

PREMIER INN , ANCHOR SPRINGS, LITTLEHAMPTON

DESIGN ACCESS STATEMENT

10th April 2025 // 6122-DAS-01



AXIOM
ARCHITECTS

DOCUMENT CONTROL

Revision	Author	Checked	Date
-	BG	LB	10/04/2025

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DESIGN TEAM

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Applied Energy: Strategic MEP Consulting



Structural Engineer: Simpson TWS



Landscape Architect: Indigo



Ecology: Ecology Solutions

INTRODUCTION



This design access statement has been prepared in support of an application for the redevelopment of the former Waitrose supermarket at Anchor Springs, Littlehampton West Sussex, BN17 6AT.

This document illustrates proposals for a 130 bedroom hotel and restaurant with associated landscaping and vehicle parking.

The following pages describe the current site, its prior history and key design constraints and opportunities.

Consultation carried out prior to this application show how advice received from Arun Council and the public have informed the design, leading to the proposals described within this Design & Access Statement showing how proposals provide a high quality design that meets the needs of our client whilst remaining appropriate to the character of Littlehampton Town Centre.

THE SITE

SITE LOCATION & WIDER CONTEXT



The existing site is located on Anchor Springs close to the centre of Littlehampton.

The site is located a short walking distance away from the river Arun and a similar distance to Littlehampton train station. Bus stops serving the town centre are located on Anchor Springs along the southern site boundary.

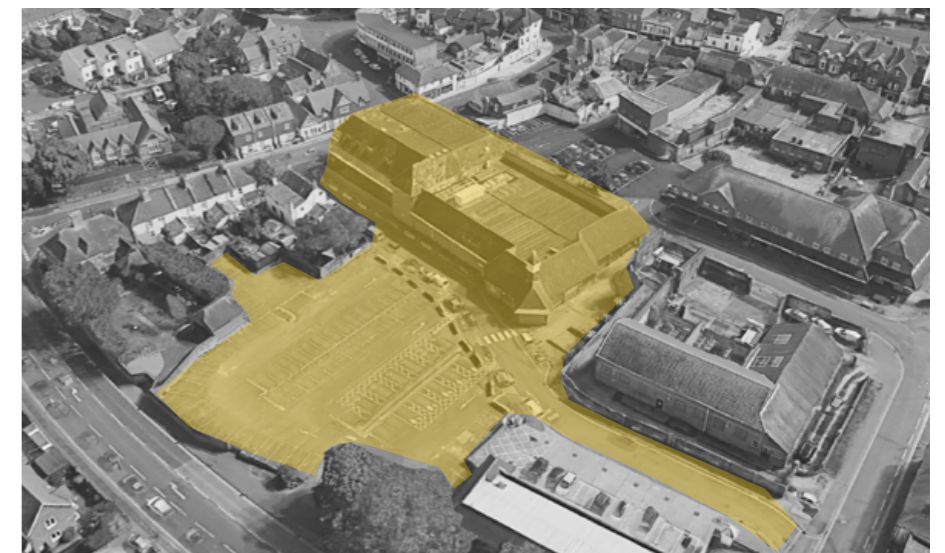
The site is split into two areas by Avon Road which bisects the site. A derelict former supermarket occupies the southern half of the site with the former supermarket car park located within the northern half. Both building and car park are out of use.

The current supermarket has a large footprint and multiple blank elevations thus creating a poorly experienced public realm, public realm. The site's continued disuse has given rise

to antisocial activities across the site. There is an opportunity to reduce the footprint and create a much improved public realm for future hotel guests, local residents and passers-by.

There is minimal soft landscaping with a small area of raised planters along the western site boundary and trees overhang some corners of the car park. As such the existing site is of minimal ecological value.

THE CURRENT SITE



A recent aerial photograph of the site shows the current condition of the site.

Avon Road which splits the site has a well maintained road surface and is currently regularly used for uncontrolled street-side vehicle parking. The car park itself is cordoned off with large concrete barriers and currently unused. Vegetation has begun to encroach around curbs, the base of perimeter walls, drainage channels and other degraded areas of the car park.

The derelict supermarket occupies the Southern half of the site. The building has a bulky and squat aspect and is almost entirely blank and windowless on the street facing façades. The footprint of the building nearly completely fills the site boundary except where there is a cut-through from Avon Road to Anchor springs to the West of the supermarket building. This cut through had been part of the pedestrian entrance route to the building and is where the majority of the buildings openings are located in order to face the car park.

To the South is Anchor Springs along which is another, smaller car park serving visitors to the town centre and a run of local businesses on Anchor springs. To the West is a vehicle servicing business and an electrical sub station - both separated from the public realm by high walls and security fencing. There are three bus shelters serving multiple bus services which are frequently used for their proximity to the High Street.

THE SITE - APPROACHES TO THE SITE



Approaching the site from the North along East Street.



View toward the site from the North, by the junction connecting East Street with Franciscan Way.

THE SITE - APPROACHES TO THE SITE



Approaching the site from the East along Franciscan Way.



Approaching the site from the South along East Street.

THE SITE - CAR PARK AND FRANCISCAN WAY



The Northern half of the site is a disused car park. The car park is currently cordoned off using large concrete barriers and the car park is showing signs of decay in numerous areas.

The car park is split from North to South by a pedestrian pathway that remains in use. The pathway is under-lit during the night which contributes to a hostile built environment along Avon Road and does not discourage the anti-social activities that have been taking place there.

The general condition of the car park is poor. As a result of disuse, vegetation has begun to encroach around curbs, the base of perimeter walls, drainage channels and other degraded areas of the car park.

The car park is surrounded red brick boundary walls and buildings to the North, East and West. These walls are of various heights and construction methods; the North side of part of the North boundary wall features flint cobbles in keeping with the local vernacular.

The car park is overlooked from the East by private gardens and to the North by modest public planting with a long grass verge along the pavement on Franciscan Way that features several mature trees of various species.

To the North of the car park Franciscan Way is a relatively high traffic road that provides access to the site via Duke

Street. Franciscan Way, along with Avon Road forms a ring around the car park that could provide the benefit of keeping the public transport hub on Anchor Springs free of car traffic.

Franciscan Way also provides the most direct route between the site and the arterial roads the run along the South Coast.

THE SITE - AVON ROAD



Avon Road bisects the site from West to east, connecting Duke Street and East Street.

Separating the supermarket building from the associated car park Avon Road has a well maintained road surface but is currently regularly used for uncontrolled street-side vehicle parking. The car park itself is cordoned off with large concrete barriers and currently unused.

At the Eastern end of Avon Road the site faces the grade II listed Avon House, a nineteenth century former Priest's House and later an inn. This building is a surviving example of cobble flint construction.

Currently Avon House's view across the street is of the former loading/unloading area of the former supermarket building. This area has been cordoned off with security fencing which

detracts from the setting of adjacent heritage fabric and contributes to a generally hostile built environment.

The remainder of the facade facing onto Avon Road is blank and windowless save for the former entrance openings that have been arranged to face the car park.

THE SITE - EAST STREET



The Eastern edge of the site is defined by East Street.

Immediately to the North of the site on East Street is mainly residential, terraced, detached and semi-detached houses.

The Flintstone Centre, a Grade II listed building is also situated to the North of the site on East Street. Constructed in Circa 1878, this building currently serves as a college and is one of the many examples of traditional cobble flint and brick

construction that can be found around Littlehampton town centre.

Moving South along East Street, residential properties give way to small commercial properties and businesses as one nears the High Street further to the South of the site.

The facade of the existing supermarket building that faces East Street is similar to those facing Avon Road and Anchor

Springs with the notable exception of a large projecting bay window onto an internal stairwell.

While this provides some variety in form and surface material when compared to the majority of the buildings exterior, it is a minimal nod to the buildings facing the site from the other side of East Street. This feature serves to provide natural light to the internal stairwell but has the undesirable effect of overhanging the narrow pavement.

THE SITE - PEDESTRIAN ROUTE WEST OF THE SITE



The above photographs show the existing pedestrian route along the Western site boundary linking Avon Road and Anchor Springs.

This route formerly passed the only active frontage of the existing supermarket, though, now derelict, this route is poorly overlooked.

Raised brickwork planters with shrubs and a couple of small trees line the Western boundary obscuring a high brickwork wall behind.

Existing benches provide some limited external seating.

To the south end, this pedestrian route narrows to a pathway with a blank rendered boundary wall and bollards along the southern end.

Hard landscaping features large areas of tarmac divided into bays by red brick pavers.

THE SITE - ANCHOR SPRINGS



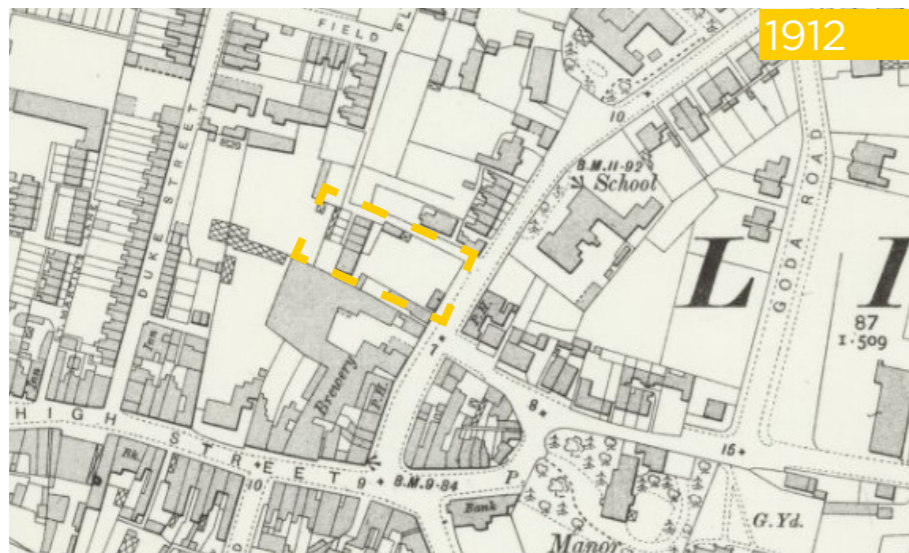
Anchor Springs runs along the Southern edge of the site, connecting Duke Street and East Street.

The predominant features of Anchor Springs are the rears of High Street businesses, a car park and high walls on many sides.

Anchor Springs serves in large part as a transport node with several bus stops along its length at the Southern site boundary. The current condition hems in these bus stops and narrows the pavement significantly for those pedestrians who need to pass, especially during peak bus travel periods as this closeness is compounded when the bus stops have high occupancy.

These conditions, in concert with the imposing blank walls of the former supermarket, force pedestrians closer to the road and provide an unwelcome environment which serves as a space in which to park cars, wait for buses or quickly pass through.

SITE HISTORY



The above historic plans show the evolution of the site since 1875. The map from 1875 shows the site currently occupied by the supermarket building being the site of several small buildings and gardens.

Earlier records from 1841 describe the site as 'house and gardens' the western portion being recorded as a 'market garden' - an agricultural designation describing smaller sites that produce fruits, vegetables and flowers.

The dominant feature of the site for the majority of its history has been the adjacent Anchor Brewery to the South of the site. The brewery opened in 1816 and remained in operation, under various owners, until 1917 when the business moved to nearby Arundel.

The brewery site was subsequently used to produce mineral water and later as a soft drinks warehouse.

Avon house, which faces the site from the North, is described on records as early as 1841 and is listed as having been built in the early 1800s as a 'Priest's house' and latterly an inn in good condition.

In 1926, an 'omnibus station' was built on the site to provide maintenance and storage for buses serving several routes across the region. The 'Southdown Bus Station' remained in service until November 1971 after which it was used to store delicensed buses until its demolition in March 1985 to make way for the supermarket that currently occupies the site.



CONSERVATION AREA & HISTORICAL CONTEXT



The above plan shows the Conservation Areas and heritage assets in the local area.

As shown, the application site does not fall within a conservation area though it does adjoin the East Street Conservation Area. Development of the application site will affect the setting of several listed buildings, noted on the following pages:

- | | | |
|--------------------------|---|--|
| 1. Avon House | 5. Roland House | 14. Nos 67a and 69 High Street and No 1 East Street |
| 2. The Old House | 6. Winterton Lodge and Cottages | 15. No 72 High Street |
| 3. The Flintstone Centre | 7. 18th Century Barn | 16. Floyd's Corner - Nos 31, 33, 35, and 37 Surrey Street |
| 4. No 39 East Street | 8. Gratwicke House | 17. The white Hart - No 32 Surrey Street and Number 34 Surrey Street |
| | 9. Vine House | 18. Nos 22 to 24 Surrey Street |
| | 10. Fuchsia Cottage and Regency Cottage - Nos 7, 9, 11, 13 and 15 | 19. No 1 River Road |
| | 11. Friends Meeting House - No 23 Church Street | 20. Nos 4 and 5 River Road |
| | 12. Manor House | 21. Nos 7,8 and 10 River Road |
| | 13. The Parish Church of St Mary the Virgin and Environs | 22. No 12 River Road |

SITE & CONTEXT - EXISTING HERITAGE FABRIC



1



3



2



8



10

Avon House (1), a Grade II listed house, located immediately north of the existing supermarket is a key consideration in the design of the proposals. Avon house is of white-washed flint construction, featuring a double-fronted south elevation with portrait oriented sash windows and a blind window located above the former entrance door. This door is no longer functional following the apparent removal of the steps in front of the building.

As noted on page 11, Avon House currently has a very poor outlook facing the former supermarket loading bay, looking onto a large blank brick elevation and security fencing. Proposals should seek to substantially improve this outlook

and enhance the setting of the listed building.

The Old House (2) is a brick and flint building with a clay tiled roof, adjacent to the north east corner of the existing car park. Though not listed, a terrace of 18th century houses run between Avon House and The Old House.

The Flintstone School (3), a Grade II Listed school, is located along East Street opposite the Old House. 40m from the existing supermarket building, the setting of the school is minimally affected when looking south along East Street.

Gratwicke House (8), a locally listed heritage asset is located across East Street, immediately to the East of the existing Supermarket Building. This former public house currently faces onto a largely blank elevation and back of house stair case. The building features recently replaced red clay tile hanging, off-white painted bricksork and half timbered gables with a dark painted brickwork 'skirting'.

Fuchsia Cottage and Regency Cottage (10), both Grade II, are located on Church Street to the east of Gratwicke House. When looking west along Church Street, the existing supermarket is prominent behind Gratwicke House, Fuchsia Cottage and Regency Cottage.

SITE ANALYSIS

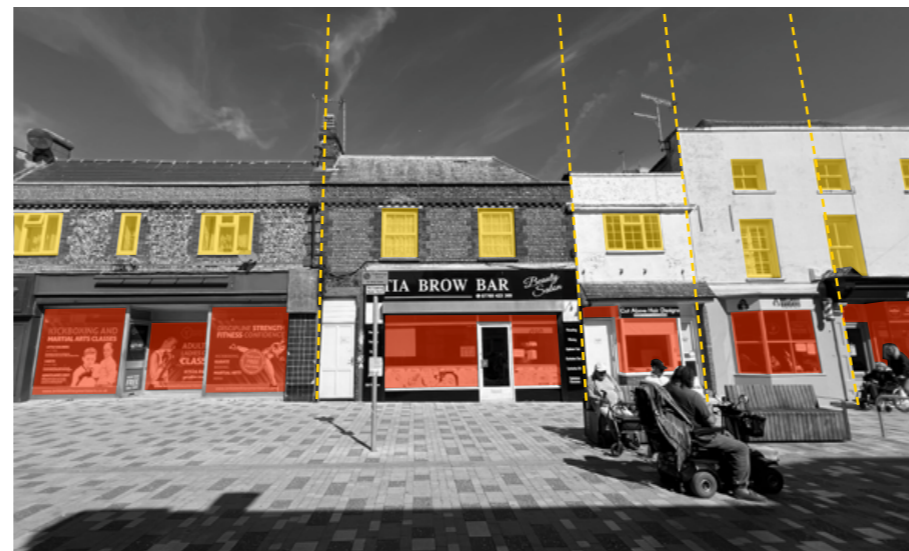
SITE ANALYSIS - STREET-SCAPE

The centre of Littlehampton and the High Street are comprised of plots of varying dimensions. Plot widths such as those on the high street can be clearly read in the alternating periods, styles and materials of adjoining buildings. This generates a characterful street-scape with irregular rhythms which will be taken into account during the design development for the proposal outlined in this document.

The town centre is largely characterised by large open public frontages at ground level with private functions above.

This can be read most clearly in the wide variety of window dimensions and styles. On the High Street, at ground level, shop-front windows are the most common with a variety of styles and dimensions. At upper floor level along the High Street predominantly rectangular, portrait windows dominate with various exceptions and many variations in height and width.

Individual building frontages vary in width single, paired or triplet windows with the occasional wider unit.



SITE ANALYSIS - MATERIALITY

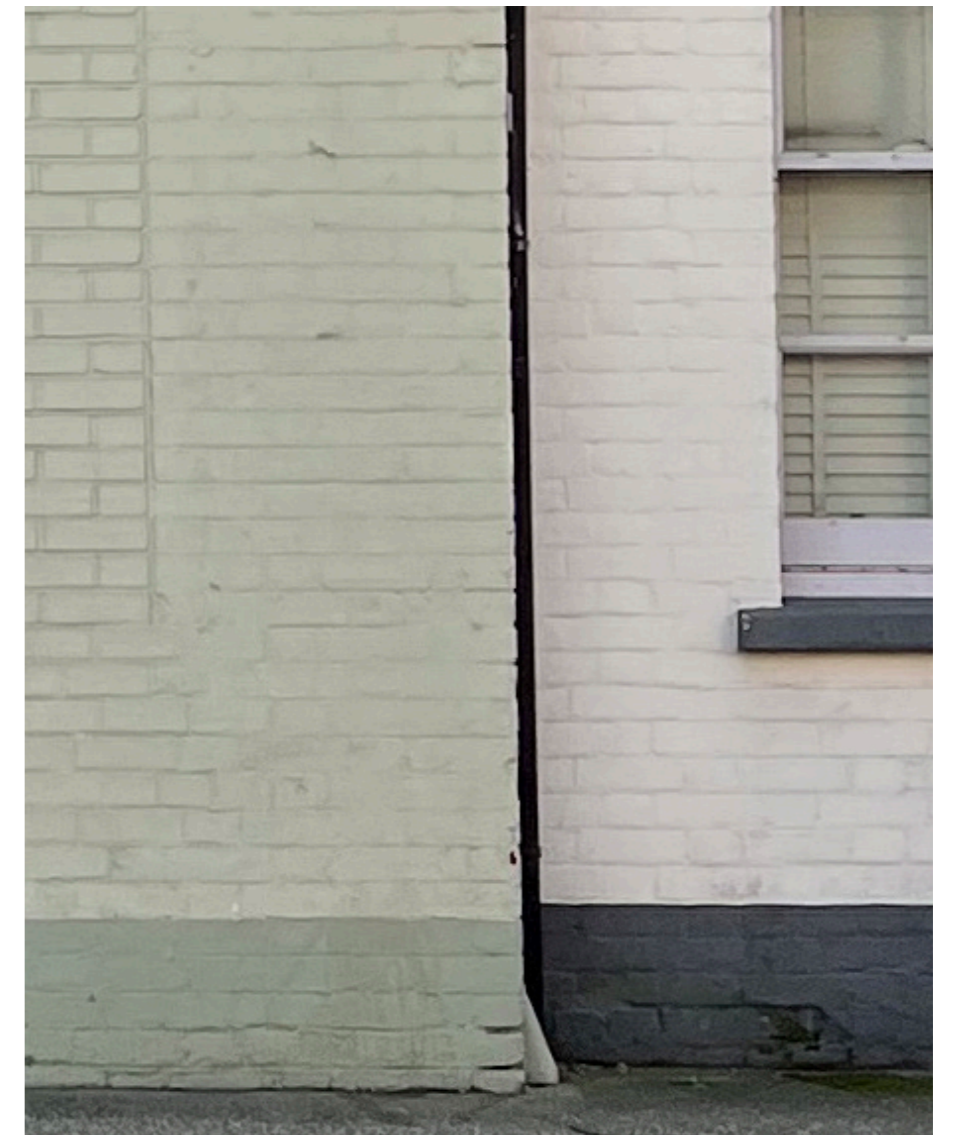
The town centre features an eclectic mix of materials and buildings of various ages.

Red brick and flint used in various ways provide the predominant historic building materials used in both residential and civic buildings.

Sandstone and limestone is also variously used in civic buildings for key architectural features such as entrances, cornicing and window surrounds.

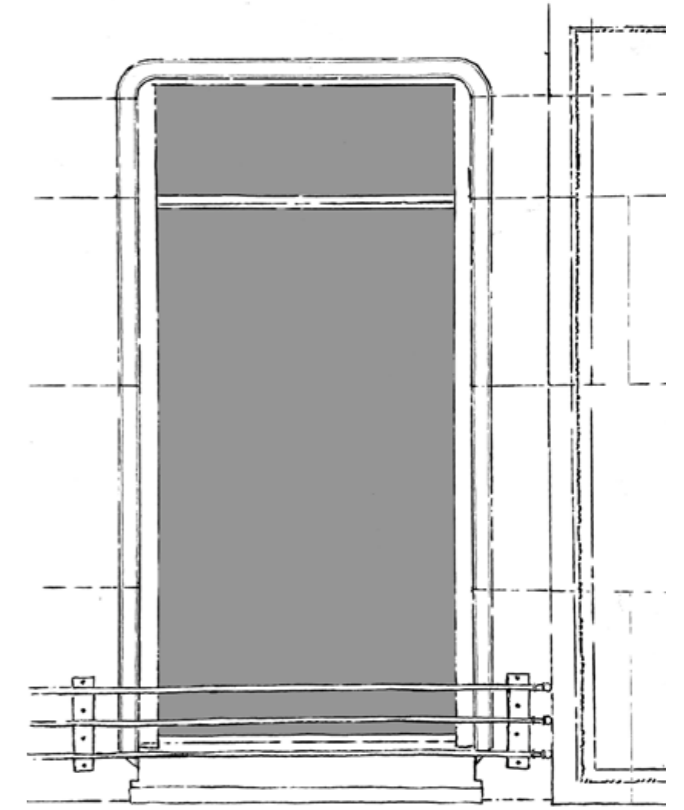
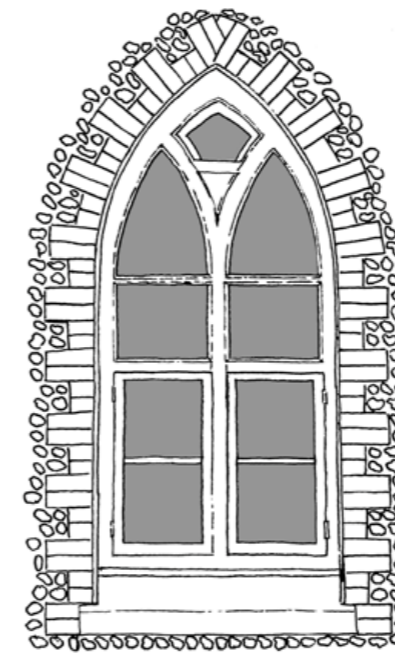
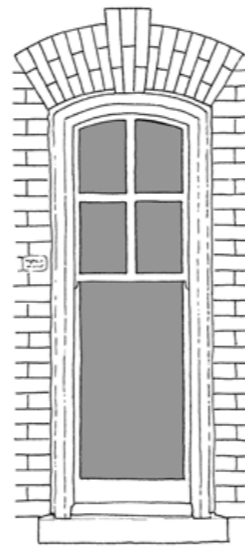
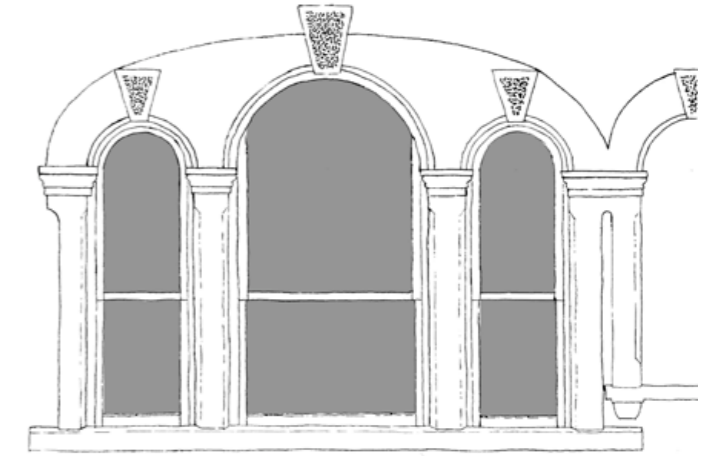
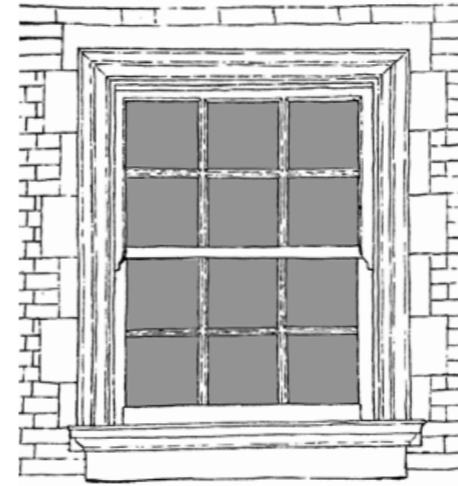
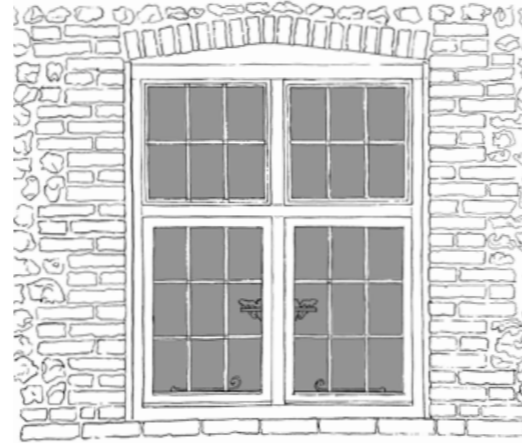
Clay tile roofs and tile hanging can be seen on domestic buildings and the former public house Gratwicke House.

Painted brickwork is also used on several buildings surrounding the site.



SITE ANALYSIS - WINDOWS

The immediate area includes a wide variety of window styles across buildings of various ages. There is no particular consistent style though the vast majority of windows follow a portrait orientation. The adjacent images show a few examples.



SITE ANALYSIS - SITE CONSTRAINTS

The area surrounding the site features a very flat landscape extending South toward the nearby mouth of the River Arun and the Channel as well as North towards Arundel and the hills surrounding the Trundle, with the South Downs located further to the North-west.

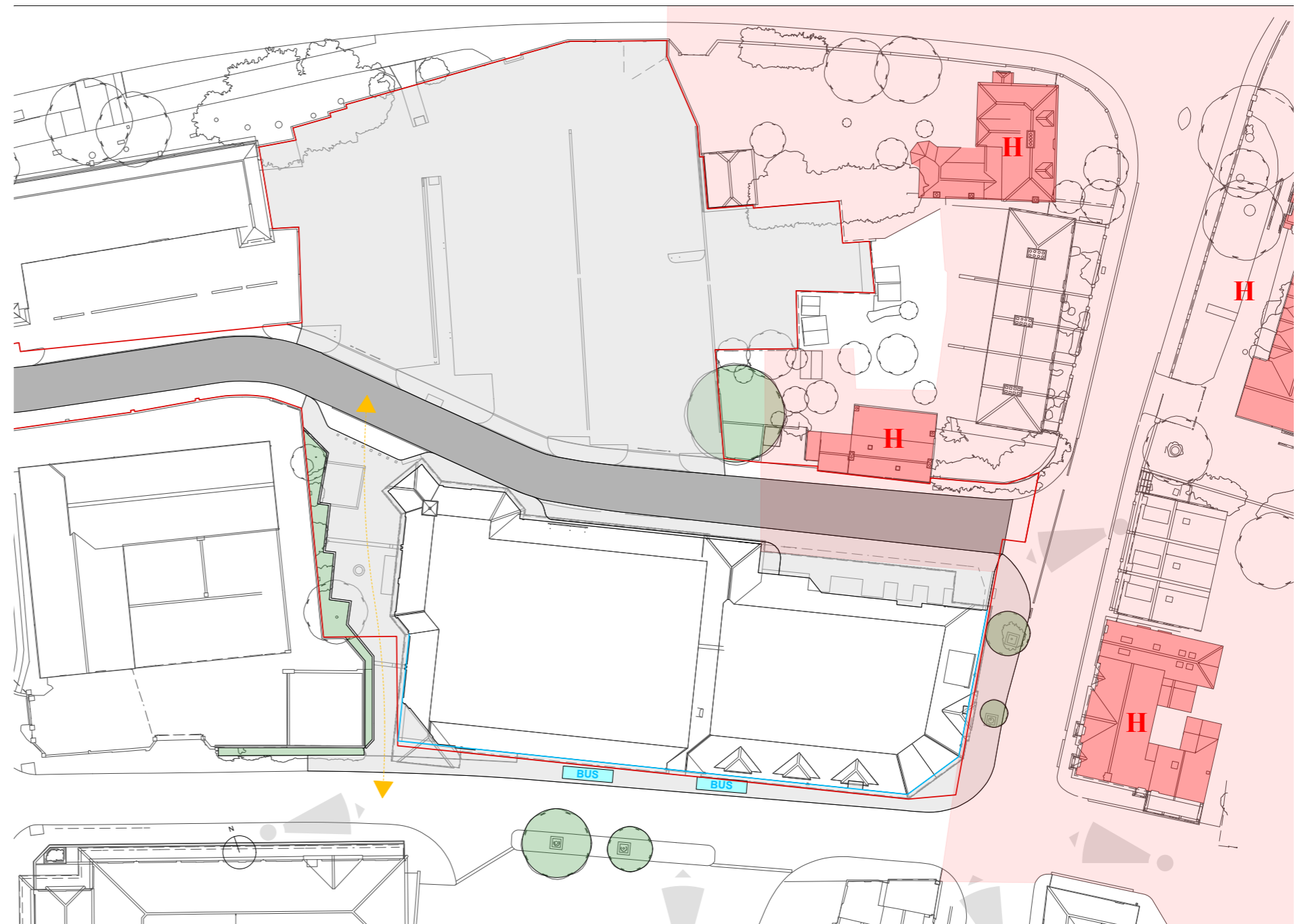
In this terrain views are dominated by the sky, the sea and the horizon, with several streets in Littlehampton cutting straight line views through town to the sea.

In order to compliment the built fabric in immediate proximity to the site, the hotel proposal will feature window proportions that relate to neighbouring buildings. This combined with a similarly complementary selection of external surface materials, arranged in suitable proportions, will enable the proposal to contribute positively to the surrounding built environment and to not detract from well preserved heritage buildings nearby.

The site presents a set of constraints that have been taken into account during the design development for the proposed hotel.

Key constraints

- Pedestrian routes around and through parts of the site are retained for example the pedestrian route connecting Anchor Springs with Avon Road, the pedestrian crossing on Avon Road and the pedestrian pathway across the car park provide an efficient route from Franciscan way to public transport links.
- Easy access to the two bus stops immediately South of the site must be preserved
- Numerous Listed buildings are located near or immediately adjacent to the site, care has been taken to develop a design that does not detract from these instances of heritage fabric.
- The East Street Conservation Area wraps around Eastern boundary of the site and overlaps the site at the junction between Avon Road and East Street, to the South of the grade II listed Avon House.
- The site sits on the edge of the Arun River flood risk area with the Eastern half of the site being more at risk due to its lower elevation.



SITE ANALYSIS - OPPORTUNITIES

The current condition of the site presents numerous opportunities for improvement summarised below:
Key Opportunities

- Potential for substantially improving the public realm
- Opportunity to enhance biodiversity across the site.
- Ability to improve the setting of adjacent listed buildings and heritage assets and improve the outlook from the adjacent Conservation Area.
- The opening up of the pedestrian route along Anchor Springs to allow pedestrian traffic to move past the bus stops more easily during peak travel times when they are crowded.
- The improvement of existing pedestrian routes through the addition or improvement of soft landscaping and greenery at various locations around the site.
- The activation of the currently blank street-scape by introducing a change of level to the south as well as including significant glazing to the ground floor.
- There is an opportunity to increase passive and active security by creating views in every direction around the proposal, This has the potential to be highly beneficial, especially to the North of the site in the car park where anti-social behaviour has been taking place since the closure of the supermarket that currently occupies the site.
- Along every approach to the site the opportunity to significantly improve the aesthetics of the site presents itself.
- Improvements to goods vehicle movements along Avon Road.



SITE ANALYSIS - FLOOD RISK

As shown in the adjacent image the Eastern portion of the site sits within Flood Zone 3.

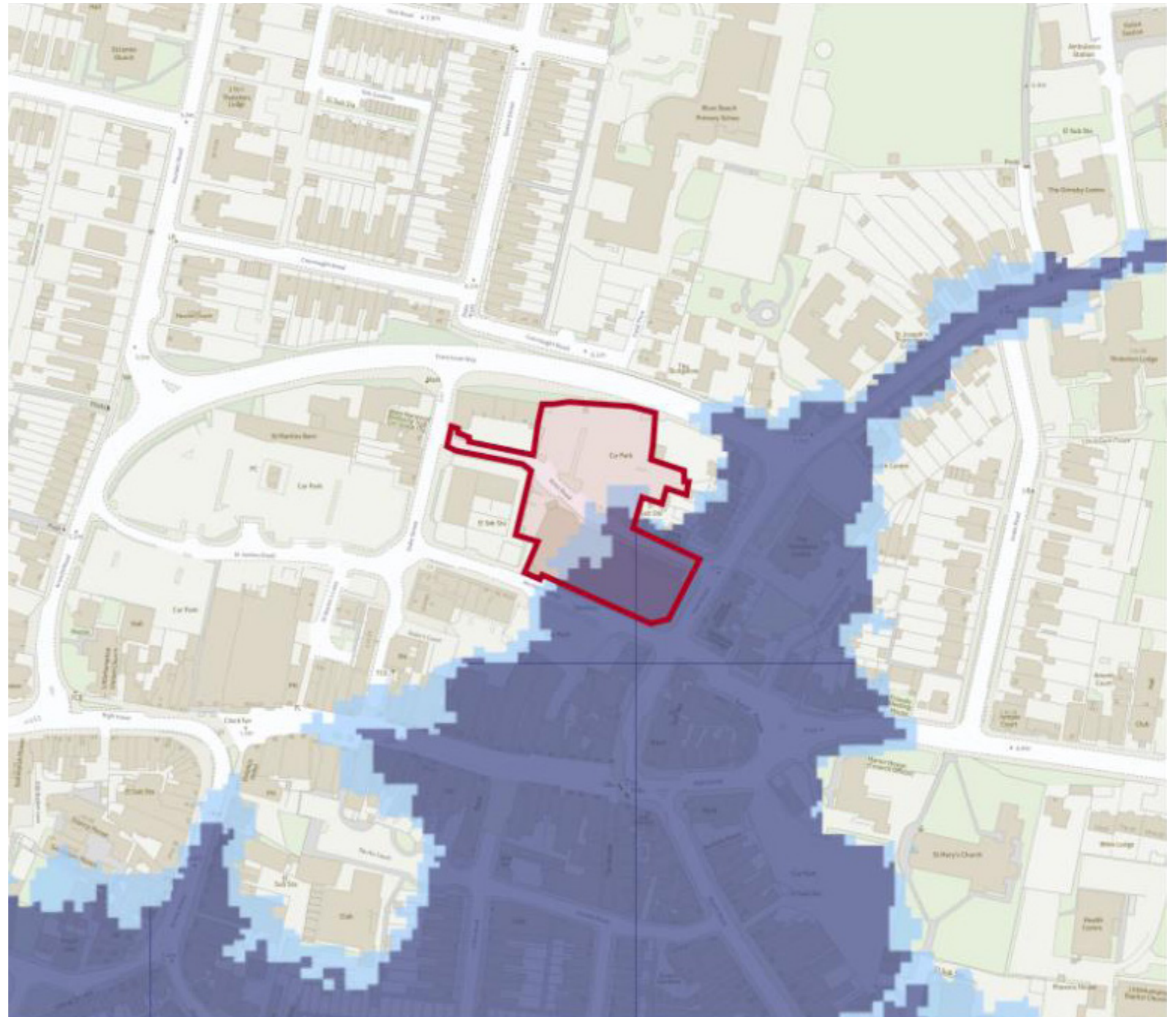
A Flood Risk Assessment and Drainage Statement has been provided by Simpson TWS in support of this application.

Given the site levels and flood risk on and around the site, ground floor areas within the proposed hotel building will be designed to provide flood resilient measures with bedroom accommodation set to levels in accordance with the Flood Risk assessment.

Proposals will incorporate a suitable Sustainable Urban Drainage Strategy including attenuation of surface water run-off.

-  Selected area
-  Flood zone 3
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Water storage area

0 20 40 60m



PLANNING HISTORY

PLANNING HISTORY

A Planning Statement provided by Walsingham Planning accompanies this planning application, setting out the planning history of the site and providing further detail with regard to previous applications and planning decisions.

Recent planning history can be summarised as follows:

LU/3/19/PL - Refused and Appeal Dismissed

This application (shown above right) proposed the demolition of existing buildings & redevelopment of the site comprising 83 residential units & 158.5 sqm flexible retail floorspace together with the provision of car & cycle parking, landscaping & associated works.

Decision Date: 14-08-19

LU/2214/20/PL - Conditional approval with S106 (not implemented)

A subsequent smaller residential development was proposed comprising 36 residential units & flexible commercial together with the provision of car & cycle parking, landscaping & associated works.

Both schemes proposed the redevelopment within the existing supermarket building footprint and across the car park to the north.



DESIGN DEVELOPMENT

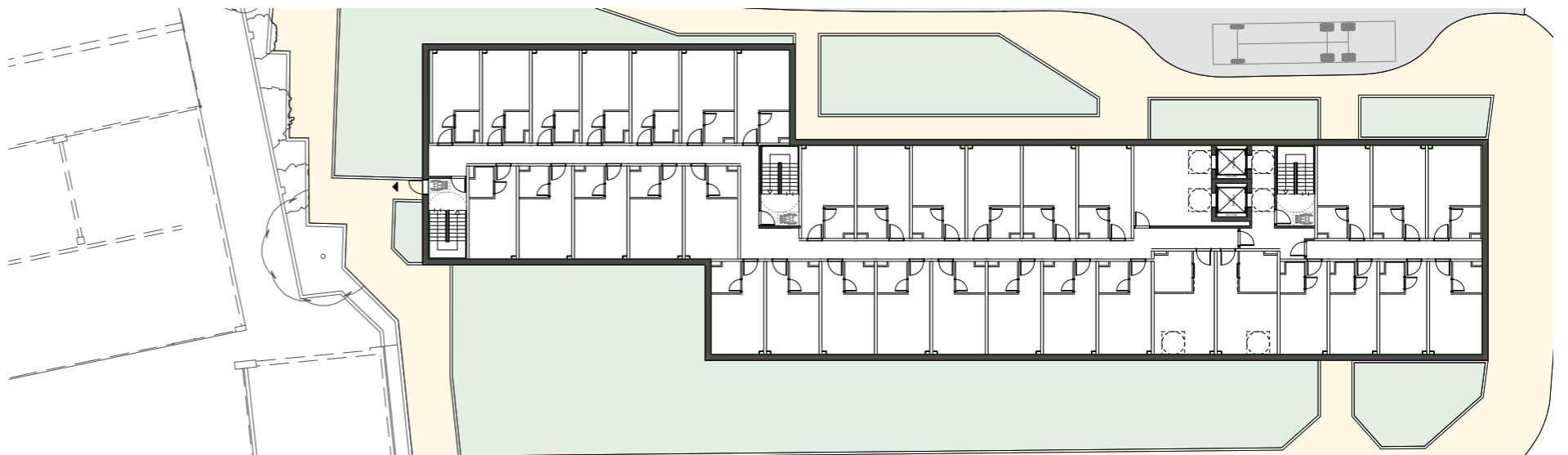
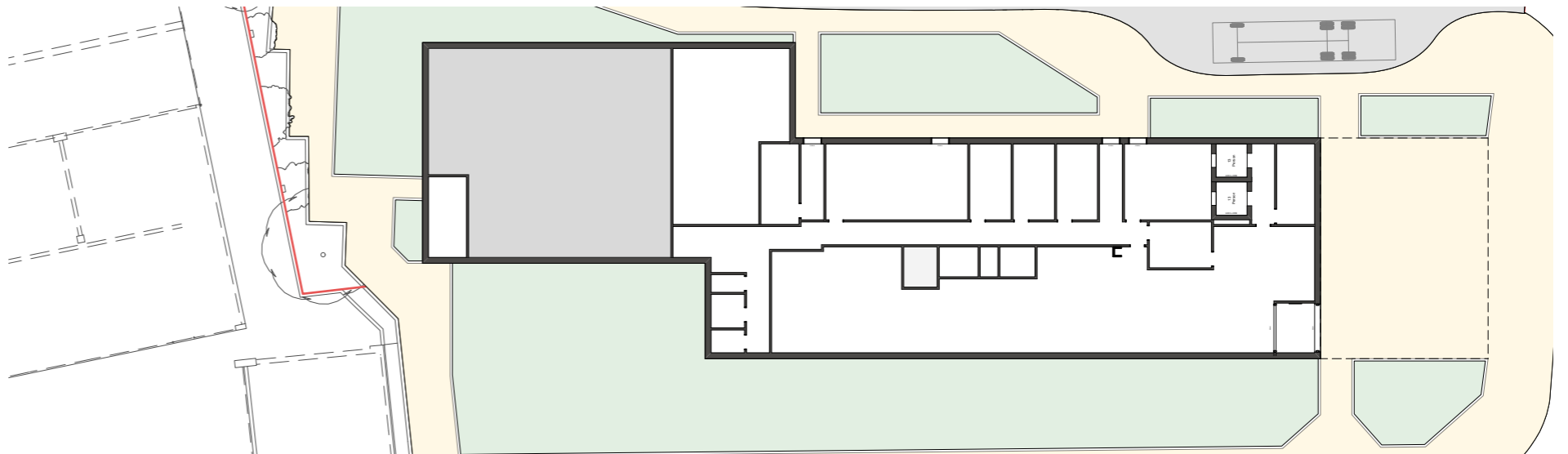
PRE-APPLICATION SCHEME

Early stage design proposals were presented to Arun Council as part of a Pre-Application consultation. The presented scheme is summarised in the adjacent images.

Initial proposals included a Z-shaped hotel plan with ground floor restaurant and large undercroft entrance area fronting East Street. Bedrooms were located on four upper floors. The fourth floor included a mansard roof with dormer windows. Ground to first floor included brickwork elevations to all sides with paired windows.

Feedback from Arun Council provided the following advice:

1. The proposed hotel use was accepted.
2. Improvements to the public realm, increased public area and urban greening were welcomed.
3. Improvements to the setting of Avon House were welcomed but could be further improved by relocating the proposed loading bay.
4. Height and massing should be reduced. It was felt proposals were one storey too tall. Massing should be reduced especially on the east end.
5. The undercroft should be infilled or designed out due to concerns over potential unsociable uses.
6. Facades should include more vertical articulation to break up long repetitive facades.

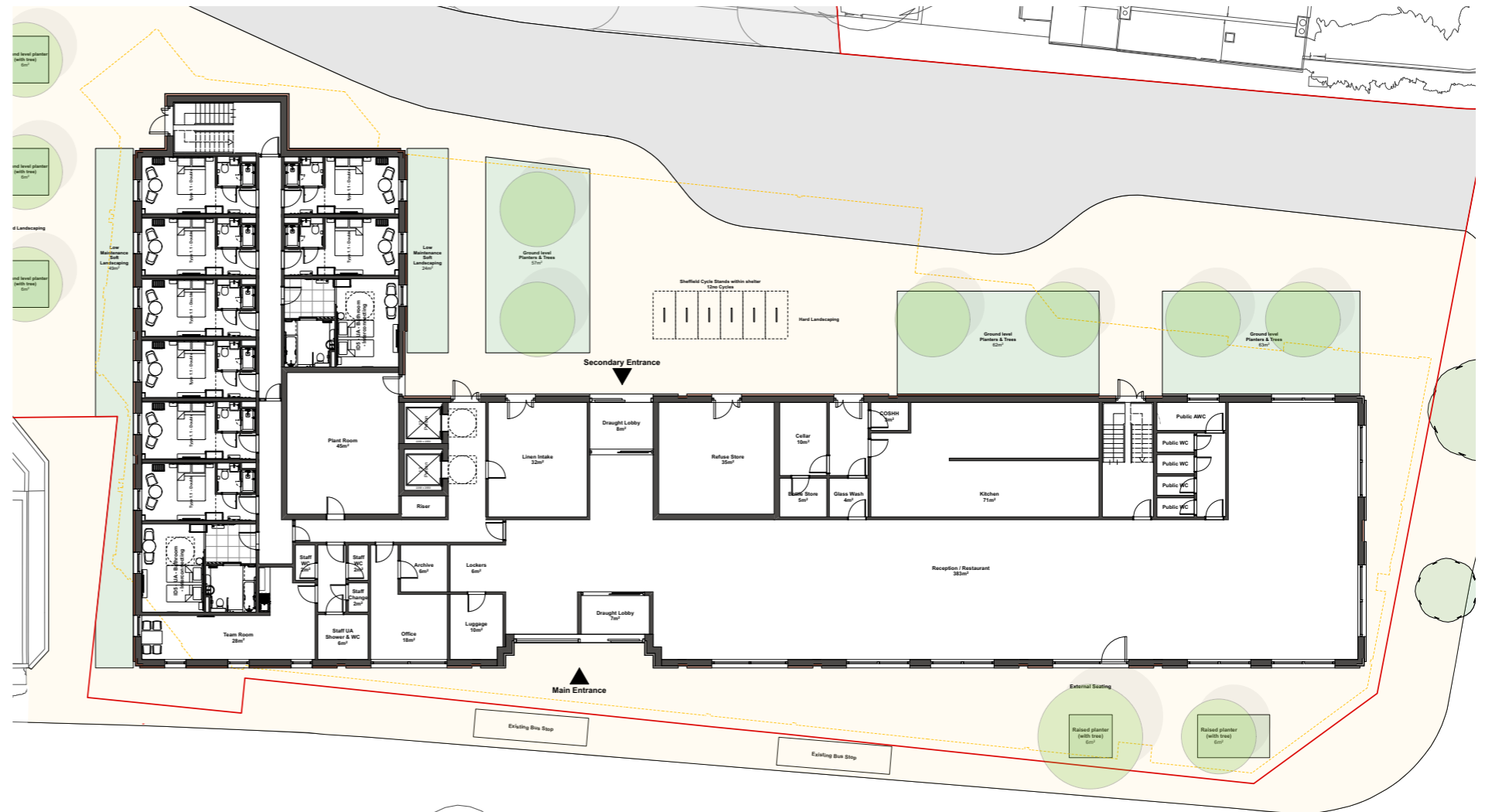


PUBLIC CONSULTATION SCHEME

Following pre-application feedback, the hotel scheme was substantially redesigned. Amended proposals are shown opposite.

Key design changes included:

1. Change in footprint to an L-shaped plan.
2. Loss of the fourth floor to reduce the overall building height.
3. Loss of the previous undercroft area and relocation of the hotel entrance further along Anchor Springs.
3. Facades were broken up into narrower bays in keeping with typical plot widths within the town centre. These were articulated with difference colours of brickwork and variety of bay widths.
4. Inclusion of a north entrance to provide direct access from the car park.
5. Bedrooms included at ground floor to minimise massing.
6. The proposed loading bay was moved West and more substantial planting was added to the opposite Avon House to improve the setting of the listed building.



PUBLIC CONSULTATION FEEDBACK

A Public Consultation exhibition event was held at Littlehampton The Manor House, Church Street on 12th February. This received a strong engagement, with widespread support for the development.

A Statement of Community Involvement, produced by Marengo Communications accompanies this application and provides further detail on the scope of community consultation carried out and feedback received. A summary is provided below:

- The plans were welcomed, with the overwhelmingly expressed view that the plans for a Premier Inn in Littlehampton will be a good thing for the town.
- Regeneration of the site is welcomed.
- Jobs, tourism boost and economic benefits are seen as positives.
- Design - the design of the hotel was seen positively by most, but there were also those who felt it was too uniform/boring/unappealing and could be improved.
- Materials choice - several respondents would like to see inclusion of flint/tiles and there was concern about keeping colours bright rather than too dark.
- Landscaping and sustainability measures are supported.
- Pavement frontage plans are generally viewed positively, but there are concerns about proximity of buses to the hotel entrance/restaurant.
- Construction management - some concerns about potential impact of construction on local businesses/bus connections.
- Hotel use - some concerns about use of the hotel by those seeking asylum/homeless people.
- Surface water drainage and localised flooding risk should be fully considered.
- Concerns over proximity of hotel entrance to bus stops.



PUBLIC CONSULTATION - DESIGN RESPONSE

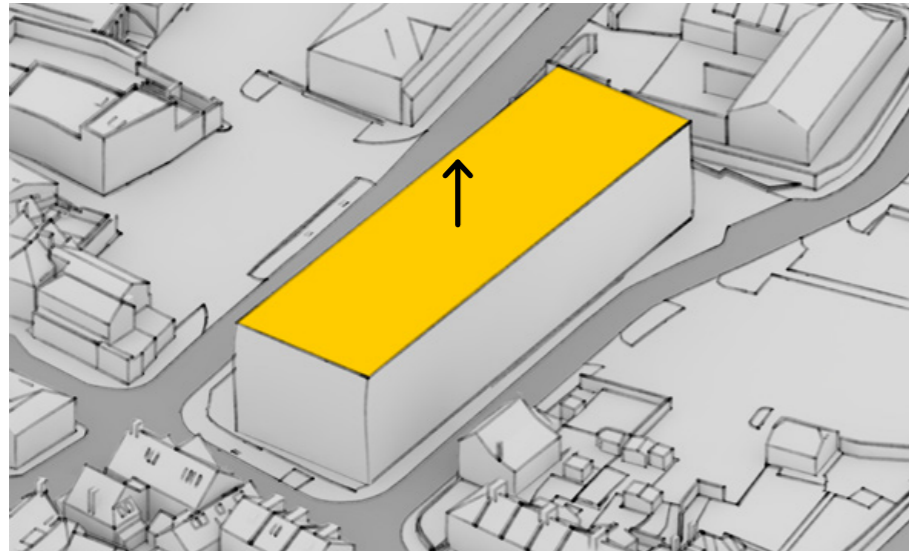
As will be shown later in this document the proposals that form the subject of this application have responded to feedback received from Arun Council and members of the public, incorporating the following changes:

- Hotel entrance moved further east to minimise potential for congestion between hotel guests and those waiting for buses.
- The public realm to the south of the building has been further increased.
- Bedrooms have been removed from the ground floor following further advice from Arun Council.
- Massing at the east and north ends of the building has been amended to provide a more interesting stepped massing.
- Cycle storage has been incorporated within the building footprint.
- Soft landscaping has been amended taking account of site levels
- A comprehensive sustainable urban drainage strategy has been developed to mitigate rainwater run-off from the site.

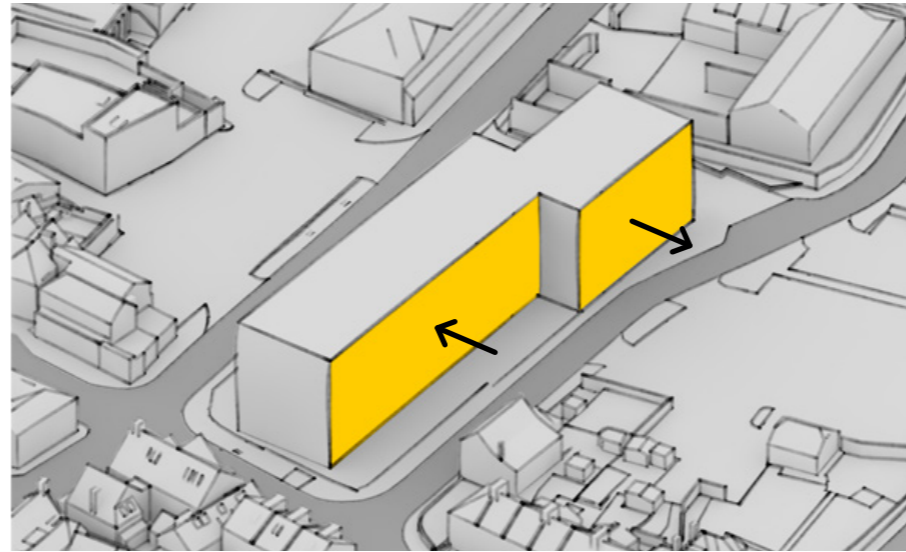


DESIGN DEVELOPMENT - FORM & MASSING

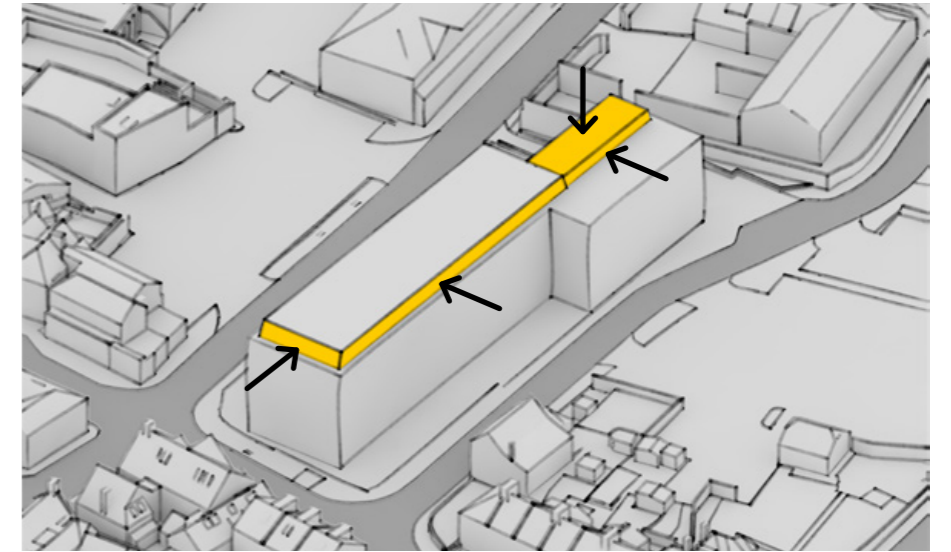
Following the Public Consultation process alterations to the designs presented at pre-application. The following diagrams summarise the evolution of the building form.



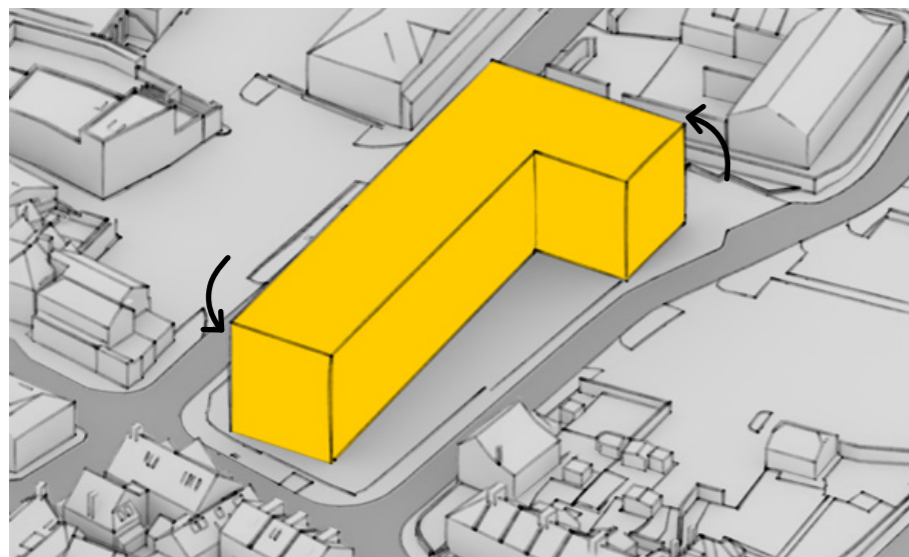
1 Aligning height of proposal to similar heights of existing context



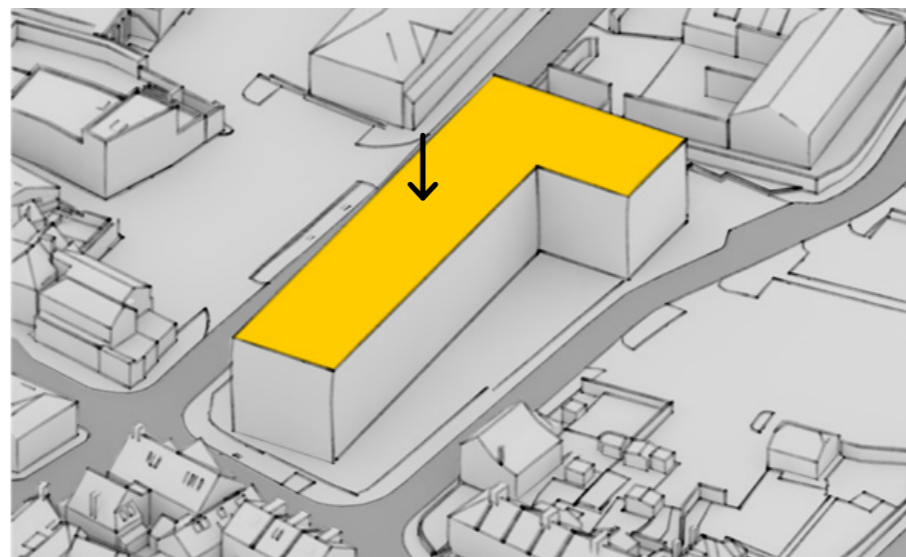
2 Offsetting overall mass to allow for better public realm activation & enhancements



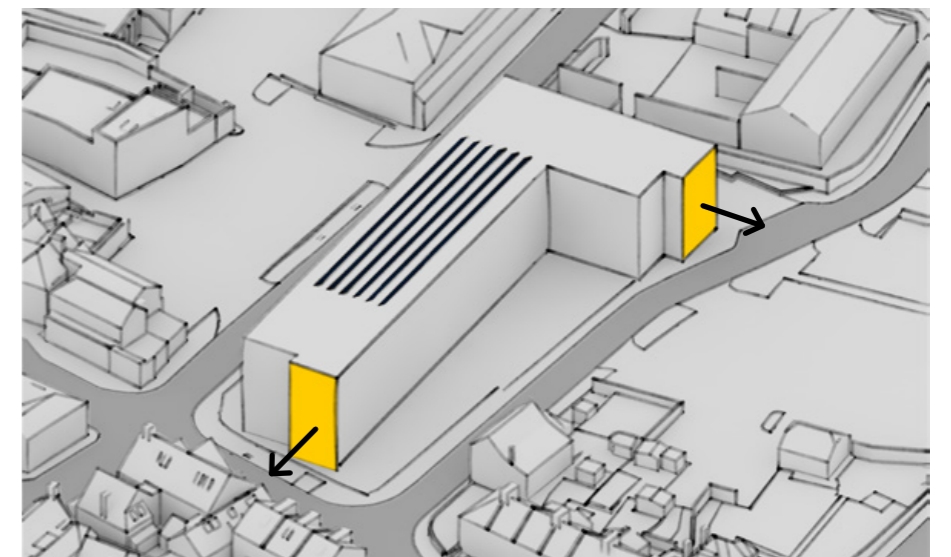
3 Stepping back top floor & creating mansard respecting immediate context



4 Proposal rotated to align with immediate context & form simplified following public consultation



5 Fourth floor removed following consultation to reduce the overall height preventing overshadowing surrounding context.



6 Smaller elevations bisected and extruded to generate a more dynamic street-scape.

PROPOSALS

The following pages describe the proposed scheme and its response to the immediate and wider context.

As shown in the previous contextual study, the current and historic site is characterised a broad variety of buildings of varying age and cultural significance.

Various periods and styles are represented across the town of Littlehampton. The town centre and High Street feature several examples of well preserved heritage buildings.

The proposals described in the following pages develop a design that responds to this built heritage whilst addressing key functional issues around the site.

The proposals seek to provide much needed hotel of architectural merit through the use of high quality materials and simple, considered detailing to create an elegant building befitting of this prominent central site.

MATERIALS PALETTE



Dark Grey Brickwork to plinths, main entrances and recessed elements.

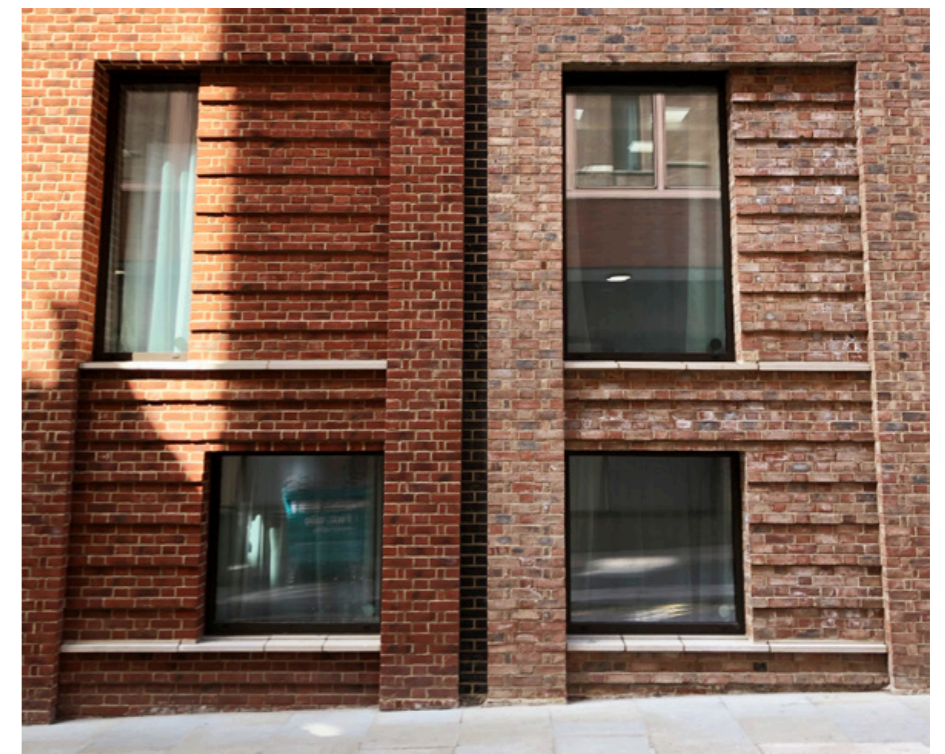


Red Brickwork to main elevations above plinth level.

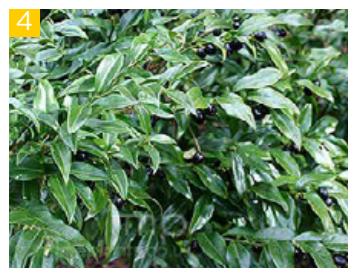
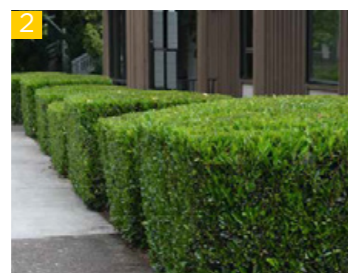


Buff Brickwork to main elevations above plinth level.

Contrasting brickwork tones and recessed shadow gaps



Trees, planters and soft landscaping.



Soft Landscaping Species

- 1 - Hebe 'Mrs Winder'
- 2 - Prunus laurocerasus 'Otto Luyken'
- 3 - Thymus vulgaris
- 4 - Sarcococca confusa
- 5 - Perovskia atriplicifolia
- 6 - Dryopteris felix mas
- 7 - Carpinus betulus 'Fastigiata'

ARCHITECTURAL PRECEDENT



Selected projects shown above illustrate some key design features that have influenced proposals.

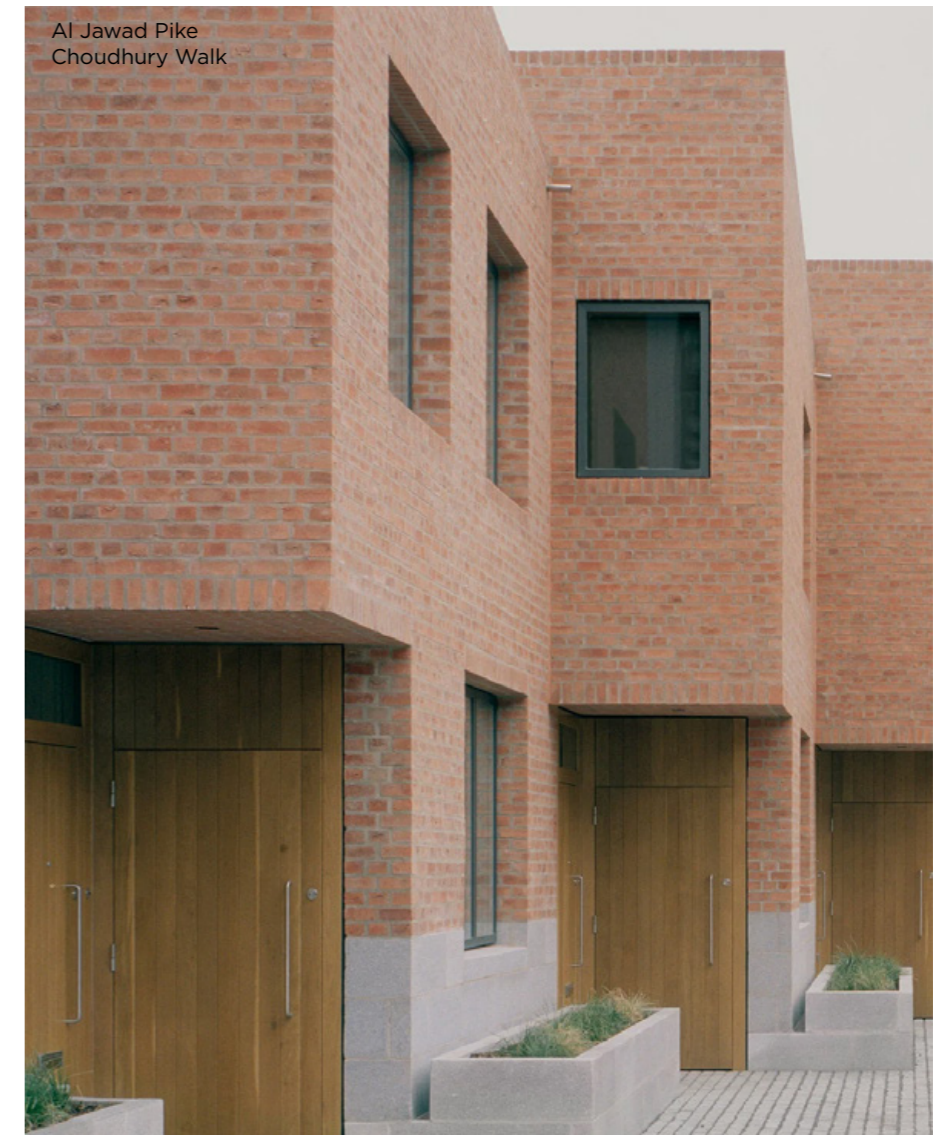
Above Left:
Newport Street Gallery by Caruso St John

This award-winning gallery features dark grey brickwork to lower levels. Simply detailed reveals to large picture windows and recessed entrances provide a depth of shadow and solidity.



Above Middle:
Premier Inn West Smithfield, Axiom Architects

Shortlisted for the Brick Awards, a long facade is broken up into narrow bays of contrasting brickwork reflecting the narrow plot widths along the street.



Above Right:
Chowdhury Walk, Al Jawad Pike

Staggered massing and variations in plinth heights animate the facade.

FACADE RHYTHM & COMPOSITION

Consideration has been made in the design of the hotel and restaurant with regards to the surrounding context in and around the centre of Littlehampton. In particular rhythms defined by the varied plot sizes and fenestration patterns around Littlehampton have been reflected in the proposed elevations.

As previously mentioned, upper storey windows vary in dimensions, period and style throughout the town but an overall pattern emerges when looking at the built environment as a whole. Fenestration across the town centre features portrait upper storey windows grouped predominantly in pairs and sets of three to each facade. Ground floor windows in the centre are mainly shop front, large display windows providing active frontage.

Varied plot widths provide variety of rhythm along the streetscape. Proposals refer to these patterns through the contrasting brickwork, shadow gaps and variations in brickwork plinth heights.



DETAIL

Main Entrance

Raising the dark grey brickwork to first floor level at points of entry highlights the hotel entrance area.

Inset doors provide shelter and depth of shadow.

The entrance is further articulated with a freestanding column within the entrance way.



DETAIL

Large raised planters address changes in level around the corners of the site maintaining the slope of the pavement whilst creating a level terrace for external seating.

Large shop fronts at ground floor level provide active frontage.

Deep set windows provide depth of shadow and create an impression of mass and solidity.



DETAIL

Rear Courtyard

The L shape plan provides a generous rear courtyard allowing for movement of guests and deliveries.

Long planters and trees provide screening of the building and enhance views from the car park and properties to the north.



PROPOSED PLANS

Site Plan

The Northern half of the site is to be retained as a car park with new markings and the addition of 6no EV spaces as well as infrastructure to enable the future installation of an additional 4no EV spaces. Access to the car park is via Avon Road.

The pedestrian pathway across the car park is to be retained with 8no wheelchair accessible spaces to be positioned adjacent to the pedestrian crossing on Avon Road. The existing level access for pedestrians is to be retained as part of the hotel proposal.

A cycle store is accessible from the North of the hotel building with a capacity for 14no bicycles. Guests are also able to store their cycles within their rooms.

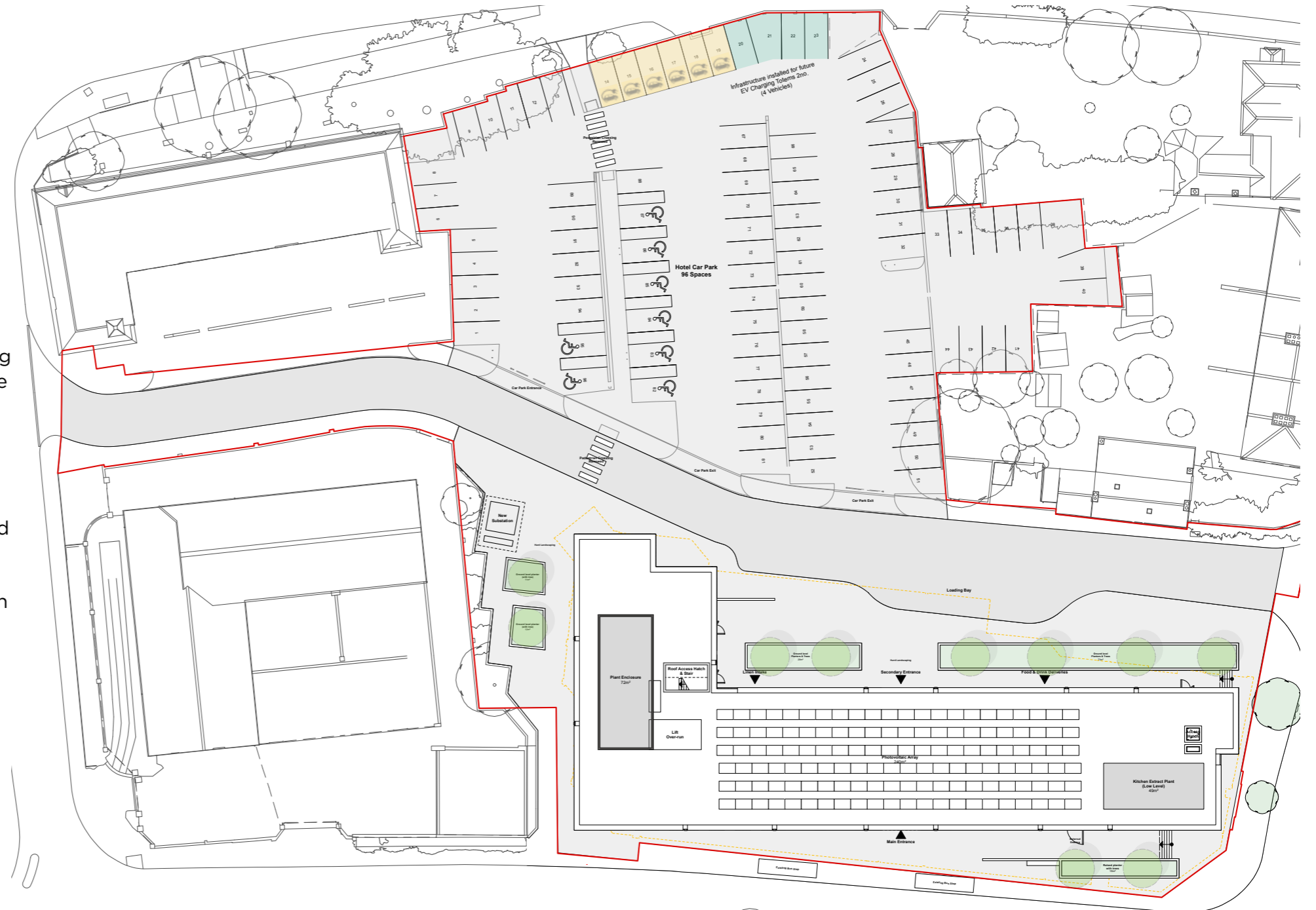
The loading area for the hotel has been repositioned Westward of the existing supermarket loading bay position; this moves loading activities and large vehicle manoeuvres away from the junction with East Street and the Grade II listed Avon House.

The proposed hotel significantly increases the public realm on all facades façades and maintains the existing through way between Avon Road and Anchor Springs.

The existing soft landscaping on the through route as well as the street trees toward East Street are to be retained. The proposal provides significant additional soft and hard landscaping as well as several additional trees dramatically improving site biodiversity and urban greening.

The footprint of the existing building is reduced in order to facilitate free pedestrian movement around and across the site. Entrances to the Hotel Reception, Bar and Restaurant include level access.

The proposal also includes a South facing external seating area to compliment the indoor seating and to activate the street-scape.



PROPOSED PLANS - GROUND FLOOR



The proposed hotel includes two entrances serving access from the car park to the North and the high street to the south.

A void space is included to the Western extent of the ground floor surplus to the needs of the hotel due to flood risk restrictions.

The hotel reception and restaurant is located on the East wing of the building, providing a southern aspect to the hotel reception as well as the bar and restaurant and a South facing external seating area.

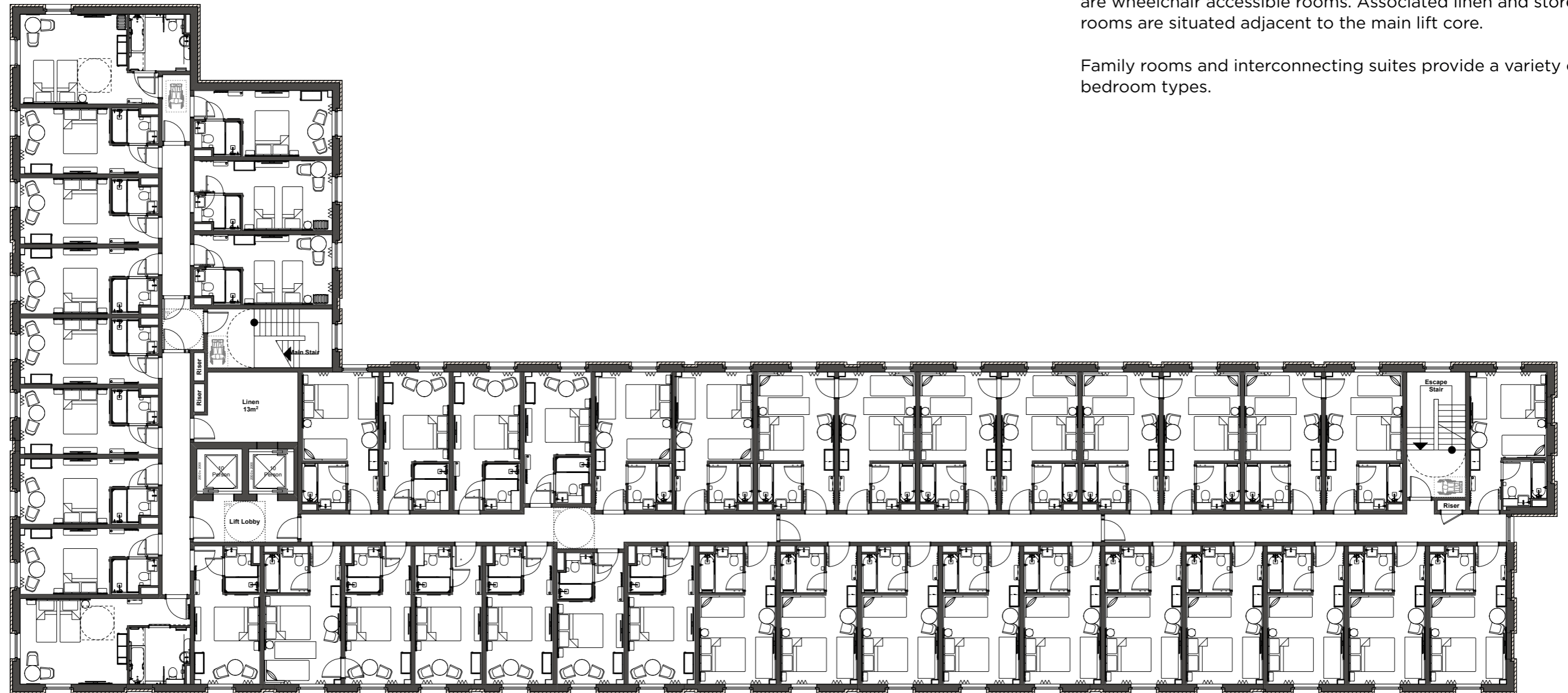
Back of house facilities are located along the northern side of the hotel.

The hotel's main stair and lift core is located in the centre of the building, providing level access to all floors.

PROPOSED PLANS - FIRST FLOOR

The First floor of the hotel provides 44no rooms 2no of which are wheelchair accessible rooms. Associated linen and store rooms are situated adjacent to the main lift core.

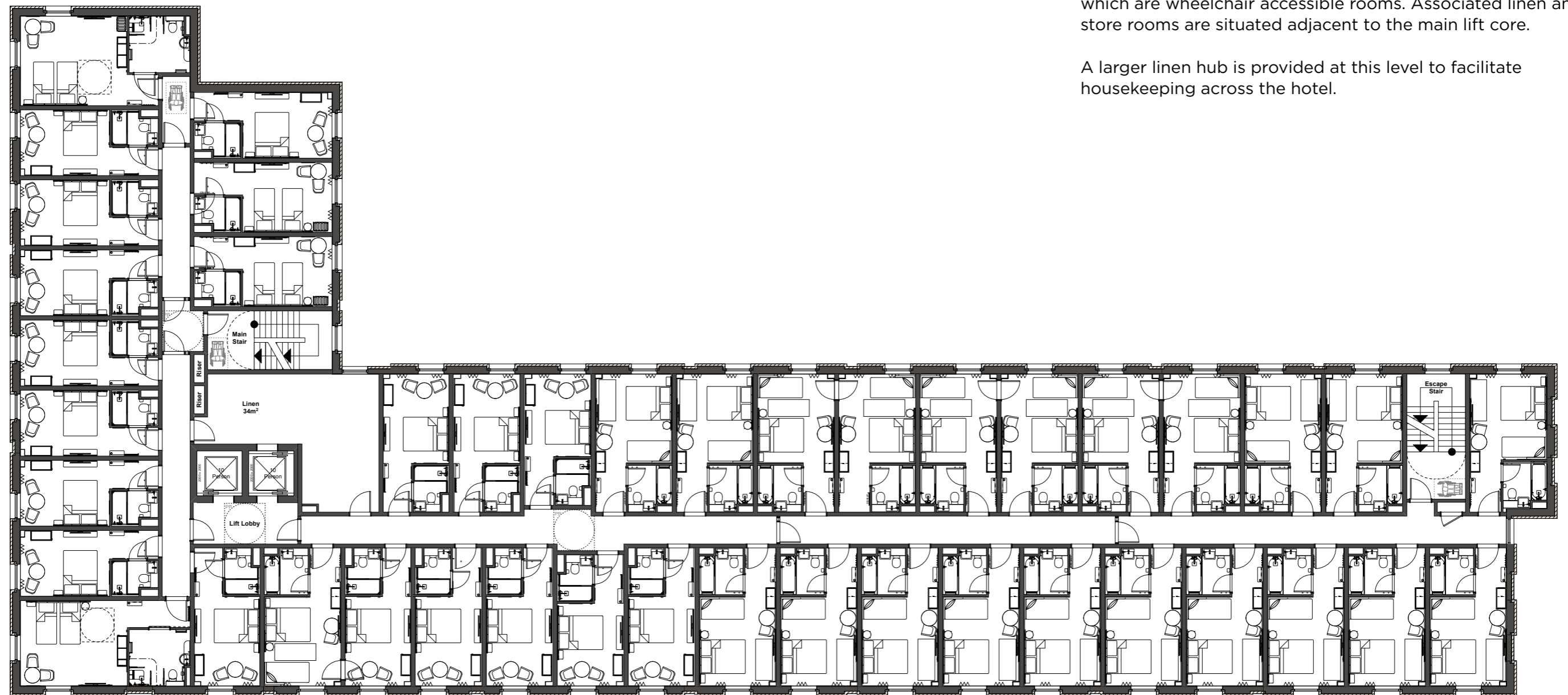
Family rooms and interconnecting suites provide a variety of bedroom types.



PROPOSED PLANS - SECOND FLOOR

The second floor of the hotel provides 43no rooms 2no of which are wheelchair accessible rooms. Associated linen and store rooms are situated adjacent to the main lift core.

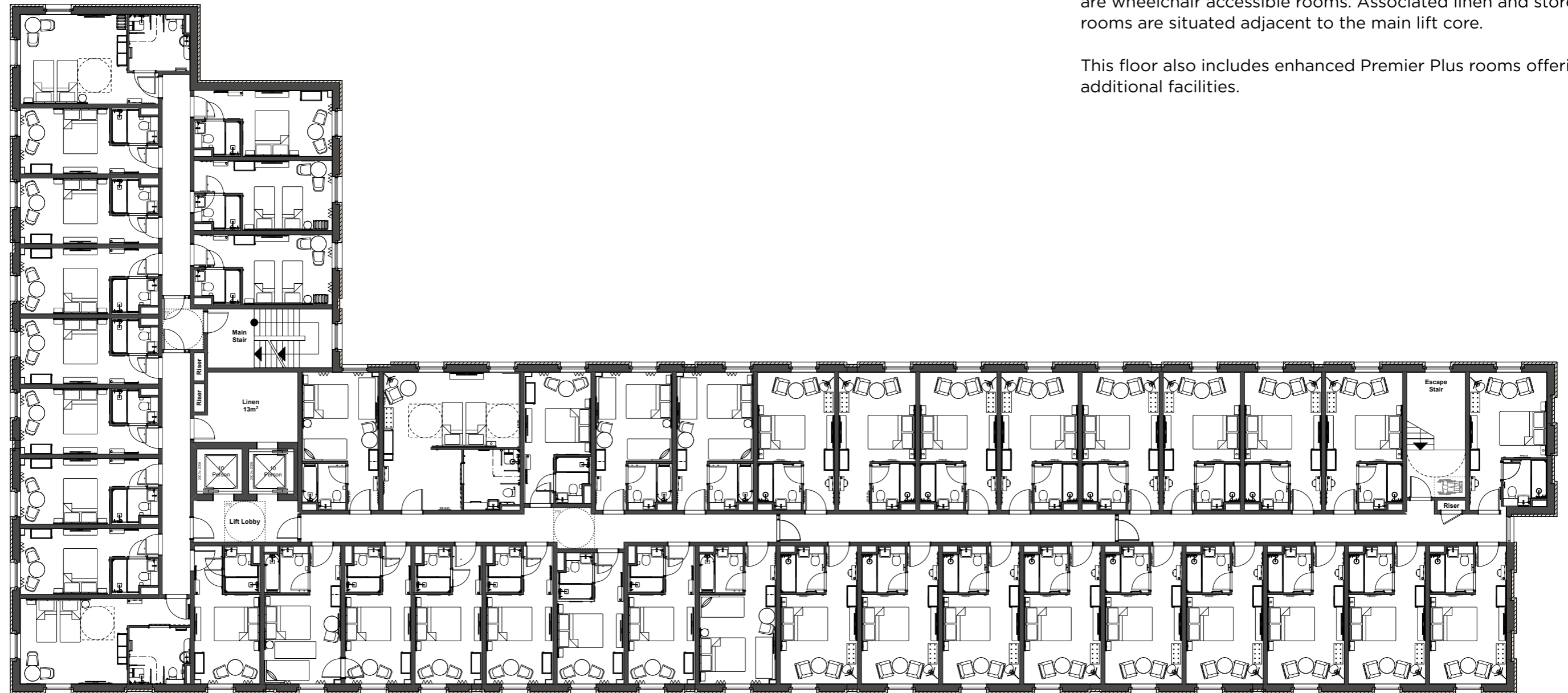
A larger linen hub is provided at this level to facilitate housekeeping across the hotel.



PROPOSED PLANS - THIRD FLOOR

The third floor of the hotel provides 43no rooms 3no of which are wheelchair accessible rooms. Associated linen and store rooms are situated adjacent to the main lift core.

This floor also includes enhanced Premier Plus rooms offering additional facilities.

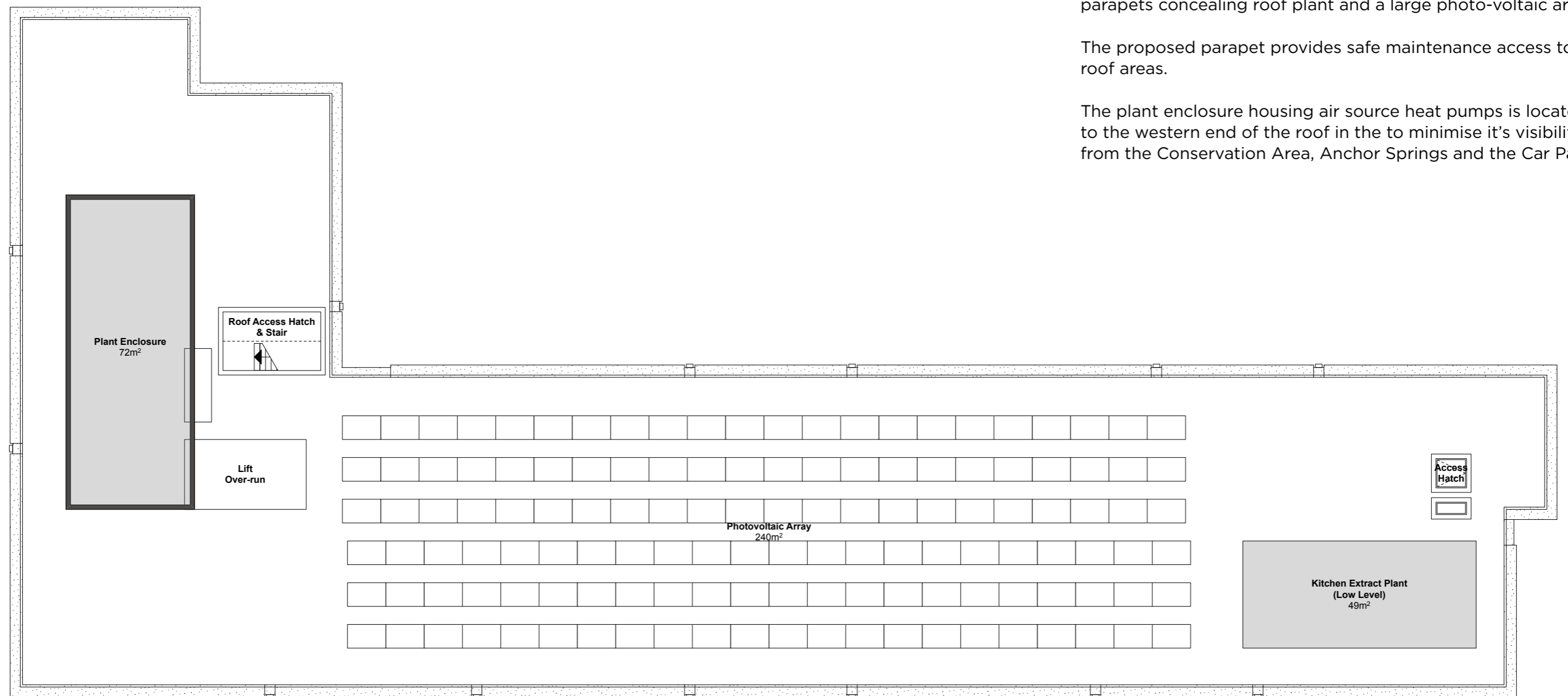


PROPOSED PLANS - ROOF PLAN

The proposed hotel includes a flat roof with perimeter parapets concealing roof plant and a large photo-voltaic array.

The proposed parapet provides safe maintenance access to all roof areas.

The plant enclosure housing air source heat pumps is located to the western end of the roof in the to minimise it's visibility from the Conservation Area, Anchor Springs and the Car Park.



PROPOSED ELEVATION - SOUTH

The South elevation includes the main entrance to the hotel, located centrally.

Contrasting red and buff brickwork alternate around the facade with variations in the use of grey brickwork to plinths and around entrances.

Blind windows break up areas of brickwork at ground level to areas of inactive facade.

Rainwater downpipes and hoppers are set within recesses between each frontage providing further articulation and shadow.



PROPOSED ELEVATION - EAST

A staggered elevation divides the massing along this facade, further articulated by a vertical recess of dark grey brickwork and corridor windows.

Blind windows provide articulation to the facade whilst maintaining privacy to residential properties immediately opposite.

As shown by the yellow outline, the proposed new facade and footprint dramatically increased the public realm moving the building further away from surrounding properties.

Raised planters and steps manage the change in site levels around the proposed building creating level areas for external seating and servicing.



PROPOSED ELEVATION - NORTH

The north elevation provides a slightly lighter overall colour palette with greater use of buff brickwork.

Long linear planters and trees provide a more welcoming environment and outlook from adjacent properties.



PROPOSED ELEVATION - WEST

This shorter elevation fronts onto the pedestrian route between Avon Road and Anchor Springs.

Whilst bedrooms cannot be provided at ground level along this frontage, passive overlooking is provided with 27 rooms overlooking the public realm.

Two additional trees and planters are proposed to enhance this pedestrian route.



ACCOMMODATION

The accommodation provided by the proposed hotel and restaurant is summarised below:

Schedule of Accommodation

Bedrooms	130no.
Reception & Restaurant	305m ²
Vehicle Parking	96
(Including Wheelchair accessible)	8
(Including EV charging spaces)	6
(Including future EV spaces)	5
Cycle Spaces	14
Site Area	5878m ²
Gross Internal Floor Areas	
Ground Floor	1114m ²
First Floor	1120m ²
Second Floor	1120m ²
Third Floor	1120m ²
Total hotel	4474m ²

VISUALISATIONS - ANCHOR SPRINGS CAR PARK



VISUALISATIONS - VIEW ALONG ANCHOR SPRINGS



VISUALISATIONS - VIEW FROM CHURCH STREET



VISUALISATIONS



RELATIONSHIP TO AVON HOUSE

The current contextual relationship between the site and Avon House leaves a lot to be desired. This provides several opportunities to improve the setting of this listed building.

The current outlook from Avon House is of the loading/unloading bay. Large blank walls, industrial size shuttered doorways, hazard signage, high security fencing and temporary concrete traffic barriers define the space combined with a large overhanging roof. These components create a generally hostile built environment and very poor outlook from Avon House and from near by properties on the opposite side of East Street.

The accompanying images demonstrate the key decisions that have been made to ensure that the proposed hotel and restaurant is respectful and beneficial to the existing fabric.

Key Decisions

1. The overall footprint of the building has been significantly reduced compared with the existing, pulling the building back from Avon House.
2. Significant soft and hard landscaping and several trees are proposed to the North of the hotel.
3. A much higher quality building facade with more activity and animation provide an improved outlook. A new footpath is provided to the South Side of Avon Road, potentially reducing the use of the pavement to the north.
4. New windows provide increased passive and active security along the street.



Avon House



Existing View From Avon House



Existing Contextual Relationship



Proposed Contextual Relationship



Relationship Comparison

TRANSPORT & LOGISTICS

A Transport Statement has been provided by RGP in support of this application. Key aspects of the scheme are summarised below:

Car Parking & EV Charging

Proposed alterations to the existing parking include parking for 96 vehicles, including 8 wheelchair accessible parking bays. EV charging points will be provided for 6no electric vehicles, with infrastructure to be installed to allow the future installation of EV charging points to serve a further 4no vehicles.

Cycle Storage

To promote active travel, the proposed hotel will include covered storage for 14no cycles within a covered shelter to the North of the hotel restaurant with CCTV coverage.

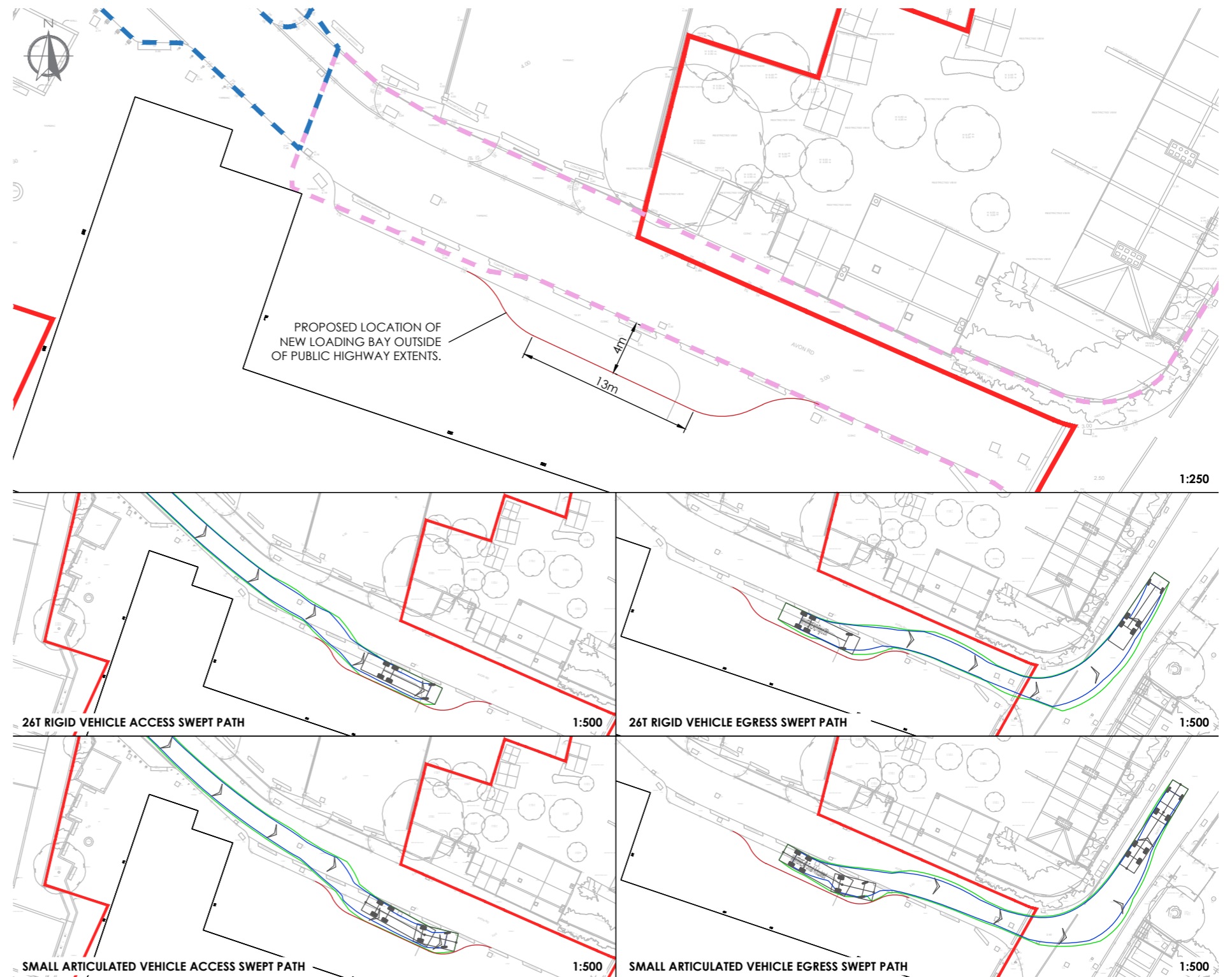
Deliveries & Waste Collection

A dedicated service bay is provided to the North of the hotel with fully enclosed waste and recycling stores.

The accompanying Transport Statement includes vehicle tracking demonstrating the suitability of the proposed deliveries area for various deliveries vehicles.

Public Transport Links

The site is located nearby to several bus stops. Two bus stops can be found adjacent to the site on Anchor Springs as well as another further West along Anchor Springs. These provide frequent services across the local area. The site is also a short distance from the local train station. Details of these services and their frequency can be found in the accompanying Transport Statement.



ECOLOGY & LANDSCAPING

A Landscape Strategy and Landscaping Masterplan has been provided by Indigo Landscape Architects in support of the proposed application.

The landscape strategy has been devised to respond to the requirements defined within the outline planning consent and bring wider environmental and biodiversity benefits across the site. At the same time the scheme design is mindful of the relationship with the local area and the safety and practicality for visitors to the hotel.

The landscape proposals feature the following elements:

Hard Landscaping:

- Buff coloured paving setts to the pedestrian pathways around the building.

Soft Landscaping

- Raised and level planters around the building providing native and semi-ornamental shrub planting. To the North-East of the building a raised wall will form a rain garden.
- Planting will consist of native, biodiverse, shade tolerant shrubs, ground covers and climbers. Paving to entrances on all sides of the building to allow for access to and from the plant room and as an emergency exit.
- Semi-ornamental planting around the building with native trees and specimen shrubs.

An Ecological Assessment and Biodiversity Net Gain Report have been provided by Ecology Solutions. The existing site is a brownfield site, consisting in large part of a currently unused car park, however there are planted areas and gardens in several locations along the boundary. All existing vegetation and the habitat that is currently provided on the site is to be retained and complimented with several additional planters and trees. Overall the significant bias towards native planting will create habitat potential around the site, while reinforcing the local landscape character and contributing significantly to the overall site biodiversity.



ACCESSIBILITY

The proposed hotel will include the following key features:

1. Site Access

- 1.1. Pedestrian access is provided on the North and South Elevations and can be approached from all directions.
- 1.2. Vehicle access to the car park is provided from the West via Duke Street and Avon Road.
- 1.3. Wheel chair accessible parking bays are provided at the nearest point to the hotel entrance accessed via the existing pedestrian crossing.
- 1.4. Contrasting surface finishes are used around the site to delineate vehicle circulation, parking bays and pedestrian routes around the site.

2. Hotel Main Entrance

- 2.1. Guest access will be provided via a main entrance at pavement level on the South elevation of the hotel as well as a secondary entrance on the North elevation. All entrance doors will include flush thresholds with step free access.
- 2.2. The main entrance includes automated sliding doors with level thresholds. The main entrance doors will be open throughout normal operational hours (7am to 11pm). During night-time hours (11pm to 7am) entrance doors will be openable via key card or intercom only.

3. Lifts

- 3.1. The hotel will include 2no 10 person wheelchair accessible lifts.
- 3.2. This lift core will provide access to all levels of the hotel.
- 3.3. The main lift lobby on each bedroom floor includes RFID key card operated doors, providing a line of security between the lift lobby and bedroom areas.

4. Stairs

- 4.1. All stairs to the building will comply fully with Approved Documents M and K.
- 4.2. Each of the two external escape stairs will include refuges with two-way communications panels at each upper floor level with level thresholds at ground floor level.

5. Hotel Reception

- 5.1. The proposed reception is located at ground floor level, accessed directly from the hotel main entrance.
- 5.2. The reception area includes generous clear circulation space.
- 5.3. The hotel reception will include a combination of self-check-in podia along with assisted check-in desks.
- 5.4. All self-check-in podia are at a height suitable for use by wheel chair users.
- 5.5. Reception is to be staffed 24 hours a day, 7 days a week with trained staff able to provide assistance to any guests with special requirements.
- 5.6. Induction loops are provided within the reception.

6. Restaurant

- 6.1. The proposed hotel will include a dedicated bar and restaurant at ground floor level directly linked to the reception area.
- 6.2. Induction loops are provided at the bar.
- 6.3. A mix of seating, from armchairs and sofas with coffee tables, formal dining chairs and tables and higher bar and stool arrangements will provide a range of seating to suit individual preferences. Space for wheel-chair access to tables will also be provided with generous circulation between tables.

7. Public WCs

- 7.1. The proposed hotel includes 1no universally accessible WC within the Ground Floor Reception & Restaurant Area.

- 7.2. 2no female and 2 no male public WCs are provided.

8. Bedroom Corridors

- 8.1. Bedroom corridors within the hotel provide a standard width of 1200mm, with localised passing places 1800mm wide at regular intervals.
- 8.2. All bedroom corridors within the hotel are level without ramped or stepped changes in level.
- 8.3. All doors along circulation routes and to guest bedrooms will provide a minimum clear width suitable for wheelchair access.

9. Universally Accessible Bedrooms

- 9.1. The hotel includes a provision of 7no wheelchair accessible bedrooms, comprising 5% of all bedrooms. All proposed accessible bedrooms will comply with the minimum space requirements and facilities as set out in the Whitbread Premier Inn standard model requirements and Approved Document M.
- 9.2. A mix of shower wet rooms and bathrooms are provided with a mix of left and right handings.
- 9.3. All accessible bedrooms will include alarm buttons or pull-cords within the bedrooms and within the shower rooms, along with associated alarm reset buttons.

10. Staff Facilities

- 10.1. The proposed hotel includes a team room with a mix of seating and generous circulation space.
- 10.2. A universally accessible staff shower room and WC is provided at ground floor level.
- 10.3. The hotel includes a reception office at ground floor with ample circulation space for wheelchair users.

11. Internal Finishes and Colour Contrast

- 11.1. Contrasting finishes are to be provided to all guest facing areas and circulation spaces in full accordance with the requirements of Approved Document M.

SAFETY AND SECURITY

The proposed hotel will include the following security features:

1. Passive Security
 - 1.1. Greater site permeability
 - 1.2. Dramatically increased active frontage
 - 1.3. Upper floor windows on all elevations
 - 1.4. Multiple lines of security within the hotel
 - 1.5. External lighting improvement
2. Active Security
 - 2.1. Reception staffed 24 hours a day
 - 2.2. New CCTV systems covering the site and all points of entry into the building
 - 2.3. Access Control is provided at each main entrance during night time hours with door control and CCTV coverage linked back to reception.
 - 2.4. Further lines of security are provided with access control between reception and ground floor lift lobby, between upper floor lift lobbies and bedroom corridors and on all bedroom doors and doors to staff areas.

SUSTAINABILITY

Whitbread Net Zero Strategy

Whitbread are actively working towards a sustainable future. Their carbon emissions target was brought forward to 2040 last year and will see the entire organisation reach net zero emissions by 2040. It is proposed that the new hotel at Anchor Springs, Littlehampton will be an important stepping stone on the journey to a new generation of hotels.

BREEAM

The hotel is targeting achievement of an Excellent rating of $\geq 70\%$ with priority areas on:

Fabric First Approach

The proposed building will follow a low energy design, with high levels of insulation and airtightness exceeding the requirements of current UK Building Regulations:

- U-Values for building elements as follows:

Ground Floor	0.15W/m ² K
External Walls	0.15W/m ² K
Roof	0.10W/m ² K
Windows & Doors	1.00W/m ² K
- Airtightness Rating of 3m³/(h.m²) at 50Pa or better.

Renewable Energy

An Energy and Sustainability Report has been provided by Applied Energy.

- A minimum 32% CO₂ emission reduction below Building Regulations Part L 2021 through energy efficient building fabric and systems.
- The hotel is to be designed as fully electric with the use of Air Source Heat Pumps (ASHP) and Mechanical Ventilation and Heat Recovery (MVHR).
- On-site energy generation via a 240m² Photo-Voltaic array generating approximately 72,136kWh/year.

Water Consumption

- The hotel will achieve the BREEAM Excellent standard for water performance with $\geq 25\%$ improvement
- This is achieved with dual-flush WCs and low-flow water fittings.

Sustainable Urban Drainage Strategy (SUDs)

- The proposed site wide drainage strategy will follow the SUDS hierarchy and will include below ground surface water retention as well as a substantial increase in soft landscaping on the site.

Health & Well-being

- Noise: internal and external studies will be made to ensure an appropriate acoustic environment is achieved minimising the audibility of external traffic noise within the hotel.
- Air-quality: The increase in greening, ensures there will be no degradation of local air quality. An Air Quality Assessment has been provided in support of this application.
- Daylight & Sunlight assessments have been carried out to demonstrate proposals are not detrimental to surrounding properties.
- A substantially improved public realm and activity around the site will discourage antisocial behaviour currently experienced around the site.

Biodiversity & Green Infrastructure

The design will target an increase in biodiversity which will be achieved by:

- Retaining all existing on site planting
- Ecological enhancement through the provision of wildlife friendly planting and trees.

Sustainable Travel

- 14no Cycle spaces will be provided for guests and staff.
- Premier Inn operate cycle friendly policy, meaning that guests can store their cycles in bedrooms.
- Electric Vehicle Charging points will be provided allowing simultaneous charging of up to 6no vehicles with infrastructure installed for future installation of charging points for a further 4no vehicles.
- Widened footpaths and public realm to the south of the hotel will reduce pedestrian congestion around bus stops and better facilitate their use.

CONCLUSION

As shown within this Design Access Statement, the proposed hotel will provide an elegant high quality design befitting this centrally located site.

The use of traditional materials in keeping with the local built fabric as well as simple, elegant detailing and proportion follows an architectural language consistent with the hotel's wider urban context, elevated to produce a high quality building of architectural merit.

The proposed 130 bedroom hotel and restaurant will provide high quality, sustainable and affordable accommodation supporting local businesses and tourism within and around Littlehampton.

It is hoped the proposed scheme will be a welcome addition to the town and wider area.





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