

PLANNING STATEMENT

Land at Norway Lane
Worthington Road Services
Littlehampton
BN17 6LE

Store Property Investments Ltd

September 2026

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1 Introduction

- 1.1 This Planning Statement has been prepared by Newsteer Real Estate Advisers on behalf of Store Property Investments Ltd in support of a full planning application for the provision of a drive-through lane to serve the existing Burger King restaurant at Worthing Road Services, Rustington, Littlehampton, BN17 6LE.
- 1.2 The proposal comprises the creation of a one-way drive-through lane around the northern and eastern sides of the existing restaurant, together with associated alterations to parking, pedestrian routing, landscaping, drainage and biodiversity enhancement.
- 1.3 The description of development for which planning permission is sought is as follows:
"Provision of a drive-through lane to serve the existing Burger King restaurant, together with associated parking, pedestrian access, drainage, landscaping and biodiversity enhancement works."

Supporting Documents

- 1.4 In addition to this Planning Statement, this application is accompanied by a number of supporting documents. The supporting documents include the following:
- Application and CIL Form, completed by Newsteer
 - Site Location Plan (drawing ref. 3981-SRA-XX-XX-D-A-PL-001 P03)
 - Existing Site Plan (drawing ref. 3981-SRA-XX-XX-D-A-PL-002 P03)
 - Proposed Site Plan (drawing ref. (drawing ref. 3981-SRA-XX-XX-D-A-PL-101 P03)
 - Proposed Landscape Plan (drawing ref. 3981-SRA-XX-XX-D-A-PL-105 P01)
 - Flood Risk Assessment and Drainage Strategy, prepared by Arthian
 - Preliminary Ecological Appraisal, prepared by The Ecology Partnership
 - Biodiversity Net Gain (BNG) Assessment, prepared by The Ecology Partnership
 - Transport Statement, prepared by Mayer Brown

Structure of Statement

- 1.5 This Planning Statement is set out in the following sections:
- Section 2 – Site Description and Context;
 - Section 3 – Proposed Development;
 - Section 4 – Planning Policy;
 - Section 5 – Planning Assessment;
 - Section 6 – Conclusion.

2 Site Description and Context

- 2.1 The Site forms part of Worthing Road Services, immediately south of the A259 and adjacent to Norway Lane. The wider services site accommodates the existing Burger King/Subway restaurant building, Travelodge hotel, Shell petrol filling station, car wash, coffee drive-through and shared customer parking areas.
- 2.2 The surrounding area is of mixed character, to the north is Watersmead Business Park, to the east are residential dwellings, to the south is Littlehampton Cemetery, and to the west is the Body Shop Roundabout.
- 2.3 The following constraints and opportunities have been noted in developing the application proposals:
- Public Right of Way LIT-2159 runs along Norway Lane to the east of the site and will be retained/diverted through the proposed layout with a dedicated pedestrian route and crossing provision.
 - The site is dominated by modified grassland of limited ecological value, with small areas of hardstanding, bare ground and introduced shrub.
 - The drainage strategy proposes attenuation within a linear basin in the northeastern part of the site, with controlled discharge to the adjacent unnamed land drain.
 - The site is predominantly within Flood Zone 1, with a limited area of Flood Zone 2 associated with lower-lying land along the unnamed land drain at the northeastern corner.
 - The Site is not within a Conservation Area, nor does it include or adjoin any listed buildings.
 - There are no designated heritage assets that are in close proximity.



Figure 1: Aerial View of the Site with approximate red line (Source: Google Earth)

Planning History

- 2.4 Based on a review of the Council's online planning register, there are no recent planning applications considered directly relevant to the current proposals for alteration and extension of the existing service road.

3 Proposed Development

- 3.1 The proposed development seeks to introduce a drive-through lane to serve the existing Burger King restaurant. The lane will operate in a one-way clockwise direction and will be positioned around the northern and eastern sides of the restaurant, linking with the existing internal circulation arrangements.
- 3.2 The proposals do not increase the gross internal floor area of the existing restaurant. The works are intended to improve customer convenience and site operation by allowing some takeaway customers to use the drive-through lane rather than parking and entering the restaurant.
- 3.3 The submitted proposed site plan identifies a total of 60 parking spaces, including two accessible bays within the main parking area and three staff spaces to the rear, together with two proposed small urban trees and a diverted Public Right of Way route.
- Provide a dedicated one-way drive-through lane around the restaurant;
 - Retain the existing site access arrangements from the A259 and Worthing Road;
 - Maintain safe pedestrian permeability, including the Public Right of Way route and a zebra crossing across the drive-through lane;
 - Deliver on-site drainage, landscaping and biodiversity measures, including a linear attenuation basin, modified grassland in moderate condition and two small urban trees.

4 Planning Policy

- 4.1 The Development Plan for Arun District Council is currently comprised of the following documents:
- Arun Local Plan 2011–2031 (adopted July 2018)
- 4.2 The relevant policies of Arun Local Plan are outlined below:
- **Policy SD SP1 Sustainable development** - Development must support local plan objectives while avoiding harm to the surrounding natural and built environment. Proposals must demonstrate that they contribute positively to local conditions and do not introduce unacceptable impacts.
 - **Policy D SP1 Design** - Development must be well-designed and respect local character, and be sympathetic to its surroundings
 - **Policy T SP1 Transport and Development** - Transport proposals must improve accessibility, support sustainable travel modes and ensure safe, efficient access
 - **Policy T DM1 Sustainable Travel and Public Rights of Way** - development should promote sustainable travel, safeguard and enhance footpaths/cycle routes
 - **Policy HER DM6 Sites of Archaeological Interest** - If archaeology is present or likely, the proposal must assess and mitigate any impacts, ensuring preservation or recording of remains where affected
 - **Policy ENV DM3 Biodiversity Opportunity Areas** - Where works fall within or near a BOA, development must protect and enhance habitats and avoid fragmentation
 - **Policy W DM2 Flood risk** – development should demonstrate safe operation in flood events and ensuring no increase in off-site flood risk
 - **Policy W DM3 Sustainable Urban Drainage Systems** - SuDS must be integrated into new development to manage surface water sustainably
 - **Policy QE DM4 Contaminated land** - Where contamination is present or suspected, investigation and remediation are required to ensure safety and environmental protection

- **Policy INF SP1 Infrastructure provision and implementation** - Development should be supported by appropriate infrastructure and must not overload existing provision. Proposals should demonstrate that necessary access, servicing and associated facilities are in place to support the development.

4.3 For the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004, the statutory development plan also comprises:

- West Sussex Waste Local Plan (2014);
- West Sussex Joint Minerals Local Plan (2018), including the Soft Sand Review; and
- Littlehampton Neighbourhood Development Plan (2014).

4.4 These documents have been taken into account. However, given that the proposal is limited to operational works to an existing service road within an established commercial site, they do not contain policies that are determinative of the application.

National Planning Policy

4.5 The National Planning Policy Framework (December 2024) is a material consideration in the determination of the application. The proposal is consistent with the Framework's overarching objective of achieving sustainable development and aligns with a number of its specific policy aims. In particular, the development supports economic growth in accordance with paragraph 85 by facilitating the continued and efficient operation of an established commercial site. It represents an effective use of previously developed land, consistent with paragraph 124, by optimising existing infrastructure without encroachment into undeveloped areas.

4.6 The proposal also accords with the objective of achieving well-designed places set out in paragraph 131. The works are limited in scale, appropriately located, and have been designed to integrate seamlessly within their established context, without giving rise to adverse effects on visual amenity or the surrounding environment. Furthermore, transport considerations have been fully integrated into the design and assessment of the development, in line with paragraphs 109 and 110 of the Framework. The works relate to an existing service road, are commensurate with its established function, and do not give rise to material transport or highway impacts.

4.7 Taken as a whole, the proposal is fully aligned with the relevant objectives of the National Planning Policy Framework, and no conflict with national policy has been identified.

5 Planning Assessment

5.1 The assessment below considers the proposal against the relevant policies of the adopted Development Plan. Where detailed design or technical information is still being finalised, this is clearly identified and will be confirmed through the final submission pack.

Principle of Development

5.2 The works relate to an established roadside services site and would support the continued operation and modernisation of an existing commercial use without introducing a new land use or extending built development beyond the existing commercial context. The proposal makes efficient use of previously developed land and is consistent with Policies SD SP1 and INF SP1.

Design

- 5.3 The proposed works are functional infrastructure within a commercial roadside services setting. The drive-through lane, associated surfacing, kerbs, pedestrian route and parking amendments are modest in scale and will be read in the context of existing hardstanding, internal access roads and commercial activity. The proposed landscaping, including two small urban trees and improved grassland, will assist in integrating the works into the site.
- 5.4 Accordingly, the development is considered to comply with Policy DSP1: it is modest in scale, appropriate to the established character and function of the Site and would not result in adverse effects on the street scene or wider visual amenity.

Transport

- 5.5 The Transport Statement confirms that the site is accessible by walking, cycling and public transport, with bus stops on Worthing Road approximately 140m from the unit entrance and Littlehampton Railway Station approximately 1.8km from the site. The drive-through will be accessed from the northern end of the existing car park and will operate in a one-way clockwise arrangement.
- Increase operational efficiency for delivery vehicles
 - Reduce conflict with customer circulation areas
 - Maintain access for PRow users
 - Improve safety through better layout and construction standards
- 5.6 The Transport Statement concludes that the proposals will not have a material impact on the surrounding highway network. Although the proposed drive-through is forecast to generate vehicle movements, a significant proportion of users are expected to be existing restaurant customers who would otherwise park and enter the restaurant. The proposed arrangement is therefore acceptable in transport planning terms and accords with Policies T SP1 and T DM1.

Flood Risk and Drainage

- 5.7 The proposed works are, in effect, improvements to the Site's existing infrastructure. In this respect, they support Policy INF SP1 by providing appropriate access and servicing arrangements for the ongoing operation of the commercial uses.
- 5.8 The Flood Risk Assessment and Drainage Strategy confirms that the site is at negligible to low risk of flooding from all sources. The proposed surface water drainage strategy will attenuate runoff within a linear basin located in the northeastern area of the site before discharging at a controlled rate of 0.9 litres per second to the adjacent unnamed land drain. The strategy provides storage for the 1 in 100 year plus 25% climate change event, with an indicative attenuation volume of 12.1 cubic metres.

Biodiversity and Ecology

- 5.9 The Preliminary Ecological Appraisal confirms that the site is of limited ecological value and is dominated by modified grassland, with small areas of hardstanding, bare ground and introduced shrub. No further surveys are recommended for great crested newts, reptiles, dormice, water voles or otters. The report recommends precautionary measures for mammals and that any removal of suitable nesting bird habitat is undertaken outside the nesting bird season or following a check by a suitably qualified ecologist.
- 5.10 The BNG Assessment confirms a baseline value of 0.32 habitat units and a post-development value of 0.46 habitat units, equating to a net gain of 42.54%. Trading rules are satisfied. The

proposals include modified grassland in moderate condition and two small urban trees, with a Habitat Management and Maintenance Plan likely to be required to secure long-term management over a 30-year period.

Contamination and Archaeology

- 5.11 The Site comprises previously developed land within an established commercial area. Having regard to its brownfield status and the wider planning history, contamination risks are not anticipated. In addition, there are no designated heritage assets in close proximity to the Site.
- 5.12 In 2017, in connection with application ref. LU/20/17/PL for the wider site, the Council's Archaeology Officer advised: "although this site is in an area that has been demonstrated to contain archaeological deposits of interest, I think it is unlikely that anything significant will have survived previous development of the site and its vicinity. In the circumstances proactive archaeological intervention would not be justified." Given that the current proposals are smaller in scale and scope, it is considered that archaeological intervention would similarly not be justified in this instance.

6 Conclusion

- 6.1 This Planning Statement supports a full planning application for the provision of a drive-through lane to serve the existing Burger King restaurant at Worthing Road Services, Rustington, Littlehampton.
- 6.2 The proposal will deliver customer convenience and operational benefits while retaining the established access arrangements, maintaining pedestrian permeability and safeguarding the Public Right of Way through the site.
- 6.3 The submitted technical evidence demonstrates that the development is acceptable in transport, flood risk, drainage, ecology and biodiversity terms. The proposal achieves a measurable biodiversity net gain, incorporates sustainable drainage and would not result in unacceptable impacts on highway safety, amenity, heritage or the environment.
- 6.4 For these reasons, the proposal accords with the Development Plan when read as a whole and planning permission should be granted.