

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Louise Prew
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	10 October 2025
<b>LOCATION:</b>	39 Brighton Road Worthing BN11 3EF
<b>SUBJECT:</b>	AWDM/1119/25 Change of use of rear ground floor to residential and conversion of two flats to form two small houses in multiple occupation (Use Class C4) facilitated by rear dormer roof extension, front rooflights, solar PV panels, shopfront alteration and other associated alterations (39 and 39A Brighton Road).
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

This application seeks change of use of rear ground floor to residential and conversion of two flats to form two small houses in multiple occupation. The site is located on Brighton Road, an A-classified road subject to a speed restriction of 30 mph.

The property has an associated vehicle parking space to the rear, this is accessed via Warwick Gardens to Whyke Avenue, an E classified route. It is assumed that parking space this may be connected to the commercial use for staff- however it does not appear that this has been outlined within the report. Pedestrian access for members of the public will remain as existing. Pedestrian access for the ground and first floor will be via an access from the rear of the property, whilst access for the second and third floor will be via the pedestrian access from Brighton Road.

There are comprehensive parking restrictions in place on the nearby roads prohibiting vehicles from parking in places that would be detrimental to highway safety. The site is situated in a sustainable location in Worthing that is well accessible on foot, by cycle and public transport. Provision for six cycle parking spaces has been demonstrated to the rear of the site, for a HMO WSCC parking standards outline that 1 space per unit should be provided- therefore the applicant should provide 8 cycle parking spaces to serve the development. WSCC preference for cycle parking is Sheffield stands spaced in accordance with the guidance in Manual for Streets (Figure 8.6 page 102). This requires a spacing of 900mm between stands and 550mm from any wall and the stand. There is further guidance on the spacing of stands in LTN 1/20 page 135. Vertical hanging racks or butterfly stands only allow the front wheel of a bicycle to be secured. These types of stands can be difficult for some users to lift their bike into position and do not allow users to easily secure the frame and both wheels; we consider these less secure. The cycle parking details can however be secured via a condition as advised below.

The LHA does not anticipate that the proposed change of use would generate a severe material increase in vehicular movements to or from the site. Alternatives to the use of a car are proposed and are available by means of public transport in the nearby area. The site is situated in close proximity to local shops and amenities which reduces the reliance on the use of a car for some journeys.

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 should be applied:

*Cycle parking*

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with WSCC guidance and 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.

**Jodie Wilkes**  
**West Sussex County Council – Planning Services**