

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Rebeckah Hincke
FROM:	WSSC – Highways Authority
DATE:	19 May 2026
LOCATION:	16 Elm Road Worthing BN11 1PG
SUBJECT:	AWDM/0445/26 Change of use from dwellinghouse (Class C3) to large house in multiple occupation (Sui Generis); demolition of side store and construction of single storey side extension; conversion of roofspace including front rooflights.
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 dwellinghouse (Class C3) to large house in multiple occupation (Sui Generis); demolition of side store and construction of single storey side extension; conversion of roofspace including front rooflights. The site is located on Elm Road, an un-classified road subject to a speed limit of 30mph.

The proposed change of use will result in an 8-bedroom HMO. The existing garage/store building will be demolished and replaced with a single storey extension. It is unclear from the plans whether there will remain sufficient space to the front of the proposed extension for a vehicle to park on the existing driveway. As such, it is not clear whether the proposal would provide a nil parking provision or one parking space. The LHA accepts that parking provision for a HMO is generally expected to be 0.5 spaces per bedroom, as such this proposal has the potential to generate a parking demand of 4 spaces. However, given the sustainable location of the site within the centre of Worthing, in close proximity to a variety of public transport options, the LHA anticipate that there are sufficient alternatives to the private car. On-street parking is limited in this location, with a permit parking scheme in operation, the LHA would not raise a highway safety concern to the proposed parking arrangement, however the LPA may wish to consider the potential impact of this proposal on existing on-street and permit parking from an amenity point of view. The LHA would also encourage the provision of secure and covered cycle storage if site constraints allow.

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.

If the LPA are minded to approve the application, the following condition should be applied:

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Nicola Elliott
West Sussex County Council – Planning Services