

Appendix 3

File Note

Meeting with Adam Denby (AD) WSCC Highways Regional Manager, Re - Bowers Place on 19 Dec 2023

The following questions were discussed;

Q1. We have not yet had a clear comment regarding use of the existing path structure. Our tree Arborist suggests that multiple roots will be below the path and it is best not to disturb it. We are proposing to clean up the existing surface, replace the degraded side support board to the west side of the path and then over-cap with new 20/25 mm surface asphalt.

A1 It would appear that the road and footpath were built on a similar construction at the same time so yes to using the existing construction for the parking bays and yes to a 20/25 mm over-cap.

Q2. We can provide traditional kerbing (sets reusing existing) for a short stretch at the north of the site and along the proposed new pavement providing access to the southern end of the green, The area between lies within the root zones of several mature trees which are to be retained. Our Arborist has suggest that a conventional kerb laid in concrete will contravene current guidance so poring of concrete is not possible. We are suggesting a timber kerb within this zone as per sketch drawing provided.

A2. It may be possible to have no kerbing to the rear of the parking bays within the root zone. Highways have no details for a timber kerbing so AD would have to pass this up the line for a decision. He agreed to get back to us by the end of the first full week in January 2024 with a response to timber kerbing.

Q3. Previous discussions with Chris Pratt (S278 Engineer) had removed the no dig new path from the project and had replaced it with a new drop kerb cross over to the north of the site outside Bowers House. Do you want us to install the crossover before the main elements of the project commence, so the diversion is in place and becomes permanent?

A3. Yes, put it in first to divert foot traffic. Move it north a little to miss service manholes in the road.

Q4. Provided the new footpath construction alongside the playground is of conventional construction to WSCC Highways spec' can you adopt it?

A4. Yes it can be adopted.

Q5. We agreed with Richard Speller that we would tidy up the area of verge immediately to the south of the site which is currently in a poor state of repair. This will be tidied up to standard footpath spec and be set with bollards a per

existing local to the site and set at existing centres and 450 mm clear of the kerb face . Richard agreed to pay for this so we will have this as a separate item within our spec' for quotation. You will then have the option to do it or not.

A5 *Agreed to get quote, WSCC can take this up or not at a later date.*

Q6 Do we need any white lining to mark the boundary between the highway and the parking bays?

A6 *Yes, a standard line/gap will do, see WSCC standards drawing*

Q7 Parking can be up and down hill so should we supply white reflectors only throughout the project?

A7 *Yes*

Q8 A question relating to ownership of the area of green south of the playground, can we have access to this area for a playground extension or youth area?

A8 *On looking up the Title we agreed that the land was within the ownership of WPC so they could do what they liked with it. WSCC would only have an interest in projects if they involved the perimeter pavement which is on WSCC land. AD provided a copy of the register of title.*

JH 22 Jan 2023