

Recommendation Report for Planning Permission

**REF NO:** BR/307/20/PL

**LOCATION:** Butlins  
Upper Bognor Road  
Bognor Regis  
PO21 1JJ

**PROPOSAL:** Erection of a new reception kiosk for a temporary period of 1 year and alterations to car queuing arrangements and car park layout. This application is in CIL Zone 4 zero rated as other development.

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| <b>SITE AND SURROUNDINGS</b> |
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**DESCRIPTION OF APPLICATION**

The check-in reception kiosk would be approximately 13m in length (plus additional front and rear porch elements), 4.3m in width and have a flat roof with a height of 3m. There would be external flat canopies over the 4 check-in windows. The kiosk building would be clad in composite teak finish timber and grey laminate panels, with black membrane roof, UPVC doors, and anthracite dark grey powder-coated aluminium framed windows. The kiosk would have an internal floor area of 50sqm and its internal layout has 4 check-in desks and counters/windows, a tea station and hand wash sink.

A new vehicle queuing system is proposed to allow guest vehicles to enter the main site entrance off Upper Bognor Road, and queue in the site in a two-lane inward-bound traffic route prior to arriving at the new check-in kiosk and then moving off into the car park areas.

There would be a loss of 49 parking spaces as a result of the kiosk being located in an existing car parking area and to allow for space for vehicles to manoeuvre. The proposal includes a formalisation of the car parking layout on this part of the resort, to the east of the Splash pool building, so overall there would be an increase in 33 parking spaces.

The applicants advise the new check-in kiosk is needed as hotel receptions are currently closed and in order to facilitate guest check-in in a socially distanced manner to provide a 'Covid-secure' environment for staff and guests. The application is for a temporary period of 1 year but a future application may request an extension to this time period or to make the structure and arrangements permanent.

**SITE CHARACTERISTICS**

The development would be in the confines of the holiday and entertainment resort. The area in question (development site) is in the south-east part of the resort, with the car queuing

area on existing hardstanding adjacent to the Rife watercourse, the Butlins boundary and residential properties at 52-62 Upper Bognor Road, and with the new kiosk building proposed in the existing car park area to the east of the Splash pool building.

#### CHARACTER OF LOCALITY

Urban coastal. This part of Bognor Regis is dominated by Butlin's , its buildings (including the large 'Skyline' pavilion structure, new swimming pool building, high rise hotels and lower rise guest accommodation), car parking and green landscaping.

To the south, the site borders Bognor Regis Promenade adjacent to the sea. To the south-east are residential properties on Sea Road. To the north and north-east are residential properties along Upper Bognor Road and the Upper Bognor Road and Mead Lane Conservation Area and Hotham Park Grade II listed park. To the west there are residential properties along Gloucester Road and The Esplanade. Further west is the Bognor town centre.

#### RELEVANT SITE HISTORY

|              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                  |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| BR/212/20/PL | Variation of condition 1-plans condition following BR/39/19/PL to substitute entrance site plan, 5128 P110 Rev B & condition 13 -to substitute new entrance site plan, 5128 P110 Rev B following BR/240/16/PL.                                                                                                                                                                                                                                                                                | ApproveConditionally<br>04-12-20 |
| BR/240/16/PL | Demolition of existing swimming pool building & re-instatement of vacated site as landscaped area; demolition of existing staff & guest accommodation (1,005 bedspaces); erection of new swimming pool building with external slides & river ride; associated landscaping; new pedestrian links; alterations to existing car parks areas; proposed decked car park; new gatehouse for guest reception, alterations to site internal road layout & formation of temporary construction access. | ApproveConditionally<br>05-01-17 |

Permission was granted on 5th January 2017 (BR/240/16/PL) for the demolition of the swimming pool, a reinstatement of vacated site as landscaped area, demolition of staff & guest accommodation (1,005 bedspaces), erection of new swimming pool building with external slides & river ride, associated landscaping, new pedestrian links, alterations to existing car parks areas, proposed decked car park, new gatehouse for guest reception, alterations to site internal road layout and & formation of a temporary construction access.

Conditions 2, 8, 12, 14 and 21 of BR/240/16/PL were varied in March 2018 (BR/331/17/PL) in order to amend the approved phasing of the construction programme. Condition 2 of BR/240/16/PL and condition

1 of BR/331/17/PL were varied in April 2019 (BR/39/19/PL) to amend some details of the approved plans.

Conditions 1 and 13 of BR/240/16/PL and condition 1 of BR/39/19/PL were varied in December 2020 (BR/212/20/PL) to amend the site entrance plan to include a new check-in kiosk and car queuing system. The current application seeks permission for a larger check-in kiosk, located further into the site, to allow for more cars to queue and a more practical, quicker check-in process using an office-based approach, rather than the use by staff of hand-held devices as guests waited in their cars as was previously applied for/approved and trialled.

## **REPRESENTATIONS**

Bognor Regis Town Council -  
No objection.

2 letters of objection

:

- Proposed stacking of queuing vehicles directly adjacent to gardens and properties on Upper Bognor Road and near to Sea Road, will result in additional noise (engines, shouting, car stereos, car doors slamming) and air pollution (exhausts).

## **COMMENTS ON REPRESENTATIONS RECEIVED:**

Noted and comments considered in Conclusions section of report.

## **CONSULTATIONS**

### **CONSULTATION RESPONSES RECEIVED:**

#### **ENVIRONMENTAL HEALTH OFFICER:**

No objection. Recommend condition to ensure compliance with submitted Queue/Guest Check-in Management Plan, submitted Construction Management Plan and to limit construction hours.

#### **WSCC HIGHWAYS:**

No objection. Proposals would not have unacceptable impact on highways safety or result in 'severe' cumulative impacts on the operation of the highways network, so accord with para 109 of the NPPF. Recommend conditions to ensure compliance to submitted Construction Management Plan and to the Guest Check-in Queue Management Plan and Method Statement.

#### **ENVIRONMENT AGENCY:**

No comments received.

#### **DRAINAGE ENGINEER:**

No comments to make, due to the scale and location of the development.

#### **SOUTHERN WATER:**

No objection. The exact position of the public sewers must be determined on site by the applicant before the layout of the development is finalised and must accord with SW's stand-off distances from public sewer pipes. A public sewer may cross the site and if a sewer is found during construction works an investigation to ascertain its ownership must be undertaken before further works take place. A formal application would be required by the developer to SW for a connection to the public foul sewer.

**ECOLOGY OFFICER:**

No concerns with regard the impact on ecology but given proximity to Lidsey Rife Biodiversity Opportunity Area request a bat sensitive lighting scheme and inclusion of bat/bird boxes for biodiversity net gain.

**NATURAL ENGLAND:**

No comments. Application not likely to result in significant impacts on statutory designated nature conservation sites or landscapes.

**COMMENTS ON CONSULTATION RESPONSES:**

Comments noted and addressed in Conclusions section of report.

**POLICY CONTEXT**

Designation applicable to site:

Within Built-Up Area Boundary;

North of site - Upper Bognor Road and Mead Lane Conservation Area, Hotham Park Grade II listed park and listed late 18th century buildings fronting Upper Bognor Road.

Flood Zone 2 & 3;

2km Buffer of Bognor Reef SSSI;

2km Buffer of Felpham SSSI; and

Bognor Butlins Local Development Order.

**DEVELOPMENT PLAN POLICIES**

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

|        |                                                              |
|--------|--------------------------------------------------------------|
| SDSP1A | SD SP1a Strategic Approach                                   |
| SDSP2  | SD SP2 Built-up Area Boundary                                |
| TOUDM1 | TOU DM1 Tourism related development                          |
| TOUSP1 | TOU SP1 Sustainable tourism and the visitor economy          |
| DDM1   | D DM1 Aspects of form and design quality                     |
| DSP1   | D SP1 Design                                                 |
| QEDM1  | QE DM1 Noise Pollution                                       |
| QEDM2  | QE DM2 Light pollution                                       |
| QEDM3  | QE DM3 Air Pollution                                         |
| QESP1  | QE SP1 Quality of the Environment                            |
| TDM1   | T DM1 Sustainable Travel and Public Rights of Way            |
| TSP1   | T SP1 Transport and Development                              |
| WDM2   | W DM2 Flood Risk                                             |
| WDM3   | W DM3 Sustainable Urban Drainage Systems                     |
| ENVDM1 | ENV DM1 Designated Sites of Biodiversity or geographical imp |
| ENVDM5 | ENV DM5 Development and biodiversity                         |
| ENVSP1 | ENV SP1 Natural Environment                                  |

[Bognor Regis Neighbourhood Plan 2015 Policy 7](#)

Promotion of tourism and beach service points

Bognor Regis Neighbourhood Plan 2015 Policy 8D

Butlin Promenade frontage & Gloucester Road Car

**PLANNING POLICY GUIDANCE:**

|      |                                     |
|------|-------------------------------------|
| NPPF | National Planning Policy Framework  |
| NPPG | National Planning Practice Guidance |

**POLICY COMMENTARY**

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

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The policies contained within the Bognor Regis Neighbourhood Plan are relevant in the determination of this application.

**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, the development would be acceptable in principle, and subject to planning conditions, would have an acceptable impact on the visual and residential amenity of the area, local heritage, highways and parking, flooding and drainage, and protected sites for nature conservation. The proposals would accord with all necessary legislation in this respect, and policies contained within the Development Plan which include the Arun Local Plan and Bognor Regis Neighbourhood Development Plan.

**OTHER MATERIAL CONSIDERATIONS**

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

**CONCLUSIONS****PRINCIPLE OF DEVELOPMENT/TOURISM DEVELOPMENT:**

Arun Local Plan policy SD SP2 states new development should be focussed in the Built-up Area Boundary. Policy SD SP1(a) seeks to promote and enable development which supports the main coastal town of Bognor Regis' role as a main service, employment, retail and social centre, which includes enabling development that supports Bognor Regis as a holiday centre. Policy TOU SP1 encourages sustainable tourism development where it protects as well as promotes the main tourism assets and sets out a number of criteria for tourism growth. Policy TOU DM1 supports proposals for development, including expansion, which are likely to attract visitors provided that it meets certain criteria including (a) are in accessible locations; (b) are accompanied by workable and realistic travel plans; (c) address visitor management issues; and (d) achieve good design.

Policy 8d (Butlins resort) of the Bognor Regis Neighbourhood Plan states the "enhancement and development of this major tourist destination on this site will be encouraged subject to compliance with other policies in this plan". Policy 7 states "the Neighbourhood Plan recognises the crucial importance the tourist industry has for the Bognor Regis economy. Where proposals comply with other policies in this plan, development of new and existing tourist facilities will be supported, as a crucial part of improving Bognor Regis as a visitor destination."

The site is in the Built-up Area Boundary, and the development supports and protects a key tourism asset in Bognor Regis and supports the town's role as a holiday centre. The development is acceptable in principle, subject to meeting other Development Plan policies, in accordance with Arun Local Plan policies SD SP2, SD SP1(a), TOU SP1 and TOU DM1 and Bognor Regis Neighbourhood Plan policies 8d and 7.

#### **VISUAL AMENITY:**

Arun Local Plan policy TOU DM1 states proposals for visitor attractions/facilities, which includes expansion, will be supported provided they, amongst other things, (d) achieve good design. ALP design policy D SP1 states that developments should seek to make efficient use of land but reflect the characteristics of the site and local area in various respects. ALP policy D DM1 sets out the aspects for form and design quality of new development, including character, layout and scale. The Council's adopted Design Guide SPD (2020) provides guidance on good design for development in the District.

The new kiosk would be modest in scale and simple in form, design and materials; suitable for its use and location in the resort. Given its siting in the resort and its single storey nature, the kiosk would only be visible from in the resort itself and from a limited number of residential properties on Upper Bognor Road (52-62). The kiosk would be read in the context of the other buildings and structures in the resort, would not appear visually prominent and would integrate sufficiently with its surroundings.

The proposals reflect the character of the site and would have an acceptable impact on the visual amenity of the area, to accord with the NPPF and Arun Local Plan policies TOU DM1, D SP1 and D DM1.

#### **RESIDENTIAL AMENITY:**

Arun Local Plan Policy D DM1 requires new development will have minimal impact to users and occupiers of nearby property and land, by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance. Policy QE SP1 states the Council requires 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. Policies QE DM1, DM2 and DM3 seek to protect residents from noise, light and air pollution. Policy TOU DM1 supports proposals for tourism development, including expansion, which are likely to attract visitors provided that it meets certain criteria including (c) address visitor management issues. Paragraph 127 (f) of the NPPF states that development should have a high standard of amenity for existing and future users.

The proposals initially included a section of vehicle queuing/stacking directly adjacent to the rear of residential properties and gardens on Upper Bognor Road (52-62). Notwithstanding the existing acoustic barrier fence between Butlins and these neighbouring properties, the LPA, including the Environmental Health Officer, had concerns that this queuing arrangement would have a detrimental impact on neighbouring residents in terms of general noise/disturbance from waiting vehicles (i.e. engine noise, stereo noise, and from occupants within the cars) and air pollution (from engines idling).

In response to these concerns raised the applicants amended the plans (shown on Car Park Operation Plan) to remove this section of vehicle queuing directly adjacent to neighbouring residential properties by making it a yellow painted 'no queuing zone' with Marshalls to man points A and B and stop vehicles waiting in this zone and to advise them when to proceed when there is space at point B to wait in front of the kiosk. The plan includes road markings to denote vehicle spacing and signage requiring guests to switch off their engines and music and to remain in their vehicles whilst waiting. A Queue Guest Check-in Management Plan has been provided which sets out measures to manage this process, including that staff will be on hand to supervise the queuing vehicles and remind guests to behave in a considerate manner, and the use of CCTV to monitor this.

Given the amended plans show the removal of the problematic section of vehicle queuing and any vehicle queuing would be located some distance from the nearest residential properties, given the use of signage and a Management Plan to address visitor management issues, the LPA concludes the proposals would not be likely to result in unacceptable noise and disturbance nor air quality impacts to neighbouring residents. Environmental Health raise no objection to the revised proposals. Planning conditions would be used to secure adherence with the Car Park Operation Plan and the Queue Guest Check-in Management Plan, limit construction hours and ensure adherence to the submitted Construction Management Plan. It is recommended to allow a 1 year temporary permission to allow for monitoring of the operational arrangements and impacts on neighbours to be undertaken.

Given the proposed venue's scale and its location within the complex, it is concluded it would not result in any loss of amenity with regard outlook, light levels or privacy of neighbouring residents.

Subject to a temporary permission for 1 year being granted, and the use of planning conditions, the proposals would not have an unacceptable impact on residential amenity, in accordance with the NPPF and policies D DM1, QE SP1, QE DM1, QE DM2, QE DM3, and TOU DM1.

#### **HIGHWAYS & PARKING:**

Regard should be had to para 109 of the NPPF which states: "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe". Arun Local Plan policies T SP1 and T DM1 relate to matters of safe and suitable site access, parking provision and encouraging sustainable modes of transport.

A new vehicle queuing system is proposed to allow guest vehicles to enter the main entrance off Upper Bognor Road, and queue in the site itself in a two-lane inward-bound internal road prior to arriving at the new check-in kiosk and then moving off into the car park areas. This would take more queuing traffic off the Upper Bognor Road roundabout just outside the main resort entrance. There would be a loss of 49 parking spaces as a result of the kiosk being located in an existing car parking area and to allow for space for vehicles to manoeuvre. The proposal also includes a formalisation of car parking layout to the east of the Splash pool building, and the applicant states that, despite the loss of spaces above, there would be an increase in car parking by 33 spaces as a result of the formalisation of the parking layout.

The Local Highways Authority (WSCC) raise no objection. They confirm the proposals increases the vehicle stacking capacity in the site removing more vehicles off the highway and reducing any standing traffic blocking routes for other road users during busy check-in periods. This would be a benefit to the operation of the local highways network. Whilst the revised proposal removing the section of queuing behind residential properties would result in the loss of stacking capacity on-site it would still be an improvement on the existing situation and alleviate some standing traffic on the roundabout outside the site. The LHA confirmed the displaced car parking spaces from the siting of the kiosk and manoeuvring space would be accommodated elsewhere and there would be an increase in 33 car parking spaces from the changes to the car park. The LHA confirmed that there were no changes which would increase

the number of guests that could be accommodated on site. They confirm the details contained in the Construction Management Plan are acceptable in highways terms. The LHA conclude the proposals have an acceptable impact on highways capacity and safety, and recommend conditions are used to secure adherence to the submitted Construction Management Plan and to the Guest Check-in Queue Management Plan & Method Statement.

Subject to a condition to secure compliance with the Construction Management Plan, the application would have an acceptable impact on highways safety and operation and parking in accordance with the NPPF, and policies T SP1 and T DM1 of the Arun Local Plan.

#### **FLOODING & DRAINAGE:**

The site is in Flood Zone 2 & 3. In accordance with the NPPF, a Sequential Test (which seeks to direct development to areas with lowest risk of flooding) can be required for sites in Flood Zones 2 & 3 and where a Sequential Test has not already been done for development of the type proposed on the site (which it has not). The development would be exempt from this requirement for a ST, since it is defined as 'minor development' as it consists of less than 250sqm commercial/leisure floorspace.

A Flood Risk Assessment (FRA) from the Splash Pool Building application (dated September 2016) has been submitted with this application. The Environment Agency has been consulted on the application but has not provided comments. Given the small scale of the kiosk building and its intended use by staff during daytime hours, the LPA conclude the risk from any flood event would be minimal. It is expected that staff using the kiosk would be informed and advised to accord with existing flood warning and emergency evacuation procedures in place for the resort.

The Council's Drainage Engineer has confirmed that, due to the scale and location of the development they have no comments to make on this application.

Southern Water raise no objection. They advise the exact position of the public foul and surface water sewers must be determined on site by the applicant in consultation with SW before the layout of the development is finalised and must accord with SW's stand-off distances from public sewer pipes. It is noted a public sewer may cross the site and if a sewer is found during construction works an investigation to ascertain its ownership must be undertaken before further works take place. A formal application would be required by the developer for a connection to the public foul sewer. Informatives will be added to reflect SW's advice.

The proposals would not increase flood risk on the site or elsewhere and would be appropriately drained, in accordance with the NPPF, NPPG and Arun Local Plan policies W DM2 and W DM3.

#### **ECOLOGY:**

The Environment Bill requires new development to demonstrate a net gain in biodiversity and Policy ENV DM5 of the Arun Local Plan requires new development to enhance biodiversity.

The Council's Ecology Officer confirm they had no concerns regarding the impact on ecology but given the proximity to the Lidsey Rife Biodiversity Opportunity Area requested a bat sensitive lighting scheme and the inclusion of bat/bird boxes for biodiversity net gain (BNG). The has confirmed there will be no additional lighting and provided a plan to show the provision of bird/bat boxes in the vegetation nearby to the new kiosk.

A planning condition will be added accordingly to secure this BNG, and the proposals would accord with the Environment Bill and ALP policy ENV DM5 accordingly.

**DESIGNATED SITES OF BIODIVERSITY/GEOLOGICAL IMPORTANCE:**

Arun Local Plan policy ENV SP1 states the Council will promote the preservation , restoration and enhancement of biodiversity and the natural environment, including protecting designated and non-designated sites (which includes Ramsars, SPAs, and SSSIs).

Policy ENV DM1 requires that designated sites of biodiversity and geological importance (including SSSIs) will be protected, unless there is strong justification for not doing so.

The site is in 2km of the Bognor Reef and Felpham SSSIs and is very close to the Bognor Reef SSSI. Natural England have been consulted accordingly, and confirm they have no comments to make. NE confirm the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. Given the scale and nature of the proposals, which would not result in increased guest numbers on the wider resort than normal levels and would not lead to increased visitors to the area, the LPA concludes the proposals would be unlikely to have any impact on the SSSIs and would accord with policies ENV SP1 and ENV DM1.

The proposals would not have an adverse impact on designated sites for conservation and would preserve the natural environment, in accordance with the relevant legislation, and policies ENV SP1 and ENV DM1 of the Arun Local Plan.

**SUMMARY:**

The proposals have been assessed to have an acceptable impact, subject to planning conditions, on the visual and residential amenity of the area, highways and parking, flooding and drainage, ecology, and designated sites for biodiversity/geological importance. The proposals would accord with all necessary legislation in this respect, and policies contained within the Arun Local Plan and Bognor Regis Neighbourhood Development Plan.

The application is therefore recommended for approval, subject to the following planning conditions:

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| <b>HUMAN RIGHTS ACT</b> |
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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.

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| <b>DUTY UNDER THE EQUALITIES ACT 2010</b> |
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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 application is not CIL liable as it is 'other' development.

#### RECOMMENDATION

##### APPROVE CONDITIONALLY

- 1 The structure and use permitted shall be in place and in use for a temporary period of 1 year from the date of this planning permission. After such time, the structure shall be removed and the land restored to its former condition, unless agreed in writing with the Local Planning Authority in the form of a planning application to extend planning permission for a further period.

Reasons: In order to limit the time period for which planning permission is granted to enable the Local Planning Authority to review the special circumstances under which this permission is granted and review any noise and disturbance impacts on the local area and residential amenity of local occupants over a reasonable period and to limit any impacts, in accordance with policies D DM1, QE SP1 and QE DM1 of the Arun Local Plan.

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

- Proposed Site Plan (Drawing no. WOO-MPN-BOG-DR-A-0003 Rev A)
- Check-in Kiosk drawing (Drawing no. WOO-MPN-BOG-DR-A-0100 Rev A)
- Proposed External elevations (Drawing no. WOO-MPN-BOG-DR-A-0301 Rev A)
- Car Park Operation Plan (Drawing no. WOO-MPN-BOG-DR-A-0010 Rev C)
- Proposed Guest Car Parking allocation (Drawing no. WOO-MPN-BOG-DR-A-0012 Rev A)

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with the National Planning Policy Framework, policies D SP1, D DM1, QE SP1, QE DM1, QE DM2, QE DM3, T SP1, T DM1, W DM2, W DM3, ENV SP1, ENV DM1 and ENV DM5 of the Arun Local Plan and policies 7 and 8d of the Bognor Regis Neighbourhood Plan.

- 3 The check-in kiosk structure shall be constructed in materials and finishes as specified in the application form (external walls clad in composite teak finish timber and grey laminate panels, black membrane roof, grey UPVC doors, and anthracite dark grey powder-coated aluminium framed windows).

Reason: To control the development in details in the interests of visual amenity by endeavouring to achieve buildings of visual quality in accordance with policies D SP1 and D DM1 of the Arun Local Plan.

- 4 The vehicle queuing arrangements and kiosk check-in related to this application shall be undertaken in strict accordance with the details set out in the Car Park Operation Plan (Drawing no. WOO-MPN-BOG-DR-A-0010 Rev C) and the guest check-in Management Plan and Method Statement (received 01/03/2021).

Reason: To minimise noise and disturbance and air quality impacts and protect the residential amenity of local occupants, in accordance with the National Planning Policy Framework, and policies D DM1, QE SP1, QE DM1 and QE DM3 of the Arun Local Plan.

- 5 The construction works shall be undertaken in strict accordance with the details set out in the Construction Phase Plan (prepared by Bentley Rowe, received 02/02/2021).

Reason: To ensure acceptable impacts on highways safety and the operation of the highways network, and to ensure acceptable impacts on the residential amenity of local occupants, in accordance with the National Planning Policy Framework and policies T SP1, T DM1, D DM1, QE SP1, QE DM1, QE DM2, and QE DM3 of the Arun Local Plan.

- 6 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.

Reason: To protect the residential amenity of local occupants, in accordance with the National Planning Policy Framework, and policies D DM1, QE SP1, QE DM1, QE DM2 and QE DM3 of the Arun Local Plan.

- 7 Bird and bat boxes shall be installed on completion of the development hereby permitted, in accordance with the details set out in the Car Park Operation Plan (Drawing no. WOO-MPN-BOG-DR-A-0010 Rev C), and shall be retained in situ and maintained thereafter.

Reason: To ensure the development would result in a net gain in biodiversity, in accordance with the Environment Bill, National Planning Policy Framework, and policy ENV DM5 of the Arun Local Plan.

- 8 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 be received. For further information, please contact the Environmental Health Department on 01903 737555.

- 9 INFORMATIVE: The applicant must ensure that any public sewers are protected from the development and must abide by Southern Water's stand off distances. Further details can be found here: [southernwater.co.uk/media/3011/stand-off-distances.pdf](https://southernwater.co.uk/media/3011/stand-off-distances.pdf).

- 10 INFORMATIVE: The applicant is advised that it is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

- 11 INFORMATIVE: Southern Water requires a formal application for any connection to the public foul and surface water sewer to be made by the applicant or developer. To make an application visit: [southernwater.co.uk/developing](https://southernwater.co.uk/developing) and please read the New Connections Services Charging Arrangements documents which are available on the website via the following link: [southernwater.co.uk/connection-charging-arrangements](https://southernwater.co.uk/connection-charging-arrangements)

- 12 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.