

Recommendation Report for Development under Local or Private Act or Order

REF NO: Y/42/18/RAI

LOCATION: Yapton Level Crossing
Yapton

PROPOSAL: Prior notification for installation of a new Relocatable Equipment Building (REB) adjacent to the railway line at Yapton Level Crossing

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

The Prior Approval cannot be refused nor conditions imposed provided that the Local Planning Authority is satisfied that the development could not be reasonably be carried out elsewhere on the land; or the design or external appearance of the building would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid injury

This forms Part 18, Class A, of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The Local Planning Authority has 56 days to consider the application and this period expires on the 26th July 2018.

The application is to provide a new Relocatable Equipment Building (REB) at Yapton Level Crossing. The new REB is required at the site to support the Yapton Level Crossing upgrade project. The new REB will be sited in a new location on the western side of the North End Road crossing.

The project consists of:

- Clearing of the site;
- Excavation and removal of spoil;
- Installation of concrete foundation;
- Installation of the Relocatable Equipment Building (REB);
- and
- Associated electrical works.

The proposed new REB is a single storey modular unit. The REB unit's dimensions will be 7.2m by 2.4m by 2.9m. The unit will be finished in Olive Green.

SITE AREA

N/A.

TOPOGRAPHY

Predominantly flat.

TREES

Existing mature screening trees to the immediate north of the site.

BOUNDARY TREATMENT	As existing/no change.
SITE CHARACTERISTICS	Existing railway land located on both sides of the existing level crossing. Yapton Level Crossing is currently an Automatic Half Barrier Crossing (AHBC) located between Barnham and Ford Stations on the Brighton Main Line. There is an existing REB on the eastern side of the level crossing.
CHARACTER OF LOCALITY	Rural with a small ribbon of houses to the south of the railway line. Mainly agricultural fields.

RELEVANT SITE HISTORY

Y/6/17/PL	Installation of 2 No. columns & 2 No. feeder pillars for red light safety equipment cameras on approach to Yapton Level Crossing.	ApproveConditionally 04-04-17
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In the summer of 2018, Network Rail will be undertaking a project to upgrade the crossing to a Manually-Controlled Barrier protected by CCTV (MCB-CCTV).

REPRESENTATIONS

It not a requirement of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) that this application is advertised to local people.

COMMENTS ON REPRESENTATIONS RECEIVED:

N/A.

CONSULTATION RESPONSES RECEIVED:

None.

COMMENTS ON CONSULTATION RESPONSES:

N/A.

POLICY CONTEXT

Designations applicable to site:

Outside of the built up area boundary;
Area of Advert Special Control; and
Railway property.

DEVELOPMENT PLAN POLICES

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

POLICY COMMENTARY

Not applicable.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

The planning legislation relating to the erection of bridges such as this is contained within Part 18, Class A, of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

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.

CONCLUSIONS**PRINCIPLE:**

Class A, Part 18 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) allows an Authority to assess these applications on two grounds:

- (1) whether the proposal ought to be and could reasonably be carried out elsewhere; and
- (2) whether the design or external appearance would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid injury.

These two aspects will now be assessed.

LOCATION:

Network Rail have stated that the new REB is required at the site to support the Yapton Level Crossing upgrade project. Also, that there is insufficient space within the existing REB for the new signalling equipment to be installed. It would not make sense to locate this REB somewhere other than on the land associated with this level crossing.

DESIGN/APPEARANCE:

The new REB is a relatively small structure with a functional design. It will be seen in the context of the railway line and level crossing and is not considered to be so harmful that it would adversely affect the character and appearance of the area. The building immediately to the south is a residential dwelling but is not occupied and has not been so for some time. If this dwelling were ever occupied, then the new REB would be within view of residential windows. However, it would not affect light reaching the dwelling and would not be so unattractive as to cause injury to future occupants.

CONCUSION:

It is not considered that any objection should be made to the proposed new relocatable equipment building.

RECOMMENDATION

NO OBJECTION