

PLANNING APPLICATION REPORT

REF NO: BE/135/18/PL

LOCATION: Salt Box Field
Land off Rowan Way
Bersted

PROPOSAL: Hybrid application comprising of Outline application for the principle of employment uses B1-B8.
Full application for Class B8 warehouse with fuel-island and car parking (Unit 2), 2 No. Class B1/B8 employment units with associated parking and servicing (Units 6 and 7), Class A1 retail food store with car parking and servicing (Unit 8), 2 No. drive thru units with car parking and servicing (Units 4 and 5), car showroom, workshops (including MOT testing), vehicle storage, external display areas, service areas and parking (Unit 9) together with access roads, associated ground and engineering works, landscaping and ancillary works. This application affects the character and appearance of the Shripney Conservation Area and a Public Right of Way.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION A second hybrid planning application (BE/135/18/PL) has been submitted to develop the site known as 'Salt Box', in Bersted for a two phased scheme for employment and commercial uses.

PHASE 1 DEVELOPMENT (FULL PLANNING APPLICATION):

The applicant has applied for full permission for a 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; and offices (B1). This unit (Unit 2) had been designed to meet their required specification.

The full application also includes two drive-thrus on Units 4 and 5; industrial buildings (B1/B8) on Units 6 and 7; an ALDI foodstore on Unit 8; and car showrooms for the Richmond Motor Group on Unit 9.

The full planning application also includes 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 would provide a serviced site to enable the delivery of the remaining two units on the site (Units 1 and 3) as tenant interest is identified.

PHASE 2 DEVELOPMENT (OUTLINE PLANNING APPLICATION):

Outline permission is sought for the remainder of the site, with scale and access for approval. The outline scheme provides for a flexible delivery of employment space primarily in the form of two warehouses with offices (B8/B1 uses) in Units 1 and 3, with associated car parking provision and landscaping.

ECONOMIC DEVELOPMENT	The proposed development would deliver £33.7 million of capital investment and deliver approximately 30,520 square metres of new mixed use floor-space. The Salt Box site would deliver between 500 and 1000 new private sector jobs once both Phases 1 and 2 Developments are complete. The number of jobs is based on employment-floor-space ratios assuming 100% occupancy. The broad range of jobs would help to increase labour market containment in Arun, potentially also reducing out-commuting to other areas.
ENABLING USES	The site benefits from an existing hybrid planning permission for commercial development and this revised proposal has been designed to accommodate an alternative mix of 'enabling uses' following the failure of the applicant to secure grant funding from the Coast to Capital Local Enterprise Partnership (LEP).
SITE AREA	12ha.
RESIDENTIAL DEVELOPMENT DENSITY	N/A
TOPOGRAPHY	Predominantly flat
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	The site boundaries have hedgerows interspersed with trees.
SITE CHARACTERISTICS	The site comprises agricultural land. The site is generally flat.
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 application 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 has planning permission (BE/61/13/ and BE/114/17/PL) for additional employment uses on Phase 1 to the front of the site, including 2 car showrooms, a bulky goods retail unit and B8 trade counter warehouses. 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/102/17/OUT	Outline planning permission was granted with a Section 106 Agreement on 22 December 2017 for the development of employment units, warehouse, hotel, 2 drive-thru units, public house, gym plus engineering works, landscaping and associated works; and full planning permission was granted
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for a Warehouse (class B8), fuel island, car parking, access roads with new entrance from Shripney Road plus engineering works, open space, landscaping and associated works on the Salt Box site.

COMMENTS ON PLANNING HISTORY

The major changes in the new application (BE/135/18/PL) from the original hybrid planning permission (BE/102/17/OUT) comprise the removal of the public house, the hotel and a gym; and the introduction of a foodstore (A1) and a car showroom (sui generis) on the Salt Box site.

REPRESENTATIONS

Bersted Parish Council

Object – The application does not comply with Neighbourhood Plan Policy GA3. The proposed development does not provide any mitigation measures to ease traffic on the A259 Rowan Way and the A29 Shripney Road; nor does it consider the cumulative effect of traffic on these roads from planning permission (AL/144/18/RES) granted for a LIDL store on the Oldlands Farm site. The provision of a cycle path through Shripney should be included in a Section 106 Agreement.

Bognor Regis Town Council

Object - Although the Town Council support the growth and the development of the Salt Box field, it is with reluctance that members object to this application on the grounds that the road plan has no mitigation measures to ease current or future congestion and the application goes against Bersted Neighbourhood Development Plan Policy GA3 (Traffic calming and shared space). WSCC Highways should investigate options for a road through Salt Box field, bypassing Rowan Way to ease the impending effect of further development / road congestion.

One letter of support has been received from the Bognor Regis Regeneration Board as the hybrid planning application will enable the development of the Salt Box site within the strategic Enterprise Bognor Regis initiative. Salt Box is one of three sites (Oldlands Farm, Salt Box and Rowan Park) identified in Arun District Council's (ADC's) draft Local Development Order (LDO). The Salt Box development represents a £33.7 million capital investment. With the completion of Phase 2 development on the site there would be a total of 30,520 square metres of mixed use space which is anticipated to deliver a minimum of 500 and up to 1000 jobs. There are currently 260 jobs recognised from the identified tenants: Aldi, Warburtons and Richmond Motor Group. The delivery of employment opportunities on the Salt Box site would reduce out-commuting (about one third of Arun's residents travel outside the District), and the over dependence on low paid sectors such as agriculture and tourism. Enterprise Bognor Regis (EBR) has been designed to serve and promote economic activity and the Salt Box development is an important and intrinsic element.

A letter of representation has been submitted on behalf of Lidl Great Britain ('Lidl') objecting to the proposed development on the following grounds:

- The proposed Aldi store potentially threatens Lidl's investment at Oldlands Farm by introducing a new convenience discount retailer in close proximity.
- The submitted retail impact assessment needs updating to identify that:
 - There would be a greater level of trade diversion from convenience retailers in Bognor Regis Town Centre than identified in the submitted retail assessment;
 - Unit 9 at the Peel Centre (the unit that is currently occupied by Lidl) could become re-occupied for other convenience retail; and
 - The level of trade diversion to the proposal from the Lidl, Oldlands Farm store is likely to be greater than that forecast in the submitted retail assessment.

Nineteen letters of representation have been received from 17 local residents objecting to the proposed development on the following grounds:

- Increased traffic congestion in Bersted and Shripney.

- A new link road should be introduced into the site from the Rowan Way roundabout.
- Detrimental impact on Shripney Village conservation area from traffic, noise and 24 hour use.
- The A29 should be re-aligned and bypass Shripney Village and come out south of the village.
- If the site was industrial, the amount of traffic would be predominantly staff movements.
- The approved 1000 low grade jobs did not justify the grant from the LEP.
- There is no need for another foodstore on Shripney Road.
- There are already 3 drive-thru restaurants on Shripney Road.
- The proposed signage and the on-site lighting would generate light pollution.
- The previous approved gym, hotel and pub/restaurant would have provided more variety.
- The site should be developed for a garden centre/nursery or bowling alley, or leisure uses.
- Commercial development should be focussed on Bognor town centre.
- The site is liable to flooding.
- The proposed Village Buffer should be retained for agricultural purposes.
- An updated footpath is needed to include a cycle path along the A29.

COMMENTS ON REPRESENTATIONS RECEIVED:

Comments noted and issues addressed in the Conclusions section below.

CONSULTATIONS RESPONSES RECEIVED:

HIGHWAYS ENGLAND:

No objection.

The proposed development is a strategic employment site within the Arun Local Plan and the site's trips affecting the A27 assessed within the associated Arun Transport Study are higher than those included in the supporting Transport Assessment submitted with this hybrid planning application. It is for the Council to determine and, as appropriate, negotiate any proportionate contribution from this planning application towards the improvements at the Bognor Road Roundabout on the A27 Chichester Bypass. Highways England would not object to this proposal if the council decided not to collect a contribution to the agreed highway mitigation measures on the A27 Chichester Bypass.

LOCAL HIGHWAY AUTHORITY:

No objection.

The site already benefits from planning permission for a mixed use business development (BE/102/17/OUT). The access arrangements directly off the existing roundabout with the A29 and the Felpham Relief Road are considered appropriate. It is accepted that the revised scheme would have no severe highway capacity impacts. The Local Highway Authority has requested conditions relating to the vehicular access onto the A259 Felpham Relief Road Roundabout; the provision of car parking and cycle parking; the construction of the internal road(s), footways, and casual parking areas, the submission of a construction management plan; and a Travel Plan. The additional traffic modelling carried out by the applicant demonstrates that the Felpham Relief Road / Shripney Road roundabout would be able to accommodate the traffic generated by the proposed development on the Salt Box site; and that the proposed site access off this roundabout is acceptable.

ENVIRONMENT AGENCY:

No objection.

The sites history indicates a greenfield history with no appreciable contamination observed during the Phase 2 Site investigation. The River Terrace deposits are designated as secondary aquifers whilst the chalk is designated as a principal aquifer. Groundwater has been proven as shallow below the site. The Environment Agency requests the inclusion of conditions regarding contamination, surface water drainage, piling / investigation boreholes, and facilities for the storage of oils, fuels or chemicals.

SOUTHERN WATER:

No objection subject to the imposition of conditions.

There is an increased risk of flooding unless any required network reinforcement is provided by Southern Water. There are no public surface water sewers in the area to serve this development; so alternative means of draining surface water from this development are required. The applicant would need to ensure that arrangements exist for the long term maintenance of the SuDS facilities. No trade effluent can be discharged either directly or indirectly to any public sewer without the formal consent of Southern Water. Oil trap gullies or petrol/oil interceptors should be installed on hardstandings.

Wastewater grease traps should be provided on the kitchen waste pipe or drain installed and maintained by the owner or operator of the premises.

LEAD LOCAL FLOOD AUTHORITY:

No objection.

The proposed site is at low risk from surface water flooding; but at high risk from groundwater flooding. A wholesale site level rise via the spreading of excavated material should be avoided. Infiltration methods should be explored for the entire site. The drainage designs should demonstrate that the surface water run-off generated up to and including the 1 in 100 year, plus climate change, critical storm would not exceed the run-off from the current site following the corresponding rainfall event.

ADC DRAINAGE:

No objection subject to the imposition of surface water drainage conditions.

The proposals currently show that attenuation and controlled discharge to watercourse (both main river and ordinary watercourse) are proposed. Infiltration must be investigated. Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. However, ongoing discussions are taking place on the detailed design of the drainage scheme.

ADC ENVIRONMENTAL HEALTH:

No objection.

Environmental Health has requested the imposition of conditions regarding the submission of a Construction Environmental Management Plan; noise mitigation measures including the provision of an acoustic barrier at Unit 2; a lighting condition for the site; the provision of security fencing for each unit; restricting the hours of operation for machinery at Unit 4 (Drive-thru) and Unit 5 (Drive-thru), Units 8 (foodstore) and 9 (car showroom); the control of odours and the installation of extraction equipment at the drive-thrus in Units 4 and 5; and the bunding of any oil or chemical storage tanks on the site.

ADC ECONOMIC DEVELOPMENT:

Support.

Whilst it would be preferable to see the A1 retail use closer to the town centre, it is acknowledged that a suitable town centre site is not available. It is requested that the applicant agrees to and create a Skills and Employment Plan. Local suppliers should be used wherever possible.

ADC ARCHAEOLOGICAL ADVISOR:

No objection.

The archaeological evaluation report submitted with the application makes it clear that the archaeological interest contained by the site is unlikely to be significant enough for further investigation, or the requirement of any other mitigation measures, to be justified.

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. Apart from Shripney Manor, the other listed buildings are located to the north of the lane; and form a tight group of cottages, reflecting the rural character of the local area. The fields between the southern boundary of the Conservation Area and the application site, along with tree screening which is provided by extensive vegetation along the southern edge of the village and the grounds of Shripney Manor reduce the impact of the development upon the heritage assets, and should be retained and enhanced. The increased proximity of the new development, and the potentially increased amount of traffic using the nearby road network would be partially mitigated through the provision of a Village Buffer Zone, which would maintain a sense of separation between the development and the village/conservation area.

NATURAL ENGLAND:

No comments to make on this application. The application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. Natural England advises the LPAs

to obtain specialist ecological or other environmental advice when determining the environmental impact of development.

ADC ECOLOGICAL ADVISOR:

No objection.

Precautions have been recommended within the Ecological Appraisal to protect Bersted Brooks Local Nature Reserve (LNR). The applicant has submitted a Water Vole Mitigation Strategy which is considered to be acceptable. The hedgerows on site are used by bats for commuting and foraging and will need to be retained and enhanced. A precautionary approach should be undertaken on the site due to reptiles. Prior to start on site a badger survey should be undertaken to ensure badgers are not using the site. Any works to the trees or vegetation clearance should only be undertaken outside of the bird breeding season. The proposed ecological enhancements are supported and should be conditioned.

ADC GREENSPACE:

No objection.

The submitted landscape scheme incorporating a good mix of tree and shrub species when used in conjunction with the existing site boundary trees and hedges would form a scheme which would fit in with the location and enhance the landscape quality of the site and its surrounding; providing screening for both those viewing the development and the users of the development looking out.

ADC ARBORICULTURE:

No objection.

The original arboricultural information provided on behalf of the applicant for the previously approved development on the Salt Box site in respect of tree retention and protection measures remains valid. The ADC Arboricultural Officer has requested the imposition of a condition requiring all activity at the site be carried out in strict accordance with the submitted Arboricultural Impact Assessment (AIA) and the Tree Protection Plan.

SUSSEX POLICE:

No objection.

Sussex Police recommended that the development be constructed to Secured by Design standards including controlled gated access to Unit 2. It is recommended that all warehouse units have secure perimeter fencing with gated entrances and controlled access. The proposed car showroom requires the installation of CCTV and lighting.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted and issues addressed in the Conclusions section below.

POLICY CONTEXT

Designation applicable to site:

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

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

DEVELOPMENT PLAN POLICIES

Arun Local Plan

D DM1 Aspects of Form and Design Quality
 D SP1 Design
 ECC SP2 Energy and Climate Change Mitigation
 EMP DM2 Enterprise Bognor Regis
 EMP SP3 Strategic Employment Land Allocations
 ENV DM4 Protection of Trees
 ENV DM5 Development and Biodiversity
 HER SP1 The Historic Environment
 HER DM3 Conservation Areas
 HER DM6 Sites of Archaeological Interest
 QE DM1 Noise Pollution
 QE DM2 Light Pollution
 QE DM4 Contaminated Land
 QE SP1 Quality of the Environment

RET SP1 Hierarchy of Town Centres
 RET DM1 Retail Development
 SKILLS SP1 Employment and Skills
 SO DM1 Soils
 T DM1 Sustainable Travel and Public Rights of Way
 TEL SP1 Strategic Delivery of Telecommunications Infrastructure
 T SP1 Transport and Development
 W DM1 Water Supply and Quality
 W DM2 Flood Risk
 W DM3 Sustainable Urban Drainage Systems

Bersted Neighbourhood Plan 2014 Policy EE3	Encourage a diverse range of commerce in the Parish
Bersted Neighbourhood Plan 2014 Policy EE6	Communications infrastructure
Bersted Neighbourhood Plan Policy ES1	Design of New Development
Bersted Neighbourhood Plan 2014 Policy ES2	Surface water management
Bersted Neighbourhood Plan 2014 Policy ES7	Development outside of the Built-Up Area Boundary
Bersted Neighbourhood Plan 2014 Policy GA1	Pedestrian and Cycle Connections
Bersted Neighbourhood Plan 2014 Policy GA3	Traffic calming and shared space features
Bersted Neighbourhood Plan 2014 Policy HDQ8	Car Parking

PLANNING POLICY GUIDANCE:

NPPF National Planning Policy Framework
 NPPG National Planning Practice Guidance

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011-2031, West Sussex County Council's Waste and Minerals Plans 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 Neighbourhood Development Plan:

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area and policies within them will be considered in determining planning applications. Made NP policies will be considered alongside other development plan documents including Arun District Council's Local Plan.

Made Plans in Arun District Council's Local Planning Authority Area are: Aldingbourne; Angmering; Arundel; Barnham and Eastergate; Bersted; Bognor Regis; Clymping; East Preston; Felpham; Ferring; Kingston; Littlehampton; Rustington; Walberton; Yapton; Ford.

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."

The proposal is located in a strategic employment allocation (Site No. 1 – Salt Box) within the built-up area boundary (BUAB) and it is considered to comply 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

As this is a hybrid application for part full planning permission and part outline, the assessment is in 2 parts.

FULL PLANNING APPLICATION

Full planning permission is sought for the Phase 1 development of 8.618 ha of land at the Salt Box site. The full planning application includes Unit 2, which would accommodate a warehouse with processing, packaging and dispatch (B8 use measuring 2,810 square metres gross internal area) and offices (B1 use measuring 460 square metres gross internal area) at second and third floor. Unit 2 would be sited on a parcel of land to the rear of the application site, where Warburtons has a requirement for the storage and distribution of bread and products.

Full planning permission is also sought for the following:

- A Drive-thru restaurant (A3 use in Unit 4 measuring 167 square metres gross internal area), located in a prominent location immediately north of the entrance to the site.
- A second Drive-thru restaurant (A3 use in Unit 5 measuring 139 square metres gross internal area), located to the west of Unit 4.
- Unit 6 (B1 use measuring 286 square metres and B8 use measuring 350 square metres), which may be sub-divided to provide facilities for small businesses. Unit 6 would be located in the centre of the site.
- Unit 7 (B1 use measuring 350 square metres and B8 use measuring 286 square metres) which may be sub-divided to provide facilities for small businesses. Unit 7 would be located in the centre of the site.
- A foodstore (A1 use) measuring 1,785 square metres would be accommodated in Unit 8. Unit 8 would be located set back from the eastern boundary of the site, facing Shripney Road, north of the Drive-thru units.
- A car showroom, including three showroom areas, service reception, offices and a workshop including MOT bays, would be accommodated in a building measuring 2,121 square metres in Unit 9.

All the units would be provided with car parking facilities for cars, cycles, motorcycles, in addition to service yard areas where required.

The full application provides for all the necessary site access and highway works and landscaping infrastructure (including a planting strategy) together with drainage works including attenuation ponds and on-site foul pumping chamber. The full application includes a 100 metre wide Village Buffer to Shripney on the northern boundary of the site to help retain a sense of separate identity and contribute to the setting for the village. The Village Buffer will be retained as farmland, which is crossed east to west by electricity transmission lines.

The full application would provide a serviced site to allow for the delivery of the remainder (Phase 2 Development) as tenant interest is identified.

Access to the Salt Box site is being applied for in the Phase 1 Development and would be from a fifth arm of the A29 Shripney Road / A259 / Rolls Royce warehouse roundabout. There would be potential for a future access to the Rowan Park Caravan Park to the south which is also part of the employment allocation in the Arun Local Plan and in the draft Enterprise Bognor Regis Local Development Order

(LDO). Associated access works would include street lighting, signage and highway drainage including all necessary service diversions.

PRINCIPLE

Arun Local Plan:

The site is identified in Policy EMP SP3 of the Local Plan as part of the Enterprise Bognor Regis Strategic Employment Land Allocation. The proposed development would provide significant new employment opportunities to support the objectives of reducing out commuting and creating local jobs. The Salt Box site would deliver between 500 and 1000 new private sector jobs once both Phases 1 and 2 Developments are complete. The broad range of jobs would help to increase labour market containment in Arun, potentially also reducing out-commuting to other areas, in accordance with Policy EMP SP3(a). The proposed industrial and commercial development on the Salt Box site would provide employment-led development to support the objective of providing a new role for Bognor Regis, in accordance with Policy EMP SP3(b). The range of sizes of the industrial (B1/B8) units and the commercial units would provide different type and sizes of employment space to meet a range of modern business and sector needs, in accordance with Policy EMP SP3(c). The proposed development on the Salt Box site would deliver highway infrastructure improvements at the Felpham Relief Road / Shripney Road roundabout, in accordance with Policy EMP SP3(d). The proposed development on the Salt Box site includes ecological and landscape buffers and planting plans that, it is considered would enhance landscape character and wildlife habitats and species, in accordance with Policy EMP SP3(e). The gross site area of land identified at Salt Box amounts to 11.7 hectares in Policy EMP SP3 (Site No. 1). The Salt Box site is an important part of the Enterprise Bognor Regis area.

This revised proposal has been designed to accommodate an alternative mix of 'enabling uses' following the failure of the applicant to secure grant funding from the Coast to Capital Local Enterprise Partnership (LEP), as part of the previous hybrid planning permission

The application site is located within the Built-Up area Boundary (BUAB) where the principle of development is acceptable subject to consideration against other policies in the plan.

The detailed policy for Enterprise Bognor Regis is Policy EMP DM2 of the Local Plan, which states that a mix of B1, B2 and B8 uses will be supported provided that certain issues are addressed. The principle of developing a B1/B8 uses in Units 2, 6 and 7 on the Salt Box site complies with Policy EMP DM2 of the Local Plan as the site is allocated (site 1) as part of the Strategic Employment Land Allocation.

The Local Plan provides an indicative gross floor-space of 25,130 square metres for the Salt Box site and an indicative Use Class of B1/B2. Policy EMP DM2 of the Local Plan specifies that the areas constituting Enterprise Bognor Regis (including the Salt Box site) are allocated to promote economic growth in Bognor Regis and the wider Coastal West Sussex sub-region and a phased mix of B1, B2 and B8 uses will be supported, providing they meet a number of criteria (a to h) including highway junction improvements; the submission of suitable Transport Assessment; appropriate flood mitigation works; a suitable habitat assessment; a high standard of design and landscaping; and suitable screening to protect neighbouring residential amenity. Policy EMP DM2(h) is important to this application as retail proposals would need to satisfy the sequential test and impact test in accordance with national planning policy.

Policy EMP DM2 of the Local Plan specifies that: "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:

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

k. 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; and

l. Class C3 residential use will not be considered appropriate”.

The submitted Parameters Plan and the Design and Access Statement (April 2019, (Revision B) identifies 25,807 square metres of floor-space across the two phases of the development on the Salt Box site (Phase 1 = Full and Phase 2 = Outline). The non-Class B uses comprising two drive-thru restaurants (in Units 4 and 5), a foodstore (in Unit 8) and a car showroom (in Unit 9) on the Salt Box site would need to comply with Policy EMP DM2. The quantum of floor-space occupied by the non-Class B uses, measuring 4,212 square metres and comprising a mere 16% of the whole proposed built development would constitute ‘enabling uses’, which would be compatible with the predominant use of the site for Class B uses, which would cover 21,595 square metres of floor-space, comprising a substantial 84% of the built development. Consequently, it is considered that the non-Class B employment uses would be compatible with the predominant use of the site for Class B employment uses, in accordance with Policy EMP DM2(i) of the Local Plan.

The scale and the floor space to be occupied by the proposed non B Class uses on the Salt Box site comprising the 2 drive-thru restaurant and the car showroom would ensure that these uses in this location would not undermine the policies to regenerate Bognor Regis town centre or impact significantly on Chichester City Centre, in accordance with Policy EMP DM2(j) of the Local Plan. The retail impact of the proposed foodstore in Unit 8 on Bognor Regis Town Centre is examined in more detail in the Retail Development Policies section below, to ensure the foodstore complies with Policy EMP DM2(j). The scale of the non-B Class uses proposed on the Salt Box site is considered to be appropriate in relation to the B-class employment uses on the site; and the traffic levels have been assessed and modelled; and the environmental impacts and proposed mitigation measures are considered to be acceptable, in compliance with Policy EMP DM2(k) of the Local Plan. In addition, the proposed development does not include residential uses, so criterion l) of Policy EMP DM2 of the Local Plan does not apply.

Bersted Neighbourhood Plan (2014):

Policy ES7 of the Bersted Neighbourhood Plan says that development or redevelopment outside the BUAB will not be supported. The supporting text to Policy EE3 says that general industrial use (B2) and distribution and storage (B8) are considered inappropriate for the Parish due to the heavy goods traffic they can generate. The Parish is already blighted by large lorries and any increase in heavy goods traffic will have a detrimental effect on the Parish (paragraph 5.3.3 of the Bersted NP).

The test in Section 38(5) of the Planning and Compulsory Purchase Act, 2004: "If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document". The BUAB policies in the Local Plan are to be considered in favour of those in the Neighbourhood Plan.

Enterprise Bognor Regis Local Development Order (LDO):

This approach is mirrored in the draft Enterprise Bognor Regis LDO, which is a material consideration. The site forms the North West quadrant of Enterprise Bognor Regis and Policy EMP DM2 in the Local Plan was used as the basis for the preparation of the LDO.

The aim of the LDO was to: "promote the strategic development opportunity at land located adjacent to the A29 Shripney Road, in Bognor Regis". Whilst not having LDO status, the draft provides an indication on the type of uses anticipated to be delivered on the site, as well as providing background evidence on the site and key constraints. The LDO would have created a 'permitted development' planning environment for proposals in the following use classes: Use Class B1 (office, light industry, research and development), B2 (general industrial) and B8 (storage and distribution). The LDO has not progressed to 'adoption' as the draft conditions in LDO required additional transport studies, which have been carried out as part of the evidence base to the Arun Local Plan. The results of the transport studies will need to be included in the LDO and be presented to members of Arun District Council before it is 'made'.

Conclusion on matters of principle:

The principle of developing a B1/B8 uses in Units 2, 6 and 7 on the Salt Box site complies with Policy EMP DM2 of the Local Plan as the site is allocated (site 1) as part of the Strategic Employment Land Allocation. This revised proposal has been designed to accommodate an alternative mix of 'enabling uses' in contrast to the previous hybrid planning permission. It is considered that the proposed non B class uses comprising two drive-thru restaurants (in Units 4 and 5), a foodstore (in Unit 8) and a car showroom (in Unit 9) on the Salt Box comply with Policy EMP DM2 for the reasons set out in detail above. The Salt Box site is a sustainable location, opposite the Rolls Royce premises on the Oldlands Farm site, and in close proximity to a number of existing retail and commercial parks which are located on the east and west sides of Shripney Road immediately south of Rowan Way in Bersted. The principle of developing industrial and commercial uses on the Salt Box site complies with Policy EMP DM2 of the Local Plan as the site is allocated (site 1) as part of the Strategic Employment Land Allocation.

TECHNICAL MATTERS

Agricultural land

The site is identified as Grade 2 agricultural land. Grade 1 and 2 are classified as 'best and most versatile' (BMV) land which is the most flexible, productive and efficient. The NPPF (paragraph 170) requires that the Council takes into account the economic and other benefits of this type of land. The Local Plan's Sustainability Appraisal recognised that most of the undeveloped coastal plain within the District is high grade agricultural land. The loss of BMV is one factor in the decision making process.

Policy SO DM1 of the Local Plan states that development will not be permitted on this type of land unless 'designated by this plan' or unless the need for the development outweighs the need to protect such land in the long term. As the Salt Box site is a strategic employment land allocation in Policy EMP SP3, this part of Policy SO DM1 is met. Natural England has a statutory responsibility for advising local planning authorities about land quality issues but as the site is under the 20ha threshold, they have not commented in this instance. It is important to note that economic development in the District will inevitably involve the loss of best and most versatile land and that mitigation measures can be adopted to preserve the soil resource.

Overall, the loss of the agricultural land is permissible as there is an overriding need for the development. It also accords with Policy SO DM1 of the Local Plan as an allocated site, but the loss needs to be weighed in the balance along with other technical matters as part of the 'weighted balance' in paragraph 11 of the new NPPF. This is set out in the overall conclusion.

LAYOUT

Policy D DM1 of the Local Plan requires proposed developments to "deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/ or a variety of detail within the public realm". Policy EMP DM2(f) of the Local Plan requires "a high standard of design and landscaping to maximise the 'gateway' location of the sites".

The Design and Access Statement (DAS, April 2019) says: "at the primary access road to the development, commercial building fronts are sited to address public space and streets in a close manner. This premier location is for landmark buildings to consolidate the entrance at the roundabout. These buildings provide a key visual focus point at the entrance". (DAS, Revision B – April 2019, page 21)

The proposed siting of the foodstore in Unit 8 along the eastern part of the site facing Shripney Road (A29) would provide a focal building within the layout of the development. It is considered that the two drive-thru buildings on Units 4 and 5 would provide gateway buildings situated on the main access road into the site. The car showrooms building in Unit 9 located on the southern part of the site would provide a key focal building on the southern boundary of the site. Unit 2 to the rear of the site is both functional and logical as it separates these units from the non-B class commercial buildings which would be located along both sides of the access road into the development. The industrial buildings

on Units 6 and 7 are relatively small when compared with Unit 2 and would be partially screened from view from Shripney Road (A29) by the foodstore.

The clustering of the non-B class commercial buildings at the entrance to the site is considered to be acceptable, as these buildings would be highly visible from both the A29 and the A259 and they would be easily accessible from the site access by members of the public visiting the drive-thru restaurants, the foodstore and the car showrooms; acting as focal points for ease of navigation on entering the site.

Service yards, staff car parks and refuse and storage structures would be screened either by buildings or planting from main circulation routes. Buildings will be set back a minimum of 2.0 metres from the edge of the plot boundary, forming a threshold space and will be designed based upon principles of 'Secured by Design' endorsed by Sussex Police, which includes segregated pedestrian and cycle routes that can be overlooked from adjacent buildings to assist safety and security.

The location of the Village Buffer, incorporating a managed landscaped area and an attenuation pond, along the northern area of the site with Shripney; and the Ecology Buffer along the western and south western boundary of the site with the Bersted Brooks Local Nature Reserve (LNR) are acceptable and set the framework for the industrial and commercial development on the site.

The applicant claims that the Salt Box site could comprise an industrial and commercial complex located within a parkland setting (DAS April 2019, Revision B, page 13). However, it is considered that this has already been compromised by the scale of the B1/B8 units proposed on the site, the large areas of vehicle parking required and potential areas for extensions to Unit 1 measuring 4,645 square metres. Notwithstanding this, the creation of more than 500 jobs makes the site attractive in economic terms, which in part compensates for the lack of a parkland setting for the layout of the site.

Consequently, it is considered that the proposed development complies in general terms with Policy D DM1(11) and Policy EMP DM2(f) of the Local Plan and the guidance on layout provided in the draft LDO.

CHARACTER AND APPEARANCE

Policy D DM1(1) of the Local Plan requires the proposed development to “make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding areas, in terms of its scale massing, aspect, siting, layout, density, building materials (colour, texture), landscaping and design features”.

The proposed development on the Salt Box site would be primarily industrial (B1 office and B8 storage and distribution buildings accommodated in Units 1, 2, 3, 6 and 7), which would not be dissimilar to the Rolls Royce development on the Oldlands Farm site in terms of character and appearance; but with a major element comprising enabling uses.

The applicant claims in the Design and Access Statement (April 2019, Revision B) that the hybrid planning application will “provide major gateway buildings and marker buildings at nodal points; provide active built frontage to the A29 and new green corridor; with potential for complementary uses located on the Shripney Road roundabout; and a minimum 10 metre strip is to be retained adjacent to the A29 site boundary for a landscaped and ecological buffer”.

The full application identifies a 10 metre landscaped strip along the site frontage with the A29, and the application includes the detailed design and appearance of the industrial buildings on Units 2, 6 and 7; the Drive-Thrus on Units 4 and 5, the retail foodstore on Unit 8 and the car showroom and valeting buildings on Unit 9.

The retail foodstore would act as a marker building and the car showroom on Unit 9 and the Drive Thru on Unit 4 would act as gateway buildings. As such, it is considered that the character and appearance of Units 2, 6 and 7 would be acceptable as they are functional, modern industrial buildings on a strategic employment site, similar in appearance to the Rolls Royce complex of buildings already constructed on the Oldlands Farm site. Similarly, the retail foodstore on Unit 8 and

the two drive thrus would be similar in scale and appearance to the retail stores and the Costa Drive thru on Arun Retail Park on Shripney Road.

In terms of visual appearance and amenity, the robust security fencing proposed to enclose several industrial units on the site would be powder coated dark green in colour, which is considered to be acceptable visually.

Consequently, the proposed development on the Salt Box site complies in general terms with Policy D DM1 and Policy QE SP1 of the Local Plan.

DESIGN

The NPPF indicates that good design should contribute positively to making places better for people. Policy D SP1 of the Local Plan requires “all development proposals should be of good quality and demonstrate a high standard of design”. Policy EMP DM2(f) of the Local Plan refers to a high standard of design and landscaping to maximise the 'gateway' location of the Salt Box site. Policy ES1 of the Bersted NP goes further by specifying that: “new development which would have an effect on the appearance or character of the surrounding area should be of a high quality design and should contribute to local character by creating a sense of place appropriate to its location”.

The application site is located in a prominent location at the northern gateway into Bognor Regis. A Design and Access Statement (Revision B, April 2019) has been submitted with the hybrid planning application demonstrating how it meets the high quality design aspirations set in the LDO.

The design of the proposed warehouse and offices on Units 2, 6 and 7 at the Salt Box site are modern, functional, industrial buildings which would be similar to those already constructed and occupied by Rolls Royce on the Oldlands Farm site.

Unit 2 would comprise a modern functional industrial building with 'hamlet grey' and 'anthracite grey' clad walls and 'goosewing grey' clad pitched roof. The building would measure 13.5 metres high to the ridgeline and 11.5 metres high to the eaves. A re-fuelling point (fuel island with fuel tank, screen wash and oil storage) will be provided, constructed of Armco barrier protected above ground mid/dark green coloured tanks with access ladder and walkways. Unit 2 would be enclosed within 2.4 metre high galvanised steel fencing, with matching vehicle and personnel gates, and 0.6 metre high rodent barrier panels. A 4.0 metre high timber acoustic fence would be constructed along the north eastern corner of Unit 2. A fenced bin enclosure measuring 3.2 metres by 1.5 metres with a concrete pad base is to be constructed within the site compound of Unit 2.

Unit 4 (Drive-thru) would be constructed in glass, brick, timber cladding and aluminium; and incorporate a 7.3 metre high mono pitch roof. Unit 5 (Drive-thru) would be constructed in matching materials to Unit 4, but with a 5.2 metre high mono pitch roof. Unit 6 (B1/B8) would be clad in grey composite cladding, with a ridge height of 9.6 metres. Unit 7 (B1/B8) would mirror Unit 6 in appearance, construction materials, height and layout. The foodstore in Unit 8 would be constructed with a brick plinth surmounted by grey composite panels and timber cladding; together with glazing under an 8.4 metre high mono pitch roof overhang along the eastern elevation of the building facing Shripney Road. A loading bay would be located to the rear of the foodstore. The two storey car showroom' building in Unit 9 would be constructed in grey metal cladding and include glazing and blue engineering brickwork, under a low pitched roof. Unit 9 would also incorporate a wet valeting building and a dry valeting building, located within the external yard area.

When the application was originally submitted the details of the external appearance of the larger buildings (i.e. Units 6, 7, 8 and 9) was considered to require enhancement to ensure that the proposed development was designed to function as a gateway commercial development on the northern gateway into Bognor Regis. The elevational treatments of Units 6 and 7 have been enhanced by increasing the size of the entrance canopies thereby providing an architectural feature on both industrial units. The western and eastern elevations of Units 6 and 7 have also been improved through the use of different bands of cladding. The proposed foodstore in Unit 8 has been enhanced through the introduction of timber cladding on all four elevations, together with the provision of additional glazing. The use of timber cladding on Unit 8 is considered to be acceptable as it would break up the visual mass of the building, reduce the amount of composite cladding and also develop

the theme of timber cladding proposed on the two drive-thru buildings (Units 4 and 5). The orientation of the Drive-thru on Unit 4 has been rotated 180 degrees to ensure that the building, with its sweeping roof provides a gateway feature next to the access roundabout into the site. The car showroom on Unit 9 has been enhanced through the introduction of blue engineering brickwork to the showroom elevation and to the south-east corner facing Shripney Road; two additional windows have also been introduced to the northern elevation of the workshop area. The blank western elevation of Unit 9 has been improved by the introduction of vertical trapezoidal cladding, among the horizontal cladding of the workshop, to break-up the elevation, which is considered to be acceptable in visual terms.

Consequently, it is considered that the proposed development complies in general terms with Policies D SP1, D DM1 and EMP DM2(f) of the Local Plan, Policy ES1 and Policy ES5 of the Bersted NP.

RETAIL DEVELOPMENT POLICIES

The proposed development on the Salt Box site includes a Class A1 Foodstore (retail), together with two drive-through restaurants.

The Local Planning Authority sought advice from a retail consultant, GL Hearn, to advise on the retail assessment which has been submitted with the hybrid planning application (BE/135/18/PL) for the Salt Box site. Additional guidance was sought specifically in relation to:

- 1) The methodology adopted in relation to the sequential assessment and the interpretation of relevant case law supplied by the applicant;
- 2) The sequential assessment of the identified sites; and
- 3) The conclusions drawn in relation to the retail impact assessment and identified trade draw.

The National Planning Policy Framework says: "Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale" (NPPF paragraph 86).

"When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floor-space threshold, the default is 2,500 square metres). This should include assessment of:

- the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal: and
- the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made" (NPPF paragraph 89).

"Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused" (NPPF paragraph 90).

Policy RET SP1 of the Local Plan seeks to retain the existing retail hierarchy and to make Littlehampton and Bognor Regis the main focus for retail development. Out of centre retail development is controlled by Policy RET DM1 of the Local Plan and this will establish the NPPF impact tests and expresses the sequential test.

The planning application was accompanied by a Retail Assessment which describes in detail the relevant planning policies regarding the proposed retail unit and how these policies have been addressed. The scope of the Retail Assessment was agreed with the Local Planning Authority.

SEQUENTIAL TEST

Policy EMP DM2(h) of the Local Plan says "development proposals incorporating retail, leisure or office development should demonstrate that the proposal satisfies the sequential test and impact test

in accordance with national planning policy". Policy RET DM1 of the Local Plan says: "applicants proposing retail development on out of centre sites will demonstrate that no suitable site can be found, firstly within the existing town centre or, secondly on the edge of the centre".

The Council's retail consultant's GL Hearn studied the submitted retail assessment and concluded that sequentially, the applicant has considered vacant town centre units, the Regis Centre and the Hothampton site in Bognor Regis. The vacant town centre sites were considered to be all too small to accommodate the proposed development. The Regis Centre site is not being actively marketed for sale and it is unlikely that the Council would make it available for the development proposed given the non-retail uses proposed. As this proposal includes a discount foodstore along with a range of B class uses and two drive through restaurants the Regis Centre site cannot accommodate the development as proposed. The Hothampton site was considered as an edge of centre site, but it only measures 0.6ha in size, which could not accommodate all of the proposed development and it would be highly unlikely to be able to accommodate the Aldi foodstore in isolation. As such, the retail assessment concluded that the Hothampton site on the edge of Bognor Town Centre was not suitable to accommodate the proposed development. In terms of the sequential approach to development, the retail assessment concluded that there are no suitable or available sites to accommodate the development proposed. The submitted retail assessment was considered to be robust by the Council's retail consultants GL Hearn. The Salt Box site is an out of centre site and it is considered that bearing in mind all of the sites assessed that the sequential test is met, in accordance with Policy EMP DM2(h) and Policy RET DM1 of the Local Plan.

RETAIL IMPACT

The proposed development includes a foodstore (Class A1) in Unit 8, together with offices (Class B1) in Units 2, 6 and 7, which would be ancillary to the Class B8 (warehousing) in Units 2, 6 and 7. Class A1 foodstores and Class B1 offices are town centre uses, which are being proposed in this out of centre location on the Salt Box site.

The proposed offices (Class B1) in Units 2, 6 and 7, would be ancillary to the Class B8 (warehousing) in Units 2, 6 and 7. The location of the office development at the Salt Box site, which is situated within Enterprise Bognor Regis is considered to be suitable in accordance with Policy EMP DM1(4) of the Local Plan. The offices would be easily accessible by the highway network and public transport on the A29 and A259 in accordance with Policy RET DM1(3)(b); the site is accessible by cycle and on foot in accordance with Policy RET DM1(3)(c); and the site is level and flat and would include appropriate provision to enable access for people with disabilities in accordance with Policy RET DM1(3)(d) of the Local Plan. B1 office space is recognised to be a main town centre use and therefore relevant to the sequential approach. However, requirements for office space are unlikely to be accommodated solely within or adjacent to Bognor Regis Town Centre. For this reason, the Local Plan also identifies Enterprise Bognor Regis as being a suitable location for B1 office uses (Local Plan - paragraph 8.8.6).

The NPPF requires out of centre retail proposals which do not benefit from a specific allocation in an up-to-date Local Plan and that exceed 2,500 square metres floor-space to be tested in terms of their potential impact upon town centres to determine whether there would be any significant adverse effects.

The detailed impact assessment sets out the step by step approach to the assessment undertaken by the applicant. The study area extends to approximately 10 minutes. There is only moderate growth in convenience retail expenditure within the catchment as a whole, rising from £171.68m to £176.22m by 2022. It is interesting to note that the turnover of the main foodstores is all slightly higher, except the Lidl which appears to have increased its turnover significantly over recent years.

Impact on town centre vitality and viability

The Applicant has undertaken a vitality and viability assessment of Bognor Regis to support the application. The health check identifies that there has been a significant reduction in the number of comparison units (from 121 to 90) and an increase in the number of vacant units (from 17 to 23). There appears to be a significant increase in the Class A1 other/leisure uses (from 89 to 112). The applicant's retail assessment concluded that Bognor Regis represents the largest retail centre of the district and appears to have performed resiliently over recent years. The mix of retail uses is reasonable and orientated towards comparison and service uses although the absence of modern floorspace, including an anchor store and higher quality fashion/clothing retailers remains an

underlying weakness of the retail offer. The health check assessment provides an overview of the health of the centre and it appears as though Bognor Regis is only of moderate health.

Trade Diversion

In terms of the trade diversions, the majority of the trade would be drawn from larger superstores. The largest single draw is from the Tesco, Bognor Regis (£3.88m); followed by the Lidl (£3.27m); and from Sainsburys, Bognor Regis (£3.13m). The draw from these three stores alone equates to around 84% of the stores turnover. These stores are located out of centre and are afforded no retail policy protection. Diversions are identified from Bognor Regis town centre and include Morrisons (£1.02m); and the impact would be around 1.2%, or 1.5% if the trade draw was slightly higher from the town centre. Although a slightly higher level of additional trade may be drawn from Bognor Regis town centre than that identified by the applicant and despite only having moderate health, the proposal would be unlikely to have significant adverse impact on the overall vitality and viability of Bognor Regis town centre. Despite only having moderate health, the proposal would be unlikely to have significant adverse impact on the overall vitality and viability of Bognor Regis town centre. The scheme would not prejudice any investment in the centre. As such, the proposed development is considered compliant with the retail elements of Policy RET DM1 of the Local Plan and the NPPF.

In response to the letter submitted on behalf of Lidl, there is no evidence to suggest that the viability of Lidl's consented store at Oldlands Farm would be threatened by the Salt Box scheme. These discount stores often, and indeed intentionally, trade very well when in close proximity to one another. The Council's retail consultants GL Hearn and the LPA consider that the Retail Impact Assessment submitted with the hybrid planning application is robust and that the proposal passes the relevant retail policy tests of the sequential approach and impact. Both the Oldlands Farm site and the Peel Centre are out of centre in retail policy terms and as such are not afforded policy protection. There have been no objections from town centre retailers including Morrisons. GL Hearn in their audit comment that even if the trade draw from convenience stores in the town centre (other than Morrisons) was assessed at a higher level, the impacts would still be acceptable in policy terms. GL Hearn state in the Retail Audit that: *"it is likely that the trade draw would be slightly higher than that presented as it is inevitable that some trade would be drawn from other convenience units within the centre. Even if this was say 20% higher than the £1.02m reported, the impact would still only be around 4.2%"*.

CONCLUSION ON RETAIL MATTERS

Consequently, it is considered that bearing in mind the conclusions of the LPA's retail consultants GL Hearn audit of the submitted retail assessment that the proposed retail development on the Salt Box site complies with the sequential approach to development and the retail impact of the proposal could not be considered 'significantly adverse'. Accordingly the proposal would comply with the Policy RET DM1 of the Local Plan of the Local Plan and the NPPF.

RESIDENTIAL AMENITY

Policy QE SP1 of the Local Plan says: "the Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity".

The main consideration for this site is the potential visual and disturbance impact on Shripney village. Policy EMP DM2(g) of the Local Plan requires "suitable screening to protect the amenity of existing residents".

The Village Buffer, measuring 100 metres, shown on the submitted layout plan, along the northern part of the site is fundamental to the overall design and layout of the proposed development on 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).

The creation of the Village Buffer, which would include additional planting along the northern boundary of the site and the retention of farmland between the employment and commercial buildings on the Salt Box site and the village; and the inclusion of an extensive attenuation pond along the western boundary of the Village Buffer would enhance the appearance of the site when viewed from the north and from the east.

A 2.0 metre high bund is proposed to be constructed within the Village Buffer. The bund was a requirement that was originally specified in the LDO with the Environment Agency and the LPA and it was considered appropriate and compatible; visually screening the development on the Salt Box site from Shripney. The material for the construction of the bund would be generated from site profiling and topsoil strip on the Salt Box site. No extra material would need to be brought onto the site to create the bund. The visual impact of the proposed bund is considered to be acceptable. It is considered necessary to impose a condition regarding the construction and maintenance of the proposed bund.

The visual impact of the proposed development on Shripney would be mitigated by the Village Buffer, in accordance with Policy EMP DM2(g) of the Local Plan.

The submitted Construction Management Plan needs to be conditioned in the interest of neighbouring residential amenity due to the proximity of the site to Shripney Village to the north and to the Rowan Park Caravan Park to the south of the Salt Box site in accordance with Policy D DM1, Policy EMP DM2 and Policy QE SP1 of the Local Plan.

ECONOMIC BENEFITS

The proposed development on the Salt Box site would comprise a £33.7 million capital investment into a strategic site which is an employment allocation in the Local Plan and a fundamental part of the Enterprise Bognor Regis (EBR) initiative. Following the implementation of Phase 1 (full) and Phase 2 (outline) on the Salt Box site there would be a total of 30,520 square metres of mixed use floor-space which is anticipated to deliver between 500 and 1000 jobs. The industrial (B1/B8) uses are important to the development of the site, as is the retail foodstore (A1), which is considered to be both acceptable and necessary, in terms of functioning as an enabling use on the site. Consequently, the economic benefits of the proposed development are considerable not only for the economy of Bognor Regis, but for the wider district. It is considered appropriate to impose a condition requesting the submission of a Skills and Employment Plan, using local suppliers wherever possible and providing support for local employees and apprenticeships, in accordance with Policy SKILLS SP1 of the Local Plan.

FLOODING AND SURFACE WATER DRAINAGE

Policy EMP DM2(c) of the Local Plan requires “appropriate flood mitigation works”. Policy W DM2 of the Local Plan requires the submission of a site-specific Flood Risk Assessment (FRA) which demonstrates that the development will be safe without increasing flood risk elsewhere and reduce flood risk overall; consider flood flow routing and utilise temporary storage areas.

The Salt Box site is located within Flood Zones 1, 2 and 3; with all built development situated within in Flood Zone 1.

Three main rivers are located in the vicinity of the application site:

- Aldingbourne Rife, 200 metres to the east;
- Lidsey Rife, 600 metres to the east; and
- Shripney Manor Ditch which forms the boundary to the north and most of the west of the site, before flowing (north east to south west) into the Aldingbourne Rife.

The Salt Box site falls generally from the south-east corner towards the western boundary; and drains to the Shripney Manor Ditch and the Aldingbourne Rife.

Policy W DM2 of the Local Plan says that “development in areas at risk from flooding will only be permitted where all of the following criteria have been satisfied:

- a. The sequential test has been met;
- b. A site specific FRA demonstrates that the development will be safe, including access and egress, without increasing flood risk elsewhere and reduce flood risk overall.
- c. The sustainability benefits to the wider community are clearly identified.
- d. The scheme identifies adaptation and mitigation measures.
- e. Appropriate flood warning and evacuation plans are in place; and
- f. New site drainage systems are designed to take account of events which exceed the normal design standard i.e. consideration of flood flow routing and utilising temporary storage areas.

The Flood Risk Assessment (FRA) submitted in support of the hybrid planning application concluded that the site can be drained in a sustainable manner through attenuation and infiltration and that the development is not at risk of flooding from all sources and will not increase flood risk to neighbouring land.

The proposed development identifies that attenuation basins will be sited on the western and southern boundaries of the site. These attenuation basins are situated within the Village and Ecology Buffers but will also fall within flood zones 2 and 3 within the extent of the most up to date 1 in 100 year plus climate change modelled fluvial event (as provided by the Environment Agency). Concerns have been raised by the Council's Drainage Engineer that in the 1 in 100 year plus climate change flood event the surface water attenuation basins could become inundated with fluvial water and there would be insufficient surface water storage to serve the site in such a flood event.

It has also been identified that results from simulations by the applicant of surcharging the outfalls to typical winter water levels within the ditch have shown that there is insufficient capacity provided in the current drainage strategy.

However, it is considered that ongoing discussions could take place with the applicants to ensure that the attenuation basins can accommodate flood waters on site and ensure compliance with Policy W DM2 of the Arun Local Plan.

Appropriately worded conditions have been incorporated as part of this recommendation to secure adequate detail of the design and operation of the surface water drainage system. Attenuation basins have been excluded from the list of approved plans as they could undermine any future drainage strategy. Therefore, it is considered that subject to conditions the proposed development would accord with Policies W DM2 and EMP DM2(c) of the Local Plan and Policy ES2 (Surface Water Management) of the Bersted NP.

FOUL WATER DRAINAGE

Policy EMP DM2(d) of the Local Plan requires "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". Policy W DM1(2)(b) of the Local Plan requires: "to ensure good quality water quality in the District, all major new developments must demonstrate, where it will materially increase foul and/or surface water discharges, adequate drainage capacity exists or can be provided as part of the development. Where adequate capacity does not exist, there will be a requirement that facilities are adequately upgraded prior to the completion and occupation of development."

There is currently no on-site connection from Salt Box to the wastewater sewerage network, and the local sewerage infrastructure does not have capacity to take the proposed foul water flows from the site. The proposed development on the Salt Box site would need to be connected to the existing wastewater sewerage network in the vicinity. The previously approved development on the Salt Box site included an on-site treatment plant. The proposed development includes the provision of a pumping chamber to pump wastewater to the wastewater network. A desk study has been completed by Southern Water of the impact that the additional wastewater flows from the Salt Box site would have on the existing wastewater network. The study indicates that there is an increased risk of flooding unless the wastewater network is reinforced. Modelling is required to establish the extent of works required to the wastewater network, following the grant of planning permission.

It is considered that the proposed connection of the Salt Box site to the existing wastewater sewerage network is fundamental to the delivery of the industrial, retail and commercial developments on the site; and to deliver the strategic employment allocation as identified in the Local Plan. Salt Box comprises Site 1 in the strategic employment allocation and the connection to the sewer network would need to be phased accordingly. Southern Water has requested to work with the applicant following the granting of planning permission, taking a phased approach over a period of 21 months to ensure the Salt Box site is connected to the foul water sewerage network in a timely manner.

In addition, to protect water quality a contamination condition is requested to be imposed as a precaution as there may be unidentified contamination sources at the site.

It is considered that, subject to a condition ensuring the Salt Box site is connected in a phased manner to the existing wastewater sewerage network, that the proposed development complies with Policy EMP DM2(d) and Policy W DM1(2)(b) of the Local Plan.

HIGHWAYS AND TRANSPORT

Policy T SP1 of the Local Plan says that “to ensure that growth in the District strengthens Arun’s economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network”.

A Transport Assessment accompanied the hybrid planning application as required by Policy T SP1(e) and Policy EMP DM2(b) of the Local Plan. The Transport Assessment included information on trip generation and traffic flows.

The proposed access to the site would be taken from a new arm off the west side of the A29 Shripney Road/ Felpham Relief Road roundabout. The access to the site is set out on Drawing No. 3503-001 Rev. A – “S278 - Legal Plan” in the Transport Assessment. The proposed access to the site directly off the roundabout is considered to be acceptable, in accordance with Policy T SP1 of the Local Plan.

The principal and secondary roads on the site would measure 7.3 metres and 6.5 metres wide respectively, capable of accommodating commercial vehicles and private cars servicing and visiting the site.

The original site masterplan showed a grasscrete surface at the vehicular access link from the Salt Box site through to the Rowan Park Caravan site from the spur created on the internal estate road on the Salt Box site. The use of grasscrete was not considered to be appropriate or robust. Consequently, an amended masterplan has been submitted ((Drawing No. 1744 P01 Rev. B - Site Masterplan Block Plan) showing a tarmac surfaced highway link from the Salt Box site to the Rowan Park Caravan Park, which is considered to be acceptable. This area of land on the southern boundary of the Salt Box site would be landscaped until required. This potential vehicular access link would be secured by means of a condition.

Highway Junctions:

The proposed Phase 1 Development includes the implementation of off-site highway works to provide a new access into the site from the A29/A259 Felpham Relief Road roundabout and associated works to street lighting, signage and highway drainage, which would be delivered by means of a Section 106 Agreement (and Section 278 of the Highways Act). The A29 Shripney Road is a dual carriageway subject to a speed limit of 40 mph, northbound and southbound in the vicinity of the application site.

An assessment carried out as part of the Transport Assessment shows that the units subject to the full planning application (excluding Units 1 and 3) layout is designed to accommodate all types of vehicles and the internal access roads and turning areas proposed throughout the Salt Box site are adequately designed.

To assess the impact of the proposal on the highway network, the following four junctions were considered as part of the Assessment:

- Junction 1: A29/A259 Felpham Relief Road Roundabout;
- Junction 2: A29/A259 Rowan Way Roundabout;
- Junction 3: A259/B2132 staggered junction; and
- Junction 4: A259/A27 Chichester Bypass Roundabout.

The Assessment results illustrate that the Salt Box development has a potential to generate a total of 225 (i.e. 143 vehicles in and 82 vehicles out) and 272 (i.e. 113 vehicles in and 159 vehicles out) two-way vehicle trips during AM (8.00am-9.00am) and PM (5.00pm-6.00pm) peak hours respectively during week days. These generated flows have been distributed onto the local road network based on 2011 Census origin destination. The threshold analysis shows that the maximum increase in traffic of up to 4% could occur on the A29 in the vicinity of the site. The increase in traffic on the A259/B2132 junction (i.e. Junction 3 in the Transport Assessment) and the A259/A27 Chichester Bypass

roundabout (i.e. Junction 4 in the Transport Assessment) is in the range of 0% to 1.4%. The increase is considered to be very minimal and therefore, these junctions are not assessed for capacity.

The A29/A259 Felpham Relief Road roundabout (i.e. Junction 1 in the Transport Assessment) has also been assessed. The results show that the roundabout continues to operate above capacity with the proposed development in place. As a result of the proposed development, the maximum increase in queues of 10 cars in queue at the roundabout on the A29 (south) approach during morning (PM) peak hours is not considered to be severe.

The Arun Transport Study 2016 (Stage 3) identifies a significant level of mitigation (i.e. the initial mitigation measures) required at the A29/A259 Felpham Relief Road roundabout comprising:

- Widening of westbound, northbound and southbound arms; and
- Widening of circulatory to accommodate additional lanes at approaches.

The Enterprise Bognor Regis (EBR) Transport Review Report 2017 identifies a third level of mitigation in addition to the two identified in the Arun Transport Study 2016 (Stage 3) which is:

- The removal of the Salt Box / Rowan Park access (re-located further north on the A29).

The over-arching issue here is whether the development at the Salt Box site would, after taking into account mitigation, give rise to a severe residual cumulative impact. This is the test as set out within the NPPF. Based on the information within the Transport Assessment for the current planning application, the County Council is satisfied that the development would not result in any severe highway issues.

Additional traffic modelling has been undertaken which includes the proposed development at Salt Box, plus the strategic allocations in the Local Plan, plus the initial mitigation measures to the A29/A259 Felpham Relief Road roundabout including widening the westbound, northbound and southbound arms; and widening the circulatory to accommodate additional lanes at approaches. The additional traffic modelling demonstrates that the majority of the arms from the roundabout would work within capacity if the Salt Box development was implemented. The third level of mitigation comprising the removal of the Salt Box / Rowan Park access (re-located further north on the A29) is acknowledged in the additional traffic modelling; but it is accepted that the proposed development at Salt Box, with its proposed access directly off the Felpham Relief Road roundabout would not unduly prejudice a future highway scheme. It is also acknowledged that the Salt Box development would contribute financially towards implementing the initial mitigation measures at the Felpham Relief Road Roundabout. The off-site highway works to the roundabout to provide a safe and satisfactory access to the Salt Box site would be included in the Section 278 (Highways Act) Agreement and the Section 106 Agreement. The current hybrid planning application has support from the Local Highway Authority.

A contribution of £65,000 is required towards the A29/A259 Felpham Relief Road Roundabout improvement scheme based on the two mitigation measures identified in the Arun Transport Study 2016 (Stage 3); not the EBR Transport Assessment Review Report 2017 which recommends the removal of the Salt Box / Rowan Park access (re-located further north on the A29). The developer contribution towards the A29/A259 Felpham Relief Road Roundabout improvement scheme is considered to be CIL compliant. The contribution would be delivered through a S106 Agreement.

It is considered that the proposed A29/A259 Felpham Relief Road Roundabout improvement works would comply with Policy EMP DM2(a) of the Local Plan, and Policy T SP1 of the Local Plan.

Need for a Link Road across Salt Box site:

Bersted Parish Council and Bognor Regis Town Council considered a road bypassing Rowan Way from the Shripney Road roundabout at the entrance to the Salt Box site, running through the proposed site to join up with the relief road, developing a direct Link Road between the eastern and western Bognor Regis Ring Roads. The construction of a Link Road would have the effect of stopping the need for vehicles to use Rowan Way, would mitigate the existing traffic problems, making the application site more attractive to potential businesses wishing to come to this site, which would be in accordance with Policy GA3 of the Bersted NP (Traffic calming and shared space features). The Local Highway Authority has responded commenting that the development is required only to ensure that the residual impacts of the proposed development are not severe. Taking account of the

mitigation proposed as part of the current hybrid planning application, these are considered to mitigate any severe impacts. Looking also at the red line plan, it is apparent that further third party land would be required to complete any Link Road westwards towards the A259 Bersted Relief Road. The applicant could not be expected to deliver a Link Road through to the A259. If such a Link Road was necessary, it would have been included in the Local Plan. The Local Plan does not include the need for a Link Road between the eastern and western Bognor Regis Ring Roads running through the Salt Box site.

Highways England requested a proportionate contribution from this planning application towards the improvements at the Bognor Road Roundabout on the A27 Chichester Bypass (this junction is located in Chichester District). The EBR Transport Assessment Review Report 2017 identifies contributions for junction improvements from planning applications for residential development, not from industrial or commercial developments. Therefore, no developer contribution would be requested from the Salt Box development towards improvements at the Bognor Road Roundabout on the A27 Chichester Bypass.

Shripney Village Bypass:

Local residents were led to believe that, in the event of the A29 being re-routed, a recommendation would be made by Bersted Parish Council to bypass Shripney Village on the eastern side, joining the Bognor Regis bypass opposite the Rolls Royce site. This was one of the proposed routes on the original plan for the A29. The A29 re-alignment is a separate scheme to the proposed development on the Salt Box site and, as such, would be subject to further consultation at an appropriate time.

Parking Provision:

Car parking on the Salt Box site would be based upon West Sussex County Council's Revised County Parking Standards (2003) which comprise the following maximum requirements:

B1 Offices	– 1 space per 30 square metres;
B8 Storage/ Distribution	– 1 space per 100 square metres;
Drive-Thru	- 1 space per 5 square metres of public area;
A1 Retail	- 1 space per 14 square metres; and
Car Showrooms (sui generis)	- 1 space per 30 square metres.

Full application

Unit 2 = 70 car parking spaces, parking spaces for 64 vans, together with 12 sheltered cycle parking.

Unit 4, Unit 5 and Unit 8 = 176 car parking spaces, together with 38 cycle bays;

Unit 6 = 11 car parking spaces, together with 4 cycle bays;

Unit 7 = 9 car parking spaces, together with 4 cycle bays;

Unit 9 = 214 car parking spaces, together with 24 cycle bays.

The total parking provision for the whole Salt Box site comprising Phase 1 Development (480 spaces) and Phase 2 Development (310 spaces), would be 790 spaces. This would be 90% of the maximum allowed under WSCC's parking standards, which is considered to be acceptable to support the proposed development. Consequently, the proposed parking provision would be in accordance with Policy T SP1 of the Local Plan and Policy HDQ8 of the Bersted NP.

Cycling and Walking:

Policy T SP1 of the Local Plan says: "The Council will support transport and development which gives priority to pedestrian and cycle movements". Policy GA1 of the Bersted NP goes further by saying: "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".

A public right of way (PROW) runs along the southern boundary of the Salt Box site from the A29 into the Bersted Brooks LNR, which the applicant is proposing to retain. The applicant is proposing to link the footways on the western side of Shripney Road (the A29) into the Salt Box site via the proposed new site access road and to widen the footway from 1.0 metre to 3.0 metres to provide a shared cycle/footway along the site frontage, connecting to the cycle/footway south of the A29/A259 roundabout. A 3.0 metre wide cycleway/footway would be provided along the eastern boundary of the

site which would run parallel to Shripney Road (the A29). The shared cycleway/footway would connect to the north with the existing cycleway/footway to Shripney Village.

The proposed development also includes a contribution of £132,500 towards accessibility improvements on the A29 and A259 in the vicinity of the Salt Box site which would be delivered by means of a Section 106 Agreement. The contribution would go towards the provision of improved footways/cycleways including crossing facilities on the A29 Shripney Road and A259 Rowan Way. The contribution towards accessibility improvements on the A29 and A259 is considered to be CIL compliant.

In effect, the proposed off-site cycleway improvements would ensure that the Salt Box site would be linked into the wider cycle network that is being planned and implemented in Arun District including the shared cycle path along the A259 which runs from the Hoe Lane Roundabout in Flansham to the Climping roundabout near Climping Cricket Club. This now links up with the existing shared cycle paths on Felpham Relief Road in the west and Littlehampton to the east.

The applicant has agreed to the Local Highway Authority's request for a financial contribution towards off-site footway/cycleway improvements on Shripney Road (the A29) and Rowan Way (the A259) in accordance with the recommendations in the Arun Transport Study 2016 (Stage 3) and the Enterprise Bognor Regis Transport Review Report 2017, which would be achieved by means of a Section 106 Agreement.

Consequently, the proposed cycleway and footway proposals along Shripney Road (A29) and Rowan Way are acceptable and the proposed development is in accordance with Policy EMP DM2(a), Policy T SP1, Policy T DM1 and Policy RET DM1(b) and (c) of the Local Plan and Policy GA1 of the Bersted NP.

Public Transport:

Policy T SP1(a) of the Local Plan says: "The Council will support transport and development which is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services".

There are northbound and southbound bus stops on the A29 south of Rowan Way, approximately 450 metres and 500 metres south of the proposed site access with regular services on routes 66A and 66C (Bognor-Shripney-Westergate-Bognor Regis). These bus routes provide access to locations between Bognor and Westergate, Walberton and Yapton. Bognor Regis Railway Station is approximately 3.0km south of the Salt Box site and is accessible by bus, bicycle and car. Consequently, it is considered that the proposed development is accessible by public transport and it complies with Policy T SP1(a) and Policy RET DM1(b) of the Local Plan.

Travel Plan:

The applicant prepared and submitted a Framework Travel Plan with the hybrid planning application, which sets out a series of practical steps for reducing car use by staff travelling to and from work at the Salt Box site.

As specified above, the capacity assessment demonstrates that the A29/A259 Felpham Relief Road roundabout and the A29/A259 Rowan Way roundabout operate above theoretical capacity in the 2031 (year) capacity scenario and continues to operate above capacity with the proposed development in place. As a result of these figures, a robust Travel Plan would be implemented to reduce the number of private car trips to the proposed development, thereby ensuring the traffic impact of the development on the A29/A259 Felpham Relief Road roundabout and the A29/A259 Rowan Way Roundabout is reduced.

The Travel Plan would be developed with the Local Highway Authority to promote a programme of sustainable transport measures. The aims of the Travel Plan would be to encourage sustainable travel to work and home patterns by promoting car sharing, walking, cycling and the use of public transport.

The Local Highway Authority is requesting the imposition of a condition requiring the submission of a detailed Travel Plan, in accordance with Policy T SP1 and Policy EMP DM2(b) of the Local Plan and Policy GA1 of the Bersted NP.

LIGHT POLLUTION

Policy QE DM2 of the Local Plan emphasises the need to consider the impact of light on neighbouring uses and wider landscape, particularly with regard the South Downs International Dark Sky Reserve designation, light levels should be the minimum required for security and working purposes, and minimise potential glare and spillage.

It is considered that the Salt Box site is in a semi-rural area on the northern boundary of Bersted, in close proximity to the village of Shripney and that it is not a small town centre location or an urban location when viewed from the north, west or east.

The applicant has submitted lighting details and lighting drawings with the full planning application including lighting luminaires (lux levels), which are appropriate for its semi-rural location (i.e. Zone E2). The applicant is proposing to install lighting columns on the site roads and in the parking areas measuring a maximum of 8.0 metres high. The required lighting has been designed in order to minimise the effect on the semi-rural character of the local landscape, particularly to the north-west and to minimise the impact on local views. Light spillage outside the site should be minimised and carefully considered where it is adjacent to the Ecology Buffer and Village Buffer with the aim of having no or very little lighting in these locations.

The external lighting would be controlled by means of a condition requiring the submission of a scheme to prevent operation during daylight hours; facilitating reduced coverage between midnight and 6.00am to satisfy minimum security requirements and reduce light pollution during unoccupied hours.

Consequently, it is considered that the proposed development complies with Policy QE DM2(a) to (d) of the Local Plan.

NOISE POLLUTION

The NPPF and Policy QE DM1 of the Local Plan emphasise that noise sensitive development will not be permitted if its users would be affected by noise by proposed noise generating uses. In addition, Policy EMP DM2(k) of the Local Plan ensures that any non-B class uses on the site are 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.

A Noise Report prepared by Sharps Redmore (Project Number: 1818341), dated 6th December 2018, was submitted with the hybrid planning application to support the full part of the application:

- Noise from activities at Unit 2 (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 Unit 2; and
- Noise arising from the change in road traffic flows affecting people living on the surrounding road system.

The Noise Report recommended the construction of a 4.0 metre high acoustic barrier formed with tanalised timber feather edged close board fencing to part of the northern boundary of Unit 2 to mitigate the noise emitted from part of the building. The proposed occupant of Unit 2 operates a 24 hour operation, so it would be unreasonable to impose a condition restricting operating hours. Notwithstanding this, drawing No. 1744-P21-B - Salt Box - Unit 2 - Proposed Ground Floor (Acoustic fence) and the manufacturers specification: "Jakoustic JSW 30 Issues 01 – Jacksons Fencing specifications sheet" are listed in condition 2.

A condition is required restricting the opening hours of the drive-thru restaurants in Units 4 and 5, to discourage anti-social behaviour which could then potentially have a detrimental impact on local residents.

The Noise Report says 'it is understood that the operation of the foodstore (Unit 8) would be 24/7 given the nature of the proposed use' (paragraph 4.17). The LPA does not consider it appropriate or reasonable for a foodstore of this nature needing to be open 24/7. Enabling the site to have unrestricted 24/7 opening hours would encourage anti-social behaviour; this was a problem on the industrial site to the south of Rowan Way and it was only resolved with the restriction of access and opening times to the site.

The noise from the workshop part of the car showroom in Unit 9 has not been adequately assessed in the Noise Report in terms of negative impacts on the residents of the Rowan Park caravan site. The main workshop doors would open directly opposite the caravan park. There are dry valet and wet valet areas shown to the south west of the car park which are likely to have a negative impact on the residents of the caravan site. The refuse bins have been placed on the southern boundary which is adjacent to the caravan site. The site layout plan identifies an acoustic fence to the rear of Unit 9, running along the southern boundary with Rowan Park caravan site. However, there is no mention of this acoustic fence in the Noise Report. Consequently, it is considered that a noise mitigation condition should be imposed specifically on Unit 9, which should include the design, appearance and construction of the acoustic fencing, so as to minimise any noise disturbance to the residents of the Rowan Park caravan site.

Consequently, it is considered that, subject to noise conditions and conditions controlling open hours of specific units, the proposed development complies with Policy QE DM1 and Policy EMP DM2(k) of the Local Plan.

RENEWABLE ENERGY

Policy ECC SP2(a to c) of the Local Plan says that all new commercial development will be expected to be energy efficient and to demonstrate how they will a) "achieve energy efficiency measures that reflect the current standards applicable at the time of submission"; b) "use design and layout to promote energy efficiency"; and c) incorporate decentralised, renewable and low carbon energy supply systems, for example small scale renewable energy systems such as solar panels". Policy ECC SP2 goes on to say that all major developments must produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it can be demonstrated that this is unviable. Energy efficiency measures will be taken into consideration when the total predicted energy requirements are calculated.

The applicant has submitted an Energy Statement with the full planning application. The Energy Statement identified air source heat pumps which would provide a renewable source of heat. Potential exists to connect to a neighbouring solar farm subject to further investigation. As a result of the renewable heating energy from the air source heat pump, overall 2.4% of the regulated energy use for the full planning application would be generated from renewable energy sources. The Energy Statement shows a saving of 6% would be achieved over the baseline Part L Building Regulations compliance requirement in terms of materials. The Energy Statement is only able to assess the units for which users and requirements are known which is why it concentrates on the 'full' area of the application and not the entire site at this stage (i.e. Units 1 and 3 are excluded from the assessment).

It is considered that the use of air source heat pumps would be acceptable, but would generate only 2.4% of on-site renewable energy. The remaining 7.6% of on-site renewable energy would be provided by means of photo-voltaics (PVs); to ensure the units within the full application would generate 10% of the regulated energy use from renewable energy. The photo-voltaics would be provided on Unit 8 (the foodstore) and Unit 9 (the car showroom building) and would be the subject of a condition.

Consequently, the proposed development would, subject to a condition providing details of the PVs on Units 8 and 9, comply with Policy ECC SP2 of the Local Plan.

SUBSTATIONS

The applicant is proposing the provision of three electricity substations as part of the Phase 1 Development on the Salt Box site.

COMMUNICATIONS INFRASTRUCTURE

Policy TEL SP1 of the Local Plan requires “all proposals for new employment and commercial development must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted”. This approach is mirrored in Policy EE6 of the Bersted NP (Communications Infrastructure).

As the application site is part of the strategic employment allocation in the Local Plan and due to the importance of communications infrastructure for industry, commerce and members of the public visiting premises on the Salt Box site (i.e. the ALDI foodstore, the Richmond Motor Group car showrooms and the 2 drive-thru restaurants), it is important that the site has the benefits of broadband technology.

The applicant has submitted a letter from BT Openreach, dated 12th December 2018 (NSI Reference BJS/285, Saltbox, Shripney Rd, Bognor Regis, PO22 9RP. The letter confirms that BT Openreach would provide a fibre installation capable of delivering speeds up to 1 Gbps ultrafast broadband, although this is dependent on the end tenants’ choice of internet provider.

It is therefore considered that the proposed development complies with Policy TEL SP1 of the Local Plan and Policy EE6 of the Bersted NP.

CONTAMINATED LAND

Policy QE DM4 of the Local Plan says that “prior to any development, the Council will require evidence to show that unacceptable risk from contamination will be successfully addressed through remediation without undue environmental impact during and following the development”.

A Phase 1 Geo-Environmental Desk Study was submitted with the hybrid planning application which identified that the only potential contamination on the site derived from the presence of a former barn towards the centre of the southern boundary of the site, which was demolished in the late 1950s.

Consequently, it is considered that, subject to the imposition of a condition, the proposed development complies with Policy QE DM4 of the Local Plan.

BIODIVERSITY

Policy ENV DM5 of the Local Plan says that “development schemes shall, in the first instance, seek to achieve a net gain in biodiversity and protect existing habitats on site”. Policy EMP DM2(e) of the Local Plan requires that 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 and particularly protected species.

The NPPF and development plan policies indicate that a development likely to have an adverse effect, either directly or indirectly on a Local Nature Reserve (LNR) and Site of Nature Conservation importance (SNCI) such as ancient woodlands or wildlife corridors will not be permitted. The hybrid planning application was accompanied by an Ecological Appraisal which confirmed that no statutory or non-statutory nature conservation designations are present within the site itself. The extended Phase 1 habitat survey has 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 the boundary vegetation, which would be retained and incorporated into larger ecological buffer areas.

The proposed site is located close to the Bersted Brooks Local Nature Reserve. The Bersted Brooks Local Nature Reserve is located adjacent to the west and south of the site and a number of safeguards are recommended in the submitted Ecological Appraisal which will ensure this designation is not adversely affected. The proposed scheme includes an Ecology Buffer to the south western corner of the site to protect and enhance the LNR, which has been developed further in the submitted Landscape Strategy. The Ecological Advisor has recommended a condition so that the mitigation measures are implemented to ensure that Bersted Brooks LNR adjacent to the site is not adversely affected.

The proposed development would provide pedestrian access routes to the Bersted Brooks Local Nature Reserve footpaths and footpath network which will be achieved by means of a condition; and the provision of landscaped attenuation ponds in the vicinity of the LNR. The submitted Landscape and Ecological Management Plan (LEMP) includes a number of enhancements to be implemented on-site including any trees removed should be replaced at a ratio of 2:1; a wildflower meadow should be planted; filling any gaps in tree lines or hedgerows with native species; bat and bird boxes installed on the site; grassland areas managed to benefit reptiles; and log piles provided; and that the water vole mitigation measures are implemented.

Consequently, the proposed development complies with Policy ENV DM5 and Policy EMP DM2(e) of the Local Plan, as the development would ensure there would be a net gain in biodiversity and existing habitats will be protected.

LANDSCAPE

Policy EMP DM2 of the Local Plan requires “a high standard of landscaping to maximise the ‘gateway’ location of the site” (Policy EMP DM2(f)). The submitted Landscape and Planting Strategy includes a range of landscape areas along the Gateway Corridor (the Bognor Northern Gateway); the Ecology Buffer protecting the setting of the Bersted Brooks LNR; and a Village Buffer along the northern boundary to screen the development from view and protect the amenity of the residents of Shripney Village. The Gateway Corridor would include a minimum 10 metre strip alongside the A29 for landscaping. The Ecology Buffer would include native tree planting along the northern and western boundary - and grassland areas that would enhance biodiversity - which would soften the impact of the Salt Box development on the surrounding area.

The area of non-development detailed as Village Buffer on the northern part of the application site has been identified to be retained, allowing a wildlife corridor to be retained. Existing trees along the boundaries, which provide screening of the road and adjacent caravan park and the Bersted Brooks Local Nature Reserve could provide potential valuable screening and should be protected and retained wherever possible by means of condition. The applicant has also submitted a Landscape and Ecological Management Plan (LEMP) with the hybrid planning application which covers both the full and outline planning applications. The LEMP is considered to be acceptable as it maximises the biodiversity of the site with the inclusion of native species and the retention of a variety of habitats.

Planting around the retention ponds and swales, structural planting along the north and north-west boundary and the planting of street trees along the primary and secondary roads within the Salt Box site are considered appropriate and would enhance the appearance of the site. The submitted information focusses on the soft landscaping. The applicant has submitted hard landscaping details for Unit 2 with this hybrid planning application; however, a hard landscaping condition needs to be imposed on the full planning permission for the other units on the site (i.e. Units 4 to 9 inclusive).

Notwithstanding this, the landscape screen between the Salt Box site and Rowan Way Caravan Park would need to be permeable as vehicular access would be required, by means of a vehicular access link condition, over the long term between the two sites as they both comprise part of the strategic employment allocation in Policy EMP SP3 of the Local Plan.

Consequently, subject to the imposition of a hard landscaping condition for Units 4 to 9 inclusive, together with a condition regarding the provision of vehicular access through the landscape screen with the Rowan Way Caravan Park, the proposed landscaping for the site is in accordance with Policy GI SP1 and Policy EMP DM2(e, f, and g) of the Local Plan.

TREES

Policy ENV DM4 of the Local Plan requires developers to provide land and tree surveys (d), a tree constraints plan (e) and an Arboricultural Impact Assessment (AIA) to include a tree protection plan and Arboricultural Method Statement (f), which will ensure that development is planned to take a comprehensive view of tree issues at an early stage in the design process and that development works do not have a negative impact on existing trees.

The applicant has submitted an AIA identifying that the proposed development would only necessitate the loss of a small number of low quality trees to facilitate access to the site and accommodate the proposed industrial and commercial buildings. The proposed development would not result in the loss of any trees considered worthy of individual distinction; and the proposed removals will be mitigated in an appropriate scheme of quality replacement plantings.

It is considered that the Tree Protection Plan shows adequate protection for the trees which are retained; and that the proposed tree removals and retentions are acceptable. A condition is required ensuring the measures set out in the AIA and the Tree Protection Plan are implemented in full.

Consequently, subject to a condition, the proposed development complies with Policy ENV DM4(d), (e) and (f) of the Local Plan and Policy ES6 of the Bersted NP in terms of tree protection.

ARCHAEOLOGY

Policy HER DM6 of the Local Plan says that “where a site on which development is proposed has the potential to include heritage assets with archaeological interest (having consulted the Historic Environment Record) permission will only be granted where it can be demonstrated that development will not be harmful to the archaeological interest of these sites”.

Archaeological remains are a fragile and finite resource. Permission will not be granted for development that would be harmful to the significant archaeological interest of the site.

The archaeological evaluation report submitted with the application makes it clear that the archaeological interest contained by the site is unlikely to be significant enough for further investigation, or the requirement of any other mitigation measures, to be justified.

Consequently, it is considered that the proposed development complies with Policy HER DM6 and Policy HER SP1 of the Local Plan.

HERITAGE ASSETS

Policy HER SP1 of the Local Plan states that designated heritage assets including listed buildings, structures and their settings; and Conservation Areas will be given the highest level of protection and should be conserved and enhanced in a manner appropriate to their significance. Policy HER DM3(f) of the Local Plan says: “in order to preserve the character or appearance of the Conservation Area, planning permission will normally be granted for proposals within or affecting the setting of a Conservation Area, provided that it does not harm important views into, out of or within the Conservation Area”.

In considering whether to grant planning permission with respect to any buildings or other land in a Conservation Area, the Council shall pay special attention to the desirability of preserving or enhancing the character or appearance of that area (Section 72 of the Planning (Listed Buildings and Conservations Areas) Act 1990).

The principle of development on the Salt Box site already been assessed under a previous application (BE/102/17/OUT). It is considered there is no significant difference between that previous application and the current one being considered now.

The hybrid planning application includes a Village Buffer to maintain a sense of separation between the development and the Shripney Village Conservation Area. The 100 metre wide Village Buffer, including the existing east-west orientated electricity transmission line which crosses the site from east to west will accommodate a flood attenuation pond and structural tree planting along the northern and north eastern boundary to screen development from the Conservation Area. Whilst the vegetation has a positive impact, it is considered that there is potential for the area south of the conservation area to be perceived as less rural in character due to the increased proximity of the new development, and the potentially increased amount of traffic using the nearby road network.

It is considered that no effects on the Conservation Area or the Listed Buildings are likely to arise as a consequence of the proposed development and that the proposed development complies with Policy

HER SP1 of the Local Plan, due to the provision of the Village Buffer and that the proposed development complies with Policy HER SP1 and Policy HER DM3(f) of the Local Plan.

CONCLUSION

The application site is located in a strategic employment land allocation (site No. 1) within part of Enterprise Bognor Regis in Policy EMP DM2 of the Local Plan; and is a fundamental part of the draft Local Development Order. The proposed development on the Salt Box site would comprise a £33.7 million capital investment with a total of 30,520 square metres of mixed use floor-space which is anticipated to deliver between 500 and 1000 jobs. Consequently, the economic benefits of the proposed development are considerable.

On balance, retail development is considered to be necessary and acceptable on the Salt Box site as the proposal has met the sequential test and the retail impact has been found to be acceptable on Bognor Regis Town Centre.

Some policies in the Framework are cast in terms which indicate that in certain circumstances planning permission should be restricted. These, in this case, relate principally to flooding, the natural environment and noise. Having regard to the tests set out in the NPPF in relation to these issues, and in the context of this report, it is considered that the circumstances are such that none of these issues amount to a reason for withholding planning permission either because the matter can be controlled by suitable conditions, the content of the Section 106 Agreement or because the public benefit outweighs the harm in respect of the issue at hand.

OUTLINE PLANNING APPLICATION

As this is a hybrid application for part full planning permission and part outline, the assessment is in 2 parts.

Outline planning permission is sought, with scale and access for approval, for the Phase 2 Development on 3.386 ha of land, with a scheme that provides for the flexible delivery of employment space within the Salt Box site. An indicative layout plan has been submitted with the Phase 2 Development and includes the following:

- Unit 1 (B1 use measuring 1,860 square metres and B8 use measuring 9,750 square metres);
- Unit 1 extension (measuring 4,678 square metres);
- Unit 3 (B8 use measuring 1,420 square metres gross internal area);

Both Units 1 and 3 would be provided with car parking facilities for cars, cycles, motorcycles and service/heavy goods vehicles, in addition to service yard areas where required.

PRINCIPLE

(The 'Principle' section in the assessment of the Full Planning Application above sets out all of the salient issues regarding the principle of development on the Salt Box site)

PROPOSED USES

Policy EMP DM2 of the Local Plan specifies that the areas constituting Enterprise Bognor Regis (including the Salt Box site) are allocated to promote economic growth in Bognor Regis and the wider Coastal West Sussex sub-region and a phased mix of B1, B2 and B8 uses will be supported, providing they meet a number of criteria (a to g) including highway junction improvements; the submission of suitable Transport Assessment; appropriate flood mitigation works; a suitable habitat assessment; a high standard of design and landscaping; and suitable screening to protect neighbouring residential amenity.

The principle of developing two B1/B8 buildings on Units 1 and 3 on the Salt Box site complies with Policy EMP DM2 as it is allocated (site 1) of the Strategic Employment Land Allocation.

TECHNICAL MATTERS

SCALE

Policy D DM1 of the Local Plan requires proposed developments to "deliver or contribute to the ease of navigation within a new or existing development scheme through use of focal points (landmarks, gateways, vistas, corner buildings, active edges, existing topography), and/ or a variety of detail within the public realm".

The proposed scale of the largest industrial unit (Unit 1) to the rear of the site is both functional and logical as it separates this unit from the non-B class commercial buildings which would be located along both sides of the access road into the development.

The proposed scale of the industrial building on Unit 3 to the north of the commercial buildings and orientated end-on with side elevations facing Shripney Road is considered to be the optimum location for this unit. The area of land available to develop within the application site is constrained to the north by the Village Buffer, which is an essential element of the overall layout as it ensures neighbour amenity is maintained with the village of Shripney to the north of the application site.

Service yards, staff car parks and refuse and storage structures will be screened either by buildings or planting from main circulation routes. Buildings 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, which includes segregated pedestrian and cycle routes that can be overlooked from adjacent buildings to assist safety and security.

It is considered that the Salt Box site could comprise an industrial and commercial complex located in a parkland setting as claimed by the applicant in the Design and Access Statement (April 2019). The scale of the B1/B8 building proposed on unit 1 proposed on the site, together with the large areas of vehicle parking required and potential areas for extensions to Unit 1 measuring 4,645 square metres would be substantial, but it would comprise a key focal building within the site. The scale of the building on Unit 3 would complement the scale of the industrial buildings on Units 2, 6 and 7 which are included in the full planning application. In addition, the creation of more than 500 jobs makes the site attractive in economic terms.

Consequently, it is considered that the proposed development complies with Policy D DM1(11) of the Local Plan and the guidance on layout provided in the draft LDO.

CHARACTER AND APPEARANCE

As two of the industrial buildings (Units 1 and 3) are the subject of an outline planning application and the applicant is not applying for appearance at this stage, there is a limited amount of detail available at this point in time on the material specification and design of the various buildings.

DESIGN

The applicant is not applying for design at this stage. The proposed industrial buildings (B1/B8) in Units 1 and 3 within the Phase 2 Development are in the outline planning application. The applicant has demonstrated that the site could accommodate the number of units on the site, however, the design of the two industrial buildings on Units 1 and 3 would be provided at the reserved matters stage, together with the proposed materials palette, heights and elevational treatments.

A Design and Access Statement (April 2019) has been submitted with the hybrid planning application however the DAS does not include design details for Units 1 and 3. Consequently, a separate DAS would need to be submitted with the reserved matters application. It is considered necessary to impose a condition requiring the submission of a DAS to ensure that Units 1 and 3 would comply with Policies D SP1 and EMP DM2(f) of the Local Plan, Policy ES1 and Policy ES5 of the Bersted NP.

ACCESS

Policy T SP1 of the Local Plan says that “to ensure that growth in the District strengthens Arun’s economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network”.

A Transport Assessment accompanied the hybrid planning application as required by Policy T SP1(e) and Policy EMP DM2(b) of the Local Plan. The Transport Assessment included information on trip generation and traffic flows. The proposed access to the site would be taken from the west side of the A29 Shripney Road/ A259 roundabout.

A full assessment of the highway and transport issues are set out in the Full Planning Application section above

The principal and secondary roads on the site accessing Units 1 and 3 would measure 7.3 metres and 6.5 metres wide respectively, capable of accommodating commercial vehicles and private cars servicing and visiting the site.

It is considered that the proposed access to Units 1 and 3 is acceptable and the development complies with Policy T SP1 of the Local Plan.

LIGHT POLLUTION

Policy QE DM2 of the Local Plan emphasises the need to consider the impact of light on neighbouring uses and wider landscape, particularly with regard the South Downs International Dark Sky Reserve designation, light levels should be the minimum required for security and working purposes, and minimise potential glare and spillage.

A full assessment of light pollution is set out in the Full Planning Application section above.

The Salt Box site is in a semi-rural area on the northern boundary of Bersted, in close proximity to the village of Shripney. The applicant has not submitted any lighting details with the outline planning application. Consequently, it is considered that a lighting condition should be imposed for Units 1 and 3.

Subject to the imposition of a condition, the proposed development would comply with Policy QE DM2(a) to (d) of the Local Plan.

NOISE POLLUTION

The NPPF and Policy QE DM1 of the Local Plan emphasise that noise sensitive development will not be permitted if its users would be affected by noise by proposed noise generating uses. In addition, Policy EMP DM2(k) of the Local Plan ensures that any non-B class uses on the site are 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.

No Noise Report was submitted with the outline planning application for the Phase 2 Development. Consequently, it is considered necessary to impose a condition requesting a noise report to be submitted at the reserved matters stage, to ensure that the development complies with Policy QE DM1 and Policy EMP DM2(k) of the Local Plan.

PARKING PROVISION

The provision of car parking and cycle parking spaces for Units 1 and 3 are:
Unit 1 = 200 car parking spaces, parking spaces for 22 vans, together with 24 cycle bays;
Unit 3 = 110 car parking spaces, together with 24 cycle bays.

The proposed parking provision is in compliance with the WSCC Parking Standards.

RENEWABLE ENERGY

Policy ECC SP2(a to c) of the Local Plan says that all new commercial development will be expected to be energy efficient and to demonstrate how they will a) “achieve energy efficiency measures that reflect the current standards applicable at the time of submission”; b) “use design and layout to promote energy efficiency”; and c) incorporate decentralised, renewable and low carbon energy supply systems, for example small scale renewable energy systems such as solar panels”. Policy ECC SP2 goes on to say that all major developments must produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it can be demonstrated that this is unviable. Energy efficiency measures will be taken into consideration when the total predicted energy requirements are calculated.

A full assessment of renewable energy is set out in the Full Planning Application section above.

The applicant has submitted an Energy Statement with the full planning application, but not for the outline application for Units 1 and 3.

Consequently, the reserved matters application for Units 1 and 3 would need to include the provision of an Energy Statement to comply with Policy ECC SP2 of the Local Plan.

CONCLUSION

The outline application site, including Units 1 and 3 is located within a strategic employment land allocation (site No. 1) within part of Enterprise Bognor Regis in Policy EMP DM2 of the Local Plan; and is a fundamental part of the draft Local Development Order. The proposed access to the two units, together with the scale of the buildings on these units is considered to be acceptable, in accordance with the policies in the Local Plan.

The application site is located in a strategic employment land allocation (site No. 1) within part of Enterprise Bognor Regis in Policy EMP DM2 of the Local Plan; and is a fundamental part of the draft Local Development Order. The proposed development on the Salt Box site taken as a whole would comprise a £33.7 million capital investment with a total of 30,520 square metres of mixed use floor-space which is anticipated to deliver between 500 and 1000 jobs. Consequently, the economic benefits of the proposed development are considerable.

Some policies in the Framework are cast in terms which indicate that in certain circumstances planning permission should be restricted. These, in this case, relate principally to flooding, the natural environment and noise. Having regard to the tests set out in the NPPF in relation to these issues, and in the context of this report, it is considered that the circumstances are such that none of these issues amount to a reason for withholding outline planning permission for the scale and access to Units 1 and 3 on the Salt Box site either because the matter can be controlled by suitable conditions, the content of the Section 106 Agreement or because the public benefit outweighs the harm in respect of the issue at hand.

HUMAN RIGHTS ACT

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

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

approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010:

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

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

SECTION 106 DETAILS

The draft Section 106 Agreement has been agreed with the applicant and it requires developer contributions which will be required for:

Highway works:

1. Off-site highway works to be provided by the applicant to provide a new access into the site from the A29/A259 Felpham Relief Road Roundabout and associated works to street lighting, signage and highway drainage including all necessary service diversions.
2. A contribution of £132,500 towards accessibility improvements on the A29 and A259 in the vicinity of the development that includes the provision of improved footways/cycleways including crossing facilities on the A29 Shripney Road and A259 Rowan Way.
3. A contribution of £65,000 towards the A29/A259 Felpham Relief Road Roundabout improvement scheme, as set out in the Arun Transport Study 2016 (Stage 3): widening of westbound, northbound and southbound arms; and widening of circulatory to accommodate additional lanes at approaches.

RECOMMENDATION

The recommendation is that the Development Control Committee delegate to the Group Head of Planning in consultation with the Chairman and the Vice Chairman authority to:

- a. Authorise the execution and completion of the Section 106 Agreement; and
- b. Grant planning permission.

SALT BOX FULL PLANNING PERMISSION CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

- 2 The planning permission relates to the following approved plans (with the exception of plans showing attenuation basins):
Drawing No. 1744 P04 - Site Location Plan
Drawing No. 1744 P01 Rev. B - Site Masterplan Block Plan
Drawing No. 1744 P02 Rev. A - Site Masterplan Phasing Plan
Drawing No. 1744 DT1-P02 Rev. A - Drive thru 1 Ground Floor Plan
Drawing No. 1744 DT1 -P03A - Drive thru 1 Proposed Elevations
Drawing No. 1744 DT1 -P04 - Drive thru 1 Proposed Sections
Drawing No. 1744 DT2 -P02 Rev. A - Drive thru 2 Ground Floor Plan
Drawing No. 1744 DT2-P03 Rev. B - Drive thru 2 - Proposed Elevations
Drawing No. 1744 DT2 -P04 Rev. A - Drive thru 2 - Proposed Sections

Drawing No. 1744 TU P02 Rev. A - Units 6/7 Proposed Ground Floor Plan
 Drawing No. 1744 TU P03 Rev. A - Units 6/7 Proposed Mezzanine Floor Plan
 Drawing No. 1744 TU P04 Rev. A - Units 6/7 Proposed Roof Plan
 Drawing No. 1744 TU P05 Rev. B - Units 6/7 Proposed Elevations
 Drawing No. 1744 TU P06 Units 6/7 - Proposed Sections
 Drawing No. 1744 U 02-P02 Unit 2 - Proposed Ground Floor
 Drawing No. 1744 U 02-P03 Unit 2 - Proposed First Floor and Roof Plan
 Drawing No. 1744 U 02-P04 Unit 2 - Proposed Elevation and Sections
 Drawing No. 1744 U 02-P05 - Fuel Island
 Drawing No. 1744 UF P02 Unit 8 - Proposed Ground Floor Plan
 Drawing No. 1744 UF P03 Unit 8 - Proposed Roof Plan
 Drawing No. 1744 UF P04 Rev. C - Unit 8 Proposed Elevations
 Drawing No. 1744 UF P05 - Unit 8 Proposed Sections
 Drawing No. 18020 2001 - PL_ Rev. A – Unit 9 Proposed Site Plan (Coloured)
 Drawing No. 18020 2501- PL Rev. A – Unit 9 External Details
 Drawing No. 18020 3001 - PL Unit 9 Proposed Ground Floor
 Drawing No. 18020 3002 - PL Unit 9 Proposed 1st Floor
 Drawing No. 18020 3003 - PL Proposed Valet Buildings
 Drawing No. 18020 3501 - PL – Unit 9 Proposed Roof Plan
 Drawing No. 18020 4001 PL Rev. B – Unit 9 Proposed Elevations
 Drawing No. 18020 5001 PL – Unit 9 Sections

Drawing No. 3503-001 Rev. A – S278 Legal Plan (showing site access)

Landscape and Ecological Management Plan (1004567-01), December 2018.
 Drawing No. 5920/LS/ASP1 Rev. F Saltbox, Bognor Regis Landscape Strategy
 Drawing Number 1744-PGG-09 – Hard Landscaping
 Drawing No. 5920/PP/ASP2.0 Rev. A – Saltbox, Bognor Regis – Planting Plan Overview
 Drawing No. 5920/PP/ASP2.1 Rev. A – Saltbox, Bognor Regis – Planting Plan (1 of 3)
 Drawing No. 5920/PP/ASP2.2 Rev. A – Saltbox, Bognor Regis – Planting Plan (2 of 3)
 Drawing No. 5920/PP/ASP2.3 Rev. A – Saltbox, Bognor Regis – Planting Plan (1 of 3)

Drawing No. 5920/ASP06 Rev. A Saltbox, Bognor Regis Attenuation / Ecology Buffer
 Drawing No. 5920/ASP06 Saltbox, Bognor Regis Spine Roads
 Drawing No. 5920/ASP/06 Gateway Corridor

External Lighting & CCTV Planning Statement Revision 01, dated 16/04/2019, prepared by Scotch Partners (Saltbox Development – Landlink Developments).
 Drawing No. P155-041018 Rev. B – Saltbox Roadway Phase 1 with Unit 2 (lighting)
 Drawing No. 5203-SP-E-150 Rev. P1 – Electrical Services – External Lighting Layout
 Drawing No. 5203-SP-E-151 Rev. P1 – Electrical Services External Lighting Isolux Plot
 Drawing No. 5163-SP-EX-110 – Saltbox Phase 2 – External Lighting Isolux Plot
 Drawing No. 5163-SP-EX-111 – Saltbox Phase 2 – External Lighting Layout

Drawing No. 1744-PGG-08 – Planning Condition Discharge: Condition 03: Materials (Unit 2)

Drawing No. 1744-P21-B - Salt Box - Unit 2 - Proposed Ground Floor (Acoustic fence)
 Jakoustic JSW 30 Issues 01 – Jacksons Fencing specifications sheet.

A letter from BT Openreach, dated 12th December 2018 (NSI Reference BJS/285, Saltbox, Shripney Rd, Bognor Regis, PO22 9RP.

Saltbox Site: Construction Management Plan Rev. A (3.0), December 2018, Re-issued March 2019, prepared by Quartz.

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.

- 3 Prior to commencement details of the materials and external finishes of the buildings in Phase 1 (apart from Unit 2), as shown on Drawing No. 1744 P02 Rev. A – Site Masterplan Phasing

Plan, including the provision of samples of such materials and finishes as required should be submitted to the Local Planning Authority for approval in writing. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity, in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the materials need to be approved and implemented before construction commences.

- 4 Prior to the commencement of development, an external lighting scheme should be submitted to prevent operation during daylight hours; facilitating reduced coverage between midnight and 6.00am to satisfy minimum security requirements and reduce light pollution during unoccupied hours.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity, in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the lighting needs to be approved and implemented before any Unit is built and occupied.

- 5 No part of the development shall be first occupied until such time as the vehicular access onto A29 / A259 Felpham Relief Road Roundabout has been constructed in accordance with Drawing No. 3503-001 Rev. A – S278 Legal Plan.

Reason: In the interests of road safety, in accordance with Policy D DM1 and Policy T SP1 of the Arun Local Plan.

- 6 No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced and drained in accordance with the approved plans.

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

- 7 No part of the development shall be first occupied until details of a vehicular access link from the Salt Box site through to the Rowan Park Caravan Park Land from the spur created on the internal estate road on the Salt Box site has been submitted to the Local Planning Authority for approval in writing, in accordance with Drawing No. 1744 P01 Rev. B - Site Masterplan Block Plan.

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

- 8 No unit shall be first occupied until the car parking and the covered and secure cycle parking spaces serving that respective part of the development have been constructed in accordance with plans and details submitted to and approved by the Local Planning Authority at reserved matters. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking spaces and cycle parking for the use; and to provide alternative travel options to the use of the car in accordance with Policy D DM1 of the Arun Local Plan.

- 9 No unit shall be first occupied until a detailed Travel Plan covering that respective part of the development has been submitted to and been approved in writing by the Local Planning Authority. The detailed Travel Plan once approved shall thereafter be implemented as specified within the approved document. The detailed Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport, in accordance with Policy D DM1 of the Arun Local Plan.

- 10 Prior to the commencement of development of each individual unit (i.e. Units 4-9 inclusive) shall not commence until full details of hard and soft landscape works for the respective unit, including an implementation programme, have been submitted to and been approved in writing by the Local Planning Authority. Hard landscape works shall include:
- (a) proposed finished levels and/or contours,
 - (b) boundary details and means of enclosure,
 - (c) vehicle and pedestrian access and circulation areas,
 - (d) hard surfacing areas,
 - (e) minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting etc.),
 - (f) proposed and existing functional services above and below ground (e.g. drainage, power cables, communication cables, pipelines etc., indicating lines, manholes, supports etc.).
- Soft landscape works shall include:
- (g) planting plans
 - (h) written specifications (including soil depths, cultivation and other operations associated with plant and grass establishment) and
 - i) schedules of plants noting species, planting sizes and proposed numbers/densities.
- All hard and soft landscaping works shall be carried out in accordance with the approved details, the approved implementation programme and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping works and confirm this in writing to the Local Planning Authority prior to the date agreed in the implementation programme.

Reason: To ensure the provision and establishment of acceptable landscape in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure the correct hard landscaping is implemented.

- 11 The details and recommendations set out in the submitted Landscape and Ecological Management Plan (1004567-01), December 2018, shall be implemented in full and be retained thereafter.

Reason: To ensure the acceptable management of the landscaping on the site in accordance with Policy D DM1 of the Arun Local Plan.

- 12 Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. No unit shall be occupied until the complete surface water drainage system serving the unit has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W SP1, W DM1, W DM2 and W DM3 of the Arun Local Plan. This is required to be a pre-commencement condition because it is necessary to implement the surface water drainage system prior to commencing any building works.

- 13 The development shall not proceed until details have been submitted to and approved in writing by the Local Planning Authority for any proposals: to discharge flows to watercourses; or for the culverting, diversion, infilling or obstruction of any watercourse on or adjacent to the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values. No construction is permitted, which will restrict current and future land owners

from undertaking their riparian maintenance responsibilities in respect to any watercourse or culvert on or adjacent to the site.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1, W DM2 and W DM3 of the Arun Local Plan, and to ensure that the duties and responsibilities, as required under the Land Drainage Act 1991, and amended by the Flood and Water Management Act 2010, can be fulfilled without additional impediment following the development completion. It is considered necessary for this to be a pre-commencement condition to protect existing watercourses prior to the construction commencing.

- 14 Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1, W DM2 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure that the future maintenance and funding arrangements for the surface water disposal scheme are agreed before construction commences.

- 15 Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W SP1, W DM1, W DM2 and W DM3 of the Arun Local Plan.

- 16 Prior to the commencement of construction works details of a proposed foul drainage system shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Southern Water (including details of its siting, design, phasing and subsequent management / maintenance); and no Unit shall be occupied until works for the disposal of sewage have been fully implemented in accordance with the approved details.

Reason: To ensure that the proposed development has a satisfactory means of disposing of foul sewerage in accordance with policies W DM1 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the site drainage needs to be approved and implemented before any Unit is built and occupied.

- 17 Construction methods that include piling / investigation boreholes / tunnel shafts / ground source heat pump systems using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution in accordance with the NPPF, and to prevent pollution of groundwater in accordance with Policy D DM1 of the Arun Local Plan.

- 18 No ground clearance or vegetation clearance works shall take place within the bird nesting season (between 1 March and 31 August inclusive) in any year unless a nesting bird check is carried out. This shall, be undertaken by a suitably qualified ecologist immediately prior to the

works taking place. If any active nest sites are identified, these nests shall remain undisturbed until all the young have fledged naturally.

Reason: In the interests of amenity in accordance with Policy D DM1 of the Arun Local Plan.

- 19 Prior to commencement of development a badger survey should be undertaken to ensure badgers are not using the site. If badgers are discovered on site, mitigation measures will need to be submitted and approved in writing by the LPA in liaison with Natural England and the approved works carried out by a professional ecologist prior to the occupation of the Units in Phase 1.

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.

- 20 The approved Water Vole mitigation measures set out in the Technical Briefing Note (Ref. 10004567 BN03 WVM1 dv1, dated May 2019) should be implemented in full, and be maintained on site thereafter.

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.

- 21 Prior to the commencement of development a CCTV strategy (to include details of the location cameras and type of system) shall be submitted to and approved in writing by the Local Planning Authority for Units 4-9 inclusive. The agreed details shall be implemented prior to first occupation of Units 4 to 9 inclusive within Phase 1 and be retained and maintained as such thereafter for the respective units unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of public safety in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the site security needs to be agreed up-front.

- 22 Prior to the occupation of each unit on Phase 1, a scheme detailing the method of storage and disposal of litter and waste materials, including recycling facilities for that unit, shall be submitted to and be approved in writing by the Local Planning Authority. The details shall include a description of the facilities to be provided including, where appropriate, lockable containers and details for how the recyclable materials will be collected from the site with timescales for collection. The approved scheme shall be implemented before the each individual unit is brought into use and no waste or litter shall be stored or disposed of other than in accordance with the approved scheme.

Reason: In the interests of amenity and to promote recycling in accordance with Policy D DM1 of the Arun Local Plan.

- 23 No part of the development shall be first occupied until details of the footpath connections between the Salt Box site and the Bersted Brooks Local Nature Reserve and the Rowan Park Caravan Site have been submitted to and been approved in writing by the Local Planning Authority.

Reason: To ensure connectivity between the Salt Box site, the Bersted Brooks Local Nature Reserve (LNR), and the public rights of way network, in accordance with Policy D DM1 of the Arun Local Plan.

- 24 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework and in accordance with Policy QE DM4 of the Arun Local Plan.

- 25 All activity at the site is to be carried out in strict accordance with the submitted Arboricultural Impact Assessment (Ref: 9600_AIA.001 – Aug. 17) and the Aspect Arboriculture and Tree Protection Plan (ref. Aspect Arboriculture 9600 TPP 01 (1/3) August 2017).

Reason: To comply with BS5837 and to ensure that retained trees are afforded due respect and appropriate levels of protection such that their ongoing health and vitality is not compromised and they can continue to enhance the landscape and amenity of the area, in accordance with Policy ENV DM4 of the Arun Local Plan.

- 26 Details of any facilities for the storage of oils, fuels or chemicals associated with each unit in Phase 1 shall be submitted to and be approved in writing by the Local Planning Authority prior to the occupation of the individual units on Phase 1. The details shall include:
- secondary containment that is impermeable to both the oil, fuel or chemical and water, with no opening used to drain the system.
 - a minimum volume of secondary containment of at least equivalent to the capacity of the tank plus 10% and if there is more than one tank in the secondary containment the capacity of the containment should be at least the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest.
 - all fill points, vents, gauges and sight gauge located within the secondary containment.
 - associated above ground pipework protected from accidental damage.
 - below ground pipework having no mechanical joints, except at inspection hatches and have either leak detection equipment installed or regular leak checks.
 - all fill points and tank vent pipe outlets designed to discharge downwards into the bund.
- The scheme shall be implemented as approved prior to any storage of oils, fuels or chemicals.

Reason: To ensure that the proposed development does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework, and in accordance with Policy W DM1 of the Arun Local Plan.

- 27 Prior to the occupation of Unit 2, the 4.0 metre high acoustic barrier should be installed in accordance with the details in the acoustic report, and in accordance with Drawing No. 1744-P21-B - Salt Box - Unit 2 - Proposed Ground Floor (Acoustic fence) and Jakoustic JSW 30 Issues 01 – Jacksons Fencing specifications sheet.

Reason: To avoid unacceptable high levels of noise and in the interests of residential amenity, in accordance with Policy QE DM1 of the Arun Local Plan.

- 28 Prior to the commencement of construction works or any preparatory works, details of the acoustic fencing along the southern boundary of Unit 9 (car showrooms), should be submitted to the Local Planning Authority for approval in writing. The approved acoustic fencing should be erected prior to the occupation of Unit 9, and be maintained and retained thereafter at the site.

Reason: To avoid unacceptable high levels of noise and in the interests of residential amenity, in accordance with Policy QE DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure the acoustic barriers a visually acceptable and are installed before the unit is occupied.

- 29 All vehicles, plant and machinery used on site and those under the applicant's control moving to and from the site that are required to emit reversing warning noise, shall use white noise alarm as opposed to single tone "bleeping" alarms throughout the operation of the development hereby permitted.

Reason: To avoid unacceptable high levels of noise and in the interests of residential amenity, in accordance with Policy QE DM1 of the Arun Local Plan.

- 30 Prior to the commencement of development, details of the security fencing and gates enclosing Unit 2, the fence between Unit 8 and Units 6 & 7, and the fencing around Unit 9 shall be submitted for approval in writing by the Local Planning Authority. The approved fencing shall be installed prior to the occupation of the respective units, and be maintained thereafter.

Reason: To secure the buildings on the site, to prevent access at times when the unit is not in operation and to prevent anti-social behaviour which has been prevalent in the area in similar circumstances, in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure the security fencing is visually acceptable and is installed before the respective units are occupied.

- 31 No construction works shall take place except between the hours of 8.00 – 17.00, Monday to Saturday. No construction works shall take place on Sundays and Public Holidays, in accordance with the Construction Management Plan Rev. A (3.0), December 2018, re-issued March 2019, prepared by Quartz.

Reason: To protect neighbouring residential amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 32 The drive-thru restaurants in Unit 4 and Unit 5 shall not open to the public except between the hours of 7.00 – 23.00, Monday to Saturday and 8.00 – 20.00 Sundays and Public Holidays.

Reason: To protect neighbouring amenity and to discourage anti-social behaviour, in accordance with Policy D DM1 of the Arun Local Plan.

- 33 No deliveries taken at or dispatched from Unit 8 (the Foodstore) except between the hours 6.00 – 23.00 Monday to Saturday and 8.00 – 20.00 Sundays and Public Holidays.

Reason: To protect neighbouring amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 34 No machinery shall be operated in Unit 9 (the car showrooms) and no process shall be carried out from the site except between the hours 7.00 – 18.00 Monday to Saturday and 8.00 – 18.00 Sundays and Public Holidays.

Reason: To protect neighbouring amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 35 Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment in Unit 9 (the car showrooms) [(including fans, ducting and external openings)], compressors, generators or plant or equipment of a like kind, installed within the unit which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The rating level of noise emitted from the use of this plant, machinery or equipment shall not exceed the background sound level when measured according to British Standard BS4142: 2014, at any adjoining or nearby noise sensitive premises.

Reason: To protect neighbouring amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 36 The use hereby permitted in Unit 4 and Unit 5 shall not be commenced until the details of the equipment to discharge odours and fumes from the cooking process has been submitted to and approved in writing by the Local Authority. The equipment detailed above shall then be installed and be in full working order to the satisfaction of the Local Planning Authority. The extraction equipment installed shall be regularly maintained to ensure its continued

satisfactory operation and the cooking process shall cease to operate if at any time the extraction equipment ceases to function to the satisfaction of the Local Planning Authority.

Reason: To protect neighbouring amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 37 No machinery shall be operated in Unit 4 or Unit 5, no process shall be carried out and no deliveries taken at or dispatched from the site except between the hours 6.00 – 23.00 Monday to Saturday and 8.00 – 18.00 Sundays and Public Holidays.

Reason: To protect neighbouring amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 38 The drainage serving kitchens at commercial hot food businesses in Unit 4 and Unit 5 shall be fitted with a grease trap/separator of a proportionate capacity to effectively contain grease residue arising from the estimated numbers of hot meals served and waste water flow rate. The applicant shall provide the Local Planning Authority with details of their proposed grease trap/separator in order to demonstrate design and installation will be in compliance with BS EN 1825-1:2004, & BS EN 1825-2:2004

Reason: To protect neighbouring amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 39 Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment [(including fans, ducting and external openings)] at Unit 4 and Unit 5, compressors, generators or plant or equipment of a like kind, installed within the unit which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The rating level of noise emitted from the use of this plant, machinery or equipment shall not exceed the background sound level when measured according to British Standard BS4142: 2014, at any adjoining or nearby noise sensitive premises.

Reason: To protect neighbouring amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 40 Details of the photo-voltaics (PVs) to be installed on Unit 8 and Unit 9 should be submitted for approval in writing by the Local Planning Authority. The approved details shall be installed prior to occupation of the respective units and be maintained thereafter.

Reason: To ensure that renewable energy resources are implanted on the site, in accordance with Policy ECC SP2 of the Arun Local Plan.

- 41 Prior to the commencement of development the applicant shall prepare and submit for approval an Employment and Skills Plan. Following approval of the Employment and Skills Plan the developer will implement and promote the objectives of the approved plan.

Reason: In accordance with Policy SKILLS SP1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition as it relates to the construction phase of development.

- 42 Prior to the commencement of development, details of the 2.0 metre high bunding in the Village Buffer shall be submitted for approval in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of Unit 2 on the site, and be retained thereafter.

Reason: To protect neighbouring amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 43 No development shall commence until plans of the site showing details of the existing and proposed ground levels, proposed finished floor levels, levels of any paths, and parking areas

and the proposed completed height of the development have been submitted to and been approved in writing by, the Local Planning Authority. The details shall clearly identify the relationship of the proposed ground levels and proposed completed height with adjacent buildings. The development thereafter shall be carried out in accordance with the approved details.

Reason: To ensure that a satisfactory relationship results between the new development and the surrounding area, in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition as these details relate to the construction of the development and thus go to the heart of the planning permission.

INFORMATIVES

INFORMATIVE: The Internal Drainage Board (as noted in the FRA) in this area has been dissolved and therefore ordinary watercourses come under Arun District Council's jurisdiction on behalf of WSCC (as the lead flood authority). There is an ordinary watercourse abutting the site whereby discussion will be required in terms of maintaining future access for maintenance. Any works in, over or under, or within 5 metres from any ordinary watercourses will need land drainage consent from the local authority (i.e. ADC).

INFORMATIVE: In addition to any other permission(s), e.g. planning permission, the applicant may need an Environmental Permit for Flood Risk Activities (formerly known as Flood Defence Consent prior to 6th April 2016) in order to carry out work in, under, over or near the main river Shripney Manor Ditch.

INFORMATIVE: There are a number of elements of work which will require an Environmental Permit, such as new bridges, upgrading of existing bridges, resurfacing of existing rights of way, outfalls, trees/planting and any other permanent or temporary works in, under, over or within 8 metres of the main river. For further information please visit: <http://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. For any further advice, please contact your local Environment Agency FRA Permitting Office at PSOWestSussex@environment-agency.gov.uk

INFORMATIVE: The applicant should be advised that a wastewater grease trap should be provided on the kitchen waste pipe or drain installed and maintained by the owner or operator of the premises. Land uses such as general hard-standing that may be subject to oil / petrol spillages should be drained by means of oil trap gullies or petrol / oil interceptors.

INFORMATIVE: Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

INFORMATIVE: The Crime and Disorder Act 1998 heightens the importance of taking crime prevention into account when planning decisions are made. Section 17 of the Act places a clear duty on both police and local authorities to exercise their various functions with due regard to the likely effect on the prevention of crime and disorder.

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 NPPF.

INFORMATIVE: All food businesses are required to submit a Food Registration Form to Environmental Health 28 days before opening.

INFORMATIVE: Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers.

Supplementary guidance notes regarding surface water drainage are located here <https://www.arun.gov.uk/surfacewater> on Arun District Councils website. A surface water drainage checklist is available here <https://www.arun.gov.uk/drainagechecklist> on Arun District Councils website, this should be submitted with a Discharge of Conditions Application.

INFORMATIVE: Under Section 23 of the Land Drainage Act 1991 Land Drainage Consent must be sought from the Lead Local Flood Authority (West Sussex County Council), or its agent (Arun District Council land.drainage@arun.gov.uk), prior to starting any works (temporary or permanent) that affect the flow of water in an ordinary watercourse. Such works may include culverting, channel diversion, discharge of flows, connections, headwalls and the installation of trash screens.

The development layout must take account of any existing watercourses (open or culverted) to ensure that future access for maintenance is not restricted. No development is permitted within 3m of the bank of an ordinary watercourse, or 3m of a culverted ordinary watercourse.

SALT BOX OUTLINE PLANNING PERMISSION CONDITIONS

- 1 Details of the appearance, layout and landscaping of the site, (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 2 Application for approval of the reserved matters shall be made to the Local Planning Authority not later than 3 years from the date of this permission.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 3 The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

- 4 The planning permission relates to the following approved plans:
Location Plan
Drawing No. 1744 P04 - Site Location Plan

Drawing No. 1744 P01 Rev. B - Site Masterplan Block Plan
Drawing No. 1744 P02 Rev. A - Site Masterplan Phasing Plan
5920/LS/ASP1 Rev. F Saltbox, Bognor Regis Landscape Strategy
5920/ASP06 Rev. A Saltbox, Bognor Regis Attenuation / Ecology Buffer
5920/ASP06 Saltbox, Bognor Regis Spine Roads

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.

- 5 The details referred to in Condition 1 shall include details of the materials and external finishes of the buildings, surfaces for roads/footpaths, means of enclosure and the parking of vehicles, and the provision of samples of such materials and finishes as required. Development shall be carried out in accordance with the approved details unless otherwise agreed with the Local Planning Authority.

Reason: To enable to the Local Planning Authority to control the development in detail in the interests of amenity in accordance with Policy D DM1 of the Arun Local Plan.

- 6 No development shall take place until a Design and Access Statement has been submitted to and been approved in writing by the Local Planning Authority, incorporating Design Guidance for Units 1 and 3 in Phase 2.

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.

- 7 No unit shall be first occupied until the car parking and the covered and secure cycle parking spaces serving that respective part of the development have been constructed in accordance with plans and details submitted to and approved by the Local Planning Authority at reserved matters. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking spaces and cycle parking for the use; and to provide alternative travel options to the use of the car in accordance with current sustainable transport policies, in accordance with Policy D DM1 of the Arun Local Plan.

- 8 No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,
- the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area. It is considered necessary for this to be a pre-commencement condition because the Construction Management Plan needs to be submitted and approved before development commences, in accordance with Policy D DM1 of the Arun Local Plan.

- 9 No unit in Phase 2 shall be first occupied until a detailed Travel Plan covering that respective part of the development has been submitted to and approved in writing by the Local Planning Authority. The detailed Travel Plan once approved shall thereafter be implemented as specified within the approved document. The detailed Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport, in accordance with Policy D DM1 of the Arun Local Plan.

- 10 Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W SP1, W DM1, W DM2 and W DM3 of the Arun Local Plan. This is required to be a pre-commencement condition because it is necessary to implement the surface water drainage system prior to commencing any building works.

- 11 The development shall not proceed until details have been submitted to and approved in writing by the Local Planning Authority for any proposals: to discharge flows to watercourses; or for the culverting, diversion, infilling or obstruction of any watercourse on or adjacent to the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values. No construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities in respect to any watercourse or culvert on or adjacent to the site.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1, W DM2 and W DM3 of the Arun Local Plan. And to ensure that the duties and responsibilities, as required under the Land Drainage Act 1991, and amended by the Flood and Water Management Act 2010, can be fulfilled without additional impediment following the development completion. It is considered necessary for this to be a pre-commencement condition to protect existing watercourses prior to the construction commencing.

- 12 Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1, W DM2 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure that the future maintenance and funding arrangements for the surface water disposal scheme are agreed before construction commences.

- 13 Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W SP1, W DM1, W DM2 and W DM3 of the Arun Local Plan.

- 14 Construction methods that include piling / investigation boreholes / tunnel shafts/ ground source heat pump systems using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To prevent development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution in accordance with the NPPF (paragraph 180); and to prevent pollution of groundwater in accordance with Policy D DM1 and Policy WDM1 of the Arun Local Plan.

- 15 Prior to the commencement of construction works details of a proposed foul drainage system shall be submitted to and approved in writing by the Local Planning Authority (including details of its siting, design and subsequent management / maintenance) and no unit shall be occupied until works for the disposal of sewage have been fully implemented in accordance with the approved details.

Reason: To ensure that the proposed development has a satisfactory means of disposing of foul sewerage in accordance with policies WDM1 and WDM3 of the Arun Local Plan.

- 16 No ground clearance or vegetation clearance works shall take place within the bird nesting season (between 1 March and 31 August) inclusive in any year unless a nesting bird check is carried out. This shall, be undertaken by a suitably qualified ecologist immediately prior to the works taking place. If any active nest sites are identified, these nests shall remain undisturbed until all the young have fledged naturally.

Reason: In the interests of amenity in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to protect the breeding birds during the construction works.

- 17 Prior to the commencement of development a badger survey should be undertaken to ensure badgers are not using the site. If badgers are discovered on site, mitigation measures will need to be submitted and approved in writing by the LPA in liaison with Natural England and the approved works carried out by a professional ecologist prior to the occupation of the Units in Phase 2.

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. It is considered necessary for this to be a pre-commencement condition because badgers are a protected species.

- 18 The approved Water Vole mitigation measures set out in the Technical Briefing Note (Ref. 10004567 BN03 WVM1 dv1, dated May 2019) should be implemented in full, and be maintained on site thereafter.

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.

- 19 Prior to the occupation of any building a CCTV strategy for that building (to include details of the location cameras and type of system) shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented prior to first occupation of Phase 2 and be retained and maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of public safety in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the site security needs to be approved and implemented before the units are occupied.

- 20 A Noise Report shall be submitted with the application for reserved matters and its recommendations for approval in writing by the Local Planning Authority and its recommendations shall be implemented prior to first occupation on the Part 2 Development.

Reason: In the interests of amenity, in accordance with Policy D DM1 of the Arun Local Plan.

- 21 At least 10% of the energy supply of both Units 1 and 3 combined shall be secured from decentralised and renewable or low carbon energy sources (as described in the Glossary at Annex 2 of the NPPF, February 2019). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority before any development begins in Phase 2. The development shall be implemented in accordance with the approved details and timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to secure on site renewable energy in accordance with national planning policy, in accordance with Policy D DM1 of the Arun Local Plan.

- 22 Prior to the commencement of development of Units 1 and 3 details of the proposed external lighting shall be submitted and approved in writing by the Local Planning Authority. The lighting details should include:
- a) Details of zone E2 lighting luminaires (lux levels);
 - b) Mitigation measures to minimise potential glare and spillage;
 - c) Location of lighting columns;
 - d) Design and appearance of lighting columns; and
 - e) Timings of lighting (reduced coverage between 11.00pm and 7.00am).
- The approved lighting system shall be implemented on site prior to first occupation and be retained thereafter.

Reason: To reduce light pollution, in the interests of amenity and the environment and to satisfy minimum security requirements, in accordance with Policy D DM1 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition because the light levels for the site need to be approved and implemented before the units are occupied.

- 23 Prior to the commencement of development, a strategy for the provision of the highest available headline speed of broadband provision to future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall take into account the timetable for the delivery of 'superfast broadband' (defined as having a headline access speed of 24Mb or more) in the vicinity of the site (to the extent that such information is available). The strategy shall seek to ensure that upon occupation of a unit, the provision of the highest available headline speed of broadband service to that unit from a site-wide network is in place and provided as part of the initial highway works and in the construction of frontage thresholds to units that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

Reason: To safeguard the amenities of occupants in accordance with Policy D DM1 of the Arun Local Plan and Policy EE6 of the Bersted Neighbourhood Plan. It is considered necessary for this to be a pre-commencement condition because the provision of broadband needs to be incorporated into the design for the site.

- 24 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously

unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework and in accordance with Policy QE DM4 of the Arun Local Plan.

- 25 All activity at the site is to be carried out in strict accordance with the Arboricultural Impact Assessment (Ref: 9600_AIA.001 – Aug. 17) and Aspect Arboriculture and Tree Protection Plan (ref. Aspect Arboriculture 9600 TPP 01 (1/3) August 2017).

Reason: To comply with BS5837 and to ensure that retained trees are afforded due respect and appropriate levels of protection such that their ongoing health and vitality is not compromised and they can continue to enhance the landscape and amenity of the area, in accordance with Policy ENV DM4 of the Arun Local Plan.

- 26 Details of any facilities for the storage of oils, fuels or chemicals associated with this development shall be submitted to and approved by the local planning authority. The details shall include

- secondary containment that is impermeable to both the oil, fuel or chemical and water, with no opening used to drain the system.
- a minimum volume of secondary containment of at least equivalent to the capacity of the tank plus 10% and if there is more than one tank in the secondary containment the capacity of the containment should be at least the capacity of the largest tank plus 10% or 25% of the total tank capacity, whichever is greatest.
- all fill points, vents, gauges and sight gauge located within the secondary containment.
- associated above ground pipework protected from accidental damage.
- below ground pipework having no mechanical joints, except at inspection hatches and have either leak detection equipment installed or regular leak checks.
- all fill points and tank vent pipe outlets designed to discharge downwards into the bund.

The scheme shall be implemented as approved prior to any storage of oils, fuels or chemicals.

Reason: To ensure that the proposed development does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and in accordance with Policy W DM1 of the Arun Local Plan.

- 27 Each separate unit in Phase 2 shall be fenced and gated to prevent access at times when the unit is not in operation.

Reason: To secure the buildings on the site and to prevent anti-social behaviour in accordance with Policy D DM1 of the Arun Local Plan.

INFORMATIVES

INFORMATIVE: The Internal Drainage Board (as noted in the FRA) in this area has been dissolved and therefore ordinary watercourses come under Arun District Council's jurisdiction on behalf of WSCC (as the lead flood authority). There is an ordinary watercourse abutting the site whereby discussion will be required in terms of maintaining future access for maintenance. Any works in, over or under, or within 5 metres from any ordinary watercourses will need a land drainage consent from the local authority (i.e. ADC).

INFORMATIVE: In addition to any other permission(s), e.g. planning permission, the applicant may need an Environmental Permit for Flood Risk Activities (formerly known as Flood Defence Consent prior to 6th April 2016) in order to carry out work in, under, over or near the main river Shripney Manor Ditch.

INFORMATIVE: There are a number of elements of work which will require an Environmental Permit, such as new bridges, upgrading of existing bridges, resurfacing of existing rights of way, outfalls, trees/planting and any other permanent or temporary works in, under, over or within 8 metres of the main river. For further information please visit: <http://www.gov.uk/guidance/flood-risk-activities->

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INFORMATIVE: The Environmental Permitting (England and Wales) Regulations 2016 require a flood risk activity permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact the National Customer Contact Centre on 03702 422

549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

INFORMATIVE: Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers.

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BE/135/18/PL – Indicative Location Plan (Do not Scale or Copy)
(All plans face north unless otherwise indicated with a north point)



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