

Recommendation Report for Planning Permission for Works or Extension to a Dwelling

REF NO: LU/257/18/HH

LOCATION: 21 Beaumont Park
Littlehampton
BN17 6PE

PROPOSAL: Installation of crossover and hardstanding

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION The application seeks to install a crossover, and create a hardstanding to the front of the host dwelling.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Littlehampton Town Council

Parish Council - Objection

- The proposal impinges upon a layby, and will result in the loss of public parking provision.
- There proposal will adversely affect highway safety, and the convenience of road users.

1 Letter of objection from local occupier:

- Loss of parking space in locality.
- Garage behind house.
- Visual impact of hardstanding on road.

1 Letter of support from Planning agent:

- The current parking situation is poor for the applicant, due to her travel times.
- The County Council's Vehicle Crossing Guidance states that an access is possible, over a layby but discussion is required.
- The proposal does not result in a loss or parking, but instead moving it from public to private use.
- There is no indication that the proposal affects highway safety or the convenience of road users.

OFFICERS COMMENTS ON REPS:

- There has been no submitted evidence to show the highway safety is impacted by this application, nor have W.S.C.C raised any objection to the application.
- A license to construct the crossover would need to be obtained from W.S.C.C. regardless of the outcome of the planning application.

CONSULTATIONS

WSCC Strategic Planning

CONSULTATION RESPONSES RECEIVED:

W.S.C.C - Advice

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.

This proposal is for the construction of a new vehicle crossover (VCO). The site is located on Beaumont Park, a C-classified road subject to a speed limit of 30mph.

The provided plans and local mapping indicate that the site does not currently benefit from a VCO. A licence will be required for the proposed VCO works onto Beaumont Park. The applicant should be aware that the Local Area Engineer is unlikely to grant a licence for a VCO in this location as it crosses through a layby and would result in the loss of on-street parking.

Accurate visibility splays demonstrating a minimum stopping sight distance of 43m at a distance of 2.4m back from the carriageway edge for a 30mph road have not been provided. However, an inspection of WSCC mapping indicates that these splays are achievable at this location and are maintainable wholly within the Highway.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there has been one recorded injury accident within the vicinity of the site however; this was not as result of the road layout in this location. Therefore there is no evidence to suggest that the existing highway network is operating unsafely or that the addition of a VCO would exacerbate an existing safety concern.

The proposed plans demonstrate that a single parking space will be provided on site, constructed from a hardbound material preventing spillage of material onto the Highway. A turn on site would be preferred however; there is insufficient space on site to accommodate this.

Conclusion

In conclusion, the LHA does not consider that this proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. However, as mentioned above, the applicant should be aware that a licence for a through-layby VCO is unlikely to be granted in this location due to the loss of on-street parking for neighbouring residents.

If the LPA are minded to approve the application, the below condition and informative should be applied. I am mindful of the use of pre-commencement conditions; as such the suggested wording below is anticipated to be acceptable.

Conditions

Access

The use of the access shall not commence until such time as the parking area has been constructed in accordance with the details shown on the drawing titled Existing and Proposed Site Plan Rev A.

Reason: In the interests of road safety.

Car Parking Space

The use of the parking area shall not commence until such time as the vehicular access serving the dwelling has been constructed in accordance with the details has been provided shown on the drawing titled Existing and Proposed Site Plan Rev A. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Informative

Vehicle Crossover - Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

POLICY CONTEXT

Designation applicable to site:

Within built up area boundary

DEVELOPMENT PLAN POLICES

DDM1	D DM1 Aspects of form and design quality
DSP1	D SP1 Design
TSP1	T SP1 Transport and Development
SDSP2	SD SP2 Built-up Area Boundary

Littlehampton Neighbourhood Plan 2014 Policy 1	The Presumption in Favour of Sustainable Development
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Littlehampton Neighbourhood Plan 2014 Policy 2	A Spatial Plan for the Town
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PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

CONCLUSIONS

PRINCIPLE

The application site is located within the built up area boundary, where the principle of development is acceptable subject to accordance with the relevant development plan policies, as stated in SD SP2 of the Arun Local Plan. In this case, the key policy is deemed to be D DM1 of the Arun Local Plan.

Policy SD SP2 of the Arun Local Plan states that development should be focused within the Built Up Area Boundary, and will be permitted subject to consideration against other policies in the Local Plan.

Policy D DM1 sets out 13 design aspects of which applications should be assessed against. These include: Character, Appearance, Impact, Innovation, Adaptability, Crime Prevention, Trees, Public realm, Layout, Public Art, Density and Scale.

DESIGN AND VISUAL AMENITY

Within the street scene, there are other examples of properties with vehicle crossovers and as such there will be little impact upon the visual amenity of the locality. It is not considered to have an unacceptable adverse impact upon the character or spatial pattern of the area and accord with D DM1 of the Arun District Plan and Policies 1 and 2 of the Littlehampton Neighbourhood Plan.

RESIDENTIAL AMENITY

Whilst there are concerns, as the proposal result in the loss of one on-street parking space, it is considered that it would be likely that this space was used by the occupier of the host dwelling anyway. The creation of an vehicle crossover is not considered to give rise to any unacceptable adverse harm to the residential amenity, and have a minimal impact on the users and occupiers of nearby land in accordance with D DM1 of the Arun Local Plan.

HIGHWAY SAFETY

W.S.C.C. Highways Department was consulted on the application, and stated that the proposed development would not exacerbate an existing safety concern at the site. Therefore, the proposed development is considered to be in accordance with T SP1 of the Arun Local Plan.

SUMMARY

The proposed development is deemed to accord with relevant development policies and as such is recommended for approval subject to the following conditions and informatives.

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 8 (right to respect private and family life) and 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 the following 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).

The proposal would have a neutral impact on the protected characteristics.

RECOMMENDATION**APPROVE CONDITIONALLY**

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the

date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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

- Existing & Proposed Site Plans - Rev. A - 31 October 2018

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy D DM1 of the Arun Local Plan.

- 3 The use of the access shall not commence until such time as the parking area has been constructed in accordance with the details shown on the drawing titled Existing and Proposed Site Plan Rev A.

Reason: In the interests of road safety.

- 4 Car Parking Space

The use of the parking area shall not commence until such time as the vehicular access serving the dwelling has been constructed in accordance with the details has been provided shown on the drawing titled Existing and Proposed Site Plan Rev A. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

- 5 INFORMATIVE:

- The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission goes not guarantee that a vehicle crossover license shall be granted. Additional information about the licence application process can be found at the following web page:

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- 6 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.