WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	22 June 2020
LOCATION:	404 Upper Shoreham Road Shoreham-By-Sea BN43 5ND
SUBJECT:	AWDM/0793/20 Proposed open porch, boundary wall with piers, railing and gates to maximum 1.825m to South boundary.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	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 Local Development 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 proposal is for erection of an open porch boundary wall with piers, railing and gates to maximum 1.825m to south boundary. The site is located and accessed via Upper Shoreham Road which is a C-classified road subject to 30mph speed restrictions.

There are no proposed alterations to the existing access and parking arrangements. The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury accident near the site entrance. However, from an inspection of accident data it is clear that this was not due to any defect with the road layout.

The proposed wall and the gates appear to be following the existing site boundary. With regard to pedestrian visibility the design of the railing fence is such that inter-visibility between pedestrians and vehicles emerging from the back edge of the footway can be achieved. Vehicles exiting 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 private driveways will encourage drivers to emerge more cautiously.

The proposed metal railings gate for vehicles is approximately 1.4m high. The gate is positioned less than 5m from the nearside edge of the carriageway with inwards opening mechanism. While the current WSCC guidance states that a gate should be positioned at least 5m from the nearside edge of the carriageway, it would be difficult to substantiate that this would result in an unacceptable safety concern given the context of the location. In addition, the site is single residential property, so the gate would not be used frequently during the peak hours. The neighbouring property appears to operate with similar boundary treatments without any evidence of highway safety concern.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

Anastasia Toleva
West Sussex County Council – Planning Services