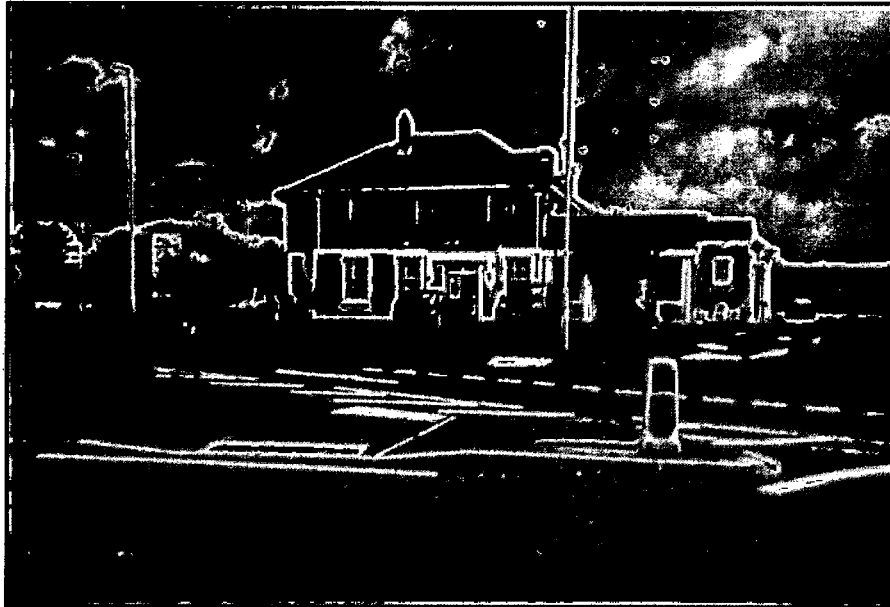


THE ROUNDSTONE
ROUNDSTONE LANE
EAST PRESTON
LITTLEHAPTON
WEST SUSSEX
BN16 1EB



PROPOSED TWO STOREY HOTEL BEDROOM BLOCK

SUPPORTING STATEMENT (INCLUDING DESIGN & ACCESS)
BY CLIFF WALSHINGHAM & CO

DECEMBER 2006

B335/06statement

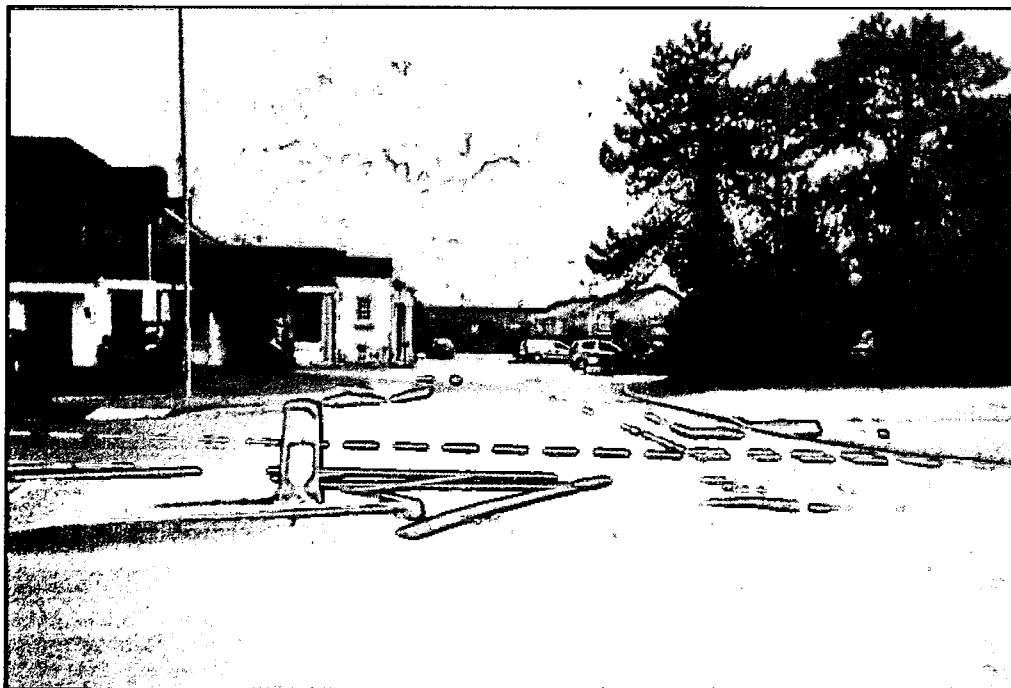
ARUN DISTRICT COUNCIL				
No.	A	202	06	
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1.0 SITE & SURROUNDINGS

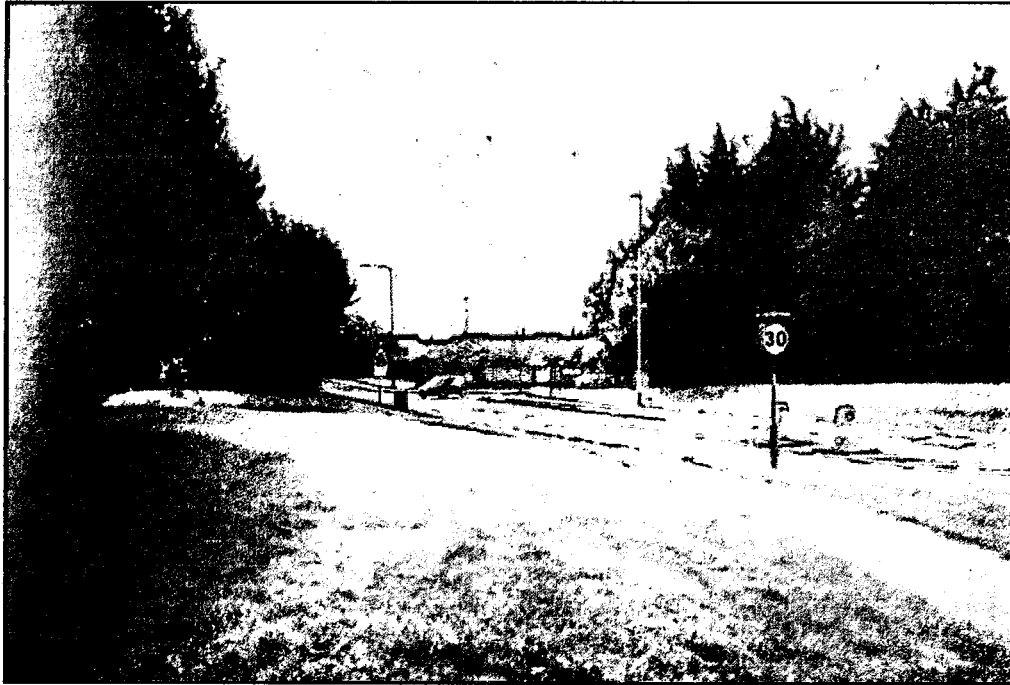
- 1.1 The site is flat, has an area of c. 0.42 hectares and is located at the roundabout junction of the Roundstone Road (A259) and Roundstone Lane (B2225).
- 1.2 Roundstone Road (A259) is a single carriageway linking Littlehampton to Worthing.
- 1.3 Access to the site is from Roundstone Lane.
- 1.4 There are trees and shrubs to some of the boundaries that offer screening/landscaping to the car park.
- 1.5 There are residential properties to the south and east of the site, the Spinney to the south of the site is a bungalow. There is a fence and some planting along the southern boundary providing screening to this property. 17 Mayfield is the nearest property to the east of the site, the property has only one window on the first floor of the eastern elevation of the property.
- 1.6 Currently there are 83 parking spaces, including 3 disabled spaces. A recent week long survey demonstrated that there is ample spare capacity within the car park with a maximum level of use at just 40 (13:00 Sunday 3rd September) i.e. only 48% occupancy, 43 vacant spaces.
- 1.8 The site is located approx ½ mile from Angmering train station. There are bus stops to the north and south of the site operating services from Littlehampton → Worthing → Southwick and the Coastliner route which operates from Southsea all along the coast to Brighton.



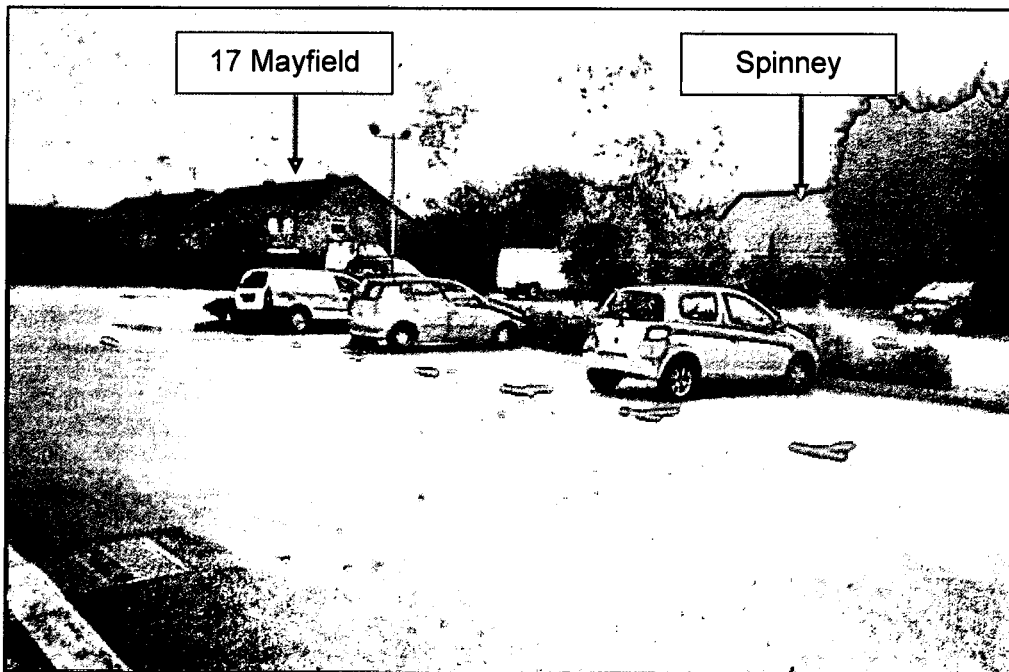
Area of parking to the South of the Roundstone.



Access / Egress



Roundstone Lane



Surrounding residential properties

2.0 PROPOSAL

- 2.1 Whitbread have Premier Travel Inns (PTI) beside many of their Brewers Fayre, Beefeater and other restaurants and are keen to develop a PTI at this site to serve the area.

20 Bedroom PTI concept

- 2.2 Whitbread has recently started experimenting with a 20 bedroom PTI concept, previously the majority of PTI have been a minimum of 40 bedrooms. A number of projects will be opened in the Spring / Summer of 2007 and one, in Yeovil, is currently under construction.
- 2.3 If the prototypes are successful it is intended to develop as many 20 bedrooms units as possible across the country.
- 2.4 Reduction of the minimum number of bedrooms to 20 enables Whitbread to consider a much wider range of possible sites and helps to bring supply of bedrooms closer to the sources of demand.
- 2.5 With the advent of the smaller unit, attention has turned to The Roundstone.
- 2.6 The nearest PTI is approximately 8 miles away at Arundel. A PTI would be able to serve visitors to the south coast, particularly to Littlehampton and Worthing.

Layout

- 2.7 Development of the site is constrained by:
- Nearby presence of adjoining houses and gardens
 - Need to provide sufficient parking
 - Width of the site to the east of The Roundstone

- 2.8 The most efficient way to provide a 20 bedroom block is with a central corridor and rooms on either side, this minimises building size and land take.
- 2.9 The site is in an area of 2 storey development and is the likely maximum for any new proposal.
- 2.10 Two storeys with a central corridor and the minimum number of bedrooms of 20 gives a building c. 14 metres by c. 22 metres.
- 2.11 There are limited options as to where to site a proposal of this scale on the site, there are two main options:
- a) To the east of The Roundstone – unfortunately there is insufficient space to fit the hotel bedroom block with adequate separation to the existing building, or
 - b) As proposed, the bedroom block to the south of The Roundstone, this allows for adequate separation from the Spinney and allows sufficient space for car parking.
- 2.12 The applicants have been careful to respect the amenities and privacy of their neighbours in preparing the scheme although a bedroom block is essentially a “quiet”, good neighbour use, it is none the less important to ensure that neighbour's amenity is not prejudiced.

Design

- 2.13 As set out above, the most efficient building layout is a 2 sided corridor. The rooms are relatively standard except for a slightly larger room adapted for use by disabled guests.
- 2.14 The pitch of the roof reflects the pitch of the existing Roundstone building. The proposed materials are Redlands Cambrian slates in blue/grey colour. There is a covenant that roof tiles are dark clay.

- 2.15 The PTI design uses a plain red vertical tile hanging at first floor level, followed by a brick edge feature around the perimeter of the building in blue bricks to match that at the existing building. The ground floor will be red facing brickwork.
- 2.16 The design includes a projecting feature gable which will be clad in treated horizontal timber boards.
- 2.17 It is necessary to have fire escapes at both ends of the corridor, the first floor stair is open but the roof extends over part of it. These stairs will only be used in an emergency and the door will be alarmed to ensure that this is the case.

Car Parking / Transportation

- 2.18 The scheme provides 73 parking spaces compared with 83 currently provided.
- 2.20 The Local Plan parking standards require a *maximum* of 1 space per bedroom for hotels and 1 space per 3 seats and/or 1 space per 4.5m² of public area and 2 spaces per bar for staff for Public House and Restaurants.
- 2.21 The site enjoys a reasonable level of public transport access with Angmering Train Station approx ½ mile from the site and bus serving running along the A259 operating services from Littlehampton → Worthing → Southwick and the Coastride route which operates from Southsea all along the coast to Brighton.
- 2.22 The car park survey shows maximum levels of use of 40 spaces. Even if the proposal generates 1 additional parking space per bedroom the scheme will provide sufficient parking $40+20 = 60$, i.e. 13 additional spaces.

2.23 The applicants are satisfied that the proposal will provide sufficient parking as

- Not all guests will arrive by car
- Some guests will share cars
- The period of peak demand for the PTI and The Beefeater are not normally coincident
- Many PTI guests will take meals at The Beefeater thereby reducing its capacity for other customers i.e. also reducing the need for additional parking

2.24 Additional spaces could be provided if necessary, but, in accordance with PPG13, the applicants have made what they consider to be an appropriate level of provision.

Access for all

2.25 The proposal provides a bedroom adapted for use by disabled guests. All areas of the PTI (including all bedrooms) will have flashing lights as well as sounders for the Fire Alarm.

2.26 Vibrating pillows will be available from reception for use by disabled guests on request.

2.27 The proposal provides 4 disabled car parking bays. These will be flat or ramped access from the disabled parking into PTI reception and on the adapted bedroom.

3.0 PLANNING POLICY

- 3.1 The relevant Statutory Development Plan is the Arun District Local Plan, adopted April 2003 wherein the site is designated as falling within the built up area.
- 3.2 Policy DEV34 relates to tourist accommodation and seeks proposals for hotel accommodation to be within the built up area and for proposals to be in character with the area.
- 3.3 Car parking standards are expressed as maxima:-
- 1 per bedroom for hotels
 - 1 space per 3 seats and/or
 - 1 space per 4.5m² of public area and
 - 2 spaces per bar for staff for Public House and Restaurants

4.0 COMMENTS

- 4.1 The proposal provides adequate separation to 17 Mayfield and has been orientated so that there will be no overlooking onto the Spinney. Furthermore, there is, of course, a lesser chance of unacceptable overlooking from a hotel than from housing.
- 4.2 The proposal adequately protects and maintains amenity of adjoining neighbours, there is no unacceptable overlooking, overshadowing or similar.
- 4.3 Surveys have clearly shown that there is spare capacity in the existing car park sufficient to provide for the proposal. The site enjoys good links to public transport. PPG13 makes it clear that applicants should not be required to provide more off street parking than they consider to be necessary. In this instance the applicants have carefully considered what is necessary and supported this with a survey of current levels of use. If necessary, additional parking could be provided but the applicants do not consider this to be necessary.
- 4.4 The proposal is located where there is a choice of transport modes. There is good access to the road network.
- 4.5 The proposal complies with Local Plan policy.
- 4.6 The proposal should be granted planning permission.

**Natalie Strood BA (Hons) DipTP
Cliff Walsingham & Company
December 2006**