

Linden Homes  
1A Guildford Business Park  
Guildford  
GU2 8XG

Date: 13th January 2020

Please ask for: Maria Tomalova

Tel: 01903 737510

Your Ref:

Our Ref: BN/64/19/DOC

Dear Mr Vass,

**Town & Country Planning Act 1990 (as amended)**

**Town and Country Planning (Development Management Procedure) (England) Order 2015**

**Approval of details reserved by condition imposed under ref EG/71/14/OUT relating to Condition Nos 6 - protection of retained trees, 9 - car parking spaces, 10 - road(s), footways & casual parking areas, 11 - construction management plan, 16 - archaeological investigation, 17 - broadband provision and 22 - refuse & recycling bins.**

**Former Eastergate Fruit Farm Land at former Eastergate Fruit Farm Eastergate PO20 3RP**

Notification regarding the above application:

**Condition Number 10**

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

**Decision:**

Arun District Council have decided to **REFUSE details reserved by condition for the following reasons:**

The submitted Road Details (Drawing Nos. A260-701, A260-702, A260-703 and A260-704) have been checked by West Sussex Highways and are not considered to satisfy the requirements of the condition.

With respects to the details shown, there are numerous locations where what are presumed as over-run areas are included around junctions. The inclusion of such areas is not considered good practice within residential areas given the infrequency of large vehicles that may use these. The swept path of such vehicles in any case are expected

to be accommodated within the extent of the highway with no over-running of kerbs. The use of such areas also has the inevitable impact of pushing pedestrian crossing points away from natural desire-lines. In some instances, the crossing points are consequently located in such a way that visibility for those crossing is restricted and as a result introduces safety concerns. It is recommended that all the

over-run areas should be removed and the location of all pedestrian crossing points revisited. This should be resolved prior to this condition being discharged.

Please do not hesitate to contact the above officer if you require any further assistance.

Yours sincerely

A handwritten signature in black ink, appearing to be 'NC', followed by a small dot.

Neil Crowther  
Group Head of Planning