

Karen Parsons

From: Nicola Spencer
Sent: 20 June 2017 12:54
To: Karen Parsons
Subject: FW: Fitzalan Link - LU.234.16.RES

Nicola Spencer | Technical Support Manager, Planning Department, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

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From: Amanda Scholes **On Behalf Of** Planning.Responses
Sent: 19 June 2017 11:30
To: Nicola Spencer
Subject: FW: Fitzalan Link - LU.234.16.RES

From: Claire Potts
Sent: 19 June 2017 11:23
To: Planning.Responses
Cc: Michael Eastham
Subject: FW: Fitzalan Link - LU.234.16.RES

Please could the extension in time until end July be uploaded to application LU/234/16/RES.

Kind regards

Claire

Claire Potts BSc MSc MRTPI | Strategic Development Team Leader, Strategic Development, Arun District Council | First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

Internal: 37698 | External: +44 (0) 1903 737698 E-mail: claire.potts@arun.gov.uk

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From: Graham, Laura [REDACTED]
Sent: 16 June 2017 10:11
To: Claire Potts
Subject: RE: Fitzalan Link - LU.234.16.RES

Hello Claire

I can confirm acceptance on an extension of time until end of July. I have been in a public inquiry for much of this week so have been away from emails but I believe our consultant team have compiled responses to Tim's latest queries which I will review next week and forward over when I can.

With regard to the PROW this had been discussed extensively before, essentially I can't make the diversion application until PP is granted. But I am aware of the processes and will follow all necessary processes at the relevant time. I will try and dig out previous correspondence and re-send it to you. I think Hilary previously emailed on this matter so it may be that you don't have a record.

Kind Regards
Laura

Laura Graham
Head of Planning

Land & Technical Department

Persimmon Homes Thames Valley
Persimmon House
Knoll Road
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Surrey
GU15 3TG

From: Claire Potts [<mailto:Claire.Potts@arun.gov.uk>]
Sent: 15 June 2017 14:44
To: Graham, Laura
Cc: [REDACTED] Michael Eastham
Subject: FW: Fitzalan Link - LU.234.16.RES

Laura,

As set out in Tim's email, there are three points that need to be addressed, the rest of the issues are detailed design issues. Please could you let me know what your response to the issues is so we can progress the application. If a different surface is being proposed to the one that was modelled then the modelling will need to be revised. Please could you also agree an extension in time until the 31st July in order to allow sufficient time for revised plans to be submitted and considered and the updated Safety Audit to be submitted and reviewed by WSCC.

I have also attached a recent guidance note on PROW alterations from WSCC as I don't think that the issue was resolved.

Kind regards

Claire

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From: Tim Townsend [REDACTED]
Sent: 24 May 2017 13:41
To: Graham, Laura; Claire Potts

Cc: 'Adrian Barnley'; nathan.allen; Oliver Nevett; louise.ball; Neil Oliver; David Lambert; Jonathan Perks
Subject: RE: Fitzalan Link - LU.234.16.RES

Dear Laura,

Thank you for your email of 17th May 2017.

Following review of the submission, WSCC comments as follows:

In summary, there appear to be just three outstanding points now – the choice of road surface, the requirement for a new or supplementary Stage 1 Road Safety Audit and the design of the shared footpath-cycleway connection to Highdown Drive close to the new Toucan crossing now proposed. The other points can be tied-into the detailed S38/S278 submission.

Road Surface.

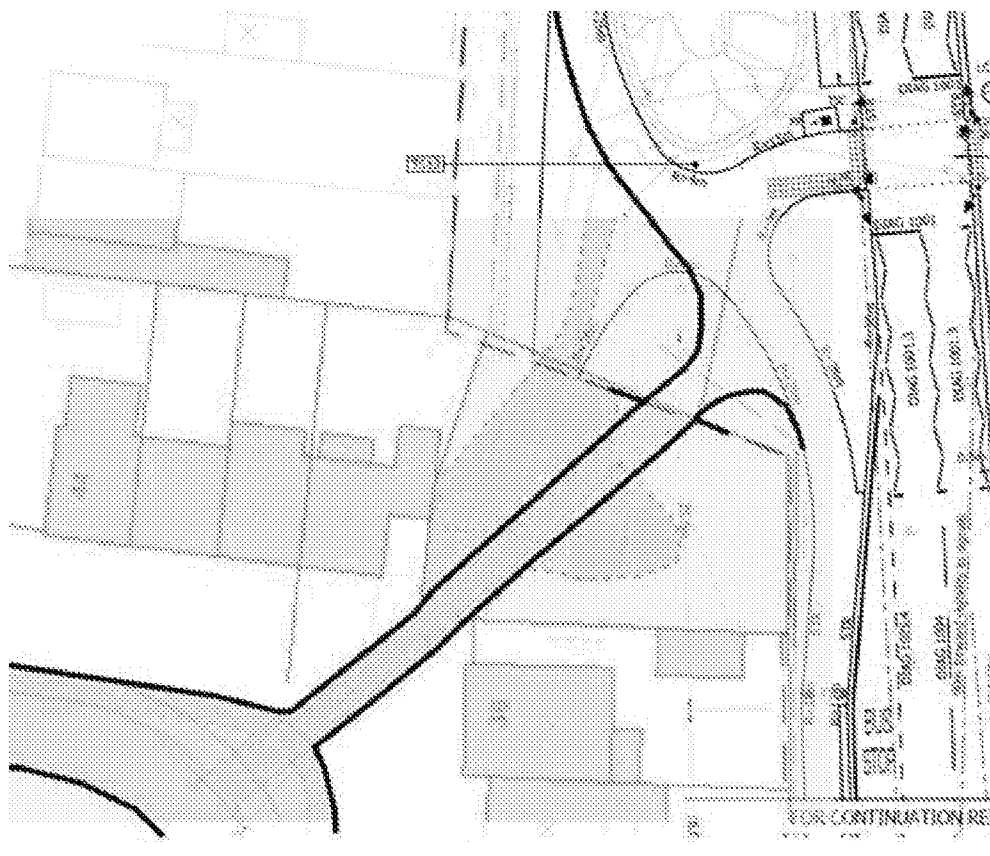
The drawings show a pervious road surface. This will not be long lasting enough. The best WSCC can consider is a negative textured road surface. However, this will not absorb as much noise. Your designer will need to look into "German SMA" which is an SMA with a high binder content and use an appropriate noise reduction factor.

Road Safety Audit of changes.

Please provide a new or supplementary Stage 1 Road Safety Audit (and Designer's Response) that demonstrates consideration of all the changes shown on your drawings, please, from an independent road safety point of view. WSCC did raise the need for this in previous comments.

Cycleway Connection to Highdown Drive.

You have again offered an explanation for the path alignment in the vicinity of the Toucan crossing and balancing pond. The radii proposed are acceptable to us but the path must connect properly to the path leading to Highdown Drive which should be upgraded to a shared footway-cycleway. I have indicated below what this might look like. However, looking at this again shows the pink area to be public highway and on the line of part of Public Footpath 3103. Therefore, it is recommended (and indeed appears more straightforward) to retain this line otherwise it appears that any continuation of the route south of your scheme might cross land that might not be highway. Any path should be lit, edged, resurfaced, signed and tactile-paved appropriately although these final details can be shown at the S38/278 stage. Any upgrade from Public Footpath to shared footpath-cycleway must be undertaken in-accordance with WSCC PRow procedures.



Public Rights of Way (PRoW).

Any changes to formal PRoW (temporary and/or permanent) must only be undertaken following appropriate WSCC processes and/or procedures and obtaining all necessary permissions – some of which are often separate from any planning application processes. Full details can be obtained directly from the PRoW team here at WSCC.

Speed limit tie-in (30mph-40mph).

Location and comments noted. This appears to be acceptable but we will wait to see if any comments are raised as part of any further Safety Audit process.

Road signs, markings, tactile paving etc.

These will be checked as part of the S38/S278 submission.

Pedestrian crossing point at college Roundabout Northern Splitter island.

Academy roundabout northern traffic island has a tactile paved crossing point. Given that it is narrow (the tactile paving on the drawing appears to 'meet'), consideration should be given at the S38/S278 stage to widening it or adjusting the position of the tactile paving (if possible) to improve width for pedestrians. However, in doing this you should also ensure that the swept-path of vehicles can still adequately negotiate the roundabout without compromising safety for pedestrians on the island.

Toucan Crossing.

Recommend that at the detailed design stage, the cycleway on the east side be locally flared at the controlled crossing to provide additional width for waiting pedestrians and cyclists. Also, that LC 17 be moved to the very back of the space available, away from the area of conflict where there would be interaction between pedestrians and cyclists. WSCC recommended to increase the crossing width beyond the minimum so as to provide more space for waiting pedestrians in order to help keep the cycle route clear. The location of the control box must be carefully considered to avoid obstruction for users and visibility. Finally, it is recommended that corner radii be applied between the cycle paths at the school exit next to the crossing and that pedestrian and cycle intervisibility is provided at this location.

Bus stops and laybys.

Thank you for showing a northbound bus stop and layby. Where possible (and again at the detailed design S38/S278 stage), additional path width should be provided at *both* bus stops to allow passengers to wait clear of the cycle path. Also, please consider where bus shelters might be placed, and what form these would take given the space available.

Maintenance bay.

Thank you for showing a notional position. This will be checked in detail at the S38/S278 stage.

Adoption limits.

Your comments are noted – to be checked in detail at S38/S278 stage.

Fencing around balancing ponds.

Your comments noted – to be checked in detail at S38/S278 stage.

Lighting.

To be checked at S38/S278 stage.

Landscaping (and location thereof in-relation to highway infrastructure).

This will be checked again at the detailed design/S38/S278 stage.

I trust my comments are of use to you. I'll await further comments in response to the outstanding points.

Thank you,

Tim

Tim Townsend

Principal Planner, Highways – Planning Services

West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RH

Web: www.westsussex.gov.uk

From: Graham, Laura
Sent: 17 May 2017 18:00
To: 'Claire Potts'; Tim Townsend
Cc: 'Adrian Barnley'; nathan.allen; Oliver Nevett; louise.ball; Neil Oliver
Subject: Fitzalan Link - LU.234.16.RES

Hello Claire / Tim

Please find attached amended general arrangement drawings for the Fitzalan Link, along with our final responses to the comments raised by WSCC. We have sought to accommodate all comments raised and therefore hope that the

matter can be resolved. If you can confirm that you are happy with these drawings I will look to get the landscape plans amended and formally resubmit.

For completeness I have also attached the amended noise report to this email which deals with all comments raised by ADC's EHO. A previous road surface and reduced carriageway width to 6.75m is now proposed to facilitate to '40mph' requested by WSCC.

If you could respond by return then amended drawings can formally be submitted within a week.

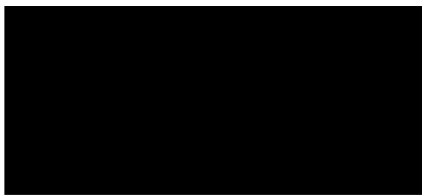
Claire - can you please confirm that this application can be determined under delegated matters? and what the timeframe for issuing a decision would be once revised drawings are formally submitted.

Kind Regards
Laura

Laura Graham
Head of Planning

Land & Technical Department

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