WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jackie Fox
FROM:	Highways, WSCC
DATE:	20/06/2025
LOCATION:	56 Marlowe Road, Worthing, BN14 8EY
SUBJECT:	AWDM/0654/25 Construction of two-storey attached dwellinghouse
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice / Modification
S106 CONTRIBUTION TOTAL:	N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

Summary and Context
This application seeks the construction of a two-storey attached dwellinghouse. The site is located on Marlowe Road, an unclassified road subject to a speed restriction of 30 mph. Following a review of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety or capacity concerns for the proposals.

Access and Visibility
A new vehicle access point is proposed on Marlowe Road fronting the proposed dwelling. From inspection of WSCC mapping, there are no apparent visibility concerns with the proposed access point.

Any new vehicular access onto publicly maintained highway is subject to a licence obtainable from WSCC Highways Authority. No works can be commenced on the highway prior to the licence being obtained.

The LHA would advise that this area is subject to a policy that a licence would not be granted for the proposed access works, as second accesses are currently not permitted in urban areas, and the proposed access point is within 10m of a junction. Therefore, the access proposals are contrary to the WSCC Vehicular Cross Over: Application Criteria guidance. The applicant is encouraged to ensure that their access proposals align with the above guidance, which can be found at the following link:
https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

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.

Parking
The plans demonstrate off-street parking to the site frontage and within an existing garage. The existing garage is to be retained for the storage of bicycles. As per the above comments, the access proposals are currently contrary to current WSCC policy, so the proposed parking provision would also not be able to be implemented as demonstrated in the plans. As such, the LHA is considering the proposals based on the use of the existing garage only. It should

be noted that garages are considered 0.5 car parking spaces under WSCC Parking Standards.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require two car parking spaces. As such, any overspill parking would have to be accommodated on-street. There are parking restrictions in place that prohibit vehicles from parking in places that would be detrimental to highway safety. So, whilst no highway safety concerns would be raised in regards to the shortfall in parking provision, the LPA are advised to consider the potential impacts on on-street parking from an amenity point of view.

Sustainability
The site is situated in a sustainable location within walking/cycle distance of local services, amenities and public transport connections in Worthing. Cycling is a viable option in the area and residents need not rely on the private car for travel in the area.

Conclusion
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 116), and that there are no transport grounds to resist the proposal.

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

Condition
Car parking space (details required)
No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use.

Informative
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/

Kyran Schneider
West Sussex County Council – Planning Services