

Recommendation Report for Planning Permission

REF NO: FG/130/25/PL

LOCATION: Units 2 & 3 Hillview Business Park
Littlehampton Road
Ferring
BN12 6PG

PROPOSAL: Change of use of Units 2 and 3 from Class E to B2 (MOTs and motor servicing) (resubmission following FG/100/25/PL). This application is in CIL Zone 3 (Zero Rated) as other development.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	This application seeks to change the use of two Class E units (Units 2 and 3) to Class B2 (Motor Vehicle Repairs).
SITE AREA	Approx. 3100sqm (including the access road).
BOUNDARY TREATMENT	Tall close boarded fences to all boundaries.
SITE CHARACTERISTICS	The site features a three-unit commercial building of green profiled metal construction with shallow pitched roof and rooflights. The building sits on the northern side of the site which is predominantly hardstanding. There are a number of green storage containers within the site.
CHARACTER OF LOCALITY	The site sits to the southern end of a north to south strip of commercial uses north of the A27 and south of Highdown Hill. To the south are two detached residential dwellings, to the southwest is a vineyard, to the east are recreational playing fields, and to the northwest is a stables and paddock surrounded by mature trees. The site lies in the settlement gap between Angmering and Worthing, and beyond the commercial uses and other notable sites aforementioned, the area is predominantly open landscape and mature vegetation. Of note is the Highdown Conservation Area and 'Highdown' (Grade II Listed Building) which are approx. 230m and 330m north of the site respectively.

RELEVANT SITE HISTORY

FG/100/25/PL	Change of use from Class E to Class B2 (Motor vehicle repairs). This application is in CIL Zone 3 (Zero Rated) as other development.	Refused 30-09-25
FG/163/21/PL	Development comprising of marine workshop & boatyard, martial arts gym (Class E) & storage container	Refused 24-11-21

compound (Class B8) to replace former glasshouses.
This site is a Departure from the Development Plan & is
in CIL Zone 3 (Zero Rated) as other development.

Appeal: Allowed+Conditions
05-01-23

FG/163/23/PL was allowed on appeal and granted the construction of a three-unit commercial building with Class E use to serve as a martial arts gym and boatyard/marine workshop. The Inspector found the proposals to not cause any harm to the character of the area, to the settlement gap, nor to the setting of the South Downs National Park by virtue of its use or visual impacts. The boatyard and marine workshop units allowed (Units 2 and 3) are subject to this application.

FG/100/25/PL - This application was for a nearly identical scheme to the current proposal. It was refused due to insufficient information in respects of noise impacts. The current submission has sought to address these concerns.

REPRESENTATIONS

Ferring Parish Council - Objection:

- Noting sensitive sites nearby, such as Highdown Hill, recreational playing fields, and residential properties.
- Identifying the site as being within South Downs National Park (SDNP).
- B2 uses are industrial uses and should be restricted to industrial zones.
- Concerns regarding noise, vibration, and pollution.
- The character and nature of the use would compromise the cultural and environmental value of Highdown Hill, the vineyard, and the SDNP.
- Approval would set a precedent for further industrialisation in the area and increase pressure on the landscape.

1 Objection letter from nearby occupier:

- Concerns regarding noise pollution and impact of residential amenity.
- The site has changed from a quiet horticultural use to an industrial use and the proposals would exacerbate this.
- Noting the presence of Highdown Hill and how this acts as a natural soundboard, exacerbating noise concerns.
- Whilst the site has a Class E industrial use, it has not been fully operational since being built and so it is unclear how the noise impacts from an industrial use would be experienced.
- Noting the extent of the intended operations on site is unclear.
- Noting Human Rights Act.
- Concern as to where the Marine Workshop and Boatyard will go on the site if this is approved.
- The Marine Workshop was intended to have limited ongoing works, this proposal is more intense.
- Concerns regarding a yard area to the north of the neighbouring dwelling to the south (outside of the scope of this application).

COMMENTS ON REPRESENTATIONS RECEIVED:

Comments noted. For clarity, the site is not within the SNDP boundary.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

Environmental Health (26/11/25) - No objection subject to conditions:

- The report indicates that if all the recommendations are fully implemented the development will comply with current guideline levels. No objections to the hours of use 08.00 - 18.00 Monday to Friday as applied for.

WSSC Highways:

- Do not consider 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.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted.

Environmental Health - The submitted report does not recommend mitigation measures, but is based on the assumption that works will take place inside of the units. The hours specified encompass those identified by the applicant in written correspondence rather than those identified in the application form or the noise report.

POLICY CONTEXT

Designation applicable to site:

Outside the Built-up Area Boundary.

Settlement Gap (Angmering to Worthing).

At Risk of Surface Water Flooding (1% and 0.1%).

Potential Susceptibility to Groundwater Flood Risk.

DEVELOPMENT PLAN POLICIES

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

CSP1	C SP1 Countryside
SDSP2	SD SP2 Built-up Area Boundary
SDSP3	SD SP3 Gaps Between Settlements
DSP1	D SP1 Design
EMPDM1	EMP DM1 Employment Land: Development Management
DDM1	D DM1 Aspects of form and design quality
ECCSP2	ECC SP2 Energy and climate change mitigation
ENVDM5	ENV DM5 Development and biodiversity
HERSP1	HER SP1 The Historic Environment
WDM2	W DM2 Flood Risk
QESP1	QE SP1 Quality of the Environment
QEDM1	QE DM1 Noise Pollution
TSP1	T SP1 Transport and Development

[Ferring Neighbourhood Plan 2014 Policy 1A](#)

A Spatial Plan for the Parish

Ferring Neighbourhood Plan 2014 Policy 7

Land north of Littlehampton Road, encouraging of existing rural businesses

PLANNING POLICY GUIDANCE:

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 is in conflict with relevant Development Plan policies in that no Site-Specific Flood Risk Assessment has been provided, and that no alternative location has been considered.

The proposal is compliant with relevant Development Plan policies in that it is the redevelopment of an existing site and would not unacceptably compromise the character of the area nor result in unacceptable impacts on neighbouring noise sensitive properties.

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 other material considerations to be weighed in the balance with the Development Plan.

CONCLUSIONS

PRINCIPLE

Arun Local Plan (ALP) policy C SP1 specifies types of development that are suitable outside of the BUAB. Criteria (f) states 'Development will be permitted in the countryside where it is... in accordance with other policies in the Plan which refer to a specific use or type of development.' The proposal is in accordance with the principles of ALP policy EMP DM1 in that whilst it is outside the BUAB, it is an existing employment site and the proposal would protect and enhance the existing site in terms of its employment use and help maintain a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy. Furthermore, for the reasons outlined in the report below, does not conflict with any of the criteria outlined within section 6 of ALP policy EMP DM1 which specifically concerns 'Economic growth outside the Built-up Area Boundary'. By virtue of compliance with ALP policy EMP DM1, which concerns a specific use and type of development, the proposal is also, therefore, in accordance with ALP policy C SP1(f).

The site lies outside the Built-up Area Boundary (BUAB), but by virtue of compliance with ALP policy C SP1, the proposal does not conflict with ALP policy SD SP2 or the Ferring Neighbourhood Development Plan (FNP) Policy 1A.

The site is an existing employment site with a boatyard and marine workshop use, and that the proposal involves a change of use only.

ALP policy QE DM1 requires new noise generating development to demonstrate that there are no suitable alternative locations for the development. It is material that the site has an existing noise generating use. Given the site is an established noise generating use, and that the site would remain similar in character, it is not reasonably necessary to demonstrate that there are no suitable alternative locations for the development.

CHARACTER AND LANDSCAPE IMPACTS

The site benefits from a Class E industrial use as a boatyard and marine workshop where repairs would be undertaken to marine vehicles. This use was allowed on appeal, and that the Inspector did not find it necessary or reasonable to impose a personal condition linking the permitted use to the appellant, nor did they seek it fit to impose conditions that limited the frequency or intensity of operations for this use, only hours of operation. The proposal involves the change of use to Class B2 as 'MOTs and motor servicing'.

It is understood that the use as a marine workshop and boatyard has not become fully operational since its completion, and the marine workshop use has not yet produced much in the ways of industrial activity or associated noise. The area is not absent of commercial/light industrial uses and associated noise, with many such uses being present to the north. The site benefits from a relatively unrestricted permission to serve as a marine workshop/boatyard, which was found acceptable by the Planning Inspectorate.

The marine workshop and boatyard use would be characterised by vehicle repairs with mechanical equipment and the parking on boats on site. The proposed use would feature similar operations, albeit with cars. With any grant of permission to Class B2 (motor vehicle repairs) it would be expected that the site would see an increase in the number of vehicles parked on site, and a likely uptick in the frequency of customers and repair works being undertaken. This is due to the generally greater number and use of cars than boats in the district, despite its coastal nature. Although the proposal would see a likely increase in frequency/regularity of use, it would not be dissimilar in character.

The site is already developed and sits immediately south of existing commercial uses including a machinery/equipment storage compound, a self-storage compound, and a fencing and landscaping business with compound. It sits adjacent to two dwellings to the south and the Highdown Vineyard to the southwest. The site is read amongst a cluster of development and does not propose new built development. The proposal would have no additional visual impacts on the wider landscape.

The change in character from a marine workshop and boatyard to an MOT and motor servicing use, would be limited. It may manifest itself in the form of different equipment on site and slightly different operations, but the process of repairing vehicles with noisy, mechanical equipment would remain. The site would remain read as a commercial/industrial use and comparable to the existing use of the site.

There is some policy conflict with ALP policy SD SP3 in that evidence that the proposal cannot be located elsewhere has not been identified, however, the site is an existing, developed site with an existing, comparable use. As the proposal involves a change of use of existing built form and would not encroach any further into the settlement gap between Angmering and Worthing, there is no harm to the settlement gap, and this policy conflict does not constitute harm.

The proposal would not have any significantly adverse impacts on the character of the area or the wider landscape character in accordance with ALP policies D SP1, LAN DM1 and D DM1.

The site is north of Littlehampton Road and FNP Policy 7 is applicable, however, its criteria are not of relevance to the proposal given it is a change of use from a use that is not agricultural, horticultural or equine, and it involves no new built form.

NEIGHBOURING RESIDENTIAL AMENITY AND NOISE

Concerns have been raised regarding the switch from a Class E use to Class B2 and associated increases in noise nuisance. It is material, that whilst the site may have a Class E use (marine workshop and boatyard), the use remains industrial in nature. Use Class E does not prohibit industrial uses but instead requires that such industrial uses under Class E can be carried out in a residential area without detriment to its amenity. The Inspector for the previous appeal found that within the context, and subject to conditions limiting operating hours and deliveries, the industrial use was acceptable.

The change of use is likely to result in an uptick in the frequency and type of noises experienced by nearby residential properties, although, the character of noise associated with the marine workshop may be somewhat similar, it is unlikely to be identical in terms of potential impacts.

A Noise Impact Assessment (NIA) has been provided and has been reviewed by Environmental Health. No concerns or objections regarding the methodology or the results of the assessment have been raised.

The assessment has an assumption that operations at the site would be undertaken in Units 2 and 3, with the roller shutter doors open. Anticipated noise levels used within the assessment are from similar MOT and vehicle maintenance sites while in operation, and the background noise levels of the site have been established from recordings of a 2-hour continuous period and hourly intervals across seven hours, all during intended operating hours on two separate Tuesdays. Acoustic feature corrections were applied for the anticipated types of noises, such as those that are impulsive, tonal, or otherwise stand out in a usual noise environment.

Noise levels at the lowest receptor are 5dB lower than typical background noise levels and are concluded to have a 'low impact' in accordance with the relevant British Standard guidance. No noise mitigation strategy is required.

A condition has been attached to require the operations/activities associated with the MOT testing and servicing of vehicles to take place inside of the units in accordance with the assumptions of the NIA and to ensure its findings would be accurate to the onsite processes.

The applicant confirmed the hours of operation are 08:00 - 17:30 Monday - Friday. The Inspector found it appropriate to restrict hours of operation to 08:00 - 18:00 Monday - Friday and 08:00 - 13:00 on Saturdays, with no works taking place on Sundays or Bank Holidays. The NIA outlined the intended operating hours as being 08:30 - 18:30 Monday - Saturday, but this conflicts with those confirmed by the applicant. The background noise levels assessed in the NIA do not include background noise levels for a Saturday where it would be expected that they may be lower due to reduced traffic/fewer commercial businesses operating. Thus, weekend operations may have greater impacts and are untested. This was discussed with Environmental Health, who agreed that it would be appropriate to restrict operations to Monday to Friday in the absence of cogent evidence for the acceptability of weekend operations. On this basis, hours of operation have been limited to 8:00-18:00 Monday - Friday to account for the applicant's intent.

In the interests of the amenity of nearby occupiers, the same hours of operation and deliveries restriction

has been applied under this application.

The proposal is in accordance with ALP policy QE DM1(b).

From review of representations, and a site visit to a neighbouring property 'Millwood House', which is further from the site than 'The Chalet', it is clear there are concerns from nearby occupiers and Parish Council regarding potential adverse impacts of noise generation. Discussion have taken place with Environmental Health regarding site-specific factors such as the Highdown Hill backdrop, and the open lines of site between the site and 'Millwood House' to the south. Environmental Health maintain the assessment submitted is sufficient, and these matters would not have any significant impact that has not been accounted for or result in any adverse impacts that deviate from current guidelines.

Based on the Noise Model Output, the anticipated noise would not escape to the east of the site at the nearby recreational fields in any meaningful way, nor to the north, and only marginally to the west in the adjacent agricultural field. The proposal would be in accordance with ALP policy QE DM1(c).

Concern has been raised regarding the former approved use (marine workshop and boatyard) potentially being retained on parts of the original site that do not form part of the current site, and the associated cumulative noise impacts that may arise if this were approved. The Local Planning Authority have no evidence that the marine workshop and boatyard use would be retained in other parts of the site, and the applicant has identified that the proposal would replace the use. If it were, any retained marine workshop/boatyard use would be significantly constrained following the change of use of Units 2 and 3. The Inspector for the previous appeal found the use could operate on site without the need for the assessment of noise impacts or restriction as to where in the site it should be operated. Any continuation of the former use would be much more limited in scale and while cumulative impacts could arise, these would not be significantly different to if the marine workshop use were to be operating at full capacity across the full site. This potential for persistence of the current use was discussed with Environmental Health, and they had no concerns regarding potential cumulative impacts as the MOT and Service centre would be the dominant noise source, which has been shown to be acceptable, and the cumulative impacts, should they arise, would not likely be noticeable.

The proposal is in accordance with ALP policies D SP1, D DM1, QE SP1, and QE DM1.

ECOLOGY AND BIODIVERSITY

The site is entirely hardstanding, and the proposal involves a change of use only. It is therefore, exempt under the de-minimis exemption from statutory biodiversity net gain. ALP policy ENV DM5 still requires proposals to achieve a biodiversity net gain. A condition securing a minor ecological enhancement through the provision of 2 No. bird boxes just below the eaves of the northern elevation of the units 2 and 3 has been attached.

A condition requiring details of any external lighting that may be necessary is attached in the interest of preserving the amenity of the area, and to ensure any such lighting would not prejudice protected species that may make use of the site or the mature soft landscaping offsite to the east and west.

The proposal, subject to the conditions, is in accordance with ALP policy ENV DM5.

TRANSPORT AND PARKING

The site would make use of the existing vehicular access, and would have sufficient forecourt space for the parking, manoeuvring, and turning of vehicles on site. WSCC Highways were consulted and have identified the existing vehicular access is suitable, and this proposal would not have any unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network.

No cycle parking provisions have been identified and so, these have been secured by way of condition in accordance with the Arun Parking Standards and ALP policy T SP1.

No Electric Vehicle charging points have been proposed. The development is anticipated to provide four full-time employees and the area of units 2 and 3 is approx. 300sqm. The Arun Parking Standards would require 7 No. parking spaces for employees. Given only four employees are expected, and cars brought to the site by customers are likely to be worked on within the units rather than occupy a parking bay, it is reasonable that only 4 No. dedicated car parking spaces should be required. The standards and ALP policy T SP1 would require 1 No. EV Charger. A condition has been attached to secure an EV charger.

It is noted that the Inspector previously found EV chargers would be covered by Building Regulations, but as a change of use only, it is unclear that Building Regulations would be triggered.

The Arun Parking Standards would also require the provision of 1 No. cycle parking space to serve the site. This has been secured by a condition.

The proposal, subject to the above-mentioned conditions, is in accordance with ALP policy T SP1 and NPPF Paragraph 116.

HERITAGE

The site is approx. 230m from the Highdown Conservation Area and approx. 330m from the Grade II Listed Building 'Highdown'. On the basis that the proposals are such a distance from the heritage assets and involve no new built development, the proposals would not cause harm to these assets.

The Inspector for the appeal found that due to the distance of the site from the aforementioned heritage assets, and their separation by areas of mature trees, open space, and landscaping, that the proposal site does not form part of their setting.

The proposal is in accordance with ALP policy HER SP1.

ENERGY EFFICIENCY

ALP policy ECC SP2 requires all new non-major commercial development (including changes of use) to be energy efficient and to demonstrate how they will achieve three criteria (A, B, and C). As a change of use, criteria A and B are not of direct relevance. Criteria C requires proposals to demonstrate how they will incorporate decentralised, renewable, and low carbon energy supply systems...such as solar panels.

The proposal has not done this, but a condition has been attached to secure the provision of such measures. As such, the proposal is in accordance with ALP policy ECC SP2.

FLOOD RISK

The site is in flood zone 1 but remains at risk of surface water flooding during a 1 in 100 (1%) and 1 in 1000 (0.1%) rainfall event. The proposal would not result in an increase in the vulnerability of the site, nor would it result in additional persons being at risk. The proposal also does not involve any new built form and so would not increase flood risk elsewhere.

Whilst the proposal has not been supported by a Site-specific Flood Risk Assessment as required by ALP policy W DM2, there is no harm identified in respects of flood risk.

USE

Given the proximity of neighbouring residential properties, and the potential for other B2 uses to produce greater levels of noise, nuisance, or pollution that have not been assessed, it is necessary to impose a

condition securing the use of units 2 and 3 as MOT and service units only, and for no other use within Use Class B2.

SUMMARY

The proposal is in conflict with the wording of ALP policies QE DM1, and W DM2 but for the reasons covered within the principle and flood risk section of this report, there is no material harm as a result of these conflicts that would warrant a refusal of this proposal. The proposal is in accordance with relevant Development Plan policies in all other respects 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 Plan (Dated: 4th August 2025).
- Proposed Change of Use from Class E to B2 25/1611/01, Rev A.
- Proposed Change of Use from Class E to B2 25/1611/02.

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

- 3 Prior to the occupation of any part of the development, full details of all new external lighting, including type of light appliance, the height and position of fitting, predicted illumination levels and light spillage, shall be submitted to and approved in writing by the Local Planning Authority. The scheme should seek to conform with the recommendations of the Institute of Lighting Professionals (ILP) 'Guidance Notes for the Reduction of Obtrusive Light' (GN01:2011) and:

a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging;

b) show how and where external lighting will be installed through provision of appropriate lighting contour plans and technical specifications so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior written consent from the Local Planning Authority.

Reason: In the interests of the amenities of the area, the site's biodiversity (particularly in respect of bats), the interests of minimising crime, and to minimise unnecessary light spillage outside the development site in accordance with Arun Local Plan policies QE SP1, QE DM2, and ENV DM5.

- 4 Hours of operation for the development hereby approved, including deliveries, shall occur only between 08:00 and 18:00 Monday to Friday, with no operations on Weekends or Bank Holidays.

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

- 5 No industrial, commercial or trade goods shall be loaded, unloaded, or otherwise handled at the application site outside the hours of 08:00 and 18:00 Monday to Friday, and not on Weekends or Bank Holidays.

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.

- 6 Units 2 and 3 and their forecourt (the site) shall be used as an MOT and Motor servicing centre and for no other purpose (including any other purpose in Class B of the Schedule to the Town and 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 of the area and residential properties within the vicinity in accordance with Arun Local Plan policies D DM1, QE SP1, QE DM1, QE DM2, and QE DM3.

- 7 Any and all operations/activities involved with the MOT testing or servicing of vehicles must take place inside of Units 2 or 3.
- Reason: In the interests of preserving the amenities of the area and the residential amenities of noise sensitive premises adjacent to the site in accordance with Arun Local Plan policies D DM1, QE SP1, and QE DM1.
- 8 Prior to the first use of the approved use, the applicant or developer shall provide electric vehicle charge points to serve the parking spaces associated with the approved use in accordance with the council's standards as set out in its Parking Standards SPD. This requires EV charging points in 30% of parking spaces (rising to 50% from 2028 and 100% from 2033) with electric ducting provided to all other spaces to provide passive provision for these spaces to be upgraded in future. The individual charge points shall be in accordance with the technical requirements set out in Part S, section 6.2 of the Building Regulations 2010 (as amended). The electric vehicle charge points shall thereafter be retained and maintained in good working condition.
- Reason: To mitigate against adverse impacts on local air quality and to promote sustainable travel, in accordance with Arun Local Plan policy QE DM3(c), the Arun Parking Standards SPD and the NPPF.
- 9 No part of the development shall be first brought into use until car parking provisions have been made for 4 No. car parking spaces on site. 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.
- 10 No part of the development shall be first brought into use until a covered and secure cycle parking space has been provided on site. 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.
- 11 Prior to the first use of the development hereby approved, 2 No. bird boxes shall be installed no greater than 0.3m below the eaves of the building and on the northern elevation.
- Reason: In the interests of securing an ecological enhancement and biodiversity net gain on site in accordance with Arun Local Plan policy ENV DM5.
- 12 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).
- 13 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

assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the NPPF.