

Recommendation Report for Planning Permission

REF NO: BR/2/21/PL

LOCATION: 9-11 Station Road
Bognor Regis
PO21 1QD

PROPOSAL: Change of use of the rear part of ground floor from commercial & flat on first floor and loft & part two storey extension to the side and to the rear to create bed & breakfast accommodation. This site is in CIL Zone 4 (Zero Rated) as other development.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

The change of use of the rear of existing ground floor, first floor and a roof space and extension of property partially on ground and first floor level to the rear above an existing parking area resulting in a 10 bed Bed & Breakfast. All bedrooms include en-suites. Access to the bedrooms would be from Crescent Road via a new entrances on the southern site of the property. Three parking spaces are shown on the ground floor plan on a first come first serve basis.

The extension would extend the property to the side and to the rear at two levels leaving space for parking of three cars. It would be aligned with a rear elevation of the recently approved extension to 11 Station Road and it would be aligned with a side elevation of the main building filling the entire site. A new window is proposed at the first floor level of the gabled flank wall of elevation of the property facing to Station Road. The extension would be characterised by a pitched roof with flat crown with two roof-lights inserted. Three new roof-lights would be inserted to the front roof plane facing to the Station Road and three to the rear.

The existing front part of ground floor will remain as commercial.

SITE AREA

376 square metres.

TOPOGRAPHY

Predominantly flat.

TREES

None affected by the development.

BOUNDARY TREATMENT

None.

SITE CHARACTERISTICS

End terrace property with gabled roof (roof ridge parallel to the Station Road) and a rear gabled outrigger, considerably narrower than the main building with an external staircase leading to the first floor flat. There is a single storey side/rear extension attached to the rear of main building and the side

elevation of outrigger with a small yard and parking area to the rear.

CHARACTER OF LOCALITY

The Station Road frontage is commercial with residential flats above. Crescent Road to the east and Merchant Street to the south are residential in nature. The site is in easy walking distance of the Bognor Regis Railway station, the beach and Hotham Park. The property adjoins with a tanning salon (No. 13) and a recruitment agency (No. 9). Both have flats above. The rear of no. 13 includes a storeroom accessed from the rear passage. The rear of no. 9 is occupied by a 4 bay parking area which is shared with the recruitment agency/first floor flat.

RELEVANT SITE HISTORY

BR/202/19/PL	Conversion of first floor, extensions at ground & first floor & a new second floor within the new pitch roof to create Bed & Breakfast accommodation	ApproveConditionally 13-12-19
BR/5/16/PL	Change of use from office (A2 Financial & Professional Services) to cafe (A3 Restaurants & Cafes) & shop front alterations to both properties.	ApproveConditionally 22-02-16
BR/275/14/PL	Conversion & rear extension to part of ground floor to create 1 No studio flat & conversion of first floor flat to create 2 No 2 bedroom flats.	ApproveConditionally 05-03-15
BR/182/07/	Conversion of first floor and additions to create 3 No. flats (Resubmission following BR/8/07)	ApproveConditionally 05-09-07
BR/8/07/	Conversion of first floor and additions to create 6 No. flats	Refused 21-03-07
BR/106/06/	Proposed first floor conversion from storage area to 2 No. self contained flats	ApproveConditionally 16-05-06

Since 2006 three applications for the conversion and extension of first floor for at least 3 flats has been submitted and approved, however none of them has been implemented and the first floor is gradually deteriorating.

REPRESENTATIONS

Bognor Regis Town Council: No objection.

No letters of objection received.

COMMENTS ON REPRESENTATIONS RECEIVED:

Noted.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

ENVIRONMENTAL HEALTH: 'Environmental Noise Impact Assessment' (March 2021) *has been reviewed and it is confirmed that the report, methodology, calculations and findings to be reliable and it is recommend that any permission granted be in accordance with the recommendations made in section 9.14. No objection in principle, subject to suggested conditions.*

ENGINEERS Comments Regarding Surface Water Drainage: *Due to the scale and location of development we have no conditions to request. Surface water drainage must be designed and constructed in accordance with building regulations.*

NATURAL ENGLAND: *No objection, subject to the appropriate financial contribution an appropriate assessment in view of the European Site's conservation objectives and in accordance with the Conservation of Habitats & Species Regulations 2017 (as amended).*

WSCC Highways Authority comments: *Given the site location and access to local car parks and sustainable travel options raise no highway capacity concerns. This development is not expected to be a big trip generator.*

SOUTHREN WATER: *requires a formal application for a connection to public foul.*

COMMENTS ON CONSULTATION RESPONSES:

Comments noted. The Appropriate Assessment has been sent to Natural England and approved. Some of the conditions suggested by Environmental Health are not reasonable or necessary in planning terms as they can be addressed by the Building Regulations.

POLICY CONTEXT

Designation applicable to site:

Pagham Harbour Zone B
Principal Shopping Area;
No Public Sewer; and
Class C Road.

DEVELOPMENT PLAN POLICIES

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

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
ENVDM5	ENV DM5 Development and biodiversity
QESP1	QE SP1 Quality of the Environment
RETSP1	RET SP1 Hierachy of Town Centres
SDSP1	SD SP1 Sustainable Development
SDSP2	SD SP2 Built-up Area Boundary
TOUDM1	TOU DM1 Tourism related development
TOUSP1	TOU SP1 Sustainable tourism and the visitor economy
TSP1	T SP1 Transport and Development
QEDM2	QE DM2 Light pollution
WDM1	W DM1 Water supply and quality
WMDM1	WM DM1 Waste Management

[Bognor Regis Neighbourhood Plan 2015 Policy 4](#) Reducing underuse of property in the town centre

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD1	Open Space & Recreation Standards
SPD11	Arun Parking Standards 2020

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 development would create Bed and Breakfast accommodation in the underused upper floors of a building in the town centre which is supported by Bognor Regis NDP policy 4 Reducing Underuse of Property in the Town Centre.

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 Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining

properties, nor would it have an adverse impact upon the established character of the surrounding area.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to be weighed in the balance with the Development Plan.

CONCLUSIONS

KEY ISSUES

The key issues are principle, design and visual amenity, residential amenity, highways/traffic.

PRINCIPLE:

The site lies in 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 be had to policy SD SP1 of the Arun Local Plan which states: "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)."

Paragraph 118 (d) of the NPPF states 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 where land supply is constrained and available sites could be used more effectively (for example converting space above shops)".

The NPPF is an important material consideration in determining planning applications. It sets out a presumption in favour of approving sustainable development. Para 11 of the NPPF confirms the presumption in favour of sustainable development and advocates in section d) that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites) granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

The Council can demonstrate a 3.3 year supply of housing land and therefore, relevant policies for the supply of housing should not be considered up to date, which triggers the presumption in favour of sustainable development under footnote 7 and paragraph 11(d) of the NPPF (2019).

Irrespective of the housing land supply position, it is necessary to consider whether the proposal would be sustainable development for which there is a presumption in favour.

The site is in a sustainable location, in a town centre in walking distance of a range of shops, facilities and services, including bus stops, a large food store and a railway station. Therefore the LPA considers the development comprises sustainable development when assessed against the three objectives in the NPPF.

The development complies with policies SD SP2 and SD SP1 of the Arun Local Plan and relevant paragraphs of the NPPF.

PLANNING POLICY ON SUSTAINABLE TOURISM AND VISITOR ECONOMY

Arun's Local Plan strategic objective for Tourism is: "To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities." In para 10.1.1 stresses that tourism is a vitally important part of Arun's economy and Arun Economy Strategy 2009-2026 in paragraph 10.1.2 identifies tourism as one of the District key employment sectors.

Policy TOU DM1 of Arun Local Plan states that proposals for development including expansion, which are likely to attract visitors will be supported provided that they:

- a. are in accessible location;
- b. are accompanied by workable and realistic travel plans;
- c. address visitors management issues;
- d. achieve good design.

Arun Local Plan policy TOU SP1 states: "Sustainable tourism development will be encouraged where it protects as well as promotes the main tourism asset and encourages long term visitors interest/activity and ensures viable visitor economy.

The area is mixed with residential and offices on the upper floors and commercial (a parade of shops) at the ground floor. The rear of ground floor, existing first floor and roof space would be converted and the building would be extended to the rear and to the side resulting in 10 en-suite Bed & Breakfast accommodation. The development will provide accommodation for visitors to the district. The front of ground floor space will remain as commercial. The local facilities are more than sufficient to accommodate the potentially slight increase in occupancy. The first floor has not been occupied for many years and therefore public services and local business would benefit from an increase in visitors. Therefore the change of use would be beneficial for the area and would help to balance the provision of visitor facilities against the needs and would comply with policy TOU SP1 of the Arun Local Plan

CHARACTER OF THE AREA:

Policy D DM1 of the Arun Local Plan 2011-2031 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.";
- (13) Density - "The density of new housing will make efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. Higher densities will be more appropriate in the most accessible locations. Proposals should take into account the density of the site and its surroundings. The density of large sites should be varied to guard against uniformity"; 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."

Furthermore, policy D SP1 "Design" states that: "All development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development. With major developments or allocated sites in the Development Plan, in addition to a Design and Access Statement, a context appraisal, context plan and analysis of the site will

also be required."

ALDP policy D DM4 requires extensions and alterations to existing buildings sympathetically relate to and are visually integrated with existing building, are visually subservient to the main building, do not have an adverse effect on neighbouring properties and do not compromise the established spatial character and pattern of the place.

The Arun Design Guide Supplementary Planning Document (SPD) adopted 25th January 2021 is a material consideration in the determination of applications. Part N.O1 which deals with conversion stresses that it is important to ensure that under-utilised, redundant or derelict buildings throughout the District do not remain vacant but are able to enjoy a new lease of life through sensitive conversion and adaptation.

Paragraph 127 of the NPPF states that "Planning policies and decisions should ensure that developments: (c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)."

There are considerable changes to the external appearance of this property, extending an existing outrigger to the side and to the rear at both levels and given the dominant corner position of the proposal property it is relevant to consider the impact of this development on the established character of the area. The extended outrigger would be characterized by a hipped roof with a flat crown which would be considerably lower than the ridge of the main building facing to Station Road. Since the existing window on the rear elevation at first floor level of the main building would be blocked by the side extension, new window is proposed on the flank wall. Part of side elevation at the ground floor level would be open providing 4 parking spaces. Two roof-lights would be inserted to the flat crown of the proposed roof, three roof-lights to the front roof plane of the main building and three to the rear. The extension sympathetically relates to and is visually integrated with the existing building in sitting, massing and design, would respond to locally distinctive pattern of development. It is not therefore considered that the extended property as proposed would detract from the local and wider area's character.

It is considered that the proposal complies with Arun Local Plan policies D DM1, D DM4, D SP1 and with the guidance on character 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."

It is not considered that a residential use, albeit an intensified one would be considered to be a noise generating form of new development. The use remains as residential (even though on the shorter time

period bases) will therefore have similar characteristics to other residential properties within the locality. Furthermore, with the property housing at least 11 unrelated people, it is considered highly likely that the occupiers will limit noise levels in order to avoid conflict with their housemates. Arun DC Environmental Health Officers have not raised objections to the application, subject to conditions.

All new habitable windows would be facing to the street in a separation distance of approximately 13.7m and 14.5m. In the town centre location, where a closer relationship of residential apartments from one to another is not unusual and it is acceptable. No windows are proposed to the rear. Given the position of the property and the character of locality it is not considered the proposal causes unacceptable loss of privacy to users and occupiers of nearby properties.

As such it is considered that the proposal complies with Arun Local Plan policies D DM1 and QE SP1.

CAR PARKING & HIGHWAY SAFETY:

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 highway safety, it states that:

"The Council will support transport and development which: Explains 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."

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"

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."

Three parking spaces are provided for the proposed development. The option is local parking in Arun DC car parks and off-road parking with tickets if required during the day. These spaces are free from 5:00pm - 9:00am. The proposed is a change from residential to 10 bedrooms Bed & Breakfast and given its sustainable location in Bognor Regis Town Centre with shops in walking distance. Bognor Regis Railway Station in an opposite the site, where bicycles can be stored. Bognor High Street is approximately 340m away and bus stops here offer connections towards Felpham, Littlehampton and Chichester.

Highways considered in their comments the accesses to the 3 parking spaces rather small. These will be in the form of under croft parking that will make them more difficult to enter than open plan parking, and this set up will reduce visibility for drivers reversing out and being able to see pedestrians using the footway or vehicles using Crescent Road. These manoeuvres are already taking place and there doesn't appear to be any record of this causing a safety concern.

Therefore it is considered that the proposal would satisfy policy T SP1 of the Arun Local Plan and with the guidance on highways within the NPPF.

INTERNAL & EXTERNAL 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 Guest Accommodation and the regard should be had to Hotel Scheme/AA - the Common Quality Standards for either a Hotel or Guest Accommodation:

- All bedrooms that are smaller than the following sizes are unlikely to meet the minimum requirements
- Single 5.6sq.m (60sq.ft)
- Double 8.4sq.m (90sq.ft)
- Twin 10.2sq.m (110sq.ft)

These would all to be adhered to in order to receive a The AA Hotel quality assessment scheme.

The proposed bedrooms will meet current minimum space recommendations for bed and breakfast facilities and all the bedroom will include en-suites.

Minimum standard recommendations as below:

10.3 square metres for a twin bed room

8.4 square metres for a double room

5.6 square metres for a single room.

Proposed bedrooms (Bedroom size excluding en-suites)

All proposed rooms are bigger than 10.3 square metres

The proposal does not benefit from any rear garden, however Hotham Park and the beach are within walking distance from the site. It is considered that residents will be able to easily access outdoor places for recreation etc. It is considered the proposal complies with the relevant internal and external standards.

IMPACT ON THE PAGHAM HARBOUR SPECIAL PROTECTION AREA:

Since this application will result in a net increase in residential accommodation, impacts to the coastal Special Protection Area(s) and Ramsar Site(s) may result from increased recreational disturbance.

NPPF, paragraph 170.a) stresses that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status).

The site lies in the designated Zone B and accordingly it was necessary to apply this requirement. The applicant has agreed to the £1,742 contribution.

According to Natural England's advice, an appropriate assessment in view of the European Site's conservation objectives and in accordance with the Conservation of Habitats & Species Regulations 2017 (as amended), PART 6, Chapter 2 should be carried out. Therefore it should be considered whether the proposed development as a whole, notwithstanding financial measures, is likely to have a significant effect on the Pagham Harbour Special Protection Area.

The proposed development would result in recreational disturbance only to Pagham Harbour.

Having considered the mitigation and avoidance measures to be provided in-perpetuity through the secured contribution to the Joint Pagham mitigation scheme, Arun District Council conclude that with

mitigation the plan or project will not have an Adverse Effect on the Integrity of the European protected site(s).

The Appropriate Assessment has been sent to Natural England and they state that all mitigation measures are appropriately secured in any planning permission given.

SUMMARY

The conversion of the rear of ground and first floor and proposed extension is considered to represent an efficient use of urban land and does so without compromising the visual amenities or character of the area, highway safety or the amenities of existing nearby residential occupiers. 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 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

This decision will be granted with a S106 legal agreement relating to a contribution of £1,742 towards the cost of delivering measures to avoid or mitigate to an acceptable level, the harm caused to Pagham Harbour by the Development.

CIL DETAILS

This application is not CIL liable as it falls within in Zone 4 (Zero Rated) as other development.

RECOMMENDATION

- 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:

Dwg No PL-350-10 A, Site & Location Plan as Proposed;
Dwg No PL-350-11 A, Proposed Ground Floor Plan;
Dwg No PL-350-12 A, Proposed First Floor Plan;
Dwg No PL-350-13 A, Proposed Second Floor Plan;
Dwg No PL-350-14 A, Proposed Roof Plan;
Dwg No PL-350-15 A, Proposed Front & Rear Elevation;
Dwg No PL-350-16 A, Proposed Side Elevations;
Dwg No PL-350-17 A , Proposed Sections.

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 The materials and finishes of the external walls and roof of the extension hereby permitted shall match in colour and texture those of the existing building.

Reason: In the interests of amenity in accordance with policies D SP1 and D DM1 of the Arun Local Plan.
- 4 At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low carbon energy sources (as described in the glossary at Annex 2 of the National Planning Policy Framework) unless it can be demonstrated that a fabric-first approach would achieve an equivalent energy saving. Details and a timetable of how this is to be achieved for each phase or sub phase of development, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority before any development in that phase or sub phase begins. 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, and in accordance with Policy ECC SP2 of the Arun Local Plan.
- 5 The development shall be designed and constructed in accordance with the recommendations made in section 9.14 of the Impact Acoustics Ltd. Noise Impact Assessment.

Reason: To protect the amenity of local residents and prospective occupiers in accordance with Policy QE SP1 of the Adopted Arun Local Plan 2011 - 2031.
- 6 No construction/demolition activities shall take place, other than between 08:00 to 18:00 hours (Monday to Friday) and 08:00 to 13:00 hours (Saturday) with no works taking place on Sunday or Bank Holidays unless they are not audible outside of the application site.

Reason: To protect the amenity of local residents in accordance with policies QE SP1 and QE DM1 of the Arun Local Plan.
- 7 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 and in accordance with policy T DM1 of the Arun Local Plan.

- 8 No development shall commence 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 in accordance with policy TSP1 of the Arun Local Plan.

- 9 Prior to the occupation 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 permanently retained and maintained in good working condition.

Reason: New petrol, diesel and hybrid cars/vans will not be sold beyond 2035, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with policy QE DM3 (c) of the Arun Local Plan, the Arun Parking Standards SPD and the National Planning Policy Framework.

- 10 INFORMATIVE: This decision has been granted in conjunction with a Section 106 legal agreement relating to a contribution of £1,742 towards the cost of delivering measures to avoid or mitigate to an acceptable level, the harm caused to Pagham Harbour by the Development.

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