

RAPLEYS

Planning Statement for
Rontec Service Stations 1A Limited

**FULL PLANNING APPLICATION
FOR A DRIVE-THRU COFFEE
SHOP AT CROSSBUSH SERVICE
STATION, LYMINSTER ROAD,
LYMINSTER, LITTLEHAMPTON
BN17 7QQ**

September 2021

Our Ref: 21-01147

RONTEC
ROADSIDE RETAIL

55 Spring Gardens Manchester M2 2BY

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Appendix 1 Site Location Plan

QUALITY ASSURANCE

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2008.

Created by:

Hannah Mitchell MGeog MRTPI

Signature:

Signed on behalf of Hannah Mitchell

Checked by:

Jonathan Harper MA (Hons) MTCP MRTPI AssocRICS

Signature:

1 INTRODUCTION

1.1 This Planning Statement has been prepared by Rapleys LLP (Rapleys), on behalf of Rontec Service Stations 1a Limited (Rontec), and is submitted in support of a full planning application for the erection of a drive-thru coffee shop (Use Class E) with associated infrastructure at Crossbush Service Station, Lymminster Road, Lymminster, Littlehampton, BN17 7QQ.

1.2 The Statement should be read in conjunction with the documentation submitted in support of this application submission namely:

- Planning Application Drawings Pack:
 - Existing Site Layout, drawing ref. 201115 - PLNG1;
 - Existing Site Elevations - Sheet 1, drawing ref. 201115 - PLNG2;
 - Existing Site Elevations - Sheet 2, drawing ref. 201115 - PLNG2;
 - Proposed Site Layout (100 Scale), drawing ref. 201115 - PLNG3;
 - Proposed Site Layout (200 Scale), drawing ref. 201115 - PLNG4;
 - Proposed Site Elevations - Sheet 1, drawing ref. 201115 - PLNG5(A);
 - Proposed Site Elevations - Sheet 2, drawing ref. 201115 - PLNG5(A);
 - Proposed Tracking Layout, drawing ref. 201115 - PLNG6; and
 - Proposed Building Elevations, drawing ref. 20111 - PLNG7(A).
- Landscape Management Plan, prepared by DEP Landscape Architecture Ltd;
- Landscape and Planting Plan, prepared by DEP Landscape Architecture Ltd;
- Arboricultural Report, prepared by DEP Landscape Architecture Ltd;
- Proposed Lighting Plan, Assessment and Specification prepared by GW Lighting Consultancy;
- Extended Phase 1 Habitat Survey, prepared by Rachel Hacking Ecology;
- Transport Assessment, prepared by Markides Associates; and
- Drainage Design and Calculations, prepared by Dudleys Consulting Engineers.

1.3 The submission documents conclude that the proposed development is acceptable and should be supported in planning terms. Therefore, planning permission should be granted without delay in accordance with the National Planning Policy Framework (2021) (NPPF) presumption in favour of sustainable development.

1.4 This Statement provides an overview of the development site and surroundings, a summary of the site's planning history, detail of the planning application proposal and an assessment of how the proposed development complies with national and local level planning policy, and key planning considerations.

1.5 In this regard, the content of this Statement has been set out as follows:

1. Introduction;
2. Site and Surroundings;
3. Planning History;
4. Proposed Development;
5. Planning Policy Context;
6. Planning Assessment; and
7. Summary and Conclusions.

2 SITE AND SURROUNDINGS

- 2.1 The application site is located within Crossbush Service Station, which includes a petrol station, a hotel and McDonalds drive-thru. Access into the services is taken from the A284 (Lyminster Road).
- 2.2 Within the wider service area, the application site is confined to the eastern area of the site. The location of the site is identified on the Site Plan included at **Appendix 1**.
- 2.3 Within the existing site, the petrol station is located in the eastern most part of the site, while the hotel and McDonalds drive-thru and located to the western area.
- 2.4 While the immediate area is built up, the surrounding area is rural in nature. The eastern part of the service station is bound by the A284, while all other boundaries are adjacent to open countryside.

3 PLANNING HISTORY

- 3.1 The original application for the service station was approved on 12th August 1992 (ref. LY/13/91). The full description of development was: *'Outline Application for service area including petrol filling station, HGV parking, restaurant, motel, car parking and landscaping'*.
- 3.2 Following the approval of this outline application in 1992, there have been a significant number of applications relating to the wider service area and separate businesses. Applications have largely included advertisement consents and minor amendments to the existing buildings.
- 3.3 More recently, an extension to the existing hotel was approved in September 2017 (ref. LY/10/17/PL). This application comprised the *'extension of existing hotel to form 8 No. new rooms on two floors. Erection of three new blocks of accommodation to form 34 No. self contained rooms on two & 3 floors respectively'*.
- 3.4 Given the above planning history, it is clear that the lawful use of the wider site is as a service station with ancillary uses.

4 PROPOSED DEVELOPMENT

- 4.1 The planning application submission seeks permission for full planning consent for the erection of a drive-thru coffee shop (Use Class E), measuring 31 sq.m Gross Internal Area, with associated access and landscaping.
- 4.2 The proposal comprises a drive-thru coffee shop which is situated towards the eastern area of the wider service station. A waiting bay will be located to the eastern most part of the site, while a delivery bay will be located to the north of the unit.
- 4.3 The one-way, drive-thru lane will wrap around the coffee shop in a clockwise direction. Customers will access the lane from a new egress, located to the east the existing service station. The existing accesses in and out of the service station will be retained and used to access the drive-thru coffee shop.
- 4.4 Full details of the proposed development are presented in the drawings accompanying the submission and addressed in detail below.

5 PLANNING POLICY CONTEXT

- 5.1 The following section provides a review of planning policy and guidance contained in the National Planning Policy Framework (2021) (NPPF), the Development Plan and any other documents relevant to the site and development proposals.

NATIONAL PLANNING POLICY

- 5.2 The NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay.

Decision Taking

- 5.3 Paragraph 38 sets out that local planning authorities should approach decision on proposed development in a positive and creative way. Paragraph 55 goes on to state that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permission, enforceable, precise and reasonable in all other respects.

Building a strong, competitive economy

- 5.4 Paragraph 81 states that planning policies and decision should help create the conditions in which business can invest, expand and adapt and paragraph 82 goes on to state that planning policies, and decisions should recognise and address the specific locational requirements of different sectors.

- 5.5 Paragraph 84 sets out the provisions to support a prosperous rural economy and sets out that planning decision should enable the sustainable growth and expansion of all types of business in rural area.

Ensuring the vitality of town centres

- 5.6 Paragraph 87 states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are outside of an existing centre.

- 5.7 Paragraph 89 however goes on to state that this approach should not be applied to application for small scale rural development.

Promoting sustainable transport

- 5.8 The NPPF states that in assessing specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 5.9 Paragraph 111 goes on to states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Achieving well-design places

- 5.10 Paragraph 130 of the NPPF sets out a range of principles which should be promoted through planning policies and decisions. This includes ensuring that developments are visually attractive, sympathetic to local character and secure a high standard of amenity for existing and future users.

LOCAL PLANNING POLICY

The Arun Local Plan 2011-2031

- 5.11 The Arun Local Plan 2011-2031 was adopted on 18th of July 2018. On the adopted policies map, the site is shown to be outside of the settlement boundary, within an area defined as 'gaps between settlements'. As such, the key policies that are relevant to this proposal are set out below.
- 5.12 Policy SD SP1 Sustainable Development sets out that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.
- 5.13 Policy C SP1 Countryside states that Outside the Built-Up Area Boundaries (as identified on the Policies Maps) land will be defined as countryside and will be recognised for its intrinsic character and beauty. Development will be permitted in the countryside where it is:
- a) For the operational needs of agriculture, horticulture, forestry, the extraction of minerals or the management of waste as part of a waste site allocation within the West Sussex Waste Local Plan; or
 - b) For quiet, informal recreation; or
 - c) For green infrastructure; or
 - d) For the diversification of the rural economy; or
 - e) For road and/or cycle schemes; or
 - f) In accordance with other policies in the Plan which refer to a specific use or type of development.
- 5.14 Policy SD SP3 Gaps Between Settlements indicates that Development will only be permitted within the gaps if:
- a) It would not undermine the physical and/or visual separation of settlements;
 - b) It would not compromise the integrity of the gap, either individually or cumulatively with other existing or proposed development;
 - c) It cannot be located elsewhere; and
 - d) It maintains the character of the undeveloped coast; or
 - e) If a subsequent DPD or Neighbourhood Plan deems it appropriate through an allocation.
- 5.15 Policy RET SP1 Hierarchy of Town Centres sets out that the hierarchy of centres in Arun will be maintained by supporting and promoting measures which reinforce their role in meeting community needs and providing a focus for a range of activities including: retail, leisure, commercial, office, tourism, cultural, community and residential development.

- 5.16 **Policy RET DM1 Retail Development** sets out that Town Centre uses should be accommodated in town centres. Proposals for Town Centre uses outside the centres defined on the Policies Maps will only be permitted if:
- a) The scheme meets the impact tests of the NPPF;
 - b) The scheme is easily accessible by the highway network and public transport;
 - c) The scheme includes provision for access by cycle and on foot;
 - d) The scheme includes appropriate provision to enable access for people with disabilities.
- 5.17 The policy goes on to states that applicants will need to demonstrate that no suitable sites can be found firstly within the existing town centre or, secondly, on the edge of the centre. Finally, the policy also states that Impact Assessments will be required from a threshold of 1,000sqm for Town Centres, Large Service Centres and the Six Villages larger centres and 200 sqm for village and suburban local centres.
- 5.18 **Policy TOU SP1 Sustainable Tourism and the Visitor Economy** indicates that proposals for visitor related development will be determined by Arun's capacity to absorb such growth; for Arun this means tourism growth which:
- a) Encourages long-term visitor interest / activity;
 - b) Ensures a viable visitor economy;
 - c) Provides benefit to local people;
 - d) Extends the visitor season; and
 - e) Protects and enhances the natural and built environment of Arun.
- 5.19 **Policy TOU DM1 Tourism Related Development** states that when assessing proposals for visitor facilities outside of the Built Up Area Boundary, these will generally be expected to be small-scale and relate to quiet, informal recreation and enjoyment of Arun's countryside.
- 5.20 **Policy D SP1 Design** states that all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details.
- 5.21 **Policy D DM1 Aspects of Form and Design Quality** indicates that when considering any application for development that Council will have regard to a number of key indicators in relation to design.
- 5.22 **Policy T SP1 Transport and Development** highlights that the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport.
- 5.23 **Policy T DM1 Sustainable Travel and Public Rights of Way** indicates that proposals for new development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified.
- 5.24 **Policy ENV DM1 Natural Environment** sets out that Arun District Council will encourage and promote the preservation, restoration and enhancement of biodiversity and the natural environment through the development process and particularly through policies for the protection of both designated and non-designated sites.

- 5.25 Policy ENV DM4 Protection of Trees indicates that development will only be permitted for the loss of trees which contribute to local amenity, if the benefits of the proposed development in a particular location outweigh the loss of the trees.
- 5.26 Policy W SP1 Water sets out that the Council will support development that is appropriately located, taking account of flood risk and promotes the incorporation of appropriate mitigation measures into new development.
- 5.27 Policy QE SP1 Quality of the Environment states that the Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the District.
- 5.28 Policy QE DM2 Light Pollution states that planning permission for proposals which involve outdoor lighting must be accompanied by a lighting scheme prepared according to the latest national design guidance and relevant British Standards publications.

Parking Standards Supplementary Planning Document (January 2020)

- 5.29 The Parking Standards SPD sets out the Council's approach to parking at new developments. The relevant section of the document is set out in the table below:

Use Class	Vehicular	Cycle
A3 Restaurant and Café	1 space per 5sqm of public area and 2 spaces per bar (or 5m length of bar for large bars) for staff parking to be clearly designated	1 space per 4 staff and 1 space per 25sqm for customers
A5 Hot Food Takeaways	As A3 although not defined in 2003 Standards	As A3

Arun District Design Guide SPD (2021)

- 5.30 The Arun District Design Guide provides detailed guidance that will raise design standards across the District, ensuring that only the highest quality development is delivered.
- 5.31 This document sets out that any new development in the countryside should respect and enhance this distinctive rural character.
- 5.32 In particular development within these areas must be sensitively and appropriately integrated into its landscape setting. Furthermore, the document indicates that important landscape features such as mature trees and planting should be retained and incorporated into the scheme wherever possible. In terms of scale, form and massing, the document sets out that development should also respond to the existing height and footprint of buildings in the area.

6 PLANNING ASSESSMENT

6.1 This section considers the merits of the planning application proposal with regard to the relevant national and local policy considerations identified in Section 5 in addition to any other material considerations.

6.2 The section covers the following in turn below:

1. General Principle of Development;
2. Ensuring the Vitality of Town Centres; and
3. Development Control Considerations.

GENERAL PRINCIPLE OF DEVELOPMENT

6.3 It is recognised that the site is located within an area defined as 'gaps between settlements' as set out in Policy SD SP3 of the Local Plan. In these areas, development should not undermine the physical and/or visual separation of settlements or compromise the integrity of the gap, either individually or cumulatively or be capable of being located elsewhere.

6.4 It should be highlighted that the proposed drive-thru unit would be located in the vicinity of an existing service area and will function as an integral part of the service station operation.

6.5 This service area is well contained within the wider rural area and is bounded by significant tree cover. Furthermore, the proposed development is limited in scale and size, especially when compared with the existing built development in the area. Given that the unit would be located within the existing service area, it is not considered that the proposal would compromise the integrity of the gap between settlements.

6.6 Turning to Policies TOU SP1 (Sustainable Tourism and the Visitor Economy) and TOU DM1 (Tourism Related Development), it should be noted that petrol filling station (PFS) facilities and associated uses constitute important local transport infrastructure and directly support tourism, allowing travellers to move freely around the local area. They are necessary to support the movement of goods and people, and to ensure that other local industries such as farming, and forestry can operate efficiently.

6.7 The complementary use proposed through this planning application will support the longevity and resilience of the existing service area, while also addressing the needs of road users by providing additional improved facilities.

6.8 Notwithstanding the importance of roadside service areas, ensuring that there are appropriate amenities for travellers is also an important aspect of the tourism industry. The proposed drive-thru coffee shop will provide an additional refreshment offer adjacent to an existing, well established service area. It therefore represents a sensible addition to this established operation.

6.9 The proposal will protect local jobs at the existing service area as well as providing additional direct employment at the coffee shop. Further jobs will also be created and supported through the construction and maintenance of the proposed development.

6.10 Overall, it is considered that the principle of a drive-thru unit in this location is acceptable due to the site's relationship with the existing service station. The proposal would therefore not undermine the gaps between settlements, in accordance with Policy SD SP3. Furthermore,

the proposal would support the longevity of the service area in accordance with Policies TOU SP1.

ENSURING THE VITALITY OF TOWN CENTRES

- 6.11 Paragraph 87 states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are outside of an existing centre. Policy RET SP1 of the Local Plan sets out the hierarchy of identified centres and as such it is identified that the site falls outside the boundaries of a defined centre.
- 6.12 The role and function of the proposed development is integral to the policy position for the site. The constituent parts of a service station are inextricably linked, and the proposed drive-thru coffee shop will function in conjunction with the existing services, utilised principally by the motoring public. The proposal is of an appropriate scale for the efficient operation of the service station and will provide a secondary offer for motorists and other users of the facility.
- 6.13 Indeed, a drive-thru coffee shop has a number of similar characteristics to a service station / PFS facility, in that it requires customers to drive there and as such, requires a location generally on a busy main road. In addition, the facility relies on the interception of trade from the surrounding highways network, as opposed to acting as a specific destination for customers. It is therefore reliant on pass-by trade and typically, customers will link their trip with the PFS facilities in order to fuel their vehicle as opposed to making a specific journey to utilise the drive-thru.

Sequential Assessment

- 6.14 In addressing the sequential test, although a drive-thru coffee shop (Use Class E) does constitute a main town centre use, the proposed development is not suitable for a town centre location and requires a strategic roadside setting due to the nature of its customer base and the offer it provides.
- 6.15 The proposal will perform as a secondary use to the service station and similarly, the development proposed will seek to improve the facilities provided by the existing PFS and function in conjunction with the existing facility. Therefore, it is not considered that the development could be appropriately located elsewhere, as any other site would not fulfil this same role and function. The development proposal is therefore considered to be site specific and as such, will not harm the vitality of any nearby town centres.

Retail Impact Assessment

- 6.16 The proposed development does not exceed the Local Plan Policy threshold of 1000 sq.m/200 sq.m under which consideration of retail impact is required. Notwithstanding this, a commentary on the potential impact of the development is provided below.
- 6.17 It should be acknowledged that the service station has been in operation for many years without detriment to the performance of any neighbouring centre. Given that the proposed drive-thru coffee shop will not function in the same way that a town centre coffee shop would, it is not considered that the development would have a significant adverse impact on the vitality and viability of any neighbouring centre. Additionally, this proposal simply represents an enhancement of an existing facility which will offer a complementary role in the context of the wider locality.

- 6.18 From our experience, in cases such as this where the service station is well situated within the wider strategic highway network, a high proportion of the turnover is derived from a wide catchment area in line with its primary function. The primary role of a service station is to serve passing motorists, with a secondary role to serve local residents. In this respect, a large proportion of the wider service station's and proposed drive-thru coffee shop's trade will originate outside the local area. The existing service station is located on the A284 which is used by a high volume of traffic using the local and wider road networks. This results in a high proportion of the service station's existing turnover being derived from a wide catchment area, in combination with its secondary role of servicing local residents of the surrounding residential area, rather than seeking to draw trade from any neighbouring centres.
- 6.19 Accordingly, it is anticipated that the proposed drive-thru coffee shop will not generate any significant increase in trips to the service station and will instead provide an additional facility for existing customers of the service station whilst intercepting trade from vehicles already on the strategic highway network.
- 6.20 It is therefore considered that proposals for supporting uses such as drive-thru coffee shops satisfactorily address the retail policy tests due to their role and function and would not compete with the vitality of any neighbouring town centres.

DEVELOPMENT CONTROL CONSIDERATIONS

Design

- 6.21 The design, layout and appearance of the development proposal is functional in character in order to meet the operational requirements of any future occupier. The applicant seeks to provide a modern and distinctive design delivered through the use of quality materials to deliver a high quality drive-thru coffee shop suitable for any appropriate occupier and to meet customer expectations. The proposal is therefore in accordance with Policy SD SP1.

Transport

- 6.22 A Transport Assessment has been prepared by Markides Associates to support the planning application.
- 6.23 The report confirms that the proposal is for a drive-thru facility with no customer or direct non-staff pedestrian access. The offer will be supplementary to uses already on-site and is unlikely to generate any significant number of new trips, with most customers already visiting the services to use the PFS or other facilities. A trip generation assessment indicates that the proposals would not generate significant traffic or result in an impact on the strategic highway.
- 6.24 The report goes on to state that even when assuming a worst case in which the level of trips is assumed to be exactly as per the surveyed TRICS sites, there would be a maximum of 130 trips in any peak hour (Weekday AM) and a maximum accumulation of 19 vehicles. This is considered unlikely given the scale of development proposed and but it can be appropriately accommodated within the service area.
- 6.25 A new delivery bay will be provided which will serve the new kiosk, with an expected maximum of 4 trips per day for that purpose, undertaken in small box vans plus one refuse vehicle movement.

6.26 Swept Path analysis has been undertaken for the new drive-thru loop and delivery bay, which demonstrates that the proposals are fit for purpose. The new loop can accommodate the expected level of queuing and supplies a waiting bay for customers. Visibility at the egress is achievable and traffic speeds will be low at 10mph.

6.27 Overall, it is considered that the proposal would not have an unacceptable impact on highway safety, in accordance with the NPPF. It is also considered that the proposal would be in accordance with Policy T SP1.

Trees and Landscaping

6.28 The application site features a number of existing trees and therefore, the application is supported by an Arboricultural Report which details the proposed trees to be removed/retained.

6.29 The Report confirms that a total of one tree group was surveyed as part of the assessment. In general, the trees were found to be within reasonable condition for their age and species. The report goes on to confirm that a total of 60% of the group would need to be removed to facilitate the development. The Arboricultural Report recommends a methodology to ensure the protection of these retained trees.

6.30 A high-quality and comprehensive landscape plan has been submitted alongside this proposal. This includes significant landscaping to the front of the site, adjacent to Lyminster Road, which would consist of additional tree planting, shrub beds, native shrub mix, wildflower meadow mix and grass.

6.31 A total of fourteen additional trees are proposed as mitigation for the loss of existing trees to facilitate the development. The landscaping of the rest of the site is also considered to be of a high standard which would protect and contribute positively to the visual amenity of the area.

6.32 The application is also supported by a landscape management plan to ensure the proposed and existing landscape around the development site is established and maintained as the design intends.

6.33 Given the above, it is considered that the proposed landscaping will integrate well into the surrounding area and mitigate any potential visual impacts of the proposed development. As such, it is considered that the proposed development will comply with Policies D SP1 and ENV DM4.

Lighting

6.34 The application is supported by a proposed lighting plan, assessment and specification. These documents confirm that with the benefit of new LED technology and good lighting design the proposal will provide a high degree of lighting control to restrict any boundary spillage of light and eliminate nuisance to nearby uses and any wildlife habitats.

6.35 It is also important to note that the application site is located within an existing service station area, where external lighting is a common feature.

6.36 It is therefore considered that the proposal is entirely consistent with Policy QE DM2.

Ecology

- 6.37 This application is supported by an Extended Phase 1 Habitat Survey of the site. This survey confirms that the habitats present on the site are common throughout the UK and no nationally rare or locally rare plant species were located.
- 6.38 The survey does acknowledge that the development proposals would involve the loss of the tree belt and amenity grassland. Notwithstanding this, no specific habitat mitigation is considered necessary, given the low ecological value of the site.
- 6.39 However, to compensate for the loss of bird nesting habitat, bird boxes are recommended for the proposed development. It is also recommended that a nesting bird survey may be required if any work to the plantation woodland needs to be carried out within the bird nesting season.
- 6.40 With the exception of nesting birds, the assessment found that there were no other protected species present on the site.
- 6.41 In this regard it is considered that the proposal complies with Policy ENV SP1.

Drainage

- 6.42 The application site is located within Flood Zone 1 which has the lowest probability of flooding. Notwithstanding this, the application is supported by a proposed drainage design and associated calculations which confirm that the scheme would be acceptable in relation to drainage.
- 6.43 The report confirms that the total proposed impermeable area is 0.06ha and as the existing site discharges its surface water into soakaways, infiltration is considered to be the best option.
- 6.44 To this end, the drainage strategy is proposing the discharge of surface water into an underground attenuation soakaway tank. However, appropriate infiltration test results are required to confirm the infiltration rate so that the soakaway design can be amended accordingly.
- 6.45 With regard to foul drainage, a new foul water run will be constructed within the access road to the south-west of the coffee shop to connect into an existing adopted manhole along a rising main which runs at the southern boundary of the site.
- 6.46 In this regard, it is considered that the proposal accords with Policy W SP1.

Operating Hours & Deliveries

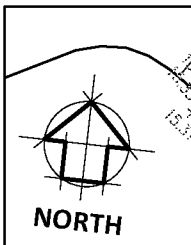
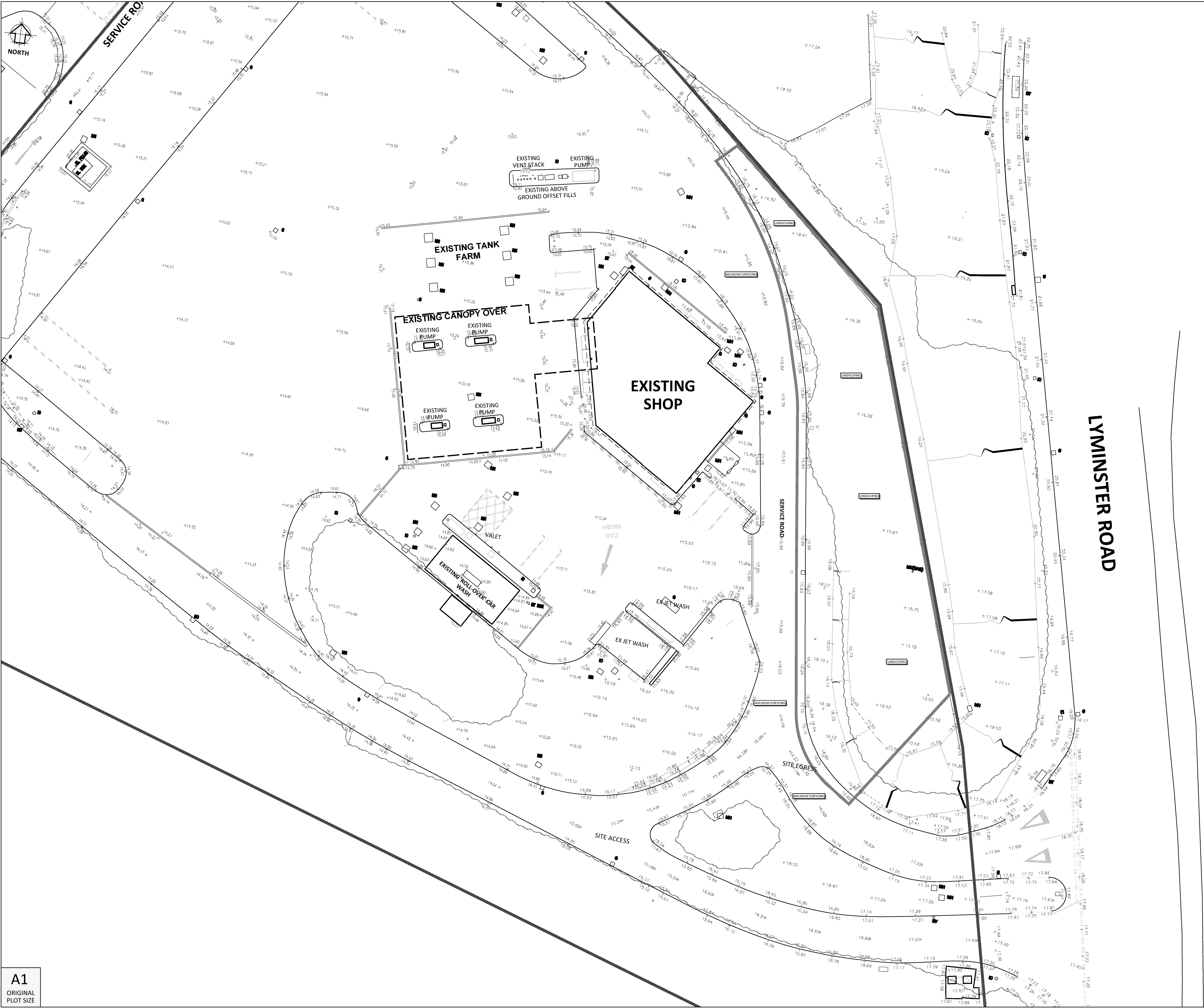
- 6.47 The applicant wishes to obtain planning consent for 24 hour operation of the site and unrestricted deliveries.
- 6.48 Given the site's location, in an isolated location on a strategic A Road, adjacent to an existing PFS, which operates 24 hours a day, it is considered that this position is appropriate and would not give rise to any adverse impacts on surrounding amenity.

7 SUMMARY AND CONCLUSIONS

- 7.1 This statement has assessed the proposed development against the NPPF, relevant policies contained within the adopted Development Plan and other relevant material considerations.
- 7.2 It is concluded that the proposal is in general conformity with national policy and the Development Plan, and that there are no other material considerations that indicate planning permission should not be forthcoming.
- 7.3 The application site is located within Crossbush Service Station which includes a petrol station, a hotel and McDonalds drive-thru. Access into the services is taken from the A284. Existing users of the services will benefit from the appropriately scaled ancillary offer, in the form of a small scale coffee drive-thru, without it conflicting to the aims of the sites rural location or it's designation within the 'gaps between settlements'.
- 7.4 The development proposals constitute sustainable development for the following reasons:
- The principle of development is in line with policy and the proposal is of an appropriate scale for the efficient operations of the service station with the drive-thru coffee shop functioning in conjunction;
 - The development proposal will provide a contemporary building design that will be complimentary to the visual character; and
 - The proposals are acceptable from a highways perspective and do not create any additional adverse impacts on the surrounding highways network or existing access arrangement.
- 7.5 Overall, the proposals accord with the emphasis of national policy contained within the NPPF, which confirms a presumption in favour of sustainable development.
- 7.6 In these terms, it has been demonstrated that the scheme complies with relevant policy as set out within the NPPF and the Development Plan. Therefore, the application should be supported accordingly.

Appendix 1

SITE LOCATION PLAN



A1
ORIGINAL
PLOT SIZE

GENERAL NOTES

- This plan has been prepared for the submission and approval under Town and Country Planning only.
- Any advertisement shown is subject to a separate application.

SCHEDULE OF AREAS	
Site Boundary (Blue Line)	1.18 Hectares / 2.92 Acres
Development Boundary (Red Line)	0.07 Hectares / 0.19 Acres

LOCATION PLAN

SCALE - 1:2500 @ A1

A	23.09.21	Ownership boundary lines updated.	JS
Rev	Date	Comments	Drawn:
STATUS		PLANNING	
PROPOSAL		Proposed Coffee Drive Thru' Development	
SITE LOCATION		Cross Bush Services A27/A284 Interchange Arundel Crossbush, BN17 7QQ	
TITLE		Existing Site Layout	
CLIENT		Rontec Service Stations 1A LTD	
JENNINGS DESIGN LIMITED Unit 8, Feast Field, Horsforth, Leeds, West Yorkshire, LS18 4TJ. TEL. No. 01274 395422 FAX. No. 01274 395427 E-mail office@jennings-design.com			
Drawn by: JS		Checked by: NJJ	
Date: July '21		Scales: 1:200 @ A1	
PLAN NO.		201115 - PLNG1 - A	
01020 SCALE - METRES - 1:200			

Rontec - Crossbush - Planning Statement - Final

Final Audit Report

2021-09-28

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