

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Finlay Gardner
FROM:	WSCC – Highways Authority
DATE:	9 January 2026
LOCATION:	Site At 101 And 103 Newland Road Worthing West Sussex
SUBJECT:	AWDM/1452/25 Change of use of ground floor office and storage (Use Class Eg) to residential flat (Use Class C3). Demolition of existing rear extensions and erection of single storey rear extension. Alterations to front elevation to remove shopfront and replace with door and windows. Alteration of rear doors of existing ground floor flat.
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.

This application is for the change of use of ground floor office and storage (Use Class Eg) to residential flat (Use Class C3). Demolition of existing rear extensions and erection of single storey rear extension. Alterations to front elevation to remove shopfront and replace with door and windows. Alteration of rear doors of existing ground floor flat. The site is located on Newland Road, a C-classified road subject to a speed limit of 30mph.

The site does not currently benefit from an existing vehicular access or off-street parking provision and this arrangement is not proposed to be altered. The WSCC car parking demand calculator would expect that two parking spaces could be provided for a dwelling of this size and location. As such, parking provision would be required to be accommodated on-street. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

The site is sustainably located within walking distance of the centre of Worthing and bus and train stations. Cycling is a viable option within the vicinity for reducing reliance upon the private car, and details of secure and covered cycle storage can be secured via condition.

Conclusion

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 is advised:

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.

Nicola Elliott
West Sussex County Council – Planning Services