WEST SUSSEX COUNTY COUNCIL **DATE: 09/11/2016**
STRATEGIC PLANNING CONSULTATION

FROM: **Jodie Wilkes** **TO:** **Adur & Worthing Councils**
FAO: **Peter Barnet**

SUBJECT: **AWDM/1521/16 - Replacement front (north) boundary wall and gates with rendered piers and cedar boards to a maximum height of 1.8m**

32, Old Fort Road, Shoreham-By-Sea, West Sussex, BN43 5RJ

RECOMMENDATION:

Advice	X	**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.

Old Fort Road is a D class residential road subject to 30mph speed restrictions. It is considered that vehicular visibility within this location is sufficient; there are parking restrictions in force to keep on street parking to a minimum and the wide footpath serves to aid in achieving visibility.

Manual for Streets 10.6.1 it states that vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously - similarly to how vehicles pull out when visibility along the carriageway is restricted. The footpath in this location is wide enough at 6m that pedestrians may be seen by an emerging vehicle using this access and vice versa.

It is unclear what material the access will be constructed from however if it is to be constructed from gravel, this may result in material being dispersed onto the public highway affecting the surface of the road. The applicant should provide a gravel trap or area of block paving, or other bound material, at the point of access onto Old Fort Road (on land within the applicant's control; not within the publicly maintained highway).

Any street lighting columns that may fall within 1.5m of the top of the ramped kerb on the proposed access must be relocated at the expense of the applicant.
The gates should open into the property as shown in the site layout plan no. 12, this is to ensure the public footway is kept clear during the its use and to allow the vehicle to wait off of the highway whilst it is being operated.

The applicant is advised to contact the Area Office in order to ascertain whether a license would be obtained to carry out the works on the highway in this location. An informative outlining this has been included below.

Conclusion

The Local Highway Authority (LHA) does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following informatives should be alongside it.

Informatives

Minor Highway Works

The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

Drain Cover

The new manhole cover should be capable of taking vehicular weight and be protected by a skid cover to ensure highway safety upon ingress and egress of the site. The applicant should consult with the appropriate utilities company with regards to joining up to the existing system.

Jodie Wilkes
Strategic Planning