

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Ms M Tomalova
FROM:	WSCC - Highways Authority
DATE:	7 June 2022
LOCATION:	32 Richmond Avenue Bognor Regis PO21 2YE
SUBJECT:	BR/91/22/PL Changing a current HMO from 6 persons to 9 persons.
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

This proposal is for changing a current HMO from 6 persons to 9 persons. The site is located and accessed via Richmond Avenue which is unclassified road subject to 30mph speed limit.

There is no vehicular access associated with this development and this appears to be the existing arrangement. Data supplied to WSCC by Sussex Police over a period of the past five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely, or that the proposal would exacerbate an existing safety concern.

The proposal would not alter the structure of the existing building, but seeks to convert the current permission to allow double occupancy. Under the WSCC Parking guidance (Updated August 2019), there is no longer a standard for HMO. Within the previous WSCC Car Parking Standards the anticipated demand for HMO is half space per room, in this case 1-2 parking spaces.

The Local Highway Authority (LHA) will only consider the impact of overspill parking from a safety perspective. Matters of amenity would be a matter for the consideration of the Local Planning Authority. While it is likely that some overspill parking may occur it is not considered that this would be detrimental to highway safety and key locations in the public highway are subject to enforceable parking restrictions.

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 111), and that there are no transport grounds to resist the proposal.

Anastasia Toleva
West Sussex County Council – Planning Services