

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Hebe Smith
FROM:	Highways, WSCC
DATE:	15/09/2026
LOCATION:	42 Sea Lane, Ferring, BN12 5EH
SUBJECT:	FG/87/26/PL Demolition of the existing dwelling and garages and erection of 4 No. terraced dwellings at the site's frontage, and 2 No. detached dwellings at the rear. Access from Sea Lane. Replacement garage to serve No.36 Sea Lane Gardens. In CIL Zone 4 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice

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

Summary and Context

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed demolition of existing dwelling and garages and erection of four terraced dwellings and two detached dwellings, with replacement garage. The site is located on Sea Lane, a C-classified road subject to a speed restriction of 30 mph. The proposals are supported by a Transport Report prepared by Reeves Transport Planning, which the LHA has reviewed alongside the submitted plans and application documents.

Access and Visibility

The existing vehicle access point on Sea Lane is to be utilised, being widened to 5m, allowing two cars to pass one another when using this access. In terms of visibility, the submitted Transport Report indicates that visibility splays in excess of 43m are achievable in both directions, as per the minimum parameters set out in Manual for Streets (MfS) for a 30 mph speed restriction – the LHA would request that visibility splays of 43m be secured by condition, to ensure suitable visibility splays are maintained in perpetuity.

Capacity

The Transport Report includes trip generation data ascertained from the TRICS Database. The data suggests that the proposed development could generate 26 total daily movements, with 3-4 movements during network peaks. The LHA is satisfied that the expected number of movements can be accommodated into the local highway network without adverse highway safety impact.

Parking and Turning

Twelve car parking spaces are proposed to serve this development, at two car parking spaces per dwelling. From inspection of the plans, the proposed parking spaces appear suitably sized and on-site turning appears achievable.

Under Arun Parking Standards, the LHA would expect a development of this size and location to provide 15 car parking spaces, with one additional car parking space for visitors, totalling

16 car parking spaces in total. Consequently, the demonstrated parking provision represents a shortfall of four car parking spaces.

I do acknowledge the car ownership data included in the submitted Transport Report, which uses census data to suggest parking demand may be lower than those set out in Arun's Parking Standards. Nevertheless, any overspill parking would have to be accommodated on-street as a result – the LPA may wish to consider the potential impacts this may have on on-street parking from an amenity point of view.

Sustainability

The site is located in a sustainable location that is within walking/cycle distance of local services, amenities and public transport connections. Cycling is a viable option in the area, and provision for two secure cycle parking spaces is proposed for each of the dwellings, which can help promote the use of sustainable modes of transport.

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 (in line with TR6 paragraph 4) and that there are no transport grounds to resist the proposal.

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

Visibility (details required)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the existing site vehicular access onto Sea Lane in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety

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

[REDACTED]

From: Daun Johnson on behalf of Planning.Responses
Sent: 15 September 2026 12:56
To: Planning Scanning
Subject: FW: Response To Application Number FG/87/26/PL at 42 Sea Lane Worthing BN12 5EH
Attachments: Response_FG-87-26-1.pdf



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From: [REDACTED]
Sent: 15 September 2026 11:20
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Response To Application Number FG/87/26/PL at 42 Sea Lane Worthing BN12 5EH

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Please could the attached response be distributed to the relevant case officer.

Regards

Kyran Schneider

Please do not reply directly to this email.

Any formal reconsultation on the application should be directed to [REDACTED] but the responding officer can be contacted directly via email if there are any questions relating to this response.

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