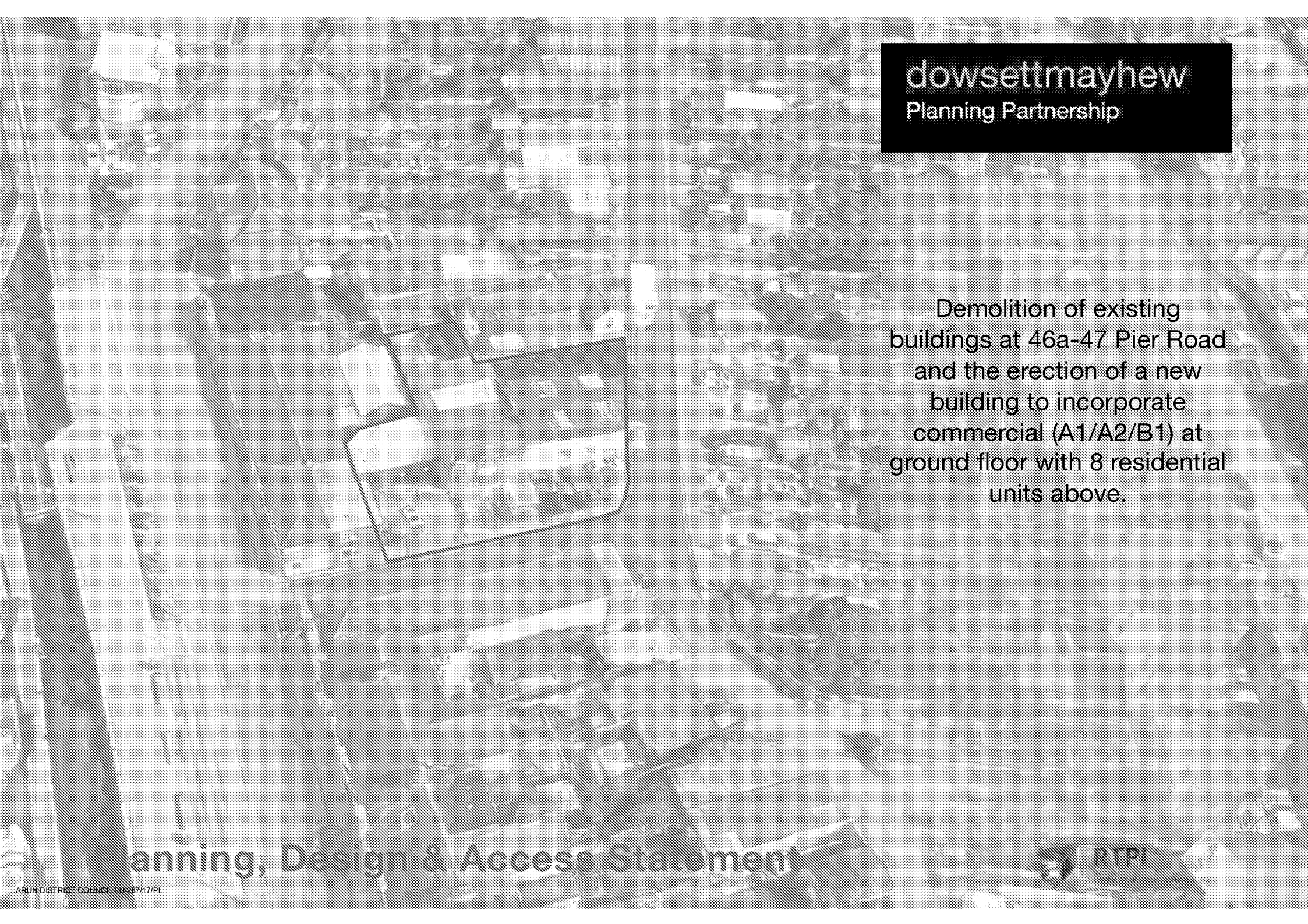


An aerial photograph of a residential area. A specific site, located at 46a-47 Pier Road, is highlighted with a white rectangular outline. The surrounding area consists of numerous houses and streets. The image is in black and white with a halftone texture.

dowsettmayhew
Planning Partnership

Demolition of existing buildings at 46a-47 Pier Road and the erection of a new building to incorporate commercial (A1/A2/B1) at ground floor with 8 residential units above.

Planning, Design & Access Statement

RTPI

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INTRODUCTION

We are instructed by our client Emsdale Residential Ltd to submit an application for the redevelopment of units to the rear of 47 Pier Road, Littlehampton, BN17 5LW.

The site is currently occupied by a 1.5 storey brick structure that is used for a mixture of car sales / car maintenance, valet car washing and parking. The buildings are of poor quality, some being corrugated tin profile sheeting and others are white painted brick. The building is utilitarian in design and a poor quality environment incongruous with the mixed use of the surrounding area.

The proposal seeks to replace this with flexible commercial units comprising B1 office / A1 Retail / A2 financial professional services at ground floor and new residential properties at first and second floor. These properties will be made up of a mix of one and two bedroom units with associated car parking, cycle storage and bins / recycling area.

The site can be accessed from Clifton Road. Clifton Road also forms the access point for a number of residential and commercial properties.

The area is characterised as secondary street frontage with a number of parked vehicles and a mixture of residential and commercial buildings.

The site is within easy walking distance of public transport, shops and services. It is also easily accessible to Littlehampton beach and the regeneration area along the River Arun.

The application is submitted having regard to the development plan and other material considerations. The application is also supported by the following:

- Flood Risk Assessment and Drainage Assessment
- Contamination Site Check
- Drawings Referenced TA948/01 through to TA948/23 B
- Validation Checklist

SITE & SURROUNDINGS

The site lies within the settlement of Littlehampton accessed via Pier Road and Clifton Road.

The site forms part of a regeneration area adjacent to the River Arun extending from the town centre down to the seafront. This part of Pier Road is characterised by a number of small ground floor retail and employment units. Immediately to the west of the site is a fishing tackle shop that forms part of the ownership of the applicant but not included within the application site. This is a two storey and a pitched roof property with timber weather boarding at first floor. The ground floor is occupied by a fishing tackle and bait shop with the first floor as an independent residential unit. Immediately to the north of the fishing tackle shop is an army cadet force building which is a single storey structure as presented onto Pier Road but has a subterranean lower ground floor.

Clifton Road is a service road, mostly serving garages at the bottoms of the gardens of houses in Pier Road and Bayford Road / Victoria Terrace. The rear gardens of the houses look towards the site but are significantly long enough that any development of the site will not have any impact on the amenity of adjoining neighbours.

To the south of the site, over Clifton Road is a two storey restaurant that was once an old grain store, with some residential at first and second floor. Beyond that Pier Road comprises a three storey terrace, with shops predominantly restaurants with some beach goods shops and amusement arcades at street level. Generally they are residential units above the shops.

To the north of the site there are also some restaurants and the built up area is made in up of a series of terraces that are three and four storey houses which sweep around to the east of the Wharf Development.



SITE CONTEXT.



PLANNING HISTORY

The following table attached illustrates the history associated with the site and its immediate surroundings.

Reference	Description	Outcome
LU/149/10	Outline application for redevelopment of 46a-47 Pier Road including the provision of 11 flats / maisonettes.	Withdrawn
LU/92/08	AFC drill hall, new training hall for army cadet force, revised car parking proposal for new use (B1) for Drill Hall.	Approved
LU/354/07	AFC drill hall, outline application for new training hall for army cadet force and change of use of existing Drill Hall to class B1 business (resubmission following application LU/355/06).	Approved conditionally
LU/355/06	Outline application for new training hall for army cadet force, change of use of existing drill hall to class B1 business.	Withdrawn
LU/318/05	Outline application for demolition of existing buildings (except 2 Victoria Gardens), relocation of drill hall at rear, a new residential development.	Withdrawn
LU/11/61	Change of use of part ground floor for retail sales.	Approved
LU/12/59	Outline application for conversion and erection of garage.	Approved conditionally
LU/140/59	Conversion of offices of ground floor.	Approved
LU/151/58	Alterations and additions.	Approved
LU/23/59	Alterations to west and south.	Approved

Reference	Description	Outcome
LU/243/61	Application for 3 garages.	Approved
LU/244/69	Installation of grease settlement tank.	Permitted development
LU/256/60	New doorway.	Approved
LU/277/61	New warehouse.	Temporary permission
LU/4/67	Renewal of temporary consent LU/277/61.	Refused
LU/63/77	Alterations to elevation to provide off-road parking.	Approved conditionally
LU/63/77/B	Alterations to elevation to provide off-road parking.	Permitted

PLANNING POLICY

Section 38 (6) of the Planning Compulsory Purchase Act states “regards to be had to the development plan for the purpose of any determination to be made under the Planning Act, 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 and will only have a limited impact on the effect of residential amenity within the locality, flood risk, noise, parking provision, highway safety and impact upon on the setting of any buildings of special character.

The development plan consists of the saved policy of the Arun District Local Plan and the following policies apply:

- GEN2 - Built up area of boundary
- GEN7 - Form of new development
- GEN6 - Amount of new commercial development
- GEN9 - Foul and surface water drainage
- GEN10 - Tidal flooding and coastal defence
- GEN12 - Parking in new developments
- GEN22 - Buildings or structures of character
- GEN32 - Noise pollution
- GEN11 - Inland flooding

A new Local Plan is in preparation and is a material consideration when determining Planning Applications. At this stage the Arun District Local Plan 2011-2031 (Publication Version) October 2014 and supporting documents were submitted for independent examination on 30 January 2015. The Examination into the submitted plan was commenced but is currently suspended whilst Arun District Council addresses matters raised by the Inspector.



The following policies of the emerging Arun Local Plan have limited weight but are a material consideration:

- SD SP1 - Sustainable development
- EMP SP1 - Employment land provision
- EMP DM1 - Employment land: Development management
- EMP DM3 - Littlehampton Harbour
- D SP1 - Design
- D DM2 - Internal space standards
- D DM3 - External space standards
- W DM2 - Flood risk
- W DM3 - Sustainable Urban Drainage Systems
- QE SP1 - Quality of the environment
- QE DM4 - Contaminated land

CONSIDERATIONS

The site lies within a tidal flood plain and within the area identified for improvements to sea defences. The National Planning Policy Framework requires that a Flood Risk Assessment is undertaken and this accompanies the application together with a drainage strategy for the site.

The proposal seeks to incorporate A1 retail / B1 office floors space at the ground floor level with residential properties above. The aim of the development is to make the best possible use of a previously developed site whilst not exacerbating any issue of flood risk.

The proposal seeks to demolish the existing utilitarian building and erect a two to three storey structure with commercial premises on the ground floor and residential properties at first floor. Parking is proposed to be sited to the rear of the site.

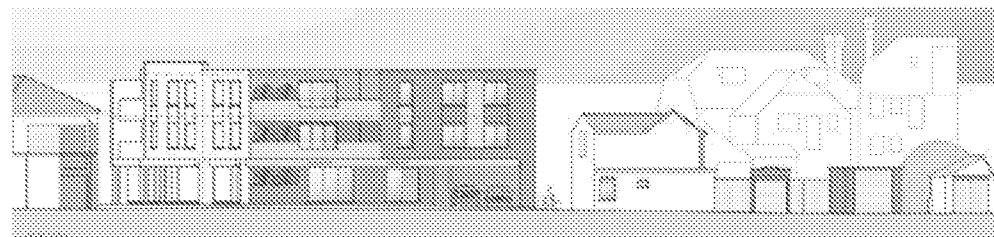
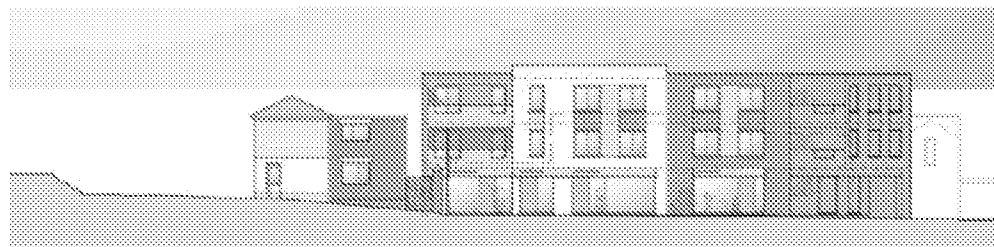
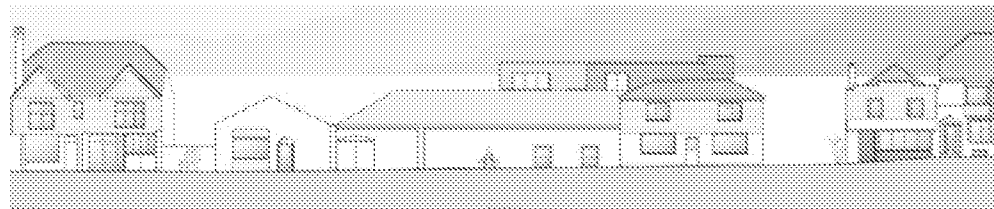
The residential units each have their own amenity space, bikes and bin storage. The parking area is set out and uses permeable materials to allow for better infiltration rates into the ground when compared to the existing site and development.

The proposal uses a mix of white render and bricks at first floor with glazed proportions to the commercial units at ground floor.

There is limited impact on the neighbouring amenity and the gardens to the properties accessed from Bayford Road are some 40m away from the rear elevations of properties on Bayford Road.

Planning history shows there has been a mix of approvals for a number of different applications in this vicinity, some of which have not been implemented. Whilst these are historic and have since expired, they demonstrate that the area is undergoing change and this is due to continue.

The site is a previously developed site within the settlement boundary of Littlehampton. The proposal seeks to make the best use of this previously



developed site in accordance with the aims of government policy set out in the National Planning Policy Framework.

The use of the ground floor as an office / commercial environment allows suitable development at the ground floor level without impacting on the proposals requirements to meet flood alleviation policies.

The Flood Risk Assessment accompanied with the application sets out, in detail, the impact of the development upon the tidal flood plain.

The site has a formal use as a garage / car workshop together with car sales. Accordingly, there may be the potential for contamination. This has been identified in a Land Check Report submitted for consideration as part of the application.

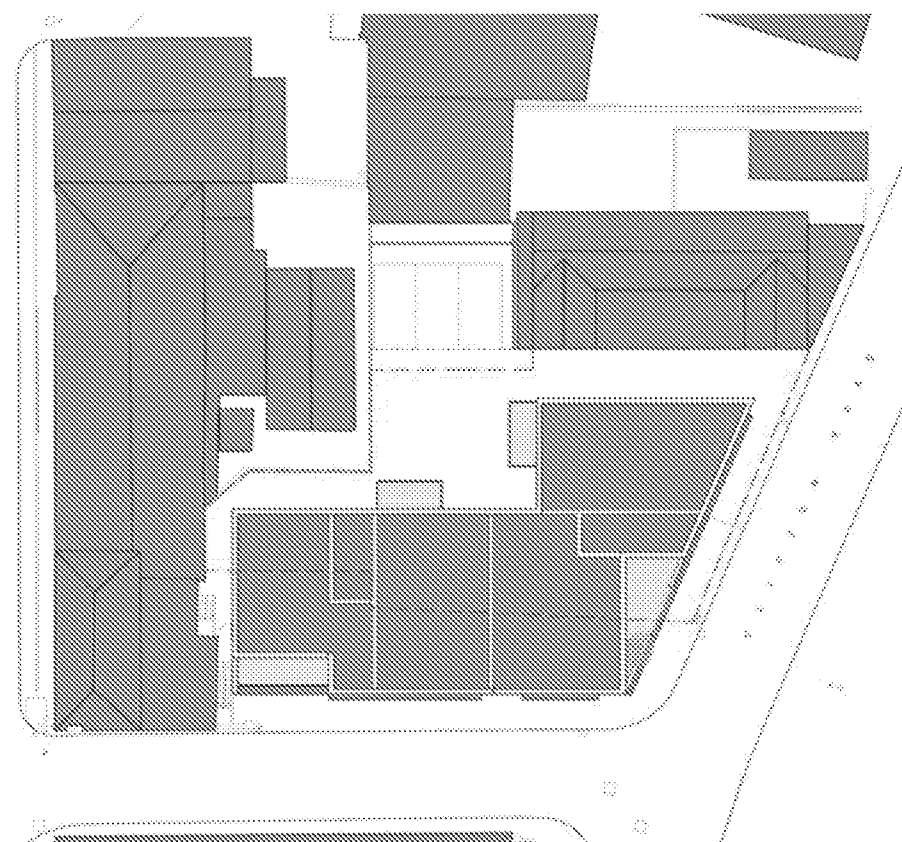
Mitigation and remediation works will take place as part of any permission to allow for further ground investigations to undertaken. these can be dealt with by condition and submitted in advance of any development taking place.

The proposal seeks to incorporate flexible commercial development at ground floor which are compatible with residential properties which surround the site. We therefore consider that the impact of the new development upon the amenity of surrounding neighbours is better than the existing situation.

There is no loss of employment on the site and the flexible commercial units will allow for a continuation of the employment use. Accordingly, the proposal whilst a quantitative of decrease in floor space allows for a qualitative improvement in the employment floorspace.

CONSULTATION

No public consultation has taken part prior to the submission of the application.



CONCLUSION

We are instructed by our client Emsdale Residential to submit an application for the demolition of the existing building to the rear of 47 Pier Road, Littlehampton and redevelop the site with retail / offices at ground floor and eight residential units above.

The site makes the best possible use of a previously developed site within the settlement boundary of Littlehampton.

There is limited impact on surrounding amenity. The site provides amenity space for the proposed new occupiers. The designs are in keeping with the surrounding development and makes significant improvements over the existing built mass found on site.

The design represents good design within the built environment. Good design is indivisible from good planning and the proposed development will make a positive contribution to the character of the area.

The site lies within the tidal flood plain and a Flood Risk Assessment has been submitted with the application to demonstrate that the development will not make matters worse.

The development accords with the development plan policies and there are no other material considerations that should indicate otherwise.