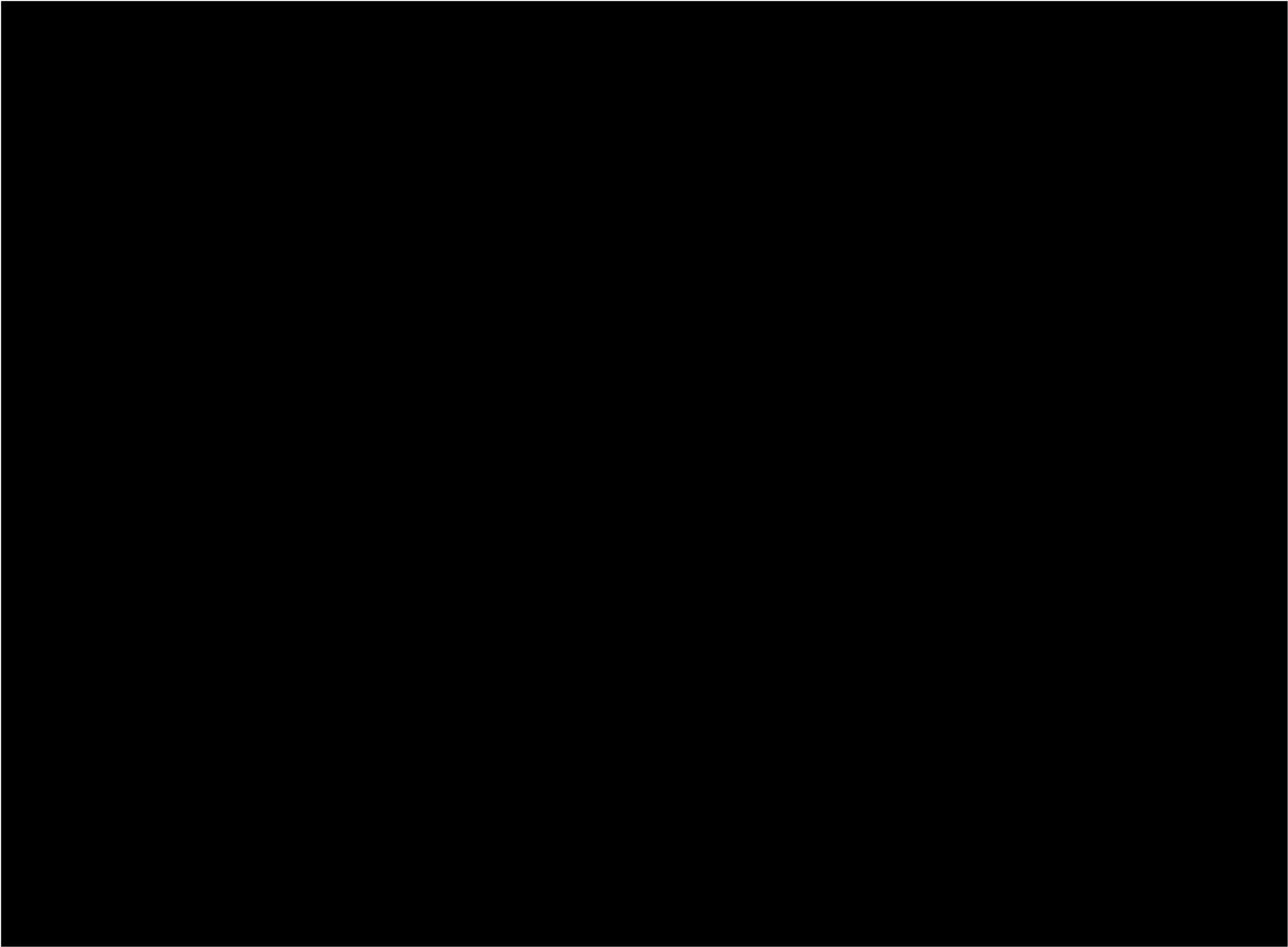




From: Owen Jones [REDACTED]
Sent: 03 October 2018 12:24
To: Claire Potts
Cc: 'Ruth McKeown'; Melanie A'Lee
Subject: FW: P/6/17/OUT - North of Hook Lane, Pagham

Hi Claire, further to my email earlier we have spoken to Ian Gledhill about the Hook Lane Traffic Calming – this is referred to in his earlier consultation response as a matter to be discussed with the applicant. Below is confirmation from Ian that he is not seeking these measures. I would be grateful if this part of the committee report could be updated. Kind regards Owen

From: Ian Gledhill [REDACTED]
Sent: 03 October 2018 11:20
To: Melanie A'Lee
Subject: [EXT] RE: P/6/17/OUT - North of Hook Lane, Pagham

Hello Mel, it's been a while since I looked at the drawings for this one. From memory, the proposed Hook Lane accesses were designed to the recorded 85th percentile speeds. As such, the accesses were in no way dependent upon some future scheme of traffic management (not that WSCC would allow an access to be designed in such way anyhow).

Whilst I can see merit to the proposed measures as traffic speeds are quite high for a 30mph limit, as there is no technical need for these, it's entirely up to you whether you choose to omit or retain them. WSCC would have no objections either way notwithstanding of course

the requirement for any such scheme to be the subject of a formal consultation process should they be retained.

Kind regards

Ian Gledhill

Ian Gledhill| BSc MIHE MCIHT| Principal Planner – County Highways - Planning Services - Economy, Planning, and Place Directorate, West Sussex County Council | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH

From: Melanie A'Lee [REDACTED]
Sent: 03 October 2018 10:27
To: Ian Gledhill
Subject: P/6/17/OUT - North of Hook Lane, Pagham

Ian, we are going through the draft S106 agreement for the development at land north of Hook Lane, and note the requirement to provide traffic management measures on Hook Lane, however we believe that these measures are not actually necessary as part of the development proposal and as such would it be acceptable to have this requirement removed from the S106 obligations? The proposed access arrangements into the site are likely to calm the vehicle speeds rather than make them worse, also the proposed accesses will have sufficient visibility.

Could you let me know if this would agree with this?

Kind regards

Melanie A'Lee Eng.Tech, MCIHT, MIHE
Associate Director (Transport & Engineering)
RPS
140 London Wall,
London, EC2Y 5DN.
United Kingdom

[REDACTED]

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