

Simon Davis

From: Havis, Sean <[REDACTED]>
Sent: 11 June 2021 15:54
To: Steven Shaw; Simon Davis
Cc: Sparkes, Jessica
Subject: RE: *EXTERNAL: RE: Drove Lane, Yapton (Y/49/21/RES) - Comments
Attachments: Drove Lane, Yapton (Y/49/21/RES) - Comments

Categories: For future upload

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Hi Steven,

Thank you for confirming receipt.

It has not been formally submitted to the LPA to date.

Simon, please find the original email and attachments sent to Steven and Ian at WSCC Highways attached. Can this please be uploaded to the current planning application (Ref. Y/49/21/RES).

Many thanks,
Sean

Sean Havis (AssocRTPI)
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BARRATT
HOMES



DAVID WILSON HOMES
WEST SUSSEX HOMES

From: Steven Shaw <[REDACTED]>
Sent: 11 June 2021 15:49
To: Havis, Sean <[REDACTED]>
Cc: Sparkes, Jessica <[REDACTED]>; Simon Davis <Simon.Davis@arun.gov.uk>
Subject: *EXTERNAL: RE: Drove Lane, Yapton (Y/49/21/RES) - Comments



EXTERNAL EMAIL WARNING

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Sean,

Thank you for this further information.

Can I just check whether this has been formally submitted to Arun as LPA or not?

I shall review next week and provide updated comments to Simon Davis.

Regards

Steven Shaw BA (Hons) MSc MCIHT

County Highways (Development Management) Team Manager

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From: Havis, Sean <[REDACTED]>

Sent: 28 May 2021 08:55

To: Ian Gledhill <ian.gledhill@westsussex.gov.uk>; Steven Shaw <Steven.Shaw@westsussex.gov.uk>

Cc: Sparkes, Jessica <[REDACTED]>

Subject: Drove Lane, Yapton (Y/49/21/RES) - Comments

Morning Ian and Steven,

Hope you are both well.

We have been reviewing comments on the Planning Portal on our revised Reserved Matters submission (Ref. Y/49/21/RES) at Drove Lane, Yapton (Arun District Council). We noted that WSCC Highways have requested further detail regarding EV Charging, secure cycle storage and a number of comments regarding the residential street layout. Please find below further clarification on the points raised, I hope this assists in addressing your queries and enables a positive consultation response.

EV Charging – EV Charging Points will be provided in accordance with Arun District Council's adopted Parking Standards SPD (January 2020). We will therefore be providing all dwellings that have either a driveway and/or a garage with an active EV Charging Point, with 20% of other spaces also provided with an active EV Charging Point.

Secure Cycle Storage – Dwellings who do not have access to either a garage or a communal cycle store, will be provided with individual secure and covered cycle stores. These will likely be in the form of Trimetals Cycle Storage; <https://www.trimetals.co.uk/product/metal-bike-storage/>. Please find further information on this in the attached 'Protect a Cycle Information' PDF.

Design speed and visibility – The proposed speed limit for this development will be 20mph based on the character of environment, being residential. Measures have been taken to keep speeds low, including speed restraint mitigation.

Carriageway widths – Noted. We will be seeking, where possible, for roads to be adopted. Individual circumstances can be discussed further as part of the S38 discussions.

Cycle infrastructure – Cycle routes have been kept separate from the motor running lanes as far as is practicable. The site will have low design speeds for vehicles. LTN 1/20 states routes should be coherent; direct; safe; comfortable and attractive, which we have looked to provide. We will work proactively with yourselves (WSCC Highways) at the technical approval stage for the Section 38 adoption to ensure the requisite safety measures, such as signage and white lining / markings are provided to enhance the riders safety and environment, in accordance with the guidance set out in LTN 1/20.

Street Lighting – This has been designed in accordance with the relevant guidance and legislation and will also go through the technical vetting required to achieve Section 38 adoption.

Section 38 agreement – The purpose for the footpath route is to enhance the attractive nature of this central, landscaped zone, whilst still providing connectivity for pedestrians to the highway. I understand this was discussed with WSCC Highways at an earlier stage and was deemed acceptable.

Footway provision – Advice was previously sought from WSCC Highways on the provision of footways and their geometry. It was confirmed that locally reduced widths would be acceptable, particularly where there is a full width footway on the opposite side of the carriageway.

Broken links at the end of cul-de-sacs – In addition to the pedestrian links between the cul-de-sacs, there will be an informal footway along this route for pedestrians and cyclists to use. It is anticipated this would be suitable for both pedestrians and cyclists.

Footway provision from the site access – The site access has been subject to a Section 278 Technical Review and has been approved on the current layout. Part of the technical vetting was assessing the safety, a road safety audit was carried out and the recommendations taken in to account. There is a footpath that winds through the existing trees in to the site providing an attractive route for users. There would be no reason pedestrians would want or need to cross until plot 1 where we have provided a safe point to do so.

Straight sections of roads – Advice from WSCC Highways was sought in this regard with measures implemented at the locations they requested. We will address it further if during the Section 38 process it is deemed further measures are appropriate.

PROW – We are awaiting to hear from WSCC Public Rights of Way Team but will work proactively with them to ensure Public Rights of Way remain open where possible, and if not, a suitable diversion is put in place. We have formed a good working relationship with the WSCC Public Rights of Way team on our other developments in Haywards Heath (Rookery Farm) and Hassocks (London Road).

Please do let us know if you have any further queries and we will seek to address/clarify these as soon as possible.

Many thanks,
Sean

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