# WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| **TO:** | Adur & Worthing Councils<br>FAO: Finlay Gardner |
| **FROM:** | WSCC – Highways Authority |
| **DATE:** | 17 October 2025 |
| **LOCATION:** | 94 Offington Drive Worthing BN14 9PS |
| **SUBJECT:** | AWDM/1117/25<br>Replacement front boundary wall with timber gates. |
| **DATE OF SITE VISIT:** | n/a |
| **RECOMMENDATION:** | Advice |

**This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.**

This application is for the replacement of existing boundary wall and erection of timber gates. The site is located on Offington Drive, an un-classified road subject to a speed limit of 30mph.

The proposed replacement wall will be 2.0m in height. Whilst it would be ideal for the applicant to provide pedestrian visibility for vehicles exiting the site, it is acknowledged within Manual for Streets 2 paragraph 10.6.1 that 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. It would be difficult for the LHA to substantiate an objection on these grounds. It is also noted that the existing access currently operates with restricted pedestrian visibility splays due to the presence of vegetation.

The plans indicate that the proposed gates will be set back approximately 4.5m from the back edge of the carriageway. The LHA would ideally prefer the gates to be setback to a minimum of 5m, in order for a vehicle to wait clear of the highway whilst the gates are in operation. The LHA would encourage the applicant to explore whether a 5m setback is possible. However, it is acknowledged that the proposed setback would only result in a small portion of a vehicle overhanging the carriageway in this location, and as Offington Drive is an un-classified residential road, with good forward visibility, it is not likely that the proposed gate position would result in a highway safety concern and no objection to the proposal in its current form would be raised.

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 116), and that there are no transport grounds to resist the proposal.

**Nicola Elliott**
**West Sussex County Council – Planning Services**