

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Amber Willard
FROM:	WSSC – Highways Authority
DATE:	22 April 2026
LOCATION:	Premier Inn Roundstone Lane Angmering BN16 1EB
SUBJECT:	A/41/26 Demolition of existing hotel restaurant and replacement with hotel extension and guest restaurant, together with alterations to the car park and all associated works. This application is in CIL Zone 4 (Zero Rated) as other development.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals to demolish hotel restaurant and replace with guest restaurant and additional hotel rooms and alterations to car park.

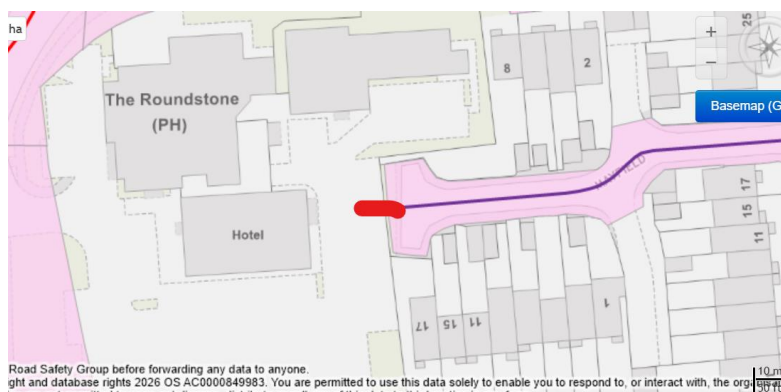
The application is supported by Transport Statement (TS) and Travel Plan Statement (TPS).

Site Context

The existing use comprises 39-bedroom hotel and 200 cover restaurant that generated non-hotel trips and car parking demand. There are currently 82 x car parking spaces on site and access is via Roundstone Lane (C class and subject to 30mph). The proposal is to increase hotel bedroom no. by 44 x bedrooms to provide a total 83 x bedrooms on site. New extensions will involve removal of 5 x car parking spaces to provide total 77 x car parking spaces. The on-site restaurant will be for hotel use only and not attract external non-hotel trips.

Vehicle access is near Roundstone Lane Roundabout and features bellmouth with kerbed radii, footway connection with tactile paving/dropped kerb across the junction. There is also tactile paving/dropped kerb on northern radii that links to central pedestrian refuge crossing of Roundstone Lane and corduroy paving marking end of shared cycle/pedestrian use path.

No changes are proposed to the vehicle access with Roundstone Lane. It is evident that this is sufficient and space on site for turning of servicing vehicles. However, the applicant should explore whether any improvements are proposed to the nearby pedestrian infrastructure such as contribution toward Realtime (RTPI) at Arlington Crescent eastbound and westbound stops (on Old Worthing Road) and dropped kerb/tactile paving on pedestrian desire line (e.g. Arlington Crescent on route to bus stop). It is also worth exploring whether a pedestrian link to Mayfield can be provided:



Policy T SP1 (Transport and Development) of the Arun District Local Plan states "the Council will ensure that development...**contributes to highway improvements** and promotes sustainable transport". National Planning Policy Framework para. 117 states applications for development should address needs of those with reduced mobility and para. 115 states development should ensure safe and suitable access to the site can be achieved **for all users**. Therefore, LHA consider some level of improvement to pedestrian infrastructure and RTPi at bus stops is necessary to make the application acceptable in planning terms.

Accessibility

Angmering village is to the north and East Preston to southwest, reachable by street lit footways with dropped kerb/tactile paved crossings including central refuge islands on roundabout arms. Range of local amenities and services within walking distance including local shop within 2-minute walk and nearest bus stops on Old Worthing Road and A259 Roundstone Bypass within 6-minute walk. Services include to Worthing, Littlehampton, Lancing, Shoreham. An RTPi display has recently been installed at the westbound Roundstone Garden Centre bus stop on the A259. Contribution to RTPi at Old Worthing Road (Arlington Crescent) bus stops would be welcomed.

Angmering Train Station is 15-minute walk/ 5-minute cycle distance and provides bicycle storage. Local roads are 30mph, conducive to cycling on carriageway though there are some off-road shared use paths. Also note that national cycle route no. 2 is approx. 16-minute cycle distance from the site and links Littlehampton to destinations further west such as Bognor.

It is evident that some staff may live locally and have opportunity to travel by foot/ cycle or public transport. Whilst many hotel guests may arrive by car, there is also the opportunity of them arriving for example by train and utilising taxi rank at train station.

Could a pedestrian/cycle path be provided from within site to northern boundary of site to join with shared use path adjacent A259 to improve route to bus stop?



Travel Plan Statement (TPS)

The TPS is provided with the aim of reducing single occupancy car journeys by hotel staff and guests through promotion of active and sustainable transport modes. It sets out the following:

- Details of a nominated Travel Plan Co-ordinator and their role.
- Background information about the site including accessibility credentials in terms of walking, cycling and public transport.
- Target to increase arrivals by active/sustainable transport modes by 5% over five-year life of the TPS.
- Baseline Travel Surveys will be undertaken 6 months post development to allow for site specific mode split information and targets to be revised.
- Display screen in reception will include information on local transport links (walking, cycling, bus and rail) for guests.
- A noticeboard with walking, cycling, public transport timetables, car sharing, staff voucher scheme will be provided for staff.
- Noted that Cycle maintenance tools including bicycle pumps and puncture repair kits are available from reception.
- Changing facilities for staff and lockers.

- Staff Welcome Pack to include walking/cycling routes, public transport information, cycle training, car sharing and journey planning information.
- National awareness days/events will be promoted such as Walk to Work Week, Liftshare Week etc.

The following modifications and additions to the TPS should be included:

- Targets should not be 5% increase in active/sustainable transport modes, it should be to achieve a 12-hour weekday vehicle trip rate that is 15% less than that is predicted in the Transport Statement. TPS should clearly state the number of trips expected between 7am and 7pm on a typical weekday (as should appear in the TS) and the target number of trips (i.e. TS vehicle trips – 15%).
- Clarity on how the available cycle maintenance equipment will be advertised to guests.
- A commitment to approaching neighbouring businesses to inform them of your activities and examine the potential to work together to encourage car sharing and walking/cycling buddy schemes.
- Consideration of the government's Cycle to Work scheme, which enables employees to take advantages of tax and National Insurance breaks when purchasing a new bicycle. Employers that sign up to the scheme also make savings through reduced NI contributions.
- Will cycle training information include commitment to fund places on the course for employees?
- Will electric vehicle charging points for visitors be considered?

Once updated, the TPS and associated monitoring fee of £1,765 should be secured by legal agreement.

The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to be proportionate and reflective of the costs incurred.

Trip Generation

Bespoke trip generation data has been used from similar Premier Inn sites which is an approach LHA has previously accepted on other Premier Inn planning applications. The data includes car parking beat counts which allow car parking demand to be assessed also.

This data found Premier Inn hotel + associated restaurant could see 20 trips in AM and 17 in PM peak hours. In comparison the existing hotel size + external use restaurant could see 14 x trips in AM and 31 x trips in PM peak hours. Therefore, net impact is 6 x additional trips in AM but 14 x less trips in PM peak hours. The larger reduction in trips in PM peak hours is evidently due to removal of an externally used branded restaurant which would be generating more trips from off-site during evening peak hours. The net impact of 6 x additional trips in AM peak hour is not considered to result in 'severe' impact to operational capacity of nearby road network.

Car Parking

Whilst WSCC Guidance on Parking at New Developments advises 1 x car parking space per bedroom, Arun SPD, which is the adopted guidance to apply, stipulates car parking requirements for C1 hotel use should be assessed on case-by-case basis on travel plan and needs.

Furthermore, removal of the branded restaurant will reduce the external use car parking demand at the site. Additionally, a car parking accumulation assessment revealed previous hotel size and branded restaurant resulted in peak car parking demand for 49 x cars. For the proposed hotel and hotel use restaurant only on site, car parking demand could be 64 x cars at its peak. It is considered that the 77 x car parking spaces proposed are sufficient considering likely hotel occupancy and car travel as determined by surveys at existing sites.

Disabled car parking provided at 4 x spaces which is in accordance with Manual for Streets and WSCC Guidance. LHA advise further detail on kerb treatment adjacent these – will dropped/flush kerb be provided adjacent spaces to ensure accessibility to hotel entrance. It is advised that consideration to motorcycle parking is also given.

Bicycle Parking

It is noted that the applicant has applied WSCC Guidance where this would be Arun SPD. Nevertheless, the WSCC Guidance of 1 cycle space per 8 car-parking spaces provided would result in 9-10 cycle space requirement. Considering sustainable location of site, the LHA welcome the applicants proposed increased cycle parking of retaining 8 x stands for 16 x cycles and new further 5 x stands for 10 x cycles (total 26 x cycle spaces on site). Also noted that guests can keep bicycles in their rooms. Ideally the existing cycle parking stands should be improved by providing shelter for these. Details can be secured by condition.

Advise cycle parking condition include the commitment to provide cycle maintenance equipment on reception, as per the TPS. Guests should be made aware of this (e.g. through signage).

CONCLUSION

In summary the LHA require following information:

- What improvements to pedestrian infrastructure is proposed – e.g. link to Mayfield and dropped kerb/tactile paving at Arlington Crescent?
- Contribution to RTPI at both east and westbound bus stops on Old Worthing Road (Arlington Crescent)
- Could a pedestrian/cycle path be provided from within site to northern boundary of site to join with shared use path adjacent A259 to improve route to bus stop?
- Updates to TPS
- Further detail on kerb treatment adjacent disabled car parking spaces and consideration to motorcycle parking.

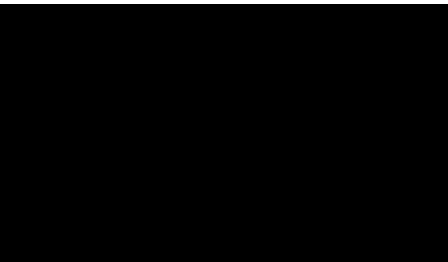
Please ask the applicant for this information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services



PL- Consultation- WSCC Highways response

A/41/26/PL



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Regards

Katie Kurek

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