

Recommendation Report for Planning Permission**REF NO:** A/113/15/PL**LOCATION:** Premier Inn Spinney and Burberry House
Roundstone Lane / Roundstone Road
East Preston Angmering**PROPOSAL:** Demolition of "Spinney" and "Burberry House" and erection of two-storey hotel annexe with associated car parking. Re-Submission following A/50/15/PL**SITE AND SURROUNDINGS**

DESCRIPTION OF APPLICATION	The proposal relates to the provision of a 20 bedroom 2 storey annex to the existing hotel. It is proposed that the materials would match the existing. The extension would be located to the east of the existing public house with a car park extension of 13 spaces to the south.
SITE AREA	0.53 hectares
RESIDENTIAL DEVELOPMENT DENSITY (NET)	N/A
TOPOGRAPHY	Predominantly flat.
TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	Some hedging/fencing to road frontage to approximately 1m high. Fencing/ walling to side boundary with Mayfield
SITE CHARACTERISTICS	2 storey detached public house with part painted and brick elevations. A brick built existing annex as a premier inn is located to the south side and car parking to the front, rear and side.
CHARACTER OF LOCALITY	Predominantly residential. Bungalows to south. 2 storey dwellings to east.

RELEVANT SITE HISTORY

A/96/93	Erection of single storey extension and detached double garage	ApproveConditionally 07-01-1994
A/70/94	Alterations and extensions to existing public house	ApproveConditionally 27-07-1994
A/119/94	Installation of childrens play area	Approve

		28-11-1994
A/202/06/	Two storey hotel bedroom block for Premier Travel Inn	ApproveConditionally 24-05-2007
A/50/15/PL	Demolition of Spinney & Burberry House & erection of 2 Storey hotel annexe with associated car parking	Withdrawn 18-06-2015

REPRESENTATIONS

Representations received:

Angmering Parish Council

No Objection

Comments on Representations received:

None

CONSULTATIONS

Southern Water Planning

Environmental Health

Engineering Services Manager

Arboriculturist

Engineers (Fluvial Flooding)

WSCC Strategic Planning

Consultations responses received:

County Highways - No Objection. The proposal to create a 20 room annexe to expand the existing Premier Inn site, and 19 additional car parking spaces at The Roundstone PH and Restaurant, has been considered by WSCC as the Local Highway Authority. The site is currently occupied by The Roundstone public house and restaurant catering for 44 tables at a time; the existing 20 bedroom Premier Inn, and the 73 space car park.

Land for the new annexe building and additional car parking has been acquired by demolishing the neighbouring properties of Spinney and Burberry. Both are residential properties with existing access points onto the highway network. Spinneys access is shared with another property and will remain in use however; Burberrys access onto the A529 Roundstone Road will need to be closed. This can be controlled via a suitably worded planning condition, and progressed via the S278 process.

No changes will be made to the existing access to the site. This will continue to take place from Roundstone Lane, via a ghost island if travelling north and turning right into the site, or from the roundabout junction off the A259.

The site will provide additional parking. This has been checked and is in line with WSCC car parking standards for restaurants and hotels. The standards indicate that for the size and type of development, 1 space per bedroom and 1 space per table should be adopted. This would equate to 40 spaces for the bedrooms and 44 spaces for the restaurant, creating a total of 84 spaces. The proposals indicate the site will be able to offer 92 car parking spaces, well within the maximum standards recommended. Indeed, the supporting parking surveys show that it is

unlikely the car park will ever reach full capacity. This is due to the complimentary nature of both businesses whereby the car park can be used at different times of the day without conflict. The parking surveys show that at its busiest the car park was only 55% occupied.

Cycle parking, which is covered and secure, will need to be provided in line with WSCC cycle parking guidance for half a space per bedroom or similar to what has been implemented at other Premier Inn locations.

A Transport statement submitted by RGP on behalf of the applicant, also demonstrates that, although the proposal will intensify the use of the site, the expected number of vehicle trips are unlikely to cause any highway capacity issues. The use of premier inn guest travel and parking survey data showed that in similar sites comparable to this, at peak times the additional traffic arising from this development would equate to 1 additional vehicle movement.

Although it is considered that the majority of trips to and from the Premier Inn site will be made by car, there are good pedestrian footways, access to the south coast cycle route just south of the site, and Angmering Train station and local bus routes within walking distance. The site is located in a sustainable location.

Details of the demolition/construction phase of the development have not been submitted and will need to include details. In particular WSCC would consider keeping the works traffic and customer traffic separate for the duration of the build, and this must be submitted prior to any commencement of building works.

The proposal will not create any highway safety or capacity issues. Request conditions are imposed relating to Access closure (prior to first occupation), Construction/Demolition Management Plan, Temporary Construction Access, Car parking space (details required) and Cycle parking.

Engineers - No Objection. In respect to surface water drainage:

The applicant states that surface water will be discharged to soakaways. A new soakaway serving the proposed development is to be constructed beyond an existing soakaway. A trial pit should be dug in the existing soakaway to ensure it is functioning correctly, with silt traps added prior to each soakaway as necessary. Also the proposed soakaway location is the site of a building - the remnants of foundations etc and compaction of soil may lead to poor soakage rates so it may be beneficial to relocate the soakaway away from the site of the building to be demolished.

Please apply standard conditions ENGD2A.

Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE 365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 30% on stored volumes, as an allowance for

climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location.

Any SuDS or soakaway design must include adequate groundwater monitoring data to

determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers.

Environmental Health - No Objections in principle. Details of any external units to be installed on the exterior of the new annex- air conditioning/heating installations. Details of the location, number and assessment of any noise impact on the nearest noise sensitive neighbours should be submitted.

Southern Water - No Objection. Conditions/informatives requested

Arboricultural Officer - No Objection.

This application will assess the arboricultural report/statement that has been submitted as part of the A/113/15/PL application.

No objection to the removal of T4, T6, T7, T15, T21, T22, T23, G26 and T27.

No objection to the reduction of no more than 1 meter reduction to T5.

The mitigation offered for the protection of T16, T17, T18, T25 and T28 meets the criteria as specified by the BS 5837:2012 Trees in relation to design, demolition and construction recommendations.

Recommendation:

No objections to the proposed application, as it meets the standard as specified by the BS 5837:2012 Trees in relation to design, demolition and construction recommendations. Conditions requested relating to pruning and protection

Comments on Consultation responses:

- comments noted. Requested conditions have been imposed.

POLICY CONTEXT

Designation applicable to site:

Class A road

Class B road

DEVELOPMENT PLAN POLICIES

[Arun District Local Plan 2003:](#) [GEN2](#)
[GEN7](#)
[GEN12](#)
[GEN28](#)
[DEV34](#)

[Publication Version of the Local Plan \(October 2014\):](#)

Built-up Area Boundary
The Form of New Development
Parking in New Development
Trees and Woodlands
Tourist Accommodation and Attractions
D SP1 Design
D DM1 Aspects of Form and Design
Quality
TOU DM1 Tourism Related Development
ECC SP1 Adapting to Climate Change
ECC SP2 Energy and Climate Change
Mitigation
ENV DM4 Protection of Trees

PLANNING POLICY GUIDANCE

NPPF

National Planning Policy Framework

POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

Arun District Council's Development Plans:

Paragraph 215 of the NPPF ensures that specific policies in Arun District Local Plan 2003 can carry weight. The weight afforded to the policies with Local Plan policies can be assessed according to their level of consistency of the various policies with the National Planning Policy Framework.

Paragraph 216 of the NPPF confirms that weight can be given to policies in emerging plans from the day of publication. The Council resolved that the policies and maps in the Publication Version of the Local Plan be used in the determination of this planning application. Following 'publication' of the Local Plan a formal public consultation, examination and adoption process takes place.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The statement of representations procedure and statement of fact produced by the Council under regulation 19 explains that the consultation will take place on 30th October 2014 for six weeks.

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area and policies within them will be considered in determining planning applications. Made NDP policies will be considered alongside other development plan documents including Arun District Council's Local Plan. Whilst an NDP is under preparation it will afford little weight in the determination of planning applications. Its status will however gain more weight as a material consideration the closer it is towards it being made. Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation(Reg.14).

Made Plans in Arun District Council's Local Planning Authority Area are: Angmering; Arundel; Barnham & Eastergate; Bersted; East Preston; Felpham; Ferring; Kingston; Littlehampton; Rustington; and Yapton. There are no policies in Angmering Neighbourhood Plan specifically relating to this type of application.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or the residential

amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

Background

The proposal relates to the demolition of 2 residential properties to facilitate an extension of the existing 20 bedroom 'Premier Inn' accommodation and an additional 13 car parking spaces. The existing use on the site is as a public house which provides 44 tables/ 170 covers in the restaurant area and 73 car parking spaces.

Planning History

This application follows an earlier withdrawn application for a 20 bedroom hotel which was located closer to the A259 frontage and did not include the retention of important trees on the site boundaries or enhance landscaping on the frontage.

Visual Amenity and Character

The annex/extension would front the A259 on the northern side of the site and would be located in line with the row of terraced dwellings to the east and the existing public house to the west. The surrounding development in this part of the site is 2 storeys high and is set back from the road frontage behind the existing highway verge between 17 and 25m from the edge of the carriageway. This uniformity and set back position minimises the visual impact of the existing development and helps to maintain a verdant and spacious setting to the hotel and pub development adjacent to the road at the approach to the roundabout. The properties on the north side of the A259 are similarly set back. The proposal would respect the existing pattern and position of development and consequently would appear in keeping with the existing pattern of development in this location. It would be similar in design to the existing hotel and would be constructed of materials to match the existing.

In addition the car parking area would be extended and altered in layout to the east of the entrance from Roundstone Lane and would dominate the site frontage with hard surfacing. The open grassed and landscaped area would be enhanced by additional planting and staggered parking spaces which would act as a visual buffer. There are several mature trees on the site frontage which have been the subject of an arboricultural survey which are to be retained and incorporated in the development and they contribute positively to the visual amenities of the locality.

Residential Amenity

The demolition of one of a pair of bungalows would result in an isolated residential dwelling that would be adjacent to a car parking area that would generate noise and activity along most of the northern boundary of the residential dwelling. However the situation is identical, in terms of impact on residential amenity, to the situation which currently exists along the side boundary of Spinney. The effect on 17 Mayfield remains unaltered with landscaping retained on the boundary. A gap of 2.5m - 3m is retained to the boundary with 8 Mayfield and the area adjacent to the boundary is

landscaped with a mixed native hedge. This is considered adequate to preclude an adverse impact resulting to residential amenity. Landscaping in the south eastern corner of the site would be retained and planting along the southern boundary enhanced with the planting of a mixed native hedge along the boundary. In addition given the the distance to the eastern boundary and limited depth of the extension adjacent to 8 Mayfield it is not considered that adverse overbearing impacts would result to this property. No openings in the building are proposed at first floor or above in the east side elevation precluding adverse direct overlooking. The rear elevation of the hotel extension would be 12m from the site boundary with the additional area of side garden which serves 8 Mayfield Close. This is considered adequate to prevent materially adverse overlooking resulting.

Highways and Car Parking

The site is sustainably located and the access and amount of car parking are acceptable to County Highways.

Tourism

The expansion of visitor accommodation at the site is acceptable in principle and would accord with policy DEV34 in as much as tourist accommodation is generally supported within the built up area boundary. The development is also considered to be appropriate to the character of the location and would be acceptable in terms of impact on visual amenity and character of the area.

The application is therefore recommended for approval subject to the following conditions

HUMAN RIGHTS ACT

FOR APPROVAL

Human Rights Act:

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (the right to respect for private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal neutral impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be carried out in accordance with the following approved plans location, 561-01, 3789/P2 revD, 12911:SK01,3789/P4, 3789/P6 and 3789/P7.

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 3 No part of the development shall be first occupied until such time as the existing vehicular access onto A259 Roundstone Road has been physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety in accordance with policy GEN7 of the Arun District Local Plan.

- 4 No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area in accordance with policy GEN7 of the Arun District Local Plan.

- 5 No development shall commence until such time as temporary arrangements for access for construction traffic has been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: To secure safe and satisfactory means of vehicular access to the site during construction in the interests of road safety in accordance with policy GEN7 of the Arun District Local Plan.

- 6 No part of the development shall be first occupied until the car parking spaces have been

constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use in accordance with policy GEN7 of the Arun District Local Plan.

- 7 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

- 8 Development shall not begin until details of any external air conditioning/heating units to be installed on the exterior of the new annex have been submitted to and approved by the Local Planning Authority. Details should include the location, number and assessment of any noise impact on the nearest noise sensitive neighbours and the development shall proceed in accordance with approved details.

Reason: To safeguard the amenity of residents in accordance with Arun District Local Plan policies GEN7 and GEN32.

- 9 Development shall not commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority.

The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, the recommendations of the SUDS Manual produced by CIRIA.

Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage.

No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason : To ensure that the proposed development is satisfactorily drained in accordance with policies GEN7 and GEN9 of the Arun District Council Local Plan.

- 10 The implication of effective ground protection for trees T16, T17, T18, T25 and T28 must be achieved before any construction works commences. This protective fencing must be erected and kept in place for the duration of the development works.

Reason: To ensure the retention of vegetation important to the visual amenity and for the environment of the development in accordance with policies GEN7 and GEN28 of the Arun District Local Plan.

- 11 Once the protective fencing has been erected, the Local planning authority arboricultural

officer must be contacted to ensure the fencing is correctly placed. This fencing must be erected and kept in place for the duration of the development works.

Reason: To ensure the retention of vegetation important to the visual amenity and for the environment of the development in accordance with policies GEN7 and GEN28 of the Arun District Local Plan.

- 12 When excavating for the new developments foundations any root structure exposed with a diameter over 25 mm should be retained. If the operators wish to remove roots of over 25mm in diameter, then the Local Planning Authority arboricultural officer must be informed to supervise any root pruning/removal. This condition should be adhered to in completing the ground works close to the Root Protection Areas of T16, T17, and T18.

Reason: To ensure the retention of vegetation important to the visual amenity and for the environment of the development in accordance with policy GEN7 of the Arun District Local Plan.

- 13 All side branches to be retained should be at least 1/3rd in diameter of the removed branch. Pruning cuts must be flat and smooth, kept as small as possible by cutting at an optimum angle and should not exceed 100mm in diameter.

REASON: In the interests of the trees continued health and vitality and to accord with current industry guidelines and sound arboricultural practice in accordance with policy GEN7 of Arun District Local Plan.

- 14 Branches found within the clearance height having diameters greater than 100mm should be shortened and no more than 15% of the leaf bearing growth of that branch should be removed to facilitate the unobstructed free passage of vehicles and pedestrians.

REASON: In the interests of the trees continued health and vitality and to accord with current industry guidelines and sound arboricultural practice in accordance with policy GEN7 of Arun District Local Plan

- 15 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

- 16 INFORMATIVE: The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place

- 17 INFORMATIVE: A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to

identify the appropriate connection point for the development please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel 0330 303 0119) or www.southernwater.co.uk

- 18 INFORMATIVE: No development or new tree planting should be located within 3 metres either side of the centreline of the public foul sewer.

No new soakaways should be located within 5 metres of a public foul sewer.

All existing infrastructure should be protected during the course of construction works.

Should any sewer be found during construction works, an investigation will be required to ascertain its condition, the number of properties served and potential means of access before any further works commence on site.

Please contact Southern Water Developer Services on 0330 3030119 for further advice.

- 19 INFORMATIVE: The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally take, damage or destroy the nest of any wild birds while the nest is in use or being built. Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the act.