



**FORMER PUBLIC CONVENIENCES
MARINE PARK GARDENS
ALDWICK
BOGNOR REGIS
WEST SUSSEX
P021 2QA**

**DESIGN AND ACCESS / PLANNING STATEMENT
TO ACCOMPANY PLANNING APPLICATION
FOR CHANGE OF USE FROM PUBLIC CONVENIENCES (SUI GENERIS) TO COMMERCIAL USE (USE CLASS E)**

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INTRODUCTION

This Design and Access / Planning Statement accompanies a full planning application for the change of use of former public conveniences (Sui Generis) to commercial (use class E) at Marine Park Gardens, Aldwick, Bognor Regis.

Use class E covers all commercial, business and service uses including retail use, cafes, offices, medical / health services and a creche / day nursery. The change of use does not propose a specific commercial use.



West elevation



West / north elevations

SITE HISTORY

Planning consent was granted on 17th October 2012 for the change of use of the building to form a café / tea room with external seating (application ref AW/186/12/) although this consent has not been implemented and has now lapsed.

ASSESSMENT OF PHYSICAL CONTEXT

The site is located to the eastern end of Marine Park Gardens in Aldwick, Bognor Regis, within 30 metres of Bognor Regis seafront.

The premises were formerly public conveniences but have not been used for this purpose for some time.

The building is of traditional construction with a clay tiled, pitch roof, painted cream render finish, and covered terrace to the front (west) elevation which looks out onto the landscaped grounds of Marine Park Gardens. The ground level rises to the rear of the building. There are access points into the building on both sides.

DESIGN SOLUTION

The proposals are for a change of use application, and no physical changes are proposed to the building except the provision of an external bin storage area. On the basis that no external changes are proposed, the traditional character and appearance of the building will be maintained.

It is envisaged that a future tenant of the property could apply for any external alterations to the building such as changes to the fenestration.

SCALE

No form of extension and no physical alterations are proposed. On this basis, the scale of the existing building will not change. A modestly proportioned enclosed bin storage area is proposed to the east side of the building to serve the proposed commercial use.

PARKING STATEMENT

There is on-street public car parking located on nearby public roads within close proximity of the application site. The scale and floor area of the building means that it would not generate a large demand for car parking.

The building is relatively centrally located, within 30 metres of Bognor Regis seafront and within walking distance of Bognor Regis Town Centre. The site has access to high quality public transport facilities and gives priority to pedestrians.

ECOLOGICAL ENHANCEMENT STATEMENT

The opportunity would be taken to install an externally mounted bat box and a bird box to improve the ecology on the site.

REFUSE STORAGE AND COLLECTION PROVISION

A new bin storage area will be formed to the eastern side of the building, and this will be large enough to accommodate two 1,100 litre wheeled Eurobins. This bin storage area will be enclosed with new timber fencing, and some new hard surfacing will be provided to enable the bins to be easily manoeuvred to the public road. A small amount of re-landscaping will be required to remove any stepped areas.

CYCLE STORAGE

Cycle storage can be accommodated within part of the existing covered area to the western side of the building.

FLOOD RISK

A detailed Flood Risk Assessment has been prepared by specialist consultants and a separate document has been submitted as part of the planning application.

AMOUNT OF DEVELOPMENT

The existing gross internal floor area of the building is 60.8m².

The proposed gross internal floor area is the same as existing, as no physical changes are proposed to the building.

PLANNING POLICY CONTEXT

The National Planning Policy Framework 2025 (NPPF) is a material consideration in the determination of planning applications. The NPPF makes it clear that saved local plan policies should only be afforded weight relative to their degree of conformity with the NPPF.

Further planning policies for the site are contained with the West Sussex Structure Plan 2006-2016 (adopted July 2004), the Arun District Council Local Plan (February 2014).

Arun District Council Planning Policy	Demonstration with compliance
<p>D DM1 Aspects of form and design quality</p> <p>When considering any application for development the Council will have regard to the following aspects:</p> <p>1. Character</p> <p>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.</p> <p>2. Appearance/attractiveness</p> <p>Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area.</p>	<p>The proposals are for a change of use and do not propose any physical alterations to the building. The only external change would be the construction of an external bin storage area. On this basis, there would not be any changes to scale, massing, etc.</p>

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.

4. Innovation

Raise standards of design by embracing appropriate innovative design, new technologies and construction techniques, where a development proposal has the potential to do so.

5. Adaptability

Acknowledge diversity and difference. Buildings and places should be flexible to future adaptation, including the changing needs of occupants (for example ageing users, family circumstances), changes in wider work and social trends, and be able to accommodate potential differing uses of public space.

6. Crime prevention

Provide security measures that make places feel safer. This shall be achieved through natural surveillance and human presence by locating buildings and play areas along public routes and spaces, and making a clear division between private and public land to foster a mutual protection through territorial belonging. With respect to crime prevention, regard shall be had in particular to the document 'Secured by Design' and the 'Safer Places - The Planning System and Crime Prevention'.

7. Trees and woodland

All new development will be expected to incorporate existing and new tree planting as an integral part of development proposals.

The building is of a small scale and proposed change of use would have minimal impact on users and occupiers of nearby property and land.

There would not be any opportunities to embrace innovative design or techniques etc.

The proposal is for a change of use, and by definition this requires an element of adaptability.

The building is located within a public park which would aid with crime prevention due to the area being frequented by the general public.

The area around the site already benefits from dense planting.

8. Solar gain

Within the constraints of the site and local context development proposals should, maximise sunlight and passive solar energy. Ideally development should be positioned (within a 15-20 degree margin) broadly south, with streets having an east-west pattern.

9. Public realm

Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate provision for planting, street furniture, and facilities for bicycle storage to create a place with attractive and successful outdoor areas.

10. Layout - movement

Utilise existing networks or improve access via delivery of a variety of integrated networks, to and from residential areas, commercial zones, open spaces, facilities and public transport. Development schemes should carefully consider walking and cycling as an integral part of the overall design concept.

11. Layout - legibility

Deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/or a variety of detail within the public realm (sculpture, planting, street furniture, building materials, building detail, signage).

12. Public art

Public Art should be incorporated into schemes where there is capacity to do so. Public art can encompass a wide variety of elements to include art as part of the design of buildings and developments, landscape and planting, street furniture, signage and lighting in the public realm which is accessible to all. This can also result in physical, permanent artworks and sculptures.

The proposal is for a change of use and there would not be any opportunities to benefit from solar gain.

The building is located within the public realm and would enhance and improve this area.

The use of the land around the site is constrained by the current layout.

The building currently forms a visual focal point, and this would be maintained.

There would not be any opportunities to incorporate public art.

<p>13. Density</p> <p>The density of new housing will make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. Proposals should take into account the density of the site and its surroundings. The density of large sites should be varied to guard against uniformity.</p> <p>14. Scale</p> <p>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.</p> <p>15. Aspects of form and design quality</p> <p>Development should also comply with the Arun District Council Design Guide.</p>	<p>The proposal is not for new housing, so this heading is not relevant.</p> <p>The proposal is for a change of use and there will not be any impact on the scale of the existing building.</p> <p>The proposal is for a change of use and there will not be any external changes to the building.</p>
<p>D SP1 Design</p> <p>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.</p> <p>With major developments (as defined in the GDPO 1995 (as amended) or allocated sites in the Development Plan. In addition to a Design and Access Statement, a context appraisal, context plan and analysis of the site will also be required.</p>	<p>The proposal would make efficient use of an existing building,</p>

<p>ENV DM2 Pagham Harbour</p> <p>a. Within Zone A (0-400m from the boundary) as identified on the Policies Maps, development will only be permitted in exceptional circumstances where the developer is able to demonstrate there will be no detrimental effects on Pagham Harbour, including non-native species and the water environment. Regard shall also be had to tests 1-4 as set out in Policy DM1 (Designated Sites of Biodiversity or Geological Importance).</p> <p>b. Within Zone B (0-5km) for all new residential development and development which is likely to have an impact on Pagham Harbour will be required to:</p> <p>i. Make developer contributions towards the agreed strategic approach to access management at Pagham Harbour.</p> <p>ii. create easily accessible new green spaces for recreation within or adjacent to the development site. These shall be capable of accommodating the predicted increases in demand for local walking, including dog walking. Good pedestrian links shall be provided between housing areas and new and existing green space in order to discourage car use.</p> <p>c. Major developments (as defined in the GDPO 1995 as amended) taking place outside Zone B and close to its boundary will be considered on a case by case basis to determine any potential effects on Pagham Harbour, and the need for any avoidance or mitigation measures.</p>	<p>The proposal is for a simple change of use, with no physical alterations except the construction of a bin store area. This would not have any impact on the Pagham Harbour.</p>
<p>ENV DM5 Development and Biodiversity</p> <p>Development schemes shall, in the first instance, seek to achieve a net gain in biodiversity and protect existing habitats on site. They shall also however incorporate elements of biodiversity including green walls, roofs, bat and bird boxes as well as landscape features minimising adverse impacts on existing habitats (whether designated or not). Development schemes shall also be appropriately designed to</p>	<p>Some simple measures would be introduced to improve biodiversity on the site.</p>

facilitate the emergence of new habitats through the creation of links between habitat areas and open spaces. Together, these provide a network of green spaces which serve to reconnect isolated sites and facilitate species movement.

Where there is evidence of a protected species on a proposed development site, planning applications shall include a detailed survey of the subject species, with details of measures to be incorporated into the development scheme to avoid loss of the species. This involves consideration of any impacts that will affect the species directly or indirectly, whether within the application site or in an area outside of the site, which may be indirectly affected by the proposals. All surveys shall be carried out at an appropriate time of year and shall be undertaken by a qualified and, where appropriate, suitably licensed person.

All developments shall have regard to Natural England's standing advice for protected species.

ENV SP1 Natural Environment

Arun District Council will encourage and promote the preservation, restoration and enhancement of biodiversity and the natural environment through the development process and particularly through policies for the protection of both designated and non-designated sites. Where possible it shall also promote the creation of new areas for habitats and species. In relation to designated sites, development will be permitted where it protects sites listed in Tables 17.1-17.7 that are recognised for the species and habitats contained within them.

There would not be any adverse impact on biodiversity and the natural environment.

OSR DM1 Open Space, Sport & Recreation

d. Protection of open space, outdoor and indoor sport, community, arts and cultural facilities.

Existing open space, outdoor and indoor sport, community, arts and cultural facilities should not be built on or redeveloped for other uses unless:

- a. a robust and up-to-date assessment has been undertaken which has clearly shown the facilities to be surplus to requirements; or
- b. the loss resulting from the proposed development would be replaced by equivalent or better provision of open space, outdoor and indoor sport, community arts and cultural facilities, which will be assessed in terms of quantity and quality and suitability of location; or
- c. the development is for alternative open space, sports, community, arts or cultural provision, the needs for which clearly outweigh the loss.

2. Open space, sport and recreation in new developments Housing and, where viable, commercial development will be required to contribute towards:

- a. Open space provision in accordance with guidance set out in the current Open Space Study In some parts of the District open space provision is identified as being sufficient in terms of quantity. Therefore, provision of new open space is not deemed necessary but what is needed is to seek contributions for quality improvements and/or new offsite provision in order to address any future demand. For larger scale developments, the quantity standards should be used to help determine the requirements for open space provision as part of that development.
- b. Playing pitch provision in accordance with guidance set out in the Playing Pitch Strategy. This will include improvements to existing provision to increase playing capacity and providing hubs of new pitches.
- c. Indoor sport and leisure facilities through financial contributions in accordance with guidance set out in

The existing public open space around the building will be maintained except a small area to the east of the building which will be utilised for bin storage and a small part of the covered area to the western side of the building which will be used for bicycle storage.

the Indoor Sport and Leisure Facilities Strategy which identifies a need for a new leisure centre in the West of the District.

d. Strategic projects identified in the Leisure and Cultural Strategy.

QE DM1 Noise Pollution

1. New noise sensitive development

Residential development likely to experience noise from road, rail or air, in particular development in close proximity to:

- A284/A259 Wick roundabout
- Stretches of the A27 around Arundel and Fontwell
- Sections of the A29 and A259 in Bognor Regis
- A284 in Littlehampton and
- The stretch of railway line that runs through Barnham station

must:

a. Be supported by a noise exposure category (NEC) assessment and designed to ensure that residents will not be adversely affected by noise.

b. Consider both the likely level of exposure at the time of application and any increase that might be reasonably expected in the foreseeable future.

To safeguard the continued use of existing industrial and commercial uses and to protect amenity, noise sensitive development should not normally be permitted where:

c. High levels of noise will continue throughout the night, especially during the hours when people are normally sleeping.

<p>d. There is a likelihood of complaints about noise from industrial development.</p> <p>2. New noise generating development</p> <p>Developers proposing new noise generating development must seek advice from an early stage to determine the level of noise assessment required. Proposals will need to be supported by:</p> <ul style="list-style-type: none"> a. Evidence to demonstrate that there are no suitable alternative locations for the development. b. A noise report which provides accurate information about the existing noise environment, and the likely impact of the proposed development upon the noise environment. The report must also demonstrate that the development meets appropriate national and local standards for noise, as set out in Annex 1 of the Planning Noise Advice Document: Sussex, and any mitigation measures required to ensure noise is managed to an acceptable level. c. Evidence to demonstrate that the development will not impact upon areas identified and valued for their tranquillity, including Gaps Between Settlements which are important to the enjoyment of Arun's countryside, its habitats and biodiversity. 	<p>The building will be used for commercial use, and this could potentially comprise a café, offices or a children's nursery. The building is of a small scale and will not contain noise generating equipment.</p>
<p>QE SP1 Quality of the Environment</p> <p>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.</p> <p>The location of existing industrial and commercial uses, including waste management uses, must be taken into consideration when assessing proposals for development sensitive to noise, light, odour and outputs to air. This is to ensure that land allocated for these uses are protected and to ensure that the amenity of new developments and facilities is safeguarded from the impacts of incompatible land uses.</p>	<p>The building will be used for commercial use, and this could potentially comprise a café, offices or a children's nursery. The building is of a small scale and is located a suitable distance from nearby residential dwellings. On this basis, there would not be any adverse noise impact.</p>

<p>SD SP1 Sustainable Development</p> <p>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. It will work pro-actively with applicants to jointly find solutions which mean that proposals can be approved wherever possible and to secure development that will contribute to the social, economic and environmental conditions south of the National Park through to the coast and throughout its settlements (both coastal and inland). This presumption will not be applicable where development requires an Appropriate Assessment or where consideration of the need for one is being undertaken.</p>	<p>The proposal is for the change of use of a small-scale building. This makes good use of an existing redundant building and can be seen to be a form of sustainable development.</p>
<p>SD SP2 Built-up Area Boundary</p> <p>Built Up Area Boundaries are defined for the main towns and villages in the District and shown on the Policies Maps. Development should be focused within the Built Up Area Boundaries and will be permitted, subject to consideration against other policies of this Local Plan.</p>	<p>The site is located within the built-up area boundary.</p>
<p>T DM1 Sustainable Travel and Public Rights of Way</p> <p>New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.</p>	<p>The site is located within walking distance of Bognor Regis town centre and is close to public transport routes. The site access arrangements gives full priority to pedestrians.</p>

Proposals for all new development must:

- a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;
- b. Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;
- c. Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;
- d. d. Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;
 - i. places of work, education, leisure and food retail;
 - ii. ii. the South Downs National Park,
 - iii. iii. along the coast particularly between Bognor Regis and Littlehampton,
 - iv. iv. along the coast to Chichester,
 - v. v. Bognor Regis to Arundel, and vi. Littlehampton to Goring.

T SP1 Transport and Development

To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

The Council will support transport and development which:

- a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;
- b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
- c. c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;
- d. d. 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 and;
- e. e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;

The building benefits from public pedestrian access, and this will be maintained. No on-site parking is available, but there is plentiful parking available on the nearby road network.

<p>f. f. Explains how the development has been designed to:</p> <ul style="list-style-type: none"> i. accommodate the efficient delivery of goods and supplies; ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities; iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter; iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and v. consider the needs of people with disabilities by all modes of transport. <p>g. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.</p>	
<p>W DM2 Flood Risk</p> <p>Development in areas at risk from flooding, identified on the latest Environment Agency flood risk maps and the Council's Strategic Flood Risk Assessment (SFRA) , will only be permitted where all of the following criteria have been satisfied:</p> <ul style="list-style-type: none"> a. The sequential test in accordance with the National Planning Policy Guidance has been met. b. A site specific Flood Risk Assessment demonstrates that the development will be safe, including access and egress, without increasing flood risk elsewhere and reduce flood risk overall. c. The sustainability benefits to the wider community are clearly identified. d. The scheme identifies adaptation and mitigation measures. e. Appropriate flood warning and evacuation plans are in place; and 	<p>Flood Risk has been addressed within the separate section of this statement.</p>

f. New site drainage systems are designed to take account of events which exceed the normal design standard i.e. consideration of flood flow routing and utilising temporary storage areas.

The reports prepared as part of the criteria above must take into account contingency allowances, taking climate change into account as set out in Flood Risk Assessments: climate change allowances section of the NPPG.

In locations where strategic flood defence or resilient and resistant construction measures are necessary within the site itself, proposals will be required to demonstrate how measures have been incorporated as an intrinsic part of the scheme in a manner which is compatible with the latest Strategic Flood Risk Assessment.

All development proposals must take account of relevant Surface Water Management Plans, Catchment Flood Management Plans and related Flood Defence Plans and strategies such as the Lower Tidal River Arun Strategy. The council may require financial contributions from development on sites where measures to address flood risk or to improve the environmental quality of watercourses have been identified by these Plans and Strategies.

WM DM1 Waste Management

Proposals for development anticipated to cost over £300,000 must identify the volume and type of materials to be demolished and/or excavated as part of the development. Opportunities for the re-use and recovery of materials on site must be demonstrated and off-site disposal of waste must be minimised and managed.

New residential development, including conversion of one dwelling into multiple units, will be permitted provided that:

a. It is designed to ensure that kerbside collection is possible for municipal waste vehicles

A new enclosed bin storage area is proposed which would be large enough to accommodate 2no. 1100 litre Eurobins. This would be sufficient to cater for a variety of different commercial uses.

<p>b. Where appropriate, communal recycling bins and safe bin storage areas are available to residents of flats.</p> <p>In accordance with the West Sussex Waste Local Plan, there will be a general presumption against any development which may harm or prejudice the operation of existing and allocated waste facilities and infrastructure. The Council will consult the relevant Waste Planning Authority on development proposed at, adjacent or proximal to existing or allocated waste sites and infrastructure</p>	
<p>W SP1 Water</p> <p>Arun District Council will encourage water efficiency measures in order to protect the District's water resources and enhance the quality of the water environment which supports a range of habitats and ecosystems. Development will be encouraged to make active use of surface water as a design feature and permitted where it identifies measures to improve and enhance waterbodies, coastal habitats or provides additional flood relief.</p> <p>The Council will also support development that:</p> <ul style="list-style-type: none"> a. is appropriately located, taking account of flood risk and promotes the incorporation of appropriate mitigation measures into new development, particularly Sustainable Drainage Systems that reduces the creation and flow of surface water and improves water quality; b. reduces the risk to homes and places of work from flooding whilst increasing biodiversity; c. delivers a range of community benefits including enhancing the quality of life and providing greater resistance to the impact of climate change. 	<p>The building was previously used a public conveniences. The proposed commercial use would be very likely to generate less water usage than the previous use. There would not be any opportunities to introduce surface water features.</p>

Supplementary Guidance

SPD10 – Aldwick Parish Design Statement 2015	The proposals would maintain and protect the external appearance and character of the existing building. The adjacent open space would not be affected. This would comply with the broad principles contained within the Aldwick Parish Design Statement.
SPD11 – Arun Parking Standard 2020	The site does not contain any parking within it. However, there is plentiful on-street parking within the close vicinity (and certainly easy walking distance) of the site.
SPD13 – Arun District Design Guide (SPD) – January 2021	The proposals are for a change of use, with no external changes except the construction of a new external bin storage area.

The proposals can be seen to comply with the various planning policies of the NPPF, the Structure Plan, the Arun Local Plan, and supplementary guidance.

SUMMARY

The proposal is for the change of use of former public conveniences (Sui Generis) to commercial (use class E) at Marine Park Gardens, Aldwick, Bognor Regis.

The proposed change of use will provide economic benefit through job creation and the partial regeneration of the park within which the building is located. It will encourage greater pedestrian footfall in this location and could be of benefit to tourism in Bognor Regis. The proposal is in a sustainable location and will not have any adverse impact on residential amenity.



The proposals will not result in any changes to the building and accordingly the existing appearance and character of the building will be maintained.

National planning policy together with development plan policies and supplementary planning guidance has been fully taken into account when preparing and submitting the planning application. Compliance can be demonstrated with all relevant planning policies. This proposal should be acceptable in principle, and would not detract from the quality of the area or have any harmful impact upon the amenities of neighbouring residents.

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