# WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| **TO:** | Adur & Worthing Councils<br>FAO: Peter Barnett |
| **FROM:** | WSCC - Highways Authority |
| **DATE:** | 20 August 2021 |
| **LOCATION:** | Terminal Building, 14 Cecil Pashley Way, Lancing, West Sussex, BN43 5FF |
| **SUBJECT:** | AWDM/1386/21<br>Replacement and additional security fencing to East and West of building, new railings and hand rails to terrace to North of building. |
| **DATE OF SITE VISIT:** | n/a |
| **RECOMMENDATION:** | Advice |
| **S106 CONTRIBUTION TOTAL:** | n/a |

**This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.**

I refer to your consultation in respect of the above planning application and would provide the following comments.

The proposal seeks the replacement and additional security fencing to East and West of Terminal Building, 14 Cecil Pashley Way, Lancing with new railings and hand rails to terrace to North of building.

The site, and wider Shoreham Airport site, is accessed via Cecil Pashley Way, which is a private road not maintained by WSCC.

After inspection of WSCC mapping I can confirm the proposed works will therefore not interfere with the publicly maintained highway and the principle of the works themselves will not generate an intensification of use at the site.

I note that the location of the new fencing will reduce the available parking east of the terminal building. The application form lists this loss as 5 spaces which seems correct after inspection of aerial photography.

Given the sites distance away from the public highway it would not be anticipated that this loss of parking will result in any impact or displaced parking upon the public highway. The Local Planning Authority would be advised to consider the amenity implications this loss of parking may cause.

The Local Highways Authority does not consider that the proposal would have and an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

**Ian Hayward**
**West Sussex County Council – Planning Services**