

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

REF NO: M/78/25/HH

LOCATION: New England  
25 Central Drive  
Middleton-on-sea  
PO22 7TT

PROPOSAL: Proposed erection of a car port.

**SITE AND SURROUNDINGS**

DESCRIPTION OF APPLICATION As above.

**RELEVANT SITE HISTORY**

|            |                                                                                                                                |                     |
|------------|--------------------------------------------------------------------------------------------------------------------------------|---------------------|
| M/54/25/PL | Laying of shingle and associated operational development. This application is in CIL Zone 4 (Zero Rated) as other development. | Refused<br>14-08-25 |
|------------|--------------------------------------------------------------------------------------------------------------------------------|---------------------|

**REPRESENTATIONS**

Middleton Parish Council - No objection.

No representations received from nearby occupiers.

**CONSULTATIONS****CONSULTATION RESPONSES RECEIVED:**

DRAINAGE ENGINEERS - Objection.

- Runoff destination.
- Extreme rainfall and flooding.

**POLICY CONTEXT**

Built Up Boundary Area.  
Within an area with potentially high ground water.  
Flood Zone 3.  
Lidsey Treatment Catchment.  
Erosion Risk Statement - 200m mhw.  
Risk of Flooding - Rivers & Sea.

**DEVELOPMENT PLAN POLICIES**

Arun Local Plan 2011 - 2031:

|        |                                          |
|--------|------------------------------------------|
| DDM1   | D DM1 Aspects of form and design quality |
| ENVDM5 | ENV DM5 Development and biodiversity     |
| WDM1   | W DM1 Water supply and quality           |
| WDM2   | W DM2 Flood Risk                         |
| WDM3   | W DM3 Sustainable Urban Drainage Systems |

**PLANNING POLICY GUIDANCE:**

|      |                                     |
|------|-------------------------------------|
| NPPF | National Planning Policy Framework  |
| NPPG | National Planning Practice Guidance |

**SUPPLEMENTARY POLICY GUIDANCE:**

|       |                                               |
|-------|-----------------------------------------------|
| SPD11 | Arun Parking Standards 2020                   |
| SPD13 | Arun District Design Guide (SPD) January 2021 |

**CONCLUSIONS****DESIGN AND VISUAL AMENITY**

The site is a detached dwelling located at the end of a private road leading off Central Drive. This application seeks planning permission for the construction of a two-bay car port at New England, 25 Central Drive.

The car port would be to the front of the property (north) elevation.

The proposed car port would have a depth of approximately 5.1m, a post-to-post width of approximately 5.9m and an approximate roof width of 6.0m. The car port would have a sloping flat roof with an approximate maximum height of 2.7m, slopping down (west) to approximately 2.4m. The height and siting of the structure is acceptable, given that previously there was an outbuilding of a similar size and scale in a similar location to the front of the dwelling.

The proposed car port would be finished with Scots pine wooden posts and an opaque polycarbonate roof. The Arun Design Guide (ADG) policy L encourages a minimum of materials to ensure simplicity of design and a simple palette that relate to the surrounding context in the design of buildings and the public realm. The proposed materials would therefore integrate appropriately with the host dwelling and preserves its character, in accordance with Arun Local Plan policy D DM1 and the ADG.

The proposed car port would be visible to the neighbouring dwellings but not from Central Drive as it is sited at the end of a private road. Given the design of the car port and the existing site circumstances, the structure would not be unduly prominent and would not be harmful to street scene, remaining subservient with the host dwelling.

Given the siting, size, scale, and design it would not cause any harm to visual amenity, character or appearance of the host dwelling, street scene, or wider area. The proposal is in accordance with Arun Local Plan policy D DM1 and the ADG.

**NEIGHBOURING RESIDENTIAL AMENITY**

The proposed car port would be set in approximately 0.4m from the western side boundary, adjacent to the neighbour's front amenity space and driveway, and at its narrowest point it would be set in approximately 8.2m from the eastern boundary and approximately 2.6m from the northern boundary. It

would be positioned approximately 1.1m from the host dwelling front elevation (north).

It is noted that the proposed car port would be approximately 1.1m higher than the existing high boundary treatment at its maximum height. Given the modest increase in height and the separation distances maintained from the front amenity (driveway) of the neighbouring dwelling, the proposed development would not result in harm to this neighbour by virtue of overshadowing, overbearing, or overlooking impacts to the neighbouring dwelling (west). The proposed development is therefore in accordance with Arun Local Plan policy D DM1 and the ADG.

#### **LIDSEY TREATMENT CATCHMENT AREA**

The application site is located within the Lidsey Treatment Catchment Area. The Drainage Engineers have been consulted on this application and have raised an objection to the proposed development.

The Drainage Engineers objection is noted that the proposal is not compliant with national standards (Standard 1 of the NSfS), however it is acknowledged that proposed car port would be built over existing block paving and would not increase ground impermeability in this area and therefore, on balance, the proposed development would be acceptable in accordance with Arun Local Plan policies W DM1 and W DM3, and the NPPF.

#### **FLOOD RISK**

The site is located within National Flood Zone 3, an area at risk of river, sea, and groundwater flooding so the proposal needs to be considered under Arun Local Plan policy W DM2 and the National Planning Policy Framework (NPPF).

Paragraph 181 of the NPPF (2024), states when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that: a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment; c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate; d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

A Flood Risk Assessment has not been provided with this application as the proposed car port would be built over existing block paving and would not increase ground impermeability in this area. It is not expected to increase flood risk to the wider site or surrounding properties. As such, the development is acceptable. The proposal would be acceptable in accordance with Arun Local Plan policy W DM2 and the NPPF.

#### **TREE SURVEY**

The tree on land adjacent to the proposed development, at the discretion of the Arun District Council does not require a tree survey as there is no Tree Preservation Order (TPO), nor is it located within a Conservation Area. The proposed development would be sited on existing block paving and therefore would not result in harm to the adjacent tree or influence the character of the local landscape.

#### **BIODIVERSITY**

Arun Local Plan policy ENV DM5 requires all developments to achieve a net gain in biodiversity. This proposed development would be sited on existing block paving. There is no loss of habitat and therefore a condition to secure enhancements is not required in this case.

**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:

1. Existing and Proposed Plans and Elevations 1.
2. Site Plans 2.

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.