WEST SUSSEX COUNTY COUNCIL **DATE: 21/03/2016**
STRATEGIC PLANNING CONSULTATION

FROM: **Katie Kurek** **TO:** **Adur & Worthing Councils**
FAO: **Hannah Barker**

SUBJECT: **AWDM/0246/16 - Removal and rebuilding of front wall with pillars up to 1.4m high and reduce width of opening to 4.75m wide with new sliding gate and matching wall panel in in grey powder coated aluminium.**

22, Croft Avenue, Southwick, Brighton, West Sussex

RECOMMENDATION:

Advice	✓	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution total (see below for breakdown): £N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Strategic Planning should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

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

The proposal is for the demolition of existing front boundary wall and rebuilding so that the vehicle access opening will be narrowed to 4.75m wide. A new sliding gate will be installed.

There is no material change to the existing parking arrangements. The proposal will not affect the parking and turning situation or vehicle visibility upon exiting the site.

Ordinarily gates should be set back 5m from the carriageway edge to provide sufficient space for a car to wait whilst they are opened inwards to the site. It is unknown whether the sliding gates will be automatic. A car waiting to open these should do so without overhanging the highway, causing detriment to highway safety.

The proposal does not involve a material change to the existing situation from a highways point of view and therefore there are no transport grounds to resist the proposal.

Katie Kurek
Strategic Planning