

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

REF NO: Y/13/26/HH

LOCATION: Longacre
Maypole Lane
Yapton
BN18 0DR

PROPOSAL: Proposed oak framed carport to northern end of existing dwelling.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION As above.

RELEVANT SITE HISTORY

Y/60/22/PL	Erection of 1 No detached dwelling and garage with shared access from Maypole Lane. This application is a Departure from the Development Plan and this site is in CIL Zone 3 and is CIL Liable as a new dwelling.	Refused 05-07-22
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Appeal: Allowed+Conditions
09-03-23**REPRESENTATIONS**

Yapton Parish Council - No response.

No representations received from nearby occupiers.

CONSULTATIONS**CONSULTATION RESPONSES RECEIVED:****ADC DRAINAGE**

Objection raised in relation to runoff destination and extreme rainfall and flooding.

Comments noted.

POLICY CONTEXT

Outside of Built-Up Area Boundary.
Lidsey Treatment Catchment.
PD Restrictions.
Within an area with potentially high ground water.

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

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 application site comprises a detached chalet bungalow dwelling located at Longacre, Maypole Lane, Yapton.

The proposal seeks permission for the the erection of a two-bay car port positioned to the side of the existing dwelling.

The proposed car port would measure approximately 5.5m in depth and 5.5m in width and would be adjacent to the northern side boundary. The structure would have a maximum ridge height of approximately 5m and an eaves height of approximately 2.7m. It would incorporate a pitched roof finished with red/brown roof tiles to match the host dwelling, together with low-level facing brickwork and timber shiplap cladding with oak-framed knee braces.

It is noted that some of the proposed external materials would not directly match the existing dwelling, which is finished in white render, and this would be contrary to Section M of the Arun Design Guide (ADG). However, timber cladding is present elsewhere within the site and the use of such materials is characteristic of this type of ancillary development. In addition, planning permission reference Y/60/22/PL approved timber cladding to the host dwelling, which, if implemented, would result in the proposed car port materials matching the dwelling and the proposed materials would therefore be acceptable. The structure would also be set back approximately 1.2m from the principal elevation and would reflect the roof pitch of the existing dwelling, thereby responding to the existing building design in accordance with the ADG.

Due to its siting, the car port would be visible within the street scene. Nevertheless, given its appropriate scale, and the existing site context, including the presence of a three-door garage already visible from the public realm, the proposal would not appear unduly prominent or visually intrusive. The development would also benefit from partial screening by existing hedgerow. As such, the proposal would not adversely affect the character or appearance of the surrounding area in accordance with Policy D DM1 of the Arun Local Plan (ALP).

In summary, the proposed development would not result in harm to the visual amenity of the host dwelling or the surrounding area and the proposal is therefore in accordance with policy D DM1 of the ALP.

RESIDENTIAL AMENITY

The proposed car port would be located to the north of the host dwelling and set back 11m from the highway. The nearest neighbouring property is situated to the north at a distance of approximately 17m, separated from the application site by an access road and existing hedgerow. Given the spacing maintained between the car port and the neighbour to the north, the proposal would not result in any overbearing or overshadowing impacts to this neighbouring property.

Due to the siting of the proposal, it would not be visible from the neighbouring property to the south. As such, the development would not give rise to any overbearing or overshadowing impacts to this neighbouring dwelling.

The eastern elevation of the car port would remain open to facilitate vehicular access and would overlook the front amenity space of the host dwelling only. The proposal would not result in overlooking of neighbouring properties and would therefore not result in any loss of privacy. Overall, the proposal would not cause harm to neighbouring residential amenity in terms of overbearing, overshadowing, or overlooking. The development is therefore in accordance with ALP policy D DM1 and the ADG.

PARKING

The application site is located within Parking Zone 1. In accordance with the Arun Parking Standards (APS), a four-bedroom dwelling is required to provide three parking spaces. It is noted that the proposed car port bays would not meet the best practice minimum internal dimensions for garages or car ports. The ADG states that parking spaces should measure at least 6m by 3m internally in order to qualify as a parking space. As such, the proposed car port cannot be counted towards the formal parking provision.

Notwithstanding this, sufficient parking is available within the forecourt of the property to accommodate at least three vehicles. As such, the proposal would continue to comply with the parking requirements set out in the APS.

DRAINAGE

The application site lies within Lidsey Wastewater Treatment Catchment Area, where the management of surface water drainage is an important consideration in reducing flood risk within the locality.

The proposed car port would be constructed over an existing area of hardstanding (tarmac) and would not include any drainage infrastructure. It is also noted that, under permitted development, a single-storey side extension with a larger footprint could potentially be erected, which remains a material consideration notwithstanding that permitted development rights have been removed at the site. As such, the proposed development would not result in an increase in impermeable surfacing and would not materially increase the risk of surface water flooding within the site or the surrounding area.

It is noted that the Council's Drainage Engineers have raised an objection to the proposal. However, given that there would be no increase in impermeable area and for the reasons outlined above, the development would not increase the chances of flooding elsewhere in the district. The proposal is therefore in accordance with Arun Local Plan policies W DM1 and W DM3.

SUMMARY

The proposed development is in accordance with relevant Development Plan 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.

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 Location and Block Plans LB02
- Proposed Site Plan PL01
- Proposed Plan and Elevations PL02

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.