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Dear Peter

Planning Application for New Vehicular Access on to Public Highway to Serve Existing Parking Area at Dolphin Road, Shoreham-by-Sea, West Sussex
Application Reference - AWDM/0760/20

I write with respect to your Authority's ongoing consideration of a full planning application for works to create a new vehicular access on to the public highway at Dolphin Road, Shoreham-by-Sea. I write now in response to your recent email, requesting the submission of additional and clarifying information.

Existing Access Points

The application site is currently served by two access points: one from Dolphin Road, over adjoining industrial land to the south of the application site; and the second, leading north on to Middle Road.

As you note, the access to the north is subject to controls imposed in conjunction with the grant of planning permission for works to that access route under application AWDM/1282/16. Condition 5 of that planning permission states that:

> *"The access road hereby approved shall only be used as a vehicular exit from Dolphin Road by staff and visitors at Higgidy Limited between the hours of 8am and 7pm everyday, unless required in an emergency. There shall be no use of the road by HGVs at any time."*

This means, that at present, the only means of access (as opposed to egress) from the application site is across the forecourt of an adjoining industrial unit. The application submission sets out the details of why this is undesirable, and the application seeks to remedy this.

The application proposal envisages the closure (by a new fence line) of the sole means of vehicular access to the site. The proposal is therefore a like-for-like replacement of the existing access, but delivering improvements in both amenity and highway safety terms.

The proposed new access will also be an egress point from the site, including where such vehicles are prohibited from exiting via Middle Road, by the terms of Condition 5 of AWDM/1282/16.

Users of the New Access and Car Park

You have indicated that the existing access (from the south) "crosses Higgidy land." For the avoidance of doubt, the access route crosses an adjoining industrial unit that is not within the ownership of Higgidy Limited. It is currently leased by Higgidy Limited, but that is the extent of their interest in this unit.

It is therefore feasible that, in the future, this tenancy will end, and the access to the car park on this application site from the south will no longer be possible.

You have asked for clarification of how the car park would be managed, if it was used by personnel other than Higgidy staff.

Whilst this is not currently envisaged, there are existing mechanisms to prohibit exit from the site by non-Higgidy personnel.

As you may be aware from your site visit, these exit control mechanisms comprise an electric gate on the boundary of the application site across the accessway that leads north to Middle Road. This is electronically activated by key fobs. This ensures exit along this route is limited to Higgidy personnel in accordance with the current planning conditions.

In town planning and land use terms there is no reason to prohibit use of the existing car park on the application site by non-Higgidy personnel. Mechanisms are already in place to ensure and enable effective compliance with Condition 5 of AWDM/1282/16.

Proposed Closure of Access

The Local Highway Authority have stated that the site currently benefits from two access points, and have queried why there is a need for both the existing access points to be retained, with no formal closing-up procedure.

As explained above, there is a single means of access to the site at present (to the south), with the north limited to egress only, with controls on times and users.

The application envisages the closure of the existing southern access, but this does not require any formal closing-up procedure as it is located wholly on private land. It will closed up by virtue of the hard landscaping proposals. The access point on to Dolphin Road that is currently used by this southern accessway will be retained and continue to be used in association with the adjoining commercial unit only.

There are no proposals to close the northern access. This is an egress only route, and is required to enable the vehicles that park alongside the access way (approved in conjunction with the 2016 planning permission) to connect to the public highway on departure of the site. There is no vehicular turning area along along this access road. This is therefore a practical impediment to the closure of the northern access.

Swept Path Tracking

The Highway Authority have requested the submission of Swept Path Tracking details for the new entrance *"for the largest anticipated vehicles to be entering the site."*

Please now find these vehicle tracking diagrams attached.

I trust that this addresses the queries you have raised, but please do not hesitate to let me know if you require anything further at this stage.

Yours sincerely



Dale Mayhew BA (Hons) BTP MRTPI
Director

Enc: Drawing No: ITB15674-GA-001 - Swept Path Analysis