National Highways Planning Response (NHPR 24-02)
Formal Recommendation to an Application for Planning Permission

From: Christine Allen, Regional Director
Operations Directorate
South East Region
National Highways
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To: Adur & Worthing District Councils (FAO Jason Albon)
planning@adur-worthing.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: AWDM/1770/23

Location: 49 Arundel Road, Salvington, Worthing, West Sussex, BN13 3LR

Proposal: Construction of Boundary Wall and Gate (part retrospective). Construction of Detached Garage. Widening of Existing Vehicular access onto Arundel Road.

National Highways Ref: NH/23/04319

Referring to the consultation on a planning application dated DATE referenced above, in the vicinity of the ROAD that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is relevant to this application.[1]

[1] Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

Signature:  **Date:** 12 April 2024

Name: Matt Lewis **Position:** Assistant Spatial Planner

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Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interests relate to the A27. We are interested as to whether there would be any adverse safety implications for the SRN because of this proposal. Additional information has been provided for review. Our updated comments are in **bold** below.

"The proposed gates must be set back a minimum of 6.0m from the edge of the carriageway to allow a vehicle to move clear of free-flowing traffic during gate operation."

In respect of the relocation of the gates, this is now accepted.

"Walls and fences adjacent to the highway should not exceed 1m in height. The solid nature of a concrete brick wall will increase the injury risk. Whilst a wooden fence can be designed to break in the event of collision by an errant vehicle, a concrete wall won't crumple. It is particularly important to avoid this risk because the highest cause of fatalities is vehicles leaving the carriageway and hitting an object. The proposed design will reduce the visibility splay of sight lines for vehicles emerging from the driveway, especially of pedestrians on the footpath."

Regarding the brick wall, this has been raised by our structures teams as a safety concern for users of the footpath. Whilst the supplied photos show a wooden fence of greater height, this is of less concern as whilst a wooden fence can be designed to break in the event of collision by an errant vehicle, a concrete wall won't crumple. The solid nature of a concrete brick and render wall will increase the injury risk. It is particularly important to avoid this risk because the highest cause of fatalities is vehicles leaving the carriageway and hitting an object. The applicant could address this issue via lowering the wall height or redesigning the wall.

"The alteration of the access will be subject to the applicant entering into a Section 278 agreement with National Highways. Full design and construction details should be submitted to and approved by National Highways prior to any planning approval being issued."

In terms of the access, this will need to undergo the S278 process of altering an access on the SRN. Until this process has been completed, the works for altering the access cannot take place. Whilst completing the S278 process is not required prior to planning permission being granted, the design and RSA should be completed to ensure deliverability prior to approval being granted. Should the applicant wish to keep the access width/ design onto the SRN the same, then this requirement would not be needed.

Recommended Non-Approval

National Highways would recommend that planning permission not be granted for a specified period of 3 months from the date of this response (until 12 July 2024), to allow the applicant time to address the above concerns.

Highways Act Section 175B

In accordance with Section 175(b) of the Highways Act 1980 (as inserted by The Infrastructure Act 2015) National Highways does not consent to the alteration of an access on to the A27 Trunk Road at this time.

Thank you again for consulting with National Highways and please continue to consult on other planning applications via our inbox planningse@nationalhighways.co.uk.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of PAS2080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.