Expiry Date - 06/01/2026
Extension of Time -

Development Management – Delegated Officer Report

Application Number: AWDM/1416/25 **Recommendation: – APPROVE**

Site: **62 Clifton Road Worthing West Sussex BN11 4DP**

Proposal: **Change of use from small House in Multiple Occupation (Class C4) to large House in Multiple Occupation (Sui Generis).**

Date of Site Visit: 23/12/2025

Neighbours Checked: Y

Additional Neighbours Notified: N

Site and Surroundings
The application site is located on the eastern side of Clifton Road and comprises a terrace property which is two storeys in height. Clifton Road is largely residential; some parts of the road are in retail units on the ground floor levels.

The site is not located within a Conservation Area nor is it listed. There are also no TPO's on the site.

Proposal
The proposal is for the conversion of a small HMO under use class C4 to a large HMO (Sui generis) for 7 people. The conversion of the gym on the first floor to a bedroom. Each of the bedrooms has a bathroom and there is a communal living space to the rear which also hosts the kitchen. To the rear in the courtyard a bike store is to be installed that will host space for 5 bikes.

Dormers to the rear and outrigger roofslopes have been built recently but did not form part of the application.

Relevant Planning History:
07/1151/FULL - Proposed conversion of existing dwelling to form 4 no. self contained units.
STATUS: Conditional Consent 10th November 2007.

Consultations

Environmental Protection, Environmental Health & Licensing
There are no adverse EH comments for this application.

The property is pretty much remaining the same except an additional bedroom on the first floor. We have no complaint history, I would leave the sound insulation between properties to Building Regulations.

WSCC Highways

This application is for the change of use from small House in Multiple Occupation (Class C4) to large House in Multiple Occupation (Sui Generis). The site is located on Clifton Road, an un-classified road subject to a speed limit of 30mph.

The proposal would result in the provision of one additional bedroom within the existing HMO, increasing the number of bedrooms to seven. The site does not benefit from an existing vehicle access or off-street parking provision and no alterations to this arrangement are proposed. Under the WSCC Car Parking Standards, 4 car parking spaces may be provided for the proposal (0.5 spaces per bedroom). 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 detriment 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.

The site is located sustainably within walking distance of Worthing town centre, Worthing train station and bus stops. Cycling is a viable option within the vicinity, there does not appear to be any existing provision for secure, covered cycle storage – the LPA may wish to consider whether this could be secured via condition to further reduce the reliance upon the private car and promote sustainable transport methods.

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.

Southern Water
Due to the exterior of the development not changing, Southern Water has no objections to the proposed works.

Neighbour Representations
None

Relevant Planning Policies
National Planning Policy Framework (2024)
National Planning Practice Guidance
Worthing Local Plan: DM1, DM2, DM5, DM15
SPD 'Space Standards' (WBC 2012)
SPD 'Guide to Residential Development' (WBC 2013)
WSCC Guidance on Parking for New Development (2020)

Planning Assessment

Principle of development
Policy DM1 of the Worthing Local Plan explains that good quality HMOs play an important role in providing housing for people on low incomes, those on benefit payments and young professionals. They are often the only choice of housing for people who would otherwise be homeless.

While the proposal would result in the loss of a family home it would provide homes for additional people making a small contribution towards Worthing's housing supply.

In principle the change of use to an HMO is acceptable subject to the assessment of other material considerations as set out below.

Residential amenity
The change of use to a large HMO would increase the potential number of residents from 6 to 7 changing the use from a small HMO (C4) to a Large HMO (Sui Generis). Due to the increase in numbers there would be a small increase in the intensification of the site. However, this is considered to be minor in nature.

The increase in a bedroom is not considered to significantly increase the intensity of the site. The dormers used to create the space for the bedrooms appear to have completed under permitted development rights of the property and do not form part of this application.

With the location of the site there is not considered to be any further overlooking or interlooking achieved through the introduction of a dormer to the rear, the window serving the bedroom 5 on the northern elevation is proposed to be obscure glazed and non-opening below 1.7m. This will be conditioned. This will ensure that the provision of this window would not overlook the neighbouring property. The other windows being introduced will provide views to the rear of the site and do not overlook the neighbouring properties to an unacceptable level.

The provision of the cycle storage to meet the requirements for a car free scheme has meant that the store has been introduced on the northern elevation of the property. This is to be open with a cover (roof) that will slope from the wall to the boundary wall. This is not considered to result in any overshadowing or overbearing through the introduction of a small lean to roof.

Design and impact on visual amenity
The application proposes no changes to the front of the building which would affect the streetscene. The bike store is hidden from view and has no impact with the roof of the bike store being the only solid part. The elevations would be open and therefore not dominant.

The dormers do not form part of the application.

Standard of Accommodation
Policy DM1 outlines that applications should demonstrate that the communal living space and cooking and bathroom facilities are provided appropriate in size to the expected number of occupants. Within the property there is proposed to be one communal kitchen / dining area. All rooms would have en-suite bathrooms. As such it is considered that this aspect of the policy is met. The loss of the gym for a bedroom result in a loss of communal space, however with the size of the kitchen dining room it is considered that there is sufficient space for the residents.

Room sizes would be adequate for single occupancy as such a condition limiting the number of occupants to 7 people has been imposed. The room on the second floor is not ideal due to the roof lights providing the only light and views out. This is worsened by the loss of the gym being converted into this bedroom. However, in this instance the velux windows do provide some outlook and natural light to the room.

The property will have a small amenity space to the rear which will provide some outdoor space within the site. Victoria Park and playground is located 185m from the site which would allow for the residents to have access to green space.

It is noted that the application would be subject to mandatory HMO licensing as well which will further assess the quality of accommodation provided.

Access and Highways
The site is in a sustainable location within walking distance of location amenities and services and with good access to public transport. No on-site parking is available for the current or proposed use but given the sustainable location, occupants need not be reliant on the use of a private car, and the Highway Authority has not raised any objections on the basis of zero car parking. The applicant has indicated that there will be space for cycle parking within the rear garden. A condition securing cycle parking on the site as identified on the plans to be retained for the perpetuity of the development and is encouragement to use alternative forms of transport.

Recommendation

APPROVE subject to Conditions:-

1. Drawing numbers
2. Standard Time Limit
3. Limit to 7 Inhabitants
4. Cycle Storage
5. Side facing window in dormer to be obscure glazed and non-opening below 1.7m

Informatives:

1. Approved following revision
2. HMO licensing

Is recommendation contrary to letter(s) of representation? N

Case Officer: Finlay Gardner Date: 20/02/2026

Authorised by: Louise Prew Date: 20/02/2026