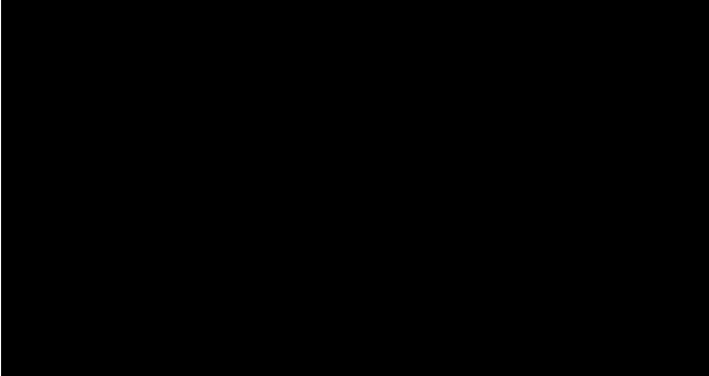






From: Graham, Laura 
Sent: 19 June 2017 18:06
To: Michael Eastham
Cc: Claire Potts
Subject: FW: Fitzalan Link - LU.234.16.RES

Hello Michael

Further to correspondence with Claire last week please find below our responses to WSCC's latest comments in relation to the Fitzalan Link. Once these points are agreed I will look to issue full amended drawings so that the Planning Permission can be issued.

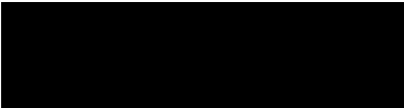
Hopefully our comments are clear and a line can finally be drawn under this going back and forth.

Kind Regards
Laura

Laura Graham
Head of Planning

Land & Technical Department

Persimmon Homes Thames Valley
Persimmon House
Knoll Road
Camberley
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GU15 3TQ



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From: Tim Townsend [REDACTED]

Sent: 24 May 2017 13:41

To: Graham, Laura [REDACTED]

'Claire Potts' <Claire.Potts@arun.gov.uk> [REDACTED]

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.

We sought to reduce carriageway of the road to 6.75m as this would have the effect of constraining speed closer to the proposed 40mph speed limit requested by WSCC. As a result, HRA (standard surface) could be provided. Our noise consultants have assessed the impact on noise relating to a speed limit of 40mph and with a HRA surface course finish (standard / noisiest surface) and this includes that speeds of 42mph would be okay in terms of the noise assessment submitted and enable a 3.5m noise barrier to provide sufficient noise mitigation. WSCC's 2010 speed policy refers to an average speed of 42mph for a 40mph road. Thus the above would appear appropriate.

Road Safety Audit of changes.

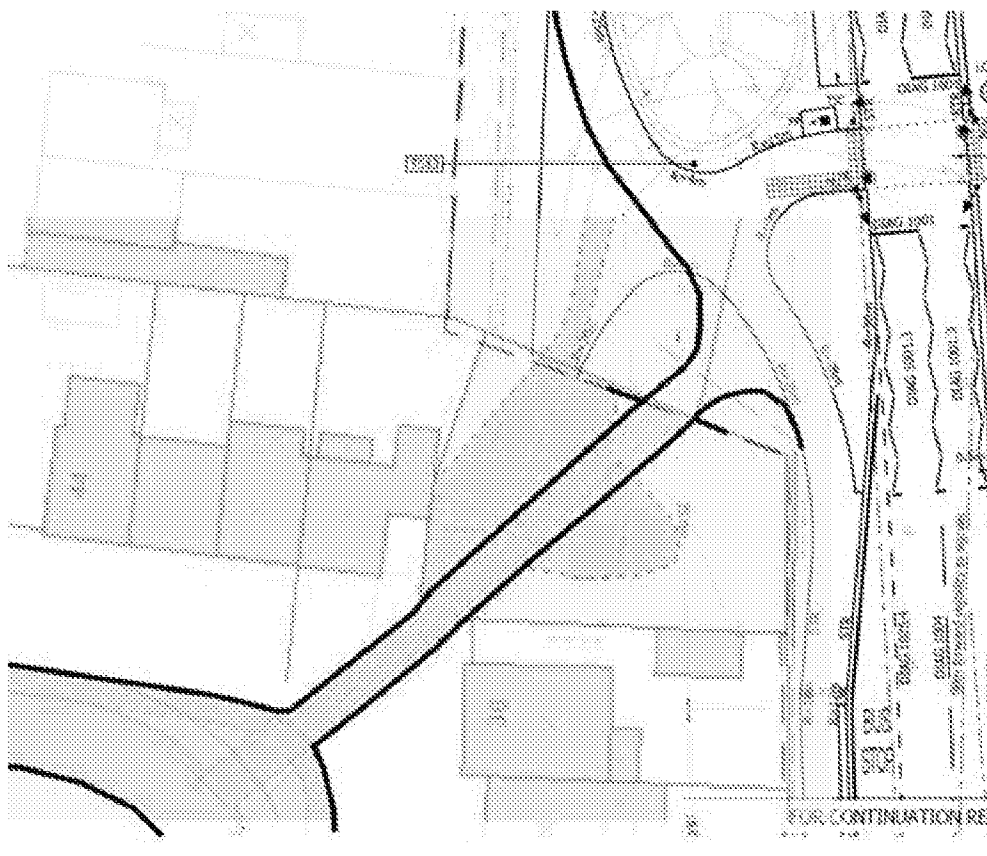
Please provide a new or supplementary Stage 1 Road Safety Audit (and Designer's Response) that demonstrates consideration of all the changes shown on your drawings, please, from an independent road safety point of view. WSCC did raise the need for this in previous comments.

A Stage 1 RSA Addendum will be provided once the layout is agreed in principle.

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.

The highway boundary plan and alignment of the existing PROW is noted. However, this is not evident on the ground since the Academy has been constructed (see extract from Google Earth below). We can show the alignment requested, (based on the OS Highway Boundary plans provided) but we would only have the power to construct the pathway up to our limit of ownership (the red line). WSCC has less than Freehold rights beyond the red dashed line and as such we don't believe we would have any power to undertake works on this area of land (see attached) to effect the PROW route beyond the red line, hence the reason for showing the tie-in (at the limit of ownership) to the existing physical route present on the ground. Therefore, we believe that what we have shown on the submitted drawings is the best solution, unless WSCC can confirm that we could legally obtain power to undertake works on land that they don't have complete freehold rights over.





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.

I have already sent a note on this. We will be submitting the diversion request under the TCPA to ADC. Once plans for the Fitzalan Link have been confirmed / approved I will start this process with relevant personnel at ADC. It is not a matter for 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.

Noted. Subject to RSA1 Addendum.

Road signs, markings, tactile paving etc.

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

Noted. Acceptable.

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.

Noted. We shall review to see what changes can be made to accommodate a larger island as requested.

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.

Noted. We shall review to see what changes can be made.

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.

We have been clear that space is restricted to provide this late edition facility (which we are doing to accommodate an WSCC oversight on the section of the Link Road they have already delivered) . We 'may' be able to provide an increased width footway of 3.5m on the western side, but we will need to review the levels so this can not be guaranteed and should not be used as a means to hold up this application. Otherwise, if the footpath width is crucial then we will not be able to provide a bus stop at all. In terms of bus shelters we can provide one but is likely to restrict foot / cycle path width even more. Furthermore, this seems a bit onerous given that the outline doesn't actually require us to provide a bus stop. We consider that an open bus stop is appropriate, especially given the width restriction and if a shelter becomes necessary at a later stage WSCC could fund this with wider infrastructure contributions.

Maintenance bay.

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

Noted. Acceptable.

Adoption limits.

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

Noted. Acceptable.

Fencing around balancing ponds.

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

Noted. Acceptable.

Lighting.

To be checked at S38/S278 stage.

Noted. Acceptable.

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

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

Noted. Acceptable.

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 18:12
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.

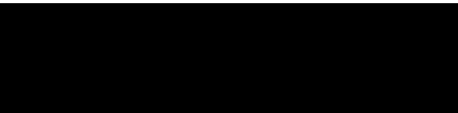
Claire - can you please confirm that this application can be determined under delegated matters? and what the timeframe for issuing a decision would be once revised drawings are formally submitted.

Kind Regards
Laura

Laura Graham
Head of Planning

Land & Technical Department

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