WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils - FAO: Rebekah Hincke
FROM:	WSCC – Highways Authority
DATE:	2 July 2025
LOCATION:	19 Shelley Road Worthing West Sussex
SUBJECT:	AWDM/0765/25 Two storey side and rear extensions and dormer roof extensions to provide additional accommodation for 7 studio units
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on extensions to provide 6 x studio flats and 1 x 1-bedroom flat. Shelley Road is D class, subject to 30mph with footway flanking either side of carriageway. There is controlled on-street parking on northern side of carriageway and no waiting restrictions on southern side. The nearby junctions with Crescent Road and Gratwicke Road are protected by double yellow line road markings. There is also an on-carriageway cycle lane that flanks southern side of Shelley Road. Whilst there are some recorded road traffic incidents at nearby junctions, there are no incidents recorded relating to the existing site access or road layout.

Worthing Train Station is 12-minute walk/ 4-minute cycle and the town centre, with a range of amenities and services, is within similar distance. There are also bus stops within walking distance, notably on Marine Parade, with regular services to destinations such as Littlehampton and Brighton. The location is well suited to sustainable/active travel modes in place of the private car.

Parking & Access Arrangements
The site is in PBZ5 under WSCC Guidance on Parking at New Developments, meaning that 1-bedroom unit require 0.6 space each. The demand for the 7 x new units would be 4.2 car parking spaces.

The Application Form states an existing 4 x spaces with 1 x space lost as a result of the side/rear extension, meaning total 3 x car parking spaces on site. The existing use is stated as a House in Multiple Occupation (HMO) of 7 rooms – guidance states 0.5 space per bedroom thus total demand for the existing HMO and new units could be 7.7.

If there are 3 x spaces available on site then this would mean a short fall 4.7 spaces (approx.) The guidance does allow for variation in parking demand bearing in mind other considerations (accessible location of site). Whilst the LHA would not object on basis of reduced parking on site, we do require further information on the proposed access and car parking arrangements. The existing access is a driveway and with the extension proposed on this, parking would be required to take place solely on the frontage area. It is not clear whether there is sufficient manoeuvring space to/from this area with the boundary wall in place. Please provide a clear plan showing car parking layout of the 3 x spaces and whether removal of boundary wall would be required.

Bicycle parking should be provided (0.5 space per unit if in communal facility). Considering accessible location, if 1 x space can be provided per unit would be beneficial, though details can be secured by condition.

Trip Generation
Whilst no trip generation has been undertaken, LHA have undertaken an in-house assessment using TRICs from comparable sites which found that 1.2 additional vehicle trips could occur in AM and PM peak hours respectively. This is not considered to represent a 'severe' impact on operational capacity of nearby road network.

CONCLUSION
Please ask applicant for clarification on proposed parking layout and access arrangements and re-consult.

Katie Kurek
West Sussex County Council – Planning Services