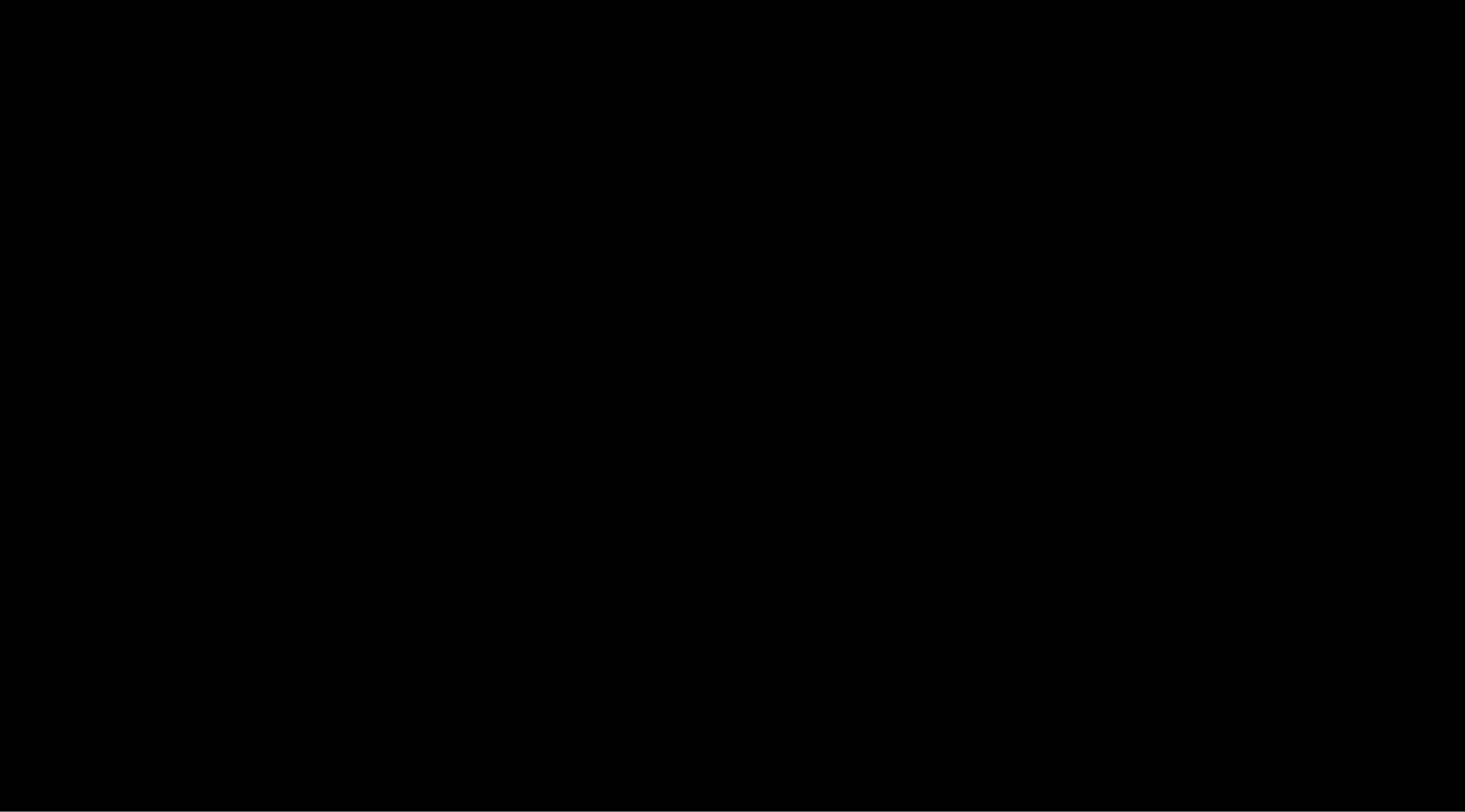




From: Graham, Laura [REDACTED]
Sent: 01 November 2017 17:51
To: Michael Eastham
Subject: Parcels B1, B2, C1 and C2 (ref: LU/121/17)

Dear Michael

Please find attached the amended planning layout, drawing schedule and response to WSCC comments for Parcels B1, B2, C1 and C2 (ref: LU/121/17). I have also popped a hard copy of all amended drawings and documents on a CD which is in the post.

As per your email advice on Monday 23rd October we have proceeded with option 1, which proposed individual parking courts. Additional landscaping has been incorporated where possible. Key to this design is that:

- 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.

Addressing WSCC Highway Comments

I have attached an annotated response to comments raised by WSCC Highways. Hopefully these are comprehensive and detail the changes that have been incorporated or responses to address the comments made. In addition there is an amended RSA 1 Report Report and Addendum Report.

Addressing WSCC Landscape and Sussex Police Comments

These have also been comprehensively reviewed and amendments made to both the landscape plans and planning layout.

With regard to the police comments and parking bays for Plots 101, 65 and 55 - the officer possibly hasn't referred to the submitted elevations as all these have habitable rooms at the rear elevation and as such adequate overlooking on to these bays has been provided for.

Continuous Verge

As highlighted in my email of 23rd October this comment relates to the continuous verge in front of the commercial / retail 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.

However, as per correspondence with yourself we have proposed tree grills, and the submitted information is as per the information that you accepted yesterday (31st October).

Car Parking

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 be made up by unallocated and visitor spaces.

Notwithstanding this we have reviewed parking on site and sought to increase provision. A revised parking calculator and parking layout plan is provided with the amendments.

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.

Drainage Officer Comment

It is extremely disappointing that it has taken your Drainage Officer 7 months to come to the conclusion that he does not know enough about the site, which is really not an acceptable response. The onus is on him to familiarise himself with site and if he has issues to speak with yourselves to get a full appraisal.

I suggest that he refers to the outline consent that we are delivering under and makes himself aware of the foul and surface water drainage strategy contained in the Environment Statement. He then needs to read the decision notice to understand exactly what we are required to do, which is provide the necessary details to discharge conditions 10, 11, 12 and 13. We do not have to detail the overall principle of the drainage scheme as this has already been accepted. The technical note submitted with the application clearly sets out the background to the site, including what the outline application approved in principle, and how we comply with that.

In general our surface water will be discharging into permitted outfall B (which has EA consent) and foul will connect by a gravity system into the proposed pumping station, and from there conveyed by the raising main serving Phase 1 to a connection point in Mill Lane. So its all relatively simple.

I think if the Drainage Officer is unable comprehend the document submitted (which really is very easy to read) and his remit, then it probably falls on you to review the material. If you have any specific questions please let me know and I will forward these over to our drainage consultants. However, we can not let this very late response from an Officer who obviously has no significant input to make to hold up the issuing of the decision any further. We have worked extensively with both yourself to address design and highway issues, therefore the application as submitted should now be approved.

Decision Making

Could you please confirm that a decision will be made under delegated powers? I note your comment that the Town Council usually requests applications to go to committee, however as they have confirmed that they have no objections I am not sure if there is a basis for them to request a committee meeting.

If this is not possible, can we please ensure that the application goes to the next Planning Committee which is on 15th November. Given this application was submitted in March we really can not afford any more delays.

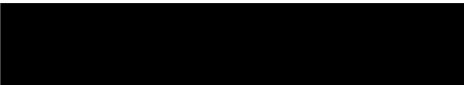
Any queries please call.

Many thanks
Laura

Laura Graham
Head of Planning

Land & Technical Department

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



laura.graham@persimmonhomes.com
www.persimmonhomes.com

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