

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Finlay Gardner
FROM:	WSSC – Highways Authority
DATE:	17 February 2026
LOCATION:	4 Warwick Place, Worthing, BN11 3EU
SUBJECT:	NOTICE/0001/26 Application for prior approval for proposed change of use of the ground floor from a former foot clinic (Class E) to residential to provide additional space for the first and second floor dwelling.
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 proposal seeks prior approval for the change of use of the ground floor from a former foot clinic (Class E) to residential to provide additional space for the first and second floor dwelling. The site is located on Warwick Place, an unclassified 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 traffic flow information has been provided with the current application; however, commercial uses tend to generate greater material movements than residential. Therefore, the LHA does not anticipate that material movements associated with the site will exceed that of the existing.

No vehicular parking is proposed for this development. The WSSC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least three 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 detriment 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 location. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The site is situated in a sustainable town centre location within walking/cycle distance of local services, amenities, and public transport links. The applicant has not demonstrated cycle parking provision. Cycling is a viable option in the area, and the LHA would like to

see secure and covered cycle parking provision being implemented if there is space within the site to accommodate this.

In summary, the movements associated with the existing commercial use have done so safely with no known safety highways concerns, and C3 residential uses are considered less intensive. West Sussex County Council in its role as LHA has therefore considered the proposal on that basis. 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