

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Finlay Gardner
FROM:	WSSC – Highways Authority
DATE:	28 July 2026
LOCATION:	32 Montague Street, Worthing, BN11 3HA
SUBJECT:	NOTICE/0010/26 Application for prior approval for proposed change of use of upper floors (Use Class E) to create one self-contained flat (Use Class C3).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

This application is for prior approval for proposed change of use of upper floors (Use Class E) to create one self-contained flat (Use Class C3). The site is located on Montague Street, an E-class pedestrianised street 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 GPDO 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 WSSC Car parking Demand Calculator indicates that a dwelling of this size in this 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 detrimental to highway safety. The LHA does not anticipate that the proposed nil car parking provision would result in a highway safety concern or parking capacity issue in this instance.

The site is situated in a sustainable town centre location with walking distance of shops, schools and public transport links. Cycling is a viable option in the area, and the applicant has provided details of cycle storage for at least one bicycle.

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