WEST SUSSEX COUNTY COUNCIL **DATE: 12/01/2016**
STRATEGIC PLANNING CONSULTATION

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

SUBJECT: **AWDM/1873/16- Retention of front boundary wall with fence panels and electronic automatic gates up to 1.74m in height along front (north) boundary.**

34, 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.

This application seeks to assess the suitability of this proposal, the works have already been completed and therefore these comments may be applied retrospectively.
Old Fort Road is a residential D class road. 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 present serves to aid in achieving visibility.
Manual for Streets 10.6.1 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.
The automatic gates should open into the property this is to ensure the public footway is kept clear during its use and to allow the vehicle to wait off of the highway whilst it is being operated. It is unclear from the documentation provided whether this is the case.
Space is allocated within the site to allow vehicles to turn and exit within a forwards gear and therefore allowing vehicles improved visibility to safely use the access.

Conclusion
The 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 subject to the following conditions.

Jodie Wilkes
Strategic Planning