

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Jo Morin
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	12 November 2024
<b>LOCATION:</b>	46A Goring Road, Worthing, BN12 4AD
<b>SUBJECT:</b>	NOTICE/0021/24 Change of use of from Class E (commercial/business/service) to Class C3 (dwelling houses) to create 2no. 1-bed apartments.
<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 proposal seeks prior approval for the change of use from Class E to Class C3 to create 2no. 1-bed apartments. The site is located on Goring Road, an A-classified road subject to a speed restriction of 30 mph in this location.

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 traffic flow information has been provided with the current application; however, Class E uses tend to generate greater material movements than Class C3 residential. Therefore, the LHA does not anticipate that material movements associated with the site will exceed that of the existing.

No vehicular parking is to be provided for this development. WSSC Parking Standards would expect a development of this size and location to provide at least two car parking spaces. 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 detrimental to highway safety. The LHA does not anticipate that this would result in a highway safety concern or parking capacity issue in this location. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The applicant has demonstrated secure cycle parking provision in accordance with WSSC Parking standards.

In summary, the proposal is not anticipated to result in a material increase or change in the character of traffic. Consequently, no highway concerns would be raised. In principle,

the current GPDO gives limited ability to consider wider highway and transport impacts beyond those set out. The prior approval is therefore considered acceptable in highway terms.

**Liz Corcoran**  
**West Sussex County Council – Planning Services**