

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Louise Prew
<b>FROM:</b>	Highways, WSCC
<b>DATE:</b>	28/01/2026
<b>LOCATION:</b>	Development Site At 25 To 31 Selden Road, Worthing
<b>SUBJECT:</b>	AWDM/0005/26 Removal of roof and erection of additional storey to provide two residential units (Use Class C3)
<b>DATE OF SITE VISIT:</b>	N/A
<b>RECOMMENDATION:</b>	Advice
<b>S106 CONTRIBUTION TOTAL:</b>	N/A

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

This application seeks the removal of roof and erection of an additional storey to provide two two-bedroom residential units (Use Class C3). The site is located on Selden Road, an unclassified road subject to a speed restriction of 30 mph.

No alterations are proposed to the existing vehicular/pedestrian access arrangements from Selden Road. The addition of two residential units is not anticipated to give rise to a significant material intensification of movements to or from the site.

Vehicle parking provision will remain as existing, with seven existing garages to be retained for use for parking to the rear of the application site. Having inspected the submitted plans, the existing garages do not meet the minimum internal specifications for single-bay garages as outlined in Manual for Streets (MfS). Consequently, the garages are likely too small to accommodate modern sized cars and would therefore not be considered for car parking provision. Though the opportunity to park a smaller sized car or motorcycle within these garages exists if achievable.

Nevertheless, the WSCC Parking Demand Calculator indicates that the proposed dwellings could create additional demand for three car parking spaces, which may have to be accommodated on-street. There are parking restrictions in place on the surrounding roads that prohibit parking in places that would be detrimental to highway safety. So, whilst no highway safety concerns would be raised in this regard, the LPA may wish to consider the potential impact on on-street parking from an amenity point of view.

Weight is given to the fact the site is situated in a sustainable location within walking/cycle distance of local services, amenities and public transport connections, whereby residents need not necessarily rely on the private car for travel. Cycling is a viable option in the local area, and secure cycle storage is available to the rear of the site.

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.

**Kyran Schneider**  
**West Sussex County Council – Planning Services**