WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Louise Prew
FROM:	WSCC – Highways Authority
DATE:	9 June 2025
LOCATION:	Site Of 19 And 21 Salisbury Road Worthing West Sussex
SUBJECT:	AWDM/0585/25 Change of use from existing convent (Sui Generis) to 2no. detached residential dwellings (C3). Demolition of single storey connecting link.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary
The Local Highway Authority (LHA), has been consulted on the above planning application for Change of use from existing convent (Sui Generis) to 2no. detached residential dwellings (C3).
The application building is located off Salisbury Road, a one-way road subject to 30mph speed restrictions.
The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at either of the accesses with the public highway, onto Salisbury Road. There is no evidence to suggest that the junction is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

Access and Parking
The LHA note that local mapping appears to show that the southernmost access to no 19, is not served via a dropped kerb crossing and its use as a vehicular access for parking therefore would not only incur damage to the kerbstones and footway in this location but due to the on-street parking bay at this location, may also be at times inaccessible.

It appears that although this gated access has been in place for some time for pedestrian use, it has been widened between 2015-2018. The LHA are unable to verify however if this has ever been in use as a vehicular access point.

The LHA considers therefore that no 19 will have a single off street parking provision using the northern gated access and no 21 will be served with 2 parking spaces using the existing VCO's.

The LHA advise that the southern access serving no 19 should not be used as a vehicular access point, however may be retained for use as a pedestrian access.

The WSCC Parking Demand Calculator outlines that each 4bedroom property in this location would generate the requirement for three parking spaces, therefore any shortfall would need to be accommodated via on street parking. It appears that on street parking is available with a permit in Salisbury Road.

The LPA may wish to consider these parking matters from an amenity perspective.

VCO Access matters
This application has been assessed on the basis of the accesses as existing, and as advised above no 19 currently only has a single viable access point, which results in 1 usable parking space for this property.

The installation of a dropped kerb at this location to enable future use of the southern hardstanding-would be subject to a vehicular crossover license obtainable from the Highways Licensing team.

I am aware however, that currently a local policy is in operation which prevents a new second access being created to serve a single dwelling due to the loss of on street parking provisions and therefore a second access in this location would be unlikely to be permitted.
The applicant is advised to discuss this further with the Local Area Engineer, should they wish to know more. https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-

licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/
The applicant should be aware that as well as planning permission they would also need obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a future vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Cycle Parking
Safe and secure cycle parking provision should be provided to encourage sustainable alternatives to the use of a car for transportation. The LPA may wish to condition this alongside any approval of this proposal.

Sustainability
The building is located within a sustainable location in central Worthing, there are opportunities for sustainable transport, with regular bus services operating from the A259 to the north- linking to Littlehampton, West Worthing, Shoreham-by-Sea and Lancing. Worthing railway station is a 10minute walk to the north of the site. Shops and amenities are situated within a 5minute walk of the property which further removes the reliance on the use of a car for transportation.

Conclusion
The Local Highway Authority does not consider that the 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.

Should planning consent be granted, the following condition would be advised.

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 to be submitted to and approved by the Local Planning Authority.
Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Jodie Wilkes
West Sussex County Council – Planning Services