

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

REF NO: BN/108/25/HH

LOCATION: Anchor Bay
2 Downview Road
Barnham
PO22 0EE

PROPOSAL: Erection of car port.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION As above.

RELEVANT SITE HISTORY

BN/32/21/CLP Lawful development certificate for a proposed twin mobile home within the garden of the residential property for use by as additional accommodation by one household (not a material). change of use) PP Not Required 05-05-21

REPRESENTATIONS

Barnham & Eastergate Parish Council - No objection.

1 letter of no objection received on the basis of no trees or shrubs being removed or damaged, and that the car port is not used as a workshop.

CONSULTATIONS**CONSULTATION RESPONSES RECEIVED:**

DRAINAGE ENGINEERS - Objection

- 1. Runoff destination.
- 3. Extreme Rainfall and Flooding.
- 7. Construction, operation, maintenance, decommissioning and structural integrity.

General

Insufficient information regarding surface water drainage has been submitted to evidence that flood risk will not be increased as due to the proposed development.

1. Runoff destination.

No formal drainage strategy has been provided. The Lidsey Drainage Statement indicates that runoff

REPORT_1011(ODB)

from the carport will be drained to ground. If infiltration is later found not to be viable, then water would be attenuated and discharged at a restricted rate to an unspecified 'legal' outfall. Due to the lack of supporting detail, we are unable to ascertain whether the proposed development would accord with Standard 1 of the NSfS. Consequently, we object to the proposal, as it has not been demonstrated that the surface water drainage for the carport will avoid increasing flood risk on site or elsewhere.

Standard 1 of the NSfS sets out the following sustainable means of draining the site, along with a summary of the potential of connection options available to the applicant:

- Water reuse - not proposed but will not provide a full design solution and can be secured via condition.
- Infiltration - may be viable, but not investigated - see below.
- To a watercourse - none available.
- To a surface water sewer - none available.
- To a highway drainage system - none available.
- To a combined sewer - none available.

It is essential that each discharge destination is considered in strict priority order, with higher priority options fully explored and demonstrably exhausted before progressing to lower priority alternatives. Robust evidence must be provided to discount a higher priority destination.

Apart from 'water reuse', infiltration is the next highest priority discharge location. Infiltration viability can only be confirmed with site investigations, including groundwater monitoring and infiltration testing. Winter groundwater monitoring must be undertaken to confirm that a minimum of 1 metre of unsaturated ground can be maintained between the base of the soakaway or infiltration structure and the peak groundwater level. Ground conditions and infiltration potential in Barnham are highly variable. While infiltration may be feasible in some areas, others experience high groundwater levels or poor infiltration rates that render it unviable. This must be robustly demonstrated by the applicant.

It is demonstrated that if infiltration is later found not to be viable, then the applicant has not submitted, and we are not aware of, a compliant alternative disposal destination for surface water.

Surface water must not be discharged into the foul sewer. The foul sewer is not a recognised disposal location in the Standard 1 of the NSfS. It is important to recognise that combined sewers are intentionally designed to take both foul and surface water runoff. Even if the foul sewer has the capacity to accommodate additional flows or has an element of surface water already in it, it is not considered combined.

The application site is in the Lidsey Wastewater Treatment Catchment Area. This catchment is the subject of a surface water management plan due in part to the recognised history of foul sewer flooding. It is important to ensure that future development does not exacerbate this problem.

3. Extreme rainfall and flooding.

At present, no modelling or supporting evidence; such as ground investigations or drainage plans have been submitted for engineering assessment. In the absence this evidence, we cannot assess if flood risk will be increased by the surface water drainage of the proposed development. Therefore, this application does not accord with the NPPF as set out above.

7. Construction, operation, maintenance, decommissioning and structural integrity

Insufficient information regarding the construction, operation and maintenance of the SuDS system, and therefore Standard 8 of the Systems NSfS. There appears to be one significant existing tree which could impact the scale and layout and location of SuDS features, as such it is not appropriate to secure details via condition. Accordingly, we object to the proposal on this ground, and require the applicant to provide

details of existing trees and plans that demonstrate that any SuDS features do not conflict with them to ensure compliance with Standard 8 of the NSfS.

POLICY CONTEXT

Built Up Boundary Area.

Within an area with potentially high ground water.

Lidsey Treatment Catchment.

Areas of Character.

DEVELOPMENT PLAN POLICIES

Arun Local Plan 2011 - 2031:

DDM1	D DM1 Aspects of form and design quality
WDM1	W DM1 Water supply and quality
WDM3	W DM3 Sustainable Urban Drainage Systems
HERDM4	HER DM4 Areas of Character

Barnham and Eastergate Neighbourhood Plan 2019 Quality of design

POLICY ES5

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD13	Arun District Design Guide (SPD) January 2021
-------	---

CONCLUSIONS

DESIGN AND VISUAL AMENITY

The site is a detached property located at Anchor Bay, 2 Downview Road. This application seeks planning permission for the construction of a car port.

The proposed car port is sited to the front of the application site, towards the southern side boundary and it would be partially visible from the street scene. The proposed car port would have a width 5.4m and a depth of 8.9m. The proposed car port would have a maximum ridge height of 3.2m and an eaves height of 2.2m.

The proposed car port would be finished with shiplap cladding on three elevations (east, south, and west) above a brick plinth and treated softwood posts. The roof would be finished with black Onduvilla Lightweight tiles and have guttering and downpipes to both front (north) and rear (south) elevations leading to a water butt or soak away.

The neighbouring dwelling (side southern boundary) hosts a similar sized outbuilding within the frontage of their dwelling. Therefore, the proposed car port would not appear out of character within the street scene.

The use of materials would ensure the proposed car port integrates appropriately with the host dwelling and preserves its character, in accordance with Arun Local Plan policies D DM1, the Arun Design Guide (ADG) parts J and L, and the Barnham and Eastergate Neighbourhood Plan (BENP) Design Guide policy

ES5.

NEIGHBOURING RESIDENTIAL AMENITY

The proposed car port would be set back approximately 3.1m from the front (eastern) boundary, partially visible from the street scene; screened by existing trees and hedges. The proposed car port would be set in approximately 1m from the southern side boundary of the neighbouring dwelling and would not project significantly beyond the neighbour's garage to the south.

Given the neighbour's large front amenity and existing high boundary treatment the proposal would not result in overbearing and overshadowing impacts to the neighbouring dwelling to the south.

The proposal's northern elevation is open for vehicle access and overlooks the host dwelling's front amenity. The proposed car port would not result in overlooking to the neighbouring dwellings and there would be no loss of privacy. Therefore, the proposed development would not result in harm to neighbouring residential amenity by way of overbearing, overshadowing, or overlooking impacts. The proposed development is therefore in accordance with Arun Local Plan policies D DM1 and the ADG.

LIDSEY TREATMENT CATCHMENT AREA

The application site is located within the Lidsey Treatment Catchment Area, where the management of surface water drainage is a consideration in reducing flood risk in the locality. The Drainage Engineers objection is noted and that the proposal is not compliant with national standards (Standards 1 and 8 of the NSfS). However, given that the proposal would be constructed over an existing gravelled off-street parking area to the front of the host dwelling, the proposal would not result in an increase to the impermeable areas within the application site. Therefore, on balance, the proposed development would be acceptable in accordance with Arun Local Plan policies W DM1 and W DM3.

HERITAGE

The host property is sited within an Area of Character. Paragraph 216 of the National Planning Policy Framework (NPPF) (2024) states the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Accordingly, any proposed development must be carefully assessed in terms of its potential impact on the established character and setting of the surrounding built environment, making a positive contribution to the special character of the area.

The proposed car port would be sited to the front of the application site, set back approximately 3.1m from the front (eastern) boundary. The neighbouring dwelling to the south hosts an existing similar sized outbuilding within their front curtilage and therefore the proposed car port would not appear out of character within the street scene or Area of Character.

The proposed car port would be appropriate in design, form, scale, colour, and appearance and would not result in harm to the setting of the Area of Character. The proposed development is in accordance with Arun Local Plan policy HER DM4 and the NPPF.

PARKING

Part I of the ADG requires dwellings of four or more bedrooms to provide three parking spaces. The proposal does not reduce existing off-street parking provision and therefore a condition to secure additional parking is not required in this case. The proposed development is in accordance with Arun Parking Standards

SUMMARY

The proposed development is in accordance with relevant development plan policies and 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.

CIL DETAILS

This application is not CIL liable.

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:

Proposed Site and Location Plan.

Proposed Elevations.

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

- 3 Based on the information available, this permission is exempt from the requirement to provide a biodiversity gain plan under Paragraph 13 of Schedule 7A to the Town and Country

Planning Act 1990. The following exemption applies:

This planning permission is for development which is a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Reason: In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as amended).

4 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). 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.