

PLANNING APPLICATION REPORT

REF NO: BR/2/25/PL

LOCATION: 20 Sudley Road
Bognor Regis
PO21 1EU

PROPOSAL: Proposed rear extensions to form 2 No. flats with associated works, including external alterations to the existing building. This application is in CIL zone 4 (zero rated).

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	This application seeks two-storey and single-storey rear extensions to form 2 No. flats alongside associated works that include external alterations to the existing building.
SITE AREA	408sqm.
RESIDENTIAL DEVELOPMENT DENSITY	171 dwellings per hectare.
TREES	1 small-medium sized ornamental tree in rear parking area.
BOUNDARY TREATMENT	Open frontage to the street, neighbouring building to northwest and southeast, approx. 2m tall concrete wall to southeast boundary in rear of plot and approx. 2m tall brick boundary wall to rear (northeast) boundary.
SITE CHARACTERISTICS	The site is occupied by a two-storey, ornate building comprising of five flats. The site has a shared side access with parking and bin storage facilities to the rear of the site. The host building is a Non-Designated Heritage Asset.
CHARACTER OF LOCALITY	The site is in the dense urban environs of Bognor Regis with primarily, large 2-3 storey buildings in residential use, with many being residential flats, characterising the locality. Bognor Regis Railway Station is a short distance to the north and the foreshore is a short distance to the south.

RELEVANT SITE HISTORY

BR/259/19/PD	Notification for Prior Approval under Schedule 2, Part 3, No Objection Class O for a proposed change of use from office use on 21-11-19 ground floor (B1(a)) into 2 No. flats (C3 Dwellinghouse).
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BR/259/19/PD granted prior approval for the change of use of a ground floor office use to two flats.

REPRESENTATIONS

Bognor Regis Town Council - Objection:

- Concerns about the lack of parking provision and generate excessive on-street parking demands harmful to public amenity.
- Concerns the parking surveys were conducted in the early hours and do not reflect excessive parking demand during the day.
- Concerns the external amenity space provision is insufficient.
- Concerns that the proposal results in an intensification of a use that adversely affects the character of the area which would affect the public and neighbour amenities.
- Interested how the applicant intends to overcome private sector housing concerns.

No representations from nearby occupiers.

COMMENTS ON REPRESENTATIONS RECEIVED:

Noted. All relevant planning matters addressed within the conclusions section of this report. It should be acknowledged that the proposal does propose a House in Multiple Occupation use.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

WSCC Highways:

- Consider that overspill parking could be accommodated within the wider highway network.
- Based upon the availability of sustainable alternatives to the use of a car and opportunities for public parking, WSCC Highways do not consider that highway safety would be detrimentally affected through the proposed nil car parking provision.
- Do not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the NPPF (para 116), and that there are no transport grounds to resist the proposal.
- Recommend a condition to secure cycle parking.

Natural England (13/02/25) - Further information required:

- Recreational pressure impacts to European Sites (habitats sites).
- The proposal is within the Zone of Influence to one or more European Sites (habitats sites).
- Your authority has measures in place to manage these potential impacts through a strategic solution which Natural England considers will be effective in preventing adverse impacts on the integrity of the site(s).
- These measures should be checked via an appropriate assessment and provided they are secured, it is likely that Natural England will be satisfied that there will be no adverse effect on the integrity of the European Site(s) (habitats site(s)) in relation to recreational disturbance.

Environmental Health - No objection.

Southern Water:

- The proposal is likely to build over or near a public sewer. Building over a public sewer is not normally permitted.
- An investigation of the sewer is required before Southern Water can confirm it is acceptable to allow building-over/close-to the sewer.
- Pre-commencement condition requested requiring the developer to advise the local authority, in consultation with Southern Water, of measures which will be undertaken to protect the public sewers.

Drainage Engineers - No response at this time.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted. All relevant planning matters addressed within the conclusions section of this report.

Given the scale of development, relevant 'build over' licenses or alternatives related to the public foul sewer are a matter that should be dealt with outside of this application between the developer and Southern Water.

Natural England responded prior to the finalising and signing of the Section 106 agreement pertaining to the mitigation of recreational pressures. The matter of recreational pressure mitigation has been addressed.

POLICY CONTEXT

Designation applicable to site:

Built-up Area Boundary.

Locally Listed Building of Character.

Pagham Harbour Zone B.

Article 4 Direction.

Economic Growth Area.

2km Buffer for Site of Special Scientific Interest.

DEVELOPMENT PLAN POLICIES

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

SDSP2	SD SP2 Built-up Area Boundary
DSP1	D SP1 Design
DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DDM4	D DM4 Extensions&alter to exist builds(res and non-res)
ECCSP2	ECC SP2 Energy and climate change mitigation
ENVSP1	ENV SP1 Natural Environment
ENVDM1	ENV DM1 Designated Sites of Biodiversity or geographical imp
ENVDM2	ENV DM2 Pagham Harbour
ENVDM5	ENV DM5 Development and biodiversity
HERSP1	HER SP1 The Historic Environment
HERDM2	HER DM2 Locally Listed Buildings or Structures of Character
WDM2	W DM2 Flood Risk
QESP1	QE SP1 Quality of the Environment
TSP1	T SP1 Transport and Development

[Bognor Regis Neighbourhood Plan 2015 Policy 1](#) Delivery of the Vision

Bognor Regis Neighbourhood Plan 2015 Policy 2 Promoting the Seaside Identity

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
SPD9	Buildings or Structures of Character

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans, The South Inshore & South Offshore Marine Plan and Made Neighbourhood Development Plans. The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

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."

The proposal complies with relevant Development Plan policies in that it would provide an additional two residential units in a sustainable location without compromising the visual amenities of the area, the residential amenities of occupiers or neighbours, or unacceptably compromising highways safety.

Section 70(2) of the Town and Country Planning Act 1990 (as amended) 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,
- (aza) 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.

OTHER MATERIAL CONSIDERATIONS

The proposal would, albeit to a limited degree (two units), contribute to The Council's limited Housing Land Supply. There are no other material considerations to be weighed in the balance with the Development Plan.

CONCLUSIONS

PRINCIPLE

The site benefits from being within the Built-Up Area Boundary in which the principle of residential redevelopment is acceptable. Policy SD SP2 of the Arun Local Plan (ALP) seeks to focus development within the Built-Up Area Boundary, subject to consideration of other relevant Development Plan policies.

Sections P, H & J the Arun Design Guide (ADG), and the Arun Parking Standards are of relevance.

CHARACTER & DESIGN

The two-storey component of the extensions are not visually subservient features. It is not set in from the northwest (side) elevation or down from the main roof of the building, and it projects deep into the plot. It is set in from the southeast (side) elevation, but this alone does not ensure subservience. Whilst it is not visually subservient, the use of matching materials and meeting the extents of the building, means the two-storey component would remain visually integrated to the building, and by matching the form of the roof and following the general layout of fenestrations, it remains sympathetic to the character of the building. It would be read in the context of a very large, non-subservient rear extension of the similar property immediately south of the unit. This very large neighbouring extension is excessive in scale and unsympathetic to its host building. It was built under a historic planning context and is not an extension of a design that should be aspired to replicate, but it remains part of the established character of the area and the context in which this proposal would be appreciated. The proposals scale and bulk are acceptable.

The single storey component, by virtue of its scale and height, reads clearly as a subservient feature. It is visually integrated to the rear of the building.

Due to the scale of the extensions, the proposal would occupy most of the rear of the plot which serves as a parking area and bin storage. The scale and massing of the extensions is acceptable in relation to the building and the plot, but they would compromise the current parking provisions to the rear of the site.

There would be a slight alteration of the forward elevation in that the existing, set back single storey side extension would have its door and windows replaced with a single window. This side component is read separately from the ornate, prominent frontage and the proposal would otherwise preserve the frontage of the unit which is mirrored along the street which is positive.

There would remain some rear external space at the site, which has been proposed to function as a bin and cycle storage area which is positive.

Notwithstanding the lack of subservience, which is not a reason for refusal for the reasons outlined above, the proposal is in accordance with policies D SP1, D DM1 & D DM4 of the ALP.

QUALITY OF ACCOMODATION

The proposed units are compliant with the Nationally Described Space Standards (NDSS) in so far as the internal amenity space provisions and room dimensions are concerned. Flat 1 is undersized in terms of internal space provisions however, it is not a new unit. The proposal does not increase or decrease Flat 1's internal space but does rationalise its layout. Whilst not compliant with the NDSS, Flat 1 is an existing unit and would only be improved by virtue of the works proposed. The proposal involves the installation of two rooflights for Flat 1, which would improve light accessibility in the unit.

The proposal is compliant with Policy D DM2 of the ALP.

Policy QE SP1 requires development to not have significantly negative impacts on residential amenity. The flats on site do not benefit from any designated external private amenity space and this would remain unchanged. With respects to natural light access, each new bedroom benefits from at least one window, and they both benefit from more than one window to lounge/kitchen spaces which is acceptable.

The loss of private parking provision will have some adverse impact on residential amenities, but for the reasons outlined with the transport and parking section of this report, sufficient alternative transport options and connections would remain, and WSCC Highways are content with the evidence provided that indicates the site's potential parking requirements could be accommodated in the area.

The existing flats do not benefit from significant private amenity space, communal or otherwise. New flatted development should benefit from adequate space, and should be safe, usable, designed to a high standard and well managed in line with Section H.04 of the Arun Design Guide. The site is an approx. 300m walk from Hotham Park, and 380m walk from the seafront, alongside other public parks in an 800m radius. Although there is outdoor amenity space relatively nearby, it is some distance from the site and does not benefit from privacy. As an in-centre location, a lack of designated private amenity space is not uncommon for flatted developments, of which the host site is an example, but this is not a virtue nor policy compliant. A lack of designated private amenity space for this proposal is not alien for the site's context.

Given the Council's lack of housing land supply and that the proposal would provide two additional residential units, and given the context of the existing site, the lack of designated private amenity space for the new flats would not result in adverse impacts such that they would significantly and demonstrably outweigh the benefits of the proposal.

The proposal is in accordance with Policy D DM2 of the ALP, but not QE SP1 of the ALP by virtue of the lack of private amenity space. However, for the reason outlined above, this conflict is not of such harm that it warrants a reason for refusal in accordance with Paragraph 11d(ii) of the NPPF.

NEIGHBOURING RESIDENTIAL AMENITY

The proposal would be in slight breach of the 45-degree rule when taken from 22 Sudley Road as laid out in Sections J & M of the Arun Design Guide and illustrated on the site plan. The extensions would not however, breach the 70-degree rule when taken from the shared site boundary and given the dense urban nature of the area, a minor breach of the 45-degree rule is not unacceptable. The proposal would not have any unacceptable overbearing or overshadowing impacts on neighbouring buildings.

Proposed ground-floor openings generally provide views of the host site and are met by boundary treatment or neighbouring buildings/parking areas.

There are two first-floor rear (northeast) facing windows, and three first-floor side (northwest) facing windows proposed. Those facing northeast serve a bathroom and kitchen/lounge and look out primarily to the car park at the rear, but also toward the rear gardens of Nos. 45 & 47 Lyon Street. These gardens are approx. 18-24m in depth each and although the new opening to the kitchen/lounge would be closer to the rear boundaries of these properties, the gardens already receive a degree of overlooking to be expected within a dense urban area, and the closer proximity of the window would not unacceptably compromise the privacy of these properties, maintaining more than 21m between rear openings.

The northwest facing windows serve a hallway, bedroom, and kitchen/lounge and would look toward the side elevation of the neighbouring building (22 Sudley Road). The hallway window would serve a transitional space and look towards a first-floor side window of No. 22 that is obscure glazed. The bedroom and kitchen/lounge windows would look out over the rear parking area of No. 22 and toward the side elevation of No. 22 where no first-floor side windows are situated. These windows would not give rise to adverse overlooking impacts.

The proposal would have some limited adverse impacts on neighbouring residential amenity, but it would remain in accordance with policies QE SP1, D DM1 & D DM4 of the ALP.

TRANSPORT & PARKING

Para 116 of the NPPF 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 Design Guide (Sections I.01, I.02 and I.03), and the Arun Parking Standards include guidance on the provision and design of car parking, electric vehicle bays and charging points, and cycle parking.

Existing on-site car parking provisions would be lost as a result of this proposal. Sudley Road benefits from a resident parking permit arrangement. Existing and new occupiers that require parking are proposed to make use of this scheme.

The Arun Parking Standards identifies that 1-bed dwellings in this Parking Zone should be provided with an off-street private parking space per unit.

Policy T SP1(d) states 'Incorporates appropriate levels of parking in line with WSCC guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking...'

The proposal is not in accordance with the Arun Parking Standards due to the lack of parking provisions however, there are a number of factors that can reduce the parking demand in dense urban contexts. In such contexts, evidence is required to quantify parking pressures in the area and rationalise the likely parking demand of the development in question to assess how the proposal would impact the local road network. Policy T SP1 of the ALP allows for consideration of this by stating that 'The Council will support transport and development which:... Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking...'. Whilst the proposal is not in accordance with West Sussex or Arun Parking Standards, the evidence provided takes into account the impacts of the development as outlined below.

Parking Beat Surveys were undertaken on Tuesday the 24 September 2024 at 04:50 and Wednesday the 25 September 2024 at 05:10. These times accord with the Lambeth methodology for parking beat surveys and would be representative of residential parking pressures and demand as they are in the early hours of the morning ahead of peak working hours when residents may leave for work.

The Parking Surveys identified an equivalent of 112 on-street car parking spaces, as well as a public car park which has space for 61 cars and 5 blue badge bays within a 200m walking distance of the site. For the 112 on-street parking spaces in the area, there was minimal variation between the parking occupancy in each survey, and an average of 58% maximum space occupancy was recorded. Meaning 47 (42%) on-street spaces remained available for parking at these times. This is considerably below the '85% threshold' at which a road network is considered to be under parking stress.

The census data for the local output area and surrounding areas has been provided and assessed to determine how many flats within the local area have a car. The 2021 Census data for the area indicated that out of 820 flats, 52% of households had no car, 39% had one car and 8% had two or more cars. The likely outcome is that the site would require one parking space for every two flats. The existing site provides four parking spaces which would be displaced, and the data indicates the two new units would likely need only one space for the two units. This would result in a displacement of five cars to the on-street parking provisions of the locality, resulting in an increase to 63% parking stress in the area which remains considerably lower the '85% threshold' at which the area would be considered under parking stress.

WSCC Highways have reviewed the submitted supporting documents and raised no objections. It should also be recognised that the site is 0.3 miles from Bognor Regis Railway Station, within very short walking distance of four bus stops, and close to the Bognor Regis Town Centre. The site is in a very sustainable location with alternative transport methods and amenities in walking distance.

The proposal includes a cycle storage shelter that will provide seven cycle spaces (one for each flat) and will be secured by way of condition.

Whilst the proposal would not provide off-street parking in line with the West Sussex or Arun Parking Standards, the proposal has evidenced that the car parking requirements for residents of the site could be adequately accommodated in the local area without unacceptably compromising the amenity of residents or highway safety in the area.

Whilst the proposal is not in accordance with parking guidance, the proposal is in overall accordance with policies T SP1 & T DM1 of the ALP, and Paragraph 116 of the NPPF.

HERITAGE

Policies 1 & 2 of the Bognor Regis Neighbourhood Plan (BRNP) state that 'extensions and alterations of... Non-designated Heritage Assets... should demonstrate how proposed changes will support the delivery of relevant Neighbourhood Development Plan Objectives and our Vision for Bognor Regis.

Proposals must identify the significance of any affected heritage asset and assess any harm and benefit.' and; 'Proposals within the 'Wider Town Centre Area' and concerned with extensions and alterations to the exterior of Designated and Non-designated Heritage Assets and their settings must adhere to a 'Secure, restore and boost our seaside identity first' principle by echoing and responding eloquently and innovatively to the local built environment character and setting.'

The building is a Locally listed Building of Character (a Non-designated Heritage Asset), as are immediate neighbours (Nos. 8, 12, 14, 16, 18 and 22), which combined, form an attractive group. There are a number of Grade II Listed Buildings within the vicinity, but the proposal is primarily to the rear of the site and has little to no visual impact on Sudley Road. Impacts on the neighbouring Heritage Assets are very limited. The significance of the host building is primarily drawn from its architectural qualities, particularly its principal elevation which would remain mostly unaffected by the proposal.

Whilst the proposal includes the replacement of a door with a smaller window on the front elevation of the existing single storey side extension, this change is minor, and the extension is set back and of a different character to the main building. This alteration would not detract from the main elevation.

The proposals would preserve the significance and settings of all relevant heritage assets, and the proposal would have a neutral impact upon them and is in accordance with policies HER SP1 & HER DM2 of the ALP and policies 1 & 2 of the BRNP.

The proposal is in compliance with relevant paragraphs 207, 208, 210 & 216 of the NPPF pertaining to the conservation of the historic environment.

BIODIVERSITY & ECOLOGY

The proposal is a residential development within Pagham Harbour Zone B and a contribution of £950 per new residential unit is required and has been secured by S.106 agreement. This is secured to mitigate recreational pressures within the Pagham Harbour SPA that may arise from the construction of new residential units.

Arun District Council are required to carry out an Appropriate Assessment (AA) where appropriate to assess the impact of the proposal on the Pagham Harbour Special Protection Area (SPA). Given the scale of the existing building and proposals and the dense urban grain of the area, this proposal would not incur any direct harms to the SPA, and impacts would be limited to potential recreational pressures arising from the development for which the appropriate funds for recreational disturbance mitigation have been secured by s106 agreement. No further Appropriate Assessment is required as it has been

screened out.

The proposal is in accordance with Policy ENV DM2 of the ALP.

The site is within the 2km Buffer for Site of Special Scientific Interest (Bognor Reef & Felpham), and Pagham Harbour is also a Ramsar Site. Given the scale of the development, that it is a brownfield site and within a dense urban grain, the proposals would also have no adverse impact on these zones in accordance with Policy ENV SP1 of the ALP.

The site is almost wholly built over and meets the de-minimis exemption from Statutory Biodiversity Net Gain. The site has minimal ecological value with the exception of a small-medium ornamental tree within the rear of the site. Conditions securing the provision of two bird boxes at high level on the rear elevation have been attached to ensure the proposal would provide some biodiversity net gain in accordance with Policy ENV DM5 of the ALP.

The proposal is in accordance with policies QE SP1 & ENV DM5 of the ALP.

DRAINAGE & FLOOD RISK

The proposal site is not within any surface water flooding areas, is in Flood Zone 1 (low risk), and is at low risk of Groundwater Flooding.

Sudley Road features a separate foul and surface water sewer, and the site is anticipated to drain foul water and surface water to each in kind. The applicant has advised that given the extent of the footprint, the spatial constraints of the site, and proximity of nearby buildings, infiltration drainage methods have been ruled out. This is because Building Regulations typically requires that soakaways and similar surface water infiltration features are to be sited at least 5m from nearby buildings. There are no watercourses on or near the site, and as such, the proposal seeks to connect its surface water drainage to the surface water sewer nearby.

ALP policy W DM3 requires all development to identify opportunities to incorporate a range of Sustainable Urban Drainage Systems (SUDS) as appropriate to the size of development and will support proposals that do. The proposal seeks to divert the surface water drainage of the new 45sqm footprint to a water butt and rainwater garden planter ahead of outfall to the surface water sewer. Connection to the surface water sewer would be subject to consent from Southern Water.

The Council's Drainage Engineer's have not been able to provide comment at this time. Comments are anticipated ahead of the Committee meeting and will be included in a report update, alongside any alteration to the recommendation or conditions attached to this recommendation. In the absence of a response, a relevant pre-commencement drainage condition has been attached to this recommendation and the applicant's agreement to the condition has been requested.

Subject to relevant conditions, the proposal is in accordance with policies W DM2 & W DM3 of the ALP.

ENERGY EFFICIENCY

Policy ECC SP2 requires new residential development to be energy efficient and to demonstrate how they will achieve energy efficiency measures that reflect the current standards, use design and layout to promote energy efficiency, and incorporate decentralised, renewable, and low carbon energy supply systems such as solar panels. To ensure that adequate decentralised, renewable, and low carbon energy supply systems are secured, a condition has been attached to this decision.

The proposal would be in accordance with relevant Development Plan policy ECC SP2 of the ALP.

WASTE MANAGEMENT

Policy WM DM1 of the ALP requires development to ensure that kerbside collection is possible for municipal waste vehicles. It appears the existing bin store and collection procedure could be retained. The site has proposed a dedicated bin storage area and would continue to utilise the existing kerbside collection methodology.

The proposal is in accordance with Policy WM DM1 of the ALP.

SUMMARY

Subject to relevant conditions, and for the reasons outlined above, the proposal 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

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.

SECTION 106 DETAILS

The decision would be granted with a S106 legal agreement relating to a contribution of £1900 already paid towards the cost of delivering measures to avoid or mitigate to an acceptable level, the harm caused to Pagham Harbour by the development.

CIL DETAILS

This application is CIL liable, therefore, developer contributions towards infrastructure will be required (dependent on any exemptions or relief that may apply).

RECOMMENDATION

APPROVE CONDITIONALLY SUBJECT TO A SECTION 106 AGREEMENT

- 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 & documents:

- Proposed Details March 2024 (2024/40, Sheet 3 of 3).
- Proposed Details March 2024 (2024/40, Sheet 2 of 3).
- Sustainable Drainage Assessment 83300.01R1 (Dated: 16/09/24).

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 Prior to the commencement of development, full details of the proposed surface water drainage scheme must be submitted and approved in writing by the Local Planning Authority. The full details submitted for approval shall include:

1. Winter groundwater monitoring,
 2. Winter infiltration testing strictly in accordance with BRE DG 365 or similar approved,
 3. Details of the proposed method and location of surface water disposal, in accordance with the SuDS hierarchy,
 4. Impermeable area plan,
 5. Calculations modelling the surface water drainage network for the following storm events:
 - a. 100% Annual Exceedance Probability
 - b. 10% AEP + climate change allowance
 - c. 3.3% AEP + climate change allowance
 - d. 1% AEP + climate change allowance
- All storm events must include an allowance for urban creep and surcharged outfalls where appropriate,
6. Detailed drainage plans conforming to Local Planning Authority guidance,
 7. Specifications for all surface water drainage components and associated infrastructure or flow control mechanisms,
 8. Any relevant permissions relating to the discharge location, works to watercourses or adoption of the SuDS scheme.

The scheme shall then be constructed as per the approved plans. The surface water drainage scheme shall remain for the lifetime of the development unless agreed in writing by the Local Planning Authority.

Reason: In order to comply with Arun Local Plan policies W DM2 & W DM3 and the NPPF.

- 4 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the location shown on the approved site plan within 'Proposed Details March 2024 (2024/40, Sheet 2 of 3)'. The spaces so provided shall be retained in perpetuity.

Reason: To provide alternative travel options to the use of the car in accordance with Arun Local Plan policy T SP1.

- 5 Prior to the occupation of the dwellings hereby approved two bird boxes shall be installed a maximum of 0.3m below the first-floor eaves of the eastern elevation of the building.
- Reason: To provide ecological enhancement and biodiversity net gain on site in accordance with Policy ENV DM5 of the Arun Local Plan.
- 6 The materials and finishes of the external walls, roofs, windows, and doors of the development hereby permitted shall match in colour and texture those of the existing building.
- Reason: In the interests of amenity in accordance with Arun Local Plan policies HER SP1, HER DM2, D DM1 & D DM4.
- 7 The approved development shall include energy efficiency measures that reflect the current standards applicable at the time of submission and decentralised, renewable or low carbon energy supply systems. Any physical features that are required as part of the works must be installed prior to the occupation of the dwellings and shall be thereafter permanently maintained in good working condition.
- Reason: In order to secure a reduction in the use of energy at the site in accordance with national planning policy and Arun Local Plan policy ECC SP2.
- 8 Demolition/construction works shall only take place between 08:00 hours and 18:00 hours (Monday to Friday) and between 08:00 hours and 13:00 hours on Saturday with no activities taking place on Sundays or recognised public holidays. In addition to these hours of working, the Local Planning Authority may approve in writing a schedule of activities where it is necessary to conduct works outside the hours specified in this condition.
- Reason: To protect the amenity of local residents in accordance with the Arun Local Plan policy QE SP1.
- 9 **INFORMATIVE:** It appears that the developer is intending to build-over/close-to a public foul sewer which is crossing the site. Building over a "public sewer" is not normally permitted by Southern Water. An investigation of the sewer is required to confirm its size and depth, ascertain its condition, number of properties served and potential means of access before any decision can be made as to whether it would be acceptable for Southern Water to allow building-over/close-to the sewer. The length of sewer to be built over under the terms of Part H of the Building Regulations dictates that the matter is determined by the sewerage undertaker, which in this case is Southern Water. The conditions and application associated with the build-over/close-to a public sewer are available at Southern Water's Get Connected service: <https://developerservices.southernwater.co.uk>.
- For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119). Website: southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk.
- 10 **INFORMATIVE:** This decision has been granted in conjunction with a Section 106 legal agreement relating to the payment of a £1900 contribution for the mitigation of potential recreational pressures of new residential developments on the Pagham Harbour SPA.
- 11 **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.

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 by clicking on this link and clicking on View Documents.

BR/2/25/PL - Indicative Location Plan (Do not Scale or Copy)
(All plans face north unless otherwise indicated with a north point)



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