTED]
Sent: 23 October 2017 13:54
To: Michael Eastham; Tim Townsend
[REDACTED]

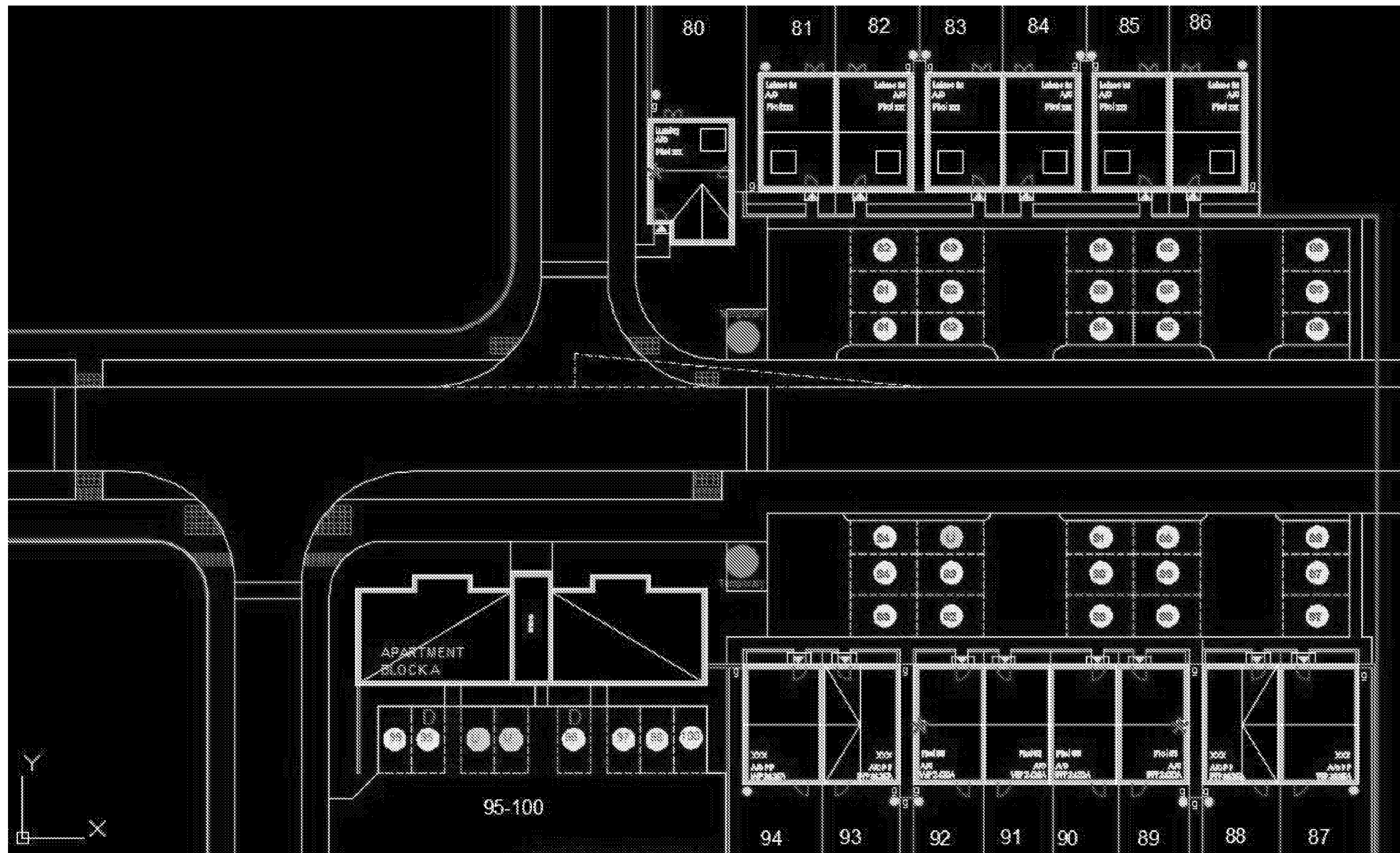
Subject: FW: Littlehampton Phase 2 - response to Highways comments
Importance: High

Dear Michael and Tim

Please find attached two options of for amended layouts that deal with the comments raised in respect of Plots 81-86 and 87-94.

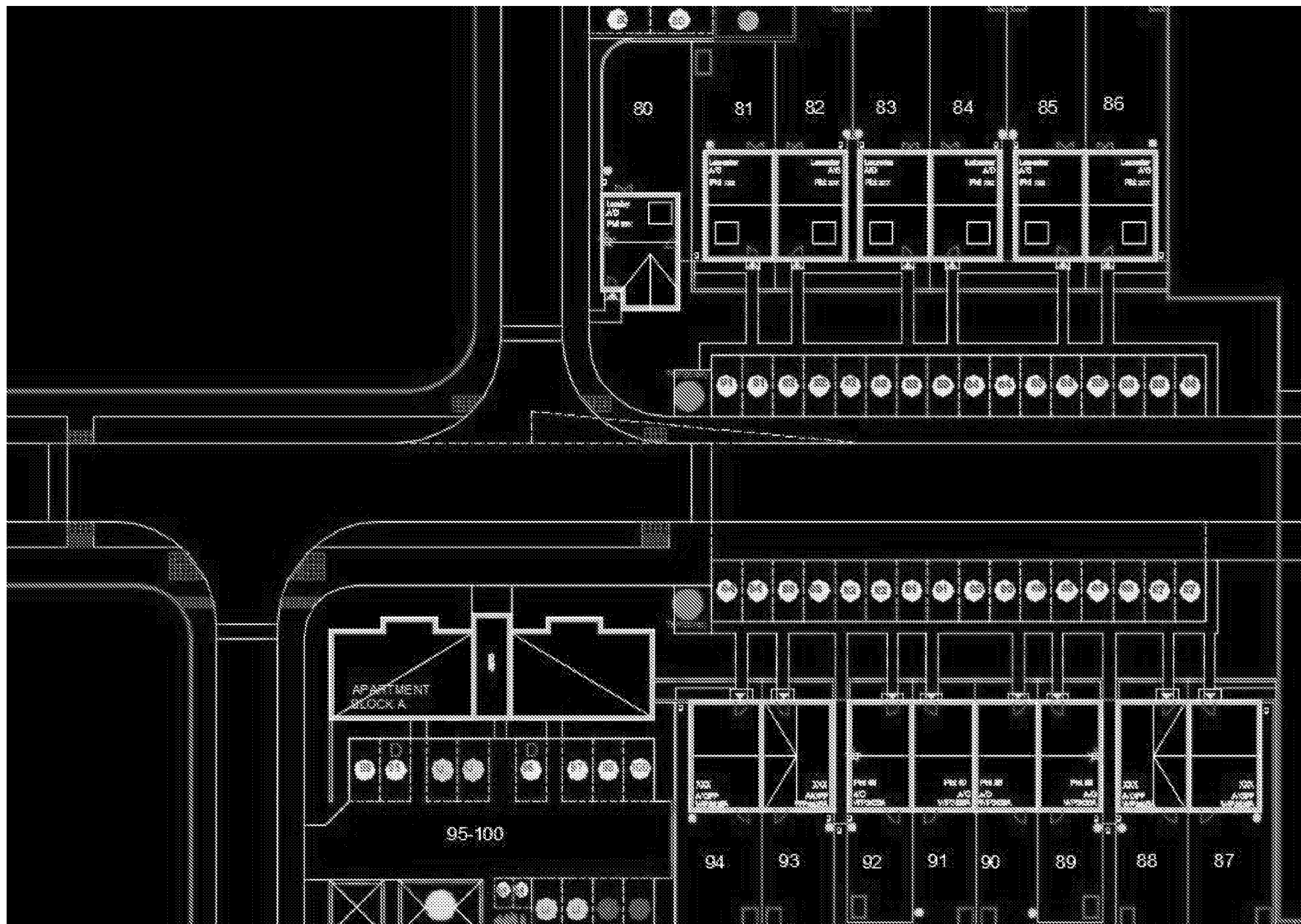
OPTION 1 – PROPOSED INDIVIDUAL PARKING COURTS

- This is the preferred option whereby the parking is set back from the main road with the relocation of the pedestrian footpath in front of the parking bays creating an additional buffer and clear visibility from on-coming traffic.
- Manoeuvrability has been tracked and works with a 'drive in, reverse into bay and reverse out' movement
- Parking bays have been increased in some instances to be 3m wide to provide for additional clearance from adjoining bay when reversing.



OPTION 2 – PROPOSED PERPENDICULAR PARKING SET BACK

- This option shows the originally proposed perpendicular parking bays set further back to allow for clear visibility from on-coming traffic by repositioning the footpath and cycle path in front of the parking bays to act as a buffer.
- This allows for a bit more landscaping, however the drivers will still have to reverse in to the main road with caution.
- In addition, it allows for a couple more parking spaces for the residents.



Could you therefore kindly review each option and confirm which one is acceptable in order to finalise this scheme.

Car Parking

Picking up on a couple of other points, the Town Council have suggested that we are under providing car parking by 25 spaces. However, this is not the case. Previously we were under providing allocated spaces by 4, but this would made up by unallocated and visitor spaces.

Notwithstanding this we have reviewed parking on site and sought to increase provision. Please refer to the attached parking calculator and parking layout plan (the plan as been based on option 1 above).

On the basis of this plan we are currently 2 parking spaces short on the 'allocated parking' requirement (2 spaces up on previous parking schedule), however, we have allocated 27 visitor spaces (requirement of 26) and 13 'unallocated' parking spaces (requirement of 11) which enables us to provide 303 parking spaces in total throughout the site (2 spaces over the required 301 spaces).

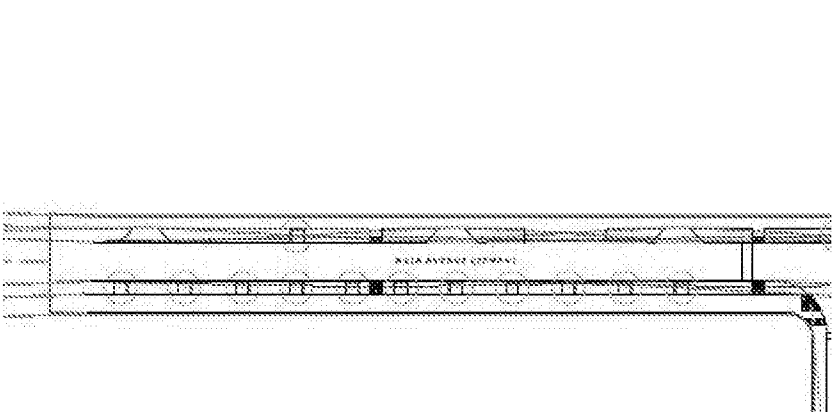
We have also tweaked distribution to ensure better use. In this regard all market dwellings have been provided with sufficient allocated parking to meet their needs. Visitor spaces have been concentrated around the affordable dwellings, open space and flat blocks, which is where demand is likely to be higher. Three additional visitor spaces have been provided along the northern boundary of the site in the grass verge to allow more flexibility in this area. With the amended drawing package will be a parking layout drawing which adequately demonstrates this.

With regard to comment on the commercial nature of the development, this scheme is for a purely residential application and as such only the parking requirements for residential should be considered. Indeed the LPA can only make a decision on the application that is before them, not consider the wider development. The parking requirements for the commercial / retail area will be provided in accordance with standards for these areas / uses when reserve matter applications for them are progressed. If reference is made to the Development Framework Document, it is intended that the civic square will provide a dual civic and parking function to ensure that full requirements are met.

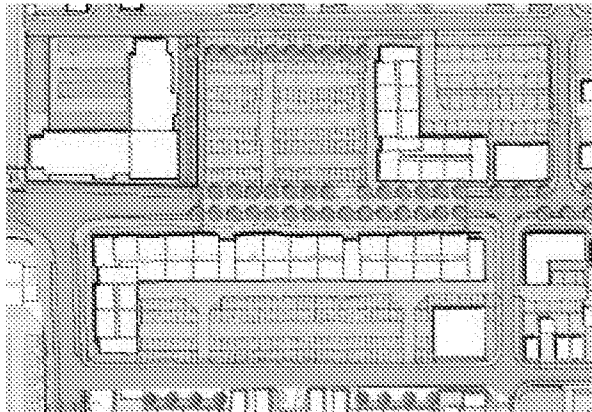
Continuous Verge

Comments continue regarding the verge and tree pits in front of the retail / commercial area. It would not be appropriate for this area to be turfed as pedestrian footfall will be such that the grass will not survive. In accordance with the outline masterplan / s73 Development Framework Document a pedestrianised hard landscape area is what is envisaged for this area. I think a decision needs to be made by Arun in planning terms what is appropriate. We can change to grass verge with trees but this really will be at odds with the character of the retail area and the purposes of creating a more pedestrian environment. Also the reality of pedestrian use and the impact that this will have on a grass verge needs to be considered. Perhaps Claire Potts could review and provide a decision?

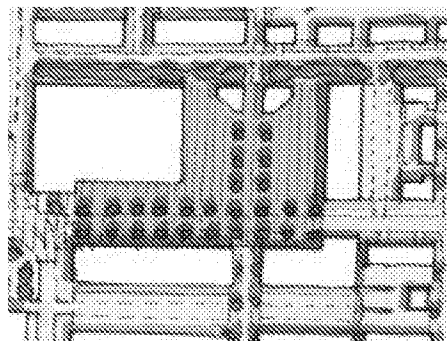
I've included a snap shot of what we are proposing alongside one from the illustrative masterplan of the s73 and outline so the wider context can be appreciate.



RMA



s73 parameter plan



Outline parameter plan

Timescales

We urgently need a consent for this application to be granted in order to ensure continuity of build and in order to progress various infrastructure requirements.

Michael - can you confirm that this application will be dealt with via delegated powers. Can you please get confirmation from Neil Crowther of this.

Kind Regards
Laura

Laura Graham
Head of Planning

Land & Technical Department

Persimmon Homes Thames Valley
Persimmon House
Knoll Road
Camberley
Surrey
GU15 3TQ

www.persimmonhomes.com

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[illegible]

Ward 1	Wick with Toddington
District	Arun
Ward 2	
District	
Ward 3	
District	
Ward Temporal Factor 2009-2026	1.095580
District Temporal Factor 2009-2026	1.067644



Postcode	BN177PP	Ward	ock with Toddington W
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RESET

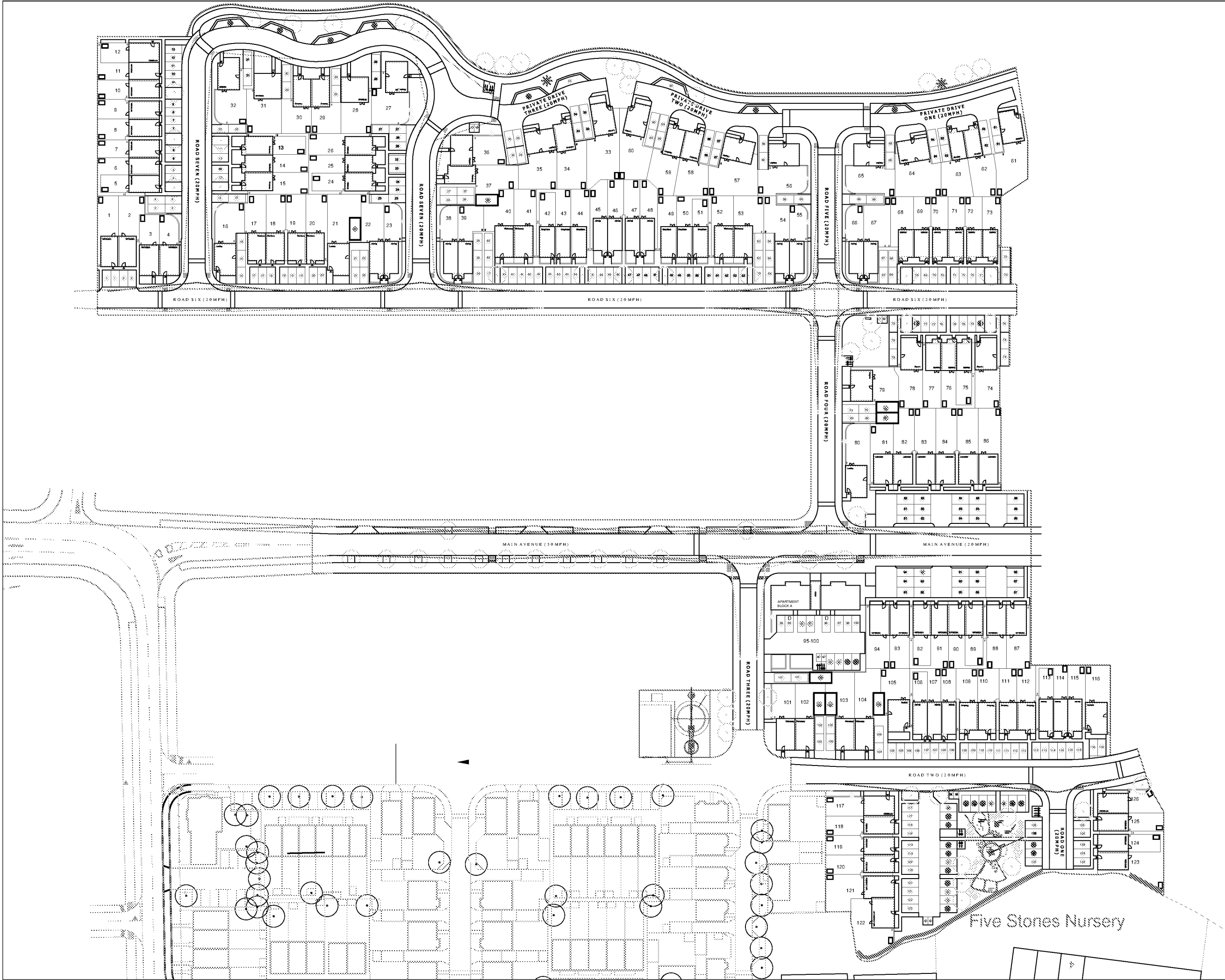
Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward Data Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases car ownership values have been obtained using the nearest sized dwelling with same tenure and ward. For example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve a higher sample size.

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Houses	Private	4	26
B	Houses	Private	5	61
C	Houses	Private	6	23
D	Houses	Private	7	0
E	Houses	Council/Housing Association (not including shared ownership)	4	4
F	Houses	Council/Housing Association (not including shared ownership)	5	6
G	Flats	Council/Housing Association (not including shared ownership)	3	6
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
ARUN DISTRICT	COUNCIL LU/12/17/RES			
Total				126

[illegible]

Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
	per unit	Total	per unit	Total	
52	0	2	0	5	59
122	0	7	0	12	141
69	0	1	0	5	74
0	0	0	0	0	0
4	0	1	0	1	6
12	0	0	0	1	14
6	0	1	0	1	8
265		10.90		25.20	301

PROJECT
CENTRE
PEOPLE | PASSION | PLACES



PARKING SPACE DATA									
NO.	TYPE	LOCATION	AREA (SQM)	NO. OF SPACES	NO. OF SPACES	NO. OF SPACES	NO. OF SPACES	NO. OF SPACES	NO. OF SPACES
1	Allocated	Block 1	100	10	10	10	10	10	10
2	Allocated	Block 2	100	10	10	10	10	10	10
3	Allocated	Block 3	100	10	10	10	10	10	10
4	Allocated	Block 4	100	10	10	10	10	10	10
5	Allocated	Block 5	100	10	10	10	10	10	10
6	Allocated	Block 6	100	10	10	10	10	10	10
7	Allocated	Block 7	100	10	10	10	10	10	10
8	Allocated	Block 8	100	10	10	10	10	10	10
9	Allocated	Block 9	100	10	10	10	10	10	10
10	Allocated	Block 10	100	10	10	10	10	10	10
11	Allocated	Block 11	100	10	10	10	10	10	10
12	Allocated	Block 12	100	10	10	10	10	10	10
13	Allocated	Block 13	100	10	10	10	10	10	10
14	Allocated	Block 14	100	10	10	10	10	10	10
15	Allocated	Block 15	100	10	10	10	10	10	10
16	Allocated	Block 16	100	10	10	10	10	10	10
17	Allocated	Block 17	100	10	10	10	10	10	10
18	Allocated	Block 18	100	10	10	10	10	10	10
19	Allocated	Block 19	100	10	10	10	10	10	10
20	Allocated	Block 20	100	10	10	10	10	10	10
21	Allocated	Block 21	100	10	10	10	10	10	10
22	Allocated	Block 22	100	10	10	10	10	10	10
23	Allocated	Block 23	100	10	10	10	10	10	10
24	Allocated	Block 24	100	10	10	10	10	10	10
25	Allocated	Block 25	100	10	10	10	10	10	10
26	Allocated	Block 26	100	10	10	10	10	10	10
27	Allocated	Block 27	100	10	10	10	10	10	10
28	Allocated	Block 28	100	10	10	10	10	10	10
29	Allocated	Block 29	100	10	10	10	10	10	10
30	Allocated	Block 30	100	10	10	10	10	10	10
31	Allocated	Block 31	100	10	10	10	10	10	10
32	Allocated	Block 32	100	10	10	10	10	10	10
33	Allocated	Block 33	100	10	10	10	10	10	10
34	Allocated	Block 34	100	10	10	10	10	10	10
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37	Allocated	Block 37	100	10	10	10	10	10	10
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39	Allocated	Block 39	100	10	10	10	10	10	10
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98	Allocated	Block 98	100	10	10	10	10	10	10
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119	Allocated	Block 119	100	10	10	10	10	10	10
120	Allocated	Block 120	100	10	10	10	10	10	10
121	Allocated	Block 121	100	10	10	10	10	10	10
122	Allocated	Block 122	100	10	10	10	10	10	10

LEGEND - PARKING ALLOCATION

255

Allocated Parking
255 spaces total

Allocated Garage
8 spaces total

Unallocated Visitors Parking
27 spaces total

13

Unallocated Resident Parking
13 spaces total

10

Unallocated Visitor Motorcycle
Parking
10 spaces total

Cycle Visitor Parking
20 spaces total
(min required $\frac{120}{8} = 15$)

Hatching / 'D' mark
Mobility impaired parking
spaces

SCALE 1/1000
0m 5m 10m 15m 20m 25m

B	Drawing revised to reflect layout changes. Turning heads to plus 32, 30 & 31 extended as advised by Engineer. Plus 27 - 32 shifted slightly to accommodate separation between units and their parking provision. Clapton (p. 27) related to make rear garden more efficient.	05.08.2017
A	Site layout revised to accommodate LA comments.	07.07.2017
Rev		Date

Together, we make a home

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

Site:
Phase 2
Littlehampton

Date:
February 2017

Scale:
1:1000 @ A3

Dwg No:
543_P2_SITE LAYOUT_105

Drawing Title:
Site Layout - PARKING STRATEGY

Drawing Status:
PRELIMINARY

Drawn:
KJ

Rev:
B