

Recommendation Report for Planning Permission

REF NO: BR/231/18/PL

LOCATION: Ashley House
120 Aldwick Road
Bognor Regis
PO21 2PB

PROPOSAL: Part 2 & part 3 storey extensions, relocation of bin store & new cycle stores.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	The application consists of the following three elements: (1) A two storey extension on the west side built up against (but not to be fixed to) the neighbouring property, 124 Aldwick Road with a further floor of accommodation within a Mansard roof. This partly replaces an existing single storey lean to storage building/extension. The extensions will adjoin at ground floor with an existing small vestibule area. This extension will provide 15 additional bedrooms with 12 bathrooms and 3 shared kitchens. The extension will be lower than the ridge of the neighbouring dwelling. The materials will be Cedral cladding in grey, matching render and a mix of lead and slate to the roof. Windows to face north, south and east. (2) Relocation of the existing bin store (using the same materials & design) to a new position adjacent to the parking bays in front of the main building. (3) 14 new external cycle stores to the rear of the extension. There are to be no changes to the use of the building or the restrictions/mitigation measures in place in respect of noise and sustainability.
SITE AREA	0.22 hectares.
TOPOGRAPHY	Predominantly flat.
TREES	None affected by the proposed development.
BOUNDARY TREATMENT	The front boundary is hedged. The rear boundary is a close boarded fence atop a brick wall approximately 2m in height.
SITE CHARACTERISTICS	Large detached building, predominantly two storeys in height but with some single storey parts and a third floor element in the form of a brick built tower on the front. Parking areas & landscaping to front and a semi-enclosed square shaped amenity area adjacent to the rear boundary. Previously used as a care home for disabled people and currently occupied as

staff accommodation for Butlins. Existing external timber bin store on the western side of the frontage. Behind this and beyond an area of gravel is a lean to storage building currently used as cycle storage.

CHARACTER OF LOCALITY

Predominantly residential street with mixed character of semi-detached and terraced properties. Mostly two storeys but with roof level accommodation and also three storey flats on the opposite side of Aldwick Road. There are some commercial properties a short walk to the east. The neighbouring property, 124-126 Aldwick Road is a care home. It has no east facing windows.

RELEVANT SITE HISTORY

BR/165/17/DOC	Application for approval of details reserved by conditions imposed on planning reference number BR/100/16/PL relating to condition No9 - Lighting	DOC Approved 17-07-17
BR/155/17/DOC	Application for approval of details reserved by conditions imposed on planning reference BR/100/16/PL relating to condition no.11 - Travel Plan Strategy	DOC Approved 04-09-17
BR/197/16/DOC	Application for approval of matters reserved by condition imposed under BR/100/16/PL relating to condition 7 for Construction Management Plan.	DOC Approved 12-09-16
BR/196/16/DOC	Application for approval of matters reserved by condition imposed under BR/100/16/PL relating to condition 5 for landscape scheme.	DOC Approved 25-08-16
BR/198/16/DOC	Application for approval of matters reserved by condition imposed under BR/100/16/PL relating to condition 4 for schedule & samples of materials & finishes.	DOC Approved 09-09-16
BR/100/16/PL	Change of use of Ashley House from a care home (Class C2 use) to a House in Multiple Occupation (HMO) to provide team member accommodation on behalf of Butlin's Bognor Regis, together with external alterations to the building, two car parking spaces (one disabled space), a minibus parking space, a designated cycle store for in excess of 40 spaces, a designated bin store & associated landscaping.	ApproveConditionally 10-08-16

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Bognor Regis Town Council

"NO OBJECTION. The Committee, having noted the comments submitted to ADC by a neighbour, would like reassurance that the 35 car parking spaces provided at the Butlins site are still provided, utilised, and their useage continues to be for Butlins staff only. Furthermore, should this planning application be approved, and occupancy increased, then Members would like to see the shuttle bus between Aldwick Road and the Butlins site reinstated."

9 letters of objection have been received and these raise the following issues:

- (1) Overdevelopment;
- (2) Impact of the extensions on viability of the adjoining Care Home (124);
- (3) Increased demand for on-street parking since Butlins occupied building;
- (4) The application will only limit on-street parking further;
- (5) Lack of on-street spaces particularly detrimental for health visitors to the adjacent care home;
- (6) Disagree with WSCC Highways comment regarding on-street parking demand;
- (7) Shuttle bus not operating as no demand;
- (8) Query over whether there are still 35 dedicated parking spaces on the main Butlins site for the Ashley House staff residents;
- (9) Traffic survey carried out during the day only;
- (10) What will happen if Butlins ever vacate the premises;
- (11) Owner does not adhere to planning conditions; and
- (12) No pre community consultation with 124 Aldwick Road.

COMMENTS ON REPRESENTATIONS RECEIVED:

In respect of the Town Council comments, the applicant has stated that parking spaces are available for staff at the resort and that the shuttle bus will be re-instated when the Ashley House extension opens to see if there is increased demand for its use.

The following responses are offered in respect of the local resident objections:

- (1) Overdevelopment will be considered in the conclusions section of the report;
- (2) It is understood that the extension will be built with a new wall to sit independently of the eastern flank wall of 124. Therefore, there will be no required works to the adjacent building. There will be an impact during construction (i.e. noise) but this will be temporary in nature. In the longer term, there should not be any harm to the viability of the adjacent care home and it is noted that the new accommodation is laid out with mostly circulation space (corridors) and bathrooms up against the new independent wall which will sit adjacent to 124's eastern flank wall thus minimising noise disturbance to the adjacent building. In addition both the staff accommodation and the care home are residential in nature;
- (3) - (5) Parking issues will be considered within the conclusions section of the report. In respect of point (5), it is considered that this is not solely a problem arising from the application site as there is a lack on on-street generally (with waiting restrictions in force) and many properties along Aldwick Road do not have their own (or do not have enough) off-street parking facilities;
- (6) Noted;

(7) It is accepted that it is not currently operating. The applicant has stated that this is due to there being no demand from residents but that it will be re-instated once the extension is built to see if there is increased demand for its use;

(8) The applicant has stated that parking spaces are available for staff at the resort;

(9) There are no references in any of the supporting planning documents to a parking survey. It should also be noted that WSCC Highways do not question the validity of the transport supporting statements;

(10) A condition was imposed on BR/100/16/PL to ensure that if Butlins ever cease to occupy the building, the use would revert back to a C2 care home use. This condition will also cover the extensions;

(11) Noted however the Council has not been made aware of any breaches of condition. Any specific breaches should be reported to the compliance team so that we can investigate; and

(12) There is no requirement in planning policy or law for pre-consultation with local residents.

Notwithstanding, it is noted that an email exchange was submitted as part of the application which demonstrates that the developer and the owners of the care home had been in dialogue.

CONSULTATIONS

WSCC Strategic Planning

Engineering Services Manager

Engineers (Drainage)

Environmental Health

CONSULTATION RESPONSES RECEIVED:

WSCC HIGHWAYS: Raise no objections subject to a condition to secure the Travel Plan. Comment that:

- Aldwick Road has a 30mph speed limit;
- The site has previously been used as a care home under use category C2;
- As part of the proposals for the previous application, the applicant improved the access construction and relocated it to the east by 0.5m - these works offered an improvement on the existing situation;
- There is no concern with the existing visibility splays;
- It is not considered that there is extensive demand for on-street parking particularly during peak movement time;
- No recorded accidents within the last 3 years at the site;
- Given the sustainable transport measures proposed by the applicant, consider that the 15 additional bedrooms will not result in a material increase in traffic movements;
- No known capacity or congestion issues within the immediate vicinity of the site;
- The site is sustainably located such that walking, cycling and the use of buses are viable alternatives to the use of a car;
- Sufficient turning space is available within the site to allow vehicles to turn and enter Aldwick Road in the forward gear;
- There are waiting restrictions in operation along Aldwick Road and on-street parking would not adversely affect highway safety;
- The impact of on-street parking on residential amenity is a matter for the planning authority; and
- The LHA does not consider that the additional rooms at the property would have a 'severe' impact on the operation of the highway network, therefore the application is not contrary to the National Planning Policy Framework (para 109), and there are no transport grounds to resist the proposal.

ADC ENVIRONMENTAL HEALTH: No objection. Comment that: "We would request that the Noise Management Plan be updated with the additions noted in 7.0 Mitigation Measures of the Acoustic Report (8812/NIA, dated 8 August 2018)."

ADC DRAINAGE ENGINEERS: No objection. Comment that: "Any changes to the existing surface water drainage system should be to the approval of building control."

COMMENTS ON CONSULTATION RESPONSES:

In respect of the Environmental Health comment, it should be noted that the measures in section 7.0 of the updated noise report are predominantly identical to those in the original report. The only exception is in respect of the shuttle bus and these new measures will be added to a condition similar to that imposed on BR/100/16/PL.

POLICY CONTEXT

Designations applicable to site:

Within Built Up Area Boundary;
Class B Road;
Within 2km buffer of Bognor Reef SSSI;
Pagham Harbour Zone B; and
No Public Sewer.

DEVELOPMENT PLAN POLICES

DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DDM4	D DM4 Extensions&alter to exist builds(res and non-res)
DSP1	D SP1 Design
ECCSP2	ECC SP2 Energy and climate change mitigation
ENVDM2	ENV DM2 Pagham Harbour
HERSP1	HER SP1 The Historic Environment
HSP4	H SP4 Houses in multiple occupation
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
TDM1	T DM1 Sustainable Travel and Public Rights of Way
TSP1	T SP1 Transport and Development
WDM1	W DM1 Water supply and quality
WDM3	W DM3 Sustainable Urban Drainage Systems

[Bognor Regis Neighbourhood Plan 2015 Policy 1](#) Delivery of the Vision

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
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POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011-31, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

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.

Bognor Regis Neighbourhood Development Plan (BRNDP) policy 1 is relevant in that it relates to extension to non-designated heritage assets. There are no other relevant BRNDP 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 as the extensions would not result in any harm to the amenity of neighbouring properties or the character/appearance of the area. Furthermore, the mitigation measures put forward by Butlin's mean that the increase in the use of the site would have no greater adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties.

OTHER MATERIAL CONSIDERATIONS

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

CONCLUSIONS**PRINCIPLE:**

The site lies within the built up area boundary where development is acceptable in principle in accordance with policy SD SP2 of the Arun Local Plan and provided it is in accordance with other policies of the Local Plan covering such issues as character, residential amenity, noise, highway safety & parking and space standards.

Regard should also be had to policy SD SP1 of the ALP which states that: "When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)." It is considered that the site is in a sustainable location within walking and cycling distance of a range of shops, facilities and services including bus stops, a large food store and a railway station. It is also considered that the new residents will contribute to the local economy by using local shops, facilities & services and that the local community will be further diversified.

Paragraph 118 (d) of the NPPF states that "Planning policies and decisions should: promote and support

the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing". It goes on within the relevant footnote to state that: "As part of this approach, plans and decisions should support efforts to identify and bring back into residential use empty homes and other buildings". The site of the extension is presently underused and includes a storage building used for cycle storage.

The proposal is considered to be in accordance with policies SD S01 and SD SP2 of the Arun Local Plan.

PLANNING POLICY ON HMO's:

Arun Local Plan policy H SP4 states that:

"Where planning applications for houses in multiple occupation (HMOs) are not already covered by permitted development rights, they will be favourably considered where the proposals contribute to the creation of sustainable, inclusive and mixed communities and meet the following criteria:

- a. Do not adversely affect the character of the area including eroding the balance between different types of housing, including family housing;
- b. Do not contribute to the generation of excessive parking demands or traffic in an area;
- c. Provide adequate areas of open space."

Although the principle of a HMO use at this site has already been established it is still considered necessary to assess the proposal against this policy in respect of the effect that the extensions will have on intensifying the use. The above criteria will be addressed in the following sections of this report.

DESIGN, APPEARANCE & VISUAL AMENITY:

Objections have been raised by local residents in respect of overdevelopment. Arun Local Plan policy D DM1 requires that the Council have regard to certain aspects including:

(1) Character - "Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.";

(2) Appearance/attractiveness - "Demonstrate a high standard of architectural principles, use of building materials, craftsmanship and hard and soft landscaping to reflect the local area"; and

(14) Scale - "The scale of development should keep within the general confines of the overall character of a locality unless it can be demonstrated that the contrary would bring a substantial visual improvement."

Policy D DM4 refers to extensions to existing buildings. It states that:

"When considering applications for extensions and alterations to existing buildings, the Council will require that:-

- a. the extension or alteration sympathetically relates to and is visually integrated with, the existing building in siting, massing, design, form, scale and materials;
- b. the extension or alteration is visually subservient to the main building and provide a high standard of amenity;
- d. in streets characterised by relatively small gaps at first floor level between buildings, any extension or

alteration at first floor level does not come to within a minimum of one metre of the side boundary and;
e. the extension or alteration does not compromise the established spatial character and pattern of the place but is instead a positive addition."

It should be noted that although the proposed structure will be affixed to the existing building (and is thus an extension), it will be only attached at ground floor level and only to a very small (5.5m deep) part of the existing building. Furthermore, just under half of the extension will be forward of the closest part of the main building (but not forward of the established front building line). It is therefore considered that the extension will be more readily considered by passers-by as a standalone building rather than an extension.

For this reason, it is not considered that the new building should need to visually integrate with the host building or be visually subservient to it. However, the extension will be lower in height than the main roof ridge of the host building. It will also be lower than the adjoining property, 124-126 Aldwick Road. Materials will be slightly different, however it is considered that the building appearance as presented by the submitted CGI Street scene images would be an attractive addition to the streetscene.

It is noted that the proposed extension will result in the loss of what is presently a relatively open area on the western side of the site and will also further develop this site. However, it is not considered that this is cause for any concern particularly given its sustainable location within the urban area.

The current bin store although having the benefit of a planning permission the proposal to relocate it to a position which benefits from greater screening and is slightly further back from the edge of the highway is welcomed. The new cycle storage area is to be located at the rear of the site and will be screened from view by existing buildings and boundary treatments.

It is therefore considered that the proposal complies with Arun Local Plan policies D DM1 & D DM4.

IMPACT ON UNDESIGNATED HERITAGE ASSETS:

Ashley House is considered to be an undesignated heritage asset in that it is a red brick building with an attractive crenelated tower feature but is neither nationally or locally listed and is not in a Conservation Area. The right hand (eastern) section (which includes the tower) first appears on historical mapping in the period 1897-1898 and is named as "Arthurs Home (Convalescent)". The more modern western parts were added later.

Paragraph 197 of the NPPF states with regard to non-designated heritage assets that: "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

The proposed extension is to the very western end of the site and therefore some distance from the historic part of the building. It was previously considered (within the determination for BR/100/16/PL) that Ashley House had already been harmed by the addition of more modern elements and that the alterations proposed under BR/100/16/PL would improve on those elements. It is not considered that the new extension will have a significant harmful impact on the heritage asset and it is therefore considered that the proposal is in accordance with the guidance on undesignated heritage assets within the NPPF.

PARKING PROVISION/HIGHWAY SAFETY:

Objections have been raised by local residents in respect of the impact of the proposal on the availability

of on-street parking for other existing nearby businesses and dwellings.

Arun Local Plan policy T SP1 seeks to ensure that development: provides safe access on to the highway network; contributes to highway improvements & promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network. In respect of parking, it states that:

"The Council will support transport and development which: incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking"

In addition, policy T DM1 requires that new development be located within easy access of established non-car transport modes/routes and also seek to contribute to the improvement of such routes & facilities.

Paragraph 108 of the NPPF states that: "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: (b) safe and suitable access to the site can be achieved for all users". Regard should also be had to paragraph 109 which states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

WSCC Highways have assessed the application submission and raise no objections in respect of highway safety or trip generation. They also consider that the transport mitigation measures in place at the property coupled with the sustainability of the site mean that that the parking provision of one disabled and one staff space is acceptable. Highways do however comment that the impact of on-street parking on residential amenity is a matter for the planning authority to consider.

It is acknowledged that there is a risk that Ashley House residents will bring a car to the property and park it on Aldwick Road or surrounding streets and this will create conflicts with other existing residents, businesses and visitors. However, many of the objections are from staff employed by nearby businesses which either do not have dedicated off-street parking spaces or have an under provision. Furthermore, many of the terraced houses along this side of Aldwick Road do not benefit from off-street parking. Therefore, there is no direct evidence that the issues reported by residents are as a result of Ashley House residents.

The previous application BR/100/16/PL was partly approved on the basis of the transport mitigation measures proposed which included (and continue to include) the provision of up to 35 car parking spaces for staff members on the Butlins Resort, the provision of storage for bicycles and (subject to demand) a hybrid shuttle bus service between the sites. It was also noted that at that time, vehicle ownership levels for staff members was very low at 0.09 vehicles per member and that there were only 45 vehicles for 470 staff members. Residents can also travel to and from the Butlins site using local buses with bus stops closer to both Ashley House and the Butlins site.

The Travel Plan Statement submitted with this application states that:

"There will continue to be no car parking provision for the team members on Site. Two car parking spaces (one of which reserved for disabled users) and a minibus space will be available in the front courtyard. However, these will continue to be reserved for use by the Site House Manager and any disabled team members. This is deemed appropriate due to the lack of car parking requirements amongst team members and the sustainable transport modes on offer. Team members will have the ability to park their car at the Butlins resort, should this be required.

Whilst there are no on street parking restrictions, team members will be required to submit details of any car they have access to including registration plate. If any private cars owned or used by Butlins staff are found to be parked in the surrounding streets, they will be asked to move them onto the Butlins site. This will form part of the Accommodation Agreement. Staff in breach of any of these requirements will be subject to disciplinary action."

If residents become aware of any breaches to the planning conditions imposed on either BR/100/16/PL or on this new application then it would be appropriate to contact the planning compliance team at the Council so that investigations can be carried and enforcement action taken if necessary.

With the continuation of the previously approved mitigation measures in place, it is not considered that the proposal would be contrary to policies T DM1 and T SP1 of the ALP and with the guidance on highway safety within the NPPF.

NOISE & RESIDENTIAL AMENITY:

Arun Local Plan policy D DM1 requires that the Council have regard to certain aspects when considering new development including: (3) Impact - "Have minimal impact to users and occupiers of nearby property and land. For example, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance."

Furthermore, policy QE SP1 states that: "The Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the District."

Policy QE DM1 seeks to protect against the impacts of new noise generating development. It states that: "Developers proposing new noise generating development must seek advice from an early stage to determine the level of noise assessment required."

In respect of the extension itself, it is noted that this will not extend any further forward than the front of 124-126 Aldwick Road. Furthermore, it will not extend beyond the rear of two storey part of the same property therefore there will be no loss of light to the neighbour. In addition, the neighbouring building has no east facing windows and the extension does not include any west facing ones therefore no risk of overlooking. The only possible impact therefore is in respect of noise.

The previous application BR/100/16/PL was also partly approved on the basis of the noise mitigation measures proposed at that time. These will continue to apply to residents within the new extension. It should also be considered that the relocation of the bin store will take noise associated with the use of the bins further away from the front of 124 Aldwick Road. The use of the external cycle store may result in new noise impacts at the rear western corner of the site. However, the application has been assessed by the Councils Environmental Health officers who raise no objections in respect of noise.

It is understood that the extension will be built with a new wall to sit independently of the eastern flank wall of 124. Furthermore, the new accommodation will be laid out with mostly circulation space (corridors) and bathrooms up against the new independent wall thus minimising noise disturbance to the adjacent building.

It is therefore considered that the proposal complies with Arun Local Plan policies D DM1 and QE SP1.

SPACE STANDARDS

Arun Local Plan policy D DM2 states that: "The planning authority will require internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. Nationally Described Space Standards will provide guidance". However, the Technical Housing Standards (Nationally Described Space Standard) does not provide any relevant standards for Houses in Multiple Occupation.

The application includes a supporting statement prepared by an Environmental Health & Housing Consultant which sets out that the proposed accommodation will be fully compliant with both national and local standards (including space standards relevant to HMO uses) and will therefore be able to obtain a licence under the Mandatory HMO licensing scheme.

ALP policy H SP4 requires that proposals provide adequate areas of open space. However, the council does not currently have any size guidance on external amenity space or gardens. Ashley House currently benefits from a rear garden area which is shared amongst the residents such that they are able to sit outside. Furthermore, the site sits within only a short walk of Marine Park Gardens and the beach to the south. It is considered therefore that residents will be able to easily access outdoor places for recreation etc.

It is therefore considered that the proposal complies with the relevant internal and external standards.

SUMMARY:

The proposed extension is considered to represent an efficient use of urban land and does so without compromising the visual amenities of the host building or the character of the area. Furthermore, it is not considered that there will be any adverse harm to highway safety or to the amenities of existing nearby residential occupiers. The mitigation measures proposed are considered to overcome any potential impacts associated with the use of the site. The proposal is considered to be sustainable development and also complies with all development plan policies. The recommendation to approve is therefore made subject to 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

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following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

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

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The development hereby 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:

170/3.001 Rev 03 "Location Plan";
 170/3.002 Rev 04 "Proposed Site Plan / Block Plan";
 170/3.101 Rev 05 "Proposed Ground Floor Plan";
 170/3.102 Rev 06 "Proposed First, Second & Roof Plans";
 170/3.103 Rev 02 "Proposed Bin Store";
 170/3.201 Rev 05 "Proposed North and South Elevations";
 170/3.202 Rev 05 "Proposed East and West Elevations"; and
 170/3.210 Rev 01 "CGI's".

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy D DM1 and D DM4 of the Arun Local Plan.

- 3 When the extended premises cease to be occupied by Bourne Leisure (Butlins), the use of the site as permitted shall cease and the permitted use shall revert to Class C2 of the Schedule to the Town & Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any other Statutory Instrument revoking and re-enacting that Order).

Reason: In granting extensions to the existing permission, the Local Planning Authority has had regard to the particular circumstances relating to the proposal and to the proposed mitigation measures proposed by Butlin's in accordance with policies D DM1, QE SP1, QE DM1, QE DM2, QE DM3, T DM1 & T SP1 of the Arun Local Plan.

- 4 The extensions to the existing building as permitted by this planning permission shall only be carried out in accordance with the submitted Noise Assessment Report by RBA Acoustics (ref 8812/NIA, Rev 1, 08/08/18) and the Ashley House Management Plan (by Butlins) and including the following noise mitigation measures detailed within these documents:

1. New team members who live on resort to sign an Accommodation Agreement which sets out rules and regulations concerning the use of accommodation;
2. Setting of a quiet time between 22:00 hours and 07:00 hours including no loud music and no gathering of residents in groups;
3. No use of the amenity space between 22:00 hours and 07:00 hours;
4. Access from the main front entrance only;
5. Restricted window openings on some east facing rooms (as detailed within Section 6.0 of the Acoustic Assessment Report);
6. No personal deliveries will be made to Ashley House;

7. Restriction on the times of the shuttle bus with the last drop-off no later than 23:30 hours;
8. The Shuttle bus engine to be turned off during pick-up & drop-off;
9. The use of a low noise electric/hybrid shuttle bus vehicle
10. No more than 3 trips per hour to Ashley House;
11. Ashley House residents to wait within Room 0.19 (Ground Floor Communal Room) for the minibus; and
10. The on-site accommodation of a Team Accommodation Manager/Warden.

The mitigation measures shall be fully implemented prior to occupation of the extended part of the building and adhered to permanently thereafter. There shall be no deviation from these mitigation measures without approval in writing from the Local Planning Authority.

Reason: In the interests of the amenities of the area and of neighbouring residential properties in accordance with policies D DM1, QE SP1, QE DM1, QE DM2, QE DM3, T DM1 & T SP1 of the Arun Local Plan.

- 5 No part of the extended development shall be first occupied until such time as a Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan Statement 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. The approved measures within the Travel Plan shall then be implemented in full and permanently retained thereafter.

Reason: To encourage and promote sustainable transport in accordance with policies T DM1 and T SP1 of the Arun Local Plan.

- 6 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.