

Planning Statement

Incorporating Design & Access Statement
and Heritage Considerations

Demolition of the existing garage building (B2 industrial
use) and redevelopment of the site providing 9no C3
residential units

25 River Road
Littlehampton
West Sussex
BN17 5BZ

Prepared for:
Hall Homes

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September 2018

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Appendices

Appendix 1	Letter from Michael Jones & Co dated 20/03/2019 inc Property Particulars
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1. Introduction

- 1.1. We are instructed by whole house to submit a planning application for the demolition of the existing garage building (B2 industrial use) and redevelopment of the site providing 9no C3 residential units at 25 River Road, Littlehampton, West Sussex, BN17 5BZ.
- 1.2. Along with this Statement the application should also be read in conjunction with the following drawings and documents:

- 969.18.01A Site Plan
- 969.18.02A Block Plan
- 969.18.05A Existing Drawings - Topographical Survey
- 969.18.100A Proposed Drawings - Terminus Place Section A
- 969.18.110A Proposed Drawings - Terminus Place - North & South Elevations
- 969.18.111A Proposed Drawings - Terminus Place - East & West Elevations
- 969.18.112A Proposed Drawings - Terminus Place - Proposed & Existing Street Scene
- 969.18.20A Proposed Drawings - Site Layout - Ground & Roof
- 969.18.30A Proposed Drawings - River Road - Plan Layouts
- 969.18.50A Proposed Drawings - River Road - Sections
- 969.18.70A Proposed Drawings - River Road - Elevations inc Existing Front Elevation
- 969.18.80A Proposed Drawings - Terminus Place - Ground Floor Layout
- 969.18.81A Proposed Drawings - Terminus Place - First Floor Layout
- 969.18.82A Proposed Drawings - Terminus Place - Second Floor Layout
- 969.18.83A Proposed Drawings - Terminus Place - Third Floor Layout
- 969.18.84A Proposed Drawings - Terminus Place - Roof Plan

Flood Risk Assessment

- 1.3. The scheme seeks to provide 2no residential units fronting onto River Road with the remaining 7 units fronting onto Terminus place within a single flat building.
- 1.4. The existing buildings located on the site is a single Storey purpose built B2 garage Slough car mechanic workshop. As existing vehicular access to the property is provided along Terminus place. A secondary garage access is also provided to River Road.
- 1.5. Regrettably due to market conditions the previous occupiers were unable sustain the use of the property as a B2 car garage workshop.
- 1.6. This Statement sets out relevant planning policy, planning history, and assesses the scheme in accordance with the requirements of the Development Plan and other material considerations, including the National Planning Policy Framework. It has been prepared having regard to the Town & Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 and guidance contained within the Planning Policy Guidance (PPG).

2. Site and Surroundings

- 2.1. The application site is located on the northern side of River Road, the site is an inverted L-shaped in its layout, resulting in it benefiting from two Road frontages, River Road to the South and Terminus place to the East.
- 2.2. The existing properties fronting River Road, which are in close proximity to the application site are generally formed of two storey properties. It appears that properties to north of the application site may have previously consisted of a commercial use at ground floor level and residential accommodation above. The properties to the South appear to have historically been used as single residential Dwellings.
- 2.3. The character of properties along the River Road frontage varies, comprising small individual terraces of/ or semi-detached properties of varying heights, design & appearance and finish forming their own individual character.
- 2.4. To the south of the application site on the opposite side of the road there are a number of modern residential developments which turn their back on River Road and instead front on to the River Arun. Again the design and appearance of these Properties varies greatly.
- 2.5. Terminus Place is predominately residential in character. Property is located on the Eastern side in forms of two storey single residential units, again the scale and character of the two distinct rows of terraced properties which are evident vary in their character and appearance. A 4 Storey purpose built block of flats is located on the North Eastern Corner of the junction of Terminus place with Terminus Road.
- 2.6. The Western side of Terminus place in close proximity to the application site presents very little in the way of a street frontage. Arun Court located directly adjacent to the North of the application site, is a three storey purpose built residential block containing 8 individual flats.
- 2.7. To the west of the application site are a number of two-storey residential properties which front onto Purbeck Place. The site is located in a relatively central location providing good access to the facilities and associated amenities provided within Littlehampton town centre. Littlehampton Mainline railway station is located at the northern end of Terminus place only 75 m away from the Application site.
- 2.8. The application site is also located within the designated River Road Conservation Area.



Site Location Plan

3. Planning History

- 3.1. There is limited recent history relating to the site. However, there its extensive dating back from 1949 to 1987, as detailed below:

Reference	Description of Development	Decision
LU/323/85	C of U to light Ind/Office in connection with surgical supply & assembly of equipment	Approved
LU/395/85	Seperation of existing light industrial building into 2 units & internal alterations	Approved
LU/395/85/B	Seperation of existing building into 2 units internal alterations new doors and	Permitted
LU/396/85/BR	Relaxation of Building Regulation E8(3) Seperating walls	null
LU/403/84	Erection of 6 1-bed flats	Refused
LU/403/84/B	Erection of 6 1-bed flats	Undecided
LU/461/84	Erection of 5 1-bed flats	Approved
LU/56/84	O/L app for 4 No 1 bedroom flats on two floors above 5 parking spaces at ground level	Refused
LU/565/84	Change of use to Sporting (Centre) Club with licenced bar from vacant industrial	Refused
LU/389/81	Renewal of temp permission LU/237/78	Withdrawn
LU/486/81	Continue use of property for light industrial	Approved
LU/237/78	To continue the use of property for light industrial storage	Approved
LU/245/68	Use of ground floor rooms in dwelling as office and stores	Temp Permission
LU/246/68	Change of use of factory extension from stores to production	Approved
LU/51/68	Proposed renewal of temporary consent for extension to temporary building for use as store	Withdrawn
LU/52/68	Proposed renewal of temporary consent	Temp Permission
LU/209/65	Temporary extension of temporary building to form store	Approved
LU/149/64	Outline light industrial use of part only	Refused
LU/327/64	Outline application for permanent use for light engineering	Refused
LU/237/63	Application to use existing workshop for electroplating	Approved
LU/173/62	Extension to light engineering works	Perm Devel'ment
LU/65/57	Renewal of temp consent for light engineering	Temp Permission
LU/105/50	Use shed as garage	Approved
LU/54/50	Temporary garage	Temp Permission
LU/57/50	Provision of additional lavatories	Refused
LU/7/50	Use of existing building for light woodwork	Approved
LU/87/49	Change of use light engineering works	Temp Permission

4. Planning Policy Background

- 4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications and appeals should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2. Material considerations include the Government policies contained in the National Planning Policy Framework (NPPF), Government Guidance in the National Planning Practice Guidance (NPPG), Adopted Supplementary Planning Documents (SPD's & SPG's), and Historic England Guidance.
- 4.3. The Development Plan consists of the Arun Local Plan 2011 - 2031, and the Made Littlehampton Neighbourhood Plan 2014.

National Planning Policy Framework (NPPF)

- 4.4. In March 2012, the Coalition Government published the National Planning Policy Framework (NPPF). The NPPF was recently updated in July 2018, and this updated document replaces the first National Planning Policy Framework published in March 2012.
- 4.5. At Para.7 it states:

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 4.6. Para.9 states:

Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 4.7. Para.11 states that "Plans and decisions should apply a presumption in favour of sustainable development. ...for decision-taking this means:
 - * *Approving development proposals that accord with the development plan without delay; and*
 - * *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 4.8. It requires sustainable development to be pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.
- 4.9. Paragraph 59 sets out the requirement to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come

forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

4.10. Paragraph 68 states “Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved development proposals that accord with the development plan without delay; and*
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;*
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and*
- d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.”*

4.11. Para.108 seeks developments to ensure:

- a) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

4.12. Para.109 states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

4.13. Para.110 continues, but stating development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*
- 4.14. *Para.117 confirms that “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”*
- 4.15. *Para.118 states that planning policies and decisions should:*
- a) *encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;*
 - b) *recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;*
 - c) *give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;*
 - d) *promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)⁴⁵; and*
 - e) *support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well - designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.*
- 4.16. *Para.121 states “Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.”*
- 4.17. *Para.122 requires “Planning policies and decisions should support development that makes efficient use of land, taking into account:*
- a) *the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*
 - b) *local market conditions and viability;*
 - c) *the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*

d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places."

4.18. *Para.123 states "Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site."*

4.19. *Para.124 indicates "The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process."*

4.20. *Para.127 specifically sets out the requirement for high quality design:*

Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

4.21. *Para.130 states Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details*

such as the materials used).” The thrust of the Governments approach remains to boost significantly the supply of housing and to contribute to the achievement of sustainable development.

- 4.22. *Para.187* requires local authorities to maintain or have access to a historic environment record. This should contain up-to-date evidence about the historic environment in their area and be used to assess the significance of heritage assets and the contribution they make to their environment.
- 4.23. *Para.189* states that, when determining applications, local planning authorities should require applicants to describe the significance of the heritage assets affected and any contribution made by their setting. The level of detail provided should be proportionate to the significance of the asset and sufficient to understand the impact of the proposal on this significance. According to *Para.190*, local planning authorities are also obliged to identify and assess the significance of any heritage asset that may be affected by a proposal and should take this assessment into account when considering the impact upon the heritage asset.
- 4.24. *Para.192* emphasises that local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.
- 4.25. *Para.193* states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. It emphasises that the weight given to an asset’s conservation should be proportionate to its significance, and notes that this great weight should be given irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 4.26. *Para.194* states that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.
- 4.27. *Paras 195 and 196* address the balancing of harm against public benefits. If a balancing exercise is necessary, considerable weight should be applied to the statutory duty where it arises. Proposals that would result in substantial harm or total loss of significance should be refused, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss
- 4.28. *Para.196* emphasises that where less than substantial harm will arise as a result of a proposed development, this harm should be weighed against the public benefits of a proposal, including securing its optimum viable use.
- 4.29. *Para.197* requires a balanced judgment for proposals that affect non-designated heritage assets, having regard to the scale of any harm or loss and the significance of the heritage asset.
- 4.30. *Para.200* encourages opportunities for new development within, and within the setting of, Conservation Areas and World Heritage Sites.
- 4.31. *Para.201* notes that not all elements of Conservation Areas and World Heritage Sites will contribute to their significance, but that, if harm to their significance is caused, decisions should follow the balancing exercise.

5. Arun Local Plan 2011 - 2031:

- 5.1. The Arun Local Plan was adopted by Full Council on 18th July 2018 (incorporating all of the Main Modifications), and it replaces the Local Plan 2003 (in its entirety within Arun local planning authority area) and, all of the previously saved policies from the 2003 plan.
- 5.2. The plan sets out a spatial vision, objectives and a sustainable strategy for delivering the needed growth of the District over the period 2011- 2031. The Arun Local Plan 2018 will be used to guide decisions on planning, development and regeneration activity over this period including many other decisions shaping corporate investment plans and strategies, as well as those from external providers, delivering services and infrastructure to the local community.
- 5.3. Decisions on planning applications will need to accord with the Adopted Arun Local Plan 2018 unless other material circumstances indicate otherwise.
- 5.4. The following policies apply:
 - *Policy SD SP1 - Sustainable development;*
 - *Policy SD SP2 - Built-up Area Boundary;*
 - *Policy EMP DM - Employment Land: Development Management;*
 - *Policy H SP1 - The Housing Requirement;*
 - *DDM1 D DM1 -Aspects of form and design quality;*
 - *Policy H DM1 - Housing mix;*
 - *Policy D SP1- Design;*
 - *Policy D DM1 - Aspects of form and design quality;*
 - *Policy D DM2 - Internal space standards;*
 - *Policy T SP1 - Transport and Development;*
 - *Policy HER DM3 - Conservation Areas;*
 - *Policy W DM2 - Flood risk;*
 - *Policy QE SP1 - Quality of the environment; and*
 - *Policy QE DM1- Noise pollution.*



Adopted Proposals Map

6. Supplementary Planning Guidance 'Conservation Areas'

- 6.1. The purpose of this document is to provide more detailed guidance and wider aims of the LPA in respect of Conservation Areas.
- 6.2. The principle of conservation is to protect and preserve those buildings, features, spaces, activities and uses which form particular character and appearance of an area, whilst allowing for appropriate change and new development which preserves or enhances that special character.
- 6.3. The Council's aims in respect of Conservation Areas are as follows:
- retention of buildings, structures, planting and open spaces which contribute to the special character and appearance of each conservation area;
 - protection of Conservation Areas from inappropriate and damaging development;
 - Where new development is appropriate, to encourage design of a high standard and which respects the character of the Conservation Area; and
 - identification of opportunities for preservation and enhancement and a program of Local Authority initiatives.
- 6.4. The application site is located within the Littlehampton River Road Conservation Area. The SPG provides the follow text relation to the Littlehampton River Road Conservation Area:

Description of the Character and Appearance of the Conservation Area

The River Road Conservation Area is situated to the west of Littlehampton town centre and runs parallel to the River Arun. River Road Conservation Area was designated in June 1989 and extended in 1991.

River Road was developed in a number of stages during the first half of the 19th Century. At the Surrey Street end the buildings as far as Hampton Court were originally known as Seaview. This section contains all the Listed Buildings within the Conservation Area. They were originally occupied by town dignitaries and those who had an interest in the sea and seafaring. This group of Listed Buildings are two- and three—storey town houses dating from the early and mid-19th Century built as semi—detached houses or in short blocks. Where some plaster has been lost on some gable ends the original stone and flint walls can be seen.

A second distinct area to the west of Hampton Court and along lengths of Purbeck Place and Terminus Place can be identified. These buildings are smaller than those to the east. Part of this section was originally known as Ferry Row and dates from the 1830's, soon after the chain ferry across the River Arun came into operation.

The Conservation Area was enlarged and extended westwards in 1991 to include some of the remaining 19th Century riverside buildings and those fronting Terminus Road which reflect the growth of the harbour at that period.

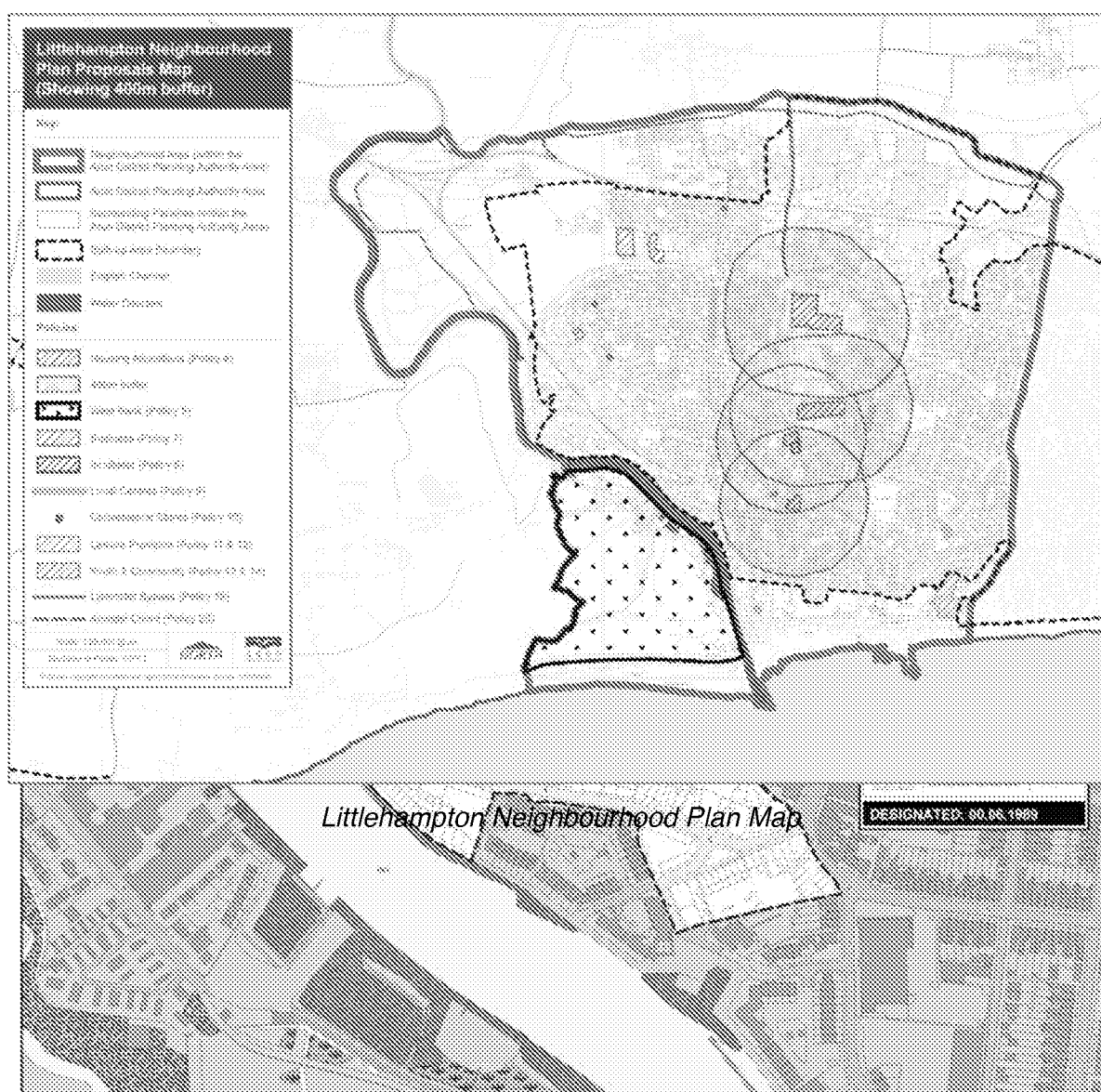
Opportunity for Improvement/Enhancement

Generally improve the appearance of the area and integrate development within the East Bank Brief area with River Road/Pier Road through:—

- (a) Provision of consistent but high quality surfacing/street lighting and furniture, boundary/footpath treatment, etc.
 - (b) Make River Road two-way and pedestrianise section in front of Nos. 31—37 Surrey Street.
 - (c) Overhead power lines replaced underground.
2. Improve pedestrian access to the river and make pedestrian access from Terminus Road/Pier Road to river area more inviting.
 3. Enhance the visual quality of the area by improving the appearance of:-
 - (a) Listed Buildings;
 - (b) buildings which contribute to the special character of the area; and
 - (c) buildings which are important focal points in the street scene.
 4. Make access between East and West Banks more inviting.
 5. Provide an area guide which would stimulate interest in the area (particularly when the river walkway is provided).
 6. Provide appropriate signage related to guide. This would also complement the information panels presently provided within the area.

7. Littlehampton Neighbourhood Plan 2014

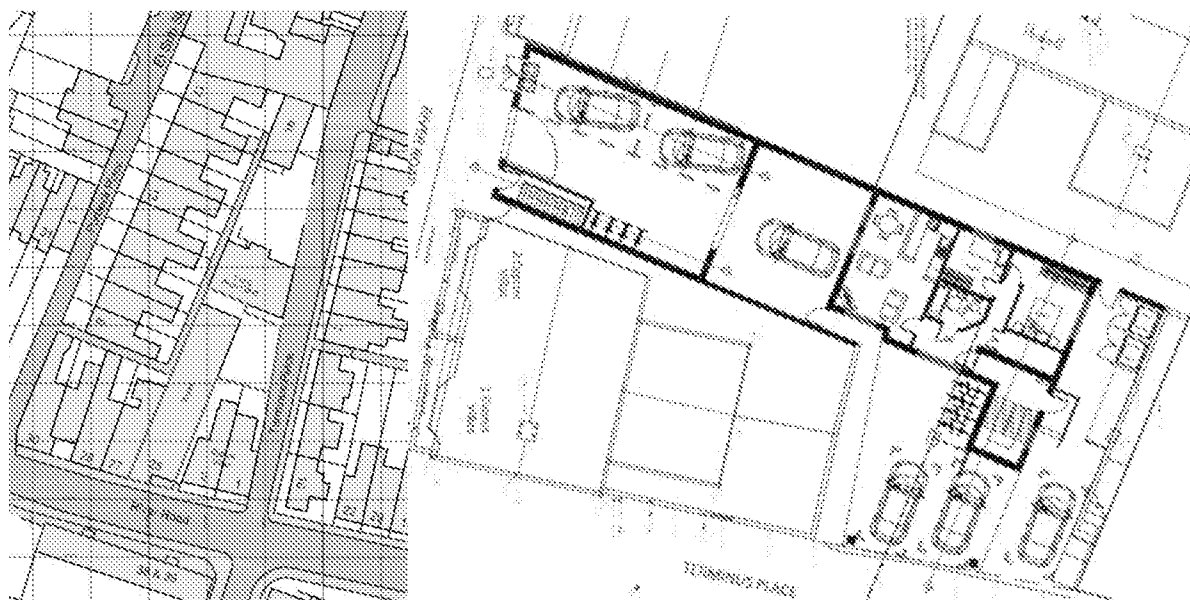
- 7.1. The Littlehampton Neighbourhood Plan was made 15 October 2014 . The plan proposes how much new housing should be built in the town up to 2029 and where this housing should be built. It also makes proposals for specific sites for other land uses and for design policies.
- 7.2. Policy 1 The Presumption in Favour of Sustainable Development of the NLP, sets out the presumption in favour of sustainable development and states that development will be approved where the plan is silent unless the policies of the Arun Local Plan indicate otherwise, or the adverse impacts significantly and demonstrably outweigh its benefits when assessed against the NPPF.
- 7.3. Policy 2 A Spatial Plan for the Town, states "*The Neighbourhood Plan concentrates future housing, economic and community related development within the built-up area boundary of Littlehampton and especially within the Fitzalan Corridor connecting the strategic housing allocations at North Littlehampton (Toddington - north of the railway) and at Courtwick Park with the Littlehampton Academy, the Town Centre, the Community Hub and 'the Green'.*".



Conservation Area Map

8. Proposed Development

- 8.1. The application proposes the demolition of the existing car garage/workshop and the erection of 9no residential units. The application seeks to take advantage of the double frontage onto River Road and Terminus Place by providing 2no units fronting onto River Road, with the remaining units fronting onto Terminus Place.
- 8.2. In total across the two buildings 4no 1 bedroom units are proposed, along with 5no 2 bedroom units, incorporating a mix of both 3 and 4 person units.



Site Location & Proposed Block Plan

River Road

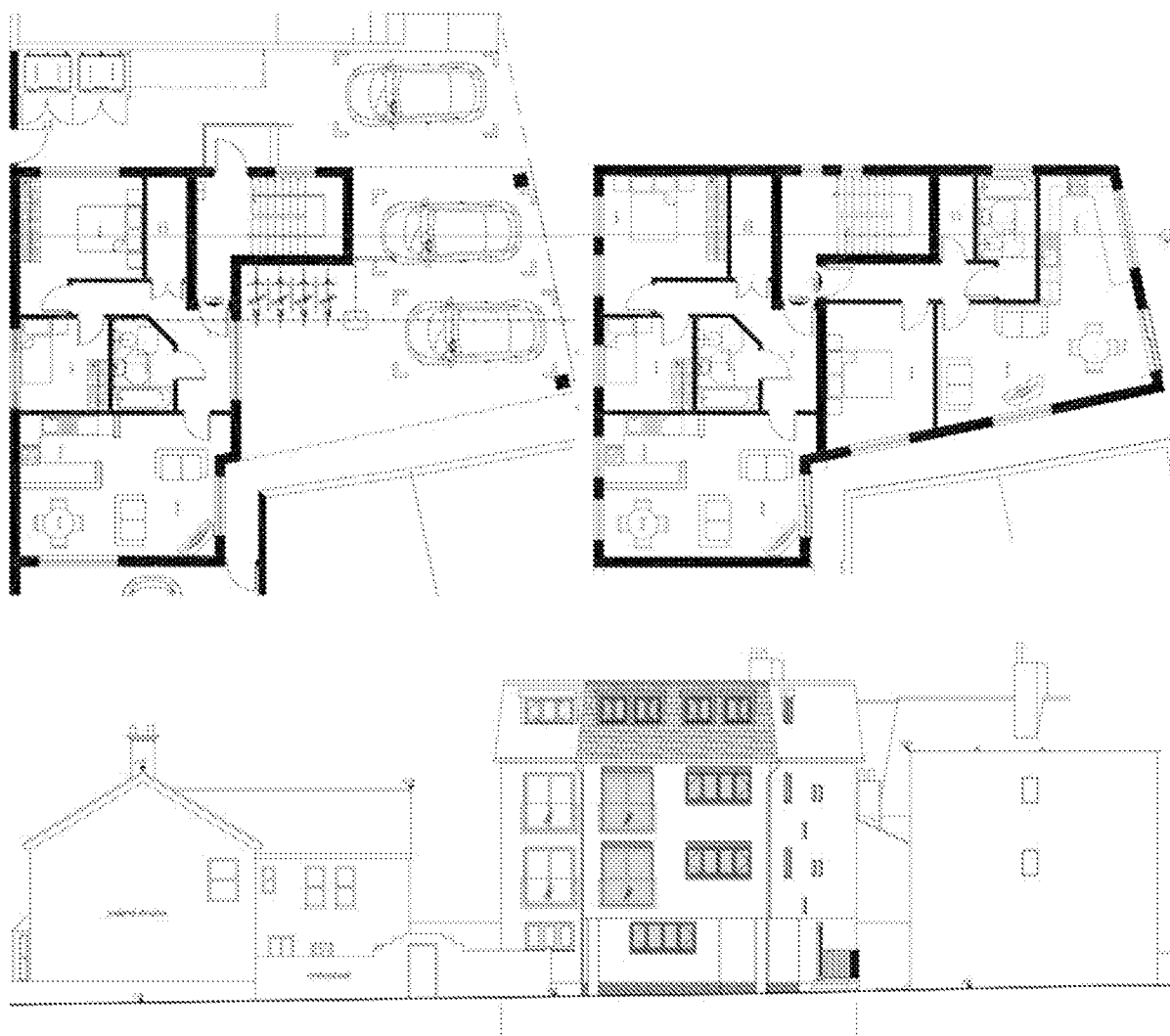
- 8.3. The proposed building fronting onto River Road is formed of 2no residential units, comprising a 2 bedroom 4 person flat, at first floor level, and a 1 bedroom 2 person flat above. The 2 bed unit provides 78m² of residential floorspace, and the 1 bed unit measures 58m² in total floor area.
- 8.4. An area of undercroft parking is proposed to the River Road building, providing 3no car parking spaces for the development and a dedicated area for cycle storage along with refuse and recycling storage area.



River Road Proposed Floorplans and Street Scene

Terminus Place

- 8.5. The proposed building fronting onto terminus place is comprised 7no residential units, 3no 1 bed units, and 4no 2 bed units. The units range in size providing between 54m² and 63m² of residential floorspace.
- 8.6. As with the proposed building fronting onto River Road, this also proposed an area of undercroft parking is proposed to the River Road building, providing a further 3no car parking spaces for the development, dedicated area for cycle storage along with refuse and recycling storage area



- 8.7. Both of the building are proposed to be finished in white render, clay roof tile, and timber framed windows to match the character and appearance of the properties directly adjacent to the application site.

9. Considerations

9.1. There are a number of planning considerations in the determination of the application. These include the policies within the Development Plan and how they affect each of the key consideration areas.

9.2. The principle planning considerations include:

- *Principle of the Change of Use;*
- *Design & Heritage Considerations;*
- *Amenity Considerations*
- *Transport Considerations*

9.3. Each of these are now considered in turn.

Principle of the of use and loss of Employment

9.4. The application site is located within the built up area boundary, where the general principle of development is accepted subject to accordance with the relevant development plan policies.

9.5. The existing and lawful use of the premises appears to be in either B1(c) use or as a B2 vehicle garage. The and the scheme proposes the loss of the existing B2 floorspace and the creation of 7no residential dwellings, as the loss of employment floorspace is proposed the key policy against which the application will be assessed is Policy EMP DM1.

9.6. Policy EMP DM1 of the Arun Local Plan seeks to protect and enhance existing employment sites and premises in order to maintain a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy.

9.7. Changes of use from Business Class (B1-B8) will not be permitted unless the site has no future as an industrial use or is causing insurmountable environmental harm or amenity which cannot be satisfactorily resolved.

9.8. The Council requires evidence demonstrate that the site has not been made deliberately unviable, that marketing has been actively conducted for a reasonable period of time and that alternative employment uses have been fully explored.

9.9. The application is supported by a letter from the commercial agent, Michael Jones & Co. A copy of the letter and property particulars are attached at Appendix 1.

9.10. Feedback gathered from prospective purchasers indicated that the site was not suitable for a number reasons including; the poor state of the existing building, and associated cost to bring it in line with modern day standards; advancements in automotive technology requiring specialist equipment only available at main dealerships due to exorbitant cost; lack of visibility and presence meaning are most people being unaware of its location; its general residential location meaning a reluctance of potential occupiers wanting to occupy due to noise concerns; and the exorbitant rateable value of the property also deterring potential occupiers.

9.11. Given the evidenced marketing of the property and subsequent lack of interest in the property as offices, it has been adequately demonstrated that the existing property is no longer viable in its current use, and other uses should be considered for the application site.

9.12. The proposed change of the site offers a the opportunity to contribute towards the housing stock of the city. The principle of the change of use is in accordance with existing local plan policy, guidance and the NPPF.

Design

- 9.13. The general appearance the existing property is typical of garage/commercial properties of this type, built out of the requirement of function rather than form.
- 9.14. The pattern and form of development along River Road is varied in its form, design and appearance. The existing garage offers very little in the way of architectural merit to the surrounding area.
- 9.15. The proposed design of the property fronting onto River Road seeks to provide an indication of the site previous use as a car garage through the provision of an undercroft area with timber doors proposed to the road frontage.
- 9.16. The existing garage building is currently set back from the front building line of the adjoining properties, the shallow angle proposed to the front elevation at ground floor level seeks to provide a bridge between these staggered building lines. The first floor elevation is then set back in line with the adjoining property to the east of the application site.
- 9.17. The proposed styling and detailing is respectful of that found within the area. The materials proposed are also prevalent within the area .
- 9.18. The proposed design of the River Road frontage has been carefully considered which brings a significant improvement to the character of the immediate area when compared to the existing building.
- 9.19. The design is respectful of the scale, rhythm, massing, bulk and height of neighbouring properties found within the area.
- 9.20. The building proposed to the Terminus Place frontage again seeks to replace an existing unsightly building with little design merit. The proposed building is directly adjacent to the north of the site is a three storey purpose built block of flats which sits perpendicular to the Terminus Place frontage offering very little to the character of the area and streetscene.
- 9.21. The character of this side of terminus place varies greatly resulting in the frontage having very little in terms of an identity due to the mix of buildings, which fails to provide an active and attractive streetscene.
- 9.22. The proposed building tries to enliven the street frontage by ensuring that the principal front elevation actually fronting on to the street.
- 9.23. Whilst the proposed design is modern in its appearance it represents a significant improvement over the existing building and also the block of flats located to the north of the site.
- 9.24. The proposed building is respectful of the mass, bulk and in heights of adjoining properties within the area. Providing a building of a high standard of design that integrates well with the existing street scene.
- 9.25. Section 12 of the NPPF indicates that good design is a key aspect of sustainable development. Continuing to require developments to be visually attractive as a result of good architecture, layout and appropriate and effective landscaping , are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- 9.26. The NPPF also indicates that whilst developments should be refused for poor design, design should not be used by the decision-maker as a valid reason to object to development.

- 9.27. In light of the NPPF the careful consideration in relation to scale and massing of the proposals, the urban context, and pattern of development on adjoining sites the scheme integrates well within the street scene and replaces an existing building of little architectural quality greatly improving the appearance and character of the area.

Heritage

- 9.28. The site is located in the River Road Conservation Area , as such the impact of the proposal upon the character of the identified heritage asset has to be considered
- 9.29. The NPPG states that the conservation of heritage assets in a manner appropriate to their significance is a core planning principle. It notes that heritage assets are an irreplaceable source and effective consideration delivers wider social, cultural and economic and environmental benefits. It notes that conservation is an active process of maintenance and managing change.
- 9.30. The River Road street scene clearly provides the more attractive frontage out of sites two frontages which also positively contributes to the character and appearance of the River Road Conservation Area.
- 9.31. The existing building offers very little in terms of the character and appearance of the conservation area, however the use may be considered to be a historic element which should be recognised as such.
- 9.32. The design of this front elevation has been carefully in order to positively contribute to River Road street frontage. The proposed front elevation to the property to River Road has been designed in a way whereby it retains design features which my ordinarily be expected to be found on a site used as commercial garage. commercial garage property.
- 9.33. The provision of an undercroft accessed through timber garage doors, which are typical of such historical commercial garage uses provides an indication of the historical use of the site.
- 9.34. As previously detailed the proposed design has been carefully considered and is respectful of the scale, rhythm, massing, bulk and height of neighbouring properties found within the area. The proposed design positively contributes to the character and appearance of the streetscene particularly when compared to the existing building.
- 9.35. The build gin proposed to the north of the site whilst larger in its scale when compared to the River Road building positively responds to the adjacent buildings. Unlike other properties constricting the proposed building fronts on to Terminus Place, in an attempt to provide an active and attractive streetscene end enlivening a streetscene which appears as it has been a forgotten part for the conservation area.
- 9.36. The scheme by virtue of its considered design and use of positive design features and characteristics of properties within the area provides an overall enhancement in the character and the appearance of the surrounding area. The scheme therefore is in compliance with Development Plan Policy and NPPF guidance.

Amenity

- 9.37. Consideration of the potential impact of the proposed scheme can be spilt into two categories. The impact of the proposal upon neighbouring occupiers, and the amenity afforded to future occupiers of the scheme.

- 9.38. The proposed scheme would result in an increase in built form to the Western Row street frontage. A number of existing properties, including 10A, 10B, 14A and 14Bf to the northern end of the road front onto the site. These properties are likely to be most affected by the proposed scheme.
- 9.39. The majority of these properties are formed with little if any probably living accommodation at ground floor level fronting onto the street. Given the orientation and form of these properties with a narrow frontages but more significant depth, natural light is provided totally by windows to the North and south elevation and a number of rooflights. This layout means that the potential for the scheme to impact upon levels of daylight is restricted to a couple of windows fronting onto the site.
- 9.40. The scale of these properties is also similar to that of the proposed terrace of properties. The existing internal layout and citing along with being of a similar scale to the existing properties further minimises potential impacts. The location of the facing windows has been carefully designed to minimise any potential direct inter looking to occur between existing and proposal occupiers. The character of the immediate area is comprised of and tight narrow streets within a city centre location resulting in intimate relationships between buildings being formed. The resulting in relationship between facing properties is commensurate to that found within local area.
- 9.41. The scheme is unlikely to result in any impact upon the adjoining neighbours either within the existing terrace or those located to the west of the application site.
- 9.42. The potential impact upon neighbouring amenity has fully been considered as part of the designs which seeks to limit the potential impact upon adjoining occupiers. The resultant relationships between facing properties is the similar to that found within the area forming part of the character, as such the resulting relationships between the buildings and the impact upon amenity is considered acceptable.
- 9.43. The units have been designed with both locally adopted residential space standards and those detailed within the Department for Communities and Local Government Technical housing standards – nationally described space standards March 2015 in mind. As all the units meet these standards, the scheme provides a good level of internal living conditions for future occupiers.
- 9.44. The constraints of the site however results in the level of private amenity space falling below that which is required within adopted local standards. The site is within a central location whereby residential properties are cheek to jowl with each other limiting potential levels of amenity space. The proposed amenity space is commensurate to that found within the immediate vicinity search in this instance when we are of the view that the proposed level is acceptable.
- 9.45. Refuse and recycling facilities, and cycle parking are all proposed and an alleyway is also proposed providing rear access to the individual properties.
- 9.46. Overall the proposal provides a good level of amenity for future residents and a high quality internal living environment. The development has the potential to impact upon neighbouring amenity however similar relationships it can be found within the local area, coupled with the internal layout of existing properties limits the potential impact upon neighbouring amenity.

Access

- 9.47. The scheme also provides an individual parking space for each of the units.
- 9.48. The site is in a highly sustainable location close to good public transport and public parking (in nearby, large town centre storey car parks). Cycle parking facilities may also be provided with easy

access to the rear of the properties. The site is, also located in a Controlled Parking Zone where parking is restricted at certain times of the day and residents are eligible for parking permits.

- 9.49. The scheme provides adequate parking for the future occupiers of the development, given its central location, which ensures that there will be a negligible impact upon parking conditions within the local area.
- 9.50. The proposed change in use also significantly reduces the number of trips which the existing site could produce. This has also has a positive effect upon the potential parking stress within the area, and secondly improves highways safety, and also pedestrian safety when using the existing footways.
- 9.51. The NPPF is clear that developments should only be prevented or refused on highway grounds, where the cumulative impacts of the development are severe.
- 9.52. The proposed use greatly reduces potential movements resulting from the site, reducing parking stress within the area, improving highways conditions and highways safety. The proposal complies with Development Plan Policy and the NPPF.

10. Summary

- 10.1. We are instructed by whole house to submit a planning application before the demolition of the existing garage building (B2 industrial use) and redevelopment of the site providing 9no C3 residential units at 25 River Road, Littlehampton, West Sussex, BN17 5BZ.
- 10.2. This report details the many sustainable benefits of the scheme and confirms the proposal would positively deliver against economic, social and environmental sustainable development.
- 10.3. Full marketing information has been provided indicating that the existing use is no longer viable given its location, standard of existing building, and market conditions. As such the change of use is acceptable in principle.
- 10.4. The scheme proposed is of a high-quality design which makes use of the positive characteristics of the area replacing unsightly property providing an overall announcement in the character and the appearance of the surrounding area.
- 10.5. The scheme has been carefully designed to ensure that it has an acceptable relationship with the adjacent buildings, limiting the potential impact on local residential amenity.
- 10.6. The proposed use of the existing access point greatly reduces potential movements resulting from the site, reducing parking stress within the area, and improving highways conditions and highways safety.
- 10.7. The application is in accordance with the policies and requirements of the Development Plan, as well as other material planning guidance, in particular the NPPF. There are no other material considerations which weigh against the scheme, and it is therefore submitted that planning permission should be granted.

APPENDIX 1

Letter from Michael Jones & Co
20/03/2019
inc Property Particulars

Private & Confidential

Mr L Hall
1 Rooks Acre Cottage
West Street
Sompting
West Sussex
BN15 OAX

Without Prejudice

20 March 2019

Dear Lee

Re: 25 River Road, Littlehampton, West Sussex, BN17 5BZ

Further to our recent telephone conversation I write with an update with regard to the marketing of the above mentioned property and outline some background which may be of interest to the local planning authority.

Background

The property was previously run as a garage under the name of A & M Services. The building had been run for many years by two staff members who tried to keep the business going over a short period of time and whilst they would have been keen to purchase the building they could not raise sufficient funds not only to purchase but also to refurbish and therefore the business sadly did not survive. The garage was eventually closed and you purchased the building on 13 February 2018. Michael Jones Commercial received 6 freehold offers through an extensive marketing period of which only 1 was from an existing car garage and that was at a substantially reduced figure and therefore rejected.

Marketing

As you requested we have been trying since the above date to secure a suitable tenant in the hopes of continuing the site as a car workshop however, despite our best efforts a tenant has not been found for the reasons mentioned overleaf. I can confirm that until recently my practice carried out the following in terms of marketing:

Internet – details and photos were uploaded to our website www.michaeljones.co.uk alongside EG Property Link, Rightmove, Zoopla and EACH (Estates Agents Clearing House).

Particulars – full colour particulars were available online and were circulated to a number of applicants. These particulars are enclosed for your records.

Mailing – we have targeted a number of existing garages throughout Sussex, in particular writing to nearby sales dealerships and MOT stations.

Marketing Board – a single 4' x 3' advertising board was placed on the property advertising as 'To Let'

Michael Jones & Company Commercial Department
First Floor, Chapelworth House, 22-26 Chapel Road, Worthing, West Sussex BN11 1BE



Car Workshop with Outside Yard / Parking To Let

Suit variety of commercial uses (stpc)

25 River Road, Littlehampton, West Sussex, BN17 5BZ

Offers Invited

Michael
Jones
& Company

25 River Road, Littlehampton, West Sussex, BN17 5BZ

Location

The property has dual access via River Road and Terminus Place with both roads feeding directly off the A259 in and out of Littlehampton town centre. The towns main shopping and parking facilities are less than ½ a mile from the property and Littlehampton mainline railway station is situated at the foot of Terminus Place. Littlehampton is a popular seaside town situated approximately 19 miles west of Brighton and approximately 10 miles east of the county town of Chichester. The approximate population of the town is 55,000.

Description

The premises comprise of a car workshop/light industrial property with customer parking located on Terminus Place with further access directly off River Road. Vehicle access is via two sliding doors (9' x 7'6) as well as a pedestrian separate entrance. Internally the premises comprise of a main workshop with additional stores/office/reception and staff facilities. The previous occupiers have also built in two small mezzanine areas providing further storage if required. The premises benefit from concrete floor throughout, three phase electrics, gas fired central heating (not tested), strip lighting, part uPVC single glazed windows, a varying eaves height of 7.5' to 15'. The property requires refurbishment throughout.

Accommodation

The property has the following approximate floor areas:

Reception	14'7 x 6'1	88 sq ft
Office 1	8'9 x 11'3	99 sq ft
Office 2	7'3 x 9'6	70 sq ft
Main Workshop	60'9 x 22'2	1,354 sq ft
Mezzanine Kitchen	6'5 x 12'15	79 sq ft
Mezzanine Storage	9'3 x 9'10	85 sq ft
Total Area		1,775 sq ft

Tenure & Rent

The property is available by way of a new lease with terms to be agreed. Offers are invited on the rent.

Use

We understand the property has consent for a car workshop but interested parties are advised to check with Arun District Council as to any hours of restrictions or indeed use. The building may be suitable for future residential development, subject to gaining the necessary consents.

Business Rates

According to VOA (Valuation Office Agency Website) the subject property has a rateable value of £10,750 and should therefore be eligible for complete rates relief. Interested parties are asked to contact Arun District Councils Business Rates Department directly on 01903 737752.



Legal Fees

Each party to pay their own legal costs

Viewing

Strictly by appointment - Michael Jones Commercial.

All dimensions are approximate and quoted for guidance only. Reference to appliances and/or services does not imply they are necessarily in working order or fit the purpose. Buyers are advised to obtain verification from their solicitors as to the Freehold/leasehold status of the property and any fixtures and fittings.

Misrepresentation Act: These particulars are produced in good faith and believed to be correct, however, neither Michael Jones nor their client guarantees their accuracy nor are they intended to form any part of a contract. No person in Michael Jones employment has authority to give representation or warranty in respect of this property.

VAT: Under the Finance Act 1999 VAT may be chargeable on the sales and rentals of commercial property. Applicants are advised to make their own enquiries to establish whether or not VAT is chargeable prior to entering into an agreement.

Michael
Jones
& Company