

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	WSCC – Highways Authority
DATE:	11 June 2026
LOCATION:	15 Sherbrooke Close Worthing West Sussex BN13 2TW
SUBJECT:	AWDM/0582/26 CONVERSION OF GARAGE TO RESIDENTIAL ANNEX (RETROSPECTIVE)
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

The proposal is a retrospective application for the creation of an annexe in rear garden of 11 Sherbrooke Road. The application form outlines that this change in use has been operating for a substantial amount of time- since 2014. From observation of WSCC collision data, there have been no highway collisions or personal injury claims associated with the access or parking in vicinity of the dwelling, to flag any existing concerns with the current arrangement.

It has not been stipulated within the associated documentation, how the annexe is currently being used. The LHA anticipate however, that this would remain ancillary accommodation to the host dwelling and not serve as a separate property. The LPA may wish to confirm this with the applicant.

Sherbrooke Road is a D classified cul-de-sac subject to 30mph speed restrictions. The property appears to have off street parking provisions suitable for a single vehicle which would continue as per the existing practise. The garage to be converted is located within the rear garden of number 15. The access route measures between 2.3m and 2.5m wide along its length, the nature of this narrow space may currently make the garage undesirable for vehicles to use- furthermore, the garage itself although sufficient in length, appears to have a restricted width which also may deter homeowners from using this as a parking provision. As the garage does not meet WSCC standards for minimum widths, (3m) the garage would not have counted toward the parking provision.

The proposal would not be anticipated to generate a severe material increase in movements over that currently generated by the property. The annexe would be a studio unit with a sleeping/ living/ kitchen area, and a toilet/shower room. It is not known how many rooms are present at the host dwelling; however, a single additional bedroom would not be considered to cause a severe detriment in terms of capacity on the local network.

The Local Highway Authority is unaware of any existing parking pressures within the vicinity of the site. The LPA may wish to observe this from an amenity perspective when considering the application. However, if the need arises for an additional vehicular parking space, it is not considered that this would cause a material change over the current parking arrangements. On- street parking can also be performed along Edmonton Road, which appears to be an existing practise.

The site is located within a sustainable location, within reasonable distance of local shops and amenities and within commuting distance of regular bus services, which may seek to mitigate a reliance on the use of a car for residents of the host dwelling.

The Local Highway Authority does not consider that the 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.

Jodie Wilkes
West Sussex County Council – Planning Services