

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Rebekah Hincke
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	15 January 2026
<b>LOCATION:</b>	30A Lyndhurst Road Worthing West Sussex BN11 2DF
<b>SUBJECT:</b>	AWDM/1570/25 First-floor rear extension alongside change of use of first-floor flat from Use Class C3 to Use Class C4 and other alterations
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	Advice

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

This application is for first-floor rear extension alongside change of use of first-floor flat from Use Class C3 to Use Class C4 and other alterations. The site is located on Lyndhurst Road, a C-classified road subject to a speed limit of 30mph.

The LHA has recently been consulted on NOTICE/0025/25 for prior approval for the change of use of existing commercial (Use Class E) at ground floor to residential to form a two-bedroom flat. The LHA did not raise any highway safety concerns to the proposal.

The current application proposes an extension at the first floor and change of use from C3 residential use to a 6- bedroom HMO (C4 use).

A nil car parking provision is proposed for the new development. Under the WSSC Car Parking Standards, three 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 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 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 four cycle parking spaces are proposed. The LHA would typically expect that these would be covered and secure. Details of this 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 should be applied:

*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**