

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 09/09/2014

FROM: Ian Hayward

**TO: Arun District Council
FAO: Mr S Davies**

**SUBJECT: BR/179/14/PL - New 3/4 bed dwelling & minor alterations to no.33 Shelley Road.
Resubmission of BR/306/13**

33, Shelley Road, Bognor Regis, PO21 2SN

DATE OF SITE VISIT: n/a

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☐	Refusal	☐

S106 contribution total: n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Local Development should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

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

West Sussex County Council was consulted previously on Highway Matters for this location under planning application BR/306/13 for a similar proposal to which no objection was raised. This application was however withdrawn by the applicant.

This application seeks to build a 3/4 bed dwelling house on garden land currently within the curtilage of 33 Shelley Road, Bognor Regis. Shelley Road is 'D' classified and subject to a 30 mph speed restriction. The road is residential in nature and served with footways.

Two off street car parking spaces will be provided in tandem via a new vehicular dropped crossing. Whilst a turn on site is not provided I would note that the proposed access arrangement does seem to be consisted with many other vehicular access arrangements along Shelley Road. I have checked the most recently available verified accident records, which reveals there have been no personal injury accidents in the vicinity of the existing point of access. Therefore no concern would be raised to the formation of the new point of access.

It would be advised that all front boundary treatment abutting Shelley Road remain below 0.6 metre in height, this is to ensure maximum available visibility for vehicles and pedestrians. As a minimum I would requested that 2 x 2 pedestrian visibility splays, at each side of the proposed point of access, inasmuch as is under control of the applicant, be secured via condition whereby no obstruction within these splays be above 0.6 metres in height. This may have an impact on the proposed front boundary treatments.

The vehicle crossover must be constructed under licence to a specifications obtained from WSCC highways.

Two vehicular car parking spaces would meet the anticipated demand. The applicant should provide 2 secure and covered cycle parking spaces in the interests of sustainability.

From inspection of the information provided no anticipated highway safety concerns would be raised to this application.

If the LPA are minded to grant planning consent the following conditions and informative note would be advised.

- Access
- Cycle Parking (2 Cycles)
- Construction plant and materials storage
- Front Boundary Treatments below 0.6 metres or Pedestrian Visibility as described above
- Vehicle Parking

Ian Hayward
Strategic Planning