

Recommendation Report for Planning Permission

REF NO: LU/244/13/

LOCATION: Land Parcel 1B
Courtwick Lane
Land south of Railway Littlehampton

PROPOSAL: Application for approval of reserved matters following outline application LU/355/10 for the appearance, landscaping, layout and scale of 70 dwellings (including 20 affordable dwellings) within land parcel 1B. Departure from the Development Plan.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	Phase 1B reserved matters submission for construction of 70 dwellings (including 20 affordable) within part of the site granted outline planning permission for up to 600 units. Reserved matters approval is sought for all remaining matters - appearance, landscaping, layout and scale.
SITE AREA	1.57 ha
RESIDENTIAL DEVELOPMENT DENSITY	45 dwellings per hectare.
TOPOGRAPHY	Predominantly flat within the application red-line site area. However, the land falls away by a significant degree to the western boundary of the site (adjacent to the River Arun) by approximately 4m.
TREES	None affected by the proposed development.
BOUNDARY TREATMENT	The site boundaries are defined as follows: · The south eastern boundary is formed by a redundant nursery. This site previously had planning permission for employment uses. · The northern boundary by a hedgerow, containing some trees and a notable tree group south of the farm, separating the site from Brook Barn Farm and adjacent small fields and the West Coastway railway line and Littlehampton branch. · A belt of newly established planting on the north eastern boundary that forms the boundary with an area of open space provided as part of the adjoining residential development. · Along the southern boundary, a post and rail fence and occasional clumps of scrub along the route of the A259 with residential and employment development to the south, fringed by planting belts. · An overgrown hedgerow along the southern side of Courtwick Lane.

· The western edge of the site is defined by a hedgerow beyond which lies a series of fields within the floodplain that extend to the railway line south of Littlehampton railway junction.

SITE CHARACTERISTICS

The larger development site comprises 33.6 hectares of land on the northwestern edge of the existing urban area of Littlehampton. It is bound by the A259 to the south, agricultural land to the west and north (beyond which is the railway line), and existing residential and industrial developments to the east. The application site is approximately 1.75km of Littlehampton town centre and 1km of the existing local centre at Wick.

The site comprises two fields of arable farmland (the majority being contained within one large field, separated from the second field, located north and north west of Court Wick Park, by a track).

CHARACTER OF LOCALITY

To the north of the application site is Brook Barn Farm, an independently farmed agricultural unit. Beyond this is the railway line, beyond which is countryside.

Immediately to the east of the site is Court Wick Park and the adjoining Court Wick Park Stables (known locally as the Coach House), both of which are Grade II listed. This group of buildings is partially enclosed by significant groups of tall mature trees. Other buildings in this location include Nos. 4/5 Courtwick Park Cottages, a pair of two storey semi detached houses.

Further to the east, beyond Courtwick Park, is a relatively modern housing development which follows a typical medium density pattern of development accessed by a low speed road network of cul-de-sacs. To the south of this, and separated from the application site by an area of undeveloped land (a former nursery site), is the Martello Enterprise Centre, an established employment/business park.

To the west of the site is an area of farmland beyond which is the railway and then the River Arun.

The application site's southern boundary is formed by the A259. A landscaped embankment rises to the south of the A259, beyond which is the large residential area of Wick, which comprises a mix of 2 and 3 storey houses and flats arranged around a loose grid of small parking courts and open spaces. To the west of the Wick residential area is the Lineside Industrial Estate, which is accessed from the

A259 via Eldon Way.

The southern edge of Arundel is 2.5km north of application site.

RELEVANT SITE HISTORY

LU/355/10/	Outline application with some matters reserved for mixed use development comprising: up to 600 residential dwellings (including up to 30% affordable housing), up to 4,000 sqm of B1a and B1b employment floorspace, up to 235 sqm of A1/A2/A3 local facilities, structural planting and landscaping, multi functional green infrastructure including sports pitches (and associated changing facilities), informal open space, children's play areas, allotments and surface water attenuation, on-site pedestrian/cycle/bus emergency only access from Courtwick Lane and ancillary works. This application is the subject of an Environmental Impact Assessment & a departure from the Development Plan.	Approved Cond + S106 23-03-2012
LU/201/12/	Application for approval of reserved matters following outline application LU/355/10/ - for road infrastructure and section of spur road to include the landscaping proposals for the land within these road sections	ApproveConditionally 15-01-2013
LU/282/12/	Application for approval of reserved matters following Outline Approval LU/355/10 for appearance, landscaping, layout and scale of 70 dwellings (including 20 affordable dwellings) within land parcel 1B.	Refused 18-03-2013
LU/77/13/	Application for approval of reserved matters following outline approval LU/355/10 for 31 No. dwellings (Phase 1) for layout, scale, appearance and landscaping, pursuant to Condition 1. (Departure from the Development Plan).	Refused 17-06-2013

Immediately adjoining the site to the east is a site on Courtwick Lane (LU/224/98) where outline planning permission for residential development was allowed at appeal in 1999.

LU/270/97. Planning permission granted for 2 No. industrial units (6,403 square metres each) on land to the east of the application site at The Normans Nursery. Approved on 20/05/1998.

REPRESENTATIONS

Representations received:

Littlehampton Town Council

Arundel Town Council

Littlehampton Town Council - objection

- Fails to meet requirements in terms of housing supply and good design
- Lack of soft landscaping, front gardens and green spaces
- Extent of hard surfaces give rise to concerns over water run-off
- Concerned about parking and question size of garages
- Lessons from Site 7 should be learned and not recur
- Whilst there are more than 2 spaces per dwelling these are either in the highway or in restricted parking courts
- There are no pavements on the site and car parking issues will result in site being unsafe for pedestrians

South Downs National Park - No comment

Arundel Town Council - it is an example of development taking place well in advance of required infrastructure.

Lyminster & Crossbush Parish Meeting - No objections

Clymping Parish Council - Development needs to be properly screened so as not to be visible from the river bank.

Comments on Representations received:

Your officers have raised further concerns with the applicant in respect of design quality and amended plans have recently be prepared that address these concerns. WSCC have been consulted on the details of the proposed layouts and have looked at parking provision in terms of quantity and quality. The proposals include provision of approximately 140 off-street car parking space and all internal garages included within this number will measure 3m x 6m internally.

CONSULTATIONS

Network Rail

Listed Building Officer

West Sussex -Landscape/Ecology

Cultural Development

Sussex Police-Community Safety

Sport England South East

Southern Water Planning

West Sussex Primary Care Trust

National Planning Casework Uni

Parks and Landscapes

English Heritage

SE Economic Development Agency

Natural England

Conservation Officer

NHS West Sussex

Planning and Housing Strategy

SE England Partnership Bd.
WSCC Strategic Planning
Engineers (Fluvial Flooding)
Natural England
Chichester District Council
Design Council
Economic Regeneration
Environmental Health
Highways Agency
Env. Amenities & Comm. Safety
Environment Agency
Council's Arboriculturist
South Downs National Park
Head of Planning Policy & Cons

Consultations responses received:

ADC Engineers - No comments. There are no drainage features at the site for this building phase.

English Heritage - No notification necessary

Environmental health - No comment

Natural England - Refer to Standing Advice

Southern Water - No comments

WSCC (Ecology) - No ecological objections

WSCC (Highways) - No objection. Initially some minor amendments required in respect of sight lines at junctions, tactile paving and access to parking areas. Clarification also sought that route for buses will be 6m in width. Following receipt of amended details concerns in respect of sight lines, tactile paving and parking areas are addressed.

Sussex Police - Concerns over rear parking courts. In the main, development create good active frontages with in-curtilage parking. However, there are 5 parking courts that I have concerns over and consideration should be given to gating these.

Sport England - No comment

Environment Agency - No specific comments. Issues were sufficiently addressed through the outline application.

Highways Agency - No objection

Comments on Consultation responses:

Comments noted.

POLICY CONTEXT

Designation applicable to site:

DEVELOPMENT PLAN POLICIES

Arun District Local Plan: [GEN7](#) The Form of New Development
[GEN12](#) Parking in New Development

PLANNING POLICY GUIDANCE

NPPF National Planning Policy Framework

POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2003.

Paragraph 214 of the NPPF ensures that specific policies in Arun District Local Plan 2003 can carry weight. The weight afforded to the policies with Local Plan policies can be assessed according to their level of consistency of the various policies with the National Planning Policy Framework. It should be noted that the NPPF states that weight is given to individual policies and not to the plan as a whole.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it will result in a development of satisfactory quality and will not result in any adverse impact on the character of the area.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

NPPF Paragraph 216 confirms that weight can be given to policies in emerging plans following publication. The Council published the Draft Arun Local Plan in July 2012 and this is a material consideration in the determination of this planning application. A pre-submission Plan has yet to be endorsed and published. Following publication of a pre-submission draft, there is required to be a formal public consultation, resolution of objections, examination and formal adoption. At this time, the emerging Local Plan is afforded very limited weight in terms of the decision making process.

CONCLUSIONS

The application site forms part of a wider site which outline planning permission was granted in March 2012 (LU/355/10). This was for up to 600 dwellings and commercial development. The site is to be developed equally between Bellway Homes and Barratt Homes and this application relates to the proposed construction of 70 dwellings for Bellway Homes and is the first phases of reserved matters for residential development on the site.

This application relates to the resubmission of LU/282/12. This application was refused in March 2013 on the grounds that the proposals represented a poorly conceived scheme of low design quality contrary to policy GEN7 and the NPPF.

PLANNING POLICY

Policy GEN7 of the Arun Local Plan states that development proposals should be accompanied by an illustrated written analysis of the site and its setting. It goes on to state that development will be permitted if it creates attractive places and spaces, enhances local distinctiveness and a high standard of design and layout.

Para 7 of the NPPF states that one part of the sustainable development principle is a high quality built environment and para 9 expands by confirming that this is through seeking improvements to the quality of the built environment and widening choice of high quality homes. One of the 'core planning principles' at para 17 is securing high quality design and a good standard of amenity.

Section 7 of the NPPF relates to 'requiring good design'. The section states good design is a key aspect of sustainable development (para 56), that developments should establish a strong sense of place and be visually attractive as a result of good architecture (58). Para 64 confirms that planning permission should be refused for poor design that fails to improve the character or quality of an area.

APPROVED MASTERPLAN

The masterplan approved as part of planning permission LU/355/10 was intended to support a quantum of development and set a series of design principles for following detailed proposals to use as a starting point for detailed submissions.

The document sought to set a series of design principles at a proportionate level to support an outline planning application. One of the key principles of this plan was lower height, non-continuous housing around the edge of the site with housing over the whole site being predominantly 2 - 2.5 storeys.

In respect of the extent of the red line area of the current application, the masterplan describes the east-west route on the southern edge and the north-south route through the centre of the site as principle vehicular routes, the majority of the site area would be 25 - 35 dph (with a higher density adjoining the central play area) with development being 2 - 2.5 storey in height through an exciting and varied streetscape.

The areas fronting the main vehicular routes are defined as 'key frontages' where stronger, more assertive, architecture would be used. The main north-south vehicle route through the site is described as a 'boulevard'. This would be a regular coherent structure of tree lined routes with buildings concealed, allowing enough space for generous tree and planting and a regular pattern and scale of building.

The masterplan does talk about the use of materials. It suggests the use of

- Differing brick bonding on feature walls with panel work using a contrasting brick
- Use of flint, render and timber boarding.

AMENDMENTS TO PREVIOUS SCHEME

Since the refusal of both LU/201/12 and LU/77/13 both Barratt's and Bellway have been in negotiation with the Council and the Council's appointed design advisor. This has resulted in an

informally agreed 'design code' document in April 2013. This sets out how different areas (character areas) within the site are proposed to be treated in order to show variety and for the urban form to follow how the hierarchy of streets will function. It is a 'guiding principles' document in order to inform detailed reserved matters submissions. The document has been presented to the North Littlehampton Steering Group where it has been agreed as a way forward for the site.

This submission includes areas defined as 'entry frontage', 'formal boulevard' and 'streets and squares'. The entry frontage is intended as an area of detached and semi-detached dwellings of 2-3 storeys to create a strong homogenous first impression, the formal boulevard is an area of linear dwellings closer to the public realm of 2.5-3 storey and the streets and square as an area of more informality and variety at a lower scale.

The principal issue with the previously refused schemes was that they were very poor in the quality of design and failed to demonstrate how these areas would be treated in order for them to be different.

These proposals as originally submitted were improved on the previously refused proposals. However, officers still raised a number of concerns with the design. The majority of these were very minor but there were still some issues with how different areas were treated and ensuring that variety and quality were achieved. In summary, these concerns relate to;

- the 'mews' style areas of the scheme requiring greater variety but, at the same time, ensuring that those similar areas across the two proposals are consistent in style.
- the 'streets' are designed to be different to the 'A259 frontage'.
- removal of dead frontages on the 'boulevard' and ensuring that the scale and uniformity of a 'boulevard' is included in the designs.
- some re-designing of the taller units and incorporating designs that turn corners.
- front doors to apartment blocks.
- increasing landscaping strips to the street adjacent to side garden walls.

These concerns have been expressed in detail with the applicant and, at the time of writing, formal amendments have yet to be submitted. However, officers have informally commented on proposals and are satisfied that the proposals will address the original concerns.

Proposed amendments comprise

- Included higher quality 'mews' areas with more housing containing design details (details that are specific to such areas) that result in a lower scale area of more informality.
- The boulevard has been addressed through the introduction of more house types of a suitable scale and some units with 'dead frontages' have been removed - those that remain have incorporated good brick detailing at ground floor.
- The entry frontage is now an area of similar housing (in scale and form) but with variety between house types and suitable 'feature' properties at suitable locations.
- Areas where garden walls address the street are given more space for landscaping
- Dwellings on corner plots now turn those corners in a much better way.

Whilst the proposals will not result in an exceptionally high quality bespoke development in terms of architecture and detailing, the proposals do represent a good layout with generally good quality housing of a quality where planning permission should not be withheld. Design details remain to

be conditioned as they have yet to be submitted and it is often these small details that can make a big difference to elevational quality. These relate to minor matters such as brick bonding, brick detail, eaves detailing, sills, lintels and window/door reveals.

PARKING & HIGHWAY SAFETY

WSCC have been consulted on the details of the proposed layouts and have looked at parking provision in terms of quantity and quality. The proposals include provision of approximately 140 off-street car parking space and all internal garages included within this number will measure 3m x 6m internally.

There are over two off-street parking spaces per dwellings on average and all dedicated parking spaces for the dwellings measures approximately 3m x 5.5m per space (comfortably above the minimum standard). A few parking courts are proposed, principally behind the two proposed apartment blocks. These areas have slightly smaller car parking spaces but all are a minimum of 2.5m x 5m (above the minimum guidelines contained in Manual for Streets). Further, there are unallocated on-street parking spaces within off-set bays so as not to cause parking that will obstruct the highway.

The WSCC Parking Calculator has been used to verify the on-site parking provision. The combined layouts provide 351 allocated parking spaces and 50 unallocated spaces. Using the calculator, this suggests that 375 spaces should be allocated and 37 unallocated. In overall numbers, what is provided (401) compares very favourably to the 412 as suggested by the Parking Calculator. A 10% margin (either way) is generally considered acceptable when using the Parking Calculator. Furthermore, a large number of the properties have their parking configured in such a way as to informally provide further off-street parking provision. This further reinforces the County's view that parking provision for both layouts is acceptable.

The entry frontage access road has already been approved and is to be constructed to a width of 6m under permission LU/201/12 at Committee in December 2012. The main route through this scheme is the 'boulevard' that runs north-south through the scheme. This is proposed to the bus route and it has also been designed as a 6m wide carriageway.

OTHER MATTERS

This submission seeks approval for all reserved matters, with the exception of access that was approved under planning permission LU/201/12. Therefore, permission is sought for appearance, landscaping, scale and layout. The details submitted, if acceptable, would be satisfactory to cover details required by conditions 1, 11 and 12 of LU/355/10 (landscape proposals, existing trees, boundary treatment, ground levels and tree protection).

The delivery of the areas of open space that adjoin these proposed phases to the south and west of the perimeter road (as well as LEAP's and NEAP's) are required to be submitted and agreed prior to first occupation. The southern area of open space is to be completed prior to first occupation. Furthermore, the completion of LEAP 1 is required before the end of these phases before Committee.

Prior to the commencement of any development, contributions will be required for libraries, community centre, welcome packs, healthcare, primary education and fire service in accordance

with the S106 agreement.

A number of pre-commencement conditions have been discharged but those that remain to be discharged include construction management, materials, contamination, details for provision of bus stops and surface water drainage.

AFFORDABLE HOUSING

The Section 106 agreement that accompanied LU/355/10 stipulated that the development shall provide a total of 27% affordable housing across the site. It also stated that an 'affordable housing scheme' is submitted and agreed prior to the commencement of development for each phase. This scheme shall include details of how the phase contributes to the total of 27%, tenure mix, unit mix in accordance with the S106 and provision of Lifetime Homes. The developers have yet to submit these details and no development can commence until they are submitted and approved.

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

In assessing this proposal neutral impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 No development shall be carried out unless and until a statement of architectural detail has been submitted to and approved in writing by the local planning authority. The 'statement of detail' shall be submitted setting out details of proposed windows and doors, details of the depth of recess/reveal from the brickwork, sills and lintels, brick bonding, brick detailing, eaves detailing and rainwater goods. The 'statement of details' so approved shall be used in the construction of the buildings.

Reason: To enable the Local Planning Authority to control the development in details in the interests of amenity by endeavouring to achieve buildings of visual quality in accordance with policy GEN7 of the Arun District Local Plan.

- 2 The development hereby approved shall be carried out in accordance with the following approved plans:

P802/BEL/PH1/01 B - Planning Layout - Phase 1B/2
P802/BEL/PH1/02 B - Storey Height Layout - Phase 1B/2
P802/BEL/PH1/03 B - External Finishes Layout - Phase 1B/2
P802/BEL/PH1/04 - Location Plan - Phase 1B/2
P802/BEL/PH1/05 B - Affordable Housing Layout - Phase 1B/2
P802/BEL/PH1/06 A - Parking Layout - Phase 1B/2
P802/BEL/SS/01 B - Street Scenes
P802/2B4P/01 - Type 2B4P, Floor & roof Plans - Style 3 - brick
P802/2B4P/02 A - Type 2B4P, Elevations - Style 3 - brick
P802/2B4PA/01 A - Type 2B4PA, Floor & Roof Plans - Style 3 - brick
P802/2B4PA/02 A - Type 2B4PA, Elevations - Style 3 - brick
P802/2B4PC/01 - Type 2B4PC, Floor & Roof Plans - Style 3 - brick
P802/2B4PC/02 - Type 2B4PC, Elevations - Style 3 - brick
P802/20/01 - Type 20, Plans & Elevations - Style 1 - timber
P802/20/05 A - Type 20, Plans & Elevations - Style 2 - tile
P802/20/06 - Type 20, Plans & Elevations - Style 1 - brick
P802/BA/01 A -
P802/BA/02 A - Block A, First Floor Plan
P802/BA/03 A - Block A, Second Floor Plan
P802/BA/04 A - Block A, Roof Plan
P802/BA/05 - Block A, Front Elevation
P802/BA/06 - Block A, Side Elevation
P802/BA/07 A - Block A, Rear Elevation
P802/BA/08 A - Block A, Side Elevation
P802/BC/01 A - Block C, Ground Floor Plan
P802/BC/02 A - Block C, First Floor Plan
P802/BC/03 A - Block C, Second Floor Plan
P802/BC/04 A - Block C, Roof Plan
P802/BC/05 - Block C, Front Elevation
P802/BC/06 A - Block C, Side Elevation
P802/BC/07 A - Block C, Rear Elevation
P802/BC/08 - Block C, Side Elevation
P802/GAR/01 - Single Garages Plans & Elevations
P802/GAR/02 - Pair Garages Plans & Elevations
P802/GAR/03 - Pair Garages Pyramid Roof Plans & Elevations
P802/GAR/04 - Triple Garages Plans & Elevations
P802/GAR/05 - Eight Garage Block Floor & Roof Plans
P802/GAR/06 - Eight Garage Block Elevations
P802/GAR/07 - Double Car Barn Plans & Elevations
P802/GAR/08 - Cycle Store Plans & Elevations
P802/H228/02 A - Type H228, Plans & Elevations - Style 2 - tile
P802/H228/03 - Type H228, Plans & Elevations - Style 2 - tile
P802/H321/01 - Type H321, Plans & Elevations - Style 1 - timber
P802/H328/02 A - Type H328, Plans & Elevations - Style 2 - render

P802/H328/03 - Type H328, Plans & Elevations - Style 3 - brick
P802/H328/05 - Type H328, Plans & Elevations - Style 1 - timber
P802/H328B/01 A - Type H328A, Plans & Elevations - Style 3 - brick
P802/H328C/01 - Type H328A, Plans & Elevations - Style 2 - brick
P802/H352-V2A/01 - Type H352-V2A, Floor & Roof Plans - Style 3 - render
P802/H352-V2A/02 - Type H352-V2A, Elevations - Style 3 - render
P802/H391A/01 - Type H391A, Plans & Elevations - Style 1 - stone
P802/H421/01 - Type H421, Floor & Roof Plans - Style 1 - render
P802/H421/02 - Type H421, Elevations - Style 1 - render
P802/H431/01 - Type H431, Floor & Roof Plans - Style 1 - render
P802/H431/02 - Type H431, Elevations - Style 1 - render
P802/H472-V3/01 - Type H472-V3, Floor & Roof Plans - Style 1 - stone
P802/H472-V3/02 - Type H472-V3, Elevations - Style 1 - stone
P802/T324/01 - Type T324, Floor & Roof Plans - Style 3 - render
P802/T324/02 - Type T324, Elevations - Style 3 - render
P802/T324A/01 A - Type T324A, Floor & Roof Plans - Style 4 - timber
P802/T324A/02 A - Type T324A, Elevations - Style 4 - timber
P802/T326/01 - Type T326, Floor & Roof Plans - Style 3 - Brick
P802/T326/02 - Type T326, Elevations - Style 3 - brick
P802/T327/01 A - Type T327, Floor & Roof Plans - Style 3 - brick
P802/T327/02 A - Type T327, Elevations - Style 3 - brick
974/01 A - Planting Plans Sheet 1 & 2

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with GEN7 of the Arun District Local Plan.

- 3 Notwithstanding the provisions of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order, 1995 (or any Order revoking or re-enacting this Order) no extensions (including dormer windows) to the dwelling houses listed below shall be constructed or buildings shall be erected within the curtilage unless permission is granted by the Local Planning Authority on an application in that behalf.

Drawing P802/BEL/PH1/01 Rev B

Plot 112
Plot 129
Plots 151 - 157
Plot 163

Reason: To safeguard the privacy and amenity of adjoining occupiers, maintain adequate amenity space and safeguard the cohesive appearance of the development in accordance with policy GEN7 of the Arun District Local Plan.

- 4 The dwellings shall not be occupied until the parking spaces, turning facilities and garages shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking, turning and garaging of vehicles.

Reason: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policy GEN7 of the Arun District Local Plan.