

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jackie Fox
FROM:	WSCC – Highways Authority
DATE:	24 March 2026
LOCATION:	Shop 2 Colonnade House, 1 - 3 High Street, Worthing, West Sussex, BN11 1NZ
SUBJECT:	AWDM/0097/26 Change of use from restaurant (Use Class E) to a community workshop and meeting space (Use Class F2(b))
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 restaurant (Use Class E) to a community workshop and meeting space (Use Class F2(b)). The site is located on High Street, an A-classified road subject to a speed restriction of 30 mph. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

There is no vehicular access associated with this site. The proposed Class F2 usage is primarily for daytime hours and will likely generate fewer material movements than the Class E restaurant use. Therefore, the LHA does not anticipate that material movements associated with the site will exceed that of the existing.

No off-street vehicular parking provision is proposed – therefore, vehicular parking would have to be accommodated on-street or within nearby paid-for provision, as per the existing arrangement. 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 existing nil car parking provision would result in a highway safety concern.

However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view. Weight is given to the fact that the site is situated in a sustainable town centre location within walking/cycle distance of local services, amenities, and public transport links.

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.

Liz Corcoran
West Sussex County Council – Planning Services