

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Louise Prew
FROM:	WSCC – Highways Authority
DATE:	26 January 2026
LOCATION:	The Hollies 83 Little High Street Worthing West Sussex BN11 1DH
SUBJECT:	AWDM/1450/25 Change of use to a single dwelling house (Use Class C3)
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

This application is for the change of use of 83 Little High Street from commercial to residential to create a single dwelling house. The site is located on the corner of Little High Street and Upper High Street. Upper High Street and Little High Street are D-classified roads subject to speed restrictions of 30 mph. Upper High Street is a one-way road for use travelling north to south.

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents within proximity of the dwelling within the adjoining public highway, Little High Street and Upper High Street. There is no evidence to suggest that the existing access is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

The site is served by an existing access onto Upper High Street. This access has been in use for some time and most recently served the property in its use as a Beauty Therapy/Skin and Wellness Retreat. Whilst no data has been provided for the proposed residential use, the LHA acknowledge that commercial uses are generally more intensive uses than residential, and therefore the LHA would not anticipate that the proposals would result in a material intensification of movements or exceed that which could be generated by the property under its existing use.

Three vehicular parking spaces are proposed for this development. From observation of the plans provided, the spaces look of reasonable size to accommodate three average sized vehicles. The use of all three spaces may however prevent the use of the gated access. The gates must not be altered to open outward of the property as this will provide an obstruction onto the publicly maintained highway/footway. The WSCC Car Parking Demand Calculator indicates that a development of this size and location would require three car parking spaces. Therefore, the parking allocation as shown is anticipated to satisfy the likely demand.

It is likely that the use of this parking provision would require a reverse manoeuvre to either access or egress the property, although a turn on site would be preferred, the LHA is mindful that this has been an existing practise for some time and has operated with no known highway safety concerns.

Cycle parking provisions have not been demonstrated within the submitted plans. Cycling is a viable option in the area and the inclusion of cycle parking provision will help promote the use of sustainable transport methods. The LPA may wish to consider whether this would be a reasonable request alongside this proposal.

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.

A condition securing secure and covered cycle parking should be sealed against this proposal, should the LPA deem this to be a reasonable request.

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 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.

Jodie Wilkes
West Sussex County Council – Planning Services