

**On behalf of
Landlink Estates**

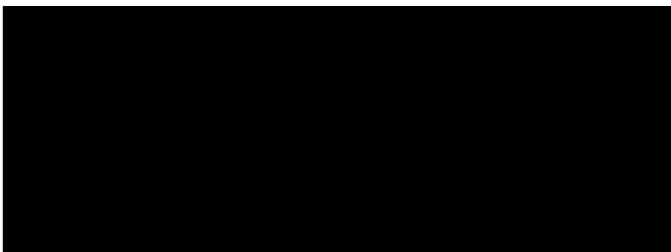
**Salt Box
Bognor Regis**

Planning Statement

Ref: AH/NR/140056/R0002v6

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1.0 Introduction

1.1 This report is prepared by Mango Planning & Development Limited in support of a hybrid planning application submitted on behalf of Landlink Estates in respect of the Salt Box site at Bognor Regis. The application jointly comprises:

a) Full planning application for Class B8 warehouse, fuel island, car parking, access roads, plus engineering works, landscaping and associated works; and

b) Outline planning application for the development of employment units, warehouse, hotel, 2 No. drive thru units, public house, gym, plus engineering works, landscaping and associated works”.

1.2 The areas covered by both a) and b) are clearly defined on the Proposed Site Phasing Plan Drawing Reference: 1744-P03.

1.3 This Statement considers the planning policy considerations arising from the proposal and should be read in conjunction with other supporting reports and documentation.

1.4 Section 2 of this report provides details of the site and its surroundings. Section 3 details the background to the application site and the policy aspirations for its delivery. Section 4 outlines the application proposal. Section 5 considers the relevant planning policies, and Section 6 sets out the planning benefits of the proposal. Our conclusions are provided in Section 7.

1.5 This Statement will demonstrate that the proposal is in accordance with the objectives of, and the parameters specified in the Draft Enterprise Bognor Regis Local Development Order. It will also demonstrate that the proposed uses are generally in accordance with national and local planning policy and that there are several material considerations that weigh in favour of the proposed development at the Salt Box site.

2.0 The Site and its Surroundings

- 2.1 The site comprises agricultural land to the north of Bognor Regis which extends to approximately 7.03 hectares and is generally flat.
- 2.2 The site lies approximately 2.4 kilometres to the north of Bognor Regis town centre on the northern edge of the town. To the north west of the site is the neighbouring village of Shripney. To the east of the site is the Oldlands Farm employment site which has been partly developed by Rolls Royce and has permission for additional employment uses on Phase 1 to the south of the site, including 2 car showrooms, a bulky goods retail unit and B8 warehouses. To the south is a caravan site.
- 2.3 The site is bordered by the A29 to the east, Rowan Park and an open field to the south, open countryside to the west and Shripney to the north. Adjacent to the western and southern site boundary is Bersted Brooks Local Nature Reserve.
- 2.4 A site location plan is enclosed at **Appendix 1**.

3.0 Background to the Proposed Development

- 3.1 This application proposal follows the identification of the Salt Box site as a strategic employment site through the Local Development Plan process and through the creation of a Local Development Order.
- 3.2 The site was identified in the deposit draft Local Plan (2014) as part of the Enterprise Bognor Regis Strategic Employment Land Allocation and has been recognised as having an important role in generating new employment in Bognor Regis.
- 3.3 The proposed Modifications to the emerging Local Plan have been approved by Arun District Council and the Salt Box site continues to be allocated as an important part of the Enterprise Bognor Regis area. The Plan states the development is anticipated to be delivered in two phases, with Phase 1 during 2015-2019 and Phase 2 during 2020-2024.

Local Development Order

- 3.4 The site is also covered by the draft Enterprise Bognor Regis Local Development Order ("the LDO"). Local Development Orders were introduced with the Planning and Compulsory Purchase Act 2004 and allow local planning authorities to remove the need for planning permission for certain specified forms of development. The Planning Act 2008 removed the requirement that LDOs must implement plans set out in adopted Local Development Plan Documents.
- 3.5 LDOs are recognised in the NPPF as a means of relaxing planning controls in appropriate areas to promote economic, social or environmental gains, such as encouraging enterprise (paragraph 199).
- 3.6 Section 38 of the Town and Country Planning (Development Management Procedure) (England) Order (DMPO) 2015, at paragraph 1, outlines that if a local planning authority proposes to make a LDO they should prepare a draft of the Order, and their reasons for making the Order.

3.7 The application site is one of three sites covered by the draft LDO, which Arun District Council was seeking to bring forward and facilitate early development for employment uses through the removal of the need for planning permission for new business related development on the sites:

- Salt Box (Site 1);
- Rowan Park (Site 2); and
- Oldlands Farm (Site 3).

3.8 The objective of the LDO as stated in the draft is *“to foster economic growth and provide the opportunity for the development of preferred employment uses to benefit from an accelerated and simplified planning process, created by the LDO, and an attendant reduction in planning fees”*.

3.9 The LDO has not yet been formally made, and, as such, the document does not presently have LDO status and planning applications for the development of these strategic sites are still required. The LDO does however provide a clear indication of the uses anticipated to be delivered on site by the Council, as well as identifying the key constraints and how these can be considered to be addressed satisfactorily.

3.10 The LDO when adopted would have created a ‘permitted development’ area on the Salt Box site for proposals in the following use classes:

- B1 (office, light industry, research and development);
- B2 (general industrial);
- B8 (storage and distribution);
- Complementary A Class (retail and servicing); and
- Complementary D2 (Assembly and Leisure).

3.11 The draft LDO is therefore a material consideration in the determination of any planning application at the site.

Background to the Proposed Development

- 3.12 It is in the context outlined above that the landowner has sought to attract interest from key prospective employers and tenants and bring forward the site in line with the aspirations of the LDO. When work first started to design this scheme it was anticipated that the development of the Salt Box site could be delivered under the terms of the LDO without recourse to a formal planning application.
- 3.13 However, as the LDO has not to date been formally 'made' it has no statutory status and a planning application for development at any of the sites included in the Draft LDO is still required. The work by the Council and its consultants has however informed the scheme and the proposed development has been designed in accordance with the parameters and recommendations of the LDO wherever possible.
- 3.14 The submitted application has been formulated in accordance with the parameters and aspirations as set out in the draft LDO, in a manner which ensures delivery of a commercially viable and comprehensive development of this important site.
- 3.15 The applicant has engaged with Arun District Council throughout the design process attending meetings and liaising with officers in both the Economic Development and Planning Departments. A pre-application meeting was held on 8th March 2017 and written pre-application advice was subsequently received. A copy of this is reproduced at **Appendix 2** of this report. The comments contained in this advice have been taken into consideration and addressed by the designers and project team in the evolution of this proposal.
- 3.16 The applicants and their consultants also met with Bersted Parish Council on 1st August 2017 to present the proposals and seek feedback on the draft planning application. At the meeting, the team outlined the background to the proposal, and presented the draft scheme drawings for review and comment.
- 3.17 Feedback received was predominantly positive, with investments and new jobs for

Bognor welcomed. Concerns were raised in relation to traffic impacts on the highway network.

- 3.18 Clarity was sought in relation to heights of buildings, particularly at the entrance to the site. It was also agreed that pedestrian links would be looked at further and options examined to enhance the links to the south of the site, as well as the options for cycle ways along Shripney Road.
- 3.19 A full note of this meeting, as well as a letter from the Parish Council confirming its support are enclosed at **Appendix 3**.
- 3.20 The scheme provides for a mix of employment uses, with a large B8 unit to the rear of the site, designed for Warburtons as a storage and distribution facility. A refuelling facility, parking and servicing areas are also proposed to serve this unit. This element of the proposal is submitted for full approval, with the remainder of the site submitted for outline approval for a range of B1 and B8 uses, plus supporting commercial uses including a hotel, pub, gym and two drive thru units. An indicative layout for these parts of the proposed development is shown on Drawing Reference 1744-P01. These uses are proposed to complement the employment uses proposed, ensuring it is attractive to future occupiers and ensures a comprehensive, viable and commercially deliverable development is delivered at this key, strategically important gateway site.
- 3.21 In parallel to the submission of this planning application, an application has been made for grant funding to meet the costs of some aspects of this comprehensive proposal and ensure its delivery is not compromised by the considerable costs associated with development of this scale and type.

4.0 The Proposed Development

4.1 The application is submitted as a hybrid application, part in full, and part outline with scale and access for approval only. The application comprises:

- *Full planning application for Class B8 warehouse, fuel island, car parking, access roads, plus engineering works, landscaping and associated works; and*
- *Outline planning application for the development of employment units, warehouse, hotel, 2 No. drive thru units, public house, gym, plus engineering works, landscaping and associated works”.*

4.2 The application is submitted as a hybrid application, to allow full details to be submitted for the parcel of land to the rear of the site, where Warburtons has a requirement for a Class B8 warehouse for the storage and distribution of bread and products. This unit has been designed to meet their required specification and as such, detailed design information is submitted in full for this aspect of the proposal, as well as the associated infrastructure and landscaped areas of the wider site.

4.3 The full application also provides for all the necessary highway and landscaping infrastructure together with drainage works and attenuation ponds. This will provide a serviced site to allow for the delivery of the remainder as tenant interest is identified.

4.4 Outline permission is sought for the remainder of the site, with scale and access for approval and the indicative layout is as shown on the accompanying application drawings for these elements.

4.5 The outline scheme provides for a flexible delivery of employment space within use classes B1 and B8.

4.6 The proposal has been designed within the parameters set by the LDO where

possible and provides the following proposed mix and quantum of uses.

Full Planning Application			
Unit	Description	GIA (sqm)/units	GEA Summary (sqm)/units
Unit 2 (Warburtons)	B8 Warehouse B1 Offices	2,810 sq m 460 sq m Total – 3270 sq m	3,410 sq m
Outline Planning Application			
Unit	Description	GIA (sqm)/units	GEA Summary (sqm)/units
Hotel	C1 Hotel	80 bedrooms 2430 sq m	80 bedrooms 2860 sq m
Public House	A3/A4 – Pub/restaurant	540 sq m	590 sq m
Unit 1	B8 Warehouse B1 Offices	9,750 sq m 1,860 sq m	11,870 sq m
Unit 1 extension	Extension	4,640 sq m	4,680 sq m
Unit 3	B8 Warehouse	1,420 sq m	1,470 sq m
Unit 4	A3 Drive-thru restaurant	120 sq m	150 sq m
Unit 5	A3 Drive-thru restaurant	160 sq m	180 sq m
Unit 6	B1 Offices 50% B8 Warehouse 50%	1,590 sq m 1,590 sq m	3,400 sq m
Unit 7	B1 Offices 50% B8 Warehouse 50%	1,170 sq m 1,170 sq m	2,520 sq m
Unit 8	D2 gym	720 sq m 150 sq m Total GIA 870 sq m	940 sq m

Unit 6/7 – 50%/50% split assumed B1/B8 use.

4.7 Access will be taken from the west side of the A29/A259 roundabout as was anticipated and planned for under the terms of the LDO. Information in relation to trip generation and traffic flows is provided in the accompanying Transport Assessment prepared by ADL Highways.

4.8 At this primary access point, buildings have been positioned so as to present a gateway approach to the site with the commercial uses focussed at this part of the

site to provide activity and focus in this area, with the larger employment units set further back into the site.

- 4.9 The northern side of the site abuts the southern edge of Shripney. As required by the LDO, the proposal includes a 100m depth open area ('village buffer') on the northern boundary to help retain a sense of separate identity and contribute to the setting for the village. This area will also accommodate a flood attenuation basin and will include planting of native trees and shrubs and grassland areas that will enhance biodiversity, screen development and contribute to the wooded character of this side of Shripney.
- 4.10 This buffer was a key stipulation of the LDO and the application proposal has been designed to ensure that this important buffer is retained as an important component of this scheme to protect the setting and mitigate impacts upon the village.

5.0 Planning Policy

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 Accordingly, this section identifies the relevant policies within the Development Plan for the area.

Local Policy

- 5.3 The development plan framework for this site comprises the saved policies of the adopted Arun District Local Plan 2003, and the Bersted Neighbourhood Development Plan 2014.
- 5.4 The Arun District Local Plan 2011-2031 (Publication Version Showing Modifications) is also under preparation and the examination of the Plan has recently been reopened.

Arun District Local Plan 2003

- 5.5 The site is situated just beyond the “Built Up Area” boundary as defined by the Local Plan where Policy GEN2 states that:

“The boundaries of the built-up area for the purposes of the West Sussex County Structure Plan and this District Local Plan are defined on the Proposals Map. Development or redevelopment will be permitted within the built-up area boundaries, subject to the other policies in this plan. Outside the built-up area boundaries, development or redevelopment will not be permitted unless it is consistent with other Local Plan policies”.

- 5.6 In terms of general form of development, Policy GEN7 “The Form of New Development” states that:

“Planning permission will only be granted for schemes displaying high quality design and layout. Development proposals involving new buildings or significant extensions or alterations must be accompanied by an illustrated written analysis of the site and its immediate setting, together with its relationship with the relevant townscape, landscape, wildlife and movement characteristics of the wider area.

Development will be permitted provided it:

- (i) makes efficient use of land or buildings and, in the case of new residential development, achieves net densities of at least 30 dwellings per hectare;*
- (ii) demonstrates that it responds positively to the identified characteristics and resources of the site and the area to create attractive places and spaces with the needs of people in mind and respects and enhances local distinctiveness;*
- (iii) promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;*
- (iv) does not have an unacceptable adverse impact on adjoining occupiers, land, uses or property and, where relevant, facilitates the development of adjoining sites;*
- (v) takes account of any unacceptable adverse impacts that may arise from adjoining land uses or property;*
- (vi) retains significant open or wooded areas which, in their own right, make a material contribution to the local environment;*
- (vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians;*

(viii) provides for vehicle parking in accordance with Policy GEN12 and Appendix 2 and open space in accordance with Policy GEN20.

In all cases, the District Council will expect a high standard of design and layout and all applicants will be encouraged to improve the visual amenities of the particular locality in scale, external appearance, hard and soft landscaping and materials”.

5.7 Policy GEN8 “Development and the Provision of Infrastructure” states that:

“Development will not be permitted unless the infrastructure or facilities made necessary by the development are available or will be provided at the appropriate time.

Permission may be granted subject to the development being phased in step with such provision by a landowner, developer or service provider. The Local Planning Authority may seek fair and reasonable contributions to be made by landowners or developers towards the cost of infrastructure, service or amenity provision, to meet the needs of the occupiers or users of the development. Regard will be had to the advice set out in Circular 1/97 on Planning Obligations”.

5.8 Policy GEN9 “Foul and Surface Water Drainage” states that:

“Planning permission for development which will materially increase foul and/or surface water discharges will be refused unless the Local Planning Authority is satisfied that either adequate drainage capacity exists or appropriate drainage capacity can be provided as part of the development. Consideration should also be given to the use of Sustainable Urban Drainage Systems (SUDS) as alternatives to conventional drainage where appropriate”.

5.9 Policy GEN12 “Parking in New Development” states that:

“The Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of

parking in excess of these standards will not be allowed.

The Local Planning Authority may seek a lower provision than required by the standards for developments proposed in town centres and other areas accessible by other means of transport. In considering the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues, together with the following factors:-

- (i) the availability, type and proximity of public parking;*
- (ii) the availability of alternative means of transport;*
- (iii) potential highway safety problems;*
- (iv) potential environmental harm arising from parking demand being met elsewhere;*
- (v) the extent and nature of parking restrictions in force on highways in the vicinity;*
- (vi) the scale of development proposed; and*
- (vii) the suitability of "specific use" and "personal" conditions attached to planning permissions".*

Bersted Neighbourhood Plan 2014-29

5.10 The objectives of the Bersted Neighbourhood Plan 2014-29 are listed as the following:

- *Support, encourage and promote a range of shops and businesses and provide an environment for enterprise and tourism to flourish*

- *Preserve and enhance our valued green and open spaces*
- *Maintain the rural aspect of the parish and the open spaces and views*
- *Promote and support safe travel for all*
- *Promote opportunities for people young and old in education, leisure, health care, training and employment*
- *Ensure that the community is supported by an effective infrastructure particularly in relation to drainage and flood protection*
- *Maintain Bersted's local character, protecting and enhancing its high quality environment and cultural and historical heritage."*

5.11 Policy ES2 "Surface Water Management" states that:

"New development should aim to reduce the overall level of flood risk in the area:

- *Surface water management measures will be required for development proposals to ensure that the risk of flooding both on-site and downstream is not significantly increased.*
- *The concept of Sustainable Urban Drainage Systems (SuDS) as an alternative to conventional drainage will be supported provided that they can be shown to be suitable in the intended location."*

5.12 Policy ES7 "Development Outside of the Built Up Area" states that:

"Development outside of the built up area boundary as shown in Appendix F, development or redevelopment will not be supported."

5.13 Policy GA1 "Pedestrian and Cycle Connections" states that:

"Support will be given to proposals which would increase or improve the network of

footpaths, footways and cycleways either by making land available for that purpose or by means of financial contributions through legal agreements or (when adopted for the District) the Community Infrastructure Levy”.

- 5.14 Policy EE3 relates to the encouragement of a diverse range of commerce in Bersted, and states that:

“Change of use to Class B1 Light Industrial use or development for Class B1 (Business use) purposes will be supported where the impact on surrounding residential and community amenity is acceptable and other policy considerations are complied with. Within the existing commercial areas, shown on the map at Appendix G, permission for new development or change of use to Class B1 (Business uses), Class B2 (General Industrial use) and B8 (Storage or Distribution) will normally be permitted”.

- 5.15 Policy HDQ8 “Car Parking” states that:

“Proposals for new development will have adequate onsite parking to meet current and future needs at a minimum rate of two spaces per dwelling unless alternative and accessible car parking arrangements can be made which do not add to on-street congestion. Developments which remove off road parking spaces will not be supported unless alternative provision is made which increases or maintains the number of parking spaces”.

The Arun District Local Plan 2011-2031 (Publication Version Showing Modifications)

- 5.16 One of the key objectives of the emerging Local Plan is to achieve a prosperous economy. Policy EMP DM1 “Employment Land: Development Management” states that:

“1. Enhancement of employment premises and sites

To promote entrepreneurialism and job security the Council will seek to protect and

enhance existing employment sites and premises in order to maintain a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy. The Council will promote and support positive measures to upgrade existing employment areas through:

- a. Supporting appropriate proposals for development/re-development of employment floorspace, upgrading or modernisation of existing premises and/or proposals which make more efficient use of under-used employment sites and premises; and*
- b. Working with landowners and developers to achieve better management of employment areas, including measures which increase sustainability and reduce crime.*

2. Protection of existing employment premises and sites

Existing employment sites and premises will be protected where there remains a good prospect of employment use. Excepting Permitted Development Rights or Local/Neighbourhood Development Orders, change of use from Business Class (B1-B8) or similar sui generis uses will not be permitted unless:

- a. It is demonstrated that the site is no longer required and is unlikely to be re-used or re-developed for industrial/commercial purposes. This should include clear demonstration of marketing, viability appraisal and the suitability of the site to accommodate the proposed use - using a methodology to be agreed by the District Council at pre-application advice stage; or*
- b. Where acceptable to the Council, alternative land/premises or an equivalent financial contribution will be provided to enable the business uses to relocate or be replaced elsewhere; or c. The existing location poses insurmountable environmental harm or amenity which cannot be satisfactorily resolved. The Council will require evidence that the site has not been made deliberately unviable, that marketing has been actively conducted for a reasonable period of*

time and that alternative employment uses have been fully explored.

3. *Relocation and expansion of existing businesses*

The Council will positively encourage the relocation of existing firms wishing to expand within Arun District where this will improve their economic and environmental sustainability, improve the local environment for local residents and / or enhance the sustainable development potential of adjoining sites. The Council will support the regeneration and renewal of these sites and their surroundings for housing and mixed-use development, if this assists the viability of the business relocation in Arun District.

4. *Office development*

The Council will seek to direct office development to the town centres. Enterprise Bognor Regis will also be considered as a suitable location for office development - subject to the Enterprise Bognor Regis and retail policies in this plan.

5. *Range of unit sizes*

Where appropriate the Council will require the provision of a range of unit sizes including small and medium sized business units and live-work units in new economic development and mixed-use sites to ensure the needs of businesses are met.

6. *Economic growth outside the Built-up Area Boundary*

Planning permission will be granted to local firms, currently located within the District, proposing development on sites outside the built-up area, provided that the proposal demonstrates:

a. No acceptable alternative can be identified within existing permitted or allocated floorspace, or within or through redevelopment of existing commercial premises, and which can be delivered in a reasonable timeframe;

b. That it would not intensify uses at the site to the detriment of existing public access routes and highways;

c. A high standard of design and layout;

d. That it is capable of being well served by public transport or otherwise is readily accessible by means other than by private car to a significant residential workforce if employment intensive uses are proposed;

e. Access arrangements and parking facilities will be provided in accordance with the Council's adopted standards;

f. A sympathetic relationship to the surrounding areas that shows consideration of the landscape, habitat, built and historic environment contexts, the opportunities to deliver on-site habitats and protect key species;

g. Suitable landscaping and floorscaping provision where appropriate;

h. That it is not in a protected area including Gaps Between Settlements;

i. A satisfactory relationship with neighbouring uses in order that the amenities of nearby residents, in particular, are protected;

and j. Where appropriate, crime prevention measures are incorporated.

7. Conversion of rural buildings outside of the Built-up Area for industrial or business use

Proposals for conversion of buildings for industrial or business uses outside the built up area will be permitted provided that:

a. The building is structurally sound, of permanent construction, and capable of conversion without rebuilding or significant alteration or extension;

b. The resultant building use will not have an adverse effect on the rural character of the area in respect of the nature and level of activity likely to be generated, including the resultant traffic level;

c. The resultant building and ancillary areas are sympathetic to its setting in terms of form, bulk and visual design;

d. Where the building is of historic or architectural importance, there is no adverse effect on the character and appearance or features of architectural or historic interest, internally and externally, which the building possesses, or its setting; and e. The traffic to be generated by the new use can be safely accommodated by the site access and the local road system. A structural survey may be required to demonstrate that the building is capable of conversion. Provision for accommodating protected species identified by survey will be incorporated into the scheme. Where necessary, planning conditions will be imposed removing relevant Permitted Development Rights under the General Permitted Development Order.

8. New agricultural buildings

Agricultural buildings will be permitted provided that: a. Their scale, siting, design and materials minimise the visual impact on the landscape; and b. New buildings are grouped with any existing buildings in order to minimise visual impact on the landscape. Isolated buildings will be permitted where their location is essential to the agricultural activity being undertaken where they are not situated in a prominent location.

9. Farm shops

Proposals for farm shops outside of the built up area boundary will be allowed provided that

a. The viability of nearby existing village shops will not be significantly affected;

b. The proposal makes use of existing buildings where these are suitable and can be made available;

c. The development would not have an adverse impact on the character, appearance and amenities of the area, taking account of factors including the likely level of activity to be generated, parking and access requirements;

d. Adequate vehicular access arrangements exist from the site to the road network and that the means of access uses roads capable of accommodating the vehicle movements likely to be generated by the development without detriment to highway safety and the residual cumulative impacts to residential amenity are not severe; and

e. All proposals for development which are likely to attract significant numbers of visitors are able to demonstrate that they are in accessible locations and produce workable and realistic travel plans. The type and range of goods sold will be limited by planning condition or legal agreement, as appropriate to give effect to this policy”.

5.17 Policy EMP SP1 “Employment Land Provision” states that:

“The Council, with partners, will promote the sustainable growth of the District’s economy by supporting the provision of a flexible supply of land to meet the varying needs of different economic sectors. Sufficient employment sites and premises will be safeguarded in order to meet the needs of the economy in Arun to 2031 to support job creation, the needs of modern business and the attractiveness of the District as a business location. This will comprise:

a. The provision of new high quality employment sites: strategic employment land allocations in Bognor Regis, Littlehampton and Angmering;

b. The provision of land to accommodate both employment and employer generated needs;

- c. The provision of on site employment within strategic housing developments;*
- d. Employment sites adopted within Neighbourhood Development Plans;*
- e. Protecting and enhancing existing employment sites and premises to meet the needs of business;*
- f. Protecting and promoting the District's town centres as the focus for retail, office and leisure development, especially in the Bognor Regis and Littlehampton Economic Growth Areas;*
- g. Supporting and promoting a high quality visitor economy;*
- h. Supporting sustainable employment opportunities in Arun's inland settlements and rural areas;*
- i. Working with partners and supporting initiatives and development which assist in improving academic and vocational skills and training opportunities for local residents; and*
- j. Supporting initiatives to improve ICT connectivity and improve take-up of ICT by local businesses while requiring new developments to include provision for advanced ICT infrastructure. k. Employment land, either in existing use or allocated by this Local Plan, will be protected for the plan period, subject to regular review and monitoring, to include updates of the housing and economic needs and land availability assessments."*

5.18 Policy EMP SP2 then sets out the strategic allocations, and identifies the application site as a key strategic employment site. Salt Box is listed as the first site, Site Number 1, where 11.8 hectares is identified for future employment generating uses.

The policy states that:

“Employment is important for people’s health and well-being. It is also place shaping in that it is an essential element of sustainable development. The creation of jobs is central to this Plan and the Council with its partners will support employment land brought forward on a scale and in locations consistent with this policy and these will be protected for the plan period. The strategic allocations will:

a. Provide significant new employment opportunities to support the objectives of reducing out commuting and creating local jobs;

b. Provide employment-led development to support the objective of providing a new role for Bognor Regis in the 21st Century complementing other new planned investment in the town;

c. Provide different types and sizes of employment space to meet a range of modern business and sector needs, capable of accommodating indigenous and inward investment requirements;

d. Deliver new infrastructure to meet the requirements of businesses that can provide wider benefits for the sub-region; and

e. Need to be developed with consideration and enhancement of landscape character, designated and other habitats protected species, air and water quality.

5.19 The emerging plan then goes on to identify the application site as one of four sites which together comprise the “Enterprise Bognor Regis” area. Paragraph 8.7.5 of the Plan outlines the vision for Enterprise Bognor Regis, and states:

“The Council’s vision for Enterprise Bognor Regis is the creation of an employment-led development, focused on meeting business needs through the provision of allocating appropriate land. Proposals should be ambitious with the aim of creating a modern and innovative employment area which can attract new and expanding businesses to Bognor Regis. This is supported by this Plan through the allocation of a range and choice of sites that particularly encourage a range of types and sizes of B-

class premises to meet different sector/occupier needs; allow for the growth and expansion of existing occupiers based in Bognor Regis; facilitate strategic developments elsewhere in Bognor Regis through the relocation and/or consolidation of users; and specific provision for start-up and small businesses (e.g. managed workspace)”.

5.20 Policy EMP DM2 “Enterprise Bognor Regis” states that:

“The areas constituting Enterprise Bognor Regis, identified as sites 1-4 of the Strategic Employment Land Allocation, are allocated to promote economic growth in Bognor Regis and the wider Coastal West Sussex sub-region. A phased mix of B1, B2 and B8 uses will be supported where the following are addressed:

a. Suitable upgrading and provision of access and/or junctions to the A29/A259 and Rowan Way as appropriate;

b. A suitable Transport Assessment and Travel Plan demonstrating how the impacts of development can be mitigated and to improve a modal shift towards an increase in sustainable transport;

c. Appropriate flood mitigation works;

d. Connection to the existing sewerage system off-site at the nearest point of adequate capacity and where located within a flood risk area a sealed sewerage system;

e. A suitable habitat assessment, and where necessary, mitigation measures to ensure no overall loss of biodiversity; given the importance of the area in relation to wildlife, particularly protected species.

f. A high standard of design and landscaping to maximise the ‘gateway’ location of the sites.

g. Suitable screening to protect the amenity of existing residents. In order to attract new employment investment, and to realise the Council's vision for the Site, the Council recognises that the provision of non B-class employment development could be appropriate to support sustainable and viable employment development. The inclusion of such non B-class uses will be permitted therefore subject only to the following conditions:

h. Compatibility with the predominant use of the site for B-class employment uses;

i. Be of a scale and nature that would not undermine the Plan policies designed to encourage regeneration of Bognor Regis town centre or impact significantly on Chichester City Centre;

j. Be of a scale and nature so as not to generate levels of traffic, cause environmental impacts or involve noise sensitive uses that adversely affect the operations of B-class employment uses on the Site;

k. Class C3 Residential use will not be considered appropriate. Development of each site within Enterprise Bognor Regis will not be acceptable on a piecemeal basis; proposals will only be considered in the context of an overarching master plan for each site developed in conjunction with the Council.

Any proposals relating to site 4 - LEC Airfield and adjoining land must also ensure the following points are addressed:

l. Measures for delivery of the link road between the A259 Felpham Way and the Bognor Regis Relief Road with reference to the safeguarded alignment in Policy T SP3 (Safeguarding the Main Road Network);

m. Phase 1 proposals to not prejudice the delivery of any Phase 2 infrastructure and must include appropriate layout and design to ensure integration between the phases;

n. Incorporate routes for cycling and walking which also provide opportunities for wildlife and biodiversity. These routes must link employment to Bognor Regis town centre, the coast and adjoining Felpham-Bognor Regis gap;

o. Incorporate a high quality landscape buffer alongside the urban fringe of any development in order to conserve the open countryside between settlements;

p. Include suitable survey in relation to contaminated land and appropriate remediation strategies;

q. Class C1 - Halls of Residence for workers and students may be considered acceptable within the mix of employment land delivery. Development shall also be consistent with all other Local Plan policies.”

5.21 The indicative timescales for the delivery of the Strategic Allocation Employment sites includes the Salt Box site (Site 1) in the first phase of delivery, i.e 2014- 2019. The Plan also states that the Council will generally support delivery of sites at the earliest opportunity and concurrently.

5.22 Policy ESP1 “Employment and Skills” is also relevant to the consideration of the application proposal, which states that:

“Applications for development proposals that include any or all of the following will be welcomed:

a. Raise skills levels and increase employability;

b. Tackle skills shortages in existing and potential business sector clusters that are, or have the potential to be, strengths in the local economy;

c. Promote skills on strategic housing and employment sites particularly with regard to construction skills;

d. Address barriers to employment for economically inactive people; and

e. Provide for the development of childcare facilities within or close proximity to employment sites. Development shall also be consistent with all other Local Plan policies.”

- 5.23 As detailed in Section 3 of this report the Draft Enterprise Bognor Regis Local Development Order was prepared in 2015 based on the policy aspirations outlined in Policy EMP DM2, but it was not ‘made’ and as such has no formal status. It does however reinforce the policy objectives of the Council to promote and assist in the delivery of the employment uses at the site and is an important material consideration in the assessment of the merits of this application proposal.

National Policy – National Planning Policy Framework

- 5.24 The National Planning Policy Framework (“the Framework”) adopted March 2012, sets out the Government’s planning policies for England and how these should be applied. It applies to both plan making and development management.

- 5.25 The foreword to the Framework explains that: *“Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.”*

- 5.26 Paragraph 7 outlines that there are three dimensions to sustainable development, which gives rise to the need for the planning system to perform a number of roles:

- **An economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation;

- **A social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of the present

and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- **An environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The Presumption in Favour of Sustainable Development

- 5.27 The presumption in favour of sustainable development is described at paragraph 14 as *'a golden thread running through both plan-making and decision-taking'*. This is also reiterated at paragraph 197 which states that: *"In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development"*.
- 5.28 The Framework does not alter the statutory status of the Development Plan, and affirms that Local Plans should follow the approach of the presumption in favour of sustainable development, so that development which is sustainable can be approved without delay.
- 5.29 Where the development plan is absent, silent or relevant policies are out-of-date, paragraph 14 of the Framework requires that applications be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

Core Planning Principles

- 5.30 Paragraph 17 of the Framework sets out 12 core land-use principles which are intended to guide and underpin plan-making and decision-taking. The core principles of relevance to the proposals are:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- To secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; and
- Take account of the different roles and character of different areas.

5.31 The Framework also provides advice on the delivery of sustainable development across 13 key themes, of which the following are considered to be of particular relevance to the proposals.

Building a Strong, Competitive Economy (Paragraphs 18-22)

5.32 Paragraph 19 of the Framework confirms the Government's commitment to ensure planning supports sustainable development. To achieve this planning should operate to encourage sustainable growth, and not act as an impediment.

5.33 Outlined in paragraph 20 is the need for local planning authorities to plan proactively to meet the development needs of business and support an economy fit for the 21st Century.

Promoting Sustainable Transport (Paragraphs 29-40)

5.34 Paragraph 32 provides that all developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment, and decisions should take account of whether:

“The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; Safe and suitable access to the site can be achieved for all people;

and Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.”

Requiring Good Design (Paragraphs 56-68)

- 5.35 This section of the Framework deals with design and iterates that good design is a key aspect of sustainable development, and is indivisible from good planning, and should contribute positively to making better places for people.

Decision-taking (Paragraphs 186-187)

- 5.36 At paragraph 187 the Framework indicates that Local Planning Authorities should look for solutions rather than problems, and those applications for sustainable development should be approved where possible. Local Planning Authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.
- 5.37 Paragraph 197 states that: *“In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development”*.

National Planning Practice Guidance

- 5.38 On 6 March 2014 the Department for Communities and Local Government (DCLG) published the National Planning Practice Guidance which replaces previous planning practice guidance documents, and covers a number of topic areas which are relevant to the determination of this application including:
- Design;
 - Noise;
 - Travel plans, transport assessments and statements in decision taking; and
 - Use of Planning Conditions.

Planning Policy Conclusions

- 5.39 The application site, is under the adopted, but significantly dated, Local Plan situated outside the 'Built Up Boundary' for Bognor Regis, where development is permitted in exceptional circumstances or where there is strong justification in its favour.
- 5.40 The presumption in favour of development contained within the NPPF is therefore a material consideration having regard to the age of the adopted Local Plan and its policies, particularly Policy GEN2 and GEN3.
- 5.41 In terms of national policy, the proposal will deliver new employment opportunities and facilities and assist in the delivery of a strong and prosperous local economy, also a key objective of the NPPF. The proposed scheme also complies with the objective of the NPPF to support economic growth through the planning system.
- 5.42 The emerging Plan, now in the process of being re-examined, clearly identifies the aspirations for the site as a strategically important site for the delivery of the employment uses proposed in this application and provides detail on delivery, timescales and uses.
- 5.43 The Proposed Modifications to the Plan have been approved by the Council and the Plan to be examined by the Planning Inspectorate continues to identify the application site as important part of the Enterprise Bognor Regis allocation as the policies above demonstrate.
- 5.44 The application proposal has been designed to both follow the parameters and uses set by the above policies (and the LDO) and also to meet the current commercial demand and operator requirements. Policy DM2 states that a mix of B1, B2 and B8 uses will be provided subject to various matters being addressed which are all dealt with in the accompanying supporting technical reports. The LDO, when adopted, would support an element of complementary uses for retail and services, and assembly and leisure to support the principal employment uses, which is exactly what this application proposes.

- 5.45 The application proposal can be demonstrated to be in full compliance with the terms of the emerging Plan and the LDO and both are important material considerations in the determination of this application.
- 5.46 Having regard to the above it is considered that the application proposal can be shown to be compliant with relevant national and local planning policy and that the emerging policy aspirations for the Salt Box site are an extremely important material consideration in the assessment of this proposal.

6.0 Planning Benefits

Job Creation and Economic Development

- 6.1 In terms of economic impacts the proposal will deliver a £33.7 million capital investment and will deliver approximately 30,520 sq m of new floorspace, and between 500-1000 new jobs at the site. This figure has been calculated using employment-floorspace ratios assuming 100% occupancy from 2022/3.
- 6.2 Work undertaken to support the application for grant funding to contribute towards the delivery of this scheme by Marshall Regen details how these predicted job figures have been calculated and estimates that:
- A minimum of 509 new jobs will be created (which could rise to 1000 depending on operator demand) including 338 direct new jobs and 132 additional jobs in the wider economy;
 - The development is expected to generate £119,656 of additional business rate income, equating to £34,700 in indirect spending in the local economy each year; and
 - A £15.8 million annual economic impact to the area.
- 6.3 Of course, the NPPF also recognises the employment generation benefits of other uses, as well as traditional B1/B2/B8 employment uses, stating that *“applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities”*.
- 6.4 There are simply not enough jobs in Arun District to support the local population. In 2015, there were just 0.63 jobs for every 16-64 year old resident. By contrast, there are more jobs in neighbouring Chichester than there are 16-64 year old residents.

- 6.5 This shows a very low level of local labour market containment, which means that working age residents disproportionately have to travel to work. In 2011, more than half (27,200) of Arun's working residents commuted out of the District to work every day, including over 10,500 who travelled to Chichester and 5,700 who worked in Worthing. This lack of local jobs and high level of out-commuting adds to pressure on the already stretched local transport infrastructure, particularly the A27.
- 6.6 The lack of local jobs, combined with the high proportion of working age residents means that GVA per head in Arun is just £15,980. This is the fifth lowest GVA per head in the whole of the South East region – higher only than Gosport, Thanet, Gravesham and Dover. It is not that the jobs that are in Arun are particularly poor – GVA per employee and per FTE employee are, actually reasonably high. It is that there simply not enough of them in the District.
- 6.7 Proposals to build 3,000 new homes to the north of the Salt Box site at Barnham, Eastergate and Westergate (BEW) will add to the requirement for more good quality, local jobs, which this proposed development at Salt Box will provide. Furthermore, the infrastructure components of the development will enable the Rowan Park site, located to the south of Salt Box, to be developed for further commercial uses. This will provide capacity for further additional light industrial jobs.
- 6.8 The Salt Box site will also deliver over 500 new private sector jobs once the project is complete, assuming it is at full capacity. These will include a broad range of jobs that will help to increase labour market containment in Arun (which is currently very low), potentially also reducing pressures on the local road network and reducing out commuting to other areas. This figure may well increase to 1000 depending on the operator of Unit 1.

Delivery of the Council's Policy Aspirations

- 6.9 It is recognised in the LDO and in the emerging Local Plan allocation that the development of the Salt Box site should be designed and delivered in a

comprehensive and cohesive manner. It is also recognised that commercial uses are likely to be required to enable this to be achieved, and to support and assist in the delivery of the employment provision at the site.

- 6.10 The application proposal seeks to provide a comprehensive and complete package which meets the LDO objectives, whilst also, with assistance from grant funding where available, ensuring that a viable and commercially robust scheme is brought forward at Salt Box which is able to be delivered within the phasing timescales anticipated in the emerging policy and deliver the associated benefits to the local area.
- 6.11 The site is large, with significant costs associated with its preparation for development, including new highway works, infrastructure and services. Whilst there is limited grant funding available, there is also the need to ensure the viability of the scheme through the introduction of complementary commercial uses, as was anticipated by the LDO and recognised as assisting in the site's delivery and ensuring that the employment units being developed are attractive to future occupiers and provide facilities for employees.
- 6.12 As identified at paragraph 173 of the NPPF the government recognises that *"Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened"*.
- 6.13 This proposal is therefore considered to be an appropriate response to both the policy expectations and aspirations for the site and also the need to ensure that the development is viable and responsive to commercial requirements, ensuring that its delivery is not compromised.

Assessment of Commercial Uses

- 6.14 As outlined above, the mix of proposed uses and the design of the application proposal has from the outset, been considered in the context of the LDO and emerging policy allocation, working within the constraints and opportunities that have already been identified through the LDO process and the work done on behalf of the Council to inform it. The uses proposed are, overall, considered to be entirely compliant with the LDO, however it is acknowledged that the commercial elements of the proposal (the A3/C2 and D2 uses) are subject to other policy requirements, particularly the sequential test.
- 6.15 These commercial elements, are as has already been outlined, integral to the delivery and design of the wider site and its development. This is also recognised in the LDO itself which makes provision for a set quantum of such supporting uses. This was also discussed during pre-application discussions with the Council and the inclusion of such uses accepted as having an important role in delivery of a comprehensive and robust scheme.
- 6.16 To disaggregate these uses from the rest of the development would therefore compromise the delivery of the rest of the development as well as being contrary to case law in terms of the application of the sequential test. The hotel and food and drink facilities are key attractors to the site in terms of ensuring all the employment floorspace can be delivered and occupied, and assist in making Salt Box an attractive location to operate a business and work. They will also serve that employees have facilities on site to use at lunchtime and at the beginning and end of the working day, and assist in ensuring a reduction in out commuting from Bognor Regis.
- 6.17 In this regard, it is considered that when looked at pragmatically and realistically, no weight should be given to the sequential test in terms of the application proposal.
- 6.18 In terms of the existing use of the site, it is managed farmed land. Land to the north in the buffer area will be retained with the potential to be kept for such uses. The principle of the loss of the remaining agricultural land at Salt Box and the other sites

that are the subject of the Enterprise Bognor Regis LDO has been assessed through the evolution of the LDO and the emerging Local Plan policy allocation of the site, and no significant impacts identified associated with the loss of agricultural land at Salt Box.

Highways, Accessibility and Parking

- 6.19 The proposed Transport Assessment demonstrates that the site can be accessed and serviced safely and that the development will have no impact on the surrounding highway network. It also demonstrates that the proposed parking provision is entirely in accordance with policy requirements to serve the uses proposed.
- 6.20 The submitted draft Travel Plan also demonstrates how travel to the site by a variety of different modes of transport can be encouraged.
- 6.21 Pedestrian and cycle links within, through and surrounding the site have also been enhanced and these are explained within the supporting reports by ADL Traffic and Highways.

Flooding and Drainage

- 6.22 A drainage strategy has been prepared to accompany the Proposed Development through the planning process. The strategy demonstrates that the proposed development can comply with the requirements of the NPPF and does not increase flood risk either to or from the development.
- 6.23 The Flood Risk Assessment demonstrates that the proposed development site can be drained in a sustainable manner through attenuation and infiltration and that the development is not at flood risk from all sources and will not increase flood risk elsewhere.

Landscaping and Trees

- 6.24 Pre-application advice highlighted the need for the application proposals to be sympathetic with the existing surroundings, and for mitigation to be provided for any vegetation to be removed. The submitted Landscaping Strategy demonstrates how this will be achieved. It is proposed to retain the open buffer to the north of the site predominantly as working farmland to retain the rural character. New planting (shrub and tree) will be introduced to further enhance the setting of Shripney and retain a rural buffer to the village.
- 6.25 There will be wetland meadow planting around the attenuation pond, supplemented with small groups of native trees to successfully integrate the attenuation zone within its setting.
- 6.26 An ecology buffer zone is proposed alongside the western boundary with adjacent Brooks Nature Reserve, with a combination of dispersed groups of native scrub and wild meadow. Planting along the eastern boundary will serve to provide a green link alongside the A29 reflecting the encroaching rural setting of Shripney to the north. Proposed planting of native and non-native species will establish will establish a more coherent and permanent defined landscaping boundary along this corridor.
- 6.27 The landscaping scheme has been designed to sensitively enhance the site and its setting and ensure that screening is sufficient to minimise the visual impacts of the proposed development.

Noise

- 6.28 A noise assessment has been carried out of the development by Sharps Redmore which contains a consideration of relevant planning policy, local policy in the form of the Planning Noise Advice Document: Sussex 2015, adopted by Sussex Local Authorities and derivation of appropriate assessment criteria, and details of an environmental noise survey carried out in the vicinity of the site and an assessment of the main potential noise sources.

6.29 Computer modelling has been undertaken via SoundPLAN™ modelling to demonstrate the noise impact of the proposed scenarios on residential properties to the north of the proposal on Shripney Road and the mitigation effects of an appropriate acoustic barrier of suitable dimensions.

6.30 The three sources identified with the potential to produce an impact are:

- Noise from activities on site (assuming a busy 24 hour use involving HGVs and vans arriving departing and loading / unloading) plus associated staff cars;
- Noise from plant or equipment on site; and
- Noise arising for the change in road traffic flows affecting people living on the surrounding road system.

6.31 Each of these sources has been assessed and it has been concluded that, with appropriate mitigation in the form of suitable screening to the north of the proposal, there would be no significant adverse noise impact from the proposed development on the nearest residential properties on Shripney Road.

6.32 The significantly quieter car parking activity to the west of Unit 2 does not require any further attenuation or acoustic screening to enable operation without adverse noise impact on the residential properties on Shripney Road.

Ecology

6.33 An Ecological Survey has been undertaken by Aspect Ecology and is submitted with the application. This survey provides a further update to the survey work undertaken on behalf of the Council to inform the LDO and establish the existing ecological interests at the site, and provide an appraisal of the likely ecological effects of the proposed development.

- 6.34 The Ecological Appraisal confirms that no statutory or non statutory nature conservation designations are present within the application site. The Bersted Brooks Nature Reserve is located immediately to the west and south of the site and accordingly a number of safeguards are recommended that will ensure the nature reserve is not adversely affected by the proposals.
- 6.35 The survey established that the site is dominated by habitats of low to negligible ecological value, with the habitats of greatest ecological value in the form of boundary vegetation which will be retained and incorporated into larger buffer areas. The reports sets out a number of recommendations to ensure the suitable protection and enhancement of the retained boundary habitats, whilst new planting is also proposed to incorporate native species to benefit local wildlife, resulting in significant ecological enhancements.
- 6.36 The report demonstrates that the proposal has sought to minimise impacts on biodiversity and it is considered unlikely that the proposals will result in harm to ecological receptors. Where appropriate opportunities have been taken to provide ecological enhancements as part of the development.

Sustainability

- 6.37 The Energy Statement prepared by Scotch Partners and submitted with this application outlines the sustainability credentials of the proposed development and explains how the design of the Warburtons unit (Unit 2) has taken both passive and active measures to improve energy efficiency.
- 6.38 Through the application of energy saving measures a carbon dioxide saving of 6% has been achieved over baseline part L compliant development. 2.4% of the developments energy demand has been sourced from a renewable source, using air source heat pumps. There may also be potential to source electricity supply from the neighbouring solar photo voltaics although this is subject to further investigation and feasibility assessment.

Design

- 6.39 The accompanying Design and Access Statement prepared by Mountford Pigott provides an appraisal of the design process and rationale which have underpinned the evolution of the application proposal.
- 6.40 Wherever possible the parameters set by the LDO have been followed in the design of the layout with the larger, bulkier units sited deeper into the site and the commercial uses at the primary access in a gateway location.
- 6.41 The buffer between the site and the village of Shripney as recommended in the LDO has been retained on the northern boundary to help retain a sense of separate identity and contribute to the setting for the village.
- 6.42 This buffer was a key stipulation of the LDO and the application proposal has been designed to ensure that this important buffer is retained as an important component of this scheme to protect the setting and mitigate impacts upon the village.
- 6.43 Following the guidance within the LDO building heights will be limited to two commercial storeys, ranging between 10.5 and 13.5 metres. Taller buildings are located at the site entrance, with lower industrial units to the rear, screened by the landscaping buffer.
- 6.44 Details in relation to the materials to be used for the detailed elements of the planning application are provided in the Design and Access Statement and shown on the proposed elevational drawings. The remaining parts of the site, where approval of the layout and design is not sought at this stage are anticipated to follow the same design rationale with a contemporary and functional style.

Heritage

- 6.45 The site proposals are in line with the scale, form and type of development originally

considered in the Heritage Statement in 2015 when the site formed part of the Enterprise Bognor LDO.

- 6.46 There are no designated heritage assets recorded on the application site, with Shripney conservation area lying within the 500 metre study area. The conservation area is compact and tightly focussed on the historic core along Shripney Lane. The presently open land between Shripney and the urban edge of Bognor Regis that forms the wider setting of the conservation area setting of Shripney is already influenced by development and the completed A259.
- 6.47 The site proposals include a village buffer zone to maintain a sense of separation between the development and Shripney village and conservation area. This 100m wide open area with the extant east-west orientated electricity transmission line will also accommodate a flood attenuation basin, with structural planting along the northern and north eastern site boundary to further screen development and positively contribute to the wooded character of the southern side of Shripney.
- 6.48 No effects on the conservation area are likely to arise as a consequence of the development proposals.

7.0 Summary and Conclusions

- 7.1 This Statement has been prepared in support of a hybrid planning application that comprises the following elements:
- a) Full planning application for Class B8 warehouse, fuel island, car parking, access roads, plus engineering works, landscaping and associated works; and*
 - b) Outline planning application for the development of employment units, warehouse, hotel, 2 No. drive thru units, public house, gym, plus engineering works, landscaping and associated works”.*
- 7.2 The Salt Box site is included in the draft Enterprise Bognor Regis LDO which when adopted will create a ‘Permitted Development’ planning framework for a prescribed mix of uses at the site.
- 7.2 As the LDO has not yet been formerly adopted, a planning application is required for the proposed development. The uses proposed and the layout of the proposal has however followed the parameters set within and assessed to inform the LDO and as such it is an important material consideration in the assessment of this proposal. The uses proposed within the application proposal are considered to be compliant with those proposed by the LDO and where other supporting uses are proposed these have been demonstrated to be compliant with the other relevant national and local planning policy.
- 7.3 This site is also allocated for employment uses comprising B1, B2 and B8 floorspace in the emerging Arun Local Plan. Greater weight should be apportioned to this emerging policy than the adopted plan which is considered to be out-of-date.
- 7.4 On this basis, the principle of development for the uses proposed is considered to be supported by planning policy.
- 7.5 The proposed development will make a significant contribution to the local economy

through the creation of jobs in both construction and operational phases, and is therefore considered to be consistent with the aims of the NPPF to support economic growth.

- 7.6 The design of the proposed development has sought to minimise any impact on the environment and amenity of the nearest properties and occupiers, and this is demonstrated through the technical documents provided in support of the application.
- 7.7 Paragraph 14 and 197 of the NPPF states that in respect of decision-taking, the presumption in favour of sustainable development means approving development proposals that accord with the development plan without delay.
- 7.8 It is therefore considered that the application proposals are consistent with the relevant local and national policy context, and therefore planning permission should be granted accordingly.