

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Rebekah Hincke
FROM:	Highways, WSCC
DATE:	01/10/2025
LOCATION:	Land West Of 28 Bramber Road, Worthing
SUBJECT:	AWDM/1141/25 Change of use of a garage into a dwelling, including demolition of rear lean to and construction of a two-storey rear extension, side dormer, rooflights and associated alterations.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
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 change of use of existing garage to dwelling, including demolition of rear lean to and construction of a two-storey rear extension, side dormer, rooflights and associated alterations. The site is located on Bramber Road, an unclassified road subject to a speed restriction of 30 mph.

WSCC in its role as Local Highway Authority (LHA) was previously consulted regarding highway matters for this site for application AWDM/0027/25 (*Proposed chalet bungalow with 2no. parking spaces, access from Bramber Road*), of which no highway safety or capacity concerns were raised. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways.

Content

The existing vehicle access point on Bramber Road is to be utilised, being shared between the existing and proposed dwellings. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Bramber Road. In addition, the proposed development is not anticipated to give rise to a significant material intensification of movements to or from the site.

One off-street car parking space is to be provided for the proposed dwelling, as outlined in the submitted Planning Statement. The LHA would expect a dwelling of this size and location to provide two car parking spaces under WSCC Parking Standards. As such, any overspill parking would have to be accommodated on-street.

The LHA does not anticipate that the shortfall of one car parking space would give rise to a highway safety concern, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The site is situated in a sustainable location within walking/cycle distance of local services, amenities and public transport links. Cycling is a viable option in the area, and provision for two cycle parking spaces is proposed in accordance with WSCC Parking Standards.

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 conditions should be applied:

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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.

Kyran Schneider
West Sussex County Council – Planning Services