REPORT UPDATE

Application No: BR/345/10/

Reason for the Update / Changes

Reason for Update/Changes:

* Conditions

With Condition 2 of the recommendation the last plan should read:-

B491/11 Rev. A and there should be an additional plan added B491/01 Rev. C.

With Condition 4 the word "surface" should be omitted.

The applicant's agent has also written in about Condition 11 questioning whether there is a need for a pre-construction survey of the television signal strength.

Officer Comment:

It is considered by officers that the condition 11 is worded satisfactorily, and that there is a need for a pre-construction survey to be undertaken in order that the existing situation is known.

Notes: Changes to recommendations, conditions and / or reasons for refusal will always be reflected in the recommendation section of the attached Officer's Report/Recommendation.

BR/345/10/

PLANNING APPLICATION REPORT

REF NO: **BR/345/10/**

LOCATION: Butlins
Upper Bognor Road
Bognor Regis

PROPOSAL: Demolition of 5 no. 2 storey rows of chalets & construction of new hotel with associated car parking, landscaping, security kiosk & creation of new access from High Street

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION The proposal is for the demolition of 5no. 2 storey rows of chalets and construction of a new hotel with the associated car parking, landscaping, security kiosk and creation of

new access from High Street.

The new building will replace 252 units of half-board and self-catering accommodation in an area known as Oyster Bay. It is amongst the oldest accommodation on the site. The proposal will maintain the capacity of the holiday centre but raise the standard of accommodation. The hotel rooms and apartments will be self-catering.

The amount of accommodation to be demolished consists of 252 rooms (or 1043 bed spaces). The proposal is to construct 244 guest bedrooms which will be able to accommodate 988 persons including children.

The new vehicular and pedestrian access would be from the High Street, which is on a slight curve in the road. Some trees which lie within the Conservation Area would have to be felled. Those trees lost as a result of the development would be compensated for within the landscaping scheme. The access road would run parallel to the boundary to allow cars to queue on the site rather than in the road, before they reach the security kiosk for admission. 244 car parking spaces are to be provided around the hotel in accordance with the parking standard of 1 space per room/unit. 66 spaces will remain permanently in close proximity to the hotel and the remainder are temporary until later phases are implemented which will rationalise the car parking to more discrete locations around the periphery of the site.

The hotel is positioned on the western side of the complex. The shape of the plan is in the form of an L with one arm pointing north and the other pointing west. The hotel is 8 storeys high with upper storeys reducing in footprint size as the building gets taller creating a series of steps one each wing of the building.

The hotel is a continuation in design terms along the lines of the existing hotels. The Ocean and Shorelines Hotels have white render as the principal external wall cladding material as does this hotel in keeping with a tradition of British Maritime architecture. The use of balconies and curves give a nautical feel to the buildings.

The external lighting proposals are designed to current best practice and incorporate design criteria to minimise the environmental impact of the scheme.

SITE AREA 1.75 hectares

RESIDENTIAL DEVELOPMENT DEN	N/A
TOPOGRAPHY	Predominantly flat
TREES	The western boundary to the application site is defined by a strong belt of trees along the Butlins boundary and in the highway verge. The trees along the Butlins boundary will be retained. Some trees will be removed associated with the new entrance.
BOUNDARY TREATMENT	1.8m high green painted railing fence.
SITE CHARACTERISTICS	Existing holiday resort complex accessed from roundabout on the A259. Two new hotels have been constructed in replacement for elderly chalet accommodation in recent years, being 5 and 7 storeys in height. The actual application site is partly vacant and partly 1960s 2 storey chalet accommodation.
CHARACTER OF LOCALITY	The application site is surrounded by part of the existing complex. To the west is Hotham Park and Wood. To the north is the University of Chichester.

RELEVANT SITE HISTORY

BR/203/97	Erection of new tensile fabric structure, refitting and refurbishment of existing retail,food and beverage outlets. New retail food and beverage outlets.	Approve Cond 03-12-1997
BR/206/98/	Erection of childrens fortress on infilled boating lake	Approve Cond 30-11-1998
BR/21/08/	Spa hotel with associated demolition of 256 units of chalet accommodation plus demolition of redundant call centre building and reconfiguration of lake.	Approve Cond 09-04-2008
BR/14/09/	Leisure related enclosure	Approve 26-03-2009

REPRESENTATIONS

Representations received:

Bognor Regis Town Council

No objection subject to a Section 106 Agreement being secured towards some relevant project in the Town.

A second letter from the Town Council has been received which raises their concerns over the new access that would be created on the High Street into Butlins. The Town Council is concerned that this road is an already congested route both in the morning and the evening rush hours. It is felt that the increase in traffic to and from this new entrance at Butlins would only make the roads around the Holiday Centre worse for both commuters and residents alike. An option to manage the traffic situation could be that cars coming out of the holiday centre could be asked to turn left only, but this could cause problems at the mini roundabout on the junction of Gloucester Road, with cars trying to swing round the roundabout to head back up to Upper Bognor Road.

19 Letters of Objection (including Hotham Park Heritage Trust and Bognor Regis Civic Society).

- To allow new entrance onto High Street will result in very significant disruption to traffic flow, and to pedestrians and cyclists.

- Such a large building will have a detrimental effect on Hotham Park and will be out of character with the area, which is a Conservation Area.

- Investigation should be undertaken as to whether the proposal will cause television interference.

- Further plans showing the context of the building should be submitted.

- The existing accesses to the site should be used.

- The upper part of the hotel will be visible over the top of the trees in the summer, and will be almost totally visible in winter, to the detriment of the conservation park and Grade II Listed house.

- There will be a conflict with the traffic light controlled pedestrian crossing.

- Will cause drainage problems in the area.

- Loss of trees and vegetation.

- Trees will not screen proposed hotel.

- Safety Audit is floored.

- Claims that congestion will be relieved at Butlins roundabout is false.

Comments on Representations received:

It is considered that the proposals will not have an adverse effect on the residential or visual amenities of the Conservation Area or the setting of a Listed Building.

County Highways consider that the proposed access and its use will not have a detrimental effect on highway safety or the highway network.

A report on television interference has been commissioned and a condition is proposed that will mean that existing reception will be maintained.

CONSULTATIONS

Southern Water Planning
Conservation Area Advisory Com
WSCC Local Development Divis.
Environment Agency
Sussex Police-Community Safety
English Heritage
Property Services Manager
Parks and Landscapes
Environmental Health
Engineering Services Manager
Engineers (Fluvial Flooding)
Conservation Officer
Engineers (Coastal Protection)
Bognor Regis Task Force

Consultations responses received:

COUNTY HIGHWAYS

No objections to the proposals.

The Transport Assessment indicates that there will be no net increase in accommodation and makes the case that the development proposals would not result in a detrimental material impact to the highway network. It is reasonably demonstrated within the Planning Application that the proposed development would not result in an intensification of use on the site and would therefore not result in a material impact on the highway network. As such, the proposed development is not required to provide mitigating highway infrastructure on the highway network.

Proposed Vehicular Access - Summary of Impacts

There are limitations to the extent to which the junction analysis can accurately reflect both the current highway conditions and also simulate the impacts associated with both future growth and the proposed vehicular access. However, the assessment provides an appropriate method to compare the existing and future situation to enable substantiated views to be made in relation to probable impact that the proposed vehicular access would have on the highway network.

The proposed vehicular access would reassign some traffic across the highway network, resulting in slight decreases and increases in the flow through various junctions approach arms. These changes are unlikely to offer any noticeable improvements over the existing operation of the highway network. In all these situations are associated Maximum Ratio of Flow to Capacity and relative queuing delay per vehicle queue lengths also display at best very minor improvements resulting from the new access. A small increase in queuing on the B2166 High Street approaching the A259 roundabout is predicted in the PM peak, but this is based on a flow change of only 2%.

The three key junctions and indeed other junctions in proximity to the site are heavily congested during the peak hours are likely to remain that way prior to the introduction of the BRRR even if the new access were provided. The introduction of the BRRR offers the best opportunity for traffic reductions to be achieved and the Transport Assessment makes a reasonable

assumption that the provision of the BRRR would offer improvements to the operational capacity of the junctions. The reductions in flows through the junctions from the BRRR are significant at around 600 vehicles per hour on the A259 in both directions.

In terms of the existing main access to the site, under this Planning Application, 15% of site traffic would be transferred to the new access. This is likely to reduce the potential for queuing back onto the public highway at the main access, but may not eliminate this risk altogether. The proposed vehicular access would create a direct route between the High Street and proposed hotel and therefore could offer on-site benefits for the construction phase of development and the long term operational use of the proposed hotel. It should be noted however, that there are existing alternative access routes that may be able to suitably accommodate construction and permanent access for the proposed development.

It is unlikely the proposed vehicular access would offer any realistic overall benefit to the operation of the highway network. It reduces, but does not eliminate, the risk of queues through the existing access and would introduce new types of traffic movement on the High Street. The proposed vehicular access would need to be controlled to restrict access to the proposed hotel. It is considered that the justification for the new access should be determined by any clear benefits for the construction phases and or the long term operation of the proposed hotel and this issue requires clarification.

Proposed New Vehicular Access Site - Highway Safety and Design

The proposed vehicular access onto High Street is a conventional priority T junction. A Stage 1 Road Safety Audit, Designers Response and vehicle swept path analysis support the proposed vehicular access.

The design of the junction considers Manual for Streets guidance. The application of the guidance is considered acceptable given the environment in which the proposed vehicular access.

The design of the junction considers Manual for Streets guidance. The application of this guidance is considered acceptable given the environment in which the proposed vehicular access is situated. Through the extent in question, (between junctions of the B2166 High Street / Gloucester Road Mini Roundabout and the A259 Upper Bognor Road / B2166 High Street Roundabout) the High Street has no direct development fronting the highway. However, it is located in an urban area. It is also in a Conservation Area and has a speed limit of 30 m.p.h. - all of which are local characteristics suggesting Manual for Streets is appropriate.

Junction visibility sightlines of 2.4m x 43m are demonstrated on Drawing B491/1 Rev A, conforming to visibility splay guidance within Manual for Streets where traffic flows are typical expected to be no greater than 30 m.p.h. This assumption is considered reasonable given the location of the proposed junction in relation to the existing junctions to both the north and south and the general character of the highway in this area. Taking into account the alignment of the High Street, it is likely that visibility could exceed that demonstrated on the Drawings. It should also be noted that given the proposed vehicular access would cut through Woodland the necessity for works affecting this wooded area requires careful consideration.

The Road Safety Audit appears satisfactory. In the Designers Response (referred to as the Exception Report Stage 1 Road Safety Audit), the designer has accepted the audit

recommendations and confirms that visibility would be as recommended in Manual for Streets. It would be important to ensure all items are checked at the detailed design stage and that a Stage 3 Road Safety Audit be carried out as recommended in Item A4.1.

Other Design Considerations

The proposed vehicular access crosses an existing segregated pedestrian and cycle route. It is requested that additional design features are considered to improve the emphasis of pedestrian and cycle movements across the new access. A raised table could be provided in the long-term but would need to await the completion of approved development to avoid damage through the regular construction vehicles. This design consideration can be explored at a detail design stage and covered with a Stage 2, Road Safety Audit.

Swept Path Analysis includes vehicular movements for both an articulated lorry and single deck bus. Although slight overrun occurs across the centreline markings for the "left in manoeuvres". The analysis shows that vehicles can achieve access to and from the proposed access using the full physical width of the access. Given the relatively low level of use by such modes this is considered acceptable. This is likely to be a typical situation for many existing and new junctions and it is likely to already occur at the existing main site access. On-site turning movements for service vehicles is unclear and brings into question how the new access arrangement would be integrated with the existing on-site layout and how vehicular use across the site to be managed. Confirmation that all on-site movements can be made within the on-site area restricted to the proposed hotel uses would need to be demonstrated.

Parking Facilities

The level of parking is considered a matter of consideration by Arun District Council. The Planning Application form indicates car parking provision would remain at 244 spaces. It is noted from the Transport Assessment parking provision is provided for every bedroom provided. It is noted that the proposed development (and its relationship with the site masterplan) is to remain within the capacity of the site. The proposed development would provide 66 spaces permanent spaces that would remain in close proximity to the proposed hotel. The remaining spaces are intended to be temporary until later phases of masterplan development are implemented which will rationalise car parking more widely across the site in order to achieve landscaping improvements to the site layout design (cited in the document entitled "Supporting Statements to Accompany The Planning Application", paragraph 8.6). It is important to note that the Transport Assessment (paragraph 2.10) indicates that the new hotel and the associated parking would be served by the proposed vehicular access.

ARCHAEOLOGY

No objection is raised on archaeological grounds to the proposals, subject to suitable safeguards to ensure suitable mitigation of the archaeological impact.

SOUTHERN WATER

The Flood Risk Assessment demonstrates that there is no net increase in the proposed foul and surface water flow to the existing foul and surface water sewers. There are no objections to the proposal. Suggested conditions.

ENVIRONMENT AGENCY

No objection to the proposal as there will be no net increase in occupancy. Suggested Conditions.

POLICE

No objections but make some detailed comments around security of the site.

GREENSPACE, ENGINEERING AND EMERGENCY PLANNING

1.1 There is no objection to the removal of trees as identified by the application.

A condition to protect the trees to be retained as set out on the tree constraints plan must be applied to any permission.

1.2 The indicative landscape plan proposes new evergreen hedging to the site entrance, 50% of which is impractically shown across the footpath/cycleway.

A detailed landscape plan of the site frontage on the High Street must be conditioned with any permission.

A condition for the general landscaping as set out must be applied to any permission.

1.3 It is noted that the photographs taken as part of the visual impact assessment are all taken when vegetation is in full leaf. For much of the year the visual impact will be greater than illustrated. The planting of further evergreen trees such as evergreen Oaks would help mitigate where space allows, this could include the area of land in the ownership of Arun District Council alongside of the High Street known as Milberry Wood.

ENGINEERS

The applicant proposes to discharge surface water from the development, directly into the adjacent Aldingbourne Rife. The Environment Agency have conditioned for a SUDS only scheme for the disposal of surface water.

ENVIRONMENTAL HEALTH

No comments

CONSERVATION AREA ADVISORY COMMITTEE

Objection Great concerns about the size of this building and the effect on Hotham Park. Suggest that the building is moved eastwards and scale reduced, plus sufficient landscaping.

CONSERVATION OFFICER

The majority of the proposal adjoins the Upper Mead Road Conservation Area; only the new access point is actually within it.

Essentially, the proposal contains two elements; that of the new access point and the new hotel. Each shall be discussed in turn below.

The new access point:

The new access point is located on the edge of the Conservation Area within Bluelands Wood, a triangular area of grass and trees which is attractive in its own right, and reflects the landscaped areas of Hotham Park and the university grounds.

Whilst the proposed access will result in the loss of a small number of poor looking trees, and the urbanisation of this section of road, it is noted that the minimum number of trees would be removed. In addition, the access will be in the south east corner of the Conservation Area where it will be complemented by a series of landscape enhancements/mitigation measures. Thus it is acknowledged that it has been designed to minimise its impact on the street scene.

Therefore, it is considered that the access will not have a negative impact on the character or appearance of the Conservation Area.

The new hotel (Hotel A):

The proposal is for the replacement of low lying two storied units with a substantial eight storied property (at its highest point).

The largest section of the Conservation Area is Hotham Park, a landscaped area of public open space partially surrounded by a Grade II Listed wall. Within the park is Hotham House, a Grade II* listed building. The character of the Conservation Area is described as one of imposing, stucco buildings set in mature landscape behind well-defined boundaries.

Whilst the hotel is a substantial building it is noted that attempts have been made to mitigate its impact on the neighbouring Conservation Area (especially Hotham Park) by staggering the height of the building. This is achieved by reducing the height of the building the closer it is to the Conservation Area. However, the Design and Access Statement makes reference to a visual impact assessment, and it is worth noting that this was undertaken at a point when all of the surrounding trees were in leaf. This is not the case for the entire year when the site is more exposed to the surrounding area. Consequently, there will be periods when the hotel will have a greater impact on the locality than identified on the photographs.

The design of the hotel in terms of materials and detailing aspires to replicate a number of buildings in the Conservation Area, i.e. substantial, rendered structures, and therefore makes an acceptable attempt to integrate with it.

It is therefore considered that the hotel will not have an undue (negative) impact on the character or appearance of the Conservation Area.

BOGNOR REGIS TASK FORCE

The proposed development would directly accord with a number of objectives, specifically:

- increasing town centre spending:

* hotel visitors are likely to be higher spending than others; and
* Butlins data shows that hotel visitors spend more of their holiday money off-site than other visitors

- promoting new investment:
* it represents £25 million investment into the town:
* replaces unsightly and outdated chalet accommodation with modern facilities of high quality design; and
* represents yet another investment by Butlins into their Bognor Regis operation, which in its own right attracts new and additional visitors to the town.

- encouraging the retention and growth of businesses in the area particularly where new and improved employment opportunities can be generated
* it is claimed to generate 87 new jobs

The applicant has submitted additional information which they wish to be considered as part of the application.

In this the applicant relates the extensive part Butlins is already playing in the regeneration of Bognor Regis specifically through their work with the University of Chichester, local business supply chains and skills development.

Furthermore the applicant has stated that they will commit to a range of addition opportunities which if delivered will add significant and greater value from the proposed development and which meet the key objectives of the towns regeneration programme referred to earlier.

All of these proposals are to be welcomed and demonstrate the applicants commitment to the town. However and whilst there is no doubt about the applicants intention to honour these proposals, it would be more appropriate and secure if they were to be formally agreed.

I support the application.

Comments on Consultation responses:

Comments noted

POLICY CONTEXT

Designation applicable to site:
Inside built up area boundary
Class B Road
Conservation Area

DEVELOPMENT PLAN POLICIES

South East Plan:	SEPCC1	Sustainable Development
	SEPCC2	Climate Change
	SEPCC4	Sustainable Design and Construction
	SEPT4	Parking
	SEPNRM4	Sustainable Flood Risk Management
	SEPNRM11	Development Design for Energy Efficiency & Renewable Energy
	SEPTSR5	Tourist Accommodation

Arun District Local Plan:	GEN9	Foul and Surface Water Drainage
	GEN10	Tidal Flooding and Coastal Defence
	GEN11	Inland Flooding
	GEN12	Parking in New Development
	GEN2	Built-up Area Boundary

PLANNING POLICY GUIDANCE

PPS1	Delivering Sustainable Development
PPG13	Transport
PPS5	Planning for the Historic Environment
PPS25	Development and Flood Risk

SUPPLEMENTARY POLICY GUIDANCE

XXX3	Good Planning Practice Guide on Tourism

POLICY COMMENTARY

The above policies combine to describe the criteria against which the application will be assessed particularly with regard to visual and residential amenity, and highway safety.

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.

Section 16(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990 states:
"In considering whether to grant Listed Building Consent for any works, the Local Planning Authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."
Where the building is located in a Conservation Area, Section 71(1) of the Act states:
In the exercise, with respect to any buildings or other land in a Conservation Area of any powers (under the Planning Acts), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
The proposal is considered to comply with these criteria in that it is not considered to materially affect the character or the setting of the Grade II Listed Building or the character of the Conservation 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

Principle:
The site lies within the built-up area as defined in the Arun District Local Plan where the principle of development is acceptable subject to normal Development Control criteria being met.

Appearance:
The proposal is for a hotel eight storeys high with upper storeys reducing in footprint size as the building gets taller. It is the in the form of an L with one arm pointing north and the other pointing west. The design of the building tries to be appropriate to a seaside location and to reflect the appearance of maritime architecture. The use of the balconies and curves give a nautical appearance and responds to the coastal context. The use of render is traditional to the area, and compliments the existing hotels.

Visual Impact:
Hotham Park is to the west of the proposed hotel and is in a designated Conservation Area and contains a Grade II* Listed building. The Conservation Area bounds the Butlins resort on the west side and also includes the High Street and Bluelands Wood. There is extensive tree planting in Hotham Park and Bluelands Wood. The proposed building steps back from the site boundary. The first five floors (ground to fourth floor) are at a minimum of 20 metres from the site boundary, the fifth floor is 32 metres, the sixth floor 43 metres, the seventh floor 52 metres away of the nearest points.

The proposed hotel is a substantial building but its impact on the Conservation Area is mitigated by the staggering back of the building. However, the existing trees will reduce the impact in the summer months but it will have a much greater impact in the winter months. It is considered that the distance that the building is away from the Conservation Area will mean that the setting of the Conservation Area will not be adversely affected in any significant way.

Hotham Park House is a Grade II* Listed building within Hotham Park. It will be approximately 120 metres away from the new hotel. It is considered that this distance will mean that the setting of the listed building will not be adversely affected.

Residential Amenity:
The nearest residential property to the proposed hotel outside of the existing Butlins complex will be St. Juliana's Convent to the south west at approximately 70 metres away, with Hotham Park House to the west at about 120 metres away, from the nearest part of the hotel.

It is considered that there will be no significant adverse effect on these properties by reason of overshadowing or overlooking.

Lighting from the proposed hotel is designed in order that the "sky glow" is minimised and that light spillage outside of the site into surrounding areas is eliminated.

It is therefore considered that the residential amenities of nearby properties will not be adversely affected by the proposals.

Renewable Energy:
The renewable energy proposed by Butlins for the Bognor Regis complex incorporates a programme of carbon reduction by improved construction and the incorporation of low carbon technologies. This means that the proposal has the potential to meet the requirements of Policy

NRM11 of the South East Plan. The proposals for the new hotel will include the use of air source heat pumps to provide heating to all areas. Studies are being undertaken to incorporate renewable energy sources such as photovoltaic panels and solar thermal panels. Butlins have signed up to the Carbon Reduction Commitment Programme which requires a reduction in energy.

Access:
County Highways are raising no objections to the proposed new access to High Street that will serve the new hotel only and construction traffic.

They are satisfied that the junction arrangements to High Street will meet all technical criteria and the necessary sight lines. They are also satisfied that the junction and its use will not exacerbate the problems that already exist along High Street, and the situation will be improved with the opening of the Bognor Regis Relief Road. The situation will be improved at the "Butlins Roundabout", the main entrance into the site as the queueing on the A259 will be reduced.

The level of parking would remain at 244 spaces; that is one space per room which is to standard.

Drainage:
Both Southern Water and the Environment Agency have raised no objections to the proposals. It is considered that even though this proposal is in Flood Zone 3 it is a regeneration project and replaces existing accommodation and cannot be sited elsewhere except within the existing Butlins complex.

Bognor Regis Task Force
The Task Force fully support the proposals from a regeneration point of view as there would be an increase in town centre spending, it would promote new investment, and encourage the retention and growth of businesses in the area.

The Task Force have requested that the applicants statement that they will commit to a range of opportunities be by way of a formal agreement as this will add significant and greater value from the proposed development and meets key objectives of the Town s regeneration programme.

However, in this case it is not considered that the best way of securing compliance is to deal with these matters under the terms of the Lease.

Conclusions:
It is considered that the proposals are acceptable and that there will not be an adverse effect on the residential or visual amenities of the area, or highway safety.

It is therefore recommended that the application is approved subject to the conditions set out overleaf.

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 :-

Drawing Name Drawing Number
PWP Architects Ltd
View From The South East 4648/1060 revA
View From The South West 4648/1061 revA
Site Layout Plan 4648/1100 revF
Topographical Survey 4648/1101 revA
Existing Site Location Plan 4648/1111 revB
Ground Floor Plan 4648/1200 revL
1st and 2nd Floor Plans 4648/1201 revH
3rd and 4th Floor Plans 4648/1202 revH
5th and 6th Floor Plans 4648/1203 revH
7th and Roof Floor Plans 4648/1204 revB
Section AA 4648/1300 revA
Section BB 4648/1301 revA
North East and North West Elevations 4648/1400 revD
South West and South East Elevations 4648/1401 revC
Entrance Hut Plan and Elevations 4648/1402 revA

Andrew Davis Partnership
General Layout Surface Finishes W1374/1001
General Layout Detailed Landscape Proposals W1374/1002
General Layout Lighting Proposals W1374/1003
Entrance Statement Detailed Landscape Proposals W1374/1004
Water Terrace Detailed Landscape Proposals W1374/1005
Water Terrace Indicative Sections W1374/1006
Entrance Indicative Landscape Treatment W1374/1008

B.J. Unwin Forestry Consultancy
Root Protection Areas
Tree Plan
Theoretical Shading
Tree Retention and Protection Plan

Additional Drawings
PWP Architects Ltd
Hotham park site sections 4648/1070 revA

Andrew Davis Partnership
High street access - Concept landscape proposals W1374/CP03 revB

PFA Consulting
Forward visibility into access B491/11 Rev A
B491/01 Rev C

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 development shall be carried out unless and until a schedule of materials and finishes to be used for external walls of the proposed building have been submitted to and approved by the Local Planning Authority and the materials so approved shall be used in the construction of the building.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality in accordance with policy GEN7 of the Arun District Local Plan.

4 The development shall not proceed until details of the proposed foul water drainage system have been submitted to and approved by the Local Planning Authority.

No building shall be occupied until the foul drainage works have been carried out in accordance with the agreed details.

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

5 Development shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles, and including an assessment of the hydrological and hydro geological context of the development has been submitted to and approved in writing by the Local Planning Authority. Proposals must include a "Surface water Management Statement, or a SUDS Design Statement" detailing the management train processes. The submission shall also include details of how the scheme will be maintained and managed after completion.
The drainage scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

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

6 The existing trees/bushes/hedges around the proposed access, except for those agreed to be removed, shall be/retained/protected in a manner to be agreed with the Local Planning Authority before the development commences for the duration of the development and shall not be damaged, destroyed, uprooted, felled, lopped or topped during that period without the previous written consent of the Local Planning Authority. Any trees removed without such consent or dying or being seriously damaged or becoming seriously diseased during that period shall be replaced in the following planting season with trees of such size and species as may be agreed with the Local Planning Authority.

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

7 Landscaping (hard and soft) shall be carried out in accordance with the details shown on plans W1374 1002. 1003, 1004 and 1005. All planting, seeding or turfing comprised in the approved details shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever

is the sooner, and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of amenity and of the environment of the development in accordance with policy GEN7 of the Arun District Local Plan.

8 No work shall be carried out on the site unless and until an effective vehicle wheel-cleaning facility has been installed in accordance with details approved by the Local Planning Authority and such facility shall be retained in working order and operated throughout the period of work on the site to ensure that vehicles do not leave the site carrying earth and mud on their wheels in a quantity which causes a nuisance or hazard on the road system in the locality.

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

9 The building hereby permitted shall not be occupied until an updated Travel Plan from that agreed under planning permission BR/21/08 for the Spa hotel has been submitted to and approved in writing by the local planning authority and operated as approved.

Reason: To accord with sustainable travel policies in accordance with policy GEN7 of the Arun District Local Plan.

10 An archaeological investigation shall be carried out within the site at the expense of the developer in accordance with a specification to be submitted to and agreed by the local planning authority in writing and before the commencement of building works.

Reason: In order to ensure that the archaeological features on the site will be properly recorded before development in accordance with policy AREA 17 and PPS5.

11 Before development is commenced, a pre-construction field survey shall be undertaken measuring the existing television signal strength and reception quality of both digital and analogue services in the area identified in the desk study. Following the erection of the building, a post construction survey shall be undertaken, and the mitigation and complaints procedure of the submitted JWD Ltd Protocol in paragraph 2.4 be instigated.

Reason: To ensure that the enjoyment of nearby properties is not adversely affected in accordance with policy GEN7 of the Arun District Local Plan.

12 The building shall not be occupied until the parking spaces shown on the submitted plans have been provided and constructed. The areas of land so provided shall not thereafter be used for any purpose other than the parking of vehicles.

Reason: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policy GEN7 of the Arun District Local Plan.

13 The proposed vehicular access onto the High Street, hereby approved, shall be used by construction traffic only and thereafter only by vehicular traffic arising from the proposed hotel. The vehicular access to the High Street shall at no times, other than in

emergencies, be used as an access or egress to serve any other development within the site.

Reason: In the interests of highway capacity and safety in accordance with PPG13 Transport.

14 The proposed vehicular access onto the High Street, hereby approved, shall not be commenced until such time as plans and details showing the provision of visibility splays either side of the proposed site access where this meets the existing footway/cycleway have been submitted to and approved in writing by the Local Planning Authority. The visibility splays once approved shall be provided prior to the commencement of use of the access, and thereafter be retained in perpetuity.

Reason: In the interests of highway safety and to address the concerns raised within the Stage 1 Safety Audit in accordance with PPG13 Transport.

15 Specific details of the renewable energy proposals showing how at least 10% of the energy from decentralised and renewable or low carbon sources can be achieved shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced.

Reason: To ensure compliance with policy NMR11 of the South East Plan.

16 INFORMATIVE: Summary of Reasons for Grant Article 31 Development Management Procedure Order 2010

SUMMARY
This planning permission is granted because it complies with the policies listed below in that the development would not cause any material adverse effect on visual or residential amenity on the surrounding area and its character and there are no material considerations to indicate otherwise.

RELEVANT POLICIES

LOCAL PLAN: GEN7, GEN9, GEN10, GEN11, GEN12, GEN2,

NATIONAL POLICIES: PPS1, PPG13, PPS5, PPS25

SOUTH EAST PLAN: CC1, CC2, CC4, T4, NRM4, NRM11

This is only a summary of reasons for granting to comply with Article 31 and full reasons appear in the Officer report.

17 INFORMATIVE: The building shall not be occupied until the crossing between the boundary of the site and the adjoining carriageway has been laid out and constructed to a specification to be agreed with the West Sussex County Council. Details of the specification may be obtained from the Area Engineer, West Sussex County Council, Area 1, Drayton Depot, Drayton Lane, Chichester. Telephone: 01243-836900 or from West Sussex County Council, County Surveyors Department, County Hall, Chichester. Telephone: 01243-777921.

18 INFORMATIVE: The West Sussex County Council as Highway Authority would remind applicants that they may have to provide on the application site, areas for the parking and unloading of vehicles, temporary contractor buildings, plant and stacks of materials as the use of the adjacent public highway for these purposes may not be acceptable under the terms of the Highways Act.

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.

20 INFORMATIVE: The applicant is advised that, as from 6 April 2008, the submission of a 'Site Waste Management Plan' (SWMP) is mandatory for all construction projects in England with a project cost greater than £300,000 (excluding VAT) under the provisions of Section 54 of the Clean Neighbourhoods and Environment Act 2005. Further information on the requirements of SWMPs and how they should be applied in practice can be obtained from DEFRA, 6/F7 6D, Ergon House, Horseferry Road, London, SW1P 2AL, Tel. (0207) 2384847 or at their website: www.defra.gov.uk/constructionwaste