

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jackie Fox
FROM:	WSSC – Highways Authority
DATE:	25 November 2025
LOCATION:	70 Broadwater Street West Worthing BN14 9DE
SUBJECT:	AWDM/1345/25 Change of use from Use Class E to hot food takeaway (sui generis), including the erection of an extract flue, new door to north elevation and awning to front (west elevation) and other associated alterations.
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 the change of use from Use Class E to hot food takeaway (sui generis), including the erection of an extract flue, new door to north elevation and awning to front (west elevation) and other associated alterations. The site is located on Broadwater Street West, an A-classified road subject to a speed limit of 30mph.

The site does not benefit from an existing vehicular access or off-street parking provision and this proposal does not alter the existing situation. The proposal is supported by a Transport Technical Note (TN) by Reeves Transport Planning. This sets out that the site has operated as a café/takeaway since 2019, without evidence of highway safety concern. TRICs analysis has been carried out and estimates that during the peak hour for this use, the proposal is considered likely to generate 15 vehicle trips, with a total of 112 daily trips. The TN has not provided an assessment of trips associated with the existing use, although given the existing use operates a takeaway service, there is potential for a similar number of trips to be generated within the peak hours. As such, whilst the proposal is likely to result in an increase in total daily trips over the existing use, this is not considered a material increase.

A nil car parking provision is proposed for the new development. Customers to the site would be expected to park in available nearby provision. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view.

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.

Nicola Elliott
West Sussex County Council – Planning Services

