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Fwd: AWDM/1214/18 - Handrail amendments

1 message

Gary Peck <gary.peck@adur-worthing.gov.uk> 5 September 2018 at 09:46
To: Planning - <planning@adur-worthing.gov.uk>

---------- Forwarded message ----------
From: **Jessica Aidley** [redacted]
Date: 4 September 2018 at 14:30
Subject: Re: AWDM/1214/18 - Handrail amendments
To: Gary Peck <gary.peck@adur-worthing.gov.uk>
[redacted]

Hello Gary,

Phil Prydderch has given me a call, and we have agreed on a way to deal with the section between number 3 and number 2 without causing further delays to the project. The EA is going to work out the protocol for us to have a fence built along this length ourselves, funded in some way by the EA. This means that we can put up a wooden fence since we don't have to build one which will last 100 years, only one to keep us safe? This seems an entirely satisfactory solution, because (being private land) we don't know what our successor owners may want to put in eg really tall fences for privacy as so many houseboats have done. I have agreed to this..

Thank you for your help,
Jess

On Fri, 31 Aug 2018 at 14:53, Gary Peck <gary.peck@adur-worthing.gov.uk> wrote:

> Mike/Jess
>
> Thank you for your comments in response to the above. As you may be aware, the application has been submitted under the non material amendment procedure which means I must respond by the 5th otherwise deemed permission is automatically granted in the absence of any decision from the Council. I asked the EA to respond directly to your representations and I include the response below. If you have anything further to add, please could you let me know by Monday as time is short on this one.
>
> Many thanks
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> Gary
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> EA response
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> Materials
>
> *As part of the project's original planning application, the guardrail in Reach W5 was to be primarily made from timber with mild steel posts and tension wire intermediates. However, following consultation with West Sussex County Council as the future maintainer, it was clear that the County Council had a strong preference to move away from timber. The design was subsequently amended to stainless steel, which was explored and found to be extremely costly given the bespoke nature required in this location (the total cost was approaching £1 million). A number of options were then examined with manufacturers to identify a solution that balanced aesthetics, cost and maintenance considerations.*
>
> *The proposed guardrail design has been agreed with West Sussex County Council as the future asset owner and maintainer. It is more expensive than the original timber solution, and other alternatives that have been discounted due to a lower aesthetic quality. It entails a shot blast / hot zinc spray 100 microns / epoxy primer to a marine grade specification Akzo Nobel D1036. The powder coat corrosivity category is C4 (high), which was deemed the most appropriate powder coat solution for the location.*
>
> *With regard to lifespan, the powder coated solution has an advised design life of 17 years (for comparison purposes, stainless steel has an expected lifespan of 20 years). However, if maintained correctly it should last indefinitely. To facilitate ongoing regular maintenance, the Environment Agency is currently agreeing a commuted sum figure with West Sussex County Council as part of the handover preparation. Should the handrail be accidentally damaged to*

remove the outer layer of powder coating, this will not result in immediate rusting of the handrail. The two further layers of zinc and epoxy coating still provide a degree of protection to the railing which will allow for time between planned maintenance inspections.

Safety

From the consultation responses received, it is assumed that the concerns raised primarily relate to the Northern side of the footpath, as the guardrail proposed on top of the new flood defence wall on the Southern side of the footpath is situated on the path side to deter access on the capping beam. Planters have also been proposed to deter access along the capping beam.

There is no statutory guidance for the installation of guardrails in open exterior public spaces. Therefore, a risk assessment was undertaken by the project's designer analysing the likelihood of a fall from the embankment and the severity factors associated. It was determined that the risk of a member of the public falling from the embankment was low, and therefore it was not considered necessary to provide guardrailing along the full length of the embankment. At the ramps at either end, a guardrail was recommended to provide a barrier where the change in gradient presents a variation in the residual risk. The gradient change to the western end is minimal and riverward guardrail was deemed by the designer to not be required, though the Environment Agency have decided to install guardrail on the riverward side at both ends of the Reach to reduce residual risk.

The proposed guardrail design on the Northern side of the footpath has only one intermediate rail at present, with the upper rail offset. This guardrail reduces an already low risk. However, the Environment Agency is willing to examine introducing a second intermediate rail on the riverside of the path to address the concerns raised. This will require a further risk assessment to be undertaken to examine whether the change introduces additional risks (e.g. encourages climbing).

A further note on the decision to move away from tension wires as an intermediary: this was taken following feedback from other projects, where over time high tensile wires can become damaged and are subject to increased maintenance to rectify sag and breakages.

Guardrail Omission

As outlined above, the Designer has carried out a risk assessment to assess where a guardrail must be installed, which concluded that the risk of a member of the public falling from the embankment is low, excluding the ramped sections at either end where a guardrail has been recommended.

Following this assessment, it was initially proposed to omit all guardrailing on the Northern side of the footpath. However, following feedback from residents it was decided to continue with the installation of a guardrail from the final houseboat at either end to the furthest extent of the Reach. With regard to the areas between individual houseboats (including between plot 2 and plot 3 as raised by the consultee), the project team have found differing preferences between residents on whether they wanted a guardrail to be installed between properties.

Particularly where some sections are small, concerns were raised about the aesthetic appearance of short sections of guardrailing, whilst others have raised concerns that a guardrail will remove foreshore access. We have sought to avoid works which impact on land boundaries. Installing guard railing between properties also has the potential to give rise to boundary disputes between neighbours. Given this feedback, and the Designer's assessment that a guardrail is not required on the Northern side of the footpath, the proposal remains to only install a guardrail at either end of the reach from the final houseboat. This will not prevent others from electing to install a guardrail on private land independently.

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We will truly know that we live in a free society when there are plenty of eccentrics living in it. John Stuart Mill

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