

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jackie Fox
FROM:	WSCC – Highways Authority
DATE:	25 July 2026
LOCATION:	The Drive Mill Lane Worthing BN13 3DF
SUBJECT:	AWDM/0645/26 Demolition of The Drive and erection of 2no. 3-bedroom detached dwellings with associated landscaping.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the full application AWDM/0645/26 to assess the highway safety and capacity implications of the development proposal. The application is supported by a Design and Access Statement (DAS) and associated plans.

Background and Site Context

The application site is located to the rear of 'The Drive' comprising a large, detached property located on the west side of Mill Lane, set back from the frontage development along Mill Lane. The site has an extensive planning history. The most recent application was the erection of 3 nos. dwellings under application ref: AWDM/0530/25 which was approved. The current proposal is for the demolition of The Drive and erection of 2no. 3-bedroom detached dwellings (Class C3) with associated parking landscaping. This is excluding the plot subject to a separate section 73 application which was a part of the previous application.

Access Arrangements

Access to the wider site is achieved via an access point with Mill Lane, which at this point is unadopted. Access to the wider adopted highway network then takes place at multiple points, but most likely via Woodland Avenue. Given the significant number of other dwellings that make use of these access points onto the wider adopted highway network no capacity concerns would be raised to the slight increase by additional two dwellings.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents within the vicinity of the site 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 and Internal Layout

The development site lies within Parking Behaviour Zone (PBZ) 2 which requires 2 vehicle parking spaces per dwelling which the applicant proposes to provide. Safe and secure cycle parking provision can be accommodated within the curtilage of each dwelling.

Delivery and servicing are carried out on site. No refuse tracking analysis is submitted under this application. However, for a similar internal layout, refuse tracking was carried out under application AWDM/0615/13 demonstrating that a refuse vehicle can turn within the confines of the site.

Conclusion

The Local Highway Authority (LHA) 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) minded approving the application, the following conditions should be applied:

Vehicle Parking and Turning

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 Local Planning Authority.

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

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details of all temporary contractor buildings, plant and stacks of materials, provision for the temporary parking of contractor vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

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West Sussex County Council – Planning Services