

Appendix 2

File Note.

Meeting with Chris Pratt Senior Engineer, Highways Agreements, on 04/10/23

Re: Bowers Place 98/278 Agreement Ref PSI/3724

Discussions were based on Chris Pratt (CP) email dated 02 /08/2023.

A copy of the Stage I Road Safety Audit with the decision log had been forwarded prior to the meeting.

A copy of the Planning Drawing WPC-BC-02 Rev B had been forwarded prior to the meeting.

The 450 minimum stand off would be incorporated on revised drawings. The utility companies do not need to relocate any equipment as the principle of locating these within protection bays (or build outs) was acceptable provided the 450 mm min dimension is obtainable.

A detailed kerb arrangement drawing will be provided.

Details of the existing path construction were discussed, this had been forwarded to Richard Speller (RS) who has agreed in principle that this would be adequate . RS had also provided the spec' for the existing verge area which was to be based on a Crossover Type 1 Standard to Drg S278/38/04.

The existing path area will receive an additional 25 mm asphalt cover to give a continuous surface between the new kerb and the junction with the existing highway. The overall depth of construction will then be approximately 370 mm.

JH asked if he needed to supply any further data or cores for the footpath which appears to exceed Crossover Type 1 spec. CP asked me to speak to the Regional Highways Engineer regarding any further data requirements.

We looked on Google at the existing footpath condition and agreed that it was reasonable considering it has been parked on for the last 15 to 20 years. The path was constructed in the mid 60's at the same time as the original health centre.

For the verge section replacement construction we can match the depth of the path construction by increasing the sub base depth. This will be subject to confirming the depth of the Openreach ducts which are about 400 mm nominal invert to top of duct.

We discussed the issue of getting out of the car onto grass, (as 90% of the village that park on the highway do). There is no highways data for incidents

on Bowers Place suggesting that the current practice is not a problem, therefore no issue.

We discussed cross over's along Bowers Place. There is an existing crossover (blister paviour) at the south end of Bowers Place near to the playground. It was not intended for the build outs to be used as crossing points.

A new blister paviour crossover could be constructed on Highway land outside Bowers House, about 22metres north of the green with good sight lines . It was agreed that this additional cross over would be adequate for the cul de sac road and the existing pavement arrangements. It would then be practical to dispense with the new path on the green. This would still enable full pedestrian access to the Green from the north and to the frontages of Greenside at the north end of the green.

This also means that the WSCC objection to adopting paths within root zones no longer applies.

A new pedestrian access will still be required to the south east corner of the green. This appears to be outside the projected root zones for local trees and subject to our Arborist approval this could be of conventional construction with a slight fall to the local parking bay to drain to the existing road drainage.

If of conventional construction, WSCC Highways will be able to adopt this path.

Bollard type to be specified agreed and require for all white reflector as parking can take place in either direction.

No road markings are required as agreed with RS.

The parking spaces are for public use with no restrictions. There will be no time limitations.

JH agreed with SP that local highway drainage gullies with the S278 would be rodded/jetted to ensure efficiency following completion of the works. Note to be added to tender docs and drawings.

The modifications to the scheme are significant and will require a new planning application. CP suggested that we let him have sight of the revised S38/278 drawings for comment, prior to making any planning application. He also made it clear that S278 agreements cannot be completed without an appropriate planning permission.

I agreed to try and provide him with a draft of a revised drawing within the following week. This has since proven not possible and I have informed him.

I have sent to CP sketch arrangements for possible sections, for comment. This will speed up the redraw process.

JH 10/10/23