

No.

LU 517 04

SUBSTITUTION

RECEIVED

17-07-08



architects and surveyors

Design and Access Statement in Support of The
Proposed Redevelopment of
Incorporating The Retail Rebuttal Report, Car parking Survey,
Flood Risk Assessment and Secured By Design
Recommendations

LITTLEHAMPTON COVERED MARKET

*July 2008*

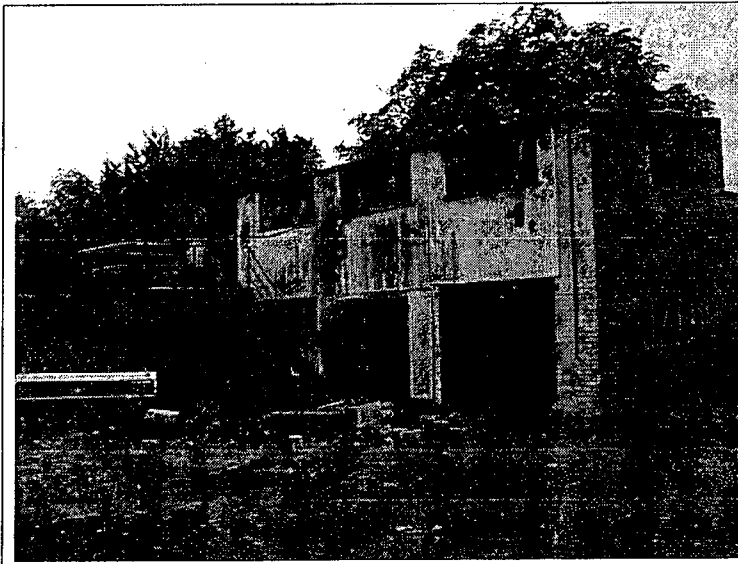


1.0 INTRODUCTION

The former Littlehampton Market Site is located in the centre of the town between Surrey St, High St and River Road and predominantly occupies land behind the frontage properties and is on the edge of the established retail area and within 130 metres of Littlehampton Railway Station.

The site abuts the River Road conservation area and adjoins the town centre.

The existing, mainly industrial type buildings on the site are now disused and have no historic or architectural value. The buildings have fallen into a state of disrepair with vandals and water ingress causing considerable damage to the fabric of many of the structures. The site is now the source of much concern to the adjacent residents and commercial premises and the town as a whole.



One of the existing out-buildings now derelict, having been vandalised and squatted in, it is now burnt out.



The site has been under consideration for redevelopment for some time and the Council resolved to grant planning permission for a mixed use development of 47 residential units and roughly 10,000 ft² of retail space, subject to the completion of a Section 106 Agreement. A notice was issued on 17th May 2005, Planning Application reference number LU/517/04. The Section 106 Agreement has not been signed

These proposals seek to modify the approved scheme to provide a mix of 62 new 1 and 2 bed flats and a total of 477m² (5,134 ft²) of retail space (including the existing ground floor retail floor space of approx 93m² at 26-28 Surrey Street).

The revised scheme reflects the fact that there has been little interest from developers to bring forward the retail element of the scheme and that without this there is no likelihood of the scheme progressing. The internal retail element has therefore been reduced, with new retail units on the Surrey St and High St frontages, and residential accommodation within the internal space.



2.0 SITE ANALYSIS

2.1 SITE HISTORY

According to historical research, the site was developed prior to 1876 with residences and possibly commercial premises such as shops and a post office (see figures 1 and 2).

During the 1920s/1930s the site was redeveloped with the construction of a large warehouse size building, which appears to have remained largely unchanged through to the present. The building is denoted on historic maps dating from 1959 and in 1970 the map shows the building as being a garage (see figures 3 and 4),

The buildings were subsequently converted into a covered market during the late 1970's/early 1980s (see figure 5). The market is believed to have closed in about 2002/2003 and the buildings have since remained unoccupied.

The following maps provide a pictorial representation of how the site and surrounding land has evolved since 1876



1876 Sussex Sheet LXIII.13/14
Scale 1:2500

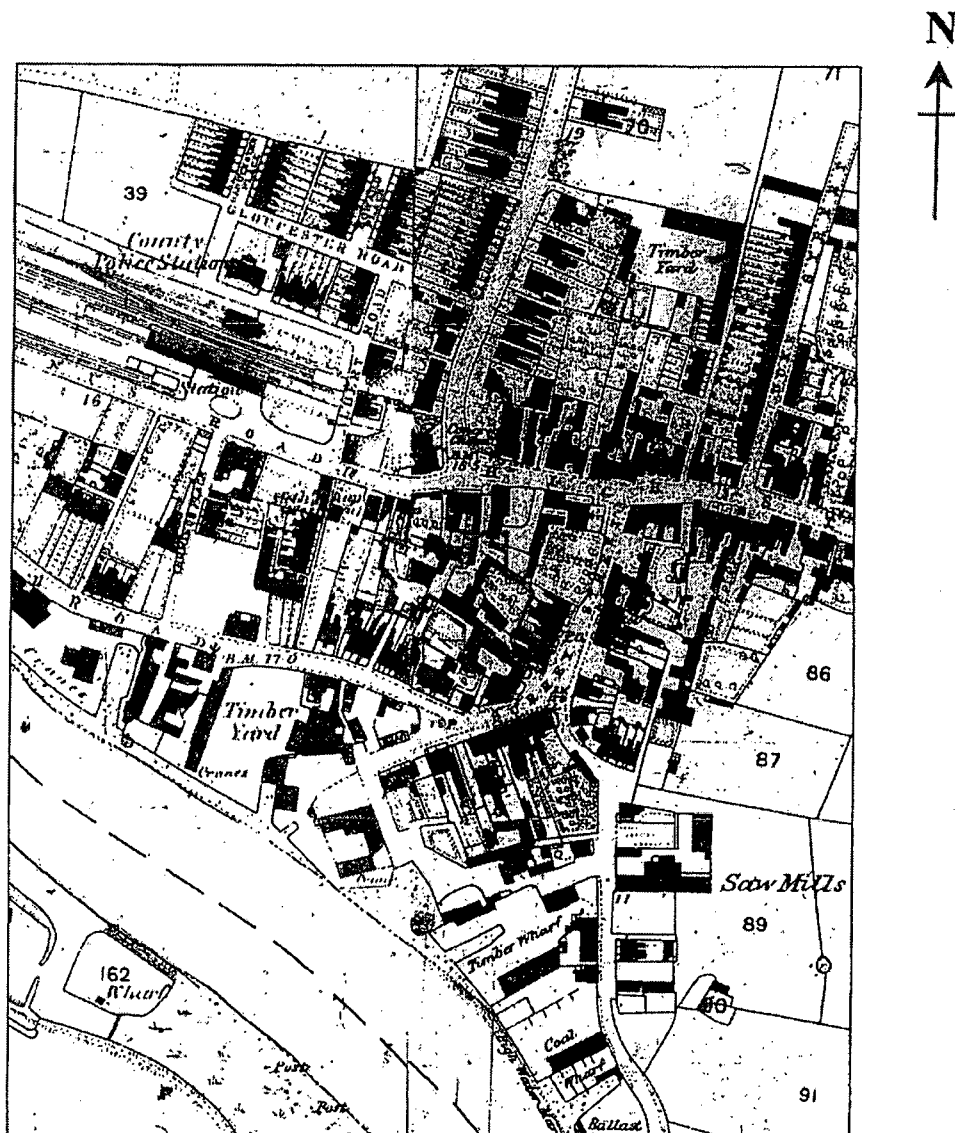


Figure 1 : 1876 Map



1898 Sussex Sheet LXIII.13/14
Scale 1:2500

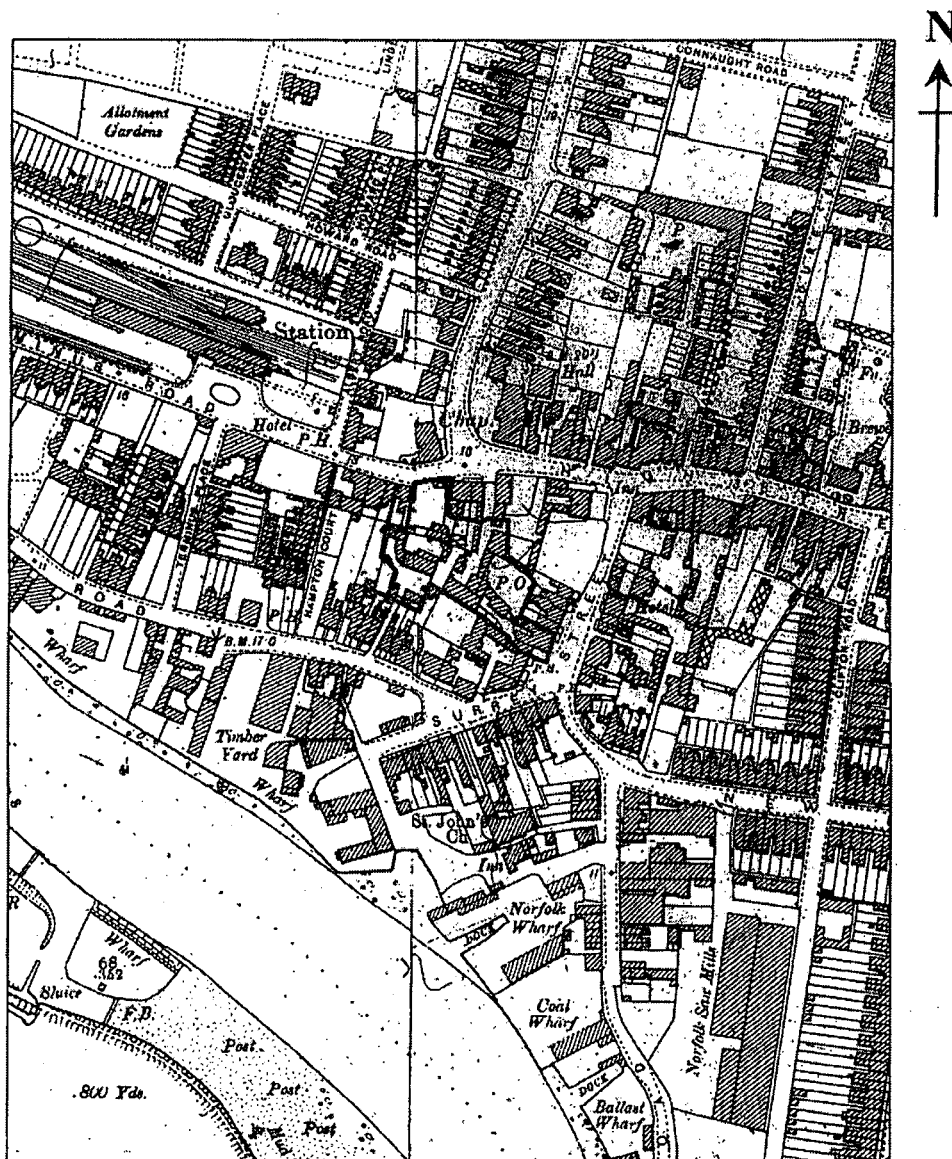


Figure 2 : 1898 Map



1959 Sheet TQ 0201/2
Scale 1:2500

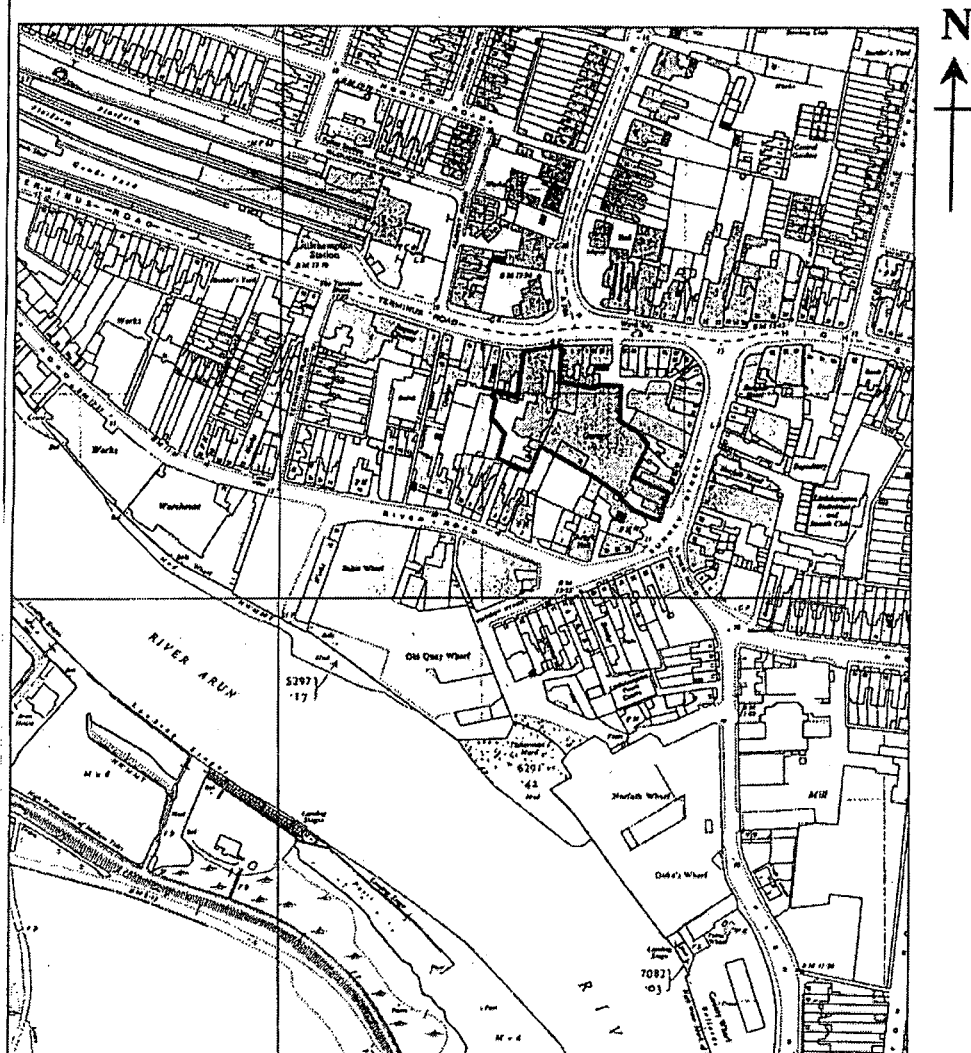


Figure 3 : 1959 Map



1984 Sheet TQ 0201/2
Scale 1:2500

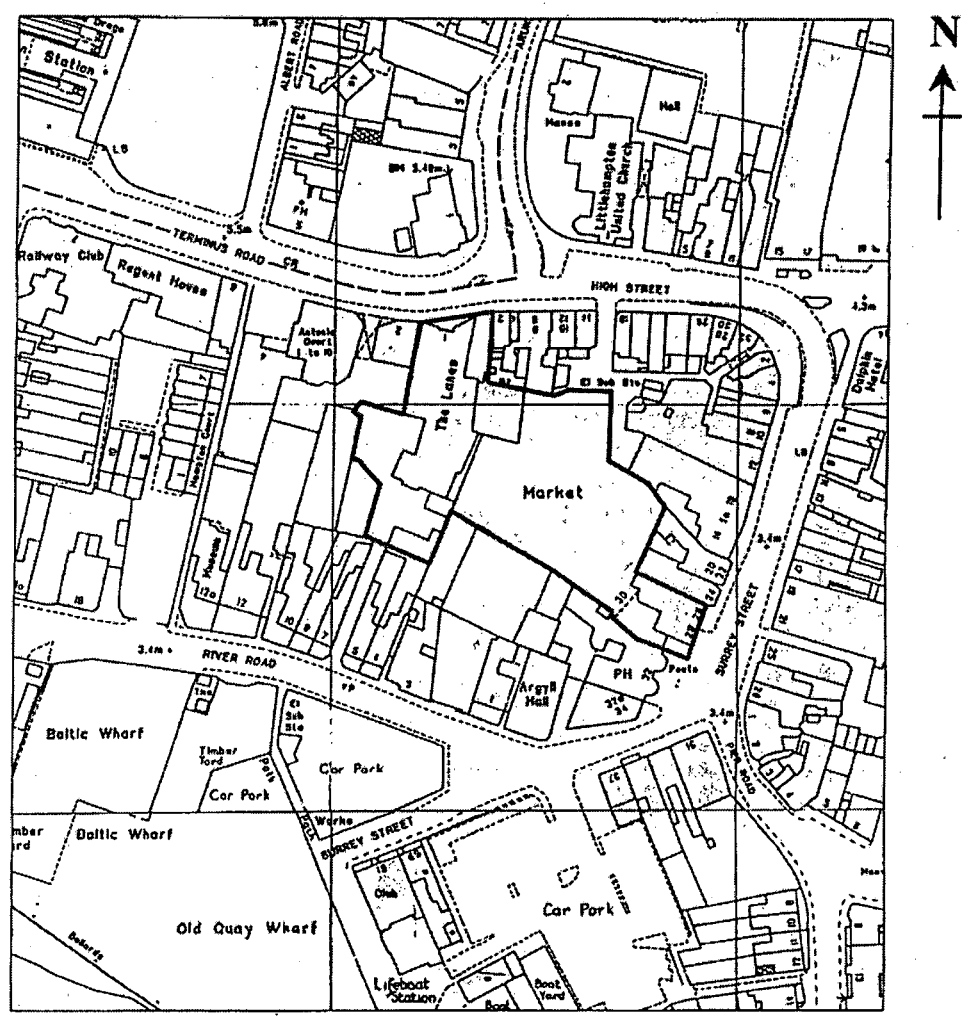


Figure 5 : 1984 map



2.2 SITE CONFIGURATION AND EXISTING BUILDINGS

The vast majority of the site is covered with a large steel framed warehouse structure which is predominantly two storey height at the eaves rising to roughly three storey height (9 meters) at the main ridge. There is a two storey retail/office building with frontage onto Terminus Road within that houses a former shopping arcade known as "The Lanes". There is a separate detached two storey building backing on to the properties in River Road.

There are 4 existing external 'yard' or service areas around the site each with its own separate access on to the highway. These can be identified on Application Drawing A217/120.



River Road site
access



Surrey Street site access and existing retail unit with residential accommodation above.



Terminus Road site access with existing boarded up former market building adjacent to the access.



High Street access
between existing
retail units

The site is an irregular shape surrounded by the rear elevations, yards, gardens and accesses to the range of residential, retail and commercial properties that face onto Terminus Road, High Street, Surrey Street and River Road.



Rear elevation of
the adjacent High
Street properties
that face and
overlook the site.



The High Street and Surrey Street are to the North and East of the site and the rear yards and residential gardens of properties located in Surrey Street and River Road are to the South and West. Most of the existing surrounding properties are of 3 storey construction with pitched roofs. Two adjacent properties are listed.



The Cob and Pen
Public House
Listed Structure



Listed Georgian
building (left hand
side of frame)
fronting Surrey
Street.



Within easy walking distance from the site there is a full range of town centre facilities and amenities including bus services, shops, offices, banks, post office, medical and health facilities, sports and recreational, schools, etc. The demographics of this site clearly make it a highly sustainable environment.

All of the existing buildings on the site have fallen into a state of disrepair and are generally in a very poor condition having been subjected to vandalism and arson.

The entrances to the site have been closed off, hence this significant area of property remains closed and inaccessible and fails to contribute in any way to Littlehampton town centre.

2.3 DESIGN PRINCIPLES

2.3.1 Generally

These proposals are for a mixed use scheme comprising 62 new residential units on the ground and upper floors and 2 retail units (one existing extended unit and one new unit) amounting to 477m² (5,134ft²) of floor space. See Drawing No. A217-125 for the full schedule of accommodation.

A mix of residential tenure is proposed, rented, shared ownership and private sale. The number of affordable housing units proposed is in accordance with Arun District Councils adopted policies and will be defined within the Section 106 Agreement.

There is not a predominant architectural style in this area of Littlehampton however there are a number of buildings of architectural and historic value.



A contemporary design has been adopted with close attention to detail, scale and proportion.

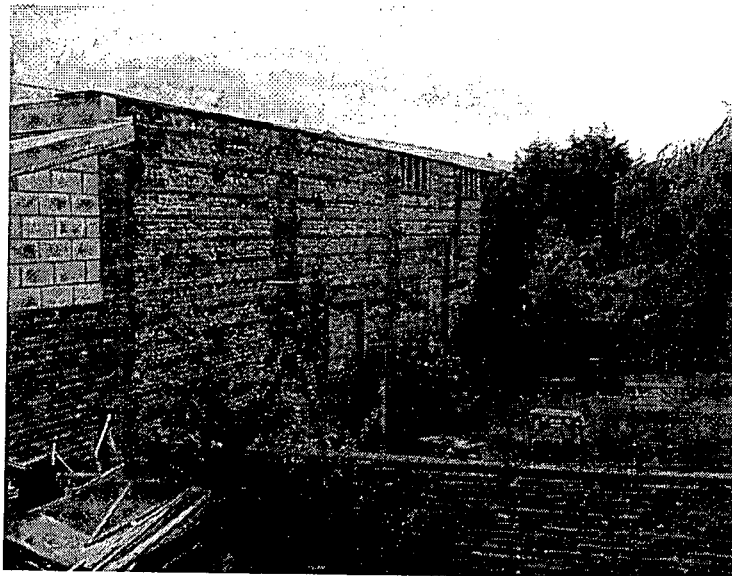
Detailed pre-application discussions have been held with the Council's Planning Officers, the Conservation Architect and agreement has reached over the scale of the buildings and the elevational treatments, details and material selection.

The new residences generally enjoy an outlook over the bright clean stylish courtyards created in the heart of the site. No Living accommodation is provided in a position that is likely to be affected by any of the perimeter commercial uses, particularly where the new residences are adjacent to the Pub gardens.

Over-looking and loss of amenity issues have therefore been designed out of the scheme. The Application drawings highlight the relationships between the surrounding land uses and the proposed development as well as indicating the relationship between the existing structures to be removed and the proposed new structures.

The predominantly single aspect design overcomes the problem of the new residential units looking out on to the rear of the exiting retail, commercial and residential properties that exist around the perimeter of the site, some of which are particularly unattractive.

The outward facing elevations are generally of the same design and materials to match the architectural style of the scheme as a whole. The boundary walls will generally be replaced with new boundary walls however the existing wall that adjoins The Cob and Pen Public House is to be retained, subject to a structural engineers report on the stability and general condition of the wall. If retention of the wall proves to be non-viable then a proposal to replace the wall with a similar structure will be provided. The engineers report is currently being prepared.



Boundary wall to
Cob and Pen
garden

The heights of the perimeter walls are shown on the application drawings in relation to the existing building. This demonstrates that the new structures generally do not exceed the heights of the existing buildings we are proposing to replace. Where some heights have increased it is in areas where there would be no impact on the amenity of the adjoining properties.

As previously noted the site has an irregular complex form. As the existing buildings largely fill the perimeter boundary walls tend to also form part of the external envelope of the existing buildings. The proposed new buildings have been positioned away from the existing boundaries thus allowing the new building shapes to be regularised and minimise issues arising from party walls and access for the construction of the new buildings. The result of this is the creation of courtyards surrounded by articulated one, two, three and four storey elevations. The four storey elements are at the centre of the site away from the site boundaries where overshadowing would otherwise be a problem.



External material selections and there locations on the elevations are intended to provided a building of quality with clean lines and well defined window and door apertures. There are only 3 main external materials, brickwork, render and windows/doors/curtain walling. This ensures the complex shapes of the buildings do not become overly complicated with too many external colours and materials. The 'off white'/creamy render 'framed' between brickwork elements in a contrasting regular orange shade of brick will give a sense of order to these somewhat irregular shaped buildings as the colour alternate around the courtyards. The shadowing and affect of daylight will ensure the articulated elevations are seen very much as a three dimensional shape.

The occasional vertical glazed elements are intended to make a strong architectural statement contrasting as they do with the generally cream and orange elevational treatments. The gently curving railings and the curved roofs to the 3rd and 4th floor elements provide some interesting relief to the otherwise angular buildings.

All of the external windows, doors and curtain walling around the scheme will be in dark grey polyester powder coated aluminium framed units recessed back from the main plane of the elevation to provide crisp well defined punched openings. Generally the windows are square to provide a degree of simplicity within the complex building shapes.

The roof coverings will be a shallow pitched standing seam composite roofing system pre-coated in a weathered copper green Syntha Pulvin (or similar) type factory finish. This material although not readily visible from the street, will be visible from surrounding buildings and will give the impression of a weathered copper roofing system.



Material samples for these main components have been deposited with the Council.

The specific materials proposed are:

Bricks	-	Baggeridge Bricks Ltd, Mataro Red Bricks
Render	-	Kilwaughter Chemical Company Ltd, 'K Rend', Buttermilk
Windows/doors	-	Kawneer Ltd, Polyester Powder Coat, Colour: M4L 0367 - 7016
External Railings	-	Purpose made metal framed Polyester Powder Coat finish, colour reference 7016
Roof	-	Kal-zip Standing Seam roofing system, Colour RAL6027

Landscaping will generally be hard surfacing with clear definition between public and private spaces using a range of brick and concrete paving materials. Metal railings will be installed around the ground floor defensible spaces between the ground floor living accommodation and the 'public open space'. The final detail of the paving is still to be agreed with the Planning Officer. We anticipate this element of the design will be a reserved matter and the approval to the final design and selection of materials for the paving will appear as a condition attached to the planning consent.

Soft landscape areas have been indicated on the application drawings. The final selection of planting we anticipate will be a reserved matter and will appear as a condition attached to the planning.



External play has been addressed with the introduction of a hopscotch and a pavement chess board.

Bench seating with adjacent litter bins are also proposed.

Cycle storage and bin stores will be sensitively detailed to provide a quality product that enhances the external spaces.

2.4 ACCESS

2.4.1 Car Parking and Cycle storage

The scheme does not propose any car parking. In view of the location and size of the site, any parking requirement would severely reduce the development potential and in any case it is considered the location is ideally suited as a car free scheme. A parking study (David Mason/ Count-on-us) has been undertaken to determine whether there would be any detrimental impact to on-street parking and this has demonstrated that there is ample parking capacity in the area, even during peak periods. See Appendix A for a copy of the survey report.

Secure cycle storage is proposed at a rate of 1 space per dwelling.

2.4.2 Service Vehicles

As previously agreed, the vehicular access onto the site will be restricted to the Terminus Road entrance. A limit on the size of vehicles allowed onto the site has been agreed (except for emergency vehicles). There will also a pedestrian access into Terminus Road with further pedestrian access points into River Road and Surrey Street.



There are three principal points of access onto the site, from Terminus Road, River Road and Surrey Street.

Vehicular access onto the site will be strictly limited to delivery, refuse and emergency vehicles. A weight limit will be set and defined within the Section 106 Agreement.

All vehicular deliveries are from the Terminus Road access where road construction and turning areas are provided. It is envisaged that refuse collection vehicles will also access this area where refuse collection points are provided within designated travel distances. Refuse collections can also be accessed from Surrey Street however there is no vehicular access from this position, vehicles will park at the road side with convenient access to the refuse collection points located within the pedestrian areas. Drawing A217-214 indicates the proposed bin store locations and travel distances.

There is also pedestrian access from Terminus Road with two further pedestrian access routes from River Road and from Surrey Street.. All of these access routes will have ramped and or level footways that connect the paved areas within the development to the existing adopted highway footpath.

2.4.3 Building Access

Level thresholds are also to be provided at all external access doors into both the new residential accommodation and the new retail space.

All accommodation will be DDA compliant and will be designed to meet current Statutory Regulations. External approaches to the buildings are also designed to be DDA compliant.

Lifts are provided in Block B where there is four floors of accommodation.



The site is located adjacent to bus routes servicing all areas of the town and the out lying villages.

Littlehampton main line railway station is within 300 metres of the site.

The areas of public open space are identified on drawing A217-123. The area of public open space will be stipulated in the Section 106 Agreement.

2.5 RETAIL IMPACT

The site is within the Primary Shopping Area of the town. Although the site was previously occupied by the Littlehampton indoor market, the buildings were not built for retail purposes and the use was a temporary, one which has now clearly been abandoned. The retained policies of the Local plan (esp. Dev 26) do not seek to restrict the development of non-retail uses in the Primary Shopping Area, and are purely positive policies. The policies can not therefore be used to prevent the development of non-retail uses in the Primary Shopping Area, or to prevent the loss of existing retail floorspace.

Other policies of the plan (esp. Dev 27) will allow retail development in areas outside the Primary Retail Areas in particular circumstances. Generally the emphasis of the policies is to ensure that new retail development will not have a detrimental impact on existing retail areas.

A retail study has been prepared in accordance with the requirements of policy Dev 27 to assess the impact of the Tesco's proposed development at the edge of the town and a retail report has been prepared in respect of the former market site. The Council have subsequently undertaken an analysis of the two reports, which has in



turn been commented on by the author of the original market site report. See Appendix B for a copy of the 'Rebuttal Report' prepared by Vail Williams.

An advance copy of this report has been issued to Arun District Council This has been reviewed and commented upon further.

The conclusions from these reports appears to be that the reduction of the retail space within the development should not be grounds for refusing planning permission. Notwithstanding this, we still feel that the retail space proposed as part of this scheme will significantly enhance the retail offer at this end of the town and should be seen as detrimental to the retail health of the town.

2.6 SECURITY

These proposals also seek to address previous concerns expressed by the police over the sites permeability. The security of the site has been a major issue for the police and the provision of security gates at the entrances along with other measures has resulted in the police confirming that the scheme could be considered acceptable under the Secured by Design scheme.

The principal of providing security gates across the access onto the site has already been accepted, as these did form part of the previous proposal.

The police have acknowledged that CCTV coverage on the site is not required due to the secured site accesses and the internal surveillance provided by the ground floor residential accommodation.

See Appendix C for a copy of the Sussex Police letter dated 1st July 2008 confirming their requirements for Secured by Design accreditation. The minor comments raise regarding the design have now been incorporated into our drawings.



2.7 FIRE SAFETY

We have also been involved in detailed discussions with the local Fire Service. Concerns had been expressed over the time it could take to access the source of a fire due to the configuration of the site and the proposed buildings. As a result of those discussions we have agreed with the Fire Officer that sprinkler installations will be provided to all units. On this bases the Fire Officer has confirmed his support for the scheme.

2.6 FLOODING

Flood Risk.

The Environment Agency have been consulted and they have confirmed that all living accommodation should be above a level of 5.2m and access should be above 4.9m. Consequently we have designed the ground floor living accommodation at 5.225 and the proposed new retail unit is at a level of 5.0m

The site is shown on the EA's flood risk maps as being predominantly in zone 1 with a small proportion of the site in Zone 2. A Flood Risk Assessment has been prepared for the site in consultation with the EA and this is attached with the revised drawings – see Appendix D.

The proposals meet the floor level requirements of the EA and provide an acceptable means of escape from the site towards higher ground.

It is important to emphasise that as the site is mainly within Flood Zone 1 (which is the area of lowest probability of flooding) and below 1ha in size, there is no requirement for a sequential test to be applied under PPS 25: Development and Flood Risk. Even in respect of the small area of Zone 2, under the guidance there is



no requirement for a sequential test or the consequent exception test for the uses proposed.

Sequential testing of the site.

Although there is no requirement for a sequential test to justify the site under PPS 25, it is clear that the site would easily meet this test in Littlehampton, being a priority development site at the heart of the town centre. The site adjoins the town centre and is very close to all the facilities, services and public transport provided. The site is also available for immediate development.

In comparison, alternative sites which have been identified as having potential for development in Littlehampton are further from the town centre, are not available for development or are in areas of high flood risk. Of the six other sites identified in the Littlehampton Vision study or the Urban Housing Potential study, three are in Flood zone 3 where PPS guidance suggests that more vulnerable uses (including dwellings) should only be considered if the exceptions test can be passed. It is considered that all these sites would prove difficult to develop without creating an unacceptable flood risk. The sites are:

Travis Perkins site, Pier Road

Railway Wharf. Already rejected by the Urban Potential study.

West Bank. There are also planning policy concerns in respect of this site.

The three remaining sites have existing uses operating on them and are not likely to come forward in the short term. These sites are:

St. Martins car park. A major car park and in multiple ownerships and unlikely to be available before 2011.

Sparks Court. Unlikely to be available in the short term and also half within flood zone 2.

BT Exchange, Fitzalan Rd. The site remains in use and is not available.



On the basis of the above it would seem that there are no realistic alternatives to the Littlehampton market site to start to meet the housing needs of the town. The site would thus meet the sequential test if this were a requirement of the assessment.

2.7 SUSTAINABILITY

The scheme will be assessed under the BRE's Code for Sustainable Homes scheme with a Code 3 being the minimum standard that the scheme will achieve.

2.8 CONTAMINATION

A full site investigation report has been prepared by consulting engineers Ground Engineering Limited, reference C9071, dated November 2004 and has previously be submitted.

Risk assessments and method statements will be produced prior to construction to show how contamination and other environmental issues will be managed.

We anticipate that a condition will be attached to the planning consent preventing work from commencing on site until detailed matters for monitoring and carrying out any remedial works have been agreed with the Councils Environmental Health Officer.



2.9 REFUSE AND WASTE MANAGEMENT

Refuse storage and recycling centres are located at a number of positions around the site. These have been discussed and agreed with Arun Council both in terms of location and volumes of storage, the amount provided being in excess of the minimum requirement. See drawing A217/214

2.10 SECTION 106 AGREEMENT

There are a number of commuted payments that we understand would have to be attached to any planning consent. Discussions between Arun District Council and the applicant are ongoing regarding the final detail of the Agreement.

There will also be a requirement for 30% of the residential units to be Affordable Housing. The applicant has identified 25 units that they are proposing for the affordable housing element. This will exceed the obligation set out within the Section 106 and the requirement of the Councils policies. Drawing A217-125 confirms the mix and location of the various tenures within the scheme.



3.0 PLANNING POLICY

This application has been prepared in accordance with the requirements of Arun District Councils adopted policies as set out in Arun District Plan 2003 and the West Sussex Structure Plan 2001-2016.

The site is located within the Built-up Area Boundary and abuts the Designated Conservation Area and lies within the Principal Shopping Area.

Accordingly the following policies apply:

West Sussex Structure Plan:

Housing Provision

Policy NE2

(a) Residential development should be permitted provided that the new dwellings are of sizes, types and tenures suited to the varied needs of local households.

In order to maintain the supply of dwellings and to minimise the need to develop greenfield sites, any development which will lead to the net loss of existing dwellings should not be permitted especially dwellings which are suitable for people not easily able to compete in the existing housing market.

(b) Local plans will include policies to:

(1) secure an appropriate mix of dwelling sizes, types and tenures in new residential development in different locations taking into account the need:

(i) for dwellings suitable for the projected large increase in West Sussex of small households (such as single persons, small families and the elderly);

(ii) for low-cost housing, aimed at the lower-end of the market;

(iii) of specific groups including the elderly, people with disabilities, and ethnic minorities; and



- (iv) through the design and distribution of dwellings, to avoid physical distinctions between social groups and avoid the creation of large areas of housing of similar characteristics;
- (2) maintain and increase the supply of dwellings by:
 - (i) permitting proposals which involve no net loss of existing dwellings, subject to the other policies of this Plan; and
 - (ii) allocating land and permitting new residential development to meet the requirement in Policy NE1 in accordance with LOC1 and Policy NE4; and
- (3) meet the proven needs of specific groups, such as agricultural workers, which will not otherwise be met.

Policy NE3

- (a) Residential developments (and, where appropriate, other forms of development) of more than a locally-defined size should be permitted provided that they include a proportion of dwelling sizes and types to meet the proven needs of people (including key workers) who are not able to compete in the general housing market.
- (b) Local plans will:
 - (1) identify the threshold or thresholds above which a proportion of subsidised housing should be provided within new development and the appropriate level of provision; and
 - (2) include policies to:
 - (i) secure an appropriate mix of dwelling sizes and types in new development to meet the proven needs of people who are not able to compete in the general housing market; and
 - (ii) secure the provision of subsidised housing outside built-up area boundaries, as an exception to the general policy of restricting housing development in the countryside, in order to meet the proven needs of local people who are not able to compete in the open housing market.



Town, village, district and neighbourhood centres and retail development

Policy NE9

(a) Development within existing town, village, district and neighbourhood centres should be permitted provided that it helps them to adapt and reinforces their vital role in meeting needs, acting as the focus for a wide range of activities including retailing, leisure, cultural, business and residential uses, and as a focus for the integration of transport.

(b) Local plans will include policies to:

- (1) reinforce the roles of established centres and maintain or enhance their vitality, viability and character;
- (2) maintain or improve the retail function of established centres; and
- (3) allocate suitable sites or areas for additional retail and other development within the centres to meet any identified need.

Conservation areas and historic towns and villages

Policy CH4

(a) Development should not be permitted unless conservation areas will be preserved and, where possible, enhanced. Development should not be permitted unless the character of the historic towns and villages of the County will be protected and, where possible, enhanced and provided that the overall perception of each historic town or village as an entity, including Arundel and Chichester which are of national importance, will be retained.

(b) Local plans will include policies to ensure that:

- (1) the character and appearance of conservation areas is preserved and, where possible, enhanced; and
- (2) the setting, character, fabric (including open space), public views in and out, and general ambience of historic towns and villages as a whole are protected and, where possible, enhanced.



Archaeology

Policy CH7

(a) Development should not be permitted unless the archaeological heritage of West Sussex is protected and preserved and, where possible, opportunities are taken to promote the educational and amenity value of sites and areas (historic landscapes).

(b) Local plans will include policies to ensure:

- (1) the physical preservation in-situ of nationally important archaeological areas, sites or monuments, whether scheduled or not, and their settings;
- (2) the protection of other important archaeological areas and sites including, where appropriate, the preservation of remains in situ;
- (3) where necessary, that site evaluation is undertaken to define the character and significance of the archaeological or historic interest of proposed development sites; and
- (4) the excavation and recording of archaeological remains, the preservation of any finds and the subsequent publication of results.

Locational strategy

Policy LOC1

(a) The priority in West Sussex is to locate new development within towns and villages particularly through the reuse of previously-developed land (including the reuse or conversion of existing buildings). Accordingly, development within built-up area boundaries, including infilling, redevelopment and conversion, should be permitted provided that the impact on the character of the area and the environment, resources and assets of the County is acceptable.

(b) Development requirements which cannot be met within towns and villages or at sites with existing planning permission (subject to review at renewal), should be provided for mainly in the form of large-scale mixed-use development:



(1) at the following sites (a):

- (i) east of Angmering;
- (ii) Crawley (North East Sector) (b);
- (iii) south-east and south-west of Haywards Heath;
- (iv) Worthing (Durrington); and
- (v) north of Bognor Regis (Bersted/Felpham).

(2) at the following locations (c) in the north east of West Sussex associated primarily with growth in the Crawley/Gatwick area, part of the Western Policy Area identified in RPG9:

- (i) west of Crawley (d);
- (ii) west and south-west of East Grinstead; and
- (iii) west and/or south-west of Horsham.

(3) after 2011, at the following locations (c) in the coastal area associated primarily with the regeneration of that area:

- (i) at Chichester City; and
- (ii) in Arun District, west of the River Arun.
- (iii) Prior to the allocation of sites at (i) and (ii) above, the district planning authorities, with the County Council, should ensure that satisfactory progress has been made to improve and upgrade the A27 to meet present need and the needs of new development. Development at these locations should not be permitted unless the necessary road infrastructure is in place or will be provided parallel with such development.

(c) In addition to the locations identified under (b), limited provision should be made in local plans for:

- (1) the small-scale, gradual growth of villages and small towns spread over the plan period which will assist the evolution of rural communities by meeting identified needs for housing and economic activity and supporting local facilities and services; and
- (2) small-scale extensions to main towns in the passenger transport



corridors to meet identified local needs not otherwise met by development under (a) and (b).

(d) Local planning authorities will:

- (1) define built-up area boundaries in local plans for towns and villages which will include any land allocated to meet the development requirements of this Plan and local plans; and
- (2) allocate sites in local plans which contribute to meeting the development requirements of this Plan and local plans taking into account the locational strategy in (a)-(c), the need to protect and enhance the qualities and characteristics of settlements which local communities value, and the other policies of this Plan.

Conversion of Rural Buildings for Industrial or Business Uses

High quality development

Policy DEV1

(a) Development should not be permitted unless the construction, layout, scale, appearance and landscaping are of high quality taking into account the need to:

- (1) integrate with and, where possible, enhance adjoining land-uses and minimise potential conflicts between land-uses and activities;
- (2) have regard to the local context including:
 - (i) the varied traditions and character of the different parts of West Sussex;
 - (ii) the characteristics of the site in terms of topography, natural and man-made features, and micro-climate;
 - (iii) the morphology, landscape, townscape, streetscape and skyline of the surrounding area;
 - (iv) views into and out of the site; and
 - (v) the use of materials and building styles;



- (3) create a sense of place which is easy to understand through the use of distinctive buildings, open spaces, routes, and landmarks (including works of art);
 - (4) give high priority to pedestrians, those with impaired mobility, cyclists and users of passenger transport, reduce the dominance of cars and roads, and integrate with existing transport provision;
 - (5) create a high quality, socially inclusive, and adaptable environment for occupiers and users which meets their long-term needs;
 - (6) create a safe and well-cared for environment where opportunities for crime and anti-social behaviour are minimised;
 - (7) protect and enhance the biodiversity of the site and the surrounding area;
 - (8) ensure energy efficiency, minimise the use of non-renewable energy, and maximise the use of renewable energy sources;
 - (9) minimise impact on and the use of natural resources (air, soil, water and minerals), minimise waste generation, and maximise the use of recycled materials; and
 - (10) meet the needs of service providers and ensure the integrated provision of infrastructure and utilities.
- (b) Local plans will include policies for specific areas, sites or topics to ensure that new development is of high quality taking into account the principles in (a).

Infrastructure requirements

Policy DEV3

- (a) New development should not be permitted unless the on-site and off-site infrastructure needs it creates (including facilities and services) are met, and it does not impose costs on the existing residents or businesses of West Sussex.
- (b) Proposals by service providers for the delivery of physical and social infrastructure to meet the needs generated by the levels of development in



West Sussex set out in Policy NE1(a), including provision funded by development under part (a) of this policy, should be permitted provided that the impact on character and the environment is acceptable. The provision of such infrastructure should be co-ordinated and phased with the delivery of the development.

(c) Local plans will include policies to ensure that:

- (1) new or improved infrastructure required to meet the needs of new development, whether on-site or off-site, is available or will be provided at the appropriate stage;
- (2) where appropriate, development is phased in step with the provision of new or improved infrastructure; and
- (3) where appropriate, contributions of land and finance can be secured towards the provision of new or the improvement of existing infrastructure (whether on or off-site) which is necessary to meet the needs of occupiers or users of new development and to avoid worsening conditions for users of existing infrastructure.

Travel needs and choices

Policy DEV4

(a) Development should not be permitted unless: the travel needs it generates are met; where possible, it reduces the need to travel; it achieves safe and convenient access by a choice of means of travel; it encourages and enables an increase in walking, cycling and the use of passenger transport; and the number and impact of motorised journeys is minimised.

(b) Local plans will include policies to ensure that:

- (1) wherever possible, development is located close to existing passenger transport, walking and cycling networks or major passenger transport interchanges or where this can be provided as part of the development;
- (2) development caters safely, conveniently and adequately for all travel needs by:



- (i) integrating with existing and proposed provision for pedestrians and cyclists and maintaining or improving existing patterns of movement on foot or by cycle;
 - (ii) providing convenient, safe and attractive facilities for pedestrians and cyclists;
 - (iii) providing convenient, safe and attractive facilities for those with impaired mobility (including the disabled);
 - (iv) integrating with existing and proposed provision for bus and rail transport, and maintaining or improving existing patterns of movement by bus or rail;
 - (v) securing the provision of new or improved passenger transport and the provision of convenient, safe and attractive facilities for users of passenger transport, including taxis;
 - (vi) ensuring safe and adequate access to the highway network; and
 - (vii) minimising the impact of motorised journeys.
- (3) where necessary, transport assessments are undertaken to assess whether safe and convenient access by all modes of transport can be achieved, that the development encourage and enable an increase in walking, cycling and the use of passenger transport, and that the number and impact of motorised journeys will be minimised; and
- (4) where necessary, the preparation and implementation of travel plans is secured to encourage and enable an increase in walking, cycling and the use of passenger transport.

Making the best use of land

Policy ERA1

- (a) Development in West Sussex should not be permitted unless it makes the best use of land (including the reuse of existing buildings) taking into account the principles in Policy DEV1, and provided that it does not prevent the future development of other areas of land.



(b) Local plans will include policies to:

- (1) secure higher density development or minimum densities in identified areas;
- (2) set a minimum net-site density (no less than 30 dwellings per hectare) for residential development and only as an exception, permit residential development at a net-site density below that minimum level; and
- (3) ensure that new development does not prejudice the comprehensive development of a larger site or the development of an adjoining area of land where there is a realistic expectation that the land could be developed.

ARUN DISTRICT COUNCIL LOCAL PLAN:

POLICY GEN1 Sustainability

All development must take full account of the need to protect the environment so that present-day demands do not compromise the ability of future generations to meet their own needs or enjoy a high quality environment. All development must reflect the need to safeguard and improve the quality of life of residents, conserve energy resources and protect and, where possible, enhance the Plan area's essential character and environmental assets such as:

- the Sussex Downs AONB;
- the general attractiveness and diversity of the landscape;
- the open and undeveloped nature of the countryside;
- areas of wildlife and ecological value;
- the setting, form and character of settlements;
- the quality of natural assets, such as air supply, water environments and high quality agricultural land;
- buildings and areas of historic and architectural interest;
- sites of archaeological importance;
- land of recreation and amenity value;
- the public rights-of-way network.



POLICY GEN2 Built-up Area Boundary

The boundaries of the built-up area for the purposes of the West Sussex County Structure Plan and this District Local Plan are defined on the Proposals Map. Development or redevelopment will be permitted within the built-up area boundaries, subject to the other policies in this plan. Outside the built-up area boundaries, development or redevelopment will not be permitted unless it is consistent with other Local Plan policies.

POLICY GEN4 Location and Travel Demand

When considering proposals for new development, consideration will be given to the effect the proposals will have on demand for transport. Planning permission will be granted for new development, provided that:-

- (i) it is located so as to minimise the demand for travel;
- (ii) it does not materially add to existing road congestion and air pollution; and
- (iii) appropriate provision is made for safe and convenient access by public transport, cyclists and pedestrians.

Before granting planning permission, the Local Planning Authority will need to be satisfied that any identified potential travel problems arising from a proposal will be resolved.

GEN7 POLICY GEN7 The Form of New Development

Planning permission will only be granted for schemes displaying high quality design and layout. Development proposals involving new buildings or significant extensions or alterations must be accompanied by an illustrated written analysis of the site and its immediate setting, together with its relationship with the relevant townscape, landscape, wildlife and movement characteristics of the wider area.

Development will be permitted provided it:

- (i) makes efficient use of land or buildings and, in the case of new residential development, achieves net densities of at least 30 dwellings per hectare;
- (ii) demonstrates that it responds positively to the identified characteristics and resources of the site and the area to create attractive places and spaces with the needs of people in mind and respects and enhances local distinctiveness;



- (iii) promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;
- (iv) does not have an unacceptable adverse impact on adjoining occupiers, land, uses or property and, where relevant, facilitates the development of adjoining sites;
- (v) takes account of any unacceptable adverse impacts that may arise from adjoining land uses or property;
- (vi) retains significant open or wooded areas which, in their own right, make a material contribution to the local environment;
- (vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians;
- (viii) provides for vehicle parking in accordance with Policy GEN12 and Appendix 2 and open space in accordance with Policy GEN20.

In all cases, the District Council will expect a high standard of design and layout and all applicants will be encouraged to improve the visual amenities of the particular locality in scale, external appearance, hard and soft landscaping and materials.

GEN7 POLICY GEN7 The Form of New Development

Planning permission will only be granted for schemes displaying high quality design and layout. Development proposals involving new buildings or significant extensions or alterations must be accompanied by an illustrated written analysis of the site and its immediate setting, together with its relationship with the relevant townscape, landscape, wildlife and movement characteristics of the wider area.

Development will be permitted provided it:

- (i) makes efficient use of land or buildings and, in the case of new residential development, achieves net densities of at least 30 dwellings per hectare;
- (ii) demonstrates that it responds positively to the identified characteristics and resources of the site and the area to create attractive places and spaces with the needs of people in mind and respects and enhances local distinctiveness;
- (iii) promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;
- (iv) does not have an unacceptable adverse impact on adjoining occupiers, land, uses or property and, where relevant, facilitates the development of adjoining sites;



- (v) takes account of any unacceptable adverse impacts that may arise from adjoining land uses or property;
- (vi) retains significant open or wooded areas which, in their own right, make a material contribution to the local environment;
- (vii) allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians;
- (viii) provides for vehicle parking in accordance with Policy GEN12 and Appendix 2 and open space in accordance with Policy GEN20.

In all cases, the District Council will expect a high standard of design and layout and all applicants will be encouraged to improve the visual amenities of the particular locality in scale, external appearance, hard and soft landscaping and materials.

POLICY GEN8 Development and the Provision of Infrastructure

Development will not be permitted unless the infrastructure or facilities made necessary by the development are available or will be provided at the appropriate time.

Permission may be granted subject to the development being phased in step with such provision by a landowner, developer or service provider. The Local Planning Authority may seek fair and reasonable contributions to be made by landowners or developers towards the cost of infrastructure, service or amenity provision, to meet the needs of the occupiers or users of the development. Regard will be had to the advice set out in Circular 1/97 on Planning Obligations.

POLICY GEN9 Foul and Surface Water Drainage

Planning permission for development which will materially increase foul and/or surface water discharges will be refused unless the Local Planning Authority is satisfied that either adequate drainage capacity exists or appropriate drainage capacity can be provided as part of the development. Consideration should also be given to the use of Sustainable Urban Drainage Systems (SUDS) as alternatives to conventional drainage where appropriate.



POLICY GEN12 Parking in New Development

The Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed.

The Local Planning Authority may seek a lower provision than required by the standards for developments proposed in town centres and other areas accessible by other means of transport. In considering the extent of reduced on-site parking provision, the Council will have regard to environmental and highway safety issues, together with the following factors:-

- (i) the availability, type and proximity of public parking;
- (ii) the availability of alternative means of transport;
- (iii) potential highway safety problems;
- (iv) potential environmental harm arising from parking demand being met elsewhere;
- (v) the extent and nature of parking restrictions in force on highways in the vicinity;
- (vi) the scale of development proposed; and
- (vii) the suitability of "specific use" and "personal" conditions attached to planning permissions.

POLICY GEN18 Crime Prevention

Planning permission for new residential, commercial, recreation or community developments will not be permitted unless the Local Planning Authority is satisfied that the development includes crime prevention measures, as far as this is practicable and compatible with achieving a high quality design and layout.

POLICY GEN31 Contaminated Land

Development on or in close proximity to hazardous sites or contaminated land will be permitted provided the Council is satisfied that appropriate remedial measures can be or have been undertaken.



POLICY AREA2 Conservation Areas

Planning permission will be granted for development which preserves or enhances the character or appearance of a Conservation Area or its setting.

POLICY DEV11 Setting of Listed Buildings

Proposals which adversely affect the setting of a Listed Building, or group of Listed Buildings will be resisted. Where the principle of development in the grounds of, or near to Listed Buildings is acceptable, it should be sensitively designed and constructed of appropriate materials to ensure that the special qualities of the older buildings remain unimpaired. Where relevant, appropriate space about the building or buildings must be retained. Proposals for more distant buildings and tall structures, including pylons and masts, will be carefully assessed in respect of their effect on the settings of Listed Buildings.

POLICY DEV17 Affordable Housing

Within allocated and unidentified housing developments of 25 or more dwellings or residential sites of 0.8 hectare or more, irrespective of the number of dwellings, the Local Planning Authority will seek to secure the provision of affordable housing. The appropriate level and type of provision will be dependent upon identified local housing need, character of the area, suitability of the site and market conditions at the time of the submission of the relevant planning application.

Where sites are considered suitable for affordable housing but other factors demonstrate that on-site provision is not appropriate, the Local Planning Authority will seek direct provision on another site or, in exceptional circumstances, accept a payment in lieu of provision.

For the purposes of the Local Plan, affordable housing comprises both social and low cost market housing. The provisions made for social housing should ensure that appropriate arrangements are in place to ensure that it is provided, in perpetuity, to those in housing need in the District. This will usually be in conjunction with a Registered Social Landlord. The Local Planning Authority will use either planning conditions or obligations to ensure provision of the agreed social housing element as part of the overall development.



The provisions made for low cost market housing should ensure that it will be available to people who cannot afford to rent or buy houses generally available on the open market.

POLICY DEV26 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.

Paragraph 2.34 (principal Shopping Area)

Explanation - Principal Shopping Areas

2.34 In each Principal Shopping Area it is clear that different sections of these areas serve a different function. The primary shopping frontages are of most significance in respect of retail uses, whilst other areas serve a complementary function by adding to the services and facilities provided by the shopping centre. Principal Shopping Areas are identified on the Proposals Map for Bognor Regis, Littlehampton and Rustington.



architects and surveyors

The following Planning Policy Guidance are also relevant to this application:

PPS 1 – Delivering Sustainable Development

PPG 3 – Housing

PPS 6 – Planning and Town Centres

PPG 15 – Planning and the Historic Environment

PPG 16 – Archaeology and Planning

PPS 23 – Planning and Pollution Control

PPS 25 – Development and Flood Risk

4.0 SUMMARY

HydeMartlet Homes are seeking to amend the existing scheme that Arun District Council have previously resolved to grant planning permission for.

The changes affect the mix and number of units and the amount retail accommodation.

The scheme seeks to address genuine concerns over the viability of providing small retail units within the development by replacing it with residential units. A detailed report is appended that sets out the commercial issues that arise.

Security and emergency access issues have also been addressed with this application.

The external elevations retain the same high standard of detail with a contemporary design that was a feature of the previously approved scheme. This proposals has been discussed at length with the Planning Officer and the Conservation Officer and it is believed that they support the scheme in principal.

We believe, that as with the previous scheme policy issues have been addressed and a high standard of design is being proposed and urge the Councils Officers and Members to support the amended proposals.



Appendix A

DM Mason Car Parking Survey

8 February, 2008
DMM/AJB/B.086

Lance Else
David Wilson Homes
David Wilson House
Bampton Court
CHANDLERS FORD
SO53 2TA

DMMason

Engineering Consultants Ltd.

161 Marlborough Road
Old Town, SWINDON SN3 1NJ
Tel: (01793) 611712
Fax: (01793) 422327
e-mail: david.mason@lineone.net

Dear Mr Else

Littlehampton Market Site, Littlehampton

Following comments on parking for the above development proposals from the highway authority, I spoke with Ian Gledhill of West Sussex County Council. He and I agreed a parking survey methodology for us to understand the parking space availability adjacent to the site. It was agreed that I would undertake a survey of parking within 500 metres of site for three hours on a Friday evening and for three hours on a Saturday lunchtime. I attach a copy of the survey results.

I have analysed the parking survey. I have taken the maximum parking numbers for each street and car park in the survey and assumed that this represents the maximum parking available at any site. This is a conservative estimate, as the parking spaces available may not have been filled during any survey period.

I have then calculated the number of spaces available at each site for the remaining survey times. I have then summed these available spaces to give the total number of spaces available during each survey period. I have split the parking by type, that is on-street, public car parks and private car parks. I attach a copy of this analysis.

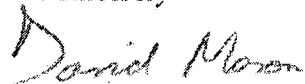
The analysis indicates that within the survey area, there are never fewer than 147 on-street parking spaces available. Similarly, there are never fewer than 11 spaces available within public car parks and never fewer than 3 spaces available in private car parks.

I understand that the proposal is for 65 units with no on-plot parking. The units are to be explicitly zero car space units, in line with the needs of that part of the households population which do not have a car. Nonetheless, if households within the proposal do have or subsequently obtain a car, then it can be seen that even if the average car ownership becomes one car per household, that there are an adequate number of spaces available within the survey area to accommodate this parking demand.

It is therefore my view that the proposed no parking space development on the site will not create a parking demand which exceeds the existing parking availability within the area.

Please contact me if you require any explanation of the above analysis.

Yours sincerely



David Mason

for

D M Mason

Engineering Consultants Ltd

cc Philip Hiscocks, AHP Architects and Surveyors Ltd
Paul Airey, Luken Beck Ltd



Count On Us

 34858 / LITTLEHAMPTON
 NOVEMBER 2007
 PARKING BEAT SURVEY

 SITE: 1
 LOCATION: Littlehampton

 DAY: Friday + Saturday
 DATE: 16/11/2007 + 17/11/2007

Street Name	Friday			Saturday		
	18:00	19:00	20:00	11:00	12:00	13:00
Cornwall Rd	54	49	52	42	42	42
Arundel Rd	DY 1	DY 3	3	1	1	1
Queen St.	71	64	73	62	61	65
York Rd	38	35	44	36	36	36
Cornwall Gardens	6	7	10	10	8	8
York Gardens	4	4	4	6	5	4
Connaught Rd	34	30	34	39	34	40
Field Place	0	0	0	0	0	1
Franciscan Way	0	0	0	0	0	0
East St.	DY 5(Taxi)	DY 5(Taxi)	DY 7(Taxi)	3	1	5
Car Park/ Fr. Way	7	3	2	32	29	34
Clun Rd	31	30	28	24	28	25
Merton Drive	6	7	7	7	7	7
Mantling Rd	11	11	11	10	12	11
East Ham Rd	75	79	78	63	63	63
North Ham Rd	32	36	38	26	32	29
Harwood Rd	18	17	23	17	13	15
Loudon Rd	5	5	6	5	4	4
Linden Park	7	6	6	6	4	4
Linden Rd	60	63	65	53	60	55
Talbot Rd	21	22	22	20	20	25
Maxwell Rd	36	39	37	32	25	30
Gloucester Place	38	44	43	38	40	38
Howard Rd	20	20	24	25	24	23
Gloucester Rd	33	30	29	23	22	21
Albert Rd	0	0	0	0	0	0
Terminus Rd	13	10	12	10	11	9
Surrey St.	24	27	23	32	28	29
Terminus Place	7	7	8	9	11	12
Purbeck Place	5	5	5	3	2	3
River Rd	33	39	41	38	33	34
Bridge Rd	0	0	0	0	0	0
Wharf Rd	0	0	10	2	1	3
High St.	11	10	10	2	7	6
Surrey St. Car Park West	12	16	16	14	14	12
Smallcroft Close	0	0	0	0	0	0
Howard Place	13	13	13	13	13	13
Surrey St. Car Park East	24	23	21	31	28	32
Station Car Park	22	22	18	13	13	16
New Rd	36	34	28	31	28	32
Maitravers Rd	4	0	1	4	5	1
Beach Rd (South)	34	30	29	27	24	22
St. Catherine's Rd	31	32	34	32	27	25
Bayford Rd	76	73	72	71	66	70
Clifton Rd	26	28	31	36	35	33
Pier Rd	20	16	26	26	31	25
Duke St.	0	0	0	1	0	0
Avon Rd	5	4	4	4	4	4
Anchor Springs	0	0	0	0	0	0
St. Martins	0	0	0	0	0	0
St. Martins Lane	4	4	4	4	2	2
Church St.	14	13	10	46	41	43
Beach Rd (North)	29	30	22	26	27	0
Goda Rd	33	34	37	41	35	34
Church Rd	0	0	0	2	1	1
Arcade Rd	5	5	4	10	14	12
Sparks Court	3	3	4	13	9	8
St. Martins Car Park	27	27	24	194	219	180
Manor House Car Park	8	6	6	26	37	22
High St. Car Park	4	4	6	37	41	33
Church St. Car Park	3	4	4	7	5	5

DY - Parked On Double Yellow Lines



Appendix B

Retail Rebuttal Report Prepared By Vail Williams

REBUTTAL OF REPORT BY D.E. PARSONS REGARDING THE EXPANSION OF
TESCO AND REDEVELOPMENT OF THE MARKET SITE AT LITTLEHAMPTON

PREPARED BY SIMON WARD, HEAD OF RESEARCH CONSULTANCY AT
VAIL WILLIAMS

1 INTRODUCTION

- 1.2 The report refers to two very different planning applications (Tesco Store's out of town extension and the former market site). It is surprising to see two such different applications considered together but this is justified by the author on the basis that *"they represent the tendency for the displacement of town centre shopping activity to out of town locations"*.

Whilst we would agree that the former market site is outside the prime retail pitch of Littlehampton, it is stretching a point to suggest that it is out of town to the same extent as the Tesco store. Although the two applications both involve retail space, the proposals are very different and it would be more logical if they were considered on their individual merits.

The report highlights the policy approach *"to preserve the vitality and viability of town centres"*. In this context we note that it is important not to dilute the prime retail pitch by attempting to extend it in an over-ambitious way as this could create competition for existing units and future sites closer to prime pitch.

- 1.3 and 1.4 The author compares the positive stance of Montagu Evans (on behalf of Tesco) regarding the state of the town centre with Vail Williams assessment which is seen by the author as more negative. In practice, these assessments are being made from different perspectives regarding entirely different properties so it is unsurprising that they differ; Tesco sees an opportunity to trade on the edge of town whereas developers of the former market site do not regard their property as suitable for this purpose nor suitable for retailing in the town centre.

2 THE PROPOSALS

- 2.1.3 The author notes that Tesco's *"sales offer is becoming wider and having dominated the food and convenience sector, they are moving into comparison goods and services. The breakdown of floorspace in appendix 6 lists the comparison items proposed to be sold from the store. These are clothing, homeshop, TV/video/HF, home utility, luggage, toys, entertainment/books/stationery, cards/party, photos, phones, domestic electrical, special events, special purchases, S.V.T. P. Most of these could equally well be sold from the town centre"*.

It remains our case that the former market site is unattractive to retailers of

these products with or without the Tesco extension.

2.2 The Market Redevelopment

- 2.2.2 The report says that, *"CCTV will no longer be required following a change of use from retail units to residential units. This indicates that the pedestrian flow through this space is envisaged to be considerably restricted under the new scheme"*. However, it is far more likely that the reason for CCTV not being required is that the residential proposal will be self-policing due to the presence of local residents, whereas the original retail scheme will be vulnerable to abandonment and neglect outside retailing hours and due to low pedestrian flow during retailing hours.

3 THE HEALTH OF THE TOWN CENTRE

3.2 The General Picture

- 3.2.1 The report suggests that the following extracts from the Vail Williams report are contradictory, but this is not the case.

"Littlehampton is poor in attracting top retailers, therefore needs to do what it does better rather than have none of the same". (para 7.9).

"No one retailer is likely to buck the trend and invest in the town unless there is a comprehensive change that excites a number of retailers." (para 7.9).

For clarification, the first of these two sentences originally contained the word "more" (not "none") and has been misquoted. The point arising from para 7.9 is that Littlehampton cannot expect to attract major retailers without comprehensive change and the former market site cannot achieve that.

3.3 Individual Indicators of Health

- 3.3.2 The report suggests that the former market site has a role to play in *"consolidating and improving the centre's retail offer"*. However, it is the better located sites, closer to the prime pitch, which may have this potential. Such potential should not be diluted by extending the retailing further west towards the former market site.
- 3.3.3 The author reports that Montagu Evans has identified *"21 known requirements (para 10.22), including well known operations in both the retail and restaurant sectors"*. Despite this alleged demand, the test marketing by Stiles Harold Williams attracted no offers for the former market site. This supports the view that the site's characteristics (backland and off pitch location) is too inferior to satisfy such requirements.
- 3.3.4 We acknowledge the *"slight weakening of investor confidence"* identified here. Our investment department reports a further weakening of investor confidence since then.

4 THE EXPANSION OF TESCO

4.2 Need

- 4.2.7 Interestingly the report explores the sensitivity of predictions made about future demand and potential efficiency gains amongst retailers in the town, concluding here that, *"it is possible that there will be no capacity in 2009 and that there is already enough convenience floorspace in the catchment"*.
- 4.2.9 Furthermore, it is stated that when reflecting, *"the actual take up of the former Somerfield store by Sainsbury's, there is insufficient capacity for the proposed extension"*. Furthermore, *"if the modest changes to assumptions about the future were to be borne out in reality, there is no capacity for further convenience floorspace"*.
- 4.2.12 The report also examines the need or otherwise for new comparison floorspace and notes that *"Brighton, Chichester and Worthing will be used by residents of the Littlehampton catchment for high value, personal goods such as clothes, jewellery, and sports equipment; and retail parks outside the catchment will be used to purchase bulky household goods and DIY items"*. This supports the view that the former market site also has weak or no potential for meeting such demand.
- 4.4 In terms of *"impact"*, the report argues that Tesco is more efficient and more able to make an impact on the town centre competition than is suggested by Montagu Evans.
- 4.4.23 We note that the report then examines the possible impact of Tesco's future operations in the area and the risk that, *"expansion of Tesco by 30% of its existing floorspace may change activity patterns, and perhaps more importantly, the perception of potential developers so that the prospects of potential development schemes will be irretrievably damaged"*.

This introduces an additional element of risk that militates against speculative retail development. However, it is the inherent weakness of the former market site as a retail location that makes it especially vulnerable, with or without the Tesco extension.

5 THE FORMER MARKET SITE

5.1 The Planning Background

- 5.1.4 The report states that in policy terms the site is *"within a Principal Shopping Area of the Local Plan"*. However, it is important to understand that in market terms the site is far inferior to the principal shopping areas. It is in a far poorer location than prime pitch as understood by retailers and developers, putting the effective delivery of retail development here very much in doubt.

5.2 Retail Viability

- 5.2.2 The report suggests that unemployment data compared to surrounding towns

"could be taken to indicate that there would be relatively high levels of household income which would support spending in new retail floorspace". However, no evidence is presented in support of this proposition and the contrary would appear to be true from the assessment of the Tesco proposal in the same report.

- 5.2.3 The report suggests that the relatively high proportion of the workforce employed in the retail sector *"could be taken as an indicator of the availability of a trained workforce for new retail operations"*. However, it could also be taken as evidence that there is already a relatively high absorption of staff by the retail sector and that more are unlikely to be required.
- 5.2.6 The report appears to focus on the absence of demand from major retailers and to miss the point that demand from local retailers was also lacking. The report refers to *"Focus data used by Montagu Evans to identify significant interest in the centre"*. However, it should be understood that Focus data on requirements often refers to the general area and these "leads" may not translate into actual transactions on particular properties. The market testing helped to evaluate the true degree of interest, which was found to be lacking on the part of both national multiples and local or niche operations.
- 5.2.7 This paragraph implies that retail space should be built speculatively as an experiment to test demand. This is not going to occur unless there are clear signs of genuine demand (preferably a pre-let in the case of this property which is in a sub-prime, off-pitch, back street location).

5.3 The Schemes

- 5.3.1 to 3 This section of the report puts forward the perceived advantages of the retail scheme with permission, compared to the scheme now proposed. However, it presupposes that there is a real choice to make between schemes that are equally deliverable. But in reality, the reason that the consented scheme is being promoted is due to very real concerns that it is not viable, compared to the proposed scheme which is viable and deliverable.



Appendix C

Sussex Police Letter Dated 1st July 2008



RECEIVED

03 JUL 2008

CORPORATE DEVELOPMENT DEPARTMENT

Your Ref:

Our Ref: PH/PL/SBD/08/33W

Date: 1 July 2008

Contact Name: Peter Hardy

Tel: 0845-60-70-999 ext: 40113

Direct Dial No: 01273 404868

Dear Mr Hiscocks

Re: Littlehampton Market

I refer to your e-mail dated 30 June 2008, together with attachments relating to an amended scheme for the above location.

I have now had an opportunity to examine the detail within this proposal and as a result I offer the following comments:-

The whole site is secured at every access/egress point by way of gating. This creates excellent "defensible space" which will enable residents to exercise control over their own environment and self police it.

There is a potential to breach this security by entering the retail store and leaving by way of the second set of doors in the south east corner of the shop. I would suggest that these doors are only used as fire doors.

In addition to the controlled perimeter, there is no free access to the rear of any of the blocks which is another good crime prevention feature. It would be beneficial to add one more gate to the south west corner of flat 14 to give all the flats the same benefits.

There is very good "natural surveillance" from one block to another.

So far as physical security is concerned, the retail unit should have laminated glass to all external glazing.

The two final exit doors should accord to LPS1175 SR3 and the outward opening doors would benefit from hinge bolts.

This unit should have a wiring harness for the future installation of a centrally monitored alarm.

The flats will all require the same physical security standards as follows:-

- i) The front entrance doors to the blocks (including flat 7) and the patio doors must all conform to PAS024. The entrance door to the flats above the retail unit opens outwards and would benefit from hinge bolts.
- ii) All the above doors and any sidelights must be glazed with laminated glass.

Cont/...

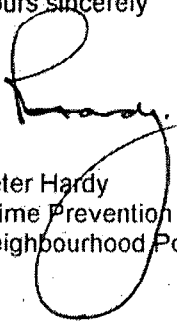
Mr Philip Hiscocks, Director
AHP Architects and Surveyors Ltd
6 Cobden Court
Wimpole Close
BROMLEY
Kent
BR2 9JF

Continuation sheet - 1.

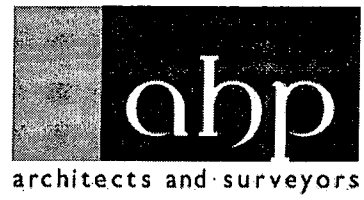
- iii) The ground floor windows to the flats must accord with BS7950.
- iv) There will be a need for lighting to the front and rear of the flats.
- v) I would suggest that the gates protecting access to the rear should be wooden palisade, which will preserve "natural surveillance" in both directions.

Subject to all my comments being met or acceptable compromises being reached, agreement would be given under the "Secured by Design" scheme, following a final inspection.

Yours sincerely



Peter Hardy
Crime Prevention Design Adviser
Neighbourhood Policing and Partnership Team



Appendix D

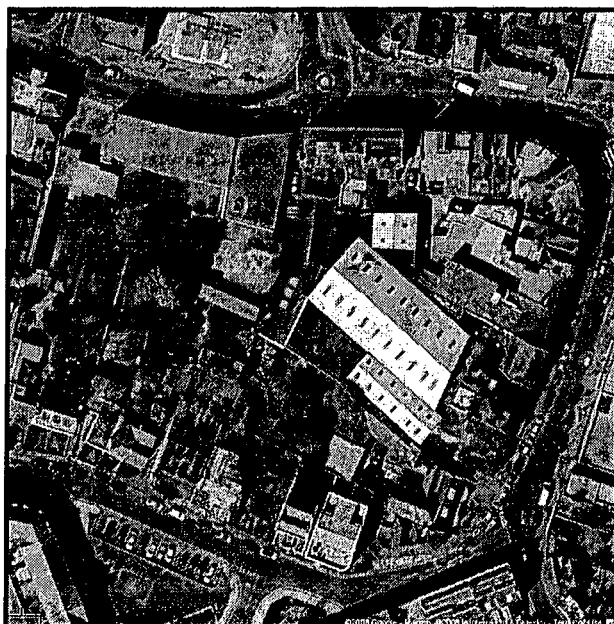
Flood Risk Assessment



FAIRHURST

LITTLEHAMPTON MARKET

Project No. 76999



FLOOD RISK ASSESSMENT

**On behalf of
HYDEMARTLET**

**hyde
martlet**

July 2008

Flood Risk Assessment
76999 - Littlehampton Market

CONTROL SHEET

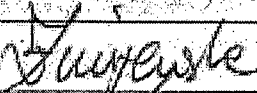
CLIENT: HydeMartlet

PROJECT TITLE: Flood Risk Assessment Littlehampton Market

REPORT TITLE: Flood Risk Assessment

PROJECT REFERENCE: 76999

Issue and Approval Schedule:

ISSUE 1	Name	Signature	Date
Draft			
Prepared by	Aleksandra Zmijewska		17.07.08
Reviewed by	Greg Schmidt		17.07.08
Approved by	Greg Schmidt		17.07.08

Revision Record:

Issue	Date	Status	Description	By	Chk	App
2						
3						
4						
5						
6						
7						
8						

This report has been prepared in accordance with procedure OP/P03 of W A Fairhurst & Partners' Quality Assurance System.

CONTENTS

- 1.0 INTRODUCTION
- 2.0 SITE LOCATION AND DESCRIPTION
- 3.0 FLOOD RECORDS
- 4.0 FLOOD RISKS AND MITIGATION MEASURES
- 5.0 DEVELOPMENT PROPOSALS
- 6.0 SEQUENTIAL TEST
- 7.0 CONCLUSIONS
- 8.0 REFERENCES

APPENDICES

- A - Site Location Plan
- B - Environment Agency Indicative Flood Map
- C - The Arun District Council – Sequential Test
- E - Proposed Architect's Site Layout
- F - Topographical Survey

1.0 INTRODUCTION

- 1.1 WA Fairhurst & Partners (WAF), in conjunction with Gary Gabriel Associate (GGA), have been commissioned by HydeMartlet to undertake a Flood Risk Assessment (FRA) for a proposed residential development on an existing brownfield site known as Littlehampton Market in West Sussex BN17 5BN.
- 1.2 This FRA has been compiled to accompany the planning application for a new residential development to be submitted to the Local Planning Authority (LPA).
- 1.3 The Environment Agency's (EA) indicative flood map shows the existing site is located within Flood Zone 1 area (low risk) (see Appendix B – Indicative Flood Map). However, consultations with the EA revealed that the modelled flood information has recently been updated and that resulted in an increased 1 in 200yr tidal flood level that places the site within Flood Zone 3, which is considered to have a high risk of flooding. Even though the proposed site is located behind the flood defences, a Level 3 FRA may be required. The agreed 1 in 200 year modelled flood level is discussed in more detail in Section 3 of this report.
- 1.5 This FRA has been compiled in accordance with Planning Policy Statement 25: Development and Flood Risk and CIRIA C624: Development and Flood Risk Guidance.

2.0 SITE LOCATION AND DESCRIPTION

- 2.1 The proposed development site is located in Littlehampton, West Sussex BN17 5BN (refer to Appendix A – Site Location Plan).
- 2.2 The existing commercial site is located in a built up area and is surrounded by commercial and residential properties. The River Arun flows within 150m of the site to the south-west, and outfalls into the English Channel.
- 2.3 The irregular shaped brownfield site covers an area of approximately 0.4 hectares which is generally landlocked apart from an 18 meters frontage onto Terminus Road to the north and a 14 meters frontage onto Surrey Street to the east. The boundary is determined by brick walls located around the perimeter. The site consists of a number of buildings at various locations with associated hardstanding areas. A large concrete courtyard area is located in the centre of the site and is believed to be used as an outdoor market.
- 2.4 The existing external levels vary between 3.58m AOD where the site adjoins Surrey Street and 5.12m AOD on the opposite end facing Terminus Road. The average level noted on the site is set at approximately 4.3m AOD.
- 2.5 There is an existing surface water drainage system in place. The discharge point of the existing system has not been confirmed.

3.0 FLOOD RECORDS

3.1 The EA's indicative floodmap (see Appendix B) shows that areas located to the south and west of the site fall within either Flood Zone 2 (medium risk of flooding) or Flood Zone 3 (high risk), with the proposed development site shown to be entirely located within Flood Zone 1 area (low risk). However, WAF contacted Phil Hailey, a Development Control Officer for the EA, who confirmed that the EA has updated their modelled flood information for the River Arun that supersedes old data noted in above. The new flood information confirmed and agreed by the EA shows that:

- The proposed development partially falls within Flood Zone 3 (high risk)
- The modelled tidal flood level for 1 in 200 year return period is 4.9m AOD. This 1 in 200 yr modelled flood level has taken into account a climate change to 2115.

3.2 During further discussions between Phil Hiscocks (AHP) and Phil Hailey (EA) it was agreed that the minimum freeboard between the 1 in 200 year flood level and all residential developments should be 300mm. It was also agreed that all retail developments could have a min finished floor level of 4.9m AOD.

4.0 FLOOD RISKS AND MITIGATION MEASURES

- 4.1 The River Arun in Littlehampton is in the tidal reaches of the English Channel and hence the main flood risk identified in the area is tidal. The area is therefore considered to be within 1 in 200 year flood extent.
- 4.2 Even though the EA's indicative floodmap is outdated, it still shows the presence of flood defences along the River Arun that should provide a level of protection up to predicted 1 in 200 year return period.
- 4.3 Considering the residential nature of the majority of the proposed buildings, the proposed finished floor levels for residential developments are set at 5.225m AOD. This is 325mm above the 1 in 200 year modelled flood level. The finished floor levels of the retail developments are to be set at 5.00m AOD and 4.9m AOD.
- 4.4 The main vehicle and pedestrian access point to/from the site would be off Terminus Street and would be set above 1 in 200 year flood level (plus climate change) to provide a safe evacuation route should an extreme flooding event occur and affect the site. The evacuation routes would be signposted if not immediately obvious.
- 4.5 All the purchasers/tenants would be made aware of the potential flood risk in the area and related flood warnings offered by the EA.
- 4.6 As the site is less than one hectare, surface water drainage issues are not of specific concern to the EA. However, any surface water system constructed will be designed in accordance with BS EN 752 'Drain and Sewer Systems Outside Buildings'. Any new storm water connections and discharge would be subject to Discharge consent from the EA or local statutory undertaker.

5.0 DEVELOPMENT PROPOSALS

5.1 It is proposed to demolish the existing buildings and hardstanding areas and construct a new mixed used development that would be predominantly residential, with one retail unit adjacent to Terminus Road and the second off Surrey Road.

5.2 The proposed development would consist of three buildings, with finished floor levels ranging between 4.9m AOD and 5.225m AOD. The plans for the proposed buildings can be seen in Appendix D. An approximate breakdown of the proposed site is as follows:

- **BLOCK A:** ('Building off Terminus Road')

A four storey building consisting of 22 dwellings with finished floor level set at 5.225m AOD which is 325mm above the agreed 1 in 200 yr modelled flood level. A retail unit on the ground floor with a finished floor level of 5.00m AOD which is 100mm above agreed 1 in 200 yr modelled flood level, is proposed.

- **BLOCK B:** ('Building located in the centre')

A five storey high building with 37 residential dwellings and one extended retail unit which would be off Surrey Street. The development would have five access points, four of which facing the internal courtyard and one located to the east. The finished floor level for residential units would be set at 5.225m AOD and the finished floor level for the extension to the retail unit would be at the agreed 1 in 200 year modelled flood level of 4.9m AOD.

- **BLOCK C:** ('Building located to the south')

A two storey building comprising of 3 flats, two on the ground floor and one on the second and one access point facing the east. The finished floor level would be set at 5.225m AOD which is 325mm above the agreed 1 in 200 flood level.

5.3 The site would be served by three access points. The main access to the site would be off Terminus Road and would provide vehicle and pedestrian access. Two pedestrian only accesses would also be provided, one via an alleyway to River Road and the second to the retail extension off Surrey Street. The location and number of proposed car parking spaces is subject to confirmation by the architect.

6.0 SEQUENTIAL TEST

- 6.1 Referring to the consultations with the EA the proposed development site is located in a Flood Zone 3a area. This is considered to have a high risk of experiencing flooding. According to PPS25, for a major development with high risk of flooding, a "Sequential Test" is to be carried out to ensure sensitive, critical or vulnerable developments are not located in areas of significant risk of flooding, unless there is a compelling justification for doing so and only if the development takes into account all flood risk issues.
- 6.2 According to PPS25 Local Planning Authorities are responsible for carrying out the spatial planning and developing Local Development Documents (LLDs) and Supplementary Planning Documents. The LPA is, therefore, also responsible for carrying out the assessment of flood risk.
- 6.3 The "Sequential Test" is a means by which the LPA can fulfil its obligation to consider flood risk appropriately when undertaking spatial planning, if used in conjunction with other material planning consideration. In areas where the flood risks are considered high the proposed developments should seek alternative locations to minimise flood risk. If there are no available sites meeting the requirements the LPA may permit development in the area provided that the flood mitigating measures are incorporated in the design.
- 6.4 It would appear Arun District Council commenced a "sequential test" in relation to the developments of the Littlehampton Town Centre area and prepared a list of sites which could serve as alternative locations for those developments which could not be permitted in the preliminary planned location (refer to Appendix C – The Arun District Council – Sequential Test). From the information received the Arun District Council, it would appear that as the Market Site has already been granted planning permission for development, potential flooding risks have previously been considered.
- 6.5 In light of the fact that modelled flood levels have recently been amended and updated by the EA, it may be necessary to revisit the "sequential test" previously undertaken by Arun District Council. This would need to be completed by the Local Planning Authority (LPA).

7.0 CONCLUSIONS

- 7.1 With reference to information provided by the Development Control Officer from the EA, the proposed site partially falls within a Flood Zone 3a (high risk of flooding).
- 7.3 Agreed 1 in 200 year modelled flood level at 4.9m AOD. Minimum freeboard to residential development agreed at 300mm. Minimum finished floor level for retail development agreed at 4.9m AOD.
- 7.3 The site is protected by flood defences that may provide a level of protection for 1 in 200 year return period flood event.
- 7.3 Having confirmed with the EA that the site lies within Zone 3a area (high risk) and having agreed the 1 in 200 year flood level with the EA, the proposed mitigation measures to be implemented on the site include:
- The finished floor levels for the proposed residential building would be set 325mm above the 1 in 200 year tidal flood level (plus allowance for climate change up to 2115) at 5.225m AOD. The finish floor level for retail buildings would be set at 5.00 and 4.9m AOD.
 - The proposed external levels on the site would be set above 1 in 200 year tidal flood level (plus allowance for climate change) to provide a safe execution route during the extreme flooding event.
- 7.4 The site takes up less than a one hectare area and would generate an insignificant surface water run-off, hence the drainage strategy should not be of concern to the EA. Any drainage discharge would however still be subject to the local statutory undertakers regulations.
- 7.5 All flood mitigation measures covered in this report engender those principles promoted by the EA and comply with the requirements of PPS25 and the guidance given in CIRIA 624.

8.0 REFERENCES

- CIRIA. C624. 2004. *Development and flood risk guidance for the construction industry-*. London.
- ODPM. 2006. *Planning Policy Statement 25: Development and Flood Risk*. TSO, London.
- Planning Policy Statement 25: *Development and Flood Risk Practice Guide*. June 2008. London
- EA2007. *Understanding the Flood Map*
<http://www.environment-agency.gov.uk>
- FRA Guidance: *Developments in Zone 3*
<http://www.pipernetworking.com/floodrisk/fra3.html>

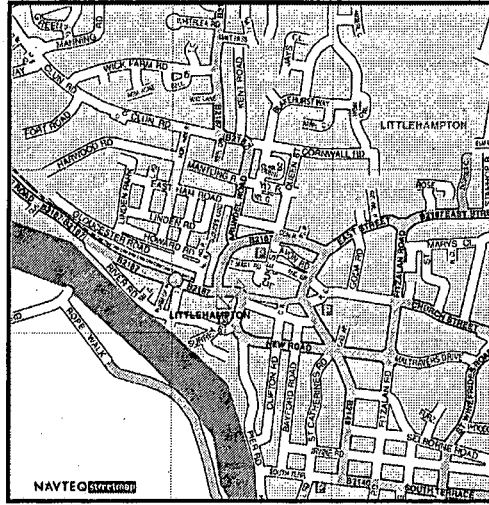
Flood Risk Assessment
76999 – Littlehampton Market

APPENDIX A

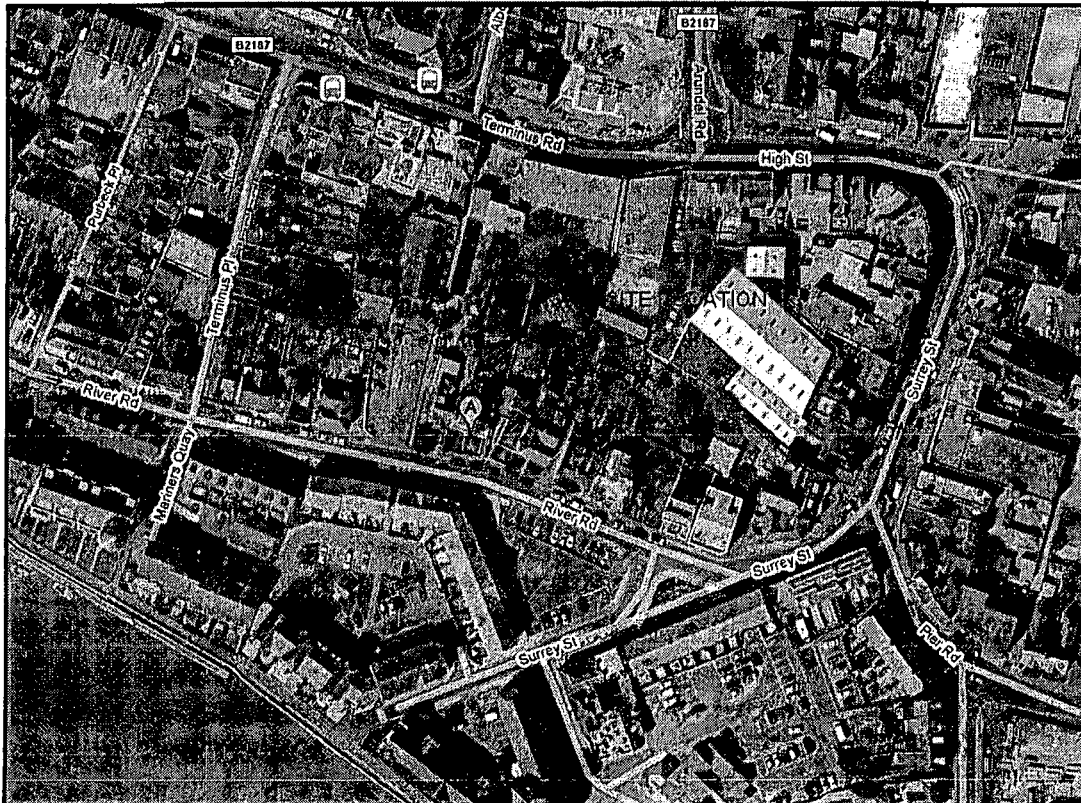
SITE LOCATION PLAN

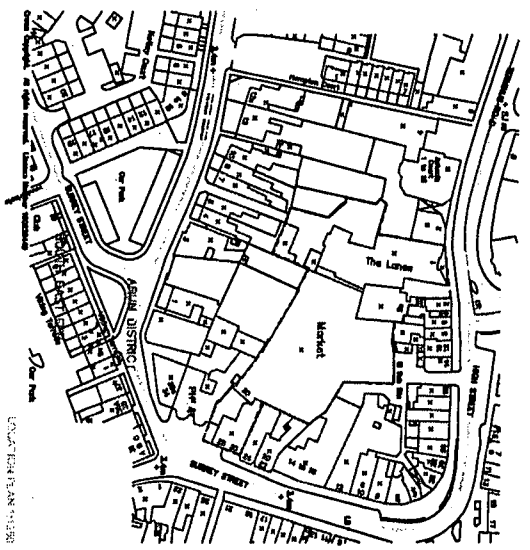
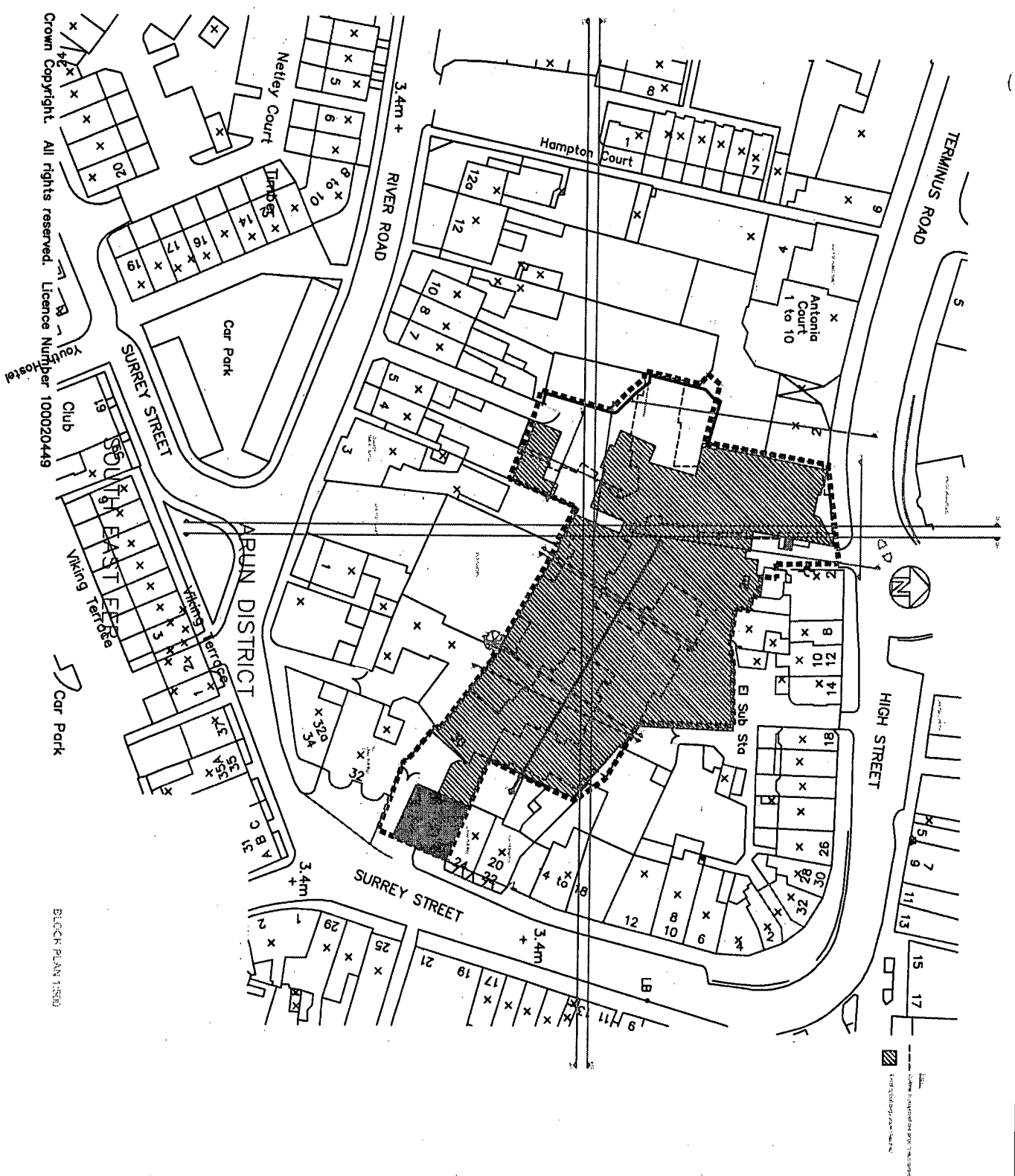
July 2008

LITTLEHAMPTON MARKET



OS X	502635
OS Y	102068
Nearest Post Code	BN17 5BN

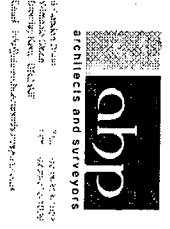




F1 10.11.06 First Issue.

REV DATE NOTE

Job
LITTLEHAMPTON MARKET
REDEVELOPMENT



Client

MARTLET HOMES

Title
EXISTING BLOCK AND
LOCATION PLANS

Scale Date
1:500/1:1250 10.11.06

Drawn Dwg. No. Rev.
DJMcc/DT A217-2001 F1

As submitted to the Arun District Council for planning and other information it is to be referred to the Planning Committee for approval.

BLOCK PLAN 1:500

Crown Copyright. All rights reserved. Licence Number 100020449

Flood Risk Assessment
76999 – Littlehampton Market

APPENDIX B

ENVIRONMENT AGENCY INDICATIVE FLOOD MAP

July 2008

Environment Agency Flood Map

Littlehampton Market



EA Indicative Floodplain: Scale 1:20,000

Key

A floodplain is the area that would naturally be affected by flooding if a river rises above its banks, or high tides and stormy seas cause flooding in coastal areas.

There are two different kinds of area shown on the Flood Map. They can be described as follows:-

- Dark blue  shows the area that could be affected by flooding, either from rivers or the sea, if there were no flood defences. This area could be flooded:
 - from the sea by a flood that has a 0.5% (1 in 200) or greater chance of happening each year
 - or from a river by a flood that has a 1% (1 in 100) or greater chance of happening each year.
- Light blue  shows the additional extent of an extreme flood from rivers or the sea. These outlying areas are likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year.
- These two colours show the extent of the natural floodplain if there were no flood defences or certain other manmade structures and channel improvements. ³

Flood defences:

- The purple line  shows all flood defences built in the last five years to protect against river floods with a 1% (1 in 100) chance of happening each year, or floods from the sea with a 0.5% (1 in 200) chance of happening each year, together with some, but not all, older defences and defences which protect against smaller floods. Flood defences that are not yet shown, and the areas that benefit from them, will be gradually added.
- Hatched areas  benefit from the flood defences shown, in the event of a river flood with a 1% (1 in 100) chance of happening each year, or a flood from the sea with a 0.5% (1 in 200) chance of happening each year. If the defences were not there, these areas would be flooded.

Flood Risk Assessment
76999 – Littlehampton Market

APPENDIX C

THE ARUN DISTRICT COUNCIL- SEQUENTIAL TEST

July 2008

Potential alternative sites in Littlehampton Town Centre

(1) St Martins Car Park

Identified by Littlehampton Vision as a possible site for future mixed use
Included in Arun Urban Housing Potential Study – Details of both attached
Flood Zone 1

Will not be available for some time to come due to existence of major Car Park and multiple ownerships. Littlehampton Vision estimates new residential units unlikely to be available before 2011.

(2) Travis Perkins site, Pier Road

Identified by Littlehampton Vision as a possible site for future mixed use development.

Included in Arun Urban Housing Potential Study – Details of both attached
Flood Zone 3

EA indicate concerns regarding residential development given potential for flooding

(3) Sparks Court

Identified by Littlehampton Vision as possible future site for mixed use development.

Approx 50% of site is in flood zone 2. Northern half in flood Zone 1

Unlikely to be available in the short term

(4) Railway Wharf

Identified in the Littlehampton Vision as possible site for residential and commercial development

Flood Zone 3

Rejected site by Arun Urban Potential Study since Planning Policy and Flooding issues likely to preclude proposals for housing

Details attached

(5) St Francis Nursing Home, Church Street

Identified in Arun Urban Housing Potential Study but currently being developed by McCarthy and Stone as sheltered housing. Details attached

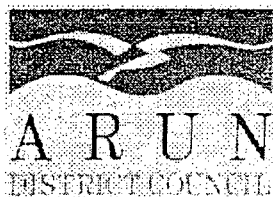
(6) BT Exchange, Fitzalan Road

Rejected by above study as site remains an operational BT exchange and there are no plans to relocate the exchange elsewhere.

(6) West Bank

Identified in Littlehampton Vision as possible area for mixed use development but planning policy currently militates against residential use and also flooding issues (Zone 3)

St Martin's Car Park



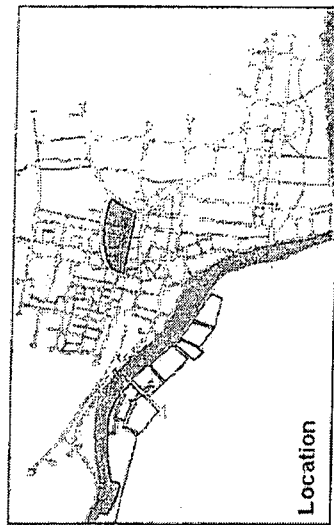
Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
Arun District Council 100018487.

Scale 1/1250

Date 6/8/2007

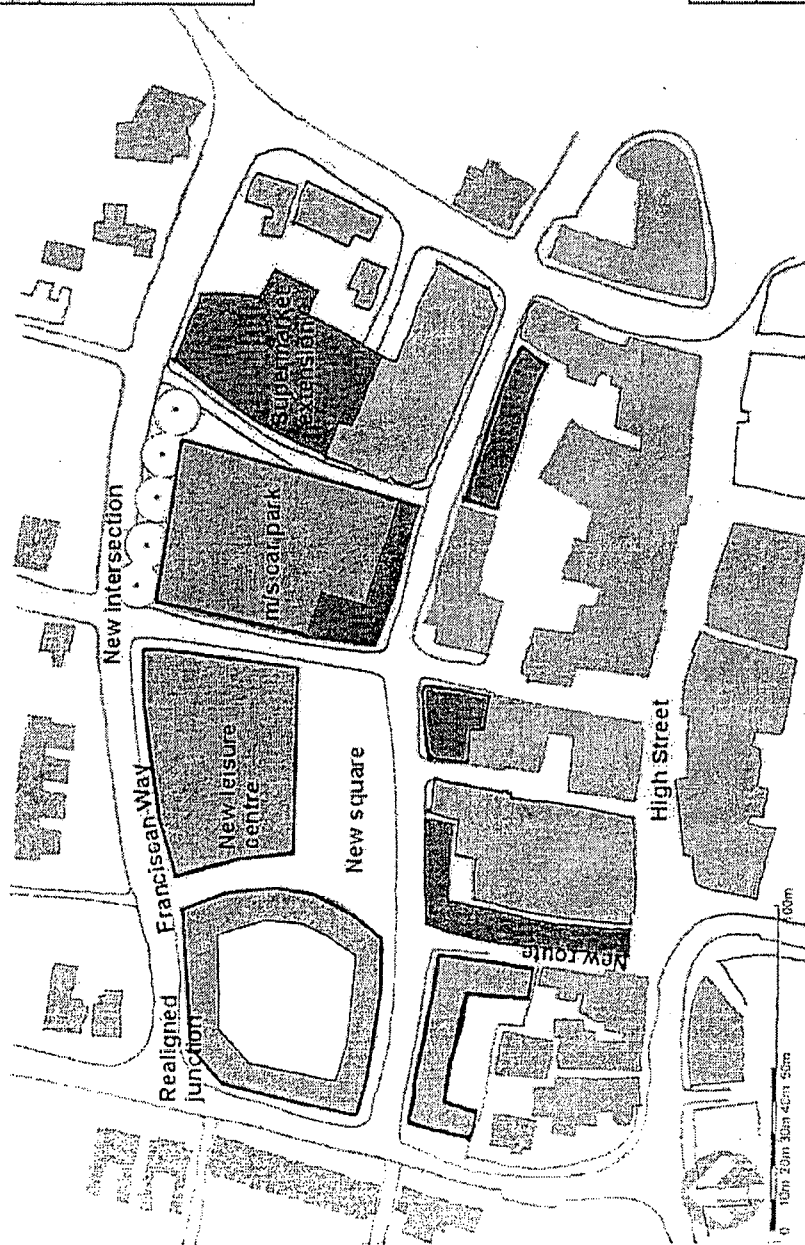
Centre = 502725 E 102257 N

4 the masterplan—st. martin's car park (2)



Key:

- Retail/retail led mixed use
- Leisure/community uses
- Residential



	(m ²)	SITE	FLOORS	AREA
Retail		4395	1	4395
Residential		2600	3-4	8500
		over retail		1750
Carpark		3650	3	10950
Leisure		3269	1/2	4500
comprising		sports hall	1	544
		swimming pools		
			1	1250
		TOTAL AREA		30145

the littlehampton vision

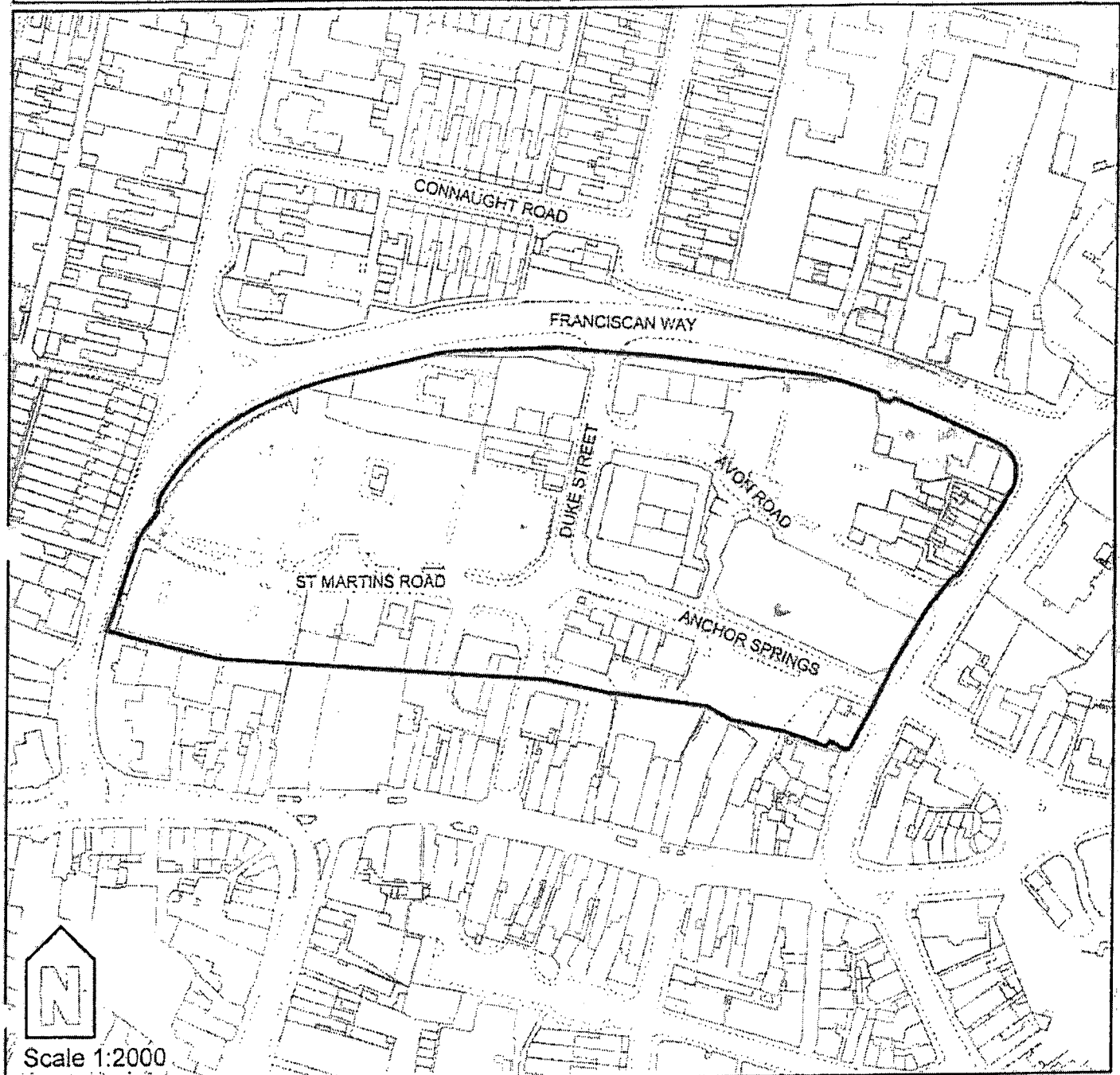
final report july 2004

Arun District Council
Urban Housing Potential Study
Final Report June 2006 - Baker Associates

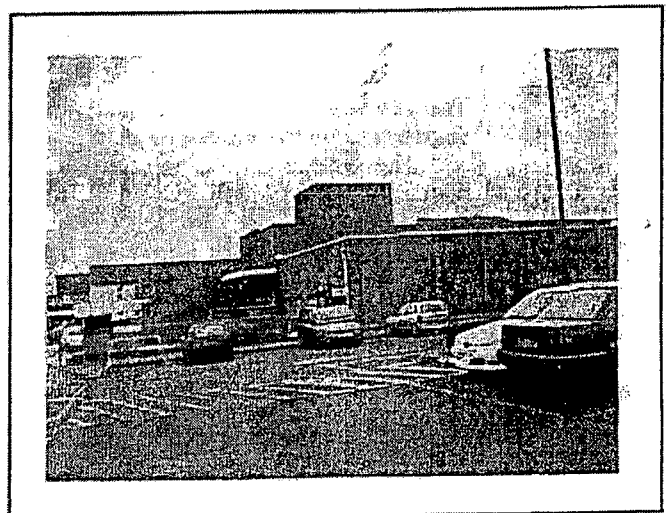
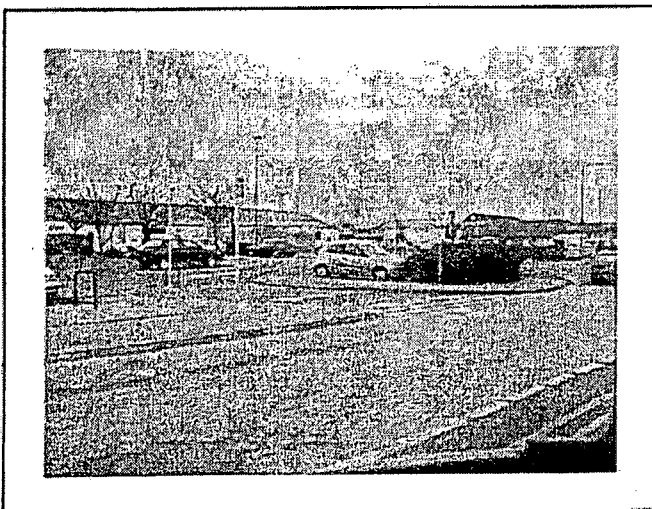
Address: St Martins Car Park			Site Ref: LI11		Site Area: 2.89	
Settlement: Littlehampton						
Source of yield: Redevelopment commercial buildings and car parks						
Description of site (including ownership and any planning status) Area is identified as a key site in the Littlehampton Vision and is located at the heart of the town. It is principally occupied by a large surface car park mainly in the ownership of the District Council and Somerfield, but with several other private owners. The area lies at the transition between residential uses to the north and the retail centre to the south and does include some small business units as well as the Somerfield store.					Site Access Access is from existing access points on Franciscan Way.	
Market appraisal/economic viability Agents, private housing developers and housing associations confirm a reasonably strong local market in Arun District, both for private and affordable housing. Over the past year, sales of flats and 2.5 -3-storey town houses have become difficult and price sensitive. However, 'clean' land values for open market housing are sufficiently high, at around £1.1 - £1.6 million/acre, to ensure viability and to allow for most cases of abnormal development costs, including remediation works after contamination, and community gain packages. The market would be likely to develop this site for a range of housing at high density housing consisting mainly of 1 and 2-bed flats above retail, taking account of the character of the area and surrounding development.				Access to services 0.08 miles to nearest Primary School 0.37 miles to nearest Doctors Surgery 0.16 miles to nearest Railway Station Not within 0.4km of a regular bus service		
Details of constraints on site: The area contains a well used car park which would require suitable consolidation as part of the proposal. The site is also in multiple ownerships.						
Suitable type of development e.g. mixed use, flats, family homes etc. The Littlehampton vision proposes two options both of which include a mix of uses, dominated by retail provision and car parking. In both the residential element is to be provided in a mix of town houses and flats over retail uses. This is considered to provide the best present guide to the future development of this site.						
Theoretical yield based on PPG3 densities:				Time frame:		
High 50 dph	Medium 40 dph	Low 30 dph		2006-2011	2011-2016	
145	116	87			183	
Conclusion and Justification Based on the assumptions of the Vision document a range of dwellings is likely, assuming an average floor area of a town house at 75m ² and a mix of 1 & 2 bedroom flats at an average of 55m ² . This equates to a total of 183 units for Option 1 and 145 units for Option 2. The Vision (Option1) indicates provision of residential units beginning in 2011 and being completed in 2014.						
				FINAL DENSITY		63
				FINAL SUGGESTED YIELD FOR SITE		183

ARUN URBAN HOUSING POTENTIAL STUDY

Littlehampton: LI11

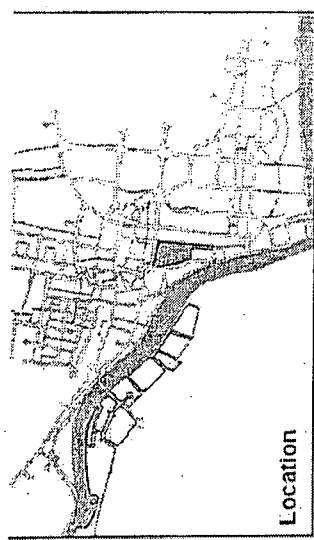
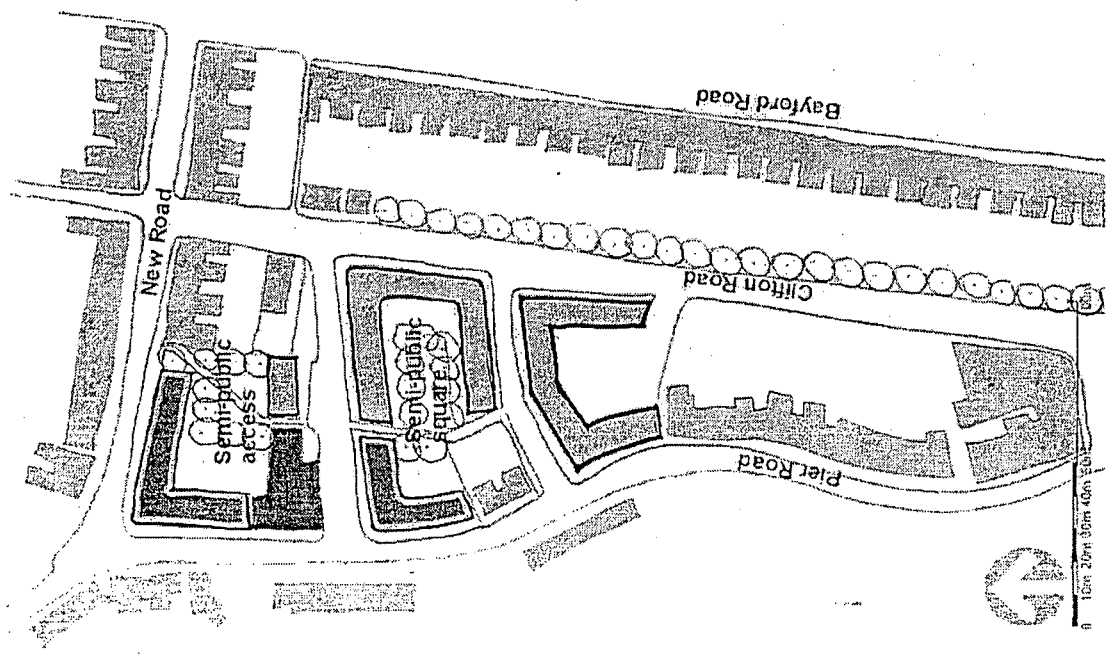


This map is reproduced from the Ordnance Survey map by Baker Associates with the permission of the Controller of Her Majesty's Stationary Office - Crown Copyright.
All rights reserved. Arun District Council license number: 100077011



Centre = 502774 E 101877 N

4 the masterplan—urban road (1)



Key:

Residential

Retail with residential above

(m ²)	SITE	FLOORS	AREA
Retail/A3	1475	1	1475
Residential	2300	2-3	6700
	over retail	2-3	1300
	TOTAL		9475

Arun District Council
Urban Housing Potential Study
Final Report June 2006 - Baker Associates

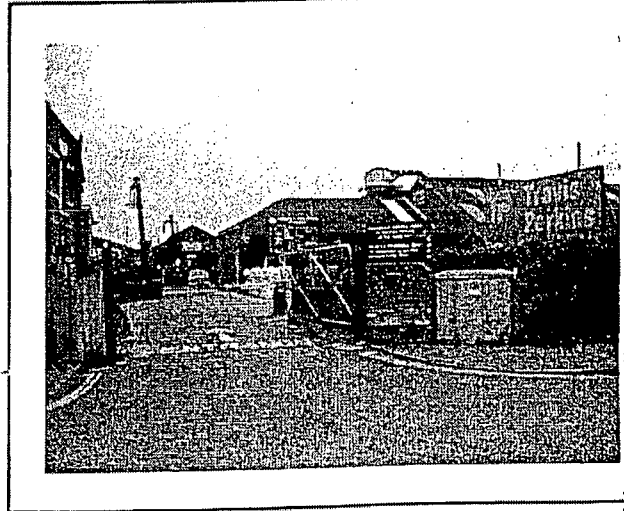
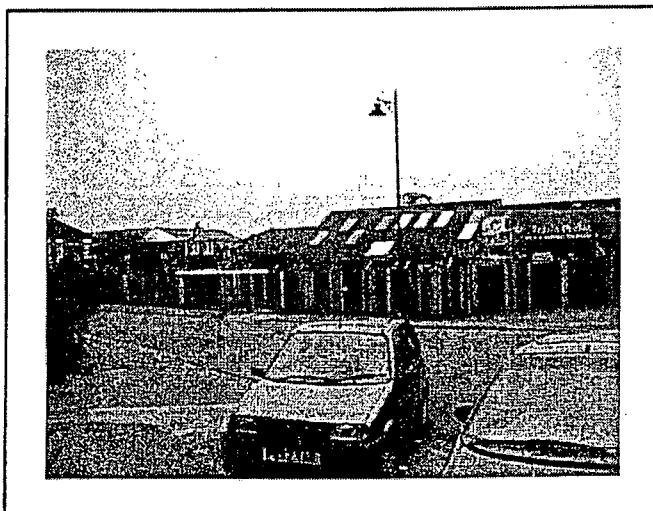
Address: Travis Perkins, Clifton Road and New Road			Site Ref: LI02		Site Area: 1.02																			
Settlement: Littlehampton																								
Source of yield: Redevelopment of Commercial Buildings																								
Description of site (including ownership and any planning status) The site is a busy builders yard in the centre of the town. It was however identified in the previous UCS and the Littlehampton Vision (As Clifton Road). There have also been initial approaches from the operators looking to vacate the premises. The site is dominated by a large open yard at the north and large brick built storages buildings in the south.					Site Access Existing access to New Road but opportunities to access Pier Road and Clifton Road exist.																			
Market appraisal/economic viability Agents, private housing developers and housing associations confirm a reasonably strong local market in Arun District, both for private and affordable housing. However, there are concerns regarding the financial implications of flood alleviation measures relating to this site. An initial assessment indicates that the site remains viable even when considering these costs.				Access to services 0.21 miles to nearest Primary School 0.22 miles to nearest Doctors Surgery 0.17 miles to nearest Railway Station Within 0.4km of a regular bus service																				
Details of constraints on site: Operational builders merchants but has indicated their intention to relocate. The site is located in the town centre but close to the banks of the River Arun. Initial discussions with the Environment Agency indicate that there will be significant concerns regarding residential development of the site as it could potentially be subject to significant flooding and a safe dry access route may not be achievable. However, improvements to flood defences could provide sufficient protection and also have benefits for the remainder of the town centre.																								
Suitable type of development e.g. mixed use, flats, family homes etc. Medium/high density development as part of a wider mix use scheme with retail uses at ground floor.																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="3" style="padding: 5px;">Theoretical yield based on PPG3 densities:</td> <td colspan="3" style="padding: 5px;">Time frame:</td> </tr> <tr> <td style="padding: 5px; text-align: center;">High 50 dph</td> <td style="padding: 5px; text-align: center;">Medium 40 dph</td> <td style="padding: 5px; text-align: center;">Low 30 dph</td> <td style="padding: 5px; text-align: center;">2006-2011</td> <td style="padding: 5px; text-align: center;">2011-2016</td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px; text-align: center;">51</td> <td style="padding: 5px; text-align: center;">41</td> <td style="padding: 5px; text-align: center;">31</td> <td style="padding: 5px;"></td> <td style="padding: 5px; text-align: center;">119</td> <td style="padding: 5px;"></td> </tr> </table>							Theoretical yield based on PPG3 densities:			Time frame:			High 50 dph	Medium 40 dph	Low 30 dph	2006-2011	2011-2016		51	41	31		119	
Theoretical yield based on PPG3 densities:			Time frame:																					
High 50 dph	Medium 40 dph	Low 30 dph	2006-2011	2011-2016																				
51	41	31		119																				
Conclusion and Justification The Littlehampton vision proposes two options, the second dependent on the ability to acquire a number of back gardens along Clifton Road. This is considered unfeasible and therefore Option 1 is assumed to be the most likely solution. Option 1 provides for 2/3 storey houses with some additional flats over retail units. Assuming average sized units of 70m ² for houses and 55m ² for flats the figures provided by the Vision indicate a total of 96 houses and 24 flats – 119 units in total. Given this support for the scheme, the stated intentions of the occupiers and the potential flood solution, it is considered that the site could come forward for development within the medium to long term.																								
					FINAL DENSITY																			
					117																			
					FINAL SUGGESTED YIELD FOR SITE																			
					119																			

ARUN URBAN HOUSING POTENTIAL STUDY

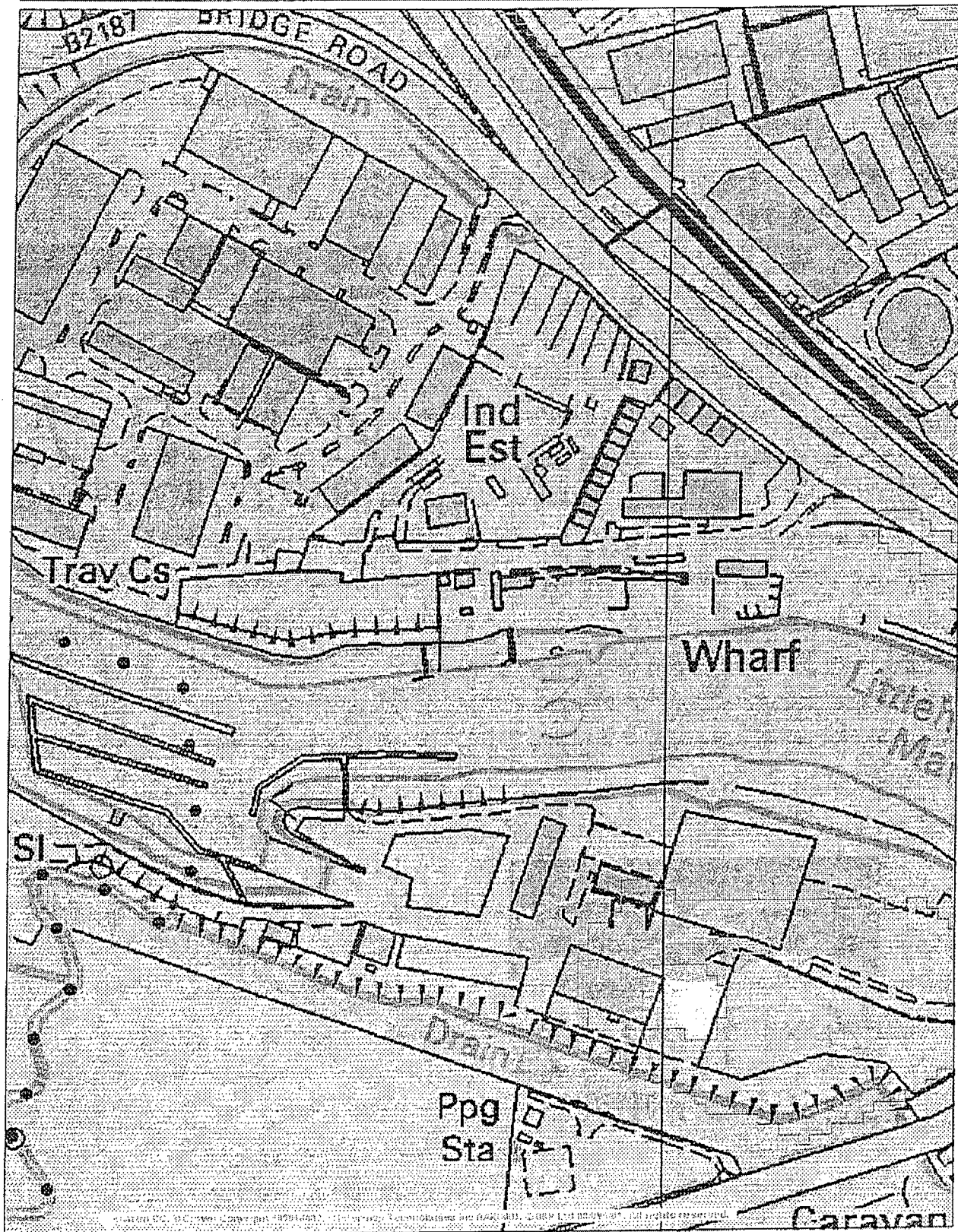
Toddington: LI02



This map is reproduced from the Ordnance Survey map by Baker Associates with the permission of the Controller of Her Majesty's Stationary Office - Crown Copyright.
All rights reserved. Arun District Council license number: 100077011



Railway Wharf

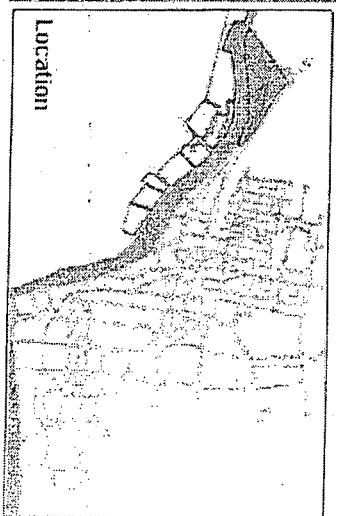
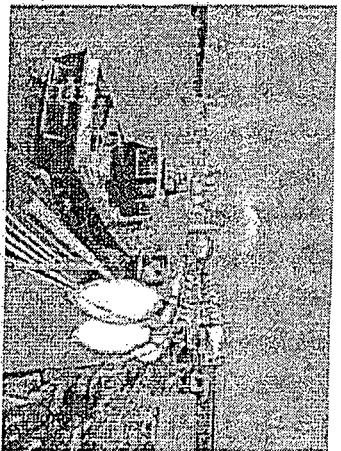
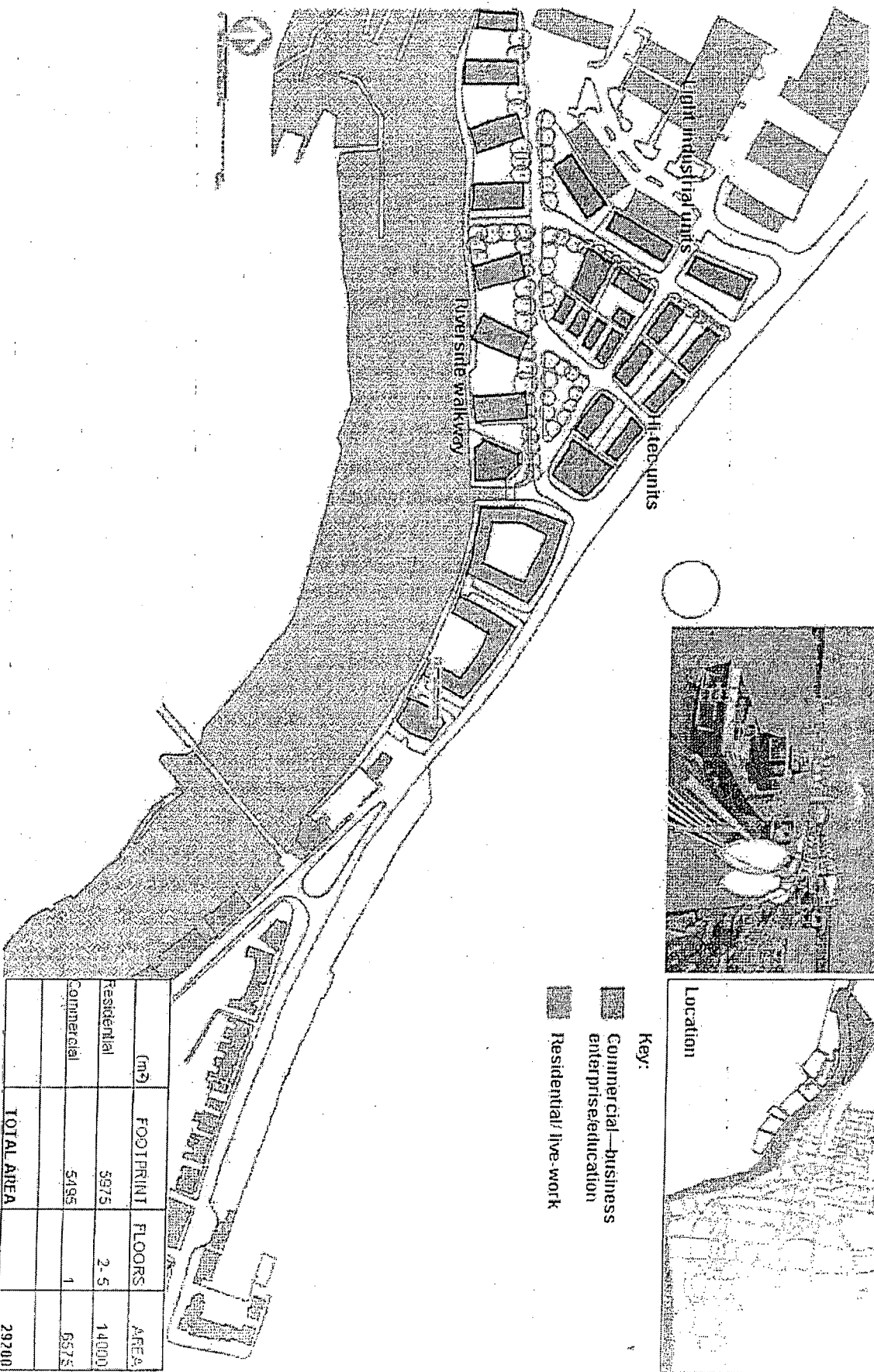


ARUN
DISTRICT COUNCIL

Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
Arun District Council 100019467.

Scale 1/2500
Date 15/8/2007
Centre = 501914 E 102328 N

4 the masterplan—railway wharf



Location

Key:

- Commercial—business enterprise/education
- Residential/ live-work

the littlehampton vision

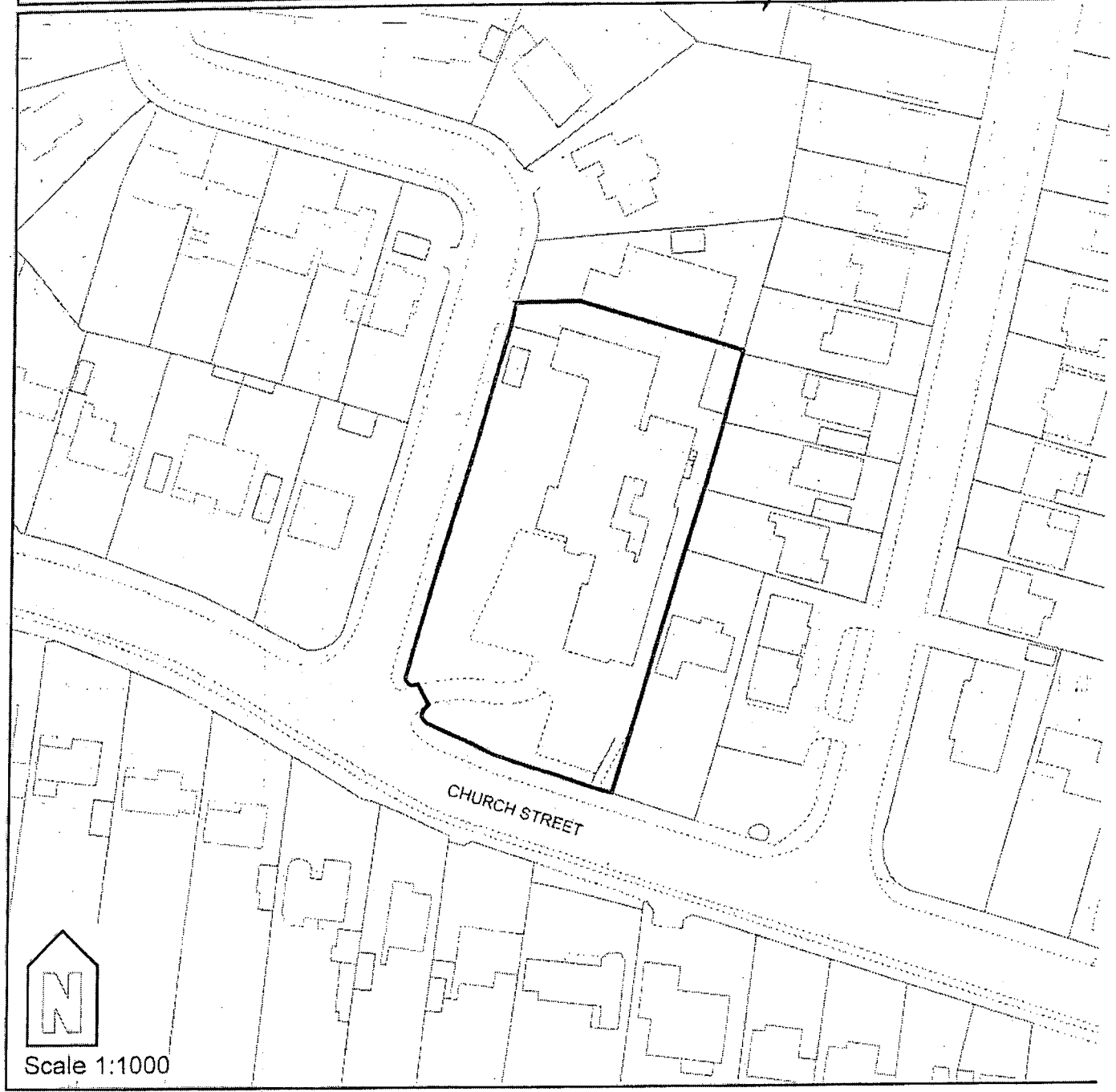
Arun District Council
Urban Housing Potential Study
Final Report June 2006 - Baker Associates

Address: St Francis Nursing Home, Church Street			Site Ref: LI06		Site Area: 0.29	
Settlement: Littlehampton						
Source of yield: Redevelopment of Commercial Buildings						
Description of site (including ownership and any planning status) A large, mainly brick built nursing home within a residential area. The site has recently been acquired by McCarthy and Stone. A planning application for 43 residential units has been submitted to the Council. It is enclosed within a high red brick wall, with some mature trees around the perimeter of the site.					Site Access Site access is from the existing access on Church Street.	
Market appraisal/economic viability Agents, private housing developers and housing associations confirm a reasonably strong local market in Arun District, both for private and affordable housing. Over the past year, sales of flats and 2.5 -3-storey town houses have become difficult and price sensitive. However, 'clean' land values for open market housing are sufficiently high, at around £1.1 - £1.6 million/acre, to ensure viability and to allow for most cases of abnormal development costs, including remediation works after contamination, and community gain packages. The market would be likely to develop this site for a range of housing at high density housing consisting mainly of 1 and 2-bed flats, with some town houses, taking account of the character of the area and surrounding development				Access to services 0.41 miles to nearest Primary School 0.12 miles to nearest Doctors Surgery 0.49 miles to nearest Railway Station Within 0.4km of a regular bus service		
Details of constraints on site: Likely to involve a refurbishment of existing building for residential uses, though site clearance may be appropriate.						
Suitable type of development e.g. mixed use, flats, family homes etc. High density residential development would be appropriate						
Theoretical yield based on PPG3 densities:			Time frame:			
High 50 dph	Medium 40 dph	Low 30 dph	2006-2011	2011-2016		
15	12	9	43			
Conclusion and Justification The proposals for redevelopment have recently been submitted to the Council and are considered to be acceptable in principle						
					FINAL DENSITY	
					148	
					FINAL SUGGESTED YIELD FOR SITE	
					43	

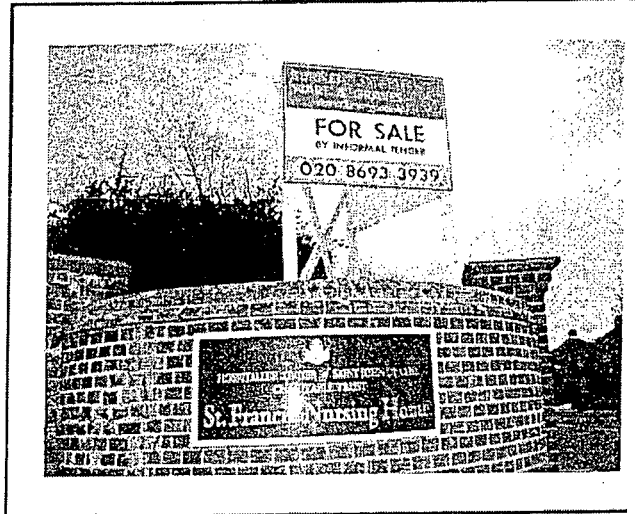
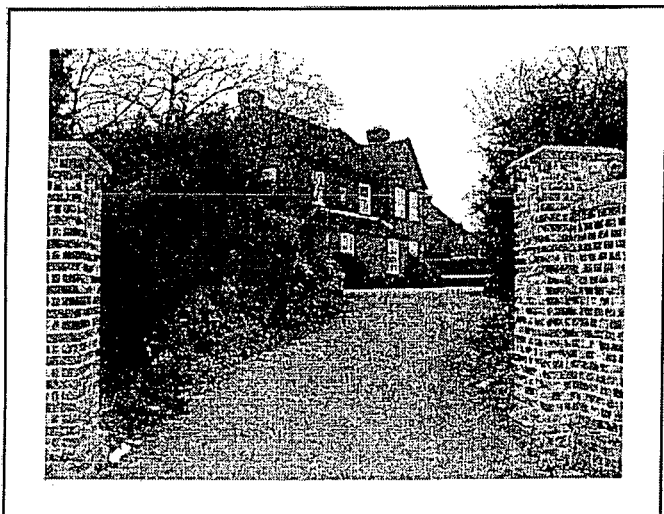
ARUN URBAN HOUSING POTENTIAL STUDY

Littlehampton: LI06

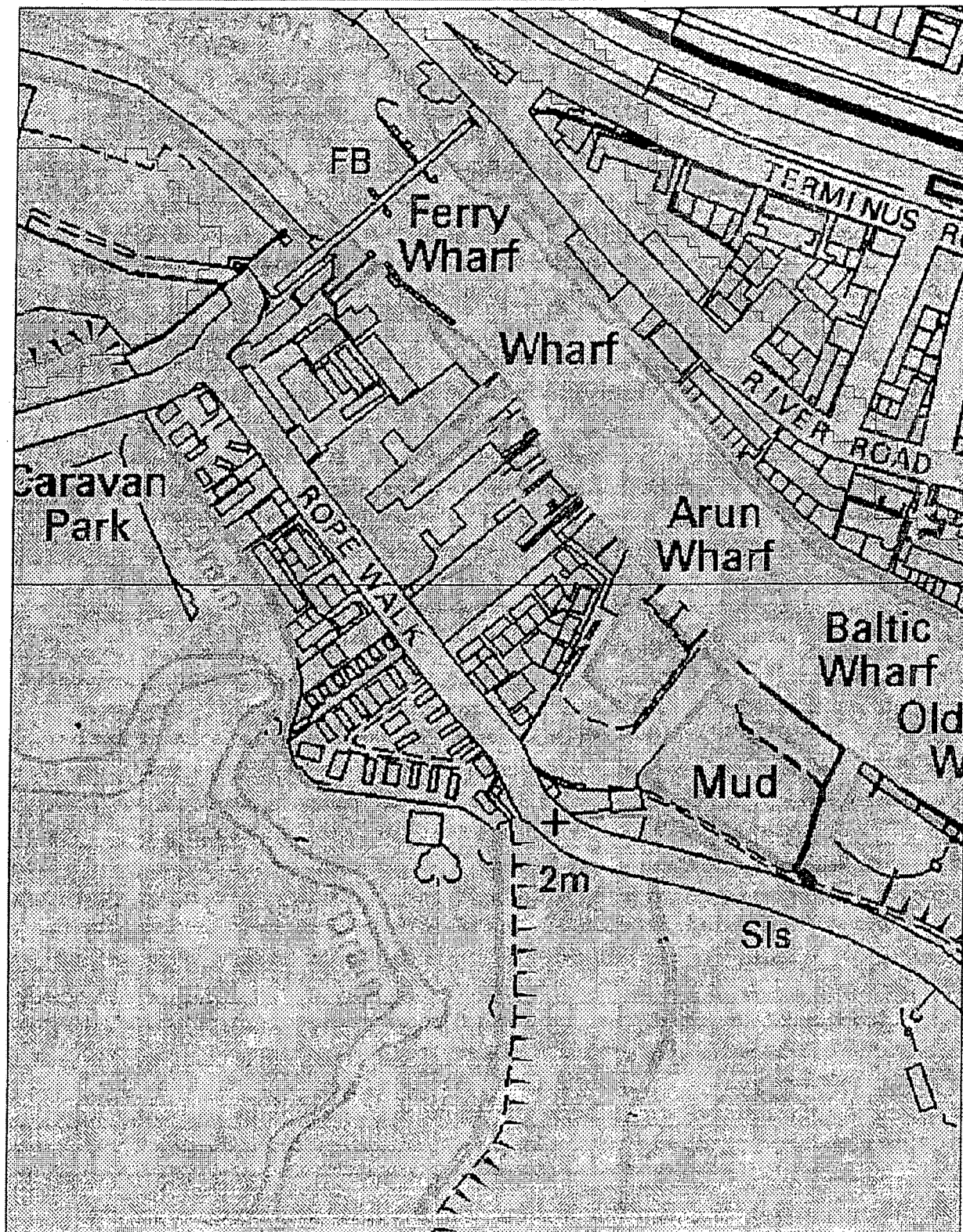
Donny



This map is reproduced from the Ordnance Survey map by Baker Associates with the permission of the Controller of Her Majesty's Stationary Office - Crown Copyright.
All rights reserved. Arun District Council license number: 100077011



West Bank



Based on the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Arun District Council 100018487.

Scale 1/2500

Date 15/8/2007

Centre = 502290 E 101980 N

Appendix 3

Rejected Sites

Arun Urban Housing Potential Study
Final Report - Baker Associates June 2006

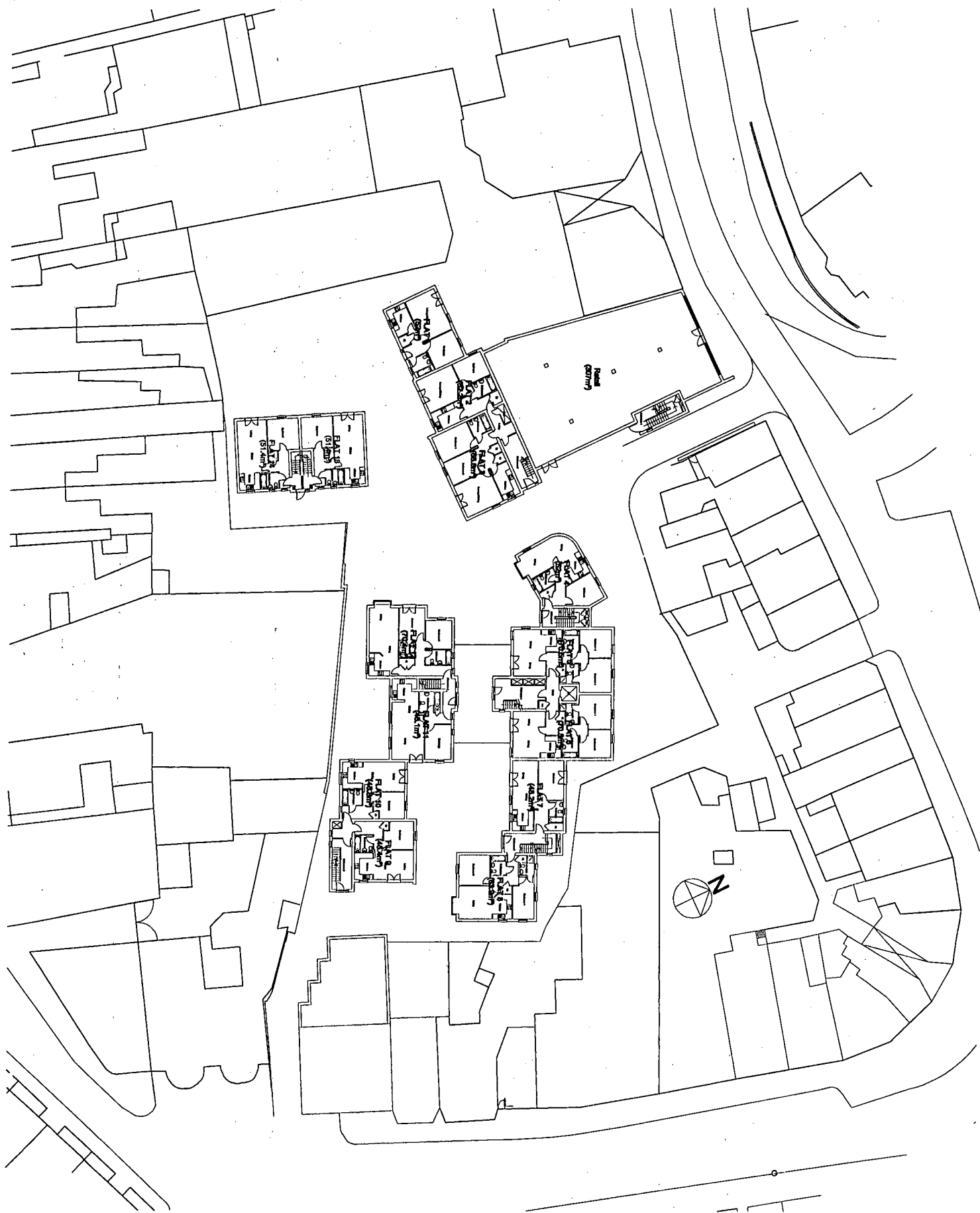
BA12	Bamfield House	Fontwell	Anthony Greenwood Assoc	Outside settlement boundary
BB10	London Road	Fontwell	BA site survey	Adjacent site. Deans Yard currently under construction. Remaining site is in private ownership with no prospect of development.
Ref	Name	Location	Source	Reason
BC24	West Bank	Littlehampton	Littlehampton Vision	Outside of settlement boundary
BC28	Oyster Pond Harbour Park	Littlehampton	Littlehampton Vision	Outside of settlement boundary
BA11	Harbour Park	Littlehampton	Anthony Greenwood Assoc	Outside settlement boundary
BA14	Littlehampton Station	Littlehampton	Network Rail	Too small for 6 even is acceptable
BA19	Tulley Nurseries	Littlehampton	Taylor Woodrow	Outside settlement boundary
BA21	Falhaven Nursery	Littlehampton	Rydon Homes	Outside settlement boundary
BA32	North Littlehampton Nurseries	Littlehampton	White Young Green	Outside settlement boundary
BC19	Whites Scrapyard, Wick St	Littlehampton	Env Health Officers ADC	Site in use and no prospect of redevelopment
BC20	Arunside Industrial Estate	Littlehampton	LP Emp Allocation	Allocated employment site
E13	Minster Court Ind Est, Courtwick Lane	Littlehampton		Car park in use
GC29	Courtwick Road	Littlehampton		Garages in use
PD20	Land west of former HRI site	Littlehampton	NLP Survey	Under construction
PD21	Market site, Temnus Rd	Littlehampton	NLP Survey	Already has PP
BB44	Sea Road	Littlehampton	DC officers	Already has PP
CB8	BT Exchange, Fitzalan Rd	Littlehampton		Site remains an operational BT exchange and there are no plans to relocate the exchange elsewhere.
GC31	Hill Rd & Thorncroft Rd	Littlehampton		Garage court in use and not appropriate for development
BC25	Railway Wharf	Littlehampton	Littlehampton Vision	Policy and Flooding issues likely to preclude proposals for housing
BA06	East of Cowdray Drive	Littlehampton Rustington	Hargreaves	Allotments in good use, with area of open space adjacent
BB18	Rear of Worthing Road	Littlehampton Rustington	BA site survey	Allotments in use
BB19	Woodlands Avenue	Littlehampton Rustington	BA site survey	Car park in use
BB20	Off Botany Close	Littlehampton Rustington	BA site survey	Private garden in use
GC32	Sutherland Close	Littlehampton Rustington		Garages in use
IOS19	Rustington Convalescent Hm, Sea Road	Littlehampton Rustington		Rear gardens with no access
BA40	Aldingbourne Estate	Norton	WSCC	Outside settlement boundary
BA02	Pigeons House	Walberton	Cluttons	Outside settlement boundary
BA10	Land at Walberton	Walberton	Anthony Greenwood Assoc	Outside settlement boundary
BB14	Parsons Walk	Walberton		Private garden in use
BA18	Woodgate Centre	Westergate	Anthony Greenwood Assoc	Outside settlement boundary
BA15	Allotment site	Westergate		Poor access and main site is outside settlement boundary
BA20	Woodgate Nursery	Westergate	Taylor Woodrow	Outside settlement boundary

Flood Risk Assessment
76999 – Littlehampton Market

APPENDIX D

PROPOSED ARCHITECT'S SITE LAYOUT

July 2008



REV	DATE	NOTE
Project		
LITTLEHAMPTON MARKET		

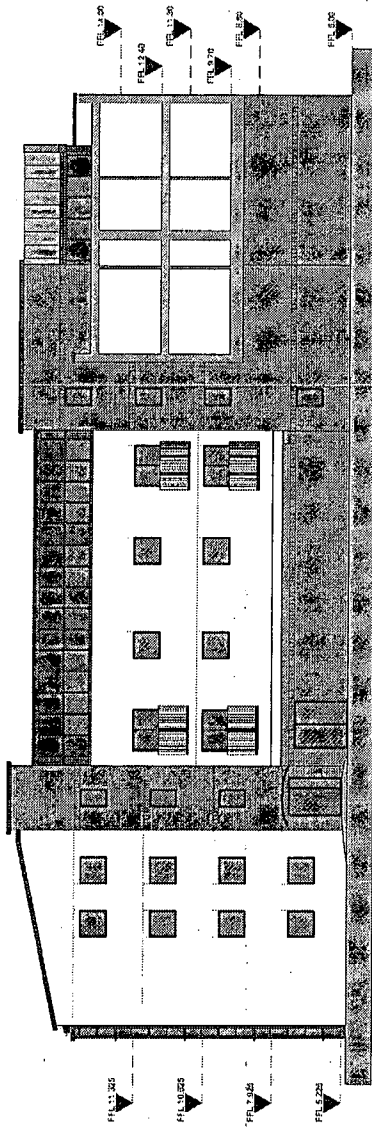


Client
MARTLET HOMES

Title
**PROPOSED GROUND
FLOOR PLAN**

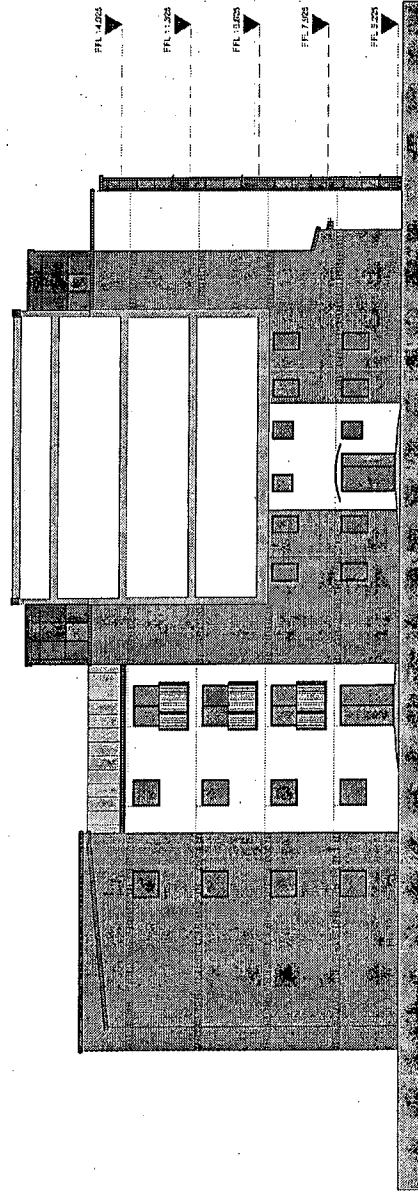
Scale	Date
1:200@A1	27.05.08
Drawn	Dwg. No.
RJ	A217-101
Rev.	

This drawing is the property of the Architect. It is to be used only for the purpose for which it is intended. It is not to be used for any other purpose without the written consent of the Architect.



BLOCK A

ELEVATION AB



BLOCK B

ELEVATION BD

LITTLEHAMPTON MARKET

PROPOSED FLOOR LEVELS

Flood Risk Assessment
76999 – Littlehampton Market

APPENDIX E

TOPOGRAPHICAL SURVEY

July 2008



W A Fairhurst & Partners
Oak House, Reeds Crescent, Watford, HERTS, WD24 4QP
Tel. No. 01923 210460 Fax: 01923 254466 E-mail:
watford@fairhurst.co.uk



Gary Gabriel Associates
Becket House, Vestry Road, Sevenokas, TN14 5EL
Tel: 01732 460142 Fax: 01732 459249
Email: engineers@ggauk.com

