

Recommendation Report for Planning Permission

REF NO: P/23/25/PL

LOCATION: Yacht Club
1 West Front Road
Pagham
PO21 4SY

PROPOSAL: Formation of access ramp and side porch to the eastern side elevation, formation of enclosure and bike store at the northern recess of the building, replacement fenestration and cladding to the southern beachfront elevation and bridge house and solar panel installation on existing roofs. This application is in CIL Zone 4 (Zero Rated) as other development.

SITE AND SURROUNDINGS**DESCRIPTION OF APPLICATION**

This application relates to the formation of side porch using the existing covered area and provision of access ramp, the increase in height of front and side boundary walls to form bike store, alterations to southern beach elevation (including storm wall and anchor point) and the installation of 61 solar panels and internal alterations.

SITE AREA

0.04 hectares.

TOPOGRAPHY

Predominantly flat.

TREES

None of any significance affected by the development.

BOUNDARY TREATMENT

Low brick/rendered walls, fences.

SITE CHARACTERISTICS

Yacht club.

CHARACTER OF LOCALITY

Travelling down Beach Road, the area predominantly consists of seaside amusements, cafes and other commercial uses. West Front Road consists of residential dwelling houses.

RELEVANT SITE HISTORY

PAA/48/24/	Formation of side porch using an existing covered area and provision of access ramp; increase height of front and side boundary walls to form bike store; alterations to southern beach elevation; installation of 61 solar panels and internal alterations.	Refuse Pre App 24-07-24
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REPRESENTATIONS

Pagham Parish Council - No objection.

COMMENTS ON REPRESENTATIONS RECEIVED:

Pagham Parish Council - No objection.

8 letters of support from the local community.

- Much needed modernisation of clubhouse to aid its continuing success
- It will improve the appearance of the area.
- Reduce the carbon footprint of the building.

CONSULTATIONS

CONSULTATION RESPONSES RECEIVED:

Environmental Health - No objection with conditions suggested.

- Working hours condition.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted.

POLICY CONTEXT

Designation applicable to site:

Pagham Harbour Zone A

Built-up Area Boundary

Pagham Beach Estate

Article 4

Erosion Risk

2km Buffer Zone SSSI

Flood Zone 3

50%-75% Groundwater Flooding

DEVELOPMENT PLAN POLICIES

Arun Local Plan 2011 - 2031:

DDM1	D DM1 Aspects of form and design quality
DDM4	D DM4 Extensions&alter to exist builds(res and non-res)
ECCSP2	ECC SP2 Energy and climate change mitigation
ENVDM1	ENV DM1 Designated Sites of Biodiversity or geographical imp
ENVDM2	ENV DM2 Pagham Harbour
ENVDM5	ENV DM5 Development and biodiversity
HERDM4	HER DM4 Areas of Character
HWBSP1	HWB SP1 Health and Wellbeing
QEDM1	QE DM1 Noise Pollution
QESP1	QE SP1 Quality of the Environment
SDSP2	SD SP2 Built-up Area Boundary
TSP1	T SP1 Transport and Development

WDM2	W DM2 Flood Risk
WDM4	W DM4 Coastal Protection

OTHER STATUTORY PLANS:

South Inshore and South Offshore Marine Plan 2018:

South Marine Plan Policy S-ACC-1
South Marine Plan Policy S-ACC-2
South Marine Plan Policy S-BIO-1
South Marine Plan Policy S-BIO-2
South Marine Plan Policy S-CC-1
South Marine Plan Policy S-CC-2
South Marine Plan Policy S-CC-3
South Marine Plan Policy S-CO-1
South Marine Plan Policy S-DIST-1
South Marine Plan Policy S-EMP-1
South Marine Plan Policy S-TR-1
South Marine Plan Policy S-TR-2

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

SUPPLEMENTARY POLICY GUIDANCE:

SPD11	Arun Parking Standards 2020
PDS	Pagham Parish Council's Village Design Statement by PaghamPC

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 considered to comply with relevant Development Plan policies in that its design, impact on character, flooding risk, transport and amenity is acceptable, or can be made acceptable via condition.

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.

BIODIVERSITY NET GAIN

This application is not liable for Biodiversity Net Gain (BNG) and the following is a summary of the key points:

- De minimis.

CONCLUSIONS

PRINCIPLE

The site is within the Built-up Area Boundary (BUAB). Policy SD SP2 of the Arun Local Plan (ALP) is of relevance, stating development should be focused in such areas subject to consideration against other policies in the plan.

One such policy is Policy HWB SP1 of the ALP. All development should maximise the impact it can make to promoting healthy communities and reducing health inequalities. Particular regard should be had to providing or contributing to the necessary infrastructure to encourage physical exercise and health, including accessible open space, sports and recreation facilities.

The National Planning Policy Framework (2024) (NPPF) is a material consideration for the purposes of determining a planning application.

Paragraph 96(c) states planning decisions should aim to achieve healthy places by providing sports facilities. Paragraph 98 (NPPF) states to provide the social, recreational and cultural facilities and services the community needs, planning decisions should (a) plan positively for the provision of sports venues and open space, (d) ensure that established facilities are able to develop and modernise and are retained for the benefit of the community. Para 103 reiterates the access to, and opportunities for sport and physical activity being health and well-being of importance to communities.

The upgrade of the yacht club will satisfy the aims of both local and national policy by contributing towards, and encouraging health and wellbeing whilst ensuring the site is accessible to all residents and visitors. The proposal will modernise facilities and maximise the impact the yacht club will have in the community. The proposal would accord with Policy HWB SP1 of the ALP.

MARINE PLAN

The site is immediately adjacent to the foreshore. The relevant policies of the Marine Plan, as listed in the policies section, generally require that impacts on the marine environment are (in order of preference) avoided, minimised, or mitigated. The relevant Marine Plan policies to this location seek to minimise greenhouse gas emissions, ensure that development adapts to impacts arising from climate change (flood risk and coastal change), ensure uses coexist with each other, protect and enhance biodiversity and demonstrate they will avoid, minimise harm to the seascape. The analysis in the rest of

this report demonstrates that there is no conflict with these policies.

COASTAL PROTECTION

Policy W DM4 permits development in coastal areas, provided they protect and enhance coastal habitats such as vegetated shingle.

On 6 October 2021, the Planning Policy Committee agreed on a new interim framework for assessing planning applications at Pagham while the implications of the Coastal Change Management Area (CCMA) are explored. The CCMA highlighted that Pagham is a dynamic area and that all development should be considered with this in mind, i.e., there can be no guarantee that development situated next to the sea is 100% safe. The proposal is for alterations to the existing clubhouse; it is accepted that the development would not conflict with W DM4.

Policy ECC SP1 of the Local Plan states the Council will support development that is located and appropriately designed to adapt to impacts arising from climate change, such as the increased probability of tidal and fluvial flooding, water stress, health impacts due to extreme temperatures, and a decline in the quality of habitats and biodiversity. To achieve this, development must be designed to take account of, among other things, location. In this instance, as an established clubhouse with a water-compatible use, it cannot be located elsewhere. The applicant has justified the other limitations to fully complying with ECC SP1, such as the impossibility of raising floor levels due to impacts on head heights, heritage impacts if the railway carriage were to be altered/moved, prohibitive scale of alterations, and the site sitting higher than the single level. Despite these limitations, a low sea wall with storm shutter adaptations is included in this proposal. The wall will be 1m high and rendered as per the existing building.

The site falls within the proposed Coastal Change Management Area. The development has been assessed against the interim framework, and this application falls into category 4 (reconstruction). Development in the zone is permissible and should aim to raise floor levels where possible.

The development complies with Policy ECC SP1. This is due to the minor nature of the works, the inclusion of a low sea wall to the sea-facing elevation, and robust justification for not providing any other adaptations.

AREA OF CHARACTER

The property is in an Area of Character. The listing notes: "Pagham Beach Estate derives from the distinctive scale and height of the residential buildings (single storey, majority with no accommodation in the roofs), mixed quality of design. The retention of buildings and other features such as boundary walls, hedges, trees, railings, open spaces, etc., which make positive contributions to the special character of the areas." The original sections of the Beach Estate take their character from the historic holiday chalets and railway carriages. A high proportion of the carriages are still visible; many have been encased by later structures but still retain evidence of original features, such as windows. The Yacht Club is mentioned as having a distinctive presence in the area.

In terms of potential harm to the Area of Character, the alterations proposed to the railway carriage for the inclusion of the new side access and alterations to the front boundary are of most concern. The side access ramp will require a small loss of a defining feature of a railway carriage.

The existing eastern elevation is where the railway carriage can be most appreciated; approximately 9m of the carriage is visible with the window openings retained but blocked in and painted over. Although some of the view of the lower part of the carriage will be blocked by a new ramp, causing some harm to the character of the area, it is also proposed to reinstate the glazing in the carriage openings. As the openings are the most desirable characteristic of the carriages, overall there will be a positive effect on

the character of the area.

It is proposed to build a front and eastern boundary wall up to 2m in height. Behind the new boundary treatment, a secure and covered bike rack will be installed (currently an exposed wall rack is in use). This will introduce a high boundary feature in an area where this type of development is uncommon. It is acknowledged that both the Yacht Club and a neighbouring garage directly front the highway; as such, built form above approximately 1m is present in this immediate section of road. Given the proposed section of walling will be subservient to the host building's scale and slightly lower in height than the neighbouring garage, this will not harm the area's character.

Part H of the ADG requires that community and leisure facilities be welcoming, designed positively, and clearly defined. The new wall will tidy up an unsightly publicly visible part of the site, leading to an overall improvement in the visual qualities of the area.

The proposal complies with Part H of the ADG and Policy HER DM4 of the ALP in that it will preserve the special character/features of the area and improve the visual quality of the area.

CHARACTER AND APPEARANCE

Policy D DM1 sets out 13 design aspects against which applications should be assessed. These include Character, Appearance, Impact, Innovation, Adaptability, Crime Prevention, Public Realm, and Scale.

Policy D DM4 sets out criteria for assessing applications related to extensions and alterations of existing buildings. These generally seek to minimise the impact of the proposal on the character of the host dwelling, its neighbours, and the locality.

It is understood that 61 solar panels are proposed for the roof, a new boundary treatment and bike store are proposed for the front elevation (max 2m in height), alterations and inclusion of a side access ramp to the building, alterations to the fenestration, and an alteration to the finish of the rear section (south-facing elevation and bridge) of the building. Other alterations are proposed; these are either minor in scale or will not be visible from the wider area.

The alterations to the rear section of the building include enlarging openings in the rear elevation, creating full-height sliding doors in existing window openings. The existing rear of the Yacht Club is not original and is of no architectural merit. Timber (or timber effect) cladding is proposed to replace the existing clad area and the southern pebble dash elevation. This is seen positively and will improve the building's appearance. Timber effect cladding can be found elsewhere on the beach, albeit predominantly painted. Elevations with a significant proportion of glazing can be seen, including the immediate neighbour to the south-west. The improvements are subservient to the building as a whole and sympathetic to the area. As the exact cladding treatment is unknown, it is appropriate to require details via condition.

Solar panels on the roof will not be visible from street level adjacent to the building. Glimpses of them may be achievable from a distance. Despite not being well-integrated as an alien feature to the building, they are subservient in scale to the host and discreetly located so as not to harm the character of the area or be overly dominant on the host building.

The access ramp is small in scale and subservient to the building. It will not be visible from the wider area and will only be perceived by those using the footpath running from West Front Road towards the beach. It utilises an existing boundary wall, to which a small access gap will be cut, and an existing porch overhang where the access door will be located. The creation of the door will require minor internal alterations to the layout.

The creation of a secure and covered bike rack, as noted above, has little harm to the character area. Behind the proposed (max) 2m boundary wall, a new hipped and pitched roof is proposed. The pitch will match that of the existing building, and it is proposed to use the same tile type. The maximum height to the ridge of this small section of roof is 2.4m; the highest point will be positioned away from the boundary such that any impact will be lessened.

These improvements do not harm the character of the area and are subservient and well-integrated with the host building and surrounding area. The proposal accords with policies D DM1 and D DM4 of the ALP.

RESIDENTIAL AMENITY

Policy QE SP1 of the ALP sets out criteria for assessing applications related to new development. These generally seek to minimise the impact of the proposal on the character of the area and its neighbours and enhance the quality of its environment.

Policy QE DM1 states that new noise-generating development should be supported by an appropriate noise assessment detailing the existing noise environment, the likely impact of the development, and evidence to show that it will not negatively impact noise-sensitive environments. As an existing facility located amongst residential dwellings, it is not expected that there will be any additional impact arising from noise pollution. Internal works to the existing ladies' changing rooms to convert them into a multifunctional space will not intensify the use of the clubhouse overall, as the multifunctional space will be moved from elsewhere within the club's layout.

The works to the southern section of the building, including cladding and fenestration, new anchor point, and solar panels, will not significantly increase the bulk or scale of development and will not be overbearing or have an overshadowing effect on neighbours.

The works to the front of the building, including the new boundary treatment and side access, may impact neighbouring residents. These works are to the eastern elevation of the building, adjacent to which and separating the club from its nearest neighbour is a footpath. Beyond the footpath, the works to the bike rack are adjacent to the neighbour's garage, such that (given the limited scale of development) there will be limited discernible impact by way of overshadowing/overbearing effects.

The ramp and access porch will create a small elevated platform approximately 800mm above ground level. The neighbouring property to the east (2 East Front Road) has some fenestration facing towards the clubhouse. Despite the potential conflict between overlooking windows/ramp access between the properties, it is material that a public footpath runs between the properties. Despite the fact that members of the public may also have direct but fleeting views into the neighbour's property, it could be considered more impactful that users of the 'bar' area of the club may be able to sit (for lengthy periods) with direct views into the neighbour's property. It is considered appropriate to control the fenestration to be obscure glazed to prevent any significantly negative impacts.

It is proposed to alter the fenestration to the southern elevation of the building, increasing the size and frequency of the openings. Windows located on the first floor will change in configuration, but the opening size will remain the same. All windows will achieve views across the foreshore to the south; the neighbours will not experience a loss of privacy.

The proposal is not expected to have any adverse impacts from being overbearing, overshadowing, or overlooking neighbouring properties. It is expected to comply with policies D DM1, D DM4, QE SP1, and QE DM1 of the ALP.

BIODIVERSITY

Policy ENV DM5 seeks to achieve a biodiversity 'net gain' and protect existing habitats on site. This can

be achieved through the incorporation of biodiversity elements such as green walls, bird/bat boxes, or other mitigation measures into the landscape. The Environment Act requires a 'measurable 10% net gain' in biodiversity; however, in this instance, under 25 sqm of area will be developed, so the application is considered de minimis.

The application has stated the club would be willing to provide some of the following options to increase biodiversity on site:

- Bird/bat boxes.
- Bee/bug hotels.
- Increased native planting on site and within the blue line area.

These measures can be secured via condition, and the proposal can secure a net gain and be in accordance with ENV DM5.

IMPACT ON THE PAGHAM HARBOUR SPECIAL PROTECTION AREA

The development falls within Zone A (0 - 400m boundary) of the Pagham Harbour Special Protection Area. Policy ENV DM2 indicates that development will only be permitted in exceptional circumstances where it can demonstrate there will be no detrimental effect on Pagham Harbour, including non-native species and the water environment. Policy ENV DM1(a) sets requirements. The development should ensure that there are no adverse impacts on the integrity of an Internationally Important Site for Nature Conservation to comply with ENV DM1 and, in turn, comply with Policy ENV DM2.

The area is protected due to the following qualifying features: Dark-bellied brent goose (Non-breeding), Ruff (Non-breeding), Common tern (Breeding), and Little tern (Breeding).

The applicants have submitted details regarding the potential impacts on Pagham Harbour and have found that there would be no conflict with policy. The justification includes that there will be a minimal increase in new floor space (bike racks) and the use of the club will not intensify. The applicant further evidences that the works will simply improve existing facilities and modernise the underperforming building. The club has a healthy and relatively stable membership and does not intend these works to increase membership. The works will not increase the amount of 'on-water' activity. Furthermore, members are not allowed entry to the harbour, such that the club (and its members) firmly acknowledges its role and responsibilities.

Overall, the proposal will not result in any physical impact on the harbour or the habitat within. As the proposal does not seek to increase the club's membership, it will not result in any significant additional pressure from users. No detrimental effects will occur, and the proposal accords with ENV DM2 and ENV DM1 of the ALP.

TRANSPORT AND PARKING

Policy T SP1 ensures the development of the transport network so that it reduces the need for car travel, promotes green infrastructure, protects the major road network, maintains appropriate levels of parking standards, and requires applications to consider and design for development in relation to transport infrastructure.

The site does not have vehicle parking facilities; it is well served by bus, and there is a free-to-use (chargeable during summer months) car park opposite the cafÃ??©. The submitted planning statement indicates that 60% of members live within 1 mile of the club. Some members will use private vehicles to travel to the club and use on-street parking, which is strictly regulated by parking controls and has a limited number of spaces. This is not set to alter as a result of the proposal. As there are no plans to increase the usable floor area of the club, there are no concerns raised regarding parking spaces,

especially with the increase in cycle parking.

Secure cycle parking is being provided. The Arun Parking Standards state there should be 1 cycle parking space per 4 members of staff plus customer cycle parking. The club works on a volunteer basis and does not have any employees; there would be no more than 4 volunteers on site at any one time (predominantly there is only 1 person on at a time). Approximately 20 bike spaces will be created as a result of the proposal. This sufficiently covers the number of 'working' volunteers, and the planning statement indicates that the remaining spaces are sufficient for their members, which is acceptable.

The proposal accords with the Arun Parking Standards and, in turn, Policy T SP1 of the ALP.

FLOODING

The site is within Flood Zone 3 and is at high risk of flooding. The vulnerability will not be changing, and it is a minor extension, so a Flood Risk Assessment (FRA) is required (although there is some conflict as para 181 states minor non-residential development below 250 sqm does not require an FRA). However, it should be appropriate to the scale, nature, and location of the development, and proportionate to the degree of flood risk. Comments have been provided within the Planning Statement.

Despite the submitted details not fully according to the Environment Agency's standing advice for planners, for instance, it does not provide details of floor levels or flood levels, the applicant has provided the following information in respect of compliance with Policy W DM2 of the ALP. Policy W DM2 largely echoes the criteria set out in para 181 of the NPPF.

(a) The sequential test is not a requirement for this scale of development. By its very nature, the facility is an existing one, which would always be positioned in areas near large bodies of water. (b) Access and egress will be positively affected by the development, in that a new access door is provided to the eastern elevation, directing members onto a public footpath and onwards to either the beach or West Front Road for escape purposes. The small scale of the new built form could be built in a way to allow the flow of water through it (the Planning Statement notes it will have two open sides), therefore not increasing flood risk elsewhere (full details of the bike store can be secured via condition). (c) The benefits to the club and the public would be energy efficiency and new cycling facilities. Whilst these are positive and of direct benefit to the club, these are not necessarily public benefits. It is determined that the modernisation would benefit economic and social objectives fundamental to the aims of the NPPF. (d) The small wall to the southern elevation will be formalised and include flood barrier slots to prevent water ingress via the newly created doorways. Should people be trapped at the club during a flood event, they would have access to the clubhouse, which is at a higher level than either of the side passageways/road. Within the club, there are facilities which could sustain people in such an event. (e) In the event of a flood warning, the club would be closed. The club operates a 'commodore's bell' which provides warning in case of emergency. (f) There are no alterations proposed to the site's drainage systems.

The proposal does not fully accord with Policy W DM2 as the full extent of flooding around the site has not been demonstrated. However, it can be said that the details provided in respect of flood risk are proportionate. As an existing facility already operates, there will be no additional risk of allowing development, especially as safe refuge and egress is possible and the proposed development, given its limited scale, will not have any discernible effect on flooding elsewhere. On balance, the proposal justifiably complies with Policy W DM2 of the ALP.

CLIMATE CHANGE

Policy ECC SP2 relates to energy and climate change mitigates and states that extensions should utilise energy efficient measures that reflect current standards, use design and layout to promote energy efficiency and incorporate decentralised, renewable and low carbon energy supply systems in

development.

The proposal to install solar panels will accord with Policy ECC SP2 of the ALP.

SUMMARY

The principle of development is established as development is proposed in the BUAB. The development complies with relevant policies of the Arun Local Plan, including those related to coastal protection, character and appearance, residential amenity, biodiversity, impact on Pagham Harbour, transport, parking, and flooding.

The proposal includes measures to enhance biodiversity and demonstrates no negative impact on Pagham Harbour's Special Protection Area. The site is well-served by public transport and has adequate cycle parking, reducing the need for car travel. Flood mitigation measures are incorporated, ensuring safety and compliance.

The alterations improve the visual quality of the building and area without causing harm and do not adversely impact neighbouring properties. The development is well-integrated, enhances energy efficiency, and modernises facilities. It is recommended the permission is approved with 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.

CIL DETAILS

This application is not CIL liable, as other development.

RECOMMENDATION

REPORT_1011(ODB)

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
- Block Plan
- Proposed North, South and East Elevations A 01 Rev 1
- Proposed Isometric East Elevation A 01 Rev 1
- Proposed Isometric North Elevation A 01 Rev 1
- Proposed Floor Plans A 01 Rev 1
- Existing and Proposed West Elevation A 01 Rev 1
- Proposed External Layout A 01 Rev 1

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 and QE SP1.

3 Prior to re-cladding works beginning, a colour schedule of materials and finishes to be used to clad the external walls of the rear elevation shall be submitted to and approved in writing by the Local Planning Authority and the materials so approved shall be used in the renovation works.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of character and appearance of the building in accordance with Arun Local Plan Policy D DM4.

4 The 'railway carriage' windows proposed to the eastern elevation shall be obscure glazed below 1.7m from finished floor level, and be retained as such in perpetuity.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity of neighbours and Arun Local Plan Policy D DM4.

5 Demolition and 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 part of the development shall be first occupied 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.

7 Prior to first use of the development, a Biodiversity Enhancement Layout, providing the finalised details and locations of the enhancement measures contained within the Planning

and Heritage Statement, shall be submitted to and approved in writing by the Local Planning Authority.

The enhancement measures shall be implemented within 6 months for first use, or within the first planting season and in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To enhance protected and priority species and habitats in accordance with Arun Local Plan policies ENV SP1 and 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 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).

9 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 National Planning Policy Framework.