



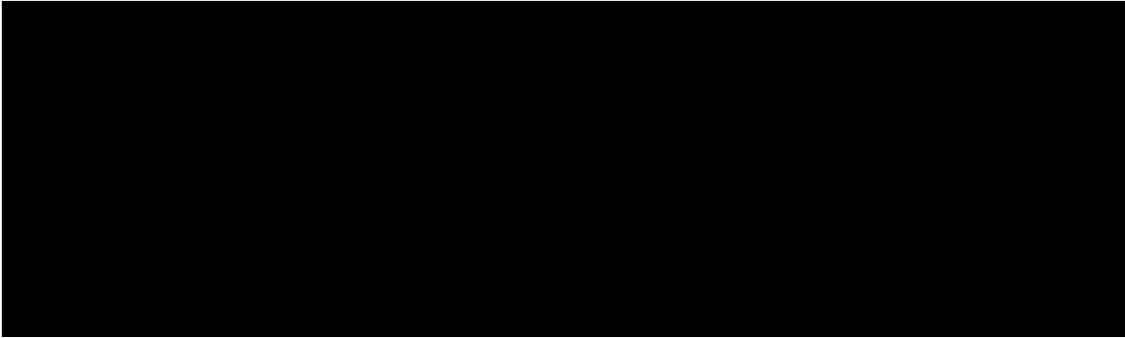
Hi,

Please add the above revised layout plan and highways technical note for application P/116/19/OUT.

Also add the email below too please. I will change the description of the proposal to include access but can you also prepare site notices to reflect this change in description and re-consult those originally consulted.

Many thanks,

**David Spring** B.Sc, M.Sc, M.A



Dear David

Further to our recent emails we have looked again at highways and can confirm the following.

As requested we confirm that the access and highway matters now form part of the application and are not a reserved matter. I ask that you amend the application records accordingly.

We also attach a substitute layout plan which is indicative other than in relation to access, parking and turning.

Physically and due to ecosystem harm it would not be possible/appropriate to enter the application site through the strategic housing site. This is because it would involve putting a road through the approved parkland and pond, forming a culvert over the water course and the removal of existing trees.

The costs involved in redesigning that scheme, paying for the road in and paying the owner of that land 30% would make such an option completely non viable.

Instead we have looked at improving our scheme and bringing in a highway safety gain. This includes:

- closing off the existing access to Sefter School house and accessing that property through the application site. That access has poor visibility and is far closer to the junction with Pagham Road.
- As you know we will be giving up the builders storage yard use on the application site.
- We will close up the access that serves the builders storage yard and creating a new access.
- The proposed new access has been moved further west to increase visibility to the east (the nearside of the highway).

A further highway note has been prepared which addresses the following:

- Proposed traffic flows and its likely impact on highway capacity and safety.
- The appropriateness of the access to serve the proposed development, including visibility.
- The appropriateness of the proposed parking provision for cars and cycles.
- The strategy for the collection of waste and recycling.

The report also includes:

- Bus travel in the vicinity of the application site.
- Accident records
- Traffic speed survey

The report concludes that:

- Based on current TRICS data the proposed dwellings will likely generate 26 trips per day with just three vehicles during peak hours. This number is simply too low to have an impact on highway capacity and safety.
- The closure of the existing accesses will bring about highway safety benefits.
- The proposed visibility splays comply with DMRB TD 9/93, as requested by WSCC.
- The proposal more than complies with WSCC cycle and car parking standards.
- A regular bus service operates and has bus stops 100m from the application site.
- 11.2m refuse collection vehicles can turn within the site.

As a result the highway consultants conclude that the proposed scheme is acceptable in highway terms.

Attached to this email is a copy of my clients substitute site layout plan and a copy of the Highways Technical Note and associated attachments.

Can you please confirm that this is acceptable and deals with all of the concerns raised. I suspect that you will need to re-advertise the application and re-consult various parties. Also, if you require a fresh site notice to be put up, please email a copy to me and I will put it up and send you a photograph of it in place.

With this in mind I look forward to hearing from you and thank you for your time and consideration in this matter.

Kind regards

Liz