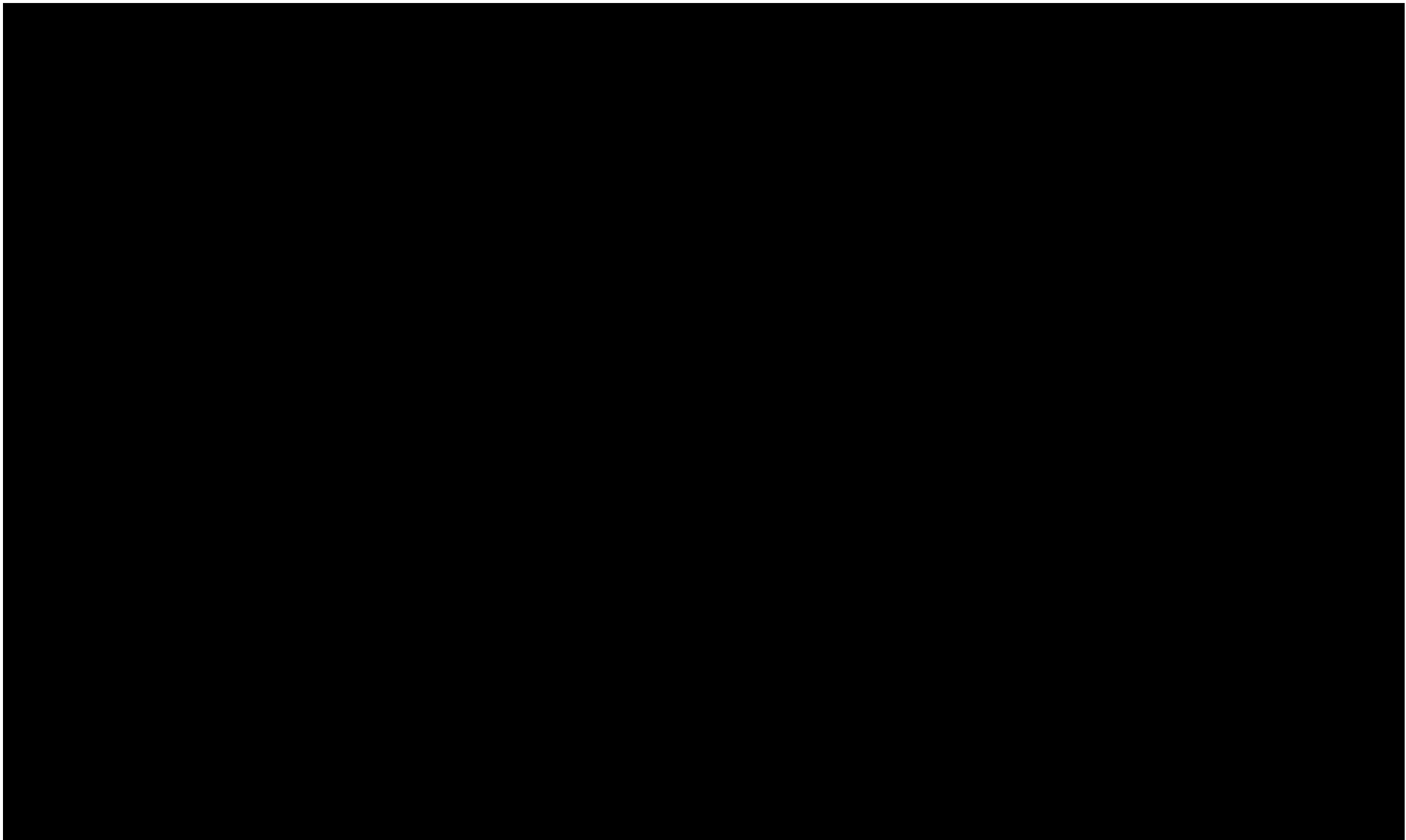




From: Ian Gledhill [REDACTED]
Sent: 26 November 2014 11:51
To: Anita Gardner
Subject: LU/161/14 - Fort Road

Hello Anita, I've been asked to take a look into the above. I understand that you've asked for highway reasons for refusal. In principle, I don't think there is a substantial reason to justify a highway refusal. I'm mindful also that the previous residential schemes for this site have not attracted highway objections.

Taking the outstanding highway points, the proposal should make provision for pedestrians. However given the limited scale of development (and therefore the small number of pedestrian movements), it would seem unreasonable to require the developer to provide a length of footway running to the site from Fort Road to the west. The low traffic flows on Fort Road East would not result in any difficulties for pedestrians crossing to the continuous footway on the south side of the carriageway. As such, details should still be sought of a dropped pedestrian crossing point from the development to the footway. These details can be secured via condition.

The existing carriageway alignment is not unduly restrictive. Details of visibility splays can be secured via condition.

The scale of the proposal would not trigger the requirement for the provision of Stage 1 Road Safety Audit or the provision of a Travel Plan Statement as the scale of the development does not meet the respective thresholds.

Details of cycle parking can be conditioned.

I note that part of the site is located within what is presently public highway. It's not clear to me if the applicant has commenced the process to Stop Up and thereby permanently remove

the highway rights. This is will be subject to a further consultation process independent of the current planning application. The Local Highway Authority at this stage is offering views only on the merits of the planning application and not the Stopping Up. The development could not be commenced until the Stopping Up is complete.

If the Planning Authority is minded to approve this proposal, the following conditions are recommended.

Access

No part of the development shall be first occupied until such time as the vehicular accesses serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 41 metres have been provided at the proposed site vehicular accesses onto Fort Road East in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Pedestrian Access

No part of the development shall be first occupied until dropped kerb pedestrian crossing point have been provided from the development to the footway located on the south side of Fort Road East in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: In the interests of highway safety.

INFORMATIVES

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Stopping Up Order

The applicant is advised that the existing public highway to be incorporated into the development must be the subject of a Stopping Up Order. This process must be successfully completed prior to any highway land being enclosed within the development. The applicant should contact the Department for Transport's National Transport Casework Team in order to commence this process.

If you want to discuss, please do not hesitate to contact me.

Kind regards

Ian Gledhill

Ian Gledhill BSc MIHE MCIHT | Senior Planner - County Highways, West Sussex County Council |
Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH



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