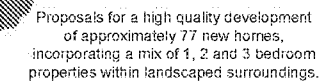


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Business Reply Mail



On behalf of **CLARION**
01907 254623 / 210000

Thakeham Client Ltd, Thakeham House, Summers Place,
Stane Street, Billingshurst, RH14 9GN

8. Landscaping

Areas of open spaces are provided throughout the site with a variety of different types of landscape, including rich wildflower amenity grasslands and more formal open spaces. This will meet a variety of needs and create an attractive development with different landscape characters to create a sense of place.

A network of trees including native and structural trees are proposed to create an attractive landscape setting, as well as connecting the site with the wider landscape and supporting ecological movement within and through the site. Native trees will be planted within the open spaces, ranging from species such as Oak, Hornbeam to smaller species, such as Field maple. Structural trees will be planted adjacent to roads with specimen and ornamental trees as Hornbeam 'Streetwise' and Prunus 'Pissardii Nigra' planted at focal points.

Plot frontages are defined through a combination of hedge and shrub planting forming a defensible space to the dwellings such as Privet or Escallonia. Front gardens will also be planted with wildlife friendly, decorative shrubs providing nectar and pollen for bees and insects. The shrubs will be mostly evergreen with some deciduous providing all year round texture, colour and interest. Species include: Skimmia 'Fragrans', Spiraea 'Goldflame' and Sweet Box.

The provision of wildflower grassland within the open spaces will increase biodiversity interest and provide an attractive setting for informal play and outdoor recreation. Spring bulbs will also be included in key locations to provide variety within grassed areas and an early spring interest.

For principal vehicular areas and the main footpath routes, tarmac is proposed. Block setts will be used for rumble strips to slow traffic. Private drives and most parking bays will be laid with grey block paving. Within the home zone areas block paving in brindle is proposed to footpaths.

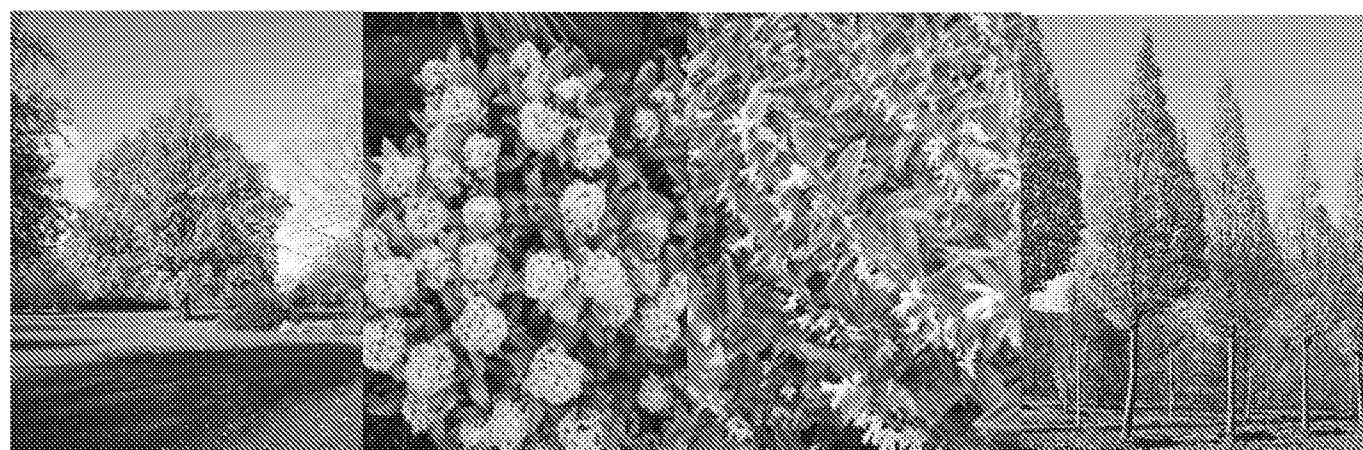
For further details relating to hard and soft landscaping please refer to the Landscape Architect's information which accompanies this submission.



Example of structure planting



Examples of open space and wildflower grassland



English oak

Skimmia japonica
'Fragrans'

Sweet box

Hornbeam 'Streetwise'

Biodiversity

An extended Phase 1 Habitat survey and protected species surveys have been undertaken in 2018. The protected species surveys included a reptile presence/likely absence survey and an endoscopic survey for roosting bats of two trees requiring removal for reasons of Health and Safety. The Application Site is dominated by grassland. The features of ecological interest are concentrated to the site boundaries and include the mature hedgerow on the western boundary and mature tree lines southern and south-east boundaries. The protected species surveys identified a low population of slow-worm to be present but no confirmed evidence of tree roosting bats within the trees proposed for removal.

The conservation measures include the retention of the boundary trees and hedgerow and removal of Japanese Knotweed within the north-west corner. Significant biodiversity enhancements will be included within the development as follows:

- Strengthening of the western boundary hedgerow
- Removal Japanese Knotweed;
- New native species-rich hedgerow planting along the southern and eastern boundaries;
- Wildflower meadow sowing within areas of public open space;
- Introduced shrub and herbaceous borders.
- Incorporation of scattered trees such as whitebeam and wild cherry.
- Installing wooden-slat compost bins within rear gardens;
- Reptile hibernacula creation;
- Installation of bug boxes;
- Installation of house sparrow terrace boxes and Habibat bat boxes; and
- Creation of 5sq" gaps at the base of boundary fence lines to allow

Further details of the surveys undertaken and proposed enhancements are included in the Ecological Impact Assessment which accompanies this application.

9. Sustainability

The orientation of the houses has been arranged where possible to maximise solar gains to the main living spaces and thus reduce loadings on heating equipment. Summer overheating will be addressed by the inclusion of opening areas to the windows. All rooms are provided with opening lights and trickle vents to allow for natural ventilation.

The building envelope fabric will provide the required thermal and air leakage rates to comply with the requirements of the current Part L of the Building Regulations. Efficient fabric design combined with low ventilation heat loss and passive solar gains can reduce demand for heating.

10. Crime Prevention and Community Safety

The layout of the development has been designed to prevent crime and the fear of crime in accordance with Government guidance. The development incorporates the following features:

- Traditional streets and communal spaces that are overlooked by the surrounding houses to ensure natural surveillance allowing residents and visitors to feel safe in both the daytime and at night.
- Exposed back gardens are avoided to minimise the risk of unauthorised entry to properties from the rear.
- Boundaries between public, communal, semi-private and private spaces are clearly defined by fences, railings, hedges and other forms of planting/soft landscaping.
- The layout promotes a sense of ownership both individually and communally by having clearly defined boundaries to the areas of open space such as the public open spaces, smaller areas of amenity space; and the curtilage of each property.
- Properties are orientated to overlook these public routes. This provides an acceptable level of access and movement without increasing the opportunity to commit crime.
- Car parking is mainly provided within residential curtilage in driveways located to the front or side of properties, or in small well lit courtyards overlooked by residential properties.
- Secure cycle storage is provided either in purpose built sheds located in the rear gardens of the houses or in secure external structures to the apartment buildings.

11. Mobility and Access

Having regard to the nature of the development, it is likely that a significant proportion of transport to and from the site, for most trips, will be by private motor car. The proposed vehicle access to the site would be provided direct from Cornfield Close via the existing access spur with a new footway created to one side, towards the western boundary at the entrance to the site.

The access from Cornfield Close will be maintained with the entry radii and a carriageway width as existing. Visibility at the access will be maintained as per the existing layout which is appropriate to the level of use and the speed limit. The access will be provided to the standards set out in the Manual For Streets and the internal distribution road will be designed to appropriate local Highways Authority adoption standards in terms of design and construction criteria. However, the internal distribution road and parking courts will not be offered for adoption.

The proposed access is directly from an established local access network with safe and convenient vehicular and pedestrian movement. The development has been designed to allow access to all parts of the site for fire fighting and rescue as well as refuse disposal.

Communal refuse and recycling enclosures are located within short distance of the front door to each of the dwellings and close to the access road for collection.

All parking has good visibility with regard to turning and parking and other vehicle movements. Main entrance access to the site and the dwellings is obvious and immediate. There is safe and level access to all parts of the site, amenity and the dwellings. Designated crossing points will be designed with contrasting paving and dropped kerbs.

Inclusive level access is provided into and around the dwellings in accordance with Part M4(1) of the Approved Documents and all front entrances are to be constructed with 'flush' thresholds.

Pavements will be graded to ensure access by any mobility impaired persons while not being impeded by slopes. The relative level topography of the site means that footways will have gradual gradients which will be appropriate for all people. The open spaces in the scheme will be designed to be accessible by all members of the community.

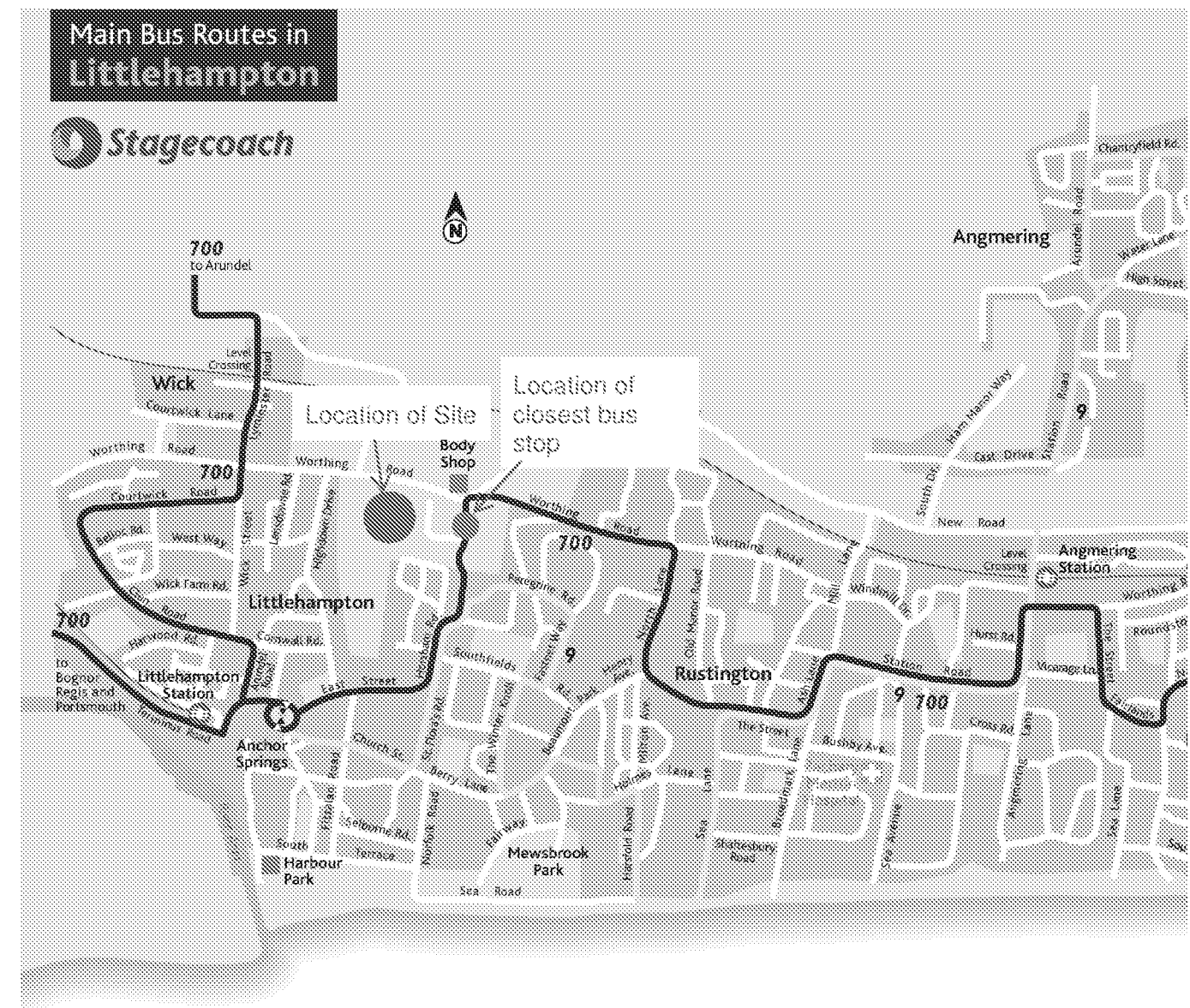
The closest bus stop is approximately 450m walking distance east from the application site entrance on Horsham Road.

Bus routes 700, which can be described as a premium service as it provides a service every 10-20 minutes Monday through Sunday to key destinations, provides links to Littlehampton to the west (and the main line railway station connecting to Bognor Regis and Portsmouth) and Angmering to the east (and the main line railway station connecting to Brighton and Worthing).

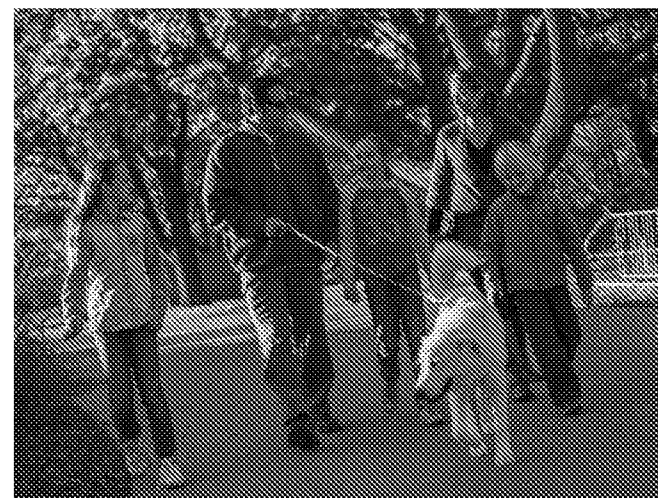
The A2459 Worthing Road is immediately to the north of the site providing easy accessible access to the A27 and the national motorway network beyond.

Roads and footways will be designed to allow for ease for walking and cycling throughout site. Each dwelling will be provided with secure cycle storage.

For further details please refer to the Transport Statement which accompanies this application.

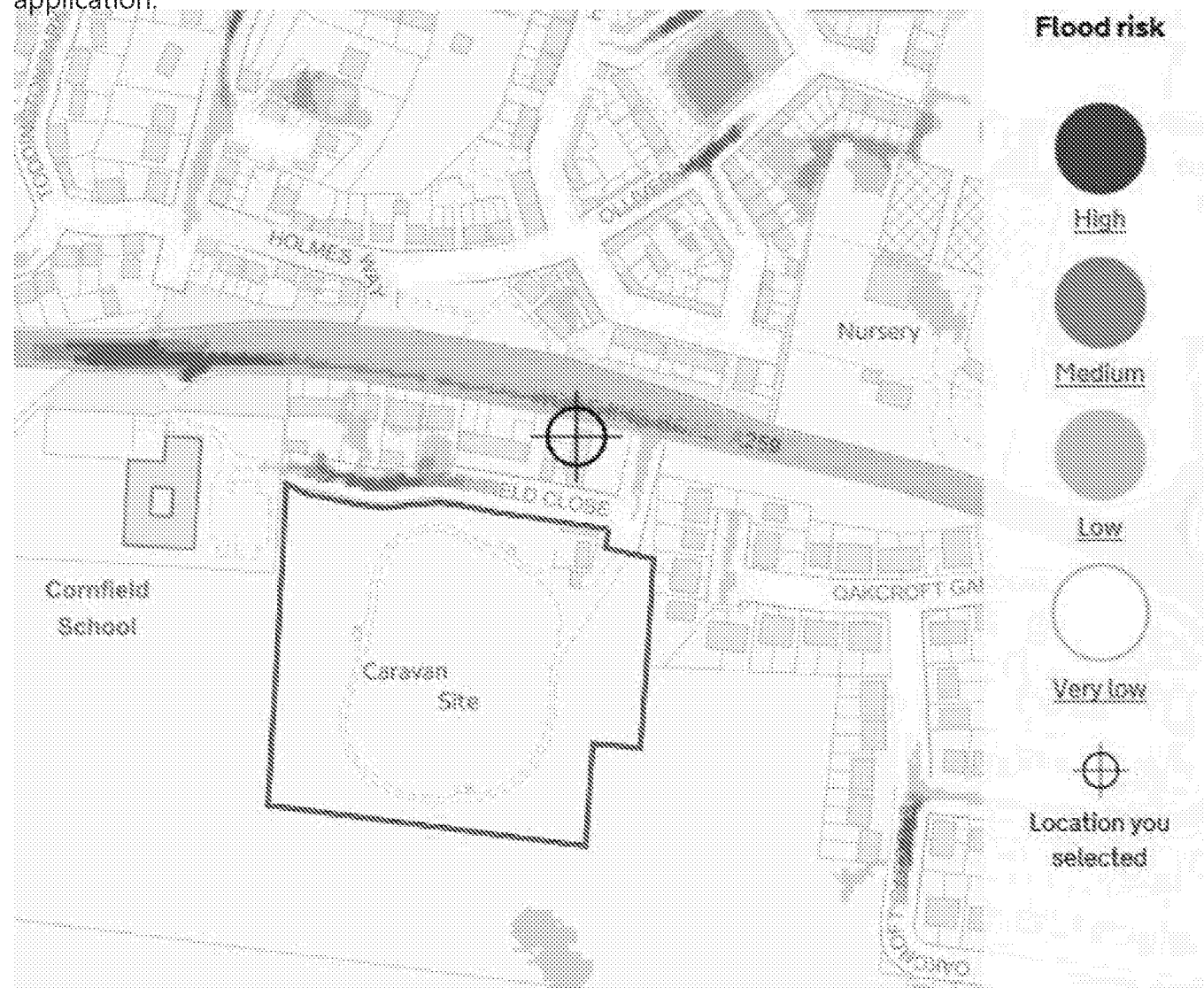


Bus Routes



12. Flood Risk

The site location has been checked with the online Environment Agency Flood Map which indicates the site is at very low risk of flooding. A flood risk assessment accompanies this application.

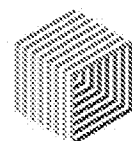


Extract from online Environmental Agency Flood Map for Cornfield Close, Littlehampton, East Sussex (Site outlined in red)

Appendices



r h partnership architects
30 - 31 Foundry Street, Brighton



CLARION
HOUSING GROUP

Appendix A; WSCC Parking Calculator

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1

Brookfield

District

Arun

Ward 2

Wick with Toddington

District

Arun

Ward 3

Ham

District

Arun

Ward Tempro Factor 2009-2026

1.079093

District Tempro Factor 2009-2026

1.067644

west
sussex
county
council

Ward Finder

Postcode

BN176LD

Ward

Brookfield Ward

Note:

No special provision need be made for visitors where at least half of the total parking provision ass a development is unallocated. In other circumstances, it may be appropriate to allow for additiona visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and numr Bedrooms is used this will need to be converted. A general guide for conversion is as follows but m some cases.

Houses

1 bed = 3 rooms

2 bed = 4 rooms

3 bed = 5 rooms

4 bed = 6 rooms

5 bed = 7 rooms

Flats

Studio = 1 room

1 bed = 2 rooms

2 bed = 3 rooms

3 bed = 4 rooms

4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The War highlight if the Census data does not include data for certain dwelling sizes. In such cases car owne have been obtained using the nearest sized dwelling with same tenure and ward. For example, if n available for a private house with 1 room then data for a private house with 2 rooms has been user Ownership Data is highlighted in purple where such an approach has been used. Where Census dat small samples for certain sized dwellings this is highlighted in red if <20, and green if <50 in the Tot column. In such cases, other wards should be selected to achieve a higher sample size.

Report Summary Table

DEVELOPMENT MIX					ALLOCATED PARKING	PARKING DEMAND					
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)		Allocated No.	Unallocated for Residents		Unallocated for Visitors		Total Demand
A	Houses	Private	5	1	2	2	0	0	0	0	2
B	Houses	Private	5	30	2	60	0	4	0	6	70
C	Houses	Private	4	21	2	42	0	1	0	4	47
D	Houses	Council/Housing Association (not including shared ownership)	4	6	2	12	0	0	0	1	13
E	Houses	Private	5	1	2	2	0	0	0	0	2
Block A	Flats	Private	4	6	2	12	0	0	0	1	13
Block B	Flats	Council/Housing Association (not including shared ownership)	3	2	1	2	0	0	0	0	3
Block B	Flats	Council/Housing Association (not including shared ownership)	4	10	1	10	0	1	0	2	13
K											
L											
M											
N											
O											
P											
Q											
R											
S											
Total				77		142	5.94		15.40		163

PROJECT
CENTRE

PEOPLE | PASSION | PLACES