

**From:** Steven Shaw [REDACTED]  
**Sent:** 06 July 2021 13:30  
**To:** Simon Davis <[Simon.Davis@arun.gov.uk](mailto:Simon.Davis@arun.gov.uk)>  
**Subject:** Y/49/21/RES WSCC Highway Authority Comments

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Hi Simon,

As you are aware the applicant of the above planning application has submitted further information on transport which is attached.

The applicants further information seeks to address and provide clarity on the original comments made by WSCC as Highway Authority dated 17<sup>th</sup> May 2021. The Highway Authority comments on this further information is below:

- **EV Charging** – the applicant has confirmed that EV charging points shall be provided in accordance with Arun District Council's Parking Standards SPD. Further details of this provision can be secured via condition as necessary.
- **Secure Cycle Storage** – previously the Highway Authority asked for clarification as to the nature of the cycle stores for the properties who either did not have access to a garage or a communal cycle store. The applicant has submitted further information and indicated that these stores shall be the Trimetals Cycle Store. This type of cycle parking is deemed acceptable and further details and their implementation can be secured via condition.
- **Design speed and visibility** – the applicant has now confirmed that the speed limit for the sites spine road shall be 20mph. Given the residential nature of the development and the proposed engineering measures to reduce vehicle speeds this is deemed an appropriate speed limit in this instance. Further details can be arranged as part of the detailed design through the S38 agreement.
- **Cycle infrastructure** – WSCC previously asked the applicant to review the proposed cycle infrastructure along the spine road against the guidance in the Local Transport Note 1/20. The applicant has now done this. WSCC's view is that the design of the residential roads are considered to be in accordance with the guidance in LTN 1/20 and are appropriate for and encourage cycling on the carriageway. The shared use

pedestrian and cycle route provides an additional provision for those less confident cyclists to travel by bike off-carriageway. It is considered that the majority of cyclists shall cycle on the carriageway but there is an alternative provision for less confident ones. The overall provision is therefore deemed acceptable.

- **Broken links at the end of cul-de-sacs** – WSCC previously requested that the broken links at the end of cul-de-sacs were made wide enough to accommodate both pedestrians and cyclists. This is to ensure the street design is in accordance with best practice guidance and enables cyclists to travel along all streets and ensure the development is permeable. The applicant has stated that there will be an informal footway along this route for pedestrians and cyclists to use and that it is anticipated this would be suitable for both pedestrians and cyclists. The Highway Authority are of the view that these routes need to be 3m wide and should have some form of modal filter (single bollard) to prevent vehicle access. Further details of these arrangements could be secured via condition and the Highway Authority would look for a suitably worded condition on any permission granted.
- **Footway provision from the site access** – In their original comments WSCC requested that a footway be provided between plot one and the site access on the eastern side of the sites spine road. This was to provide the most direct means of pedestrian access into the development. The applicant has stated that there is a footpath on the western side and that there would be no reason for pedestrian to cross. This alternative route whilst it may be attractive it would not provide as a direct route for pedestrian and therefore the Highway Authority are still of the view that this footpath is required. It would also avoid the need for pedestrians to cross the road at the site access as they could carry on their route on the eastern side of the spine road. The provision of this pedestrian link could be secured via condition.
- **Straight sections of roads** – WSCC previously raised concerns about certain sections of road that were relatively straight where no road treatments were provided. These occurred for example at plots 14-21, 140-165 and 223-273. WSCC asked for consideration to be given to additional raised features in these locations and where the cycle link heading to Drove Lane crosses the road. The applicant has come back and stated that they shall consider additional measures during the Section 38 process. The Highway Authority are of the view that these additional measures are required and should be agreed through the planning process. A suitably worded condition could secure further details of appropriate treatments in these locations to assist in reducing vehicle speeds.

To conclude the applicant has now provided sufficient clarification to the original Highway Authority. WSCC as Highway Authority have no objections to planning application Y/49/21/RES subject to the inclusion of suitably worded conditions detailed below being included on any permission granted.

- Details of EV Charging provision
- Provision of footpaths, carriageway, car parking and cycle parking serving each unit prior to the occupation of that unit
- Details of pedestrian and cycle provision at the end of cul-de-sacs to provide a continuous and safe cycle route in these locations
- Further details of a 2m footway on the eastern side of the spine road between the site access and plot 1
- Further details of carriageway treatments to help reduce vehicle speed outside plots 14-21, 140-165, 223-273 and where the cycle link heading to Drove Lane crosses the road.

Regards

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