WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jason Albon
FROM:	WSCC - Highways Authority
DATE:	12 March 2024
LOCATION:	The Westbury, 45 Stone Lane, Worthing, BN13 2BA
SUBJECT:	AWDM/0177/24 Part retrospective application for increase in East boundary wall height by 45.72cm and pillars by 45.72cm.
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.

This application seeks to increase the existing east boundary wall and pillar heights by 45.72cm. The proposals are part-retrospective, with the works having commenced on 26/05/2023. The site is located on Stone Lane, a C-classified road subject to a speed restriction of 30 mph.

Having reviewed the submitted plans and WSCC mapping, the proposed works are not anticipated to obstruct vehicular visibility splays along Stone Lane. The higher walls may reduce pedestrian visibility for vehicles using the access – However, Section 10.6.1 of Manual for Streets 2 (MfS2) states that the absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously and similarly to how vehicles emerge onto the highway when visibility along the carriageway is restricted. Section 10.6.2 also states that the frequency of vehicular movements should also be taken into account - the number of vehicular movements associated with a single residential dwelling is not anticipated to be high, therefore the access arrangements as proposed are unlikely to result in detrimental impact. Finally, the footway at present is considered to be of sufficient width to allow an oncoming pedestrian to anticipate a car manoeuvring from the parking area.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to the use of the existing access. Therefore, there is no evidence to suggest the existing access has been operating unsafely, or that the proposals would exacerbate an existing safety concern.

In summary, 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 115), and that there are no transport grounds to resist the proposal.

Kyran Schneider
West Sussex County Council – Planning Services