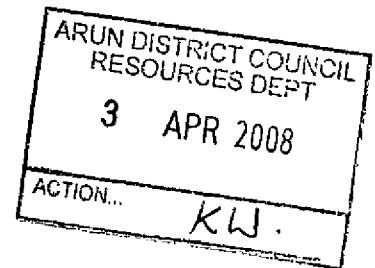


Att: Mr K .Wheway (case officer)  
Planning and Housing  
Arun District Council  
Maltravers Road  
Littlehampton  
West Sussex BN17 5LF

ACK



2nd April 2008

Re: BR/60/08

**Proposed development of 262 Hawthorn Road with 36 units of sheltered accommodation by McCarthy & Stone**

**Highway Considerations**

Dear Sir,

You may recollect the concerns I raised in relation to the previous application on this site no BR/388/06.

At that time the WSCC Highways Consultation cleared the provision of a new proposed access. However I pointed out that:

1. No proper safety audit had been carried out that indicates the appropriate visibility splays.
2. The provision of another access through no 252 had not been taken into account.

I now note that the WSCC Highways Consultation has slavishly followed the previous comments in considering the current application. They have still not requested a safety audit and still have not considered the additional permitted access adjoining the site through no. 252. Their new recommendation is therefore open to question as it appears to be contrary to the provisions and recommendations of the Local Design Guide which is a material policy document.

The **only traffic and** highway design information regarding the proposed access to this site was produced at the appeal in the form of a report by Dr Allan Burns. I note that the applicant has not chosen to produce this with their current application.

A transport critique has recently been carried out a copy of which is attached. This confirms that the information in the applicants' report was fatally flawed in particular relating to the percentile speeds of traffic passing the site. It also highlights the necessity of having a proper safety audit.

The current application should be treated separately from any previous application and at the very least a proper safety audit should be carried that takes into account the approved adjoining access. The contents of the attached critique and data should also be considered. I believe that it is essential that specific visibility splays are imposed for the avoidance of any doubt.

If the provision of the 2M footpath is to be dealt with by a Grampian Condition as suggested by the WSCC then this must require the applicant to complete this **prior to the commencement of the development**. Uncertainties over ownership and status of the adjoining land required to form the footpath must be resolved at an early stage. For obvious reasons this is not a matter that can be left until the development is completed.

Yours Faithfully



G.C.Burrows.

Encs. Transport Critique and survey carried out by Martin Knowles of MK Transport and Planning.

Cc: Ian Gledhill, Development Control Assistant, WSCC Highways