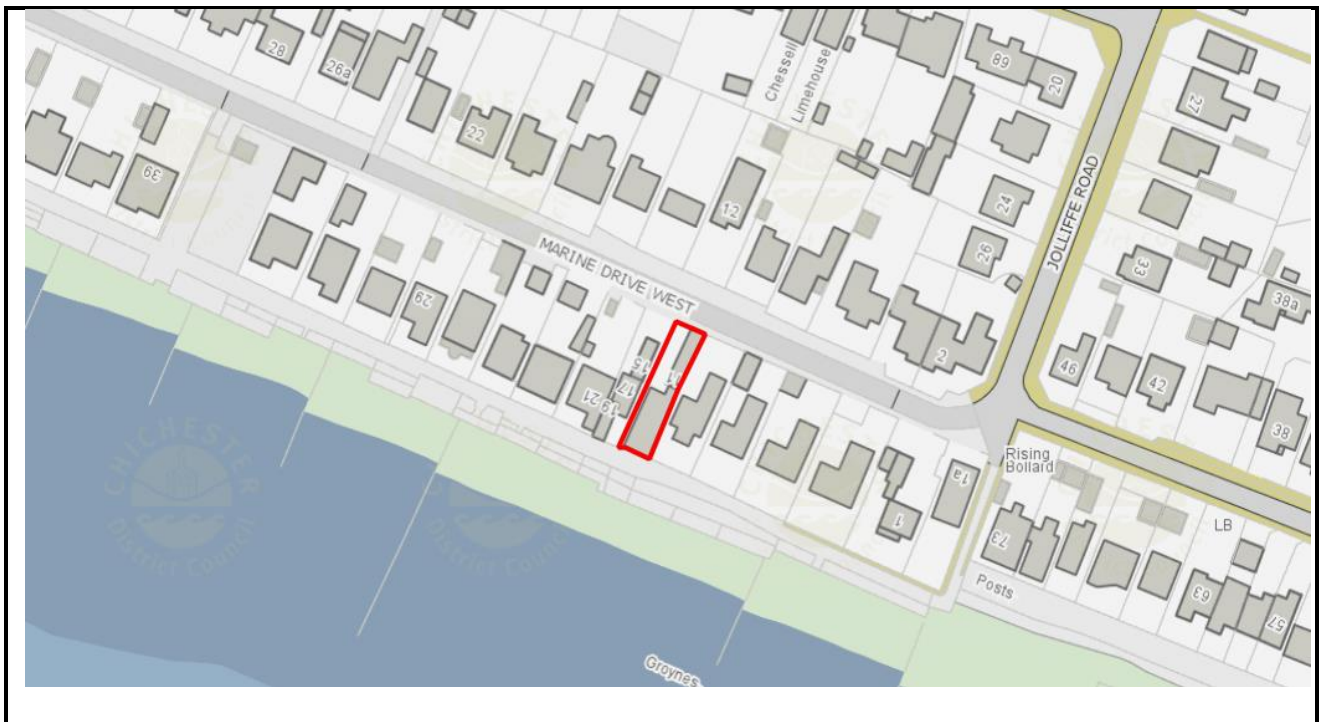



Parish: West Wittering	Ward: The Witterings
---------------------------	-------------------------

WW/20/02932/FUL

Proposal	Use of building as annex to 11 Marine Drive West and/or as a holiday let.		
Site	11A Marine Drive West West Wittering PO20 8HH		
Map Ref	(E) 478840 (N) 97105		
Applicant	M Titley	Agent	Mr Stephen Jupp

RECOMMENDATION TO PERMIT WITH S106



	<p>NOT TO SCALE</p>	<p>Note: Do not scale from map. For information only. Reproduced from the Ordnance Survey Mapping with the permission of the controller of Her Majesty's Stationery Office, Crown Copyright. License No. 100018803</p>
---	----------------------------	--

1.0 Reason for Committee Referral

1.1 Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

- 2.1 The application site is located to the South side of Marine Drive West, a residential street within the settlement boundary of West Wittering adjacent to the coastline. The site is occupied by a single residential dwellinghouse, known as No.11, which forms the main residence for this narrow but deep plot. The residential dwellinghouse is located in the southern part of the site, with a detached garage building located forward (north) of the dwellinghouse.
- 2.2 There is a further unit of accommodation within the site, currently known as 11a, which is a long but narrow building linked to the main dwellinghouse and occupying almost the entire length of the eastern boundary. The building is single storey, with a pitched tiled roof and benefits from an existing kitchen, bathroom, one main bedroom and a smaller secondary bedroom. 11a was recently subject to an application seeking a lawful development certificate for its use as a separate dwellinghouse (20/01923/ELD). This certificate was refused, as officers considered 11a, on the balance of probability to have last served as a residential annex to the main dwellinghouse (11).

3.0 The Proposal

- 3.1 The planning application seeks permission to utilise the existing annex (11a) as a unit of self-contained tourist accommodation for year round use, and also seeks to retain permission to use 11a as an annex for the applicants' visiting family. The application does not propose any external alterations to the building.

4.0 History

20/01923/ELD REF Use of building as a separate dwelling house.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
EA Flood Zone	
- Flood Zone 2	NO
- Flood Zone 3	NO

6.0 Representations and Consultations

6.1 Parish Council

Objection on the grounds of insufficient parking and over-development of the plot.
Comment: the application states that this is for one bedroom but the plans show two bedrooms.

6.2 WSCC Local Highway Authority

Summary

This proposal is of the use of an existing building as annexe and/or holiday let. The site is located on Marine Drive West, a privately maintained road; consequently, these comments are for your advice only. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Content

The applicant proposes no alterations to the existing vehicular access arrangements on Marine Drive West. Access to the maintained highway network is at the junction with Jolliffe Road, an unclassified road subject to a speed restriction of 30 mph. The LHA does not anticipate that the use of the building as an annexe or holiday let would give rise to a significant intensification of movements to or from the site.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site or the junction with Jolliffe Road. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern.

Whilst the applicant has not demonstrated vehicular parking provision, the application form states that four car parking spaces are available for use on-site. This is confirmed by use of local mapping, which suggests the site is served by an existing garage and driveway. The LHA advises that two parking spaces would be required for the building when used as a holiday let. Therefore, the LHA considers the existing parking provision to be sufficient for this proposal.

The applicant has not demonstrated cycle parking provision. Cycling is a viable option in the local area and the LHA advises the applicant to include secure and covered cycle parking provision for the holiday let, to promote the use of sustainable transport methods.

Conclusion

The LHA does not consider that this 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 National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

6.22 Third party comments

None received.

7.0 **Planning Policy**

The Development Plan

- 7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029, the CDC Site Allocation Development Plan Document and all made neighbourhood plans. There is no made neighbourhood plan for West Wittering at this time
- 7.2 The principal planning policies relevant to the consideration of this application are as follows:

Chichester Local Plan: Key Policies 2014-2029

- Policy 1: Presumption in Favour of Sustainable Development
- Policy 2: Development Strategy and Settlement Hierarchy
- Policy 30: Built Tourist and Leisure Development
- Policy 33: New Residential Development
- Policy 39: Transport, Accessibility and Parking
- Policy 40: Sustainable Design and Construction
- Policy 42: Flood Risk and Water Management
- Policy 44: Development around the Coast
- Policy 48: Natural Environment
- Policy 50: Development and Disturbance of Birds in Chichester and Langstone

Chichester Local Plan Review Preferred Approach 2016 - 2035

- 7.3 Work on the review of the adopted Local Plan to consider the development needs of the Chichester Plan Area through to 2036 is now well underway. Consultation on a Preferred Approach Local Plan has taken place and following detailed consideration of all responses to the consultation, it is intended that the Council will publish a Submission Local Plan under Regulation 19 in March 2021. Following consultation, the Submission Local Plan will be submitted to the Secretary of State for independent examination. In accordance with the Local Development Scheme, it is anticipated that the new Plan will be adopted by the Council in 2022. However, at this stage, it is considered that very limited weight can be attached to the policies contained within the Local Plan Review.

National Policy and Guidance

- 7.4 Government planning policy now comprises the revised National Planning Policy Framework (NPPF 2019), which took effect from 19 February 2019. Paragraph 11 of the revised Framework states that plans and decisions should apply a presumption in favour of sustainable development, and for decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

- 7.5 Consideration should also be given to the Sections 12. The relevant paragraphs of the National Planning Practice Guidance have also been taken into account.

Other Local Policy and Guidance

- 7.6 The following documents are material to the determination of this planning application:

Surface Water and Foul Drainage SPD

CDC Waste Storage and Collection Guidance
West Wittering Village Design Statement

7.7 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i. Principle of development
- ii. Design and impact upon character of the surrounding area
- iii. Impact upon highway safety and parking
- iv. Impact upon amenity of neighbouring properties
- v. Recreational Disturbance

Assessment

i. Principle of development

8.2 The application site is within the defined settlement boundary, as outlined in Policy 2 of the Local Plan. Policy 30 of the Local Plan relates to the provision of tourist development and requires development to be sensitively designed to maintain the tranquillity of the area, to be located where it would not cause undue recreational pressure on the harbour and other designated sites and to provide high quality accommodation throughout the year (or extended season). Tourism contributes significantly to the local economy and increasing the number of overnight stays within the district is important to maintaining the economy of the district.

8.3 The proposal seeks to utilise an existing building for year around tourist accommodation within the parish of West Wittering, albeit the site lies in closer proximity (0.7km) to the centre of East Wittering. The location of the accommodation within close proximity to a settlement hub is a sustainable location for tourism uses, with the shops, restaurants and facilities of the existing settlement centre capable of supporting tourism within this part of the district. Furthermore, the site has access to bus services and walking and cycling routes that are viewed by current sustainability objectives as sustainable modes of transport, as opposed to the private motor car which is encroached by CLP policy 8.

8.4 Overall, when considering the above the proposal is considered to result in tourist accommodation provision that will help to contribute to the much needed year round tourist accommodation within the district in a highly sustainable location. As such, the principle is considered acceptable, however this is balanced against the material considerations as outlined below.

ii. Design and impact upon character of the surrounding area

- 8.5 Policy 33 of the LP refers to new residential development. Tourism accommodation is a form of residential accommodation and therefore this policy which sets out that proposals must meet the highest standards of design and a high quality living environment in keeping with the character to the surrounding area and its setting in the landscape is a consideration. The policy also states that development should be appropriate in terms of its scale, form, massing and siting, height and its design should respect and enhance the character of the surrounding area.
- 8.6 The proposal would utilise an existing annex building and does not seek external alteration or to increase the amount of built form within the application site. The level of development within the site would therefore remain, as existing which is comparable to the prevailing character of development within this locality, which often sees much of the plot occupied by a detached larger dwellinghouse with associated outbuilding/annexe.
- 8.7 The floorplans provided indicate that the annex will be two bedrooms, although the second bedroom fairly modest (3.5m by 2m) which is sufficient to accommodate a single bed. When considering the scale of the accommodation to be provided (1 double bedroom and a small single) it is likely this type of holiday accommodation would be most appealing to couples or young families where the modest level of accommodation, commanding a lesser nightly charge is preferable over large more expensive alternatives.
- 8.8 The necessary vehicle and cycle parking provisions can be achieved within the existing site itself, with the current driveway capable of accommodating the anticipated vehicle parking needs for the holiday accommodation. Additionally, cycle storage will likely be contained within a modest cycle shed adjacent to the annex, which will be a minimal size and scale and not of detriment to the application site.
- 8.9 The proposed use of the building as tourist accommodation is not considered to result in an unacceptable intensification or overdevelopment of the site, with the modest increase in activity unlikely to be of detriment to this existing residential street or the wider character of the area. As such, the proposal is considered to be respectful to the character and appearance of the area, and comply with Policy 30 and 33 of the Local Plan.

iii. Impact upon highway safety and parking

- 8.10 The proposal would accord with policy 39 of the CLP which seeks to ensure that new development has acceptable parking levels and access and egress to the highway.
- 8.11 The application proposes to use an existing hard standing area for parking, the layout of which can be secured via condition, and there is no requirement to increase the amount of parking spaces available. In addition, a condition is recommended to ensure that cycle parking and also an electric vehicle charging point is provided, which is considered necessary to promote alternative forms of travel for future visitors. The proposal has been reviewed in consultation with WSCC Highways, who have advised that the level of parking proposed is adequate to meet the needs of the proposal and the existing dwelling on the site.

8.10 It is considered that the proposal would not result in unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network. The proposal is not considered to give rise to an unacceptable intensification of traffic and with sufficient parking proposed the development would accord with policy 39 of the CLP.

iv. Impact upon the amenity of neighbouring properties

8.11 The NPPF states in paragraph 127 that planning should ensure a good quality of amenity for all existing and future occupiers of land and buildings, and policy 33 of the CLP include requirements to protect the amenities of neighbouring properties. The application does not propose any external alterations that would result in a material change with regards to neighbour amenity. The existing ground floor windows to the east elevation of the annex have a limited outlook onto the site boundary treatment, limiting potential for overlooking the neighbouring properties private amenity space.

8.12 The property is neighbored to the west by a similarly proportioned plot which is currently occupied by three bungalows of a comparable size and scale to the application building. These bungalows serve as holiday accommodation for private owners and or full time residences and are closely interrelated to one another. The proposed use of the annex as holiday accommodation would result in a broadly similar relationship seen on the neighbouring sites; however a greater level of amenity would be retained within the application site. The annex building is suitably distanced from the bungalows to the west so as not to impact their amenity.

8.13 The use of the building for tourist accommodation is not considered to give rise to an unacceptable intensification of the site, with the modest increase in vehicle movements unlikely to be of detriment to the amenities of the neighbouring properties, given the location of the site within a residential street. The proposal therefore accords with policy in this respect.

v. Recreational Disturbance

8.14 The site is located within of the Chichester and Langstone Harbour SPA. A Habitat Regulation Assessment has been undertaken and the proposed mitigation and avoidance measures to be provided in-perpetuity through the secured contribution to the (Bird Aware Solent / Bird Aware Pagham) scheme, Chichester District Council conclude that with mitigation the plan or project will not have an Adverse Effect on the Integrity of the European protected sites. The applicant has entered into a signed agreement and the appropriate fee has been obtained, therefore the requirements of Policy 50 have been fulfilled.

Conclusion

8.15 Overall and on balance the proposal is considered to be an acceptable use for an otherwise underutilised building, which would provide a low key but high quality form of tourist accommodation or continued occupation of the accommodation by friends and family as an annex to the main dwelling. Given the sustainable location of the application site, within a settlement boundary and within walking distance of a range of amenities, services and attractions it is considered to accord with the overarching trust of the local plan to increase tourism accommodation and to direct it to the most sustainable locations. Due to the built up nature of the surrounding area it is considered that the small scale level

of accommodation proposed would not constitute an overdevelopment of the site or adversely affect the character of the locality. Therefore the recommendation is to permit the application in accordance with the development plan, and there are no material considerations that would outweigh this.

Human Rights

8.16 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION PERMIT WITH S106 subject to the following conditions and informatives:-

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Decided Plans"

Reason: For the avoidance of doubt and in the interests of proper planning.

3) **No part of the development hereby permitted shall be first occupied** until covered and secure cycle parking spaces have been provided in accordance with plans and details that shall first have been submitted to and approved by the Local Planning Authority. Thereafter the cycle parking shall be retained for that purpose in perpetuity.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

4) **No part of the development hereby permitted shall be first occupied** until the car parking has been constructed and laid out in accordance with the approved site plan and the details specified within the application form. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: In the interests of ensuring sufficient car parking on-site to meet the needs of the development.

5) No part of the development hereby permitted shall be first occupied} until one Electric Vehicle (EV) charging points have been provided in accordance with plans and details that shall first be submitted to and agreed in writing by the Local Planning Authority. Thereafter the Electric Vehicle Charging point shall be retained for that purpose, indefinitely and unless otherwise agreed in writing by the Local Planning Authority

Reason: To provide alternative sustainable travel options in accordance with local and national initiative to reduce carbon emission and current sustainable transport policies.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) the proposed accommodation shall be used for holiday accommodation and or ancillary accommodation to the dwelling known as 11 Marine Drive West only, and shall not be used for any individual's main or sole residential dwelling and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes)(Amendment)(England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order). A register of all occupiers, detailing dates, names and usual addresses, shall be maintained by the owner and shall be kept up to date and available for inspection at all reasonable hours by the Local Planning Authority. Any occupation of the units by a single party for a consecutive period exceeding 1 month shall be required to provide evidence of their place of primary accommodation.

Reason: To ensure that the accommodation is only used as holiday / tourist accommodation to prevent the creation, by conversion, of inappropriate units of accommodation, likely leading to over intensive use of the site.

Decided Plans

The application has been assessed and the decision is made on the basis of the following plans and documents submitted:

Details	Reference	Version	Date Received	Status
PLAN - Location plan	01		13.11.2020	Approved
PLAN - Block plan	02		13.11.2020	Approved
PLAN - Floor plan	03		13.11.2020	Approved

INFORMATIVE

1) 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.

2) This permission shall be read in conjunction with an Agreement made under Section 106 of the Town and Country Planning Act, 1990.

For further information on this application please contact Calum Thomas on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QJQGQCERIMG00>