

LAND AT NORWAY LANE, LITTLEHAMPTON

DESIGN AND ACCESS STATEMENT



Applicant: Hallway Properties Limited
Date: April 2025 (REV D)



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01 INTRODUCTION



Introduction

This Design and Access Statement (DAS) is submitted in support of a full planning application for the proposed redevelopment of Land at Norway Lane, Littlehampton. The statement has been prepared by RGP Architects on behalf of Hallway Properties Ltd.

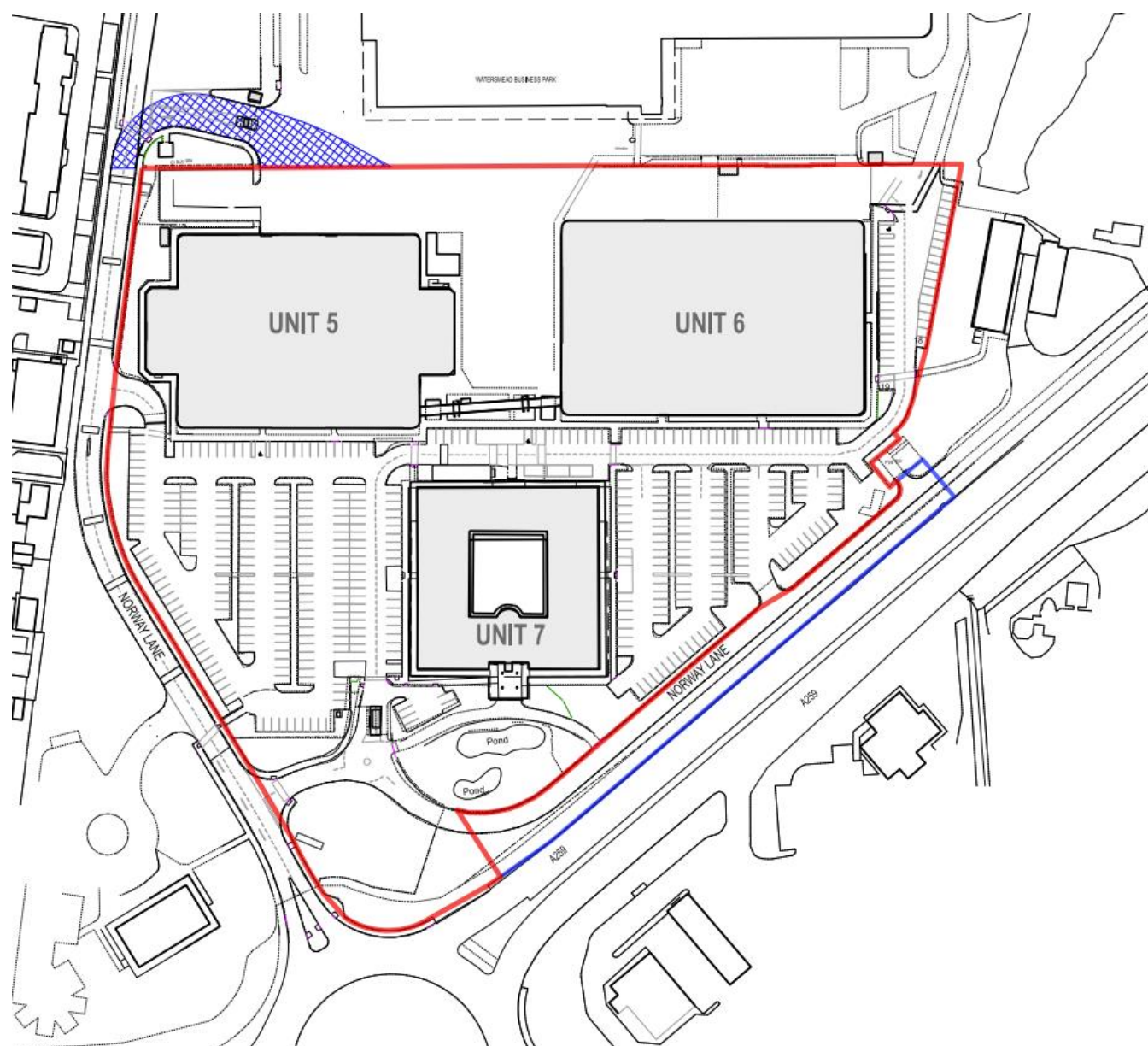
The proposed development comprises part demolition, conversion, refurbishment and re-elevation of Units 5 and 6 and construction of retail (food and non-food), leisure and food & beverage units (Use Class E), together with associated car parking, access, loading areas, landscaping and associated works. The former Body Shop headquarters, Unit 7, will be demolished to facilitate the proposed development and as a first enabling phase. The demolition of Unit 7 forms part of an earlier Prior Notification of demolition application (ref. LU/27/25/DEM) and is excluded from the proposed application.

Background and Context

The site, approximately 4 hectares, comprises two vacant distribution warehouses (Units 5 and 6), previously occupied by Amazon, and a vacant office building (Unit 7), previously occupied by The Body Shop Headquarters. The existing buildings have been underutilised for several months, following The Body Shop Headquarters' relocation and the end of Amazon's lease. Despite efforts to market the site for continued employment use, there has been limited interest, and the buildings can no longer be viably adapted to meet contemporary operational standards. Please refer to the PS for further details.

Pre-Application Engagement

Engagement with Arun District Council and the local community has informed the evolution of the scheme. Early dialogue with officers established the principle of redevelopment, and public consultation—via a community drop-in event and the “Give My View” platform—has allowed residents and stakeholders to share views. This helped shape the proposals in line with local priorities, including the Arun Local Plan (2011–2031) and the Arun District Design Guide Supplementary Planning Document (2024). Further details of the consultation undertaken can be found in the Statement of Community Involvement, prepared by Cratus, and Section 2 of the Planning Statement, prepared by Freeths LLP.



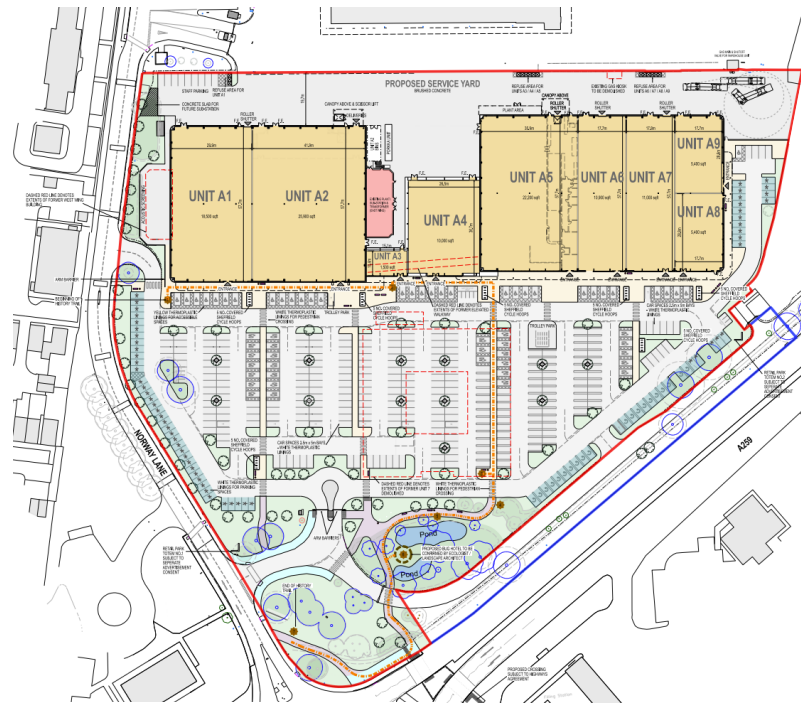
Existing Site Plan

Design Approach

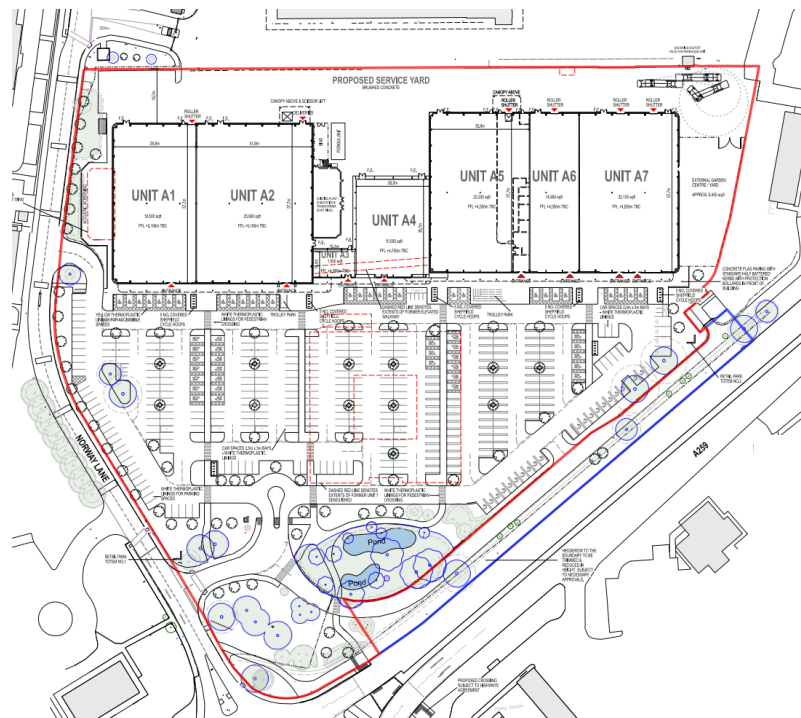
The redevelopment reflects a considered response to site constraints and opportunities. Retaining and adapting the industrial units preserves embodied carbon and reduces waste. Demolishing the outdated office structure improves legibility and site integration. The layout is designed to foster a sense of place while balancing visibility, access, servicing, and user comfort.

Architecturally, the development introduces a refined, contemporary identity. The proposal seeks to achieve BREEAM Very Good, incorporate sustainable technologies, and deliver ecological enhancements as part of wider landscape and biodiversity strategy. Overall, the scheme aims to re-establish the site as a key employment and retail hub in Littlehampton.

02 USE



Option 1 - Proposed Site Plan



Option 2 - Alternative Layout for Future Tenant Flexibility

The proposed development provides a series of flexible Class E retail units, designed to accommodate a broad mix of commercial uses, selling a range of food/non-food goods plus food and beverage for consumption on and off the premises, and also include a leisure use for a gym. This carefully balanced mix supports a vibrant and diverse retail environment tailored to local and regional demand.

The submitted planning application is based on Option 1, which delivers nine retail units across a reconfigured layout that optimises parking, servicing, and pedestrian connectivity—particularly in relation to Units A6 to A9, where side parking enhances functionality and visibility. This layout supports a strong commercial frontage and clear customer orientation.

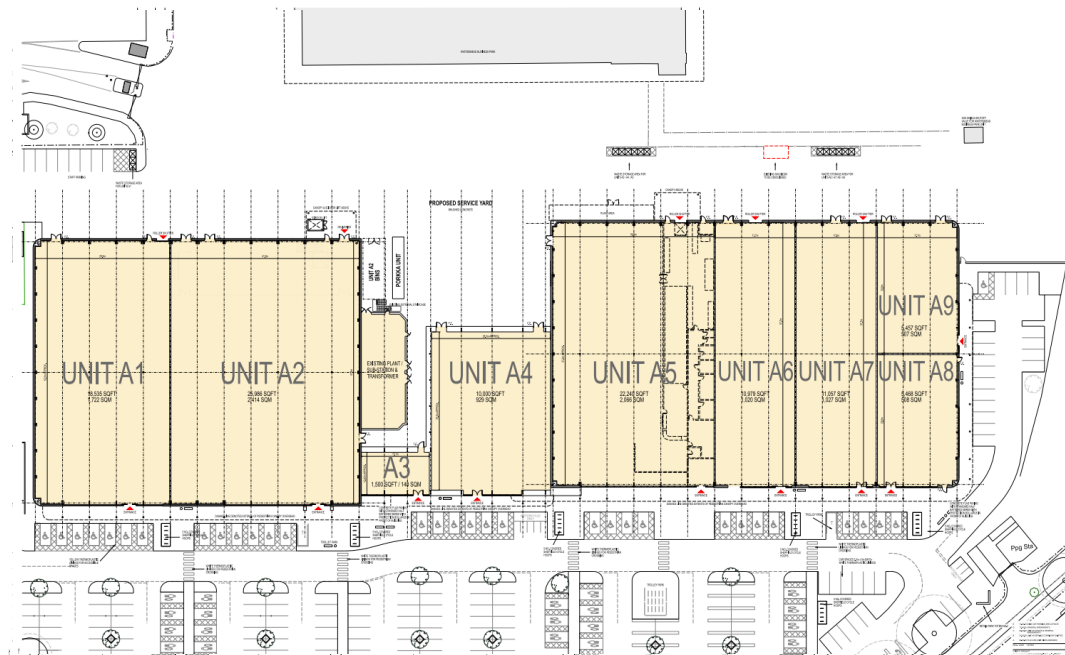
In parallel, the design team has also developed Option 2 as an alternative configuration. This layout does not form part of the current application but demonstrates the flexibility of the scheme to respond to future tenant requirements, while remaining within the approved floorspace and use parameters.

Option 2 would consolidate Units A7, A8 and A9 into a single large-format unit suitable for bulky goods or DIY retail, with an adjacent outdoor garden centre, creating an anchor destination with distinct appeal.

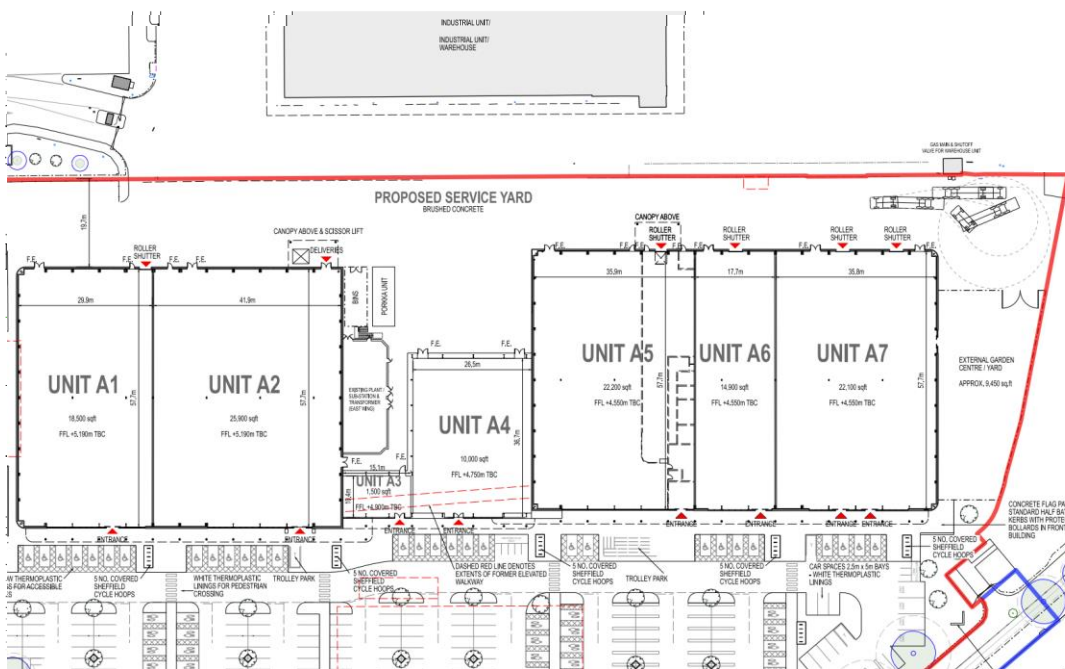
All units across the scheme have been designed to be adaptable in layout and servicing, enabling bespoke fit-outs in response to evolving occupier needs. The introduction of Class E uses enhances the commercial viability of the site and meets current market expectations, allowing for a wide range of compatible retail and service-based operations within a coherent masterplan framework.

By reusing existing buildings, enhancing access and creating a high-quality retail environment, the development re-establishes this vacant site as a local centre of employment, activity, and economic contribution.

03 AMOUNT



Proposed Site Plan Option 1



Proposed Site Plan Option 2

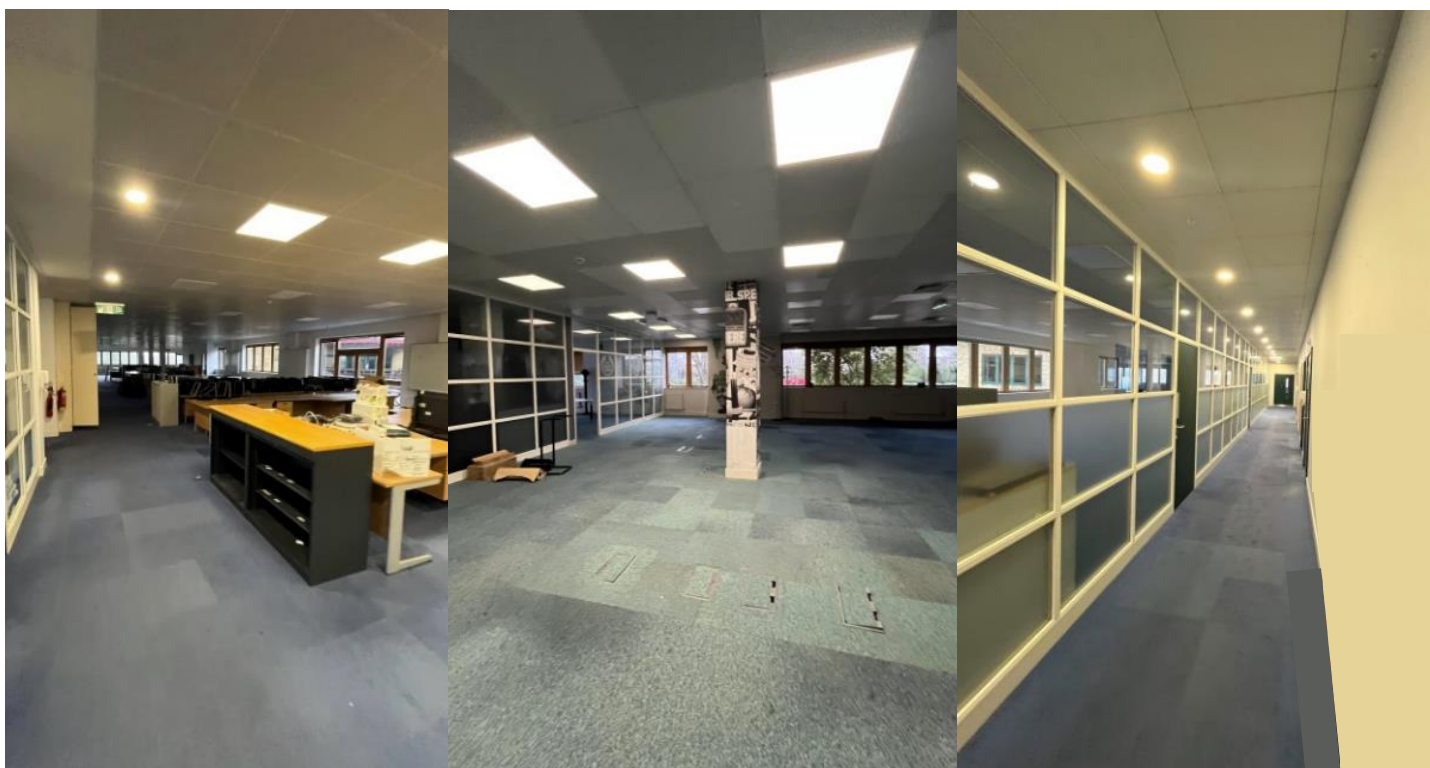
The existing buildings floorspace distributes **12,680 sqm** with **12,410 sqm** intended for demolition. The proposed development delivers a total ground floor area of approximately **10,333 sqm**, with an additional **2,220 sqm** of mezzanine space, arranged across nine Class E retail units. This represents an efficient and commercially viable quantum of development that responds to market demand while aligning with the site's physical constraints and infrastructure capacity.

The submitted proposal (Option 1), includes the following unit breakdown:

- **Unit A1:** 1,722 sqm GIA + 200 sqm mezzanine
- **Unit A2:** 2,414 sqm GIA + 492 sqm mezzanine
- **Unit A3:** 140 sqm GIA
- **Unit A4:** 929 sqm GIA
- **Unit A5:** 2,066 sqm GIA
- **Unit A6:** 1,020 sqm GIA + 1,020 sqm mezzanine
- **Unit A7:** 1,027 sqm GIA
- **Unit A8:** 508 sqm GIA + 500 sqm mezzanine
- **Unit A9:** 507 sqm GIA

This schedule of development has been carefully derived through testing various layout configurations, including tenant requirements and operational needs. While the quantum of development is substantial, it reflects a sensitive balance between reuse, targeted new build, and site-wide enhancements.

While **Option 1** has been optimised to accommodate a range of occupier types, the design maintains a level of flexibility. Should a specific occupier require larger format space (such as a bulky goods operator), there is capacity to consolidate the rear units (A7–A9) into a single unit with an adjacent garden centre—an arrangement explored under **Option 2**, but not forming part of this submission.



Demolished Unit 7 – Former HQ The Body Shop building – Exterior and Interior views

Unit 7 and Site Optimisation

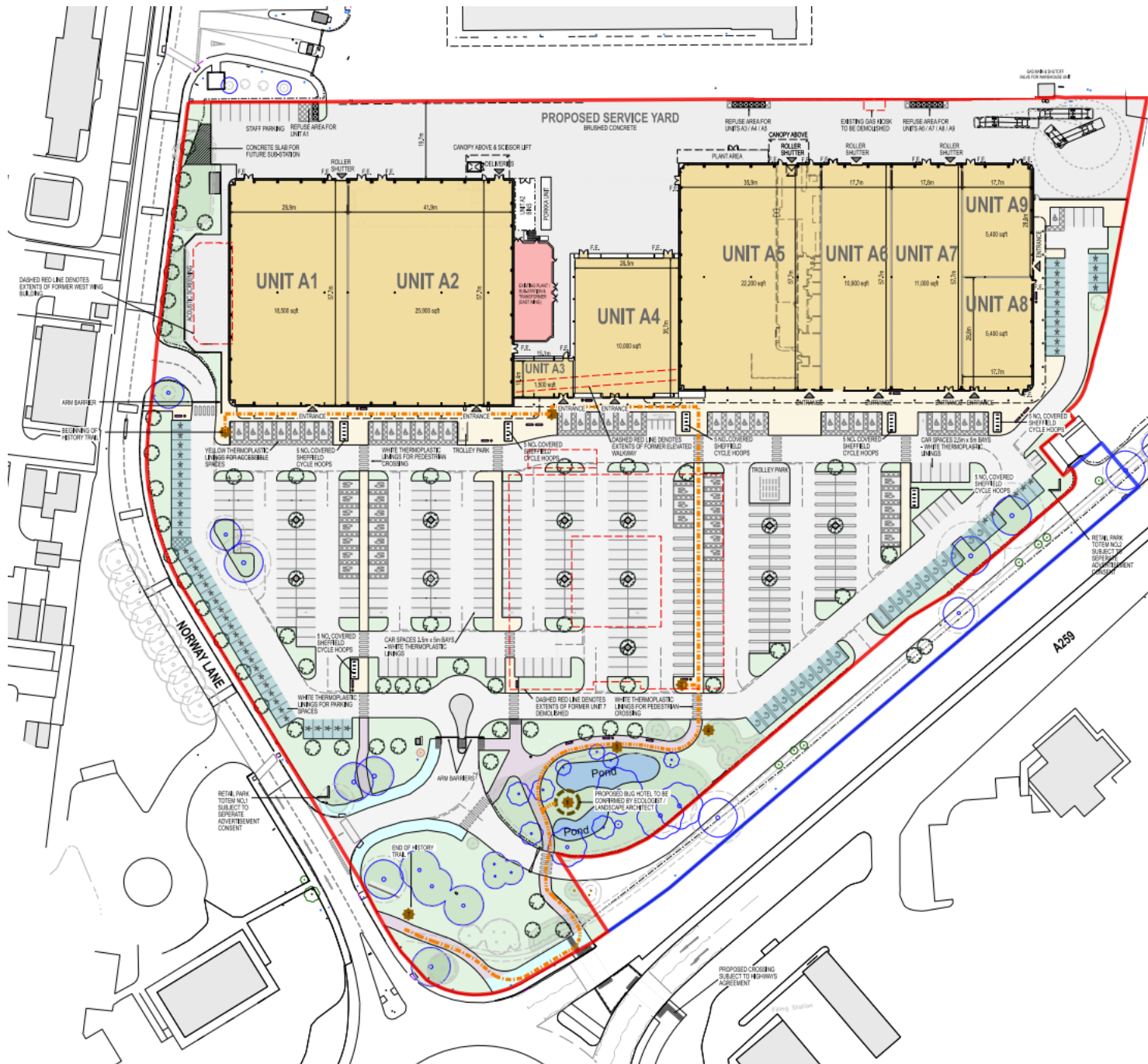
The clearance of Unit 7 (the former Body Shop HQ Office building) was integral to achieving this level of efficient site use and will facilitate the proposed development and as a first enabling phase. Although distinctive in its original design, the building was found to be unsuited to contemporary commercial re-use due to spatial inefficiency, low visibility, and its inability to accommodate modern servicing, accessibility, and layout standards. The demolition of Unit 7 forms part of an earlier Prior Notification of demolition application (ref. LU/27/25/DEM).

Its removal released approximately 2,500 sqm of ground space, enabling:

- Reallocation of the site layout to improve pedestrian and vehicle circulation
- Consolidation of customer parking in strategic locations
- Integration of additional infrastructure such as EV charging bays and planting zones

The net amount of development remains consistent with planning policy objectives, including the effective reuse of previously developed land (NPPF 125), and ensures the site can support local employment growth, commercial vitality, and sustainable design goals. This policy gives substantial weight to the value of using suitable brownfield land for redevelopment for the above proposal, identifying the need of the development in Littlehampton and supporting appropriate opportunities as highlighted above.

04 LAYOUT



Site Plan Option 1

The proposed layout has been developed to optimise functionality, accessibility and user experience while respecting the site's structural legacy and constraints. It retains the two large-format warehouse units, introduces new-build infill elements, and replaces outdated office accommodation with high-quality public realm and parking.

The planning application is based on **Option 1**, which comprises nine Class E retail units arranged in a terrace that supports clear legibility, operational efficiency and visibility from Norway Lane. The site layout has been refined to make best use of the retained structures while allowing for future flexibility. Units A6 to A9 benefit from enhanced side parking arrangements, improving orientation and access.

The retained rear service yard supports clear separation between customer and delivery traffic. Swept path analysis has informed the design to ensure safe access for delivery vehicles and logistics, with secure and efficient servicing for each unit.

Pedestrian safety and comfort are prioritised through:

- Defined footpaths
- Tactile paving and accessible crossings
- Direct connections to the new signalised pedestrian crossing on the A259, a key intervention identified during public consultation to support sustainable movement from the south

Each unit benefits from a prominent frontage and clear public entrance. Cycle parking hubs, trolley bays, and EV charging bays are all integrated across the site to support modal shift and inclusive design.

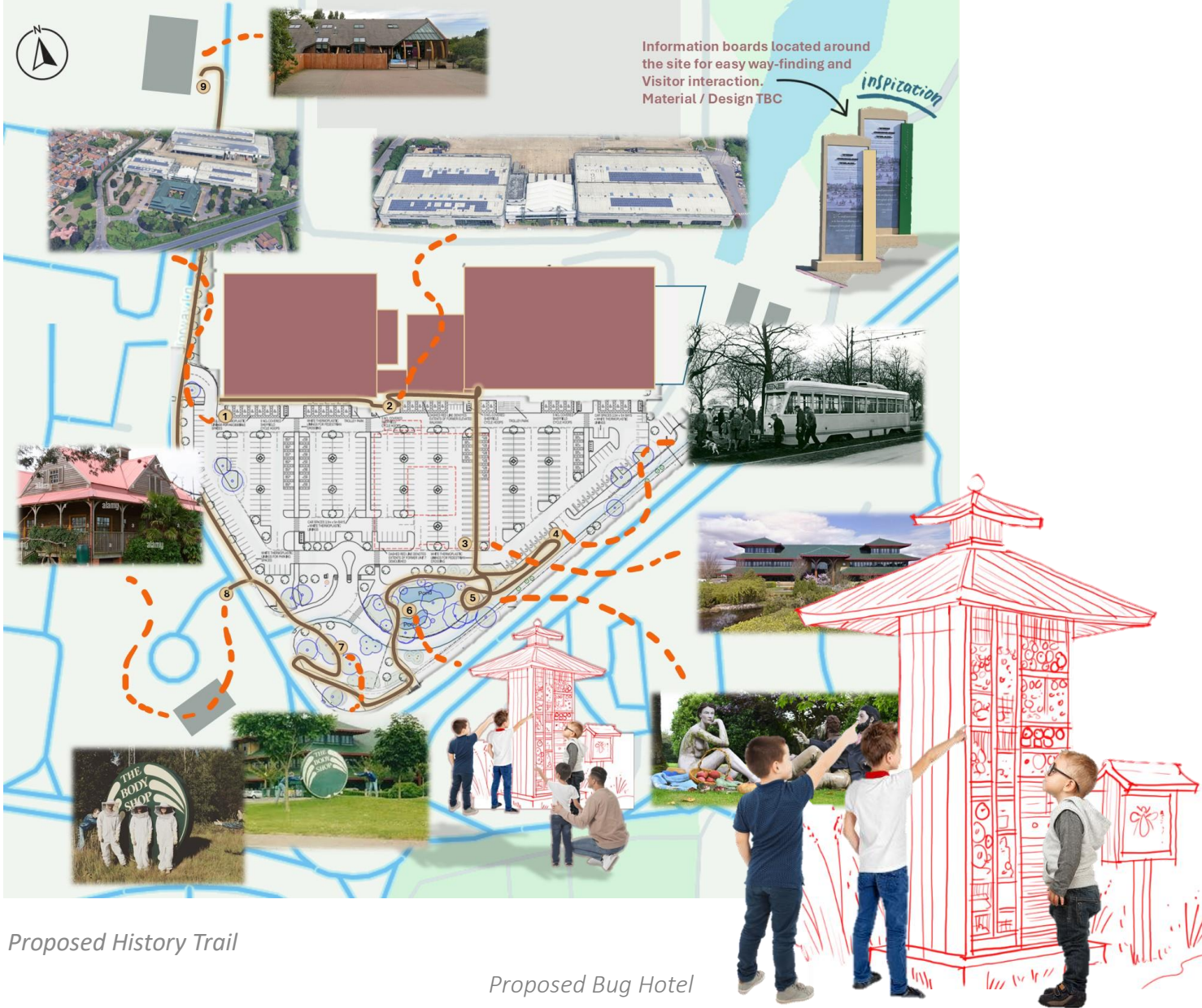
LAND AT NORWAY LANE, LITTLEHAMPTON
 HISTORY TRAIL MOOD BOARD CONCEPT
 DRAFT (REV A)
 06.03.25



LAND AT NORWAY LANE HISTORY TRAIL

Key views:

1. Welcome board / first info post marking the beginning of the history trail – The post will include site history and photographs of the previous buildings.
2. Second info post will cover the previous units history, architectural style and function together with external and interior images.
3. 'X' marks the spot of where the Body Shop HQ once stood. This info post will cover the HQ history, founder vision, architectural style origins and its functionality as a Global village. Images will include exterior and interior views and Royal visits to the site.
4. A vintage photograph of Line 45 trolley bus dropping off visitors to the Body Shop site and info of how the body shop carried out guided tours from the very beginning and school trips outings educating the public about their products.
5. Information post about the famous garden sculptures, covering its history, artist and inspiration along with images.
6. Bug hotel and seating area covering information of the design inspiration of the bug structure, tribute to the demolished Global Village and info on the insects occupying the hotel and their importance to the ecosystem.
7. Information post on images of the Body Shop earlier signage and sculptures together with images of the Body Shop Bee Conservation Area on site in its headquarters. Info of how the honey produced by the Body Shop was sold to the public and in turn the money raised went to the Body Shop Foundations.
8. This info post will cover The Trading Post history / images and how visitors to the HQ bought the Body Shop products from here.
9. Final board / info post marking the end of the history trail – This post will include information and images of the Body Shop purposed built Nursery for the company's employees and the public.



Proposed History Trail

Proposed Bug Hotel

Treatment of Unit 7

As part of the development strategy, Unit 7—the former Body Shop Headquarters office building—is being demolished.

The building had very limited architectural merit, no recognised historic value, and presented fundamental barriers to modern reuse. Its cellular internal layout, restricted floor-to-ceiling heights, and dated construction specification rendered it unsuitable for viable employment or retail uses. The removal of Unit 7 enables the site to be opened up, improving connectivity, visibility, and legibility within the masterplan. It also creates space for enhanced parking, public realm, and sustainable drainage infrastructure, supporting the site's commercial viability and aligning with national policy objectives for the effective reuse of previously developed land (NPPF 125).

Heritage and Placemaking Features

The proposed public realm enhancements celebrate the site's history and contribute to its future sustainability objectives. A History Trail will be incorporated within the landscaped areas, providing subtle references to the site's former use as The Body Shop Headquarters. This may include interpretive features such as paving markers, signage, or small sculptural elements to acknowledge the site's industrial and ecological heritage. The details of this scheme can be the subject of a suitably worded pre-commencement condition.

A Bug Hotel will be delivered as part of the site's biodiversity strategy, creating microhabitats for insects and pollinators. This aligns with the wider landscape and ecology proposals, supporting Biodiversity Net Gain and enhancing the environmental value of the public spaces. This can also be secured via a suitably worded pre-commencement condition.

Together, these features help to connect the site's legacy with its future role as a modern, sustainable retail environment, contributing positively to both cultural and ecological placemaking.

05 SCALE



The scale of the proposed development is carefully calibrated to respond to both the operational requirements of modern retailing and the surrounding physical context. The scheme comprises a mix of retained and new-build elements, designed to create a coherent and balanced built form.

The retained warehouse units (A1, A2, A5, A6, A7, A8 and A9) have an approximate existing height of 6.5 metres to haunch, which remains unchanged. This height is suitable for retail purposes and offers flexibility for internal fit-out and potential mezzanine floors. The design maintains this consistent scale across the site, reinforcing a unified visual character.

New-build infill units (A3 and A4) have been designed to align in height, massing and rhythm with the existing structures. While they introduce variation in articulation and façade treatment, they do not dominate or disrupt the visual balance of the terrace. Instead, they contribute to a coherent overall frontage and enhance the site's architectural identity.

The removal of the three-storey office block—previously situated in the centre of the site—significantly improves visual permeability and reduces the apparent bulk of development when viewed from Norway Lane and the A259. This also allows the new elements to relate more comfortably to the human scale at the pedestrian level.

To further moderate perceived massing, the design employs architectural techniques such as:

- Variation in façade depth and rhythm
- Use of colour and texture to break up elevations
- Integration of colonnades and canopies
- Mature boundary landscaping and retained trees acting as a visual buffer to neighbouring land uses

The overall scale of development is appropriate to the character of the wider Watersmead Business Park, offering a sense of enclosure without overwhelming adjacent uses or transport infrastructure. It enables a commercially viable scheme while remaining proportionate to the site and its setting.

06 APPEARANCE



The appearance of the proposed development reflects a commitment to high-quality, contemporary architecture that responds to the site's history while providing a visually coherent and appealing retail environment. The scheme blends refurbishment of the existing warehouse units with sensitively designed new-build elements to create a consistent and refined identity.

The retained structures will be stripped back to their portal frames and fully refurbished, incorporating:

- New cladding systems with improved thermal and sustainability performance
- Re-roofing to accommodate solar photovoltaic panels
- Upgraded façades with double-height glazed frontages and curtain walling

A restrained palette of light pastel colours is proposed across the primary elevations, complemented by green accent tones that reference the site's former association with The Bodyshop. This colour strategy softens the overall massing and helps unify new and retained elements. Metal flashings and architectural detailing introduce contrast and rhythm, enhancing legibility across the terrace.

The new infill units (A3 and A4) are treated consistently with the refurbished units, using composite metal cladding, profiled panels, and contemporary detailing. These materials are selected for their durability, low maintenance, and strong performance characteristics, while also contributing to a modern retail aesthetic.

Pedestrian experience has been a central design driver. The frontage is animated by:

- Double-height display windows, increasing transparency and allowing views in and out
- South-facing aluminium louvres, reducing solar gain while maintaining visibility
- Projecting canopies and a structured colonnade, offering shelter, solar shading, and architectural rhythm

These elements not only enhance the scheme's visual identity but also improve customer comfort and reinforce wayfinding.



Proposed Elevations Option 1

As part of the site’s sustainability strategy, materials from the demolition of Unit 7 — primarily crushed concrete and brick — will be reused on-site to assist with ground preparation. This approach helps reduce construction waste and minimises reliance on imported materials, contributing to a more resource-efficient form of development.

On balance, the appearance of the development is designed to:

- Elevate the site's visual character
- Deliver a recognisable and attractive retail setting
- Reflect the principles of sustainable and inclusive design
- Reinforce the retail park’s identity as a distinct and high-quality destination within Littlehampton.

07 ACCESS

The access strategy has been designed to ensure safe, inclusive, and sustainable movement for all users. Developed in collaboration with transport specialists and the local authority, the proposals prioritise clear and efficient routes for pedestrians, cyclists, and vehicles.

Vehicular Access

The primary site access is from Norway Lane, where a new teardrop roundabout will improve entry and exit flows, alleviate congestion, and enhance overall safety. Parking is carefully distributed across the site, accommodating various user requirements, including 331 standard bays, 32 accessible bays, 28 parent-and-child spaces, 12 motorcycle bays and comprehensive EV charging provisions (20 active and 62 passive bays – dark grey star on parking spaces denotes passive EV bays for future connections). Service yards to the rear maintain clear separation between customer and logistics areas, ensuring safe and unobstructed operations.

Pedestrian and Cycle Access

A central focus of the design is enhancing pedestrian and cyclist connectivity. A new signalised pedestrian crossing on the A259 has been proposed, significantly improving access from residential neighbourhoods south of the site. Detailed assessments have been undertaken to ensure its safe integration into existing traffic flows. Internally, clearly defined pedestrian routes with tactile paving, dedicated crossings, and secure 70 cycle parking facilities are strategically placed for convenience.

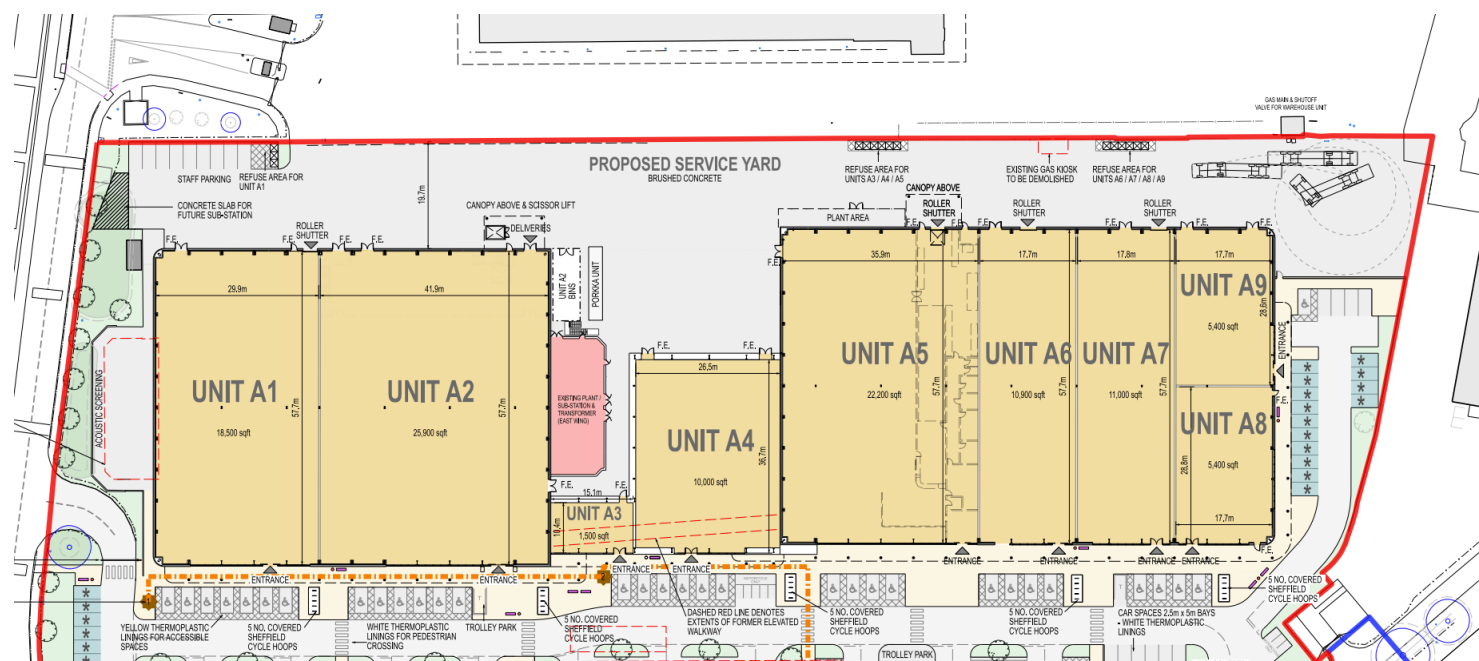
For further information and details please refer to the Transport Assessment, prepared by Connect Consultants.

Inclusive Access

The design complies fully with BS 8300:2001, Part M (Volume 2) of the Building Regulations, and The Equality Act 2010, providing level thresholds, automatic doors, ample circulation spaces, and clear signage. These features ensure an inclusive and accessible environment throughout the development.

The overall access strategy delivers a legible, safe, and welcoming environment, integrating thoughtfully into Littlehampton's existing movement network.





Servicing Arrangements

Servicing for all units is provided via a dedicated service yard located to the rear of the retail terrace. This area is accessed separately from customer vehicle and pedestrian movements, ensuring safe and unobstructed operations throughout the day.

The layout accommodates turning and reversing manoeuvres for rigid and articulated vehicles, supported by swept path analysis. Each unit benefits from its own service door or loading bay, with larger units such as Unit A5 (Lidl) incorporating dock levellers or rear ramps to suit retailer specifications. Servicing activity will take place entirely within the service yard, away from public areas, and is subject to delivery management controls set by individual occupiers.

The service yard is also designed to accommodate emergency vehicle access, refuse collection, and maintenance vehicles, ensuring efficient and safe site management. Further detail on servicing capacity, vehicle movements, and delivery schedules is provided in the Transport Assessment, prepared by Connect Consultants, submitted in support of this application.

08 LANDSCAPING & ECOLOGY

The landscaping strategy has been developed to enhance both the visual quality and ecological function of the site. It forms an integral part of the overall design approach, contributing to a greener, more welcoming environment that supports biodiversity, improves user experience, and reflects local character.

A detailed Tree Impact Assessment by FPCR identified the removal of 63 low-quality trees and 2 hedgerows, which will be offset by the planting of 71 new trees of varied species. The planting strategy includes native hedgerows, ornamental planting, and wildflower-rich grasslands, providing seasonal interest and ecological benefits. Existing mature trees and established landscaping, particularly around the site perimeter and pond area, will be retained and enhanced to reinforce green corridors and create a strong sense of arrival.

The site will deliver improved biodiversity outcomes, achieved through on-site habitat improvements and, where necessary, off-site contributions. An ecology survey confirmed no protected species were present on-site, allowing enhancement measures to focus on habitat quality, pollinator support, and improved planting diversity.

Landscape improvements are complemented by a Sustainable Urban Drainage System (SuDS), incorporating bio-retention features, swales, and permeable paving. These mitigate surface water run-off while contributing to the site's visual character and environmental performance.

As part of wider place-making aspirations, a 'History Trail' will run through the site, offering interpretive signage and storytelling elements that acknowledge the site's legacy. This includes a bespoke 'Bug Hotel' located near the pond—both a nod to The Bodyshop's former HQ and an educational feature encouraging engagement with nature.

The landscape proposals contribute to a well-considered, sustainable and inclusive environment that not only supports the retail function of the development but also enhances its ecological footprint and social value.



Proposed Green Infrastructure Plan by Landscape Architect at FPCR | Environment & Design
(Drawing ref: 12641-FPCR-ZZ-ZZ-DR-L-0001-P06 GI Strategy)

09 SUSTAINABILITY



Proposed Site Layout Masterplan

The redevelopment of Land at Norway Lane places sustainability at the heart of its design approach. The scheme responds directly to Arun Local Plan Policy ECC SP2, focusing on reducing energy use, lowering carbon emissions, and improving environmental quality across the site.

The proposal seeks to achieve BREEAM Very Good, incorporate sustainable technologies, and deliver ecological enhancements as part of wider landscape and biodiversity strategy. All tenants will comply with ADC policy requirements in line with planning expectations but are not obligated to exceed them.

Energy Efficiency

The buildings have been designed to minimise energy demand from the outset. Both the refurbished and new units will benefit from enhanced insulation, improved windows and doors, and high standards of airtightness to reduce heat loss and improve comfort.

Heating and cooling will be provided using modern, energy-efficient systems that do not rely on fossil fuels. Lighting will use low-energy LED fittings, with smart controls that adjust to daylight levels and occupancy, helping to keep energy use low throughout the day.

Renewable Energy

Solar panels will be installed across the site to generate on-site electricity. Each unit will have its own system sized to meet at least 10% of its expected energy use, in line with planning policy. The roof space available means the development can comfortably meet this target, with flexibility to increase provision depending on tenant needs.

Biodiversity and Landscape

The proposals aim to deliver an improved biodiversity outcomes achieved through a mix of new planting, retained trees, and ecological features such as the 'Bug Hotel' near the pond. These enhancements will support wildlife, improve site ecology, and create a more welcoming environment for visitors.

Responsible Design and Reuse

Wherever possible, materials from the demolished office building (Unit 7) will be reused within the new scheme, reducing waste and making use of the site's existing resources. The buildings are designed to support long-term use and adapt to different tenant needs, helping to extend their lifespan and reduce environmental impact over time.

Overall, the project has been shaped by a commitment to long-term sustainability — in how it uses energy, manages resources, supports biodiversity, and responds to the changing needs of the local community and environment.

10 SUMMARY



The proposed redevelopment presents an opportunity to regenerate a prominent brownfield site that has remained vacant for several years. Through a combination of retained and reconfigured warehouse buildings, new infill development, and substantial public realm improvements, the scheme delivers nine flexible Class E retail units that respond directly to local need and market demand.

The development supports economic renewal in Littlehampton by creating a high-quality, accessible retail destination, anticipated to bring forward local employment, inward investment, and improved consumer choice. The layout has been carefully developed to optimise functionality and legibility, ensuring clear separation of servicing and customer areas, while enhancing the experience for pedestrians and cyclists.

The removal of Unit 7—the former Bodyshop office building—was a critical part of the site strategy. However, its constrained layout, poor visibility, and incompatibility with contemporary commercial requirements limited its adaptability. Its removal has enabled a more coherent and connected masterplan, with improved circulation, parking, and landscaping.

Architecturally, the proposals establish a clean and contemporary identity, with visual references to the site's past incorporated through colour, detailing, and material reuse. The scheme is underpinned by a strong sustainability agenda, targeting BREEAM Very Good, promoting improved biodiversity outcomes, and supporting sustainable travel through upgraded infrastructure and facilities.

In response to discussions with the Highway Authority was the concern around pedestrian access from the south. The outcome is a new signalised crossing at the A259 has been incorporated into the scheme, improving connectivity for surrounding communities and promoting safer, sustainable movement.

Overall, the proposals represent a well-considered and deliverable scheme that aligns with local and national planning policy. They bring a redundant site back into meaningful use, provide social and economic benefits, and support the ongoing evolution of Littlehampton's commercial landscape.