

Recommendation Report for Approval of Reserved Matters Following Outline Approval

REF NO: BE/121/21/RES

LOCATION: Unit 3 Land At Salt Box West of
Shripney Road
Bognor Regis
PO22 9NW

PROPOSAL: Approval of reserved matters following BE/135/18/PL for appearance, landscaping and layout of Unit 3. This application may affect the character & appearance of the Shripney Conservation Area & is in CIL Zone 2 (Zero Rated) as other development.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	This application seeks approval of Reserved Matters for the erection of a warehouse at Unit 3 at Salt Box. The reserved matters that are being applied for comprise appearance, layout and landscaping.
	Separate discharge of condition (DOC) applications will be submitted which will cover surface water drainage and foul water drainage, ecology, archaeology, energy, noise, lighting, tree protection measures and the submission of a construction management plan.
SITE AREA	4,958 square metres.
TOPOGRAPHY	Predominantly flat
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	The boundaries of the Salt Box site have hedgerows interspersed with trees. Unit 3 is open and is not enclosed.
SITE CHARACTERISTICS	The site for Unit 3 has been cleared for industrial development within part of the Salt Box site. Unit 3 is bounded to the north by the Village Buffer, which acts as an attenuation basin; to the south by the gable elevation of the recently opened Aldi Foodstore (Unit 8) and the site that has approval for a warehouse on Unit 6; to the east by the landscaping strip that runs along the eastern boundary of the Salt Box development and beyond by the A29 (Shripney Road); and to the west by the acoustic fencing and the compound serving the Warburton's development in Unit 2.
CHARACTER OF LOCALITY	The Salt Box site is located on the northern edge of Bognor Regis, approximately 3.0 km north of the town centre, 2.5 km east of North Bersted and less than a kilometre south of the village of Shripney. To the north of the the Salt Box site lies the village of Shripney which has a Conservation Area. To the

east is the A29 Shripney Road and beyond is the Oldlands Farm employment site which has been developed by Rolls Royce and Lidl, with a current application for a B8 warehouse. To the south of the Salt Box site is Rowan Park Caravan Park and to the west and south west is the Bersted Brooks Local Nature Reserve (LNR).

RELEVANT SITE HISTORY

be/98/21/nma	Non material amendment following the grant of BE/135/18/PL for the adjustment of bell mouth access to the unit 3 plot and associated planting. The new planted bund to north of unit 3 plot within village buffer to provide screening of unit 3 building.	Refused 29-07-21
BE/130/21/NMA	Non-material amendment following grant of hybrid application BE/135/18/PL for adjustment of bellmouth access to the unit 3 plot.	Approve 10-08-21
be/102/17/out	Hybrid application comprising Outline application for development of employment units, warehouse, hotel, 2No. drive-thru units, public house, gym plus engineering works, landscaping & associated works. Full application for a Warehouse (class B8), fuel island, car parking, access roads with new entrance from Shripney Road plus engineering works, open space, landscaping & associated works. Departure from the Development Plan.	App Cond with S106 22-12-17
bE/135/18/pl	Hybrid application comprising of outline application for the principle of employment uses B1-B8. Full application for Class B8 warehouse with fuel island & car parking (Unit 2), 2 No. Class B1/B8 employment units with associated parking & servicing (Units 6 & 7), Class A1 retail food store with car parking & servicing (Unit 8), 2 No. drive thru units with car parking & servicing (Units 4 & 5), car showroom, workshops (Including MOT testing), vehicle storage, external display areas, service areas & parking (Unit 9) together with access roads, associated ground & engineering works, landscaping & ancillary works. This application affects the character & appearance of the Shripney Conservation Area & a Public Right of Way.	App Cond with S106 08-11-19

BE/135/18/PL was the second hybrid planning application to be submitted to develop the Salt Box site for

a two phased scheme for employment and commercial uses, as set out on approved Drawing No. 1744-P02 Rev. E - Site Masterplan Phasing Plan). The major changes in BE/135/18/PL from the original hybrid planning permission (BE/102/17/OUT) comprised the removal of the public house, the hotel and a gym; and the introduction of a foodstore (A1) and a car showroom (sui generis).

As part of BE/135/18/PL, full permission (comprising 8.6 hectares) was granted for Phase 1 comprising:

- Warburtons warehouse (Class B8) for the storage/distribution of bread and products with offices (B1) on Unit 2.

- Two drive-thrus on Units 4 and 5;
 - Industrial buildings (B1 or B8) on Units 6 and 7 (awaiting construction);
 - An ALDI foodstore on Unit 8; and
 - Car showrooms for the Richmond Motor Group on Unit 9 (not implemented).
- The full planning permission also included the provision of the site's infrastructure comprising access roads and a new entrance from Shripney Road, on-site open space provision, landscaping, drainage works and attenuation ponds. These works provide a serviced site to enable the delivery of the remaining two units on the site (Units 1 and 3) as tenant interest has been identified.

As part of BE/135/18/PL, outline permission (comprising 3.4 hectares) was granted for Phase 2 comprising the scale and access for distribution warehouses on Units 1 and 3 (B1 or B8 uses) comprising a total of 16,070 square metres GEA of B1 or B8 floor-space across Units 1 and 3 (GEA figure includes for a potential future expansion of unit 1 by 4,678sqm), with associated car parking provision and landscaping. Unit 3 is the subject of BE/121/21/RES.

REPRESENTATIONS

BERSTED PARISH COUNCIL:

No objection.

COMMENTS ON REPRESENTATIONS RECEIVED:

Noted.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

NATIONAL HIGHWAYS (Formerly HIGHWAYS ENGLAND):

No objection.

LOCAL HIGHWAY AUTHORITY:

No objection.

NATURAL ENGLAND:

No comments to make on this application.

ENVIRONMENT AGENCY:

No comments to make on this application.

SOUTHERN WATER:

No objection.

No discharge of foul sewerage from the site shall be discharged into the public system until off-site

drainage works to provide sufficient capacity within the foul network to cope with additional sewerage flows are complete. Southern Water is currently in the process of designing and planning delivery of off-site sewerage network reinforcements.

LEAD LOCAL FLOOD AUTHORITY:

No comments to make on this application.

ADC DRAINAGE:

No objection.

Details of surface water drainage will need to be agreed under a separate discharge of conditions application. The drainage drawing submitted is in broad accordance with the strategy submitted at outline. A revised landscaping scheme has been submitted, the 2 proposed trees have been removed and there is no conflict between the proposed privet hedging and the drainage.

ECONOMIC DEVELOPMENT:

No comments to make on this application.

ENVIRONMENTAL HEALTH:

No objection.

ADC CONSERVATION OFFICER:

There are no designated heritage assets within the site, but there is a conservation area to the north, which contains a number of Listed Buildings and Locally Listed Buildings. As commercial development in this location has already been accepted and constructed, screening is to be provided as part of the larger development, and it is considered that, on balance, the proposal will not harm the heritage assets. As a consequence, it should be determined in accordance with the relevant policies within the Development Plan, along with these comments. You will also need to take into account the contents of Section 66/72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

ADC GREENSPACE:

No objection.

The revised landscape scheme comprises a section of privet hedging, which would aid in softening the appearance of the building; and the removal of the 2no Sorbus trees from the drainage run adjacent to Unit 3.

ADC ARBORICULTURE:

No consultation response was submitted.

SUSSEX POLICE:

No objection.

The development should be designed to Secured by Design Standards. The proposed installation of paladin security fencing around Unit 3 is supported.

COMMENTS ON CONSULTATION RESPONSES:

All planning related comments are noted and covered in the Conclusions section of this report.

POLICY CONTEXT

Designation applicable to site:

Within the Built Up Area Boundary (BUAB) in the Arun Local Plan.

Strategic Employment Land Allocation (Site No.1) in the Arun Local Plan.

DEVELOPMENT PLAN POLICIESArun Local Plan 2011 - 2031:

DDM1	D DM1 Aspects of form and design quality
DSP1	D SP1 Design
ECCSP2	ECC SP2 Energy and climate change mitigation
ECCSP1	ECC SP1 Adapting to Climate Change
EMPDM2	EMP DM2 Enterprise Bognor Regis
HERDM1	HER DM1 Listed Buildings
HERDM3	HER DM3 Conservation Areas
HERSP1	HER SP1 The Historic Environment
QESP1	QE SP1 Quality of the Environment
TSP1	T SP1 Transport and Development

<u>Bersted Neighbourhood Plan 2014 Policy ES1</u>	Design of new development
Bersted Neighbourhood Plan 2014 Policy ES5	Building design
Bersted Neighbourhood Plan 2014 Policy EE1	Business expansion

PLANNING POLICY GUIDANCE:

NPPDG	National Design Guide
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD11	Arun Parking Standards 2020
SPD13	Arun District Design Guide (SPD) January 2021

POLICY COMMENTARY

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

The Bersted Neighbourhood Plan was made on 5th November 2014 and relevant policies have been taken account of and are addressed in the Conclusions section of this report.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

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

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

Section 70(2) of TCPA provides that:-

(2) In dealing with an application for planning permission the authority shall have regard to:

- (a) the provisions of the development plan, so far as material to the application, a post-examination draft neighbourhood development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

The development on Unit 3 is located in a strategic employment allocation (Site No. 1 - Salt Box) within the built-up area boundary (BUAB) and it complies with relevant Development Plan policies.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

PRINCIPLE

The principle of industrial development on Unit 3 at the Salt Box site was established with the granting of BE/102/17/OUT on 22nd December 2017. The scale of and access to the industrial building on Unit 3 were approved under BE/135/18/PL on 8th November 2019.

RED LINE BOUNDARY

An amended location plan (Drawing No. 1744-U03-L01-A - Site Location Plan) has been submitted showing the red line running around the boundary of Unit 3 and following the estate road to the entrance to the Salt Box site on Shripney Lane.

KEY ISSUES

The key issues to be assessed are ones of detail and relate to the layout, appearance and landscaping of the proposed development on Unit 3 at the Salt Box site. Condition 20 of the outline planning permission says a noise report should be submitted with the reserved matters application; the noise report has been submitted in a separate discharge of condition application (BE/168/21/DOC) which accompanies BE/121/21/RES.

LAYOUT

The proposed industrial building on Unit 3 would be situated north of the Aldi Foodstore (Unit 8) and east of the Warburtons storage and distribution centre (Unit 2). The industrial building is proposed to be orientated east-west, with windows at first floor facing the A259 (Shripney Road). The service yard and car parking would be located to the south of the industrial building and would be screened from view by the adjacent industrial buildings and by strategic planting. The industrial building would be set back a minimum of 2.0 metres from the edge of the plot boundary, forming a threshold space and would be designed based upon principles of 'Secured by Design' endorsed by Sussex Police.

Sub-division into 4 smaller units

The proposed warehouse/distribution building on Unit 3 has been designed as a single building, which has the potential to be sub-divided into, up to, 4 units. The building has 4 level access loading docks and 4 glazed pedestrian entrances, and rear escape doors. The unit measures 1,873sqm GIA. The submitted plans show how the unit might be sub-divided into multiple units, but this is for illustrative purposes only, the plans do not show separate office spaces (B1 uses) within Unit 3 as these would be developed with future tenants. Any proposed future changes to the external appearance of the building or sub-division of the building would need to be the subject of a separate planning application.

Layout of the bell-mouth

A Non-Material Amendment (BE/130/21/NMA) has been approved for the alteration to the bell-mouth

access to Unit 3, moving the site access approximately 17.0 metres south of the bell-mouth that was approved under BE/135/18/PL. Tracking plans of vehicles have been submitted. Access to the industrial building on Unit 3 building would be via roller shutter doors, enabling the easy movement of goods. A tracking plan has been submitted for an articulated lorry entering and reversing up to two of the loading dock doors and leaving, ensuring that the manoeuvre is possible. The proposal would therefore have no adverse highway impact and it would be in accordance with Policy T SP1 of the Local Plan.

Boundary Treatment

Unit 3 would be enclosed by dark grey paladin fencing measuring 2.4m high, with vehicular and pedestrian gates to match the security fencing between Unit 8 and Units 6 and 7 approved under BE/110/21/DOC (Drawing No. 1744-PGG-15-A) on 20th August 2021. There is a gate in the paladin fence on the eastern boundary of the site which would enable pedestrians and cyclists to access and egress the site from the shared footway/cycleway which has been constructed along the site frontage on Shripney Road.

Consequently, the proposed development on Unit 3 complies with Policy D DM1(11) and Policy EMP DM2(f) of the Local Plan.

CHARACTER AND APPEARANCE

The appearance of the proposed building on Unit 3 would be a functional, modern industrial building, which would be similar in appearance to the industrial buildings which have been approved on Units 6 and 7 at the Salt Box strategic employment site and would be similar to those already constructed and occupied by Rolls Royce on the Oldlands Farm site on the eastern side of the A259 (Shripney Road), in terms of character and appearance. The industrial building would measure 70m long by 29.4m wide, with roller shutter doors for vehicles and goods into the B8 warehouses and pedestrian doors into the B1 offices.

The industrial building on Unit 3 would measure 12.9 metres high to the top of roof pitch and 10.0m high to the eaves. The roof would have a 5 degree pitch and it would incorporate roof-lights. As a comparison, the adjacent building on Unit 2 which is occupied by Warburtons measures 13.5 metres high to the ridgeline and 11.5 metres high to the eaves. Consequently, the height of the industrial building on Unit 3 would be lower than the existing industrial building occupied by Warburtons on Unit 2, and this is acceptable in this prominent location on the site frontage with the A259 (Shripney Road).

The external appearance of Unit 3 would be in keeping with approved Units 6 and 7 and it would comprise a modern functional industrial building with 'Merlin grey' micro-rib aluminium cladding to the corners and below the eaves and 'Hamlet grey' coloured aluminium cladding is horizontally laid trapezoidal. The roof would be clad in 'Hamlet grey' aluminium cladding panels and it would incorporate polycarbonate roof-lights, which is acceptable as it would mirror the appearance of Units 6 and 7. Windows and glazed entrance doors would have 'Merlin grey' frames and they would be double glazed. The service yard and the parking spaces would have permeable block paving.

Whilst views would be possible from the north, east and south-west of the application site, the proposal by virtue of its massing and appearance would not result in unacceptably adverse harm to the established character of the locality and as such it would comply with Policies D SP1, D DM1(1) and Policy EMP DM2(f) of the Local Plan, Policy ES1, Policy ES5 and Policy EE1 of the Bersted Neighbourhood Plan.

DESIGN

The NPPF indicates that good design should contribute positively to making places better for people. Condition 6 imposed on BE/135/18/PL required the reserved matters application for Unit 3 to be accompanied by a Design Code document which should demonstrate how the detailed proposals would

reflect the objectives of the Design and Access Statement (April 2019, Revision B); and that the development should be carried out in accordance with the approved Design Code document. The Design Code (Rev. C) which has been submitted with BE/121/21/RES sets out the rationale for the design of the industrial building on Unit 3, reflecting the objectives of the approved Design and Access Statement. The Design Code sets out the design of the building with illustrative sub-divisions splitting the building into 4 smaller units and also provides elevational details of 3 other potential options for how the building may look depending on how many tenants the building is finally let to, i.e. if the building is let to a single tenant or the building is split into 3 units for 3 separate tenants. It is confirmed in the Design Code that a Non Material Amendment Application would be submitted to cover these changes if the building was proposed to be let to one tenant or sub-divided into 2 or 3 units.

The design of the industrial building on Unit 3 reflects the design of the other industrial buildings that have been approved on the site, including Units 6 and 7. The design of the industrial building on Unit 3 is functional and is flexible enough to accommodate sub-division into smaller units at a later stage, if required. Consequently, the proposed development on Unit 3 complies with Policy D SP1 of the Local Plan.

LANDSCAPE

ADC Drainage Engineers requested the removal of the 2 trees which were proposed to be planted very close to the surface water drainage pipes; the tree roots would have damaged the pipes and resulted in the failure of the network. A revised landscaping scheme has been submitted (Drawing No. 1744-U03-P01 Rev. E - Unit 3 Proposed Landscape Plan and Drawing No. 5920.PP_U3.1.0 Rev. C - Unit 3 Planting Plan, Saltbox, Bognor Regis) removing the 2 trees which would have impacted on the drainage, but including a privet hedge together with amenity grassland running along the western boundary of the site, facing the estate road, which is acceptable as Unit 3 would be framed by substantial quantities of trees and shrubs that have been planted in the Village Buffer to the north and the Gateway Corridor to the east. The Village Buffer incorporating a managed landscaped area and an attenuation pond, constitutes the northern boundary of Unit 3 and it partially screens Unit 3 from view from Shripney Village to the north. The Gateway Corridor which runs along the eastern boundary of the site includes a minimum 10 metre landscaping strip which would assist in partially screening Unit 3 from the A29 (Shripney Road). The proposed planting of a privet hedgerow along the western boundary of Unit 3 is acceptable and it is in accordance with Policy D DM1, Policy GI SP1 and Policy EMP DM2(f and g) of the Local Plan and the Arun Design Guide.

RESIDENTIAL AMENITY

The proposed building by virtue of its location and siting would not give rise to any unacceptably adverse overbearing or overshadowing impacts on neighbouring buildings on the Salt Box site, specifically the Warburton's operations on Unit 2 and the retail unit (ALDI) in Unit 8. The main consideration for Unit 3 is the potential visual and disturbance impact on Shripney village. The Village Buffer, measuring 100 metres, along the northern part of the site is fundamental to the overall design and layout of the Salt Box site as it maintains a sense of separation between the employment site and the Village (including the setting of the Conservation Area and listed buildings) and it would protect the amenity of the residents of Shripney Village from activities in the industrial building on Unit 3. The Village Buffer, which includes additional strategic planting along the northern boundary of the site and the retention of farmland between Unit 3 and the village has enhanced the appearance of the site when viewed from the north and from the east. A 2.0 metre high bund has been constructed within the Village Buffer which would partially screen Unit 3 and the other industrial and commercial developments on the Salt Box site from Shripney village. The visual impact of the proposed development of Unit 3 on Shripney Village would be mitigated by the Village Buffer, in accordance with Policy D DM1, Policy EMP DM2(g) and Policy QE SP1 of the Local Plan.

PARKING PROVISION

The proposed development comprises of 1,852 square metres of industrial floor-space. The District Council's Parking Standards SPD specify that for B1 uses: 1 space should be provided per 30 square metres which would amount to 61 spaces if the entire building was proposed for B1 (office) uses; and the SPD specifies that for B8 uses: 1 space per 100 square metres which would amount to 19 spaces if the entire building was proposed for B8 (storage and distribution) uses. As it stands, there are no detail of the B1 (office) uses, and the layout plan only identifies B8 (storage and distribution) uses. The proposal includes the provision of 51 allocated car parking spaces, 4 of which are disabled spaces; with 8 car parking spaces having access to electric vehicle charging points, which is an over-provision of parking spaces for B8 uses but it is acceptable as it would ensure that vehicles are not parked on the estate roads within the Salt Box site. The proposal includes the provision of 4 unallocated visitor motorcycle parking spaces and 8 staff cycle parking spaces and 12 covered cycle spaces for visitors; which is an over-provision of 4 cycle spaces but this over-provision is acceptable as it would encourage employees to cycle to and from work. The proposed level of parking for cars and cycles exceeds the provisions set out in the District Council's Parking Standards SPD.

HERITAGE ASSETS

The principle of development on the Salt Box site has already been assessed and established under BE/102/17/OUT and BE/135/18/PL and the scale of the development on Unit 3 was approved under BE/135/18/PL. Unit 3, along with Unit 2 which is occupied by Warburtons, are the closest industrial buildings to the boundary of Shripney Village Conservation Area. Of note in this particular application are the fields between the southern boundary of the Conservation Area and Unit 3, along with tree screening which is provided by extensive existing vegetation along the southern edge of the village, the grounds of Shripney Manor and the Village Buffer. The 100 metre wide Village Buffer which has been implemented immediately north of Unit 3, and the structural tree planting which has been implemented along the northern boundary of the Salt Box site screen the industrial and commercial development from the Conservation Area. The Village Buffer also maintains a sense of separation between the industrial and commercial development on the Salt Box site and Shripney Village Conservation Area.

No effects are likely to arise on the Conservation Area and Shripney Manor, or on the Listed Buildings that form a tight group of cottages and reflect the rural character of the local area located to the north of Shripney Lane, as a consequence of the construction of an industrial building on Unit 3. The proposed development complies with Policy HER SP1 of the Local Plan, due to the provision of the Village Buffer and the structural planting which has been implemented along the northern and north eastern boundary of the Salt Box site. Consequently, the proposed development complies with Policy HER SP1, Policy HER DM1 and Policy HER DM3(f) of the Local Plan and the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

CLIMATE CHANGE

Condition 21 which was imposed on BE/135/18/PL required the submission of details demonstrating at least 10% of the energy supply of the development shall be secured from decentralised and renewable or low carbon energy sources. Details to be submitted for compliance with the condition would include details of physical works on site together with a timetable for how the 10% decentralised energy will be achieved on the site.

An Energy Statement (May 2021) has been submitted in a separate discharge of condition application (BE/168/21/DOC) which accompanies BE/121/21/RES, in accordance with Condition 21 of the outline. The Energy Statement includes the provision of air source heat pumps which would provide heating and cooling within the office areas of Unit 3. In addition to the air source heat pumps, the industrial building on Unit 3 would incorporate low-energy lighting with photo-electric dimming and presence controls to reduce energy consumption. The total site energy produced by the air source heat pumps amounting to 8,969 kWh/yr equates to 13.4%, which exceeds the requirements of 10% set out in Policy ECC SP2 of the Local Plan.

The amended Landscape Plan (Drawing No. 1744-U03-P01 Rev. E) includes the provision of 10 car parking bays with electric vehicle (EV) charging points which complies with paragraph 2.8 and Table 2.2 of the District Council's Parking Standards SPD, January 2020 which requires 20% provision of EV charging points: as 51 car parking spaces are proposed, provision is being made for 10 EV charging points. A condition is required for the submission of the details of the Electric Vehicle (EV) Charging Points. Subject to a condition regarding the details of the EV charging points, the proposed development complies with Policy ECC SP1 and Policy ECC SP2 of the Local Plan, in terms of on-site energy generation and mitigating climate change.

SUMMARY

This reserved matters application seeking approval for appearance, layout and landscaping is acceptable and it complies with the relevant policies in the Arun Local Plan, the Bersted Neighbourhood Plan and the National Planning Policy Framework.

RECOMMENDATION

It is therefore recommended that this application for reserved matters is approved and the following conditions be imposed.

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The development hereby approved shall be carried out in accordance with the following approved plans and submitted documents:

- Drawing No. 1744-U03-L01-A - Site Location Plan.
- Drawing No. 1744-U03-P02 Rev. E - Unit 3 Proposed Site Plan.
- Drawing No. 1744-P02-E - Proposed Phasing Plan.
- Drawing No. 1744-U03-P03 Rev. C - Unit 3 Proposed Ground Floor Plan.
- Drawing No. 1744-U03-P04 - Proposed Roof plan
- Drawing No. 1744-U03-P05 - Proposed Elevations
- Drawing No. 1744-U03-P06 Rev. B - Unit 3 Proposed Section.
- Drawing No. 1744-U03-P07 Proposed Upper Level Plan
- Drawing No. 1744-U03-P01 Rev. E - Unit 3 Proposed Landscape Plan.
- Drawing No. 5920.PP_U3.1.0 Rev. C - Unit 3 Planting Plan, Saltbox, Bognor Regis.
- Unit 3 Design Codes (Ref. 1744-PGB-04-Rev. D).

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with Policy D DM1 of the Arun Local Plan.

- 2 The industrial building on Unit 3 should not be occupied until the road, footway, and parking areas serving it have been constructed, surfaced and drained in accordance with the approved plans and details.

Reason: To secure satisfactory standards of access for the proposed development, in accordance with Policy D DM1 of the Arun Local Plan.

- 3 No development shall take place until details of the Electric Vehicle (EV) Charging Points have been submitted for approval in writing by the Local Planning Authority. The approved EV charging points shall be installed prior to the first use of Unit 3 and thereafter will be permanently retained and maintained in good working condition.

Reason: New petrol and diesel cars/vans will not be sold beyond 2040, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with Policy QE DM3 (c) of the Arun Local Plan, the Arun District Council Parking Standards SPD (January 2020) and the National Planning Policy Framework. It is considered necessary for this to be a pre-commencement condition because of the need to install the wiring in the ground.

- 4 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.