

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Rebekah Hincke
FROM:	WSCC – Highways Authority
DATE:	30 April 2026
LOCATION:	Site Of 30 Lyndhurst Road And 40 Selden Road Worthing West Sussex
SUBJECT:	NOTICE/0007/26 Application for prior approval for proposed change of use of rear ground floor from commercial (Use Class E) to one residential flat (Use Class C3).
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 seeks prior approval for the change of use of existing commercial (Use Class E) to residential to form a two-bedroom flat. The site is located on Selden Road, an un-classified road subject to a speed limit of 30mph.

The LHA was consulted on a similar application at this site under ref: NOTICE/0025/25 to which the LHA raised no highway safety concerns. The application was approved by the LPA. The current application provides a revised layout and slightly larger retained commercial floorspace (an increase of 0.3m² over the approved scheme).

As part of the prior approval process, there are a number of matters to be considered. This includes matters relating to highways and transport. However, the GPDO is quite clear as to what highway matters can be considered, namely whether the proposal is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site.

The proposal will retain 31.2sqm of commercial (Use Class E) to the front of the site – accessed from Lyndhurst Road. The site does not currently benefit from existing vehicular access or off-street parking provision, and no alterations to this arrangement are proposed. As such, a nil car parking provision is proposed for the new development. Under the WSCC Car Parking Standards, two car parking spaces may be provided for the proposal. 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 detriment 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 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 the LPA may wish to secure cycle parking provision if there is space within the site to do so.

In summary, the prior approval is considered acceptable in highway terms.

Nicola Elliott
West Sussex County Council – Planning Services