

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Jackie Fox
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	14 December 2025
<b>LOCATION:</b>	St Charles Borromeo Church Chesswood Road Worthing West Sussex BN11 2AE
<b>SUBJECT:</b>	AWDM/1296/25 Demolition of Church and Presbytery and erection of 9 houses (2 x 5 bed 7 x 4 bed) plus access, parking, landscaping and retention of memorial garden.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full application AWDM/1296/25 with regards to highway safety and capacity matters relating to the proposed development. The application is supported by a Transport Statement (TS) and associated plans.

### Site Context

The application site 'St Charles Borromeo Church' within Worthing is a vacant place of worship building. The site is accessed from Chesswood Road, which is a 'C' classified road, subject to 30mph speed restriction. The development proposals are for the demolition of the existing building and construction of 9 nos. dwellings (Use Class C3) comprising 2 x 5-bed and 7 x 4-bed units (as mentioned in the application form) with associated parking and landscaping.

### Access Arrangements

The applicant proposes to utilise the existing established vehicular access from Chesswood Road. There are no apparent visibility issues at the existing point of access onto the maintained highway. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no reported incidents of personal injury immediately near to the access. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

### Parking

The site is situated in Parking Behaviour Zone (PBZ) 3. In accordance with the standards set out in WSCC's Guidance on Parking at New Developments (September 2020), there is a requirement of 2.5 spaces for a 4+ bed dwelling. The scheme proposes a total of 20 car parking spaces, two spaces per each dwelling, including 2 visitor spaces. The Highway Authority consider the proposed parking provision is adequate given the site being in a highly sustainable area.

Safe and secure cycle parking provision for 2 bicycles per dwelling is made within the curtilage of each dwelling, in line with the NPPF guidance on promoting sustainable transport options. These can be included as sheds in the rear gardens. Delivery and servicing will be carried out from kerbside in line with the existing arrangements.

### **Trip Generation and Highway Impact**

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the proposed development. For robustness, the previous trips generated by the site's use as a place of worship has been eliminated. It is estimated that the proposed change of use could attract two-way trips of 12 in the AM peak and 10 in the PM peak hour. The Highway Authority, from experience of other similar proposals, consider that the previous use of the site as a place of worship could have attracted higher vehicular trips compared to that of the proposed residential use. Therefore, the proposed vehicular trips could be accommodated without causing capacity issues on the local highway network.

### **Sustainable Transport Accessibility**

The site is in a sustainable location, being within 100m distance of nearest bus stops along B2223 Ham Road and East Worthing train station. The street-lit, well-networked footways surrounding the site are conducive to walking. Davison Leisure Centre, schools, many retail units and local amenities are within short walking distances.

### **Conclusion**

*Paragraph 116 of the National Planning Policy Framework (NPPF) states:*

*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*

Therefore, the Highway Authority do 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 (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

### **CONDITIONS**

#### *Vehicle Parking*

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking space for the development.

#### *Cycle Parking*

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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**West Sussex County Council – Planning Services**