

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	Highways, WSCC
DATE:	11/08/2025
LOCATION:	Marine View, 111 Marine Parade, Worthing, BN11 3QG
SUBJECT:	AWDM/0954/25 Change of Use from Guest House (Class C1) to Large House in Multiple Occupation (Sui Generis).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

Summary and Context

This application seeks the change of use from Guest House (Class C1) to Large House in Multiple Occupation (Sui Generis). The site is located on Marine Parade, a C-classified road subject to a speed restriction of 30 mph in this location.

WSCC in its role as Local Highway Authority (LHA) was previously consulted regarding highway matters for this site for application AWDM/1726/21 (*Change of use from Guest house (Class C1) to 2no 2-bedroom apartments, 2no 3-bedroom apartments (Class C3) with lift access, bin and cycle storage; removal of external stairs to east side and associated elevation alterations*), of which no highway safety objections were raised. The Local Planning Authority (LPA) permitted the application.

Content

No vehicular access is associated with this site, whilst pedestrian access will remain as existing. The proposals seek a change of use from 14-bed guest house to 14 bed HMO – as such, the proposals are not anticipated to give rise to a material intensification of movements to or from the site.

No vehicular parking is proposed – therefore, vehicular parking would have to be accommodated on-street or within paid-for provision, as per the existing arrangement. Under WSCC Parking Standards, the LHA would expect the existing use to provide 14 car parking spaces (at one parking space per bedroom), whilst the proposed use would be expected to provide seven car parking spaces (at 0.5 parking spaces per bedroom). Therefore, the LHA would anticipate that the proposed use would see a reduction in expected car parking demand.

Notwithstanding the above, there are comprehensive parking restrictions in place on the nearby roads that prohibit vehicles from parking in places that would be detrimental to highway safety. The LHA does not anticipate that the existing nil car parking provision would give rise to a highway safety concerns, but 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 location within walking/cycle distance of local services, amenities and public transport links. Cycling is a viable option in the area, and the LHA

would request that cycle parking provision be provided if there is space within the site to do so. I do note that there is a garage to the rear of the site that could be utilised for this purpose.

Conclusion

In summary, 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.

Kyran Schneider
West Sussex County Council – Planning Services