

From: Cllr Linda Gillham <cllr.Linda.Gillham@runnymede.gov.uk>

Sent: 29 October 2020 11:09

To: JOHN SLATER <johnslaterplanning@gmail.com>

Cc: Georgina Pacey <Georgina.Pacey@runnymede.gov.uk>

Subject: Thorpe Neighbourhood Plan

Dear Mr Slater,

Thank you for providing us with a draft of your report for fact checking. We have been through the document and attach a schedule of our suggested amendments. (typos).

We would however like to exchange correspondence with you regarding a factual omission on our part in our response to your request for clarification regarding access to the Coltscroft site; your assessment of site access options contained in paragraphs 67 to 71 of your draft report, and the subsequent proposed modification to Policy TH2(i) clause (iv).

The report submitted to you as TNF Doc 8 in response to your clarification note set out the Site Access Options for the Coltscroft site allocation. However, the report unfortunately was incomplete and omitted a further plan from Appendix A indicating a two-way access option to the north of the site (Plan Reference 205616/PD02 attached). This should have sat alongside the southerly one-way option to which your report refers. As you indicate in your paragraph 67, the options were therefore factually incomplete. The two-way Northern Access option utilises the existing access to the site, and had this information been before you it may have enabled you to reach a different conclusion as to general conformity of the policy with NPPF paragraph 108 given the option would deliver enable a safe access option for pedestrians and cyclists to the south.

Should you agree that this additional information will enable you amend your recommendation in relation to clause (iv) by retaining that part of the clause which states "...with no vehicle access to be created onto the Thorpe By Pass" then the Forum will, of course, amend the Concept Plan as you suggest to state that while access is to be determined at planning application stage, this will not include vehicle access from the Thorpe By-Pass.

Kind regards,

Linda

Typos

Page 6 - bullet 22 - date should read 1st April 2017

Bullet 23 - focussed- misspelling of focused with a double "ss"

Page 11 - bullet 48 - insert (has) been able

Page 11 - bullet 50 - due to relativity small -----? of the maps - is something missing?

Page 11 - bullet 50 - typo- ned should read end

Page 12 - bullet 55 - ? Chertsey Road - should read Chertsey Lane?

Bullet 56 - it should be her report as the inspector was female

Bullet 58 - that (delete)

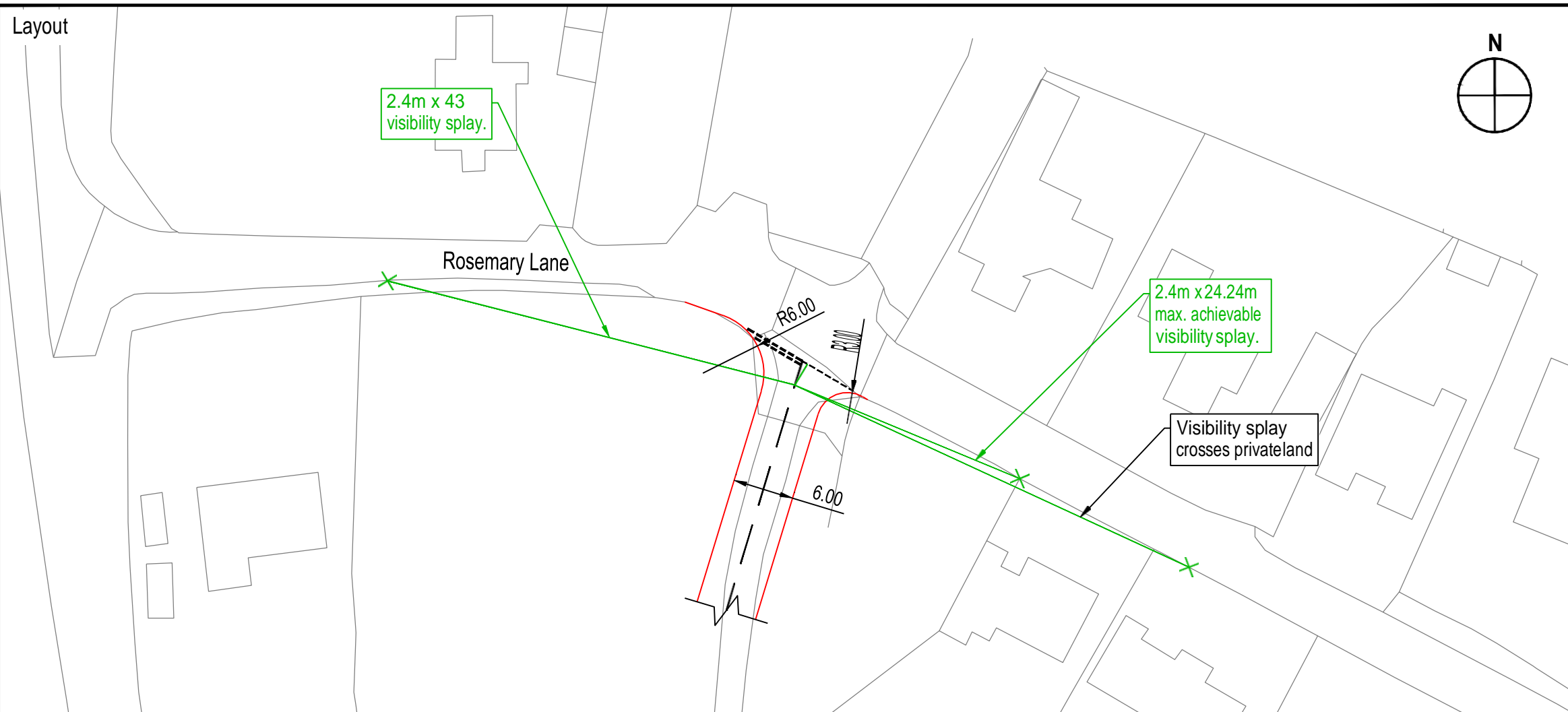
Bullet 63 - " of " 24

Page 14 - bullet 65 - Green Lane should read Green Road

Bullet – 66 - Green Lane should read Green Road

Bullet 69 - Green Lane should read Green Road

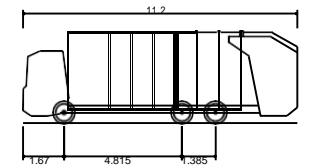
Layout



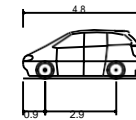
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. The Standard Design Vehicle (SDV) is a composite of smallest 95% of private vehicles registered to drive on UK Highways & has been devised by the I.C.E (Institute of Civil Engineers).

Final design is reliant on Highway Boundary data.



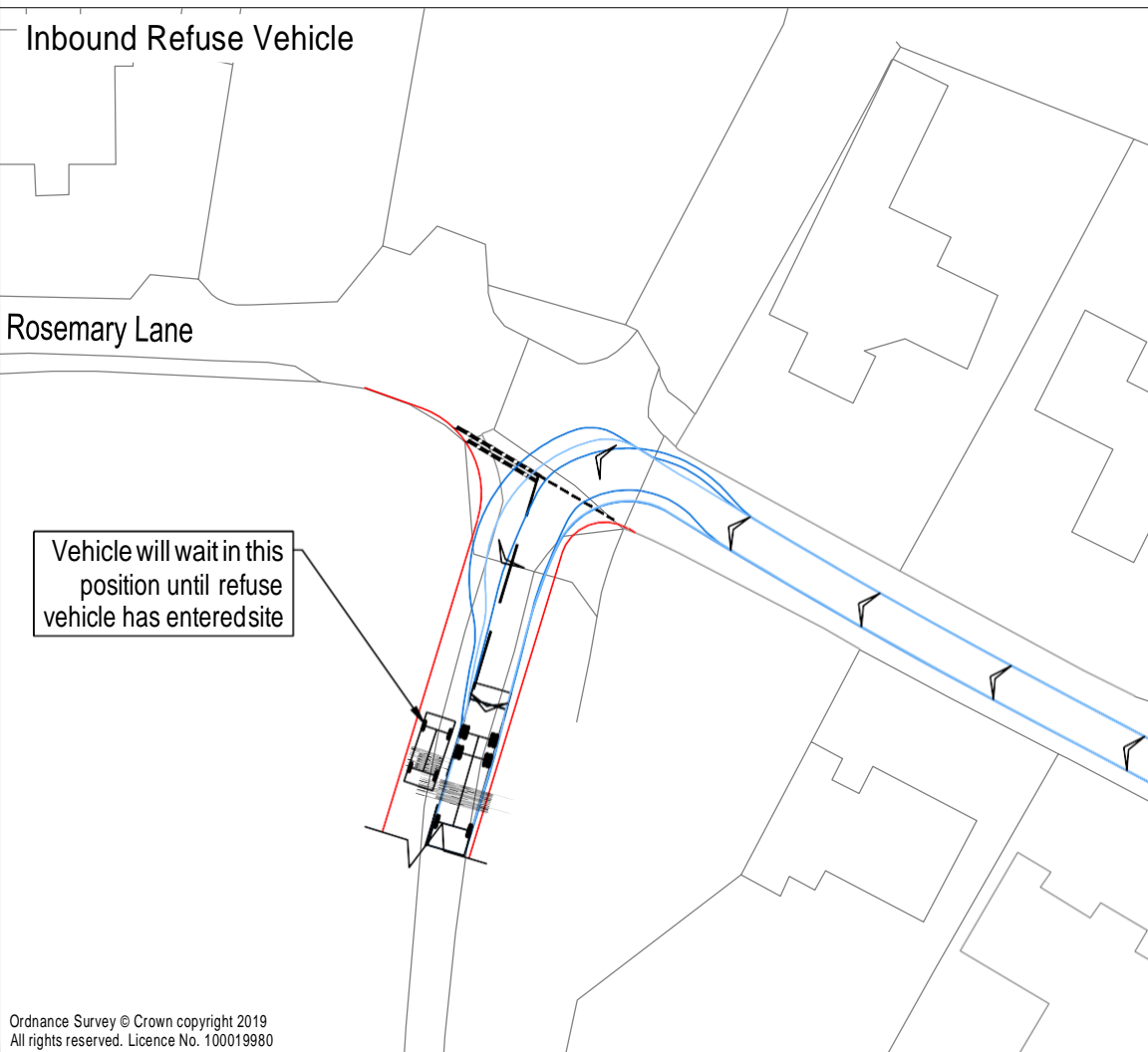
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



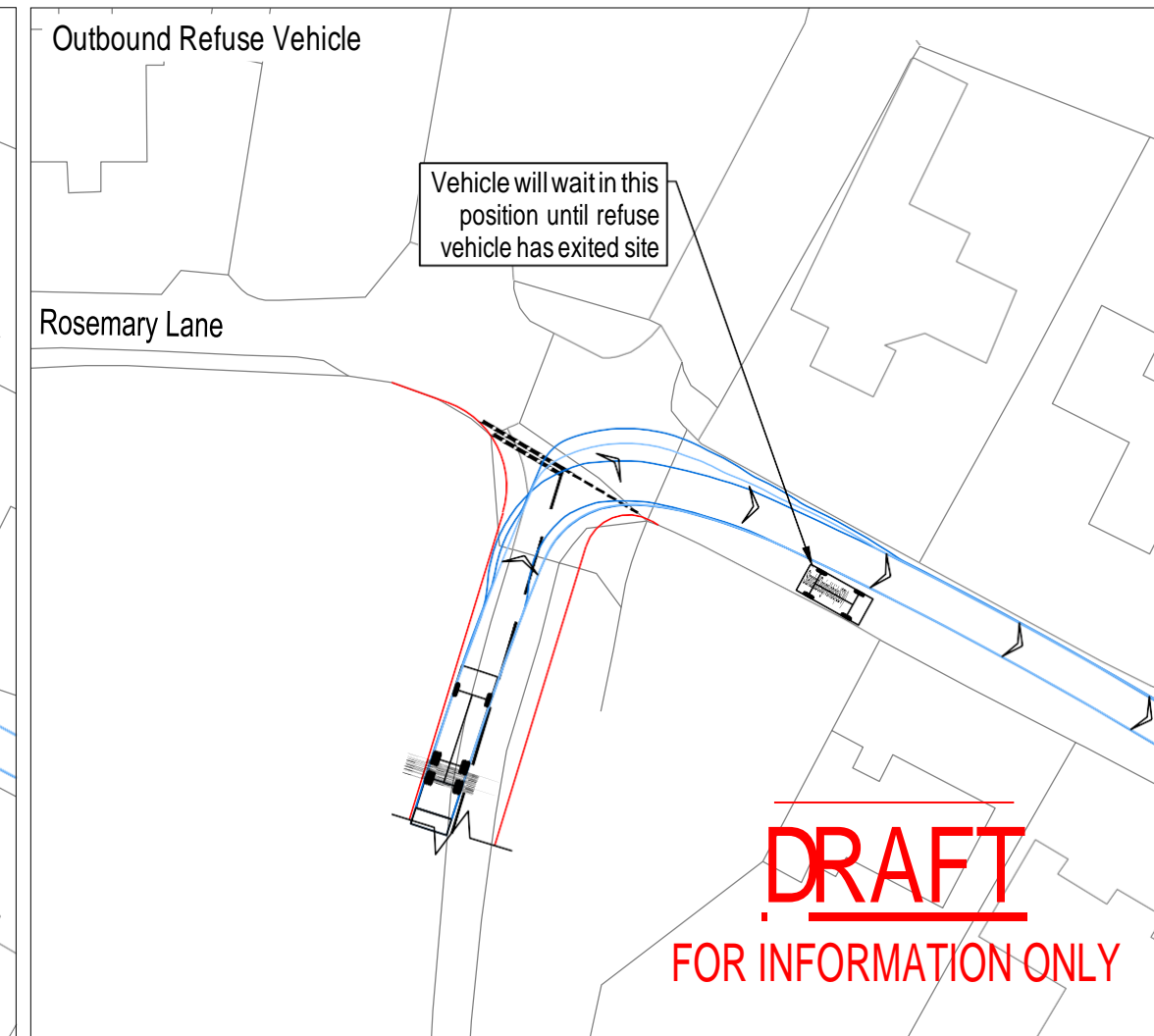
Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
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Inbound Refuse Vehicle



Outbound Refuse Vehicle



DRAFT
FOR INFORMATION ONLY

CLIENT:

Thorpe Neighborhood Forum

PROJECT:

Coltscroft, Thorpe

DRAWING TITLE:

Two-way Northern Access

SCALES: 1:500 at A3

DRAWN: JB CHECKED: HA DATE: 06.10.2020



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DRAWING NUMBER: 205616/PD02 REVISION: