

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Amber Willard
FROM:	WSCC – Highways Authority
DATE:	24 June 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. An amendment to the above application dated 12th May 2026 relating to:- Substitute DAS, drawings, BNG and TN - email received on 03/06/2026.
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been reconsulted on proposals for hotel extension and guest restaurant and associated works. In comments dated 22 April 2026, further information was requested to which the applicant has provided a Transport Note.

What improvements to pedestrian infrastructure is proposed – e.g. link to Mayfield and dropped kerb/tactile paving at Arlington Crescent?

Applicant states that no link to Mayfield is proposed due to not being able to have suitable control over pedestrian access for safety reason. Whilst such a link and improvements to Arlington Crescent crossing may have been beneficial, the LHA understand that if land is not under the applicants control this may not be possible and thus pedestrians are less likely to route to and from this direction. Pedestrians would be able to use footway at site access linking to wider pedestrian infrastructure and bus stops on A259, including crossing of A259 to reach eastbound services. These bus stops also feature services between Worthing and Littlehampton.

Contribution to RTPI at both east and westbound bus stops on Old Worthing Road (Arlington Crescent)

Applicant has stated that this request is not proportionate to the application. National Planning Policy Framework (NPPF) para. 58 states *Planning obligations must only be sought where they meet all of the following tests: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.* Para. 115 and 117 go on to state sustainable transport modes should be prioritised including addressing the needs of those with disabilities and impaired mobility. No bar is set whereby total pedestrian, or vehicle movements would require related pedestrian infrastructure improvements. Whilst it is noted that removal of branded restaurant may reduce vehicular trips, the LHA considers that more than doubling the number of hotel rooms on site could lead to additional staff and guest trips by foot and public transport modes including from the nearest bus stops. Therefore, some form of improvement to the local pedestrian infrastructure, be it dropped/kerb tactile paving or an RTPI contribution would be strongly advised. Whilst the LHA could not object based on no improvement or contribution being offered, we advise the Local Planning Authority to consider this against national and local policy in terms of requirement of developments to provide safe and suitable access *for all* and improve access for disabled/visually impaired.

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?

Applicant states this is not possible due to this area of hotel being back of house, that the layout would require revising and land not in ownership of Whitbread would be required. LHA have reviewed red line boundary of site and publicly maintained highway. There does not appear to be third party land that would preclude such a link being provided. Whilst it may have improved the pedestrian desire line the

LHA understand this may not be achievable due to the hotel layout and that alternate provision is provided at the main access point should it be required.

Updates to TPS

The Travel Plan Statement will be updated with targets of 12- hour weekday vehicle trip rate that is 15% less than that is predicted in the Transport Statement, cycle maintenance equipment availability, commitment to TPS Co-ordinator approaching neighbouring businesses. It is acknowledged that Whitbread have their own standardised travel plan measures and that cycle to work scheme and cycle training would therefore not be included. It is noted that EV parking is being rolled out separately across Whitbread sites where appropriate. LHA note that EV parking may be covered under building regulations, separate to the planning process.

The updates are acceptable, the TPS document should be updated, or the updates can be secured by legal agreement along with monitoring fee of £1,765.

Further detail on kerb treatment adjacent disabled car parking spaces and consideration to motorcycle parking.

The kerb treatment has been confirmed. LPA may wish to secure detail of this through updated site plan. Motorcycle parking will not be provided at this stage though its demand will be monitored.

Cycle parking

The LHA advise high quality bicycle parking facilities that are secure and covered to encourage their use. Whilst it would be beneficial to update the existing 8 x Sheffield stands to be covered to further promote active travel in line with national and local policy, the LHA take the applicants point that 10 x cycles could be accommodated for staff in new covered facility and that guests can keep bicycles in their bedrooms and thus this point would not warrant a reason to object to the application.

Conclusion

The LHA would not have grounds to object to the application as it would not have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal. However, the LPA may wish to consider the points made in regard to potential for some level of improvement to the pedestrian infrastructure (dropped kerb/tactile paved crossing of Arlington Crescent, improved pedestrian links or RTPi contribution). Such improvement/s would enhance the acceptability of the application in terms of it according with local and national policy. For example, NPPF para. 117a)...*give priority first to pedestrian and cycle movements...facilitating access to high quality public transport with layouts that maximise the catchment area for bus...appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.* And policy T SP1 Arun Local Plan in that development will be supported where it ...*contributes to highway improvements and promotes sustainable transport...public transport improvements and the cycle, pedestrian and bridleway network...designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services...*

S106/UU Legal Agreement – Travel Plan Statement (updated) and monitoring fee of £1,765

Conditions –

Construction Management Plan

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.

Cycle parking

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.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Katie Kurek

West Sussex County Council – Planning Services

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Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
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[REDACTED]

Sent: 24 June 2026 14:53

To: Planning.Responses <Planning.Responses@arun.gov.uk>

[REDACTED]

Subject: Response To Application Number A/41/26 at Premier Inn Roundstone Lane Angmering BN16 1EB

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Regards

Katie Kurek

Please do not reply directly to this email.

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