

Recommendation Report for Planning Permission

REF NO: BR/107/21/PL

LOCATION: 283-285 Chichester Road
Bognor Regis
PO21 5AH

PROPOSAL: Replacement of semi-detached buildings with terrace of 3 No. houses. This site is in CIL Zone 4 & is CIL Liable as replacement dwellings.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	The application proposes to demolish the pair of semi-detached houses and single storey side extension which are currently occupied by 4 flats and a commercial use. It is proposed to create a terrace of 3 dwellings. These will be 3 storeys in height (10.35m) and have 3 bedrooms. They will have rear gardens and allocated parking spaces (2 each) at the rear. Cycle storage sheds are shown but there are no elevations of these.
SITE AREA	0.04225 hectares.
RESIDENTIAL DEVELOPMENT DENSITY (NET)	71 dwellings per hectare.
TOPOGRAPHY	Predominantly flat but currently nos. 283 & 285 are about 0.2m above the height of the Chichester Road pavement.
TREES	None affected by the proposed development.
BOUNDARY TREATMENT	The site has an open frontage to the road and there is no boundary to the rear or east side. Fencing to the western side with the bungalow.
SITE CHARACTERISTICS	A pair of smooth cream/white rendered semi-detached houses partly in commercial use, partly occupied as 4 flats with a single storey pitched roof commercial extension on the west side. Slate tiled main roof. Clay tiles to the extension. 8.65m high; and open hardstanding/scrub area to the rear used for parking / amenity space to the flats.
CHARACTER OF LOCALITY	Mixed commercial/residential area. It is opposite two parades of shops but there are residential properties to the east, west and south. Residential form is predominantly two storeys and semi-detached, terraced or flats above shops. There are two flatted buildings close by with one immediately opposite the site (with shops at ground floor) and the second around 100m to the north on the corner of Chichester Road and Newtown Avenue. Both are at least three storeys. Single yellow lines to Chichester Road frontage. Surrounding uses include: - 281 Chichester Road has 1 first floor flank stairway/landing

window facing the site. Its rear garden is well screened by approx. 4m high hedging; and

- 285a Chichester Road is a bungalow with no roof accommodation and no important windows on the affected side.

Flats approved by BR/324/17/PL are being built. They are permitted to be up to 3 storeys and the elevation facing the site has first floor kitchen/lounge & second floor lounge windows but these lounge spaces also have another window in a different elevation.

RELEVANT SITE HISTORY

BR/13/21/DOC	Approval of details reserved by condition imposed under ref BR/324/17/PL relating to Condition Nos 3 - surface water drainage, 6 - protect existing public sewer and 7 - foul sewerage disposal.	DOC Approved 25-02-21
BR/327/19/DOC	Approval of details reserved by condition imposed under ref BR/324/17/PL relating to Condition No 3 - surface water drainage, 4 - Pre-commencement site meeting with Tree Officer, 5 - Construction Management Plan, 6 - existing public sewer and 7 - foul sewerage disposal.	DOC Part Approved 22-05-20
BR/324/17/PL	Residential Development: restoration of 2 houses and attached commercial annexe to pair of semi-detached houses, replacement of bungalow with pair of semi-detached houses, development of land to rear for eight flats (6 x 2 bed & 2 x 1 bed)	App Cond with S106 12-09-18

Originally there were 4 flats, 1 bungalow and 1 commercial property on the site (so 5 dwellings).

Permission was then given in September 2018 (BR/324/17/PL) for (1) Demolition of the existing single storey commercial element on the western side and change of use from part commercial, part 4 x flats to 2 x two bedroom semi-detached dwellings; (2) No. 285a: Demolition of existing bungalow and replacement with 2 x two bedroom semi-detached dwellings; and (3) Land to the rear: A new part two, part three storey apartment building comprising of 8 apartments (6 x 2 bed, 2 x 1 bed). As a result of this, there would have been 2 x 2 houses & 8 flats (so 12 dwellings)

This application is for the part of the site associated with (1) above. It would result in there being 3 houses, 8 flats, 1 bungalow (the effect of this permission would prevent the creation of 2 dwellings as per part (2) of BR/324/17/PL). This would mean 12 dwellings so no overall change in numbers.

REPRESENTATIONS

Bognor Regis Town Council have no objection.

Three letters of objection raising the following issues:

- Loss of home/no contact from the building owner.
- Harm to character of the area.
- Increased traffic on Chichester Road and affect on highway safety.

COMMENTS ON REPRESENTATIONS RECEIVED:

Noted. There is no requirement for the owner to inform residents of a planning application however Arun DC advertised the application. It should be noted that the existing approval allows for the creation of 2 semi-detached dwellings in place of the flats. The impact on traffic and highway safety is likely to be at worst negligible and at best an improvement given the change from 4 flats/1 commercial use to 3 houses. Character will be considered elsewhere in this report.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

SOUTHERN WATER - Note the presence of a sewer on the site within the existing access way and require a condition to ensure that this is protected (or diverted).

WSCC HIGHWAYS - no objection subject to conditions regarding electric vehicle charging, car and cycle parking. Comment that:

- There are no apparent visibility issues with the existing point of access onto the maintained highway;
- The LHA does not anticipate the development would give rise to a significant material intensification of movements to or from the site;
- No recorded injury accidents attributed to road layout within the vicinity of the site;
- The LHA considers the proposed parking provision to be sufficient and on-site turning appears achievable, allowing cars to exit the site onto Chichester Road in a forward gear;
- Electric vehicle (EV) charging points should be provided for all new developments;
- The site is in a sustainable location in walking distance of local services, such as shops and schools;
- Cycling is a viable option in the area and there are regular bus services from nearby bus stops on Chichester Road; and
- Bognor Regis Train Station is located approximately 1.9km southeast of the site.

ADC ENVIRONMENTAL HEALTH - no objection and recommend conditions regarding electric vehicle charging, heat pumps and construction hours.

ADC DRAINAGE ENGINEERS - no objection and recommend standard conditions. Comment that:

- The applicant should be aware of our requirements for brownfield sites with respect to surface water drainage;
- It is expected that infiltration will not be viable (based on site investigations from the proposed development south of 283-285 Chichester Road) but the applicant will need to evidence this;
- It is likely that a connection to the surface water sewer in Chichester Road will be necessary;
- The applicant is therefore guided to SuDS Policy 3 from the West Sussex LLFA Policy for the Management of Surface Water when formulating the design, with the understanding that surface water flows will need to be attenuated and discharged to the sewer at a restricted rate; and

- The applicant should be aware that there is a foul water sewer running south on the eastern side of the site so Southern Water should be consulted regarding the necessary easements to this sewer.

COMMENTS ON CONSULTATION RESPONSES:

Noted.

The Southern Water sewer is in the existing access way and there is no proposed change to the flank building line (existing vs proposed). As there is other primary legislation to protect public sewers, it would not be necessary or reasonable to impose a condition but an informative will be added.

The Environmental Health heat pumps condition is not imposed as none are proposed. A condition will be imposed to secure the provision of renewable energy technologies and this could include heat pumps. This more general condition would secure details of heat pumps if they were proposed.

POLICY CONTEXT

Designations applicable to the Site:

Within the Built Up Area Boundary;
CIL Zone 4;
2km from Bognor Reef SSSI; and
Pagham Harbour Access Management Zone B.

DEVELOPMENT PLAN POLICIES

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

DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DSP1	D SP1 Design
ECCSP1	ECC SP1 Adapting to Climate Change
ECCSP2	ECC SP2 Energy and climate change mitigation
EMPDM1	EMP DM1 Employment Land: Development Management
ENVDM2	ENV DM2 Pagham Harbour
ENVDM5	ENV DM5 Development and biodiversity
HDM1	H DM1 Housing mix
HSP1	HSP1 Housing allocation the housing requirement
HWBSP1	HWB SP1 Health and Wellbeing
QEDM1	QE DM1 Noise Pollution
QEDM2	QE DM2 Light pollution
QEDM3	QE DM3 Air Pollution
QESP1	QE SP1 Quality of the Environment
SDSP1	SD SP1 Sustainable Development
SDSP1A	SD SP1a Strategic Approach
SDSP2	SD SP2 Built-up Area Boundary
TELSP1	TEL SP1 Strategic delivery of telecomms infrastructure
TSP1	T SP1 Transport and Development

TDM1	T DM1 Sustainable Travel and Public Rights of Way
WDM1	W DM1 Water supply and quality
WDM3	W DM3 Sustainable Urban Drainage Systems
WMDM1	WM DM1 Waste Management

PLANNING POLICY GUIDANCE:

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

SUPPLEMENTARY POLICY GUIDANCE:

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

POLICY COMMENTARY

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

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area.

There are no relevant Bognor Regis Neighbourhood Development Plan policies.

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 considered to comply with relevant Development Plan policies in that it would not cause demonstrable harm to the character of the area, would not have an adverse impact on highway safety and will not result in any amenity issues to existing or future residents.

OTHER MATERIAL CONSIDERATIONS

It is considered that BR/324/17/PL is a material consideration to be weighed in the balance with the Development Plan. This allowed for an increase in the number of dwellings on the site from 5 to 12. This permission has been implemented with work proceeding on the flatted building. If this new application is approved, it will prevent part of the previous permission from being implemented (demolition of the bungalow & replacement with 2 dwellings) thus leaving the bungalow as it is. This means that the increase in dwellings on the whole site will be the same as for the approved scheme (12).

The previous permission also sanctioned the loss of the commercial premises.

CONCLUSIONS

PRINCIPLE:

The site lies in the built up area boundary where development is acceptable in principle as per policy SD SP2 of the Arun Local Plan (ALP) and provided it is in accordance with other policies of the Local Plan covering such issues as loss of commercial premises, character/design, highway safety/parking, residential amenity, space standards and the natural environment.

Paragraphs 118 and 123 of the NPPF support the development of under-utilised land and buildings particularly where this results in new housing. Also that planning decisions should avoid homes being built at low densities, with higher densities encouraged for city/town centres that are well served by public transport.

The site is in the built-up area in a highly sustainable location with potential for trips to be made on foot, by cycle or by bus. There is a railway station within 1.9km. The new homes result in benefits to the local community & economy by providing residential accommodation to help meet future needs, creating/maintaining construction jobs and additional spending in the local area by future residents.

The proposal is in accordance with ALP policy SD SP2 and with the guidance in the NPPF on the efficient use of land.

LOSS OF COMMERCIAL:

ALP policy EMP DM1 seeks to protect existing employment premises unless it can be demonstrated that the site is no longer required and is unlikely to be re-used or re-developed for commercial purposes or the existing location poses insurmountable environmental harm or amenity which cannot be satisfactorily resolved.

The building was in the past occupied by a Community Transport charity ("Sammy Community Transport Ltd") in the single storey extension and an aerial installer ("Aerial Systems") on the main ground floor. In 2018 Sammy Community Transport had vacated the site and Aerial Systems were occupying all of the previous space. According to their website, Aerial Systems are still an active company but it is unclear from this source or the site itself whether they are occupying the building.

The application does not provide any justification in respect of the above policy and for this reason is in conflict with policy EMP DM1. The loss of the commercial floorspace was accepted in 2018 on the basis that the removal of the small amount of commercial space will enable the restoration of the original domestic appearance of the two semi-detached dwellings. The removal of the single storey part would allow for a more efficient use of the land by enabling an additional dwelling to be added on the west side. This remains a valid justification in support of the application despite the conflict with policy EMP DM1.

CHARACTER & DESIGN:

ALP policy D DM1 requires the Council to make the best possible use of land by reflecting or improving on the character of the site/surrounding area. It requires the Council consider scale, massing, aspect, siting, layout, density, building materials, landscaping and design features. The policy requires the scale of development keep in the general confines of the overall character of a locality. ALP policy D SP1 "Design" requires development to make efficient use of land and reflect local character.

The Arun Design Guide was adopted in January 2021 and is a material consideration in the determination of applications. The Design Guide states modest terraces are prevalent in the Bognor Regis area. The Design Guide promotes higher densities in urban and town centre areas stating that 15-25 dwellings per hectare is appropriate for terraced homes in suburban centres. The density is 71 dwellings per hectare which is much higher than this range however it is material that the site density based on 4 flats is 94 so there is a reduction in density.

The proposal will see the demolition of the two storey building (formerly a pair of semi-detached dwellings) and single storey side extension. In its place will be a modest terrace of 3 dwellings. This will be 3 storeys and will be 1.7m higher than the existing building with greater bulk having regard to the additional storeys on the western side. The local area is mixed in house design, roof form and height with predominantly two storeys on the same side of the road but a large flat roofed 3 storey building opposite and a further 3 storey flatted building to the north, all within the same streetscene.

Three storeys will be out of character with this side of Chichester Road but not with the wider character. The building has the potential to act as a landmark being as it is on a bend in the road and will thus draw the eye when travelling south down Chichester Road. This is not a negative thing as the building itself is appropriate in design terms and is sufficiently different to nearby building forms (which themselves are different from each other). The difference in design and height will not result in demonstrable harm to the character of the area.

The site layout is appropriate with the new dwellings maintaining the existing set back from the road in line with adjacent dwellings. This space will be provided as a front garden and will have a tidier appearance than the current situation. Building materials will be conditioned but are stated to be a mix of brick and tiles which would match with other dwellings in the streetscene (although render would also be welcomed). It is not necessary to impose a landscaping condition due to the size of the site and that new occupiers will likely have their own ideas as to what to plant in their private gardens.

Overall, there is no conflict with development plan policies in respect of design, character and layout.

HIGHWAY SAFETY & PARKING:

ALP policy T SP1 seeks to ensure development provides safe access on to the highway network; contributes to highway improvements & promotes sustainable transport. Proposals will be supported where they explain how the development has been designed to: (i) accommodate the efficient delivery of goods and supplies; (ii) give priority to pedestrian and cycle movements and have access to high quality public transport facilities; (iii) create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter. Policy T DM1 requires new development be located in easy access of established non-car transport modes/routes. The Council also has a Parking Standards SPD.

The advice of WSCC Highways is summarised above and they have no concerns with the proposal from a highway safety or capacity perspective. WSCC state the proposal would not have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal. It is noted the site is accessible by means other than private car including by foot, cycle and bus.

According to the Arun Parking SPD, the proposal generates a residential parking need of 6.6 spaces (with the 0.6 being the visitor requirement). The proposal provides 2 spaces per dwelling. Two of these are effectively on-plot being located right at the end of the garden. The other 4 are in 2 tandem arrangements and are just beyond the rear of the associated residential curtilages. There is no additional visitor parking provision however it is material that (a) the visitor requirement is for less than 1

space and (b) the parking layout is the same as it was for the approved scheme and there were visitor spaces within the wider layout serving the houses and flats as a whole.

The SPD sets out standards for cycle parking. The layout shows a cycle store in the rear garden which would satisfy the requirement. As no elevations or storage details are shown, it is necessary to require approval of cycle storage details by a condition.

The proposal is acceptable in respect of policies relating to highway safety & parking and therefore in accordance with ALP policies T SP1 & T DM1, the Parking Standards SPD and the NPPF.

RESIDENTIAL AMENITY:

ALP policy D DM1 requires there be minimal impact to users and occupiers of nearby property and land. ALP policy QE SP1 requires that all development contribute positively to the quality of the environment and ensure that development does not have a significantly negative impact upon residential amenity. The Arun Design Guide sets out guidance on interface distances between dwellings and these are: 21m for back to back, 16m for front to front and 14m for front/back to side.

The three dwellings are on essentially the same building line as the existing building (the only exception being at the south western corner where a small area of additional footprint is created behind the existing single storey extension). The new terrace is sited east of the rear garden to the adjacent bungalow which has no principal windows in the affected parts of its side elevation. As such there is limited additional impact on the existing bungalow.

The rear of the new terrace building will be 20m to certain first and second floor windows on the approved apartment building and this is 1m below Design Guide requirements. The affected windows are either not principal (kitchens) or are not the only window serving that room. On the approved scheme (permitted prior to the adoption of the Design Guide), there would have only been 17.5m between facing windows. The Design Guide is also not policy and allows for flexibility in approach.

Conditions will be imposed to ensure new bathroom windows are obscure glazed and to remove permitted development rights for rear dormers or other roof alterations in order to retain future control over interface distances between the buildings. The proposal is therefore in accordance with policies D DM1 & QE SP1 of the Arun Local Plan, the NPPF and the Arun Design Guide.

SPACE STANDARDS:

As per ALP policy D DM2, it is necessary to assess the proposal against the internal space standards set out in the Governments Technical Housing Standards (Nationally Described Space Standard) to determine if the buildings will be suitable for residential use. The requirement for a three storey, 3 bedroom, 5 person house is 99m² whereas each proposed house has 103m² of space therefore meeting the requirement.

The Arun Design Guide sets out standards for garden sizes: a private rear garden of at least 10.5m deep and a front garden of at least 2m deep. The proposal includes 3.1m deep front gardens and rear gardens that extend to around 12m deep therefore complying with the guidance on amenity space.

The scheme therefore provides a decent standard of amenity for future occupiers and there is no conflict with any adopted development plan policy.

BIODIVERSITY:

ALP policy ENV DM5 requires that proposals achieve a net gain in biodiversity and protect existing habitats on site. The application is not accompanied by any ecological appraisal but existing residential curtilages tend have low potential as habitat for protected species and this was not raised as an issue in the determination of the previous application (which was also not accompanied by any surveys).

The site is on a busy road and there is construction work taking place in the wider site areas as concerned with the new apartment building. It is not likely that the site has any ecological value but it is still necessary to demonstrate net gain so a condition will be imposed to secure bat or bird boxes on the new dwellings. This will then satisfy the policy requirements.

CLIMATE CHANGE:

ALP policy ECC SP2 requires that residential development be energy efficient and should incorporate decentralised, renewable and low carbon energy supply systems. The application is silent on this policy requirement therefore a condition will be imposed to secure the provision of renewable energy measures and this will ensure compliance with the policy.

PAGHAM HARBOUR:

ALP policy ENV DM2 requires that new residential developments within a 400m to 5km distance ('Zone B') of Pagham Harbour make a financial contribution towards the provision of accessible natural open green spaces to serve the area. A contribution of £871 per new residential unit was agreed by the Councils Cabinet on 10 April 2017. The application site lies within the designated Zone B however the proposal does not result in any net increase in the number of dwellings on the site (4 existing flats versus 3 new houses). As such, there is no contribution required and no conflict with policy ENV DM2.

SUMMARY:

This proposal represents an appropriate redevelopment of an existing building and does so without compromising the visual amenity of the area or the amenities of existing neighbouring residential occupiers. There is some conflict with the Arun Local Plan in respect of the loss of commercial floor space. This is not so harmful to prevent the redevelopment. It is material that this argument was accepted on the extant planning permission. The proposed building is likely to have a positive impact on the streetscene, tidying up this site and removing the commercial signage. It is recommended the application be approved in accordance with the following conditions.

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.

CIL DETAILS

This is a CIL Liable development. It is in Zone 4 and a CIL amount of £6,879.34 is payable unless the applicant applies for exemption subject to the requirements of the CIL Regulations 2010 (as amended). The Town Council would receive a 25% share of this money (£1,719.835) albeit subject to whether any relief is claimed.

RECOMMENDATION

APPROVE CONDITIONALLY

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

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

- 2 The development hereby approved shall be carried out in accordance with the following approved plans

Drwg 01 Rev B "Location Plan";
 Drwg 03 Rev A "Block Plan as Proposed" (1:500);
 Drwg 101 "Ground Floor Plan 3B/5P Option B";
 Drwg 102 "First Floor Plan 3B/5P";
 Drwg 103 "Second Floor Plan 3B/5P";
 Drwg 104 "Front Elevation 3B/5P";
 Drwg 105 "Side Elevation 3B/5P";
 Drwg 106 "Rear Elevation 3B/5P";
 Drwg 107 "Side Elevation 3B/5P";
 Drwg 108 "Roof Plan 3B/5P";
 Drwg 109 "Cross Section 3B/5P";
 Drwg 110 "Front Elevation (Terraced)";
 Drwg 111 "Rear Elevation (Terraced)";
 Drwg 112 "Roof Plan 3B/50 (Terraced)";
 Drwg 115 Rev A "Site Plan as Proposed" (1:200);
 Drwg 116 Rev A "Site Plan as Proposed" (1:100); and
 Drwg 117 Street Scene as Proposed".

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policies D DM1, D SP1, QE SP1 and T SP1 of the Arun Local Plan.

- 3 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 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.

- 4 No development above damp proof course (DPC) level shall take place unless and until a colour schedule of materials and finishes to be used for all external surfaces of the proposed building has been submitted to and approved by the Local Planning Authority and the materials so approved shall be used in the construction of the building.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with policy D DM1 of the Arun Local Plan and the NPPF.

- 5 No development above damp proof course (DPC) level shall take place until full details of the placement of either 1 nesting box or 1 bat tile per terraced house have been submitted to and approved in writing by the Local Planning Authority. The approved details shall then be implemented in full prior to occupation and thereafter retained to the satisfaction of the Local Planning Authority.

Reason: In the interests of biodiversity enhancement as per the requirements of Arun Local Plan policy ENV DM5 and the National Planning Policy Framework.

- 6 Prior to occupation of any of the dwellings, a scheme for the provision of facilities to enable the charging of electric vehicles to serve the approved dwellings shall be submitted to the local planning authority for approval and thereafter implemented in accordance with the approved details and the charge points shall thereafter be retained and maintained in good working condition.

Reason: New petrol and diesel cars/vans will not be sold beyond 2030, to mitigate against any potential adverse impact of the development on local air quality and to provide sustainable travel options in accordance with policies T SP1, T DM1 & QE DM3 (c) of the Arun Local Plan, the Arun District Council Electric Vehicle Infrastructure Study (November 2017) and the National Planning Policy Framework (NPPF).

- 7 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. The approved cycle storage spaces shall thereafter be permanently retained and maintained in good working condition.

Reason: To provide alternative travel options to the use of the car in accordance with Arun Local Plan policies T SP1 & T DM1 and the National Planning Policy Framework.

- 8 No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all

times for their designated purpose.

Reason: To provide car-parking space for the use in accordance with Arun Local Plan policy T SP1 and the National Planning Policy Framework.

- 9 None of the new houses shall be occupied unless and until the applicant has submitted a scheme for approval by the Local Planning Authority to demonstrate that the development will incorporate decentralised, renewable and low carbon energy supply systems. The approved scheme shall thereafter be implemented prior to occupation of the dwellings and any approved renewable energy supply systems shall be permanently retained & maintained in good working order thereafter.

Reason: To ensure that the development is energy efficient and in accordance with policy ECC SP2 of the Arun Local Plan.

- 10 No demolition/construction activities shall take place other than from 08:00 hours until 18:00 hours (Monday to Friday) and from 08:00 hours until 13:00 hours (Saturday) with no noisy work on Sunday or Bank/Public Holidays. In addition to these hours of working the Local Planning Authority may, upon application, approve in writing a schedule of activities where it is necessary to conduct works outside the hours specified in this condition.

Reason: To protect the amenity of local residents in accordance with Policy QE SP1 of the Arun Local Plan.

- 11 Prior to the occupation of any of the new houses, 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 consider 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 dwelling, the provision of the highest available headline speed of broadband service to that dwelling 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 dwellings 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 will continue in accordance with the approved strategy.

Reason: To safeguard the amenities of future residents in accordance with Arun Local Plan policy TEL SP1

- 12 All bathroom/toilet windows shall be glazed with obscured glass and permanently retained so thereafter.

Reason: To protect the amenities and privacy of future occupiers and of the adjacent properties in accordance with policies D DM1 and QE SP1 of the Arun Local Plan.

- 13 Notwithstanding the provisions of Parts 1 & 20 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (as amended) (or any Order revoking or re-enacting this Order) no rear dormer/roof extensions/alterations to the three terraced houses shall be constructed unless permission is granted by the Local Planning Authority on an application in that behalf.

Reason: In the interests of amenity having regard to the windows in the approved flatted building to the rear in accordance with policies D DM1, D DM4 and QE SP1 of the Arun Local

Plan and the Arun Design Guide.

- 14 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 assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 15 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>. 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.
- 16 INFORMATIVE: A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. Please read the New Connections Services Charging Arrangements documents which is available to read at <https://beta.southernwater.co.uk/infrastructurecharges>.
- 17 INFORMATIVE: There is an existing public foul sewer situated to the east of the existing building within the site access. This should either be protected or if this is not possible, diverted. Southern Water state that:
- The public foul sewer requires a clearance of 3 metres on either side of the sewer to protect it from construction works and to allow for future access for maintenance.
 - No development or tree planting should be carried out within 3 metres of the external edge of the public foul sewer without consent from Southern Water.
 - No new soakaways should be located within 5 metres of a public sewer and rising main.
 - All existing infrastructure should be protected during the course of construction works.
- Please refer to: southernwater.co.uk/media/3011/stand-off-distances.pdf.
- 18 INFORMATIVE: The development shall be carried out in accordance with the "Arun District Council Construction Code of Practice: For small developments in Arun" - see <https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n12193.pdf&ver=12201>
- 19 INFORMATIVE: The granting of this planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990. For further information please contact the Environmental Health Department on (01903) 737555.
- 20 INFORMATIVE: This notice does not give authority to destroy or damage a bat roost or disturb

a bat. Bat species are protected under Section 39 of the 1994 Conservation (Natural Habitats etc) Regulations (as amended), the 1981 Wildlife and Countryside Act (as amended) and the 2000 Countryside and Rights of Way Act. It is illegal to damage or destroy any bat roost, whether occupied or not, or disturb or harm a bat. If you are aware that bats roost in a building for which work is planned, you should take further advice from Natural England (via the Bat Conservation Trust on 0345 1300228) or an ecological consultant before you start. If bats are discovered during the work, you must stop immediately and contact Natural England before continuing.