

Design and Access Statement
Fort Road East
Littlehampton

HEADINGS	DETAILS
APPRAISAL	The site is a vacant plot to the north-east of the Arunside Industrial Estate. The site has been in industrial use since 1932. Most recently the site was a motor vehicle repair workshop as noted in a withdrawn application from 2014. To the north of the site are residential properties, to the east is a Biffa depot for waste collection. The site benefits from an existing planning approval, and the works approved under LU/264/17PL commenced in early 2021. The approved design LU/264/17PL was an addition of 160m² office to the existing “storage unit”. The approval related to an extension to an “existing office unit and storage area”. The approved design was a 3-storey building, stepped at ground floor, with a balcony at first floor, warehouse access and bin store to the northeast.
DESIGN (Use, Scale, Appearance)	The proposal is as previously approved a light industrial unit B1 office, and due to proposed demolition of the existing structure, also B8 storage. The proposal reflects the needs of the proposed occupant with the m² of B8 storage and B1 office reflecting the minimum requirement of the existing business, with some additional space for future expansion. The new application is a proposal to demolish the existing structure and erect a simpler 2-storey building with no balcony. The proposed building is re-orientated on the site, stepping in from the boundary, moving away from the residential properties to the north. The re-orientation enables a reduction in the amount of dig required making better use of the existing site levels.

	The building height at the east was maintained at the previously approved height, the height then increases to the west to provide architectural interest to the building providing the applicant with the presence they are seeking. The existing and approved site layout is to be utilised as far as is practicable, maintaining the existing access and previously approved locations of bin store and warehouse entrance. The proposal is for insulated panels in keeping with the industrial area. Coloured panels are proposed, and it is anticipated these will be subject to planning condition. Large windows to the east, south and west are proposed to enable reduced amount of lighting, and to mitigate overheating brise soleil are shown to the south and west. Openable rooflights are included to bring further light to the depth of the building and aid ventilation. A roof mounted solar array is proposed at the southwest corner, the panels will be orientated and inclined to ensure the optimum efficiency possible on the roof. The office areas are to be located to the southwest both at ground and first floor, making use of cross ventilation where available, with the storage areas to the northeast at ground and first floor.
AMOUNT	The proposed new building comprises GIFA 300m², with a 2:1 split of B1 office use, and B8 storage. There will be warehouse racked storage at ground floor accessed by roller door, and stock rooms at first floor. The building will include sanitary facilities for staff, and a kitchenette area.
PARKING AND HIGHWAYS	200m² of B1 use at 1space per 30m² = 6.6 car spaces and 1.3 cycle spaces 100m² of B8 use, 1 space per 100m² = 1 car space and 1 cycle space The site layout can accommodate 7 car parking spaces and 3 cycle space as shown. Deliveries are made to the site and forklift vehicles will be unloading reducing the amount of hardstanding available for parking. The proposed location of the parking to the south is in keeping with the existing site layout, and the previously approved site plan. There has been parking to the southern / front of the site since at least 2014.

	The applicant proposes to make use of the ground to the west, excavating in part and enabling additional parking. This is reduced in scale compared to a previous application (withdrawn) LU/161/14. In this earlier application parking was proposed to the far west of the site. West Sussex Highways at the time noted that visibility splays could be conditioned, and this is anticipated to be the requirement with this new proposal.
ACCESS	Level access is achieved from the rear of the property, with a disabled parking space for an existing member of staff. The proposed design is re-orientated on the site compared to the approved design, thus making use of the existing site levels enabling removal of a step within the approved floor plan. The step within the approved floorplan necessitated duplication of kitchenette and sanitary facilities to ensure accessibility for all. With the revised design, all occupants can now make use of the same facilities.
FLOOD RISK AND DRAINAGE	A flood risk assessment was undertaken by CGS Civils. Ground water monitoring and permeability testing was undertaken by YourEnvironment, this informed the CGS Civils proposals including permeable paving and the size and location of the soakaway. There was no sewer located within the site boundaries, CGS Civils proposals are for a saddle connection into the sewer that runs behind the site, subject to Section 106 application.
CONTAMINATION	A phase 1 study was undertaken by Ashdown Site Investigation Limited. The report noted sources of pollutants and proposes intrusive ground investigation. This is ongoing.