

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Jo Morin
<b>FROM:</b>	Highways, WSCC
<b>DATE:</b>	09/01/2026
<b>LOCATION:</b>	46A Goring Road, Worthing, BN12 4AD
<b>SUBJECT:</b>	NOTICE/0026/25 Application for prior approval for proposed change of use of from Class E (commercial/business/service) to Class C3 (dwelling houses) to create 1No 3 bedroom apartment.
<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 proposal seeks prior approval for the change of use from Use Class E to residential (C3 Use), to form one three-bedroom apartment. The site is located on Goring Road, an A-classified road subject to a speed restriction of 30 mph.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from Class E to residential (Class C3) subject first to prior approval being granted. 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 GDPO is quite clear as to what highways matter can be considered, namely whether the proposal is likely to result in a material increase or material change in the character of traffic in the vicinity of the site.

No vehicular access is associated with this site. No traffic flow information has been provided with the current application; however, Class E uses tend to generate greater material movements than C3 residential. Therefore, the LHA does not anticipate that material movements associated with the site will exceed that of the existing.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require at least two car parking spaces. The applicant proposes a nil car parking provision - consequently, parking would have to be accommodated on-street or within nearby paid-for provision. Comprehensive parking restrictions are in place on nearby roads, prohibiting parking in places that would be detriment to highway safety. The LHA does not anticipate that the existing nil car parking provision would result in a highway safety concern or parking capacity issue in this instance, but the LPA may wish to consider amenity implications.

The site is situated in a sustainable town centre location within walking/cycle distance of local services, amenities, and public transport links. Due to the location of the development within a sustainable location, it is not considered that occupants would be reliant on the use of a car. Provision for the secure parking of bicycles has been demonstrated to the rear of the site.

In summary, the proposal is not anticipated to result in a material increase or change in the character of traffic. The prior approval is therefore considered acceptable in highway terms.

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