

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 20/05/2015

**FROM: Alison Meeus TO: Arun District Council
FAO: Mrs A Gardner**

SUBJECT: Premier Inn – Spinney and Burberry House

Roundstone Lane/ Roundstone Road, East Preston, Angmering, BN16 1EB

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	☒	Refusal	☐

S106 contribution total (see below for breakdown): £ n/a

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; Burreberrys 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 as per the recommended condition below. 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.

In summary WSCC are satisfied the proposal for a 20 bedroom Premier Inn, and 19 additional car parking spaces will not create any highway safety or capacity issues. WSCC raise no objection subject to the following conditions.

Alison Meeus
Strategic Planning

Access closure (prior to first occupation)

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.

Construction/Demolition 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.

Temporary Construction Access

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.

Car parking space (details required)

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.

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.

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

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.