

REPORT UPDATE

Application No: BR/65/25/PL

Reason for the Update / Changes

Reason for Update/Changes:

To clarify that Arun Local Plan Policy HER DM2 is not of relevance to this proposal.

To correct an error within the conclusions of the Heritage section of the report that refers to Paragraph 116 of the NPPF.

Officers Comment:

Whilst referenced within the Officer's report, Arun Local Plan Policy HER DM2 is only applicable to proposals that seek to alter or extend Locally-Listed Buildings of Character and may therefore, impact their setting. It is not applicable to proposals that alter non-designated buildings that are within the setting of Locally-Listed Buildings of Character. The latter is true for this proposal, and this policy is not therefore, applicable to this proposal. This has no bearing on the overall conclusions of the Heritage considerations.

The conclusions of the Heritage section within this report refer to Paragraph 116 of the NPPF. This is in error, and it should regard Paragraph 207 of the NPPF.

No changes to the Officer's recommendation or conditions are proposed.

Notes: Changes to recommendations, conditions and / or reasons for refusal will always be reflected in the recommendation section of the attached Officer's Report.

Recommendation Report for Planning Permission

REF NO: BR/65/25/PL

LOCATION: New Barn Garage
65-67 Aldwick Road
Bognor Regis
PO21 2NW

PROPOSAL: Change of use of existing car showroom to a self-storage unit, including the change of use of an attached ground-floor retail unit to associated office space. Extension and replacement of the existing showroom warehouse building to incorporate a first-floor and conversion of existing rear single storey extension, of the main warehouse building, to additional office space. This application is in CIL Zone 4 (Zero Rated) as other development.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

This application seeks the change of use of the car showroom to a self-storage unit, including the change of use of an attached ground-floor retail unit to associated office space. It

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seeks the extension and replacement of the showroom warehouse building to incorporate a first-floor and the conversion of the rear single storey extension of the main warehouse building to office space.

SITE AREA

1048 sqm.

SITE CHARACTERISTICS

Primarily a single storey car showroom with decorative front facade and vehicle sales to the hardstanding at the front. There is an accessway and hardstanding to the rear of the car showroom. The site includes part of the ground floor of the retail unit 69-71 Aldwick Road to the west of the showroom.

CHARACTER OF LOCALITY

Mix of residential/retail with varied design character. Buildings on Aldwick Road are predominantly terraced and there are a number of terraces of a decorative design in the locality such as 40-58 Aldwick Road (evens) and 9-14 Park Road.

REPRESENTATIONS

Bognor Regis Town Council - Objection:

- Concerns regarding Traffic Regulation Order.
- Concerns increased traffic and overspill of parking would harm character and neighbouring amenities.
- Concerns for pedestrian safety due to proximity of access to crossing and potential vehicle queuing.
- Concerns for the loss of an employment site without evidence.
- Concerns regarding the massing, bulk, and design harming the character of the area.
- 24-hour access should be refused if the Local Planning Authority is minded to permit the development.
- Contest that the movement of vehicles and roller shutter doors would not be an unfamiliar or unobtrusive noise for neighbours.
- Not satisfied that 24-hour access is possible without adversely impacting the residential amenities of nearby noise-sensitive properties.

1 Objection from a nearby occupier:

- Existing access arrangements misrepresented as taken from Stocker Road, not Aldwick Road.
- Predicted vehicle movements based on national averages not local reality. Proposal would not result in a reduction of vehicle movements.
- Concerns the 24-hour vehicle access and noise has not been assessed properly.
- Concerns for the impact of construction on Stocker Road residents.
- Lack of evidence or information regarding the proposed rear office space.
- All noise modelling focusses on properties along Aldwick Road rather than those along Stocker Road despite the rear offices being adjacent and construction likely to take place through Stocker Road.
- Revised traffic and noise assessments should be provided.
- Additional clarity regarding the use of the rear offices should be provided.
- Construction management plan should be required prior to determination.

COMMENTS ON REPRESENTATIONS RECEIVED:

Noted and discussed below.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

Environmental Health - Holding objection:

- No objections for use during the daytime.
- Serious concerns for the 24-hour use proposal.
- Notwithstanding submitted report, use will have a detrimental impact on amenity of local residents.
- Noise assessment uses ambient noise level as opposed to existing background level to predict impact.
- Concerns about assumptions for neighbouring windows; the assessment assumes nearby windows are modern double glazing rather than those which actually appear to be present (sash and old-style double glazing) which have lower levels of sound insulation. The report assumes neighbouring residential windows will be closed due to the existing noise climate. Given the age of the properties, it is unlikely that nearby residences have alternative ways to prevent overheating and so, windows will have to be opened.
- Residents would be familiar with raised noise levels from moving traffic along the road, but on site vehicular movements and roller shutter doors are very different and likely to be unfamiliar.
- Concerns that there is likely to be 10 vehicular movements a night and multiple vehicles arriving in succession. Additionally, that the 'human factor' is difficult to quantify and may exacerbate noise impacts.
- Concerns about the noise from the roller shutter doors themselves, as even the "quiet" ones can be very disturbing and the impact can vary.
- Not convinced the use can operate 24 hours a day without being detrimental to local amenity - recommend refusal.

WSSC Highways (LHA) - No objection:

- There is an extended vehicle crossover (dropped kerb) that provides access to hardstanding for the parking of vehicles for sale and an additional narrow vehicle access to the rear (via Stocker Road) by way of dropped kerb leading to 3 parking spaces.
- Over the last five years there have been recorded injury incidents in the vicinity of the site frontage. From an inspection of accident data it is clear this was not due to any defect with road layout/site access.
- There are a wide range of facilities/amenities with suitable alternative transport connections in the area.
- A reduction in trips could occur and with the removal of car sales on the hardstanding, there would be less manoeuvring to/from highway.
- The proposal has a total demand for up to 13 car and 4 cycle spaces.
- Car parking is short of demand by 4 spaces but the are mindful of the accessible location and type of storage facility proposed. Balanced against estimated trip generation, the car parking provision is deemed acceptable.
- 3 cycle storage spaces are proposed but the bicycle storage facility shows provision for 6 cycles, this should be secured by condition.
- There is sufficient space to enter, manoeuvre, and exit to the public highway in forward gear on.
- It is presumed that customers will be aware of limited space on site and inability to access with longer/trailer vehicles. Arun may wish to query this.
- Do not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network and that there are no transport grounds to resist the proposal.
- Conditions to secure cycle and car parking, and site setup details are suggested.

Economic Regeneration - Objection:

- Not in keeping with the street scene.
- The future use of the site as retail has not been tested.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted and discussed below.

POLICY CONTEXT

Designation applicable to site:

Built-up Area Boundary.

Pagham Harbour Zone B.

Potential susceptibility to Groundwater Flooding >25% - <50%.

Article 4 Direction.

2km Buffer for Site of Special Scientific Interest (Bognor Reef).

DEVELOPMENT PLAN POLICIES

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

SDSP2	SD SP2 Built-up Area Boundary
DSP1	D SP1 Design
DDM1	D DM1 Aspects of form and design quality
DDM4	D DM4 Extensions&alter to exist builds(res and non-res)
QESP1	QE SP1 Quality of the Environment
QEDM1	QE DM1 Noise Pollution
EMPDM1	EMP DM1 Employment Land: Development Management
ENVDM1	ENV DM1 Designated Sites of Biodiversity or geographical imp
ENVDM2	ENV DM2 Pagham Harbour
ENVDM5	ENV DM5 Development and biodiversity
HERSP1	HER SP1 The Historic Environment
HERDM2	HER DM2 Locally Listed Buildings or Structures of Character
TSP1	T SP1 Transport and Development

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

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

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

POLICY COMMENTARY

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

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 complies with relevant Development Plan policies in that it would upgrade an existing employment site without unacceptably compromising the character of the area, the amenity of neighbours, or the highways network.

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that

(2) in dealing with an application for planning permission the authority shall have regard to -

(a) the provisions of the development plan, so far as material to the application,

(aza) a post examination draft neighbourhood development plan, so far as material to the application,

(b) any local finance considerations, so far as material to the application, and

(c) any other material considerations.

OTHER MATERIAL CONSIDERATIONS

There are no other material considerations to be weighed in the balance with the Development Plan.

CONCLUSIONS

PRINCIPLE

The site is within the Built-up Area Boundary and is an existing employment site. The principle of redevelopment is acceptable subject to consideration of relevant Development Plan policies in accordance with Policy SD SP2 of the Arun Local Plan (ALP).

The Arun Design Guide and the Arun Parking Standards are of relevance.

CHARACTER & DESIGN

The proposal retains the front facade which would conceal the alterations to the main building behind from the street except for the replacement roller shutters and glazing in existing accessways.

The proposal involves new profiled aluminium roof and would increase the height of the main warehouse by an approx. 0.9m at both ridge and eaves to allow an additional storey. The footprint will remain the same, and overall, the bulk of the building will not increase unacceptably.

The existing rear single storey lean to structure would be retained, refurbished, and is proposed to serve as separate 'start-up offices'. No significant changes in scale or form are proposed.

A B8 storage use would constitute a change in character for the site. Car showrooms are not a retail use and have very specific requirements. Car showrooms do not read nor function as typical retail units like those that characterise the surrounding area. Although the car showroom has long been established and forms part of the existing character, it is a prominent outlier in its locality.

The Transport Assessment appears to use incorrect floor areas to estimate vehicle movements. Based on floor areas measured from the plans and the data provided, a typical 770 sqm car showroom (like the existing use) could generate approximately 160 vehicle movements per day. In comparison, the proposed 1,140 sqm self-storage facility is expected to generate around 41 vehicle movements daily. The self-storage use data provided only accounted for activity between 07:00 and 19:00, while the operating hours would be 08:00 to 22:00 - two hours longer. This may result in slightly more vehicle movements than estimated. Based on the assessment provided, even with this adjustment, the use could still result in significantly fewer vehicle movements than the existing showroom. WSCC Highways conclude that vehicle movements to and from the site are likely to be reduced. The proposal is likely to

have no increase in vehicular activity at the site.

The site's vehicular access primarily occurs via a narrow access road from Stocker Road to the rear, passing between residential buildings. Although there is an extended crossover at the front on Aldwick Road, it is not understood to currently be the main access point due to the siting of cars for sale. The proposal would shift the primary access to the front. While this represents a change in character, the front access is already established. Relocating most of the vehicular movements to Aldwick Road, a Class B road, is more appropriate than continuing to use the narrow access from a residential road, provided it is safe, which WSCC Highways confirm.

Increased vehicular activity to the front would impact character in terms of noise generation. The sound of moving vehicles is unlikely to be unfamiliar to nearby residents given Aldwick Road is a Class B road. With customers arriving at the site to inspect and test drive vehicles, the sound of car doors opening and closing, and vehicles being moved around in the site is unlikely to be unfamiliar. The regular sound of roller shutter doors and the likely increase in the frequency of car doors opening and closing, and engines stopping and starting, is likely to be a shift in character. Whilst Environmental Health objected to this proposal, they specified that this was due to the initially proposed 24-hour use, and that they had no concerns with daytime operations. With hours of operation restricted to 08:00 - 22:00, Environmental Health are satisfied that such noise would not unacceptably impact nearby residents.

The change of use of the ground floor retail unit (69 Aldwick Road) to offices serving the self-storage unit is noted. Whilst the area features a number of retail uses, it is not a designated retail area in policy terms. The frontage of this unit would remain comparable to its existing retail layout and style, and would be clearly associated with the storage use. This change will not have any significant harm on the character of the area.

The introduction of 'start-up' offices to the rear is not unreasonable in terms of character or their impact on the wider locality. They would be well concealed from the street and office uses are typically conducive to residential locations as they produce limited obtrusive noise impacts, certainly at this scale and subject to relevant controls on hours of use.

The use would not conform to the general character of the area, but nor does the existing. The visual appearance of the buildings from the street would remain largely intact, and the changes in vehicular activity would not likely be more intense and would occur in a more appropriate location than the existing. Although noise increases to the front would be a change in character, the potential noise nuisance impacts, subject to restricted hours, has been concluded as acceptable by Environmental Health. Although there would be a change in character, the proposal would not result in any significant harm to the character of the area and would comply with policies D SP1, D DM1, and D DM4 of the ALP.

NEIGHBOURING RESIDENTIAL AMENITY & NOISE

Aldwick Road is a Class B road with frequent traffic which contributes significantly to the area's soundscape. The existing site operates as a car showroom, where noise from vehicle movements, engines, and car doors opening and closing is likely familiar to nearby residents. Overall noise levels along Aldwick Road already exceed those recommended for new residential developments.

The proposal shifts the primary access point to the front of the site via the existing Aldwick Road crossover, increasing vehicle activity and introducing a more frequent use of roller shutter doors. While such noise is not unfamiliar to the area, its increased frequency would be more noticeable.

The self-storage facility initially sought 24-hour operation. Following review of the Noise Impact Assessment, Environmental Health (EH) raised no concerns for 'daytime' use but objected to overnight operations due to the potentially unacceptable disturbance of nearby noise-sensitive properties. EH

clarified that the use of the site between 8:00-22:00 would be acceptable. The applicant agreed to this, and a recommended condition has been attached.

The proposal includes raising the building's ridge and eaves height by approximately 0.9m. Due to surrounding development, this will have minimal impact on nearby residential properties, except for the rear garden of 63A Aldwick Road. This south-facing garden is deep and already bordered by the existing building which is 3.8m-high. While the height increase is noticeable, it would not cause unacceptable overshadowing or overbearing effects.

63 Aldwick Road, a small ground-floor restaurant/takeaway with a rear dining area, may experience some impact. However, as a commercial property, the impacts are not unacceptable.

The increased height will not adversely affect any other neighbouring residential properties.

Relocating the main access to Aldwick Road, rather than the narrow rear access between Arun Lodge Residential Home and Northmoor Court, will reduce disturbance to residential properties along Stocker Road. The proposed 'start-up' offices at the rear are small in scale, expected to generate minimal traffic, and would represent a reduction in activity at the southern access compared to the current car showroom use. As offices typically operate during standard hours and are not noise-generating, no restrictions on their hours are necessary.

The office at 69 Aldwick Road will support the self-storage use and operate from 08:30 to 17:30. These are standard working hours, and as with the rear offices, no operational hours restrictions are required.

EH raise no objections to the office uses. Nor have they objected to the shift of the primary access for the self-storage unit to Aldwick Road, or the self-storage use subject to operational hours controls.

Subject to condition, the proposal is in accordance with policies D DM1, D DM4, QE SP1 & QE DM1 of the ALP.

EMPLOYMENT/RETAIL IMPACTS

Whilst the proposal would result in the loss of the car showroom and adjoining ground floor retail unit, both units would remain in employment use, and the proposal would introduce a smaller 'start-up' office unit at the rear. In terms of employment, the proposal will have no unacceptable impact.

In terms of retail impacts, the change of use of the ground floor retail unit (69 Aldwick Road) to offices serving the self-storage unit, and therefore, the loss of the retail unit, is noted. However, whilst the area features a number of retail uses, it is not a designated retail area in policy terms, nor does it fall within former Use Classes B1-B8 as specified within Policy EMP DM1 of the ALP. Therefore, no evidence of marketing to justify the change of use away from retail is required. This policy does specify that 'existing employment sites and premises will be protected where there remains a reasonable prospect of employment use' but since the unit would remain in an employment use, there is no harm identified. The frontage of this unit would remain comparable to its existing format and would be clearly associated with the storage use, which is an employment use. The visual implications of the loss of this retail unit would be limited.

The proposal is in accordance with Policy EMP DM1 of the ALP.

TRANSPORT & PARKING

The site is in a highly sustainable location with good pedestrian, cycling, and public transport links, which may help reduce staff parking demand. Most customers are expected to arrive by car to load/unload goods.

The site has 3 parking spaces at the rear. Neither the 2020 West Sussex County Council Parking Standards nor the Arun Parking Standards specify requirements for car sales establishments, the 2003 West Sussex standards recommended 1 space per 30 sqm. These parking standards were considered when reviewing the 'Salt Box' development in Bersted. Based on this, the existing site would require approximately 26 spaces but provides three, highlighting a significant shortfall.

According to the Arun Parking Standards, B8 uses require:

- 1 car parking space per 100 sqm,
- 1 staff cycle space per 500 sqm,
- 1 customer cycle space per 1000 sqm.

With a floor area of approximately 1140 sqm (excluding the internal parking/access area), the proposal requires 11 car spaces and 3 cycle spaces. The plan includes 6 car spaces and 3 cycle spaces inside the unit (though 6 cycle spaces are shown). Despite a shortfall, this is a significant improvement over the current provision, and WSCC Highways do not object.

The proposed 'start-up' offices on the southern side are a separate unit with no internal access to the storage area. At 71 sqm, they require 2 car parking spaces under the Arun Parking Standards. The applicant claims there are 3 existing car parking spaces to the rear, though the parking area appears insufficient in space to provide more than 2 spaces. Nonetheless, this is sufficient. Cycle parking is not required due to the unit's size.

Access to the site will use an existing crossover. WSCC Highways confirm the access is safe and allows vehicles to enter, turn, and exit in forward gear.

While there is a parking shortfall for the site as a whole, the proposal improves on-site parking and reduces demand. It poses no unacceptable impact on highway safety or the local road network.

The proposal complies with Policy T SP1 of the ALP and Paragraph 116 of the NPPF.

HERITAGE

No Heritage Statement was provided which conflicts with Policy 1 of the Bognor Regis Neighbourhood Development Plan (BRNDP) and Paragraph 207 of the NPPF. However, for the reasons below, the proposal will not harm any Heritage Assets.

The site does not affect any designated heritage assets but is adjacent to several Locally-Listed Buildings of Character to the east, including:

- Nos. 43-63 (odds) Aldwick Road
- Nos. 40-56 (evens) Aldwick Road
- No. 2 Charlwood Street

These buildings form two ornate terraces, many featuring ornate mock Tudor designs and make a positive visual contribution to the area.

The proposal involves minimal changes to the frontage and would otherwise not be visible in their context. The proposal would not harm the significance or setting of the non-designated heritage assets and complies with Policies HER SP1 & HER DM2 of the ALP, and Paragraph 116 of the NPPF.

ECOLOGY & BIODIVERSITY

The site lies within Zone B of the Pagham Harbour Special Protection Area (SPA) and the 2km buffer of the Bognor Reef Site of Special Scientific Interest (SSSI). Due to the nature of the development, its

urban setting, and the minimal increase in scale, the proposal will not adversely affect either the SPA or the SSSI. This is in line with Policies ENV DM1 and ENV DM2 of the ALP.

Although the proposal qualifies for the 'De Minimis' exemption from statutory Biodiversity Net Gain, it is still expected to deliver a net gain in biodiversity under Policy ENV DM5. A condition has been attached requiring the submission of an ecological enhancement scheme prior to first use of the site.

SUMMARY

The proposal is in accordance with relevant Development Plan policies and as such, it is recommended for approval subject to the following conditions and informatives.

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.

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:

- Location and Block plan 24004A-P-001 B.
- Proposed site plan 24004A-P-013-A.
- Proposed plans 24004A-P-110-D.

- Proposed elevations 24004A-P-111 B.
- Existing and Proposed Sections 24004A-P-112.

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with Arun Local Plan policies D DM1, D DM4, HER SP1, and QE SP1.

- 3 The 'Self-Storage' use hereby permitted shall not be operated at any time other than between the hours of 08:00 and 22:00 and at no other time.

Reason: To safeguard the amenities of nearby residents in accordance with Arun Local Plan policies D DM1 and QE SP1.

- 4 No development (including demolition) shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction and measures to mitigate noise and dust during the works. This shall include details for all temporary contractors' buildings, plant, and stacks of materials, provision for the temporary parking of contractors' vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion on/off the site, consequent obstruction to access, and to preserve the amenities of nearby residents in accordance with Arun Local Plan policies T SP1 and QE SP1. This is required to be a pre-commencement condition because it is necessary to have the construction site set-up and mitigation measures agreed prior to access by construction staff.

- 5 Demolition/construction works shall only take place between 08:00 hours and 18:00 hours (Monday to Friday) and between 08:00 hours and 13:00 hours on Saturday with no activities taking place on Sundays or recognised public holidays. In addition to these hours of working, the Local Planning Authority may approve in writing a schedule of activities where it is necessary to conduct works outside the hours specified in this condition.

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

- 6 No internally or externally located plant, machinery equipment or building services plant, including roller shutter doors, shall be operated on the site until an assessment of the acoustic impact arising from the operation of all such equipment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken in accordance with BS 4142:2014+A1:2019 and shall include a scheme of attenuation measures to mitigate the adverse impacts identified in the acoustic assessment. The scheme shall ensure that the rating level of noise emitted from the proposed building services plant is 5 dB less than the prevailing background sound level (LA90). The scheme as approved by the Local Planning Authority shall be fully installed prior to first operation of the plant and shall be retained as such thereafter. Any agreed attenuation measures shall be permanently maintained in good working condition.

The applicant should review the Planning Noise Advice Document - Sussex, November 2023: <https://www.arun.gov.uk/download.cfm?doc=docm93jjm4n19846.pdf&ver=24686>.

Reason: To protect the amenity of local residents in accordance with the Arun Local Plan policy QE DM1.

- 7 Prior to the first use of any part of the development hereby permitted, a Biodiversity Enhancement Layout, providing the details and locations of biodiversity enhancement

measures on site, shall be submitted to and approved in writing by the Local Planning Authority.

The enhancement measures shall be implemented in accordance with the approved details prior to the first use of any part of the development hereby approved and all such features shall be retained in that manner thereafter.

Reason: To provide on site ecological enhancement for protected, priority, and/or other species and habitats in accordance with Arun Local Plan policy ENV DM5 and allow the Local Planning Authority to discharge its duties under the NPPF and s40 of the Natural Environment and Rural Communities Act 2006 (Priority habitats & species).

- 8 No part of the development shall be brought into use until the car parking for the respective uses approved has been constructed in accordance with the approved site and floor 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 Arun Local Plan policy T SP1.

- 9 No part of the development shall be brought into use until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. The spaces so provided shall be retained in perpetuity.

Reason: To provide alternative travel options to the use of the car in accordance with Arun Local Plan policy T SP1.

- 10 The 'Start-up Offices' to the rear of the site hereby permitted shall be used as offices (Class E(g)(i)) and for no other purpose (including any other purpose in Class E 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: To enable the Local Planning Authority to maintain control in the interests of the amenities in accordance with Arun Local Plan policies D DM1, QE DM1 & QE SP1.

- 11 Based on the information available, this permission is exempt from the requirement to provide a biodiversity gain plan under Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990. The following exemption applies:

This planning permission is de-minimis as the development does not impact an onsite priority habitat and the development impacts less than 25 square metres of onsite habitat that has a biodiversity value greater than zero and less than then 5 metres in length of onsite linear habitat.

Reason: In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as amended).

- 12 **INFORMATIVE:** Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). 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.