

Recommendation Report for Planning Permission

REF NO: FP/268/17/PL

LOCATION: Boat Pound between Greenock Villa
& The Gunpoint
Clyde Road
Felpham

PROPOSAL: Detached 9No. bedroom annexe for Beachcroft Hotel with 9No. car parking spaces.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

Detached four storey building with undercroft parking accessed from Clyde Road, decorative sliding gates would serve the access. The building would house 9 additional ensuite guest bedrooms for Beachcroft Hotel. The first floor rooms would have large balconies, the rooms on second and third floor would have smaller balconies which face the sea (east). Staircase located to the west of the site at the rear of the building.

At ground floor level; pedestrian access with cycle storage would be provided from Clyde Road. 9 car parking spaces with 1 disabled access space. Landscaping to north side and east side with 'gull point' sculpture to east adjacent to promenade.

External materials:-

- white Sto type rendered concrete walls
- grey RAL 7004 metal porthole window frames
- low boundary wall to Clyde Road to be of natural cast concrete finish
- gabion walls (to promenade) formed of mixed stone and brick contained in metal wire cage
- frameless glass with blue tint to sides and fronts of balconies/decks
- gull wing roof type to be clearstory glazing, glass to be anti-sun grey, roof to be blue/green copper (TECU Patina)
- slimline Bi-fold doors to be finished with PPC RAL 7004 with anti-sun solar control glass
- timber blocks to sea wall

SITE AREA

0.04 hectares (379m²)

TOPOGRAPHY

Promenade approximately 1.5m higher than ground level of site which slopes from promenade.

TREES

None of any significance affected by the proposed development.

BOUNDARY TREATMENT	Dwarf concrete wall to east with small close boarded fence atop (hedge behind). 1.8m fence to rear (west). 1.5m wall with 0.5m close boarded fence atop (hedge behind) to north elevation facing clyde road.
SITE CHARACTERISTICS	Side garden/boat storage space to the gun post, laid to lawn with slipway to east and hard surfacing.
CHARACTER OF LOCALITY	Residential and hotel use area. Detached, semi detached and terraced properties in residential and commercial use. Buildings range from two storey to 4 storeys in height and are of various styles. Some properties have off street parking to front.

RELEVANT SITE HISTORY

BR/557/84	Proposed Demolition Of Existing Bungalow And Reconst- Ruction Of Single Storey Bld To Provide Showers Jacuzzi	ApproveConditionally 25-07-84
FP/117/88	Demolition of existing dwelling and erection of house	ApproveConditionally 09-05-88
FP/178/01/	Ground floor single storey dining room extension and second floor roof extension to provide 2 no. bedrooms and a bathroom	ApproveConditionally 02-11-01

None relevant.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Felpham Parish Council

No objection.

49 letters not objecting to and supporting the scheme on the grounds of:-

- * improvement to the visual amenity of the area and seafront
- * good/great design
- * enhancement in terms of high quality visitor accommodation and amount of accommodation
- * additional employment in the area is beneficial
- * economic benefits to the area and wider area of Bognor Regis

23 letters of objection on the grounds of:-

- * lack of parking and highways safety concerns
- * overbearing impact and loss of light to neighbouring dwellings
- * dominant and overbearing design out of character with the Victorian character of the area
- * ownership of sea wall conflicts, lack of protection regarding the sea wall
- * restriction of public walking space on promenade
- * construction issues regarding use of Outram Road and Clyde Road

COMMENTS ON REPRESENTATIONS RECEIVED:

Comments noted.

With regards to objections:-

- * 9 off street parking spaces (one per hotel room) and cycle parking spaces; will be provided and WSCC (Highways Authority) have no objection to the proposal subject to conditions
- * the building will not be large enough or located close enough to neighbouring residential dwellings to be considered significantly overbearing to neighbouring residential amenities that could justify withholding planning permission (will be fully examined in Conclusions section)
- * the area is not only characterised by Victorian style properties and has a mixed character. The Gunpoint, as an example (which forms part of the application site) is of modern design.
- * the application satisfies the requirements of the Council's Coastal and Drainage Engineering services manager and the development is not planned to reduce the width of the promenade
- * WSCC have raised no concerns regarding construction management issues and not requested a construction management plan. The applicant is also in ownership of the Boathouse and The Gunpoint, as such these sites could potentially serve to assist if construction takes place.

CONSULTATIONS

Environment Agency
 Southern Water Planning
 Engineering Services Manager
 Engineers (Drainage)
 Economic Regeneration
 WSCC Strategic Planning
 Environmental Health

CONSULTATION RESPONSES RECEIVED:

Environmental Health

No objection

Environment Agency

The proposed development will only meet the requirements of the National Planning Policy Framework if the following measure(s) as detailed in the Flood Risk Assessment (October 2017) submitted with this application are implemented and secured by way of a planning condition on any planning permission.

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (October 2017) and the following mitigation measures detailed

within the FRA:

- Finished floor levels for the first floor are set no lower than 6.95 metres above Ordnance Datum (AOD).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To reduce the risk of flooding to the proposed development and future occupants.

Informatives

We recommend that the owner/occupants sign up to the Environment Agency Flood Warning Service and have a flood evacuation plan.

Please note that it is not our role to assess any details on flood evacuation or emergency plans, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/ users covered by our flood warning network.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise LPAs to formally consider the emergency planning and rescue implications of new development in making their decisions.

The PPG states that LPAs should consult their emergency planning staff to ensure evacuation plans are suitable through appropriate planning conditions (PPG Ref ID: 7-057-20140306).

We therefore recommend seeking comments from your Local Authority emergency planners.

We recommend that consideration be given to use of flood mitigation measures to reduce the impact of flooding when it occurs. Flood mitigation measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. More information can be found in the communities and local Government publication 'Improving the flood performance of new buildings' which can be viewed at: <http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>

Southern Water

Recommended standard informatives.

Engineering Services Manager

First Comment

The site is immediately adjacent to the rear splash wall of the coastal defence; that rear splash wall has an access through it which is currently provided with 'stop logs' to reduce the risk of water and shingle entering the site.

I appreciate the fact that the ground floor will be undercroft car parking and therefore there is low risk. However, there is a history of shingle over-wash into the site. Most recently, the stop-logs were damaged which resulted in further shingle deposition within the site. I would suggest that the development be provided with a higher, more robust and continuous eastern boundary

feature to reduce the risk of shingle and water over-wash into the site. This may reduce lighting levels in the undercroft but it would not detract from views afforded to the suites.

Further, I feel that the 'rendered lightweight superstructure' may not be substantial enough to resist the harsh coastal environment; there would also seem to be scope for water ingress unless the detailing is of the highest quality. I also understand that Building Control colleagues have provided some advice (means of escape / fire resistance/etc.) therefore all of the forgoing assumes that the development will have comply with Building Regs etc.

Second comment (following submission of additional information from agent)

Suggest that you reconsider fixing detail. As it stands, with the fence tight up against the back of the seawall, wouldn't be able to fix the planks to the posts - suggest fix the posts against the wall then start the planks on top of the wall. Agent may have considered that Arun wouldn't like this encroachment over the seawall but it is preferable to your current detail. Sitting the bottom plank on top of the wall would also provide for a better seal too.

Arun assume that applicant would concrete the posts into the ground, we wouldn't want to put more loading onto our seawall by fixing into the back of it. Please also consider that digging out for the concreting in may be a little problematic - not sure what the construction would have been in the 1960s when the seawall went in.

Final comment

Drg LLD1268-LAN-DWG-400 is more suitable.

I note that you have shown 2 No. 300mm high (x 50mm wide) planks to make up that 600mm. The 300mm width is not usually an economic section - it may be worth considering 3 x 230mm (9") - this would necessitate the post to be raised slightly to support the extra 90mm?? However, I consider either (600mm or 690mm above the rear splash-wall) to be reasonable.

Engineers (Drainage)

No comments made, any comments would have been included by Engineering Services Manager.

Economic Development

Economic Development are very aware of the Beachcroft Hotel and the substantial role it plays in providing quality visitor accommodation for the District. We are delighted that the owners have decided to invest further and to develop new, extremely high quality and much needed additional accommodation at a time when the number of hotels in Bognor Regis and the surrounding area is declining. We would fully support this application.

WSCC Strategic Planning (Highways)

Access and Visibility

The site does have an existing vehicular access onto Clyde Road, modifications are proposed to the existing access arrangements which will include moving it 8 metres to the east of the current location. The access will be widened as a result of this to 4.5 metres. The access is considered to be of sufficient geometry to accommodate the anticipated level of vehicular activity. Sightlines along Clyde Road from the existing point are considered acceptable with 43 metres provided to the west. To the west the extent of the carriageway ceases 10 metres and is therefore a no through road.

Swept path diagrams have been provided demonstrating that vehicles can turn into the access, whilst the LHA acknowledge that this could be tight consideration is given to the low number of vehicular movements and the lightly trafficked nature of the road.

A review of the access onto Clyde Road indicates that, there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the access and local highway network are operating unsafely.

Capacity

The TS provided in support of this application does estimate potential vehicular trip generation arising from this proposal. It suggests that there will be 1 and 4 two way movements in the morning and evening peak hours with 32 movements throughout the day. The LHA acknowledges that the TRICS outputs are based upon sites considered to be comparable in terms of planning use class and location to that proposed, in accordance with TRICS Best Practice Guidance. As such the trip rate generated provides a realistic indication of likely trip generation from the new dwellings. This proposal would not trigger the 30 vehicle movement threshold to warrant formal junction assessments.

It is recognised that this proposal would give rise to a more intensive use of Clyde Road; however, this proposal is not anticipated to result in a severe cumulative impact on the operation of the local network in accordance with paragraph 32 of the National Planning Policy Framework.

Parking

The proposals will have 9 car parking spaces located in an undercroft car park. The allocation is considered sufficient for the purposes of the application.

Clyde Road is subject to enforceable waiting restrictions during the hours of proposed operation, and some parking capacity is available within the grounds of All Saints Church. However, the latter provision is outside of the control of the Applicant so its use cannot be guaranteed.

We are aware that there have been local concerns with on-street parking. The LHA will only consider the impact of overspill parking from a safety perspective; matters of amenity would be a matter for the consideration of the Local Planning Authority. While it is likely that some overspill parking may occur it is not considered that this would be detrimental to highway safety and key locations in the public highway are subject to enforceable parking restrictions.

Clyde Road is approximately 5.3m in width along its length; any parking on the carriageway would restrict the ability for two vehicles to travel in opposing directions at the same time. One vehicle would be required to wait while another passes if parking is present. It is not considered that overspill parking would be to such a level that all capacity for parking in the street would be used. The presence of enforceable waiting restrictions at the junction and accesses along the road provide sufficient space for vehicles to wait while another passes.

Sustainability

The submitted TS does suggest that persons using the hotel could arrive on foot, cycle, bus, train or by car. Clyde Road does have footway links which are mostly 1.5 metres in width that lead to the centre of Felpham village. Bus stops are located along Upper Bognor Road which is less than 5 minutes' walk from the site. Bognor Regis train station is within 30 mins walking distance of the site, this has services that link to Brighton and London Victoria.

Outside of the site the LHA accept that traffic conditions within the village are conducive for walking and cycling. Bognor Regis promenade is a dedicated cycle route which leads into the town from Felpham

village. There is however a very limited range of services and facilities within the village itself that could be used by visitors other than the village store to meet some day to day needs. This would not though meet all needs and travel to a larger retail store would be necessary which can be reached via bus in Bognor Regis.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following condition:

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

COMMENTS ON CONSULTATION RESPONSES:

Comments noted.

Highways and EA conditions and southern water & EA informatives to be included.

POLICY CONTEXT

Designation applicable to site:

Within the built up area boundary

Flood zone 2 and 3 (medium and high risk)

DEVELOPMENT PLAN POLICES

[Arun District Local Plan \(2003\):](#)

DEV34	Tourist Accommodation and Attractions
GEN12	Parking in New Development
GEN2	Built-up Area Boundary
GEN32	Noise Pollution
GEN7	The Form of New Development
GEN10	Tidal Flooding and Coastal Defence
GEN9	Foul and Surface Water Drainage

[Publication Version of the Local Plan \(October 2014\):](#)

W DM4	Coastal Protection
D DM1	Aspects of Form and Design Quality
D SP1	Design
QE DM1	Noise Pollution
SD SP1	Sustainable Development
SD SP2	Built -Up Area Boundary

TOU DM1 Tourism Related Development
 TOU SP1 Sustainable Tourism & The Visitor Economy
 T SP1 Transport and Development
 W DM2 Flood Risk
 W SP1 Water

Felpham Neighbourhood plan 2014 POLICY BT6	Recreation and tourism
Felpham Neighbourhood Plan 2014 POLICY ESD1	Design of new development
Felpham Neighbourhood Plan 2014 POLICY ESD10	Design details
Felpham Neighbourhood Plan 2014 POLICY ESD11	Increasing the energy efficiency of our buildings
Felpham Neighbourhood Plan 2014 POLICY ESD2	Development in flood sensitive areas
Felpham Neighbourhood Plan 2014 POLICY ESD5	Surface water management
Felpham Neighbourhood Plan 2014 POLICY ESD3	Coast protection and sea defence works
Felpham Neighbourhood Plan 2014 POLICY ESD8	Building design

PLANNING POLICY GUIDANCE:

NPPF National Planning Policy Framework
 NPPG National Planning Practice Guidance

POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

A new local plan is in preparation and is a material consideration when determining Planning Applications. At this stage the Arun District Local Plan 2011-2031 (Publication Version) October 2014 and supporting documents were submitted for independent examination on 30 January 2015.

A number of Main Modifications to the Arun District Local Plan 2011-2031 (Publication Version) October 2014 were approved by the Council on 22nd March 2017 and consultation on these has taking place. The Main Modifications should be read alongside the Arun District Local Plan 2011-2031 (Publication Version) October 2014 and where there are changes the Main Modification. The examination was completed in September 2017.

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

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area. Whilst an NDP is under preparation it will afford little weight in the determination of planning applications. Its status will however gain more weight as a material consideration the closer it is towards it being made. Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation (Reg.14).

Made Plans in Arun District Council's Local Planning Authority Area are: Aldingbourne; Angmering; Arundel; Barnham & Eastergate; Bersted; Bognor Regis; Clymping; East Preston; Felpham; Ferring; Kingston; Littlehampton; Rustington; Walberton; Yapton.

Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation(Reg.14).

The development is considered to meet the aims of the relevant Felpham NDP policies which will be considered in the conclusions section.

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 it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area.

OTHER MATERIAL CONSIDERATIONS

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

CONCLUSIONS

PRINCIPLE

The site is within the built up area boundary where development is acceptable in principle. The development would create a tourism use and an expansion of an existing hotel employment facility. This is supported on the Districts waterfronts by emerging policies , TOU SP1, TOU DM1 and Felpham NDP policy BT6, and providing the development is acceptable in terms of impact on visual amenity, of good design and is in a good location in terms of accessibility which will be assessed below. The scheme is considered to address visitor management issues as it is an expansion of an existing tourist use and provide off street cycle and car parking. It is also considered to ensure a viable visitor economy and potentially extend the visitor season with hotel accommodation provision.

DESIGN & VISUAL AMENITY

The area is characterised by varying types of design and scales of buildings. The development draws on the more modern design of The Old Gun Post and Coast Guards (building opposite to the site). There is an art deco influence on the design and the roof form gives the image of a Gull, which is considered appropriate for the seaside location. Although the building would have four storeys, one of these is a basement level and the gull wing roof reduces the visual impact at roof level, limiting the overall mass of the building. It is considered that the building, whilst different in style, draws on elements of the surrounding buildings resulting in a structure appropriate for a seaside location. The gabion cages with

flint and sea wall boundary treatment to the promenade draws on the coastal location of the site. The white rendered elevations, with stone cladding at ground floor and metal gull wing roof & windows are considered to be in character with the area. The landscaping at ground floor level, gates and sculpture also reflect the seaside character and will soften the appearance of the building further. Overall, the development is considered to have a positive impact on the location, providing detailed design and is considered appropriate for an area characterised by varied styles of architecture and building sizes in compliance with saved policy GEN7 (ii) and Felpham NDP policies ESD1 and ESD10.

RESIDENTIAL AMENITY

The main properties to be directly impacted by the proposal are Greenock Villa to the west and the Old Gunpost (under the ownership of the applicant) to the south. The development would be approximately 4.86m away from the main flank wall of Greenock Villa and approximately 6m from its rear return. Furthermore, the main side walls of the building would be staggered away from the boundary with Greenock Villa with the staircase being the closest section. Greenock Villa has no side windows in the main elevation facing the development, and the window at third floor level would not be significantly affected (in terms of overshadowing) owing to its height and the separation distance between the properties. The rear return of Greenock Villa does have a ground floor side facing window but this is not the only source of light to the kitchen that it serves and the stairwell is not located directly next to this window or the immediate rear private amenity space of Greenock Villa. The three windows at first floor and above facing Greenock Villa serve the staircase and will be obscure glazed and fixed shut to a height 1.7m above finished floor level by condition, the clerestory glazing at roof level will be high level and offer little opportunity for overlooking. There will be no other first floor windows facing Greenock Villa which could result in harmful overlooking. As such, it is not considered that the development would lead to a detrimental impact on the residential amenities of Greenock Villa.

The impact on The Old Gunpost will be limited in terms of overlooking from the front terraces as the nearest terraces at third and second floor level will have a wall to the facing side. At ground floor there will be a 1.8m privacy screen limiting the overlooking from 'deck room' 1. It is accepted that there will be a level of shared overlooking but the deck rooms/terraces are staggered away from The Old Gunpost and the proposed use of the rooms is for holiday, thus the level of overlooking is not as intense as with permanent residential. The side facing porthole windows are shown as frosted glass and will be conditioned as such to be obscure glazed but not fixed shut as this will be required for ventilation. The side facing windows of Old Gunpost are not primary windows to habitable rooms and whilst the development will be higher than these it is not considered close enough to result in a significant overshadowing to justify withholding planning permission on the grounds of loss of light or overbearing impact. It is not considered that development would result in a significant detrimental impact on the residential amenities of the Old Gun Post.

The day-to-day use of the site as a hotel is not considered to result in significant noise and disturbance to surrounding neighbouring dwellings which could result in a detrimental impact on residential amenity in compliance with saved policy GEN32.

The impact on other neighbouring residential dwellings is not considered to be significant as they are set away from the development, whilst it will be a large building it is not considered to result in a significant overbearing impact or loss of light or overshadowing to neighbouring dwellings.

The development is considered to be acceptable in terms of impact on residential amenity in compliance with saved policy GEN7 (iv) and (v).

FLOODING

The site is located in a medium and high flood risk zone. A sufficient FRA has been submitted which raised no objection from the EA; should a condition ensuring compliance with the FRA is included. An informative regarding emergency planning is imposed, in addition. The condition is considered to be reasonable and necessary and will be imposed. As such, should the condition be complied with, it is not considered the proposed development will create or be at risk of flooding in compliance with emerging policy WDM2 and Felpham NDP policy ESD2.

COASTAL DEFENCE

The development includes a 600mm timber splash wall behind the existing sea wall. The Council's Engineering Services Manager agrees that this is an acceptable height for the hotel and its front amenity space to be protected from sea splash damage and shingle over wash. The development is not considered to damage the existing sea wall or put it at risk. Furthermore, the splash wall is considered to be of an appropriate timber design which will preserve the appearance of the promenade and will be similar to other sea defence walls in the area. As such the development is considered to comply with emerging Arun Local Plan policy W DM4 and Felpham NDP policy ESD4.

PARKING AND HIGHWAYS

WSCC as the highways authority have no objection to the proposal providing the parking spaces are complete and useable before the development is occupied. The development includes 9 spaces for motor vehicles, one is a disabled space and storage for cycles, this allocation of off street parking is considered to meet the requirements of emerging policy TSP 1 and the access is considered to be safe for highways purposes given no objection from WSCC. As such there development is not considered to generate a significant highways danger and is considered to be acceptable in terms of road parking and safety.

The application is considered to comply with the development plan and is recommended for conditional approval.

HUMAN RIGHTS ACT

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:-

IBA/480/01
IBA/480/07
IBA/480/10
IBA/480/09
IBA/480/12
IBA/480/02
IBA/480/05
IBA/480/04
IBA/480/08
IBA/480/06

2017-3855-001 Rev. A
LLD1268-ECO-FIG-001 Revision 01
LLD1268-LAN-DWG-10-LM Revision 01
LLD1268-LAN-DWG-400 Revision 01

IBA/480/11 (materials)

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 3 The first floor windows and above (not including clearstory glazing at roof level) on the west elevation of the building shall at all times be glazed with obscured glass and fixed to be permanently non-opening to a height 1.7m above finished floor level.

Reason: To protect the amenities and privacy of the adjoining property in accordance with policy GEN7 of the Arun District Local Plan.

- 4 The windows (not including clearstory glazing at roof level) on the south elevation of the building shall at all times be glazed with obscured glass.

Reason: To protect the amenities and privacy of the adjoining property in accordance with policy GEN7 of the Arun District Local Plan.

- 5 Notwithstanding the provisions of any Town & Country Planning General Development Order or Use Classes Order (or any Order revoking or enacting that Order), the use hereby permitted shall be restricted to C1 (Hotel).

Reason: To enable the Local Planning Authority to consider the acceptability of alternative use, in accordance with Arun District Local Plan policy GEN7.

- 6 The development shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) (October 2017) and the following mitigation measures detailed within the FRA:

- Finished floor levels for the first floor are set no lower than 6.95 metres above Ordnance Datum (AOD).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To reduce the risk of flooding to the proposed development and future occupants in compliance with emerging Arun Local Plan policy W DM2 and the NPPF.

- 7 No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking spaces for the use to prevent highways danger in compliance with emerging Arun Local Plan policy T SP1.

- 8 Landscaping (hard and soft) shall be carried out in accordance with the details shown on plan LLD1268-LAN-DWG-10-LM Revision 01. All planting, seeding or turfing comprised in the approved details shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development in accordance with policy GEN7 of the Arun District Local Plan.

- 9 The buildings shall not be occupied until the parking spaces/turning facilities shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking/turning of vehicles.

Reason: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies GEN7 and GEN12 of the Arun District Local Plan.

- 10 INFORMATIVE: The Environment Agency (EA) recommend that the owner/occupants sign up to the Environment Agency Flood Warning Service and have a flood evacuation plan.

Please note that it is not our role to assess any details on flood evacuation or emergency plans, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network.

In all circumstances where warning and emergency response is fundamental to managing

flood risk, we advise LPAs to formally consider the emergency planning and rescue implications of new development in making their decisions.

The PPG states that LPAs should consult their emergency planning staff to ensure evacuation plans are suitable through appropriate planning conditions (PPG Ref ID: 7-057-20140306).

The EA therefore recommend seeking comments from your Local Authority emergency planners.

The EA recommend that consideration be given to use of flood mitigation measures to reduce the impact of flooding when it occurs. Flood mitigation measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. More information can be found in the communities and local Government publication 'Improving the flood performance of new buildings' which can be viewed at:

<http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>

- 11 INFORMATIVE: A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Southern Water, Southern House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel 033 0303 0119) or www.southernwater.co.uk.

Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water."

This initial assessment does not prejudice any future assessment or commit to any noncompliance

with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk".

- 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.