

Development Management – Delegated Officer Report

Application Number: AWDM/0775/26

Recommendation: – APPROVE

Site: 141 Dominion Road Worthing West Sussex BN14 8LD

Proposal: Construction of new dropped kerb and vehicular access to the property.

Date of Site Visit: 28/07/2026

Neighbours Checked: Y

Additional Neighbours Notified: N

Site and Surroundings

No. 141 Dominion Road is an end of terrace property which is located on the southern side of the road. The road comprises a large number of property types but is categorised by two storey properties.

There are a lot of properties along the road which have undergone the same sort of works, including within the application terrace with the closest being at 145 Dominion Road. There is plenty of on road parking on neighbouring streets.

Proposal

Permission is sought to provide off street parking to the front of the site with a permeable surfacing. The application also relates to a vehicular crossover of the public footpath.

Relevant Planning History:

None

Consultations

WSCC Highways

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed construction of a new dropped kerb and vehicular access to the property. The site is located on Dominion Road, a B-classified road subject to a speed restriction of 30 mph.

A new 4.5m wide vehicle crossover (VCO) is proposed on Dominion Road, facilitating access to off-street parking for approximately two cars. From inspection of WSCC mapping, there are no apparent visibility concerns with the proposed point of access on Dominion Road. On-site turning does not appear achievable, so cars may have to exit in a reverse gear – though this would not be anticipated to give rise to a highway safety concern in this location, owing to suitable visibility either side of the proposed access, and good forward visibility along Dominion Road.

The proposed access works will be subject to a licence obtained from WSCC and constructed to a specification agreed with a WSCC Highway Area Engineer. I note that there is an existing telegraph pole located within the footway fronting the site. For

a licence for a dropped kerb to be granted, the telegraph pole needs to be located at least 1m from the top of the ramped kerb of the proposed crossover. If the telegraph pole is within 1m, it must be relocated at the expense of the applicant, or written confirmation in advance of the application from the utility owner must be provided to confirm that they have no issue with the distance you are proposing. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the telegraph pole if necessary.

In summary, notwithstanding the above, 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.

If the LPA are minded to approve the application, the following informative should be applied:

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also 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 vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

<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/>

Neighbour Representations

None

Relevant Planning Policies:

Worthing Local Plan policies (WBC 2023): SP1, DM5
National Planning Policy Framework (MHCLG 2026)
National Planning Practice Guidance
SPG 'Extending or Altering Your Home' (WBC)

Planning Assessment:

The proposal comprises the creation of a Vehicular Cross Over on a residential property located within the built up area and can be supported in principle. The relevant issues are the highway safety, and visual effects on the amenities of neighbouring residential occupiers and the character and appearance of the surrounding area.

Visual & Residential Amenity

Because of the topography of the street, the properties have created either raised or cut in car parking spaces within their curtilages, thereby becoming the norm for the street.

This application proposes a parking space which will sit vertical to the front boundary. The WSCC Highways raises no objection to the proposal. Visually, the parking space will offer a good design and good use of materials, and the parking area will not result in any material loss of either residential or visual amenities to the locality.

Highway Safety

Due to the location of the proposed driveway it is not considered that there will be an unacceptable impact on the highway safety. As highlighted by WSCC there are sufficient mitigations that would mean the proposal would not result in a severe impact to the highway network. As such it is considered that the proposal is policy compliant.

It is noted that within the response from WSCC Highways they refer to the requirement for the dropped curb to be a minimum of 1m from the telegraph pole. As indicated on the plans it is proposed to be 1.25m from the pole. An informative has been included to the permission to ensure that this is complied with.

Recommendation:

APPROVE subject to condition(s):-

1. Drawing Numbers
2. Standard time limit

Informative

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Vehicle Crossover – Minor Highway Works

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Vehicle crossover - Separation from telegraph pole

For a licence for a dropped kerb to be granted, the telegraph pole needs to be located at least 1m from the top of the ramped kerb of the proposed crossover. If the telegraph pole is within 1m, it must be relocated at the expense of the applicant, or written confirmation in advance of the application from the utility owner must be provided to confirm that they have no issue with the distance you are proposing. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of the telegraph pole if necessary.

Is recommendation contrary to letter(s) of representation? N

Case Officer: Finlay Gardner Date: 18/08/2026

Authorised by: Louise Prew Date: 18/08/2026