

Design & Access Statement

Issue 2



SIMPSON HILDER
ASSOCIATES LIMITED

PROPOSED DEVELOPMENT

**NEW A5 DRIVE-THRU FACILITY
B2187 WORTHING ROAD / A259 RUSTINGTON BYPASS
LITTLEHAMPTON
BN16 3JX**

**FOR:
STORE PROPERTY INVESTMENTS LTD**

ISSUE 2, DECEMBER 2016

SIMPSON HILDER ASSOCIATES LIMITED

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1.0 INTRODUCTION:

- 1.01 This Design & Access Statement has been prepared to accompany a full planning application submission to Arun District Council in connection with the proposal to construct a coffee drive-thru facility at the junction of the A259 Rustington Bypass and the B2187 Worthing Road in Littlehampton.
- 1.02 The purpose of the Statement is to outline the applicant's requirements and aspirations for the site, and to outline how a design solution has been established in light of the site context and that of the wider surrounding area.

2.0 BACKGROUND & OVERVIEW OF PROPOSALS:

- 2.01 The applicant, Store Property Investments Ltd, are the owners of the application site. Store Property Investments are also the owners of the wider service area at the junction of the A259 / B2187 Worthing Road, which consists of a Shell petrol filling station, Travelodge hotel and Burger King restaurant.
- 2.02 It is considered that the provision of a small coffee drive-thru, on an unused part of the site, will create a facility that will cater for an increasing demand and which will complement the existing road-side services. The development offers an opportunity for an independent business to operate in this area; a letter from Coastal Coffee is included in Appendix A.

3.0 SITE ASSESSMENT & CONTEXT:

Location:

- 3.01 The site is located at the junction of the A259 and B2187 Worthing Road in the Toddington area of Littlehampton. It is situated to the northern extent of Littlehampton, approximately 1.5 kilometres north-east of the town centre and just to the south of Wick.

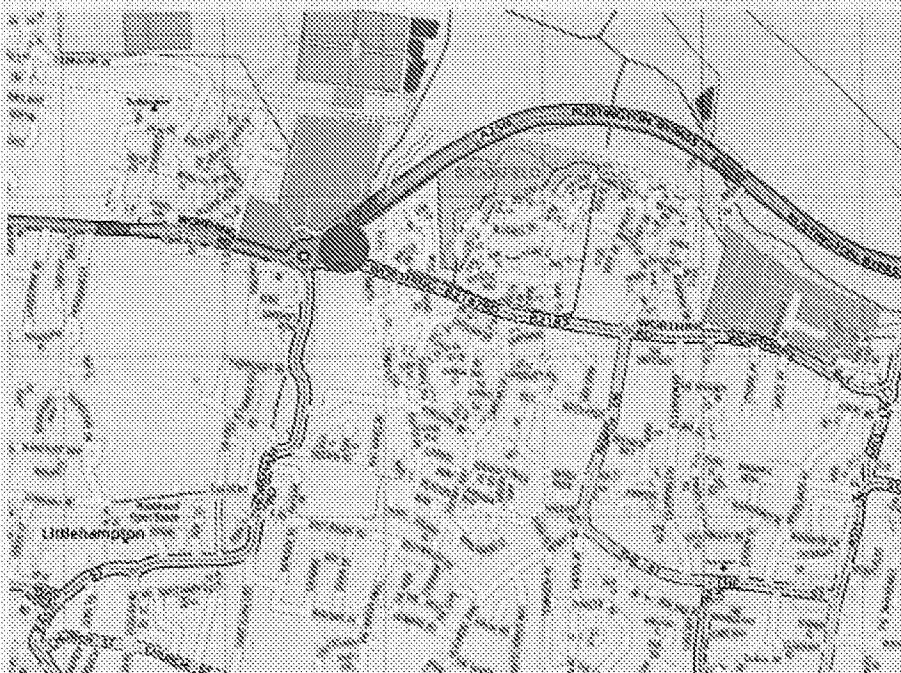


Fig 1: Location Map



Fig 2: Aerial View

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Site Description & Existing Structures:

- 3.02 The application site extends to approximately 995 sq/m (0.1 of a hectare / 0.25 of an acre). It forms part of the overall 0.95 hectare (2.3 acre) road-side services site which is also under the applicant's ownership.
- 3.03 The 0.1 hectare application site is irregular in shape and currently consists of mown grass. The site has a constant rise in level from north to south with a small embankment along the southern boundary down to the Worthing Road footpath.



Fig 3: Aerial View of Site

- 3.04 The site is bounded to the south and south-east by the A2187 Worthing Road and its footpath. Along the south-eastern extent of this boundary is located a small roundabout which provides access to the privately owned service road which cuts through the overall road-side services area, linking the A2187 with the A259.
- 3.05 To the north the site is bounded by the aforementioned service road, beyond which is the car park to the Travelodge Hotel.
- 3.06 To the north-west the application site is bounded by the demise of the petrol filling station. The detached car-wash structure is situated immediately beyond the boundary line.
- 3.07 There are no existing structures located on the application site.

Surrounding Environment:

- 3.08 The site is located at a busy road junction in a modern suburban area on the northern outskirts of Littlehampton. Generally speaking the surrounding environment is predominantly residential in character, although there is a significant amount of commercial development to the north of the site, primarily The Body Shop headquarters and distribution premises on Norway Lane to the north of the A259 / B2187 roundabout. Littlehampton Cemetery is situated opposite the site, to the southern side of Worthing Road.



Fig 4: View of Site looking east, from Worthing Road / Service Road Mini-Roundabout



Fig 5: View of Site looking west, from Worthing Road approach



Fig 6: View of Site looking south, from the internal Service Road



4.0 OVERVIEW OF PROPOSALS:

- 4.01 The proposals are for the development of an A5 drive-thru' facility for the sale of coffee and associated foods for consumption off site. The proposed, single-storey development would have a gross external area of approximately 36 sq/m and the proposals include for a new access / circulatory road and some parking provision. There would be no provision for the consumption of purchases on-site.
- 4.02 The development would be located on an unused parcel of land to the south of an existing and established roadside service area. Vehicular access would be via the existing, private service road which already serves the petrol filling station, hotel and restaurant, with access achievable from both the A259 (east bound, via the existing slip-road) and the B2187 (from the existing mini roundabout).

5.0 PLANNING POLICY:

- 5.01 The Development Plan for Arun consists of the Arun District Local Plan 2003, the West Sussex Structure Plan 2004 and the West Sussex Minerals Local Plan 2003.
- 5.02 The Planning & Compulsory Purchase Act 2004 contained provision for the saving of policies in adopted local plans. The Secretary of State has granted consent for the policies listed on the Schedule of Saved Policies to be saved under the 2004 Act.
- 5.02 The Local Plan proposals Map indicates that no specific planning policies relate to the application site, other than that it falls within the Built Up Area Boundary (Policy Gen. 2) and that the A259 Worthing Road to the west of the A259 / B2187 roundabout is allocated as being a Protected Line for a New Road (Policy Dev. 15 (V)).
- 5.03 Specific policies relevant to this application include:
- 5.03.4 **Policy Dev.16 Roadside Facilities:** (note – this is not a saved policy, however the proposed development is on an established roadside service facility, and so the content of Policy Dev. 16 has been referred to below).
Proposals for roadside facilities on the strategic road network will be assessed against the following criteria:-
- (i) *scale and type of provision in relation to its site and the impact on the wider area;*
 - (ii) *need for the facilities taking into account existing provision and Government guidance; and*
 - (iii) *safety and free flow of through traffic.*

Reason: To protect the environment from the effects of harmful development while addressing needs for road safety and motorists' comfort.

Response: It is considered that the proposed development would complement the existing roadside services.

The scale and type of development is appropriate for the application site and the nature of the development would have no discernible impact upon the wider area.

The proposals have been assessed by a highways consultancy who have concluded that the development would have no impact upon the existing road network and would have no road safety implications (refer to separate Mayer Brown Site Appraisal technical Note). A number of minor improvements to the existing service road traffic arrangements are outlined within this Technical Note which would be implemented as part of the works.

5.03.5 Policy Dev. 26 Criteria for Retail Development:

The District Council will seek to maintain the existing hierarchy of retail centres within Arun. Retail development which accords with this objective will be permitted provided that:

- (i) it is of a high standard of design, materials and layout, and has due regard to the character of the site and its surroundings;*
- (ii) it is easily accessible by public transport;*
- (iii) it includes provision for access by cycle and on foot;*
- (iv) it includes appropriate provision to enable access for people with disabilities; and*
- (v) the design incorporates crime prevention measures.*

Applications for A3 uses will need to be accompanied by details of the provisions for the extraction of fumes and cooking odours and the provision of areas for the collection of waste.

Reason: To maintain the existing hierarchy of shopping facilities in Arun and to ensure a high quality development.

Response: The proposed development is specifically for a drive-thru facility and is therefore only suited to a roadside site as opposed to within an established retail centre. It is specifically intended to serve motorists rather than pedestrians or general shoppers, who are already adequately provided for in terms of tea rooms, coffee shops and cafes in the local established retail centres.

5.03.6 Policy Dev. 27 Retail Development Outside the Principal Shopping Areas:

Proposals outside the Principal Shopping Areas, as defined on the Proposals Map, for non-food retail and food retail, including extensions, will be permitted provided that:

- (i) the proposal does not adversely affect the vitality and viability of the Principal Shopping Areas and local shopping areas, either as an individual development or cumulatively with similar existing or proposed developments;*
- (ii) it is easily accessible by the highway network and public transport;*
- (iii) it includes provision for access by cycle and on foot;*
- (iv) it includes appropriate provision to enable access for people with disabilities.*

Response: The proposed development is intended to provide a drive-thru service only. The development does not cater for the consumption of goods 'in-house' and nor would it encourage



pedestrian customers. In this case therefore, in respect of point (iii) above, the development would not cater for access by cycle or foot.

The development would however be easily accessible from the highway network (from the A259 & B2187) and would cater for the needs of customers with disabilities. A dedicated disabled parking space would be provided as part of the development.

5.03.7 Parking Standards:

Parking standards are set out in Appendix 2. The Parking Standards Appendix provides no guidance relating specifically to A5 drive-thru uses. A total of 5 spaces are proposed as part of the development, to allow for 2 members of staff, two waiting spaces for customers whose orders might take longer to prepare (thereby enabling them to pull off the circulatory access road) and one disabled parking space.

One cycle hoop would also be provided to cater for members of staff who might wish to cycle to work.

5.04 In addition to the Development Plan for Arun, the National Planning Policy Framework sets out the central government's planning guidelines, at the heart of which is a presumption in favour of sustainable development.

6.0 SITE CONSTRAINTS & DESIGN PRINCIPLES:

Amount:

- 6.01 The proposals are for a single storey A5 facility, having a gross external area of c. 36 sq/m, located on an unused development plot of approximately 995 sq/m on an existing and established, roadside service area. The facility provides space for the storage, preparation and serving of hot drinks and associated foods, as well as welfare facilities for staff.
- 6.02 Site coverage of the building itself (ie building footprint) as a % of the application site area, is just 3.5%. Site coverage of the building footprint and all new external areas is 42%. The remaining 58% of the site would therefore be retained as mown grass.
- 6.03 It is therefore considered that the amount of development is appropriate for the overall application site area.

Layout:

- 6.04 The layout of the site is largely determined by the requirement to enable safe access and egress of the facility by customers in vehicles. Vehicular access and egress is off the existing service road, which provides access for traffic using both the A259 and the B2187. It was considered important to avoid any proposals which required a new access onto an existing public road, or the alteration of an existing junction.
- 6.05 The proposed layout provides for a circular vehicular route around the proposed building, with orders being placed via an intercom at the southern corner of the building, and purchases being collected

from the serving hatch at the northern corner of the development. The arrangement allows for the stacking of vehicles behind the intercom position and again for the stacking of vehicles between the order intercom and the serving hatch.

- 6.06 Parking is provided adjacent to the petrol filling station boundary, which is considered to be more appropriate than against any aspect fronting on to the existing public highway (Worthing Road). The parking area also provides space for a small, enclosed refuse storage area.
- 6.07 The site area immediately adjoining the Worthing Road pavement would be retained as a margin of maintained grass, as it is at present.

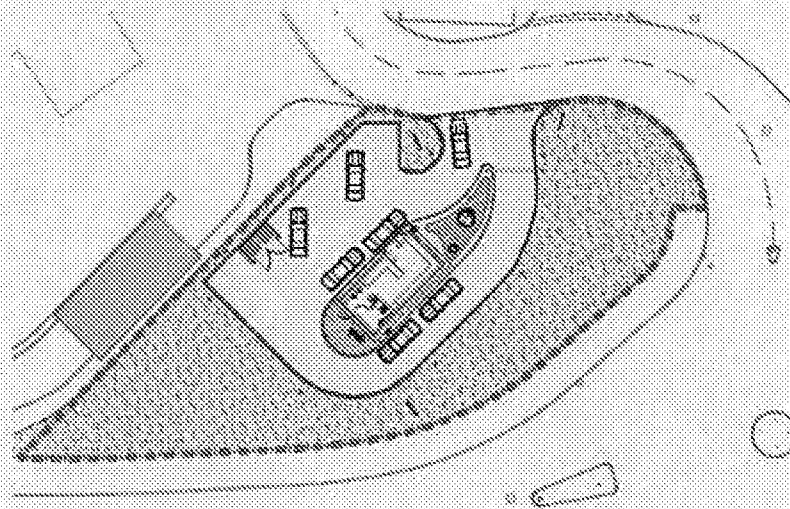


Fig 7: Proposed Site Layout

Appearance, Mass & Scale:

- 6.08 The applicant's preference is for a small, understated building utilising natural materials, and it is considered that these requirements sit well within the context of the site. The overall application site is relatively small but has a relatively high profile from the public domain, being situated behind the public footpath on an existing roundabout junction.
- 6.09 Given the prominence of the site, it was never intended to propose a high profile structure, and instead the form of the development is intentionally 'low-profile'. The building itself has a gross external floor area of just 36 sq/m and would be timber clad with a simple, mono-pitch roof slope. The structure would be smaller than the adjacent petrol station car wash outbuilding, and be significantly smaller in scale and mass of the other established structures on the overall roadside services development.

Access:

- 6.10 Access principles are largely covered in 6.04 & 6.05 above. It is intended that the facility would cater for customers in private cars and small vans only (typically no larger than a Transit van), and this would be controlled by a height restrictor at the entrance to the circulatory road.
- 6.11 Servicing would be undertaken by Transit van or similar delivery vehicles.
- 6.12 The swept path analysis contained in Appendix C of the Mayer Brown Technical Summary illustrates that the development could be accessed by customers and service vehicles using a Transit type of van.

Landscaping:

- 6.13 The application site is currently entirely covered in mown grass. Following the construction of the development it is proposed that the remaining undeveloped margins of the site (approximately 58% of the application site area) would be reinstated with a maintained grass finish.
- 6.14 A small area for some feature planting would be provided to the triangular peninsular in front of the proposed building.

7.0 FLOOD RISK:

- 7.01 The development site falls outside of any flood risk area, as identified on the Environment Agency's flood risk map indicated in Figure 8 below.

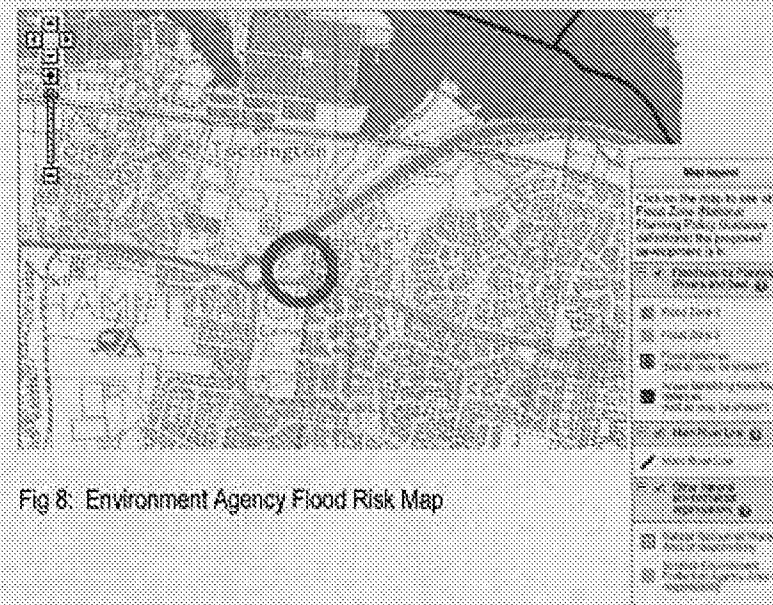


Fig 8: Environment Agency Flood Risk Map



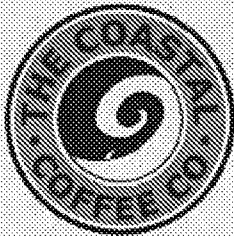
8.0 SUMMARY

- 8.01 The application site forms part of an established, roadside services development, which already accommodates a petrol filling station, hotel and restaurant. The parcel of land which forms the application site is not currently serving any development purpose and has little amenity value, consisting as it does simply of mown grass.
- 8.02 The proposal to put a small coffee drive-thru facility on this site is considered to be entirely in keeping with and complementary to the existing roadside users. The A5 development would fulfil a specific customer requirement that is not currently catered for and will have no impact on the existing users of the site or any established shopping centres in the locality.
- 8.03 The proposed development would have a minimal visual impact, particularly when viewed against the backdrop of the existing roadside developments of the petrol station (and its associated outbuildings), the two storey hotel and the larger restaurant. No alterations to existing public highways or footpaths would be required and the highways implications of the proposed development have been assessed and are considered to be acceptable.
- 8.04 It is our, and the applicant's, consideration that the proposals represent an appropriate and efficient use of this part of the established roadside services site, that it is in accordance with relevant local and national planning policy, and should therefore present no grounds for refusal.



Appendix A:

Letter from Coastal Coffee



Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

Dear Sirs

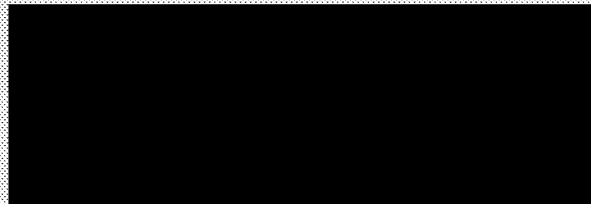
Re: Proposed Micro Drive Thru, Littlehampton, West Sussex. BN17 6LE

I am an established local independent business and currently own and operate four "Coastal Coffee" shops. One is located at Churchill Parade and the others at the Base Camp Café, Out of Bounds and Rustington Golf Club and also the Seahorse Café, East Preston.

I am delighted to have the opportunity to set up a new "micro drive thru" unit on the Shell/Travelodge Site in Littlehampton, which will enable me to compliment my existing outlets locally.

This is a very exciting opportunity for me personally and for Littlehampton, and I do hope that you will support the application.

Your faithfully,



Registered Company No 05285880

www.coastalcoffee.co.uk