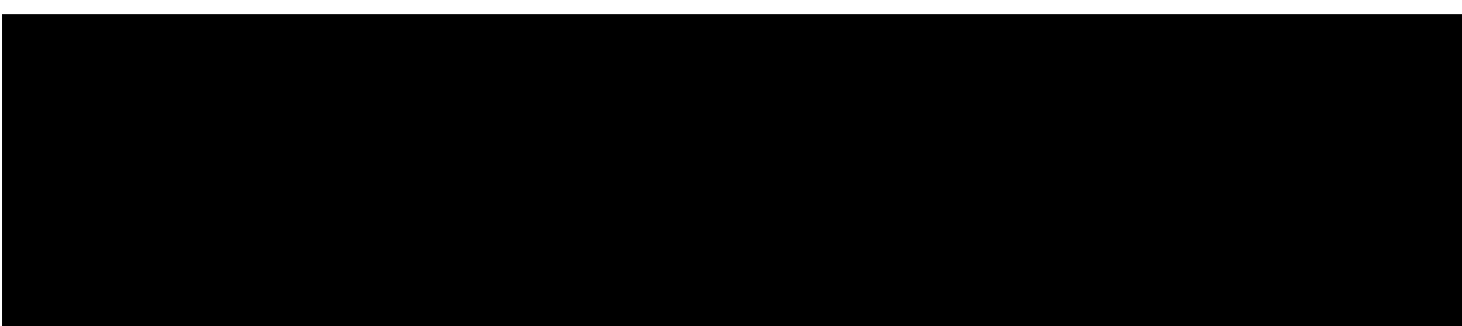
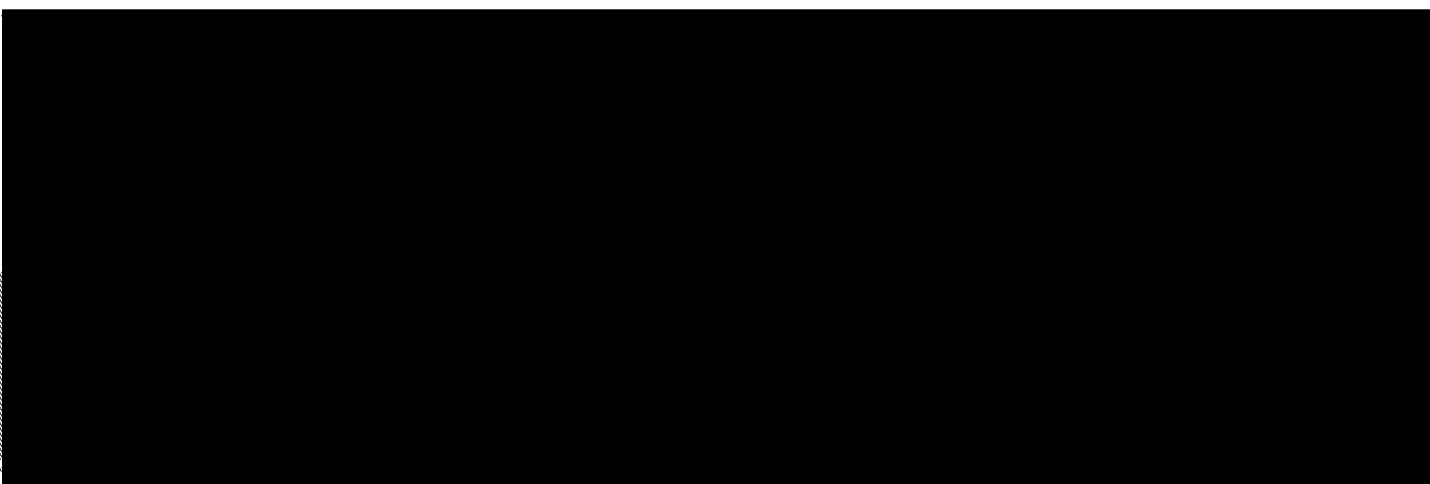


From: patrick.barry [REDACTED]
Sent: 18 July 2017 11:13
To: Andrew Wood
Cc: Stewart Rose; Dominic Smith
Subject: FW: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

Andrew,

There has been some confusion on documents submitted to address comments from WSCC Highways. I have reviewed the online records and note that the updated Transport Statement (rev 7) (including tracking plans at Appendix D as requested by WSCC) and the updated Road Safety Audit (addressing previous typo referring to 'Midhurst Road') do not appear to have been uploaded.

Both documents have been submitted under cover letters dated 28.03.17 and 21.06.17. Weirdly the other documents (revised plans and ecology reports) have been uploaded. They are attached here again for formal submission.

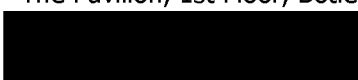
Can you please formally request comments from WSCC on this basis (Dominic Smith copied in for reference).

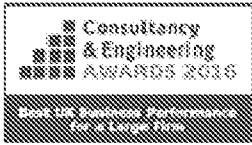
Regards

Patrick Barry
Associate Director

WYG

The Pavilion, 1st Floor, Botleigh Grange Office Campus, Hedge End, Southampton, Hampshire, SO30 2AF





From: Stewart Rose [REDACTED]
Sent: 18 July 2017 09:30
To: Dominic Smith [REDACTED]
Cc: patrick.barry <[REDACTED]>
Subject: FW: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

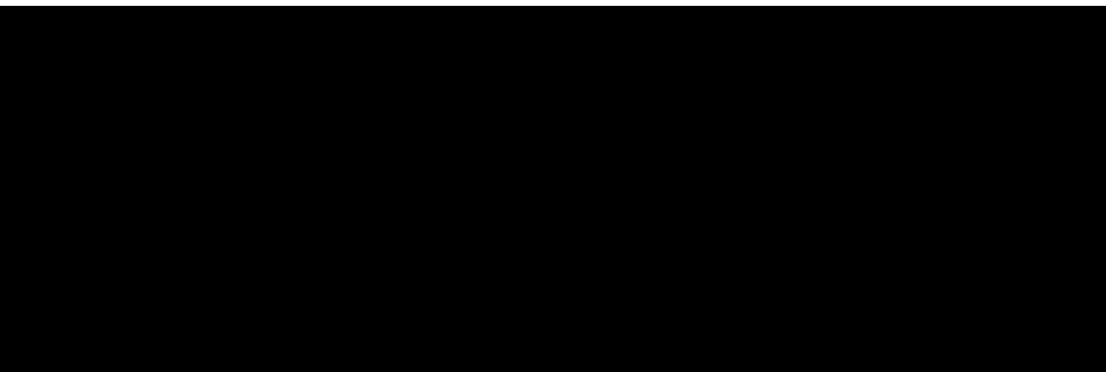
Good morning Dominic, I trust you are well?

I just left you a voicemail on Cinder's Lane and thought I'd follow up with this quick note. I see you have provided a consultee response to the additional information (amendments to the red line) provided to Arun DC, which raises no further comments outside of those in your original response. Your original response raised an objection, requesting vehicle tracking and a Road Safety Audit. However, vehicle tracking and a RSA were both provided to Arun DC as part of this additional information package and also directly to WSCC, and I was just looking to confirm that you had seen these. In any event please find these attached.

Please give me a call if you would like to discuss or require further information from ourselves.

Kind regards,
Stewart

Stewart Rose
Transport Planner
BA (Hons) MSc MCIHT





From: Stewart Rose

Sent: 16 May 2017 08:56

Subject: RE: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

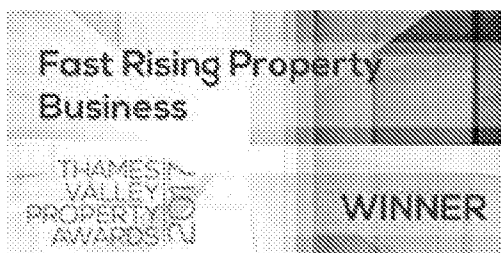
Good morning Jamie,

For your information, please find attached the updated RSA Stage 1 and we note your request for this to be submitted to ADC.

Apologies for any confusion.

Kind regards,
Stewart

Stewart Rose
Transport Planner
BA (Hons) MSc





From: Jamie Brown [REDACTED]
To: patrick.barry
Cc: Dominic Smith
Subject: RE: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

Hi Patrick,

I have had a quick look through this. In the DR there is reference to the parking and potential for a TRO, it is referred to as 'Midhurst Road'. I don't have a record of Midhurst Road in this location, could this be checked and amended if necessary? Could this then be sent to ADC as amended information. I would imagine they are looking to already re-consult us on this, although we do not have record if this at this stage.

Many thanks,

Jamie

From: Dominic Smith
Sent: 26 April 2017 08:47
To: Jamie Brown
Subject: FW: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

Jamie – this is the follow up to the Cinders Lane more information request. Could you have a look and consider whether it resolves the outstanding concerns?

Ta.

D

Dominic Smith | Team Manager, County Highways (Development Management), Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH

From: patrick.barry [REDACTED]
Sent: 25 April 2017 10:38
To: Stewart Rose; Dominic Smith
Cc: Andrew.Wood@arun.gov.uk
Subject: RE: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

Dominic

Please see attached the additional information submitted to Arun DC.

Regards

Patrick Barry
Associate Director

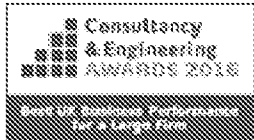
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Registered Office: Arndale Court, Otley Road, Headingley, Leeds, West Yorkshire LS6 2UD VAT No: 431-0326-06.



From: Stewart Rose [REDACTED]
Sent: 24 April 2017 14:35
To: Dominic Smith
Subject: RE: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

Good afternoon Dominic,

Thank you for your email. It would have been submitted to the planning authority a couple of weeks ago- we'll double check to sure it was successfully received.

Kind regards,
Stewart

Stewart Rose
Transport Planner
BA (Hons) MSc



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From: Dominic Smith [REDACTED]
Sent: 24 April 2017 14:22
To: Stewart Rose [REDACTED]
Subject: RE: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

Hello Stewart,

I haven't seen it – did you send it directly to us, or via the LPA? If the latter, they haven't notified/consulted us yet.

Kind regards,

Dominic

Dominic Smith | Team Manager, County Highways (Development Management), Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH
[REDACTED]

From: Stewart Rose [REDACTED]
Sent: 24 April 2017 08:52
To: Dominic Smith
Subject: Y/5/17/OUT Cinder's Lane, Yapton- RSA/TRO

Good morning Dominic,

Apologies for the follow up email but I was just looking to confirm that your team had received the Road Safety Audit Stage 1 for the Cinder's Lane application, and whether you were in a position to provide further feedback at this time?

Kind Regards,
Stewart

Stewart Rose
Transport Planner
BA (Hons) MSc

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From: Stewart Rose
Sent: 23 January 2017 16:13
To: 'Dominic Smith' [REDACTED]
Cc: Jon Huggett [REDACTED]
Subject: FW: 020.0096 Cinder's Lane, Yapton- TRO

Good afternoon Dominic,

Thank you for your email. The wording of the auditor's issue is:

"Problem: Compromised Visibility

At the time of the site visit parked vehicles were present either side of Cinders Lane. These vehicles would compromise the visibility from the development should they remain which could lead to vehicles turning from the Cinder lane in front of through traffic resulting in collisions.

Recommendation: Ensure visibility splays are not compromised by parked vehicles"

As previously discussed, a TRO is likely to be most comprehensive way of addressing the auditor's concerns. However, given that TROs are typically secured by condition, this of course presents an element of risk for the implementation of the development.

Whilst we do not refute the issue raised by the auditor, Manual for Streets 2 national design guidance does not consider on-street parking to "create significant problems in practice" when obstructing visibility from junctions. MfS2 identifies that in some low speed situations encroachment into the visibility splay may be acceptable (paragraph 10.7.1). Given the amount of activity in the vicinity of the access, such as layby parking, side roads, the corner shop (creating pedestrian activity) and the on-street parking itself, vehicle speeds are anticipated to be reduced in the vicinity of the access, and as a result, we consider MfS2 guidance to be applicable in this instance.

This is supported by evidence collected by TMS Consultancy for inclusion in MfS2 which identify no correlation between the (lack of) visibility and number of accidents at urban junctions. As a result of the above we would not consider the development proposals to be unacceptable or in conflict with national design guidance if the development were to come forward without the TRO in place.

In addition, an analysis of PIA data for Bilsham Road over a five year period identifies that no accidents have occurred in the vicinity of the site access. The access is currently used by the doctor's surgery, allotments, greenhouses, residential properties and an industrial unit / storage yard. Whilst these existing

uses generate less trips than the proposed development, the lack of accidents indicates that the existing access configuration (which will be improved through the development) is not unsafe.

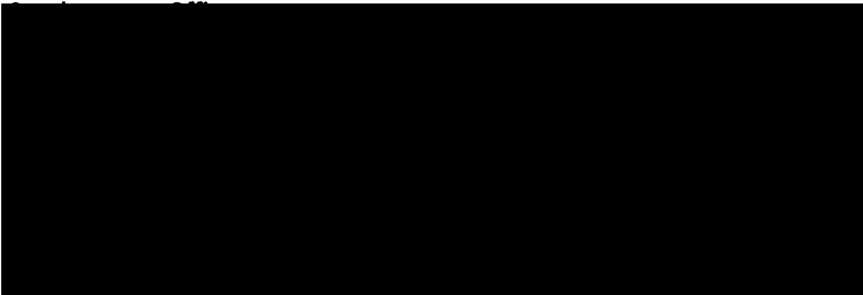
We appreciate that the provision of a TRO may provide some safety and convenience benefit, but given that it is considered essential to the acceptability of the scheme, we will be suggesting through our Transport Statement that a condition is attached to the decision notice, if planning permission is granted, requiring "all reasonable endeavours" to secure and implement a TRO on Bilsham Lane. Would this be a position that the highway authority (and planning authority) is likely to support?

Kind regards,
Stewart

Stewart Rose
Transport Planner
BA (Hons) MSc



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From: Dominic Smith [REDACTED]
Sent: 23 December 2016 12:44
To: Stewart Rose [REDACTED]
Cc: Jon Huggett <[REDACTED]>
Subject: RE: 020.0096 Cinder's Lane, Yapton

Hello Stewart,

That sounds reasonable, given that the number of movements would be lower outside of these peak times. MfS could be used as justification, as it accepts that some parking may occur in the visibility splays in such environments.

Have you got a copy of the RSA, as much will depend on the wording of the Auditors recommendation (and whether we'll need to seek approval of an Exception Report).

Kind regards,

Dominic

Dominic Smith | Team Manager, County Highways (Development Management), Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH

From: Stewart Rose [REDACTED]
Sent: 21 December 2016 11:27
To: Dominic Smith
Cc: Jon Huggett
Subject: RE: 020.0096 Cinder's Lane, Yapton

Good morning Dominic,

Thank you for your positive feedback below. We have had a Road Safety Audit 1 completed on the Cinder's Lane access proposals. This has identified that parked cars on Bilsham Lane compromise the site access' visibility splays. I note from our earlier discussions (attached) that in the event of this concern being raised a TRO would need to be provided, for which the exact extents of the waiting limits would need to be agreed.

On the basis of the above, we would suggest that parking could be restricted to only certain times of the day (such as 8am-6pm) to allow overnight parking. This parking restriction would cover the full 43m visibility splay extent in both the north and south direction from the site access.

Would the above solution to the auditor's visibility concerns, which would be presented in our Transport Statement, be supported by WSCC?

Thank you for your ongoing assistance on this scheme.

Kind regards,
Stewart

Stewart Rose
Transport Planner
BA (Hons) MSc



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Our Office will be closed from 12 o'clock on 22nd December and will re-open on 3rd January. If you need to reach us over the holiday period please email [REDACTED]

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From: Dominic Smith [REDACTED]
Sent: 14 December 2016 11:30
To: Stewart Rose [REDACTED]
Cc: Jon Huggett <[REDACTED]>
Subject: RE: 020.0096 Cinder's Lane, Yapton

Hello Stewart,

I am well, as I hope you are too.

Thank you for sight of the proposed access arrangements. I'm generally satisfied with them, and that the splays are in keeping with MfS and the nature of the adjacent roads, subject to auditing etc. I'd suggest that tracking accompanies the submission, as we'll likely ask for that otherwise.

Kind regards,

Dominic

Dominic Smith | Team Manager, County Highways (Development Management), Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH
[REDACTED]

From: Stewart Rose [REDACTED]
Sent: 24 November 2016 10:50
To: Dominic Smith
Cc: Jon Huggett
Subject: RE: 020.0096 Cinder's Lane, Yapton

Good morning Dominic- I trust you are well?

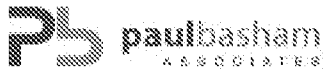
The Cinder's Lane development proposals (which you may remember from the feedback you provided over the summer- see below) has been coming forward over the months and we are now in a position that we would seek to agree the design of the access ahead of any planning application.

To this end we have attached the proposed access arrangements, which takes on board your earlier positive feedback, although we appreciate the need for a RSA Stage 1 to be undertaken (noting your comments re parking on the B2132) were this access to come forward as part of a planning application.

Please do not hesitate to contact me if you have any queries otherwise I look forward to receiving your feedback.

Kind regards,
Stewart

Stewart Rose
Transport Planner
BA (Hons) Geography



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From: Dominic Smith [REDACTED]

Sent: 22 June 2016 15:01



Subject: RE: 020.0096 Cinder's Lane, Yapton

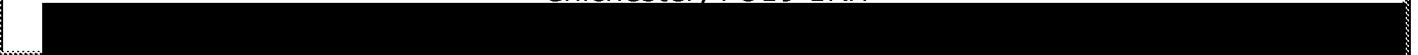
Good afternoon Stewart,

Please find comment below in blue on each point.

Kind regards,

Dominic

Dominic Smith | Team Manager, County Highways (Development Management), Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH



From: Stewart Rose [REDACTED]

Sent: 16 June 2016 09:05

To: Dominic Smith; Debbie Farrell

Subject: FW: 020.0096 Cinder's Lane, Yapton

Good morning Dominic / Debbie,

Thank you for your feedback. The boundary between the surgery and Cinder's Lane will be a hedge /fence, kept under 600mm in height. We can achieve a 2.4m x 25m visibility splay in both directions, falling within the Surgery land and Cinder's Lane (as shown in the attached drawing). However, there appears to be a couple of outstanding aspects of the proposal that we would like to receive clarification on:

This is noted. Ideally, a low fence/brickwork would be implemented rather than any feature that requires on-going maintenance or has the ability to encroach into the splay. Otherwise the boundary treatment should be setback within the site.

At the junction of Cinder's Lane / B2132, our observations indicate that vehicles park on-street within the site access' visibility splay. Given the informal on-street parking and level of activity in this area is conducive to lower vehicle speeds, we consider MfS and WSCC guidance that "in some circumstances where speeds are low, some encroachment may be acceptable" to be applicable in this instance. We note that visibility extends over the front of the doctor's surgery- this land would be within our control. Whilst the visibility has been measured to the full 43m for a 30mph speed limit, the visibility splay has been measured to an 1m offset in the secondary direction in order to take into account vehicles parked on-street in this location.

Such matters would be assessed as part of the Stage One RSA. If this is raised as a problem, the development would need to fund a TRO. The exact extents of the waiting restrictions would be agreed if this is raised as a problem.

The access road features a sharp bend, where forward visibility is reduced as shown in the attached drawing. We consider there to be a reduced requirement for forward visibility in this instance due to the very low speed (design speed of 12.5mph) of vehicles approaching this corner and likely low volumes of traffic for a development of this nature. In addition, parking can be prohibited on this road, which is to remain private, to ensure that forward visibility is not blocked. This could be supported by traffic calming measures, such as a raised table in the corner to signify the presence of the corner and lower vehicle speeds.

MfS recognises that a reduction in forward visibility encourages drivers to use caution, and therefore slow down. The proposed access road is sufficient to enable two opposing cars to pass, so forward visibility is not necessarily required to avoid conflict. In principle such a reduction would be accepted.

Please find attached drawing demonstrating the above visibility measurements. I would be grateful if you could confirm that the above visibility splays are appropriate in this instance.

Kind regards,
Stewart

Stewart Rose
Transport Planner
BA (Hons) Geography

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ASSOCIATES
Southampton Office

[REDACTED]

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From: Dominic Smith [REDACTED]

Sent: 20 May 2016 13:50

To: Stewart Rose [REDACTED]

Subject: RE: 020.0096 Cinder's Lane, Yapton

Good afternoon Stewart,

I've had a look at both options. Whichever arrangement is taken forward would need to be the subject of a Stage One RSA. This may well raise problems that will need to be addressed. Notwithstanding this the option shown on P4 is on balance considered to provide the better arrangement. The alternative arrangement provides for a narrowing as well as a vehicular access right at the junction with the public highway, which is less than ideal.

The only comment relating to the arrangement on P4 is the achievable visibility from the surgery especially if the boundary of this property immediately abuts the access road. It's unclear if any consideration has been given to the boundary treatment of this property obstructing visibility. A solution to this would be to place the footway on the north rather than the south side of the carriageway, however this will then impact upon the priority give way arrangement, which would still be required because of the pinch points.

Based on the plan submitted, it's unclear what land is available and therefore what might be achievable.

I would suggest that a segregated foot/carriageway arrangement would be more suitable along the access road rather than a shared surface.

Kind regards,

Dominic

Dominic Smith | Team Manager, County Highways (Development Management), Strategic Planning, West Sussex County Council | Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH
[REDACTED]

From: Stewart Rose [REDACTED]
Sent: 05 May 2016 09:58
To: Dominic Smith [REDACTED]

Subject: FW: 020.0096 Cinder's Lane, Yapton
Importance: High

Good morning Dominic,

Thanks for taking a look at this. We're trying to agree the principle for the access in this location. Last year we submitted 020.0096.001.P1 (attached for reference). We received the following pre-app comments:

- Access arrangement requires sufficient space for vehicles to wait off the highway for an oncoming vehicle on the access road.
- Service margins required
- Adequate space of pedestrians is required
- Shared surface could be considered if vehicle speeds are sufficiently low

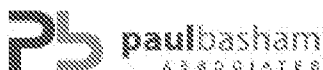
We then in December (see below) submitted 020.0096.001.P4 (the latest revision), which we consider to overcome the above issues by utilising land associated with the surgery to the immediate north.

Are you able to advise as to whether this access arrangement would be appropriate? Or would a 6m shared surface be preferable?

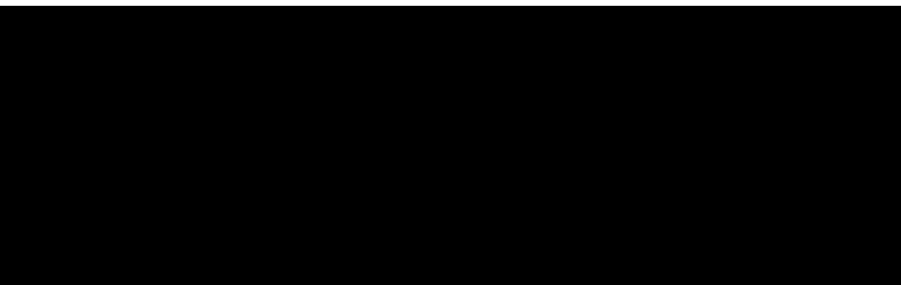
Many thanks,
Stewart

Stewart Rose
Transport Planner
BA (Hons) Geography

Please note I am out of the office on Tuesdays.



Southampton Office



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From: Stewart Rose [REDACTED]
Sent: 14 December 2015 14:59
To: 'Debbie Farrell' [REDACTED]
Subject: 020.0096 Cinder's Lane, Yapton

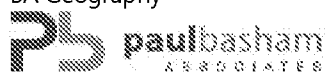
Good morning Debbie,

You may recall providing pre application comments on a proposed access for development at Cinder's Lane, Yapton earlier in the year (attached). We have revised the site access road as a result of additional land availability and would be grateful if you could confirm the suitability of the proposed access. In particular could you advise as to whether to the east of the eastern-most pinch point, the proposed 4.8m carriageway plus 1.2m footway would be appropriate, or would a 6m shared surface be most suitable?

Please do not hesitate to give me a call if you have any queries.

Kind regards,
Stewart

Stewart Rose
Assistant Transport Planner
BA Geography



[REDACTED]

I am out of the office on Tuesdays.

Our Office will be closed from 24th December and will reopen on 4th January. If you need to reach us over the holiday period please email [REDACTED]

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