

PLANNING APPLICATION REPORT

REF NO: FP/181/20/PL

LOCATION: Beachcroft Hotel
Clyde Road
Felpham
PO22 7AH

PROPOSAL: 2 storey rear bedroom extension. This site is in CIL Zone 4 (Zero Rated) as other development,

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	Two storey extension to the rear of the hotel facing Canning Road. The first floor would be within a mansard roof.
	The extension provides a new entrance to the rear of the hotel on the ground floor a hotel store and accessible toilet and on the 1st floor there will be six en-suite bedrooms of which, two will be equipped as accessible rooms. The 1st floor will be accessed via a stair and a lift.
SITE AREA	2333 sq. metres
RESIDENTIAL DEVELOPMENT DENSITY	N/A
TOPOGRAPHY	Predominantly flat.
TREES	None affected by the development.
BOUNDARY TREATMENT	Fencing to the rear of the site along Canning Road. Brick wall along pavement.
SITE CHARACTERISTICS	The site is located on the sea front and faces the sea to the south, with the rear boundary backing onto Canning Road; It comprises a hotel complex of two storey buildings with a habitable mansard roofs and a single storey flat roof front projections and a single storey flat roof extension to the rear with a pitched roof swimming pool building in the north-eastern corner of the site with two sheds on its west side. There is a rear fire escape and large carpark to the front and a rear on gravel.
CHARACTER OF LOCALITY	Clyde Road and Canning Road are cul-de-sacs giving access to residential properties, the Beachcroft Hotel and the promenade. The residential properties along Clyde and Canning Road are predominantly two storey semi-detached and terrace structure characterised by gabled and hipped roofs with the exception of Beachcroft Hotel which is characterised by mansard roof. To the west is Butlins.

RELEVANT SITE HISTORY

FP/13/20/PL	New outdoor seating together with new fence, gate to promenade & planter.	ApproveConditionally 06-04-20
FP/21/15/PL	Rear extension	ApproveConditionally 28-05-15
FP/65/11/	Extension to rear of hotel providing conference facilities and 6 guest bedrooms	ApproveConditionally 06-10-11

Two similar applications were approved under FP/65/11 and FP/21/15/PL. The only difference on the current application is the fenestration (3 casement windows which were in FP/65/11 and FP/21/15/PL were replaced by 4 pairs of French doors on the first floor level of the proposed northern elevation).

REPRESENTATIONS

Felpham Parish Council:

Object - Overdevelopment of boundary to site and tight for car parking and turning for delivery vans etc.

5 Letters of support:

- The hotel has been in Felpham for many years and this addition of rooms enables more guests to stay in our beautiful area.
- The Beachcroft is important to the village as a local seaside hotel which brings trade to the area and supports local businesses. The new rooms provide more disabled access making the hotel more accessible to more people.
- Very encouraging to see a local business thriving and looking to expand. An expansion sends out an affirming message to other businesses that Bognor Regis is somewhere to invest for future prosperity.
- Much needed to improve the area.
- Think it would greatly improve the area.

6 Letters of objection:

- Increase in traffic flow in a road unable to sustain the levels of traffic it already experiences.
- Development will intrude on the character of the area.
- This is a narrow and generally quiet residential cul de sac, not fit for the coaches and service vehicles that endeavour to use it on a regular basis - creating noise, pollution and safety issues for residents, children and animals, and very likely increase anti-social behaviour.
- Request due consideration be given for the well-being of residents.
- Out of keeping with the street scene and it will overwhelm adjacent properties.
- insufficient parking for guests/staff and when coaches arrive staff park on Canning road and leave no room for residents.
- The scale of the build will mean disruption to the residents for several months with the arrival of trucks and building materials.
- Dramatic increase in traffic volumes over last 30 years.
- The intrusion of the development on the environment of Canning Rd. and it's impact on local character.

- Levels of light to properties overlooked will be affected. Shadow. Obtrusive view. It's a quiet residential street and area.
- The site will be over developed.
- Pavements are in a bad state of repair due to the large delivery lorries as the road is very narrow and not suitable for large heavy vehicles including the coaches.

COMMENTS ON REPRESENTATIONS RECEIVED:

Felpham Parish Council: Noted and addressed below.

Others: Noted. Environmental Health raised no objection. WSCC, Highways raised no objections. Two previous applications have been approved. Further comments addressed below.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

WSCC HIGHWAYS: Does not consider proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the NPPF (paragraph 109), and there are no transport grounds to resist the proposal.

ENVIRONMENTAL HEALTH: No objection subject to conditions.

ECONOMIC DEVELOPMENT :very aware of The Beachcroft Hotel and the part it plays in the tourism product for the Arun district. The Hotel recently invested heavily in new high quality accommodation which received attention from all parts of the country and has encouraged visitors to the district. Fully support application to extend the hotel facilities further.

DRAINAGE ENGINEERS: Due to the scale, location and type of application we have no conditions to request. Any alterations to surface water drainage must be designed and constructed in accordance with building regulations.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted.

POLICY CONTEXT

Designation applicable to site:
Built up area boundary

DEVELOPMENT PLAN POLICIES

[Arun Local Plan 2011 - 2031:](#)

DDM1	D DM1 Aspects of form and design quality
DDM4	D DM4 Extensions&alter to exist builds(res and non-res)
DSP1	D SP1 Design
SDSP1	SD SP1 Sustainable Development
SDSP2	SD SP2 Built-up Area Boundary
TOUDM1	TOU DM1 Tourism related development
TOUSP1	TOU SP1 Sustainable tourism and the visitor economy

TSP1	T SP1 Transport and Development
Felpham Neighbourhood plan 2014 POLICY BT1	Support business expansion
Felpham Neighbourhood plan 2014 POLICY BT6	Recreation and tourism
Felpham Neighbourhood Plan 2014 POLICY ESD1	Design of new development

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD11	Arun Parking Standards 2020
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POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans and the Made Felpham Neighbourhood Development Plan.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The original Felpham Neighbourhood Plan (referred to hereafter as the Plan) was 'made' by Arun District Council on the 16th July 2014 following a Referendum. The adoption of the Arun District Local Plan 2018 required a review and where appropriate amendment of the Felpham Neighbourhood Plan to ensure the two documents are in alignment and reflect the new policies.

The replacement Neighbourhood Plan is at Reg. 17 - Submission of a Plan Proposal / Modification to Examination stage. The examination period is 30th November to 22nd December 2020. The Neighbourhood Plan Review 2019 - 2031 contains a number of 'saved' policies from the Felpham Neighbourhood Plan 2013- 2029, some amended policies and some new ones. The relevant policies are: H1 Built-Up Area Boundary , ESD1 Quality of Design, BT1 Business Expansion, BT6 Recreation and Tourism and GA4 Parking on New Development. All relevant policies are modified within Felpham Neighbourhood Development Plan 2.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Section 70(2) of TCPA provides that:-

- (2) In dealing with an application for planning permission the authority shall have regard to—
- (a) the provisions of the development plan, so far as material to the application,
 - (a) a post-examination draft neighbourhood development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application, and
 - (c) any other material considerations.

The proposal is considered to comply with relevant Development Plan policies in that it would have no

materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area but it would likely to attract more visitors to the district and support existing employment.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to be weighed in the balance with the Development Plan.

CONCLUSIONS

KEY ISSUES

The key issues are principle, design and visual amenity, residential amenity, highways/traffic.

PRINCIPLE

The site is in the built up area boundary where development is acceptable in principle in accordance with policy SD SP2 of the Arun Local Plan 2011-2031 provided it accords with other policies of the Local Plan covering such issues as change of use, visual/residential amenity, highway safety and parking.

Regard should be had to policy SD SP1 of the Arun Local Plan which states: "When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework."

The NPPF supports the effective and efficient use of land for sites in the built up area but also advises that new development should be well integrated with and should complement neighbouring buildings and the local area in terms of scale, density, layout and access.

Para 118 (d) of the National Planning Policy Framework (NPPF) states "Planning policies and decisions should: promote and support the development of under-utilised land and buildings".

The proposal is acceptable in principle given its location in a sustainable location within five minutes from Bognor Regis railway station by car. There is a local bus stop at the end of Sea Road which serves Bognor Regis town centre every 15 minutes. Felpham village centre is in walking distance.

Arun's Local Plan strategic objective for Tourism is: "To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities." In para 10.1.1 stresses that tourism is a vitally important part of Arun's economy and Arun Economy Strategy 2009-2026 in paragraph 10.1.2 identifies tourism as one of the District key employment sectors.

Policy TOU DM1 of Arun Local Plan states that proposals for development including expansion, which are likely to attract visitors will be supported provided that they:

- a. are in accessible location;
- b. are accompanied by workable and realistic travel plans;
- c. address visitors management issues;
- d. achieve good design.

Policy BT6 of the Felpham Neighbourhood Development Plan assures that recreation and tourism development proposals for recreational and tourism activities and facilities will be supported provided

that : the siting, scale and design has strong regard to the local character, historic and natural assets of the surrounding area, and the design and materials are in keeping with the local style and reinforce local distinctiveness and a strong sense of place.

Policy BT1 of the FNDP carries on by stating: 'Business expansion Proposals to upgrade or extend existing employment sites will be supported provided that the impact on the amenities of surrounding properties is acceptable.'

Beachcroft Hotel is in a sustainable location with good access and Economic Development, as mentioned in their comments, are very aware of Beachcroft Hotel and the part it plays in the tourism product for the district.

Therefore it is considered the proposal complies with Arun Local Plan policy TOU DM1 and Policies BT1 and BT6 of the Felpham Neighbourhood Development Plan.

VISUAL AMENITY:

Policy D DM1 of the Arun Local Plan 2011-2031 requires that the Council have regard to certain aspects including:

(1) Character - "Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.";

(14) Scale - "The scale of development should keep within the general confines of the overall character of a locality unless it can be demonstrated that the contrary would bring a substantial visual improvement."

Furthermore, policy D SP1 "Design" states that:

"All development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development.

Policy ESD1: New development which would have an effect on the appearance or character of the surrounding area must be of a high quality of design and must contribute to local character by creating a sense of place appropriate to its location.

Arun Design Guide Supplementary Planning Document (SPD), a material consideration in the determination of applications, reached Post Regulation 12b Public Participation stage. Part G.O1 which deals with Neighbourhood, Centres and Local Facilities stresses the accessibility of facilities and services is fundamental to the proper functioning of a neighbourhood.

Paragraph 127 of the NPPF states "Planning policies and decisions should ensure that developments: (c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)."

The proposal is for a two storey extension to the rear of the site in Canning Road, adjacent to the

swimming pool. The extension would be attached to the single storey flat roof extension and would fill the space to the west of swimming pool abutting the northern boundary. The form of design would be the same as the existing characterised by a mansard roof, which is unusual with surrounding area but already established within Beachcroft Hotel.

An almost identical design has been approved in applications FP/65/11 and FP/21/15/PL; the only difference in the current proposal is a number of windows at the first floor facing Canning Road (3 approved, 4 proposed) and the replacement of first floor windows with French doors.

This provides a new entrance to the rear of the hotel on the ground floor, a new hotel store and accessible toilet and six en-suite bed rooms on the first floor level. The visual amenity in the street scene is considered to be maintained within Clyde Road as there are no elevational changes to the the front of the building.

The boundary treatment consists of a dwarf wall with railings above and planting behind. The car park area would be formalised into dedicated car parking spaces. It is considered that the proposal would not have an adverse impact on visual amenity.

It is considered the proposal complies with Arun Local Plan policies D DM1 and D SP1, policy ESD1 of the Felpham Neighbourhood Development Plan and with the guidance on character within the NPPF.

RESIDENTIAL AMENITY INCLUDING NOISE POLLUTION:

Arun Local Plan 2011-2031 policy D DM1 requires that the Council have regard to certain aspects when considering new development including: (3) Impact - "Have minimal impact to users and occupiers of nearby property and land. For example, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance."

Policy QE SP1 states: "The Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the District."

Policy QE DM1 seeks to protect against the impacts of new noise generating development. It states that: "Developers proposing new noise generating development must seek advice from an early stage to determine the level of noise assessment required."

Proposal will need to be supported by:

- a. Evidence to demonstrate that there are no suitable locations alternative;
- b. A noise report; and
- c. Evidence to demonstrate that the development will not impact upon areas identified and valued for their tranquillity.

The Best Western Beachcroft Hotel is situated at the seaward end of a quiet, mostly residential cul-de-sac and spans between Clyde Road & Canning Road. It has already 32 en-suite rooms with facilities including the hotel Restaurant, a function room, bar, lounge, indoor pool and garden. The hotel is known to many people in the locality and provides a venue for social gatherings, dining, meetings and functions and festivities throughout the year. Therefore it can be hardly valued for its tranquillity hence vibrancy and animation what is a characteristic for an urban environment in a vicinity of the seashore.

The proposed rear extension would provide on the ground floor a new hotel store and accessible toilet and the 1st floor there will be six en-suite bedrooms.

The noise report and evidence in this case is not required given the nature of the existing development

as described above and it is not considered that an additional 6 rooms to an existing 32 will adversely affect the residential amenity of the area in respect of noise pollution to a greater degree as an existing. Environmental Health has not objected to the proposal so it is not considered to pose a noise and disturbance risk. Environmental Health have their own powers to deal with noise nuisance.

The extension has a separation distance of approximately 13m from Canning Court with habitable windows facing to the site. As mentioned above this scheme has been approved in the past and it is considered that the proposed changes in fenestration would not result in an unacceptable overlooking.

Since the last approval the Arun Local Plan has been adopted but the development management policies are largely similar.

It is not considered that the proposal would result in any significant loss of residential amenity as such it complies with Arun Local Plan policies D DM1 and QE SP1.

HIGHWAYS, TRAFFIC AND PARKING

Policy T SP1 (ALP) requires development to reduce the need to travel by car by identifying opportunities to improve access to public transport services whilst making provision for safe access to the highway network. Policy T SP1(f) (iv) requires development to incorporate facilities for charging electric and plug-in hybrid vehicles.

Para 108 of the NPPF states that in assessing specific applications it should be ensured that safe and suitable access to the site can be achieved for all users. Para 109 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The Arun Parking Standards 2020 have no specific category for hotels but at Part 4 Non-residential Parking Guidance states:

4.1 Parking for non-residential uses needs to consider the accessibility of the site, the likely demand for parking and the viability of the site. In determining the amount of parking that should be provided at non-residential developments, developers should seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff.

The applicant proposes no alterations to vehicular accesses on Clyde Road or Canning Road. There are no apparent visibility issues at the points of access to the maintained highway. The addition of six bedrooms would not give rise to a significant material intensification of movements to/from the site.

There is no evidence to suggest existing accesses are operating unsafely or that the proposal would exacerbate an existing safety concern.

The applicant proposes an additional three car parking spaces in the undercroft of the extension. From inspection of the plans, the parking bays are of adequate size and specification. There is sufficient space in the parking area for cars to turn and exit onto Canning Road in a forward gear.

WSCC Highways does not consider this proposal has an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the NPPF (para 109), and that there are no transport grounds to resist the proposal.

The development complies with policy TP1 of the Arun Local Plan.

FLOODING ISSUES:

The site is adjacent to the beach. The applicant has submitted a Flood Risk Assessment and the Environment Agency were consulted both previous applications and raised no objections. According to Environment Agency Flood Risk Map the extension would be in flood zone 1.

SUMMARY:

The rear extension is designed to make an effective use of the site and an opportunity to broaden the facilities. The proposal will add to the tourist markets serving the and providing two accessible rooms area whilst ensuring sufficient car parking provision is provided to the rear. The proposal does not result in any significant loss of residential or visual amenity. Therefore it is recommended the application is approved subject to the following conditions.

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

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 positive impact on the protected characteristics of disability.

CIL DETAILS

This application is CIL Zone 4 (Zero Rated) as 'other development'.

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:

The Location Plan

DRG No IBA/538/01, Location and Block Plan;
DRG No IBA/538/07, Proposed Ground Floor Plan;
DRG No IBA/538/09, Proposed South Elevation;
DRG No IBA/538/10, Proposed North Elevation;
DRG No IBA/538/11, Proposed East & West Elevations;
DRG No IBA/538/12, Proposed Roof Plan.

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 No use of the parking area shall take place until such time that the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car parking space for the use in accordance with policy T DM2 of Arun Local Plan

- 4 The materials and finishes of the external walls and roof of the extension hereby permitted shall match in colour and texture those of the existing building.

Reason: In the interests of amenity in accordance with policies D SP1 and D DM1 of the Arun Local Plan.

- 5 No construction/demolition activities shall take place, other than between 08:00 to 18:00 hours (Monday to Friday) and 08:00 to 13:00 hours (Saturday) with no works taking place on Sunday or Bank Holidays unless they are not audible outside of the application site.

Reason: To protect the amenity of local residents in accordance with policies QE SP1 and QE DM1 of the Arun Local Plan.

- 6 No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area in accordance with policy TSP1 of the Arun Local Plan.

- 7 **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

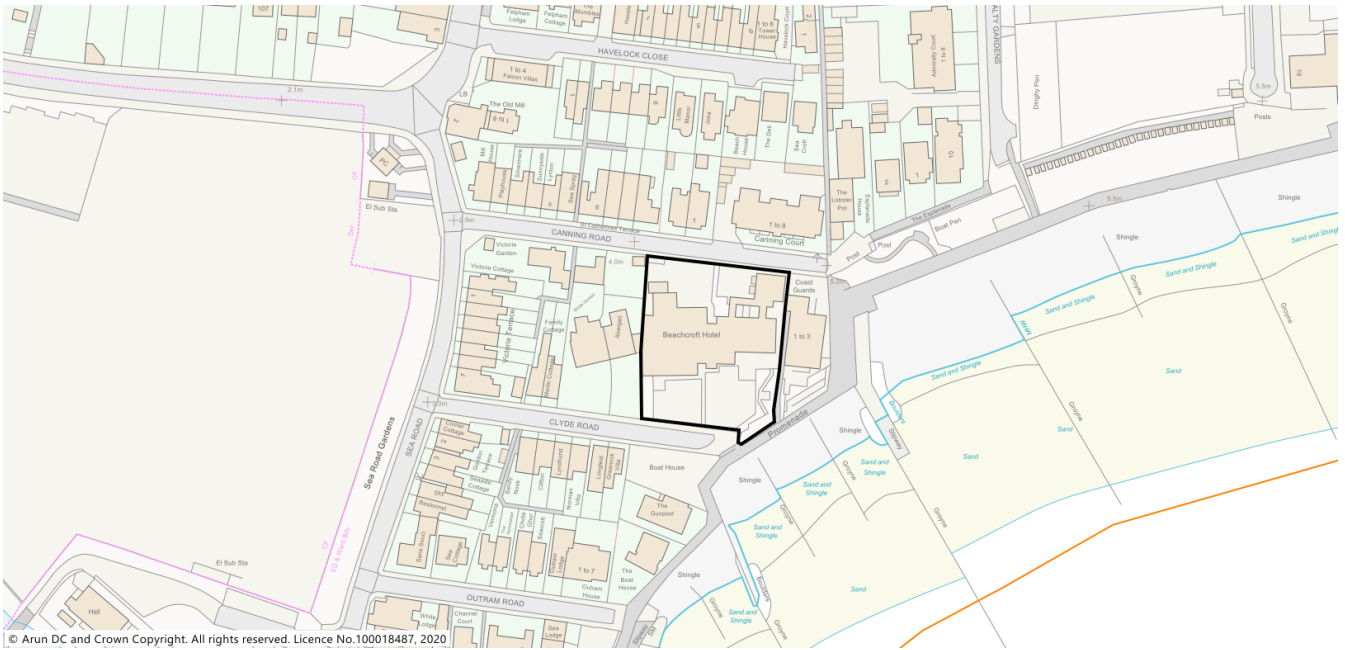
may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 8 **INFORMATIVE:** The granting of this planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990 be received. For further information please contact the Environmental Health Department on 01903 737555.

BACKGROUND PAPERS

[The documents relating to this application can be viewed on the Arun District Council website by going to https://www.arun.gov.uk/weekly-lists and entering the application reference or directly by clicking on this link.](https://www.arun.gov.uk/weekly-lists)

FP/181/20/PL - Indicative Location Plan (Do not Scale or Copy)
(All plans face north unless otherwise indicated with a north point)



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