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Planning Department
Arun District Council
Civic Centre
Maltravers Street
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12.01.2015

DESIGN AND ACCESS STATEMENT

**RE: DEMOLITION OF DISUSED DAIRY DISTRIBUTION BUILDINGS AND PROVISION OF
EIGHT NEW DWELLINGS WITH ANCILLIARY WORKS**

AT: THE OLD DAIRY. CHURCH STREET. LITTLEHAMPTON. SUSSEX

SECTION 1 / History and Proposal:

The property was originally developed as a milk distribution depot and clearly shows the evidence of that use with loading bays and ample parking for milk floats, delivery tankers and staff. Until recently it has been occupied by a variety of tenants under the management of Littlehampton Town Council until it was purchased by the current owner. The most recent uses were two different charities, one largely occupying the offices at Nos. 3 and 5 Church Street but with parking facilities in the Dairy Yard. The second charity, 'Enable-Me' provided essential transport for the disabled and they occupied offices within the Dairy and also within 3 and 5 Church Road. Min-buses and staff cars used the Dairy Yard which also served as a depot for some Littlehampton Town Council vehicles and building materials. Both of these charities are continuing their activities in new locations as are the Town Council.

The proposal is to take down all the offices, storage sheds and the steel framed roof over the large yard which is covered with corrugated sheeting. The existing access road from Church Street will be retained and extended to provide access to the dwellings behind 3 and 5 Church Street.

SECTION 2 / Scale:

The existing commercial buildings cover approximately 50% which is a high proportion of the site under an all-enveloping corrugated sheeted roof, all these buildings are to be removed. Overall site coverage of new buildings is around 20% thus the site coverage is considerably reduced.

SECTION 4 / Appearance:

Materials for the houses will be white self coloured rendering above a blue engineering brickwork 'plinth' from ground level up to dpc level located at the underside of the entrance door cills. The roof of all new buildings will be slate with the contrast of composite timber boarding to the balcony enclosures. Windows and patio doors, rain water pipes and gutters will be powder coated aluminium. Front doors are to be painted hardwood with a single obscure glass panel.

The entire development will be set within the existing boundary walls which vary in height and which are predominantly brick and flint, all these walls will be retained and enhanced and will be fully

repaired on the development side. At the head of the extended access road an area of landscaping and parking spaces is proposed which will be partially enclosed with new brick screen walls. Grass and planting to front gardens will introduce a familiar domestic element to add to the contribution offered by the existing trees in adjoining ownership which it is hoped will be retained. The site is surrounded by properties built from a variety of different building materials and in a range of architectural styles including brick, flint, and rendering with a mixture of slate and clay tiled roofing.

SECTION 5 / Use and Access:

The development is residential and has been encouraged by Arun District Council and referred to in the Local Plan as ideal and desirable for this site. Access is unchanged being directly from the existing access road off Church Street which will serve the proposed new dwellings.

West Sussex Highways have confirmed verbally that the existing access was considered satisfactory for the previously proposed eleven dwellings and therefore acceptable for the reduction to eight dwellings now proposed and also when compared with the previous uses of the site as described in Section 1 above. Tracking diagrams are now included in the application at the request of the Highway authority and confirm this acceptability.

The road will be extended into the development alongside a new defined footpath as shown on the drawings, secure cycle parking spaces can be achieved within the gardens or yards of all the properties and car parking spaces are indicated on the plans at the rate of one per dwelling as agreed with planning officers. The turning area for refuse vehicles and fire tender is provided at the head of the extended access roadway in accordance with the specific requirements of those vehicles, tracking diagrams are attached.

SECTION 6 / Consultation:

Discussions took place originally with Mr Peter Herbert, Clerk to Littlehampton Town Council and Arun Planning Officer Peter Cleveland on January 9th 2013 resulting in a general agreement that the proposed residential development is both desirable and compliant with policy and the local plan. It was noted that the draft Local Plan anticipated residential development on this site for up to fifteen dwellings, this includes numbers 3 and 5 Church Road which are not part of this application.

West Sussex County Council confirmed verbally that the existing access from Church Road as being adequate for the new use and acknowledged that vehicle movements will be lower than under the most recent site usage. The initial application was withdrawn in response to advice that it was not going to be recommended for approval, the number of proposed dwellings being the principal reason for the refusal.

A series of consultations then took place with Damian Sullivan from Arun Planning , Martyn White from Arun Conservation at Arun Planning offices and by correspondence with the West Sussex Historic Building officer Ian Wightman, . These consultations were summed up in letters dated 23 January and 10th April of 2014. The subsequent planning application was accepted by all parties and consultees except the senior planning officer with the result that the application was refused.

A meeting was then arranged with Nikolas Antoniou and Damian Sullivan at the planning offices on 18. 09. 2014 at which suggested alterations to the layout were discussed and subsequently adjustments were made to the layout which addressed all the remaining objections of the planning team. The proposals now submitted are a direct result of those consultations and suggestions and also take into account planning, conservation and historic buildings officers earlier recommendations as noted below:

1. The development site is within a Conservation Area and thus requires a high quality of design that will pass the test of 'conserve or enhance'.
2. The site has historically had a commercial use which might inform the design of the buildings.

approach and use of materials, e.g. timber, metal.

3. The site is effectively a 'soft' space between the more formal and harder grains of development to the South and West and the building to the North, any new scheme should respect this and not simply infill it [as did the original proposal].
4. The site has a strong sense of enclosure, though visible from the public realm, especially from the North.

The resulting scheme as now submitted achieves these aims by the use of a simple range of materials assembled in a contemporary manner without being offensive to the greatly varied architectural styles surrounding this site but without trying to emulate any particular one of them although there are a number of painted rendered buildings in adjoining roads. We are delighted to be able to submit this revised scheme which we believe satisfies all of the planning teams comments and will genuinely enhance this area of the town creating a very enjoyable living environment in place of a redundant and derelict site which deserves urgent improvement.

SECTION 7 / Space Standards:

Internal:

These houses have been designed with a view to complying with the Internal Space Standards in Section 13 'Design' of the Arun District Local Plan [February Publication Version-21/02/2014]

External:

The published space standards have been complied with in respect of all the external areas.

SECTION 8 / The following Statements are attached:

- 8.1. Bio-Diversity
- 8.2. Demolition.
- 8.3. Flooding and Environment Agency Data.
- 8.4. Refuse Bins.
- 8.5. Lighting.
- 8.6. Transport.
- 8.7. Drainage.
- 8.8. Contamination.
- 8.9. Landscape Statement.
- 8.10. Safety Audit.
- 8.11. Planning Statement.
- 8.12. Design and Access Statement.
- 8.13. Design Statement.
- 8.14. Highways Agreement.

NOTE: Tracking diagrams for refuse and fire vehicles are included in the drawings package.

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