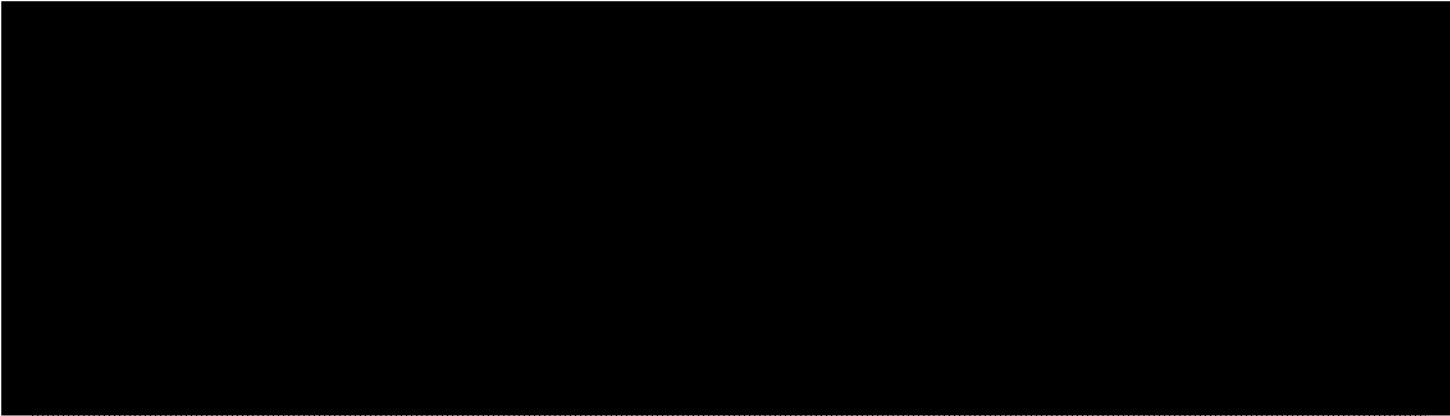




From: Michael Eastham
Sent: 10 April 2019 13:19
To: Planning.Responses
Subject: FW: Land at Walberton (EMAIL 2 of 2)

Please upload the email below and the attachment from the Local Highway Authority onto Ocella for WA/95/18/RES.

Thanks,

Michael

From: Stephen Gee [REDACTED]
Sent: 10 April 2019 13:16
To: David Boarer; Laura Humphries; Michael Eastham; Laura Gibbons
Cc: Yuved Bheenick (Linden Homes)
Subject: RE: Land at Walberton (EMAIL 2 of 2)

Michael,

Just to wrap this up, the provision of this link is welcomed and as David highlights would provide emergency access subject to the adjoining areas to the shared use path being free of obstructions to provide a minimum of 3.7m total width (a fire tender vehicle tracking exercise on the link would identify any additional areas to be kept free of obstruction.

I assume further details will be provided in support of the link within planning application ref WA/11/19/DOC (I have attached my previous reply to that application which had already sought the details on the link).

Regards

Stephen

From: David Boarer
Sent: 09 April 2019 16:56
To: Laura Humphries; Michael Eastham; Stephen Gee; Laura Gibbons
Cc: Yuved Bheenick (Linden Homes)
Subject: RE: Land at Walberton (EMAIL 2 of 2)

Dear Laura

Thank you for your comments and I appreciate your interpretation. The sites approved with a single entrance, since the change in legislation do have circulatory routes internally so that

alternative access can be achieved and usually wide entrance roads where the limited single entry route is identified. That said I appreciate you are working to accommodate our request.

I am sure that your highway studies have taken into account visibility on Tye Lane, but as said that is not for me to challenge just an observation. I can accept a surface roadway of 3 mtrs as this a emergency access as this would be compliant with the Manual for Streets Section 6.7.3, but I would ask in practical terms that whilst this is the defined process that the edges of the cycle path are free of vertical obstructions e.g. trees hedges etc. to allow a clear width of 3.7 mtrs so that the overhang of a vehicle on the bends is not obstructed.

I appreciate that you would have had a maintenance program, but wished this to be clarified as often when projects are finished the areas just get overgrown defeating the original purpose.

I trust this response is sufficient to approve the progress of the site. If you have any further concerns please contact me.

Regards

David

David Boarer | Water and Access Manager, West Sussex County Council
Location: West Sussex Fire and Rescue Service, Bognor Regis Fire Station, West Mead Drive, Bognor Regis, West Sussex PO21 5TB [REDACTED]

Living Our Values Everyday

 Trust and support	 Listen and act upon	 Courageous conduct	 Honest and realistic	 Dedication and hard work
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From: Laura Humphries [REDACTED]
Sent: 09 April 2019 16:08
To: David Boarer; Michael Eastham; Stephen Gee; Laura Gibbons
Cc: Yuved Bheenick (Linden Homes)
Subject: RE: Land at Walberton (EMAIL 2 of 2)
Importance: High

Hi David,

I understand your comment on the secondary access but I must stress that there is no planning requirement for any emergency access in this application at all. Procedurally, it cannot be insisted upon at this stage of the planning process. Additionally there are a number of larger sites in WSCC area where the development is served by one point of access only. Such an example is Persimmon Homes development at Littlehampton for circa 600 dwellings where there is one access only and no emergency accesses. If a development of 175 dwellings required a secondary access then this can only

have been dealt with at outline stage where the principle of that many houses from a single access was considered.

We have tried to provide a compromise solution, acknowledging your comments, by widening the path to 3m to allow a level of emergency access to the site. This is above and beyond what can be lawfully required in planning terms on this site at this stage. I do not see that widening it to 3.7m is necessary in planning terms or desirable in the specific circumstances of this site.

The earlier ped/cycle link (never shown as an emergency access) shown further to north, after further highway surveys, is not considered a safe point for pedestrians to enter Tye Lane. Whilst it would be for emergency access, it would effectively encourage pedestrians to use an access which is identified as higher risk to pedestrian safety. This is not acceptable to Linden Homes, nor would we expect either Councils' would want to place pedestrians at possible risk when the traffic speeds are lower to the south and provides a safer option.

The path would form part of the area of the management company which will be responsible for managing the space and we could include the maintenance of this path and tree clearance etc so this will ensure the access is maintained appropriately.

I do hope that my comments have clarified the position of the link and its maintenance and that you are to confirm that this is an acceptable compromise in a situation where no access at all is the lawful position.

Kind regards,

Laura Humphries

Associate Planner

Pegasus Group

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Pegasus House | Querns Business Centre | Whitworth Road | Cirencester | GL7 1RT

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From: David Boarer

Sent: 09 April 2019 15:48

To: Michael Eastham

Cc: SU Local Development

Laura Humphries

<Laura.Humphries@pegasusgroup.co.uk>; Planning.Responses <Planning.Responses@arun.gov.uk>

Subject: RE: Land at Walberton (EMAIL 2 of 2)

Dear Michael, Steven and Laura

Can I ask why the secondary fire exit was moved from the location opposite the main site through road. The original plans showed an access straight ahead onto Tye Lane which in practical terms would be simpler and easier to install and maintain.

The new lower cycle path can be adopted if that is the preferred option, but to comply the roadway would need to be at least 3.7 mtrs in width as it is not a straight road and capable of sustaining a vehicle weight of 17tonnes. The area if going through a tree canopy would need a minimum clearance height of at least 3.7 mtrs and a regular maintenance plan would need to be part of the adoption.

The other concern would not particularly be applicable to the FRS but where the south cycle path exits onto Tye Lane it is after a blind bend with reduced visibility to traffic travelling south.

The original reason for the secondary access is in my attached email

Regards

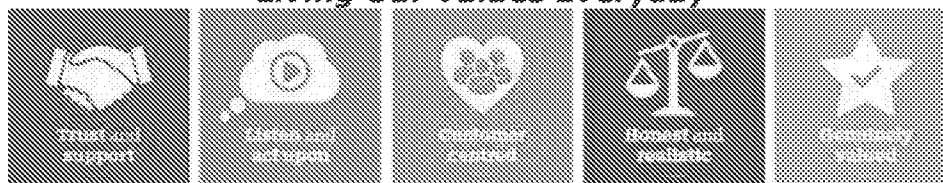
David



David Boarer | Water and Access Manager, West Sussex County Council

Location: West Sussex Fire and Rescue Service, Bognor Regis Fire Station, West Mead Drive, Bognor Regis West Sussex PO21 5TB

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From: Michael Eastham [REDACTED]
Sent: 09 April 2019 14:41
To: Stephen Gee; David Boarer; Laura Gibbons
Cc: SU Local Development; 'Laura Humphries'; Planning.Responses
Subject: FW: Land at Walberton (EMAIL 2 of 2)

Stephen, David and Laura,

Please find attached the second set of further revised plans of the emergency access at WA/95/18/RES – Land East of Tye Lane, Walberton.

I look forward to receiving your consultation responses.

Kind regards,

Michael

From: Laura Humphries [REDACTED]
Sent: 09 April 2019 14:29
To: Michael Eastham
Cc: Yuved Bheenick (Linden Homes)
Subject: RE: Land at Walberton (EMAIL 2 of 2)

Laura Humphries
Associate Planner

Pegasus Group

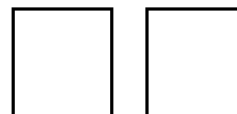
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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Michael Eastham
FROM:	Stephen Gee, WSCC - Highways Authority
DATE:	19 March 2019
LOCATION:	Land east of Tye Lane Walberton Arun.
SUBJECT:	WA/11/19/DOC Approval of details reserved by condition imposed under ref WA/44/17/OUT relating to Condition Nos 15 layout & specification of & construction programme roads, footpath, cycleways and parking areas, 19 fire hydrants and 23 air quality & noise impact assessments.
DATE OF SITE VISIT:	
RECOMMENDATION:	Objection / Modification/Further informatio
S106 CONTRIBUTION TOTAL:	£ See below for breakdown.

The application is for the discharge of conditions relating to the construction of 175 dwellings at Land East of Tye Lane approved under application ref WA/44/17/OUT

My comments focus on condition 15 relating to the layout & specification of & construction programme roads, footpath, cycleways and parking area.

Layout

- The plan should include the footpath link shown on drawing ref CSA/3823/109 REV C submitted as part of the reserved matters application at the south eastern extent of the site which would link into Avisford Park Road.

- The plan should include the southern footway cycle way to the south West of the site linking to Tye Lane, details are also required on the width of such provision and any measures to reduce the potential for cyclists overshooting the junction as recommended within the safety audit provided as part of application WA/44/17/OUT

Construction Programme

- A revised plan should be provided showing the construction phasing of the footpath and cycle way links to the south east and south west of the site linking to Avisford Park Road and Tye Lane.

Conclusion.

An objection to the discharge of condition is raised. The applicant should provided amended plans/additional details as outlined above.

Stephen Gee
West Sussex County Council – Planning Services