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WALSINGHAM PLANNING

SPECIALIST PLANNING & DEVELOPMENT CONSULTANTS

Planning, Design and Access Statement

The Brookfield Hotel, 93 Havant Road,
Emsworth, PO10 7LF

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Walsingham Planning

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CONTENTS

1 INTRODUCTION..... 1

2 SITE & SURROUNDINGS 2

3 PROPOSED DEVELOPMENT..... 4

4 PLANNING POLICY 6

5 PLANNING ASSESSMENT 11

6 CONCLUSIONS 15

I INTRODUCTION

- I.1 Walsingham Planning has been instructed to prepare and submit a planning application at The Brookfield Hotel for the following development:

“Remodelling of the existing entrance lobby, front extension, alterations to the front façade, external works to provide an outdoor seating area to the front including decking and associated landscaping, reconfiguration of the car park layout, and minor alterations to the rear elevation.”

- I.2 This statement will describe the site and surroundings, document the site’s planning history and assess the proposals against relevant local planning policy and the National Planning Policy Framework (NPPF).
- I.3 It is concluded that the proposals will support the building’s optimum use, and improve the functionality and attractiveness of the Hotel, thereby meeting the tests set by the NPPF and local planning policy, such that planning permission should be granted.

2 SITE & SURROUNDINGS

- 2.1 The Brookfield Hotel comprises a roughly L-shaped brick building with a large façade fronting Havant Road. The building ranges from single to three storeys and is situated on a spacious plot with a garden area to the rear, and a large car park at the front of the site accessed from Havant Road.



The Brookfield Hotel, Emsworth

- 2.2 The majority of guest accommodation is provided in the two-storey western wing of the building.
- 2.3 The Hotel is located within the urban area of Emsworth, towards the western edge of the town. The site is surrounded by residential properties to the north and east, Havant Road to the south, and a healthcare clinic adjacent the Hotel to the west.
- 2.4 The lawful use of the building is within Use Class C1 (Hotel).
- 2.5 The building is not statutorily or locally listed, there are no listed buildings in the vicinity.
- 2.6 The site does not form part of a conservation area. It is not located within the Green Belt or an Area of Outstanding National Beauty (AONB).

- 2.7 The site is within Flood Zone 1. Flood Zones 2 & 3 are directly beyond the site's eastern boundary.
- 2.8 There is a TPO tree located at the front of the site in the existing car park.

Planning History

- 2.9 The site has undergone various alterations and additions but the most recent planning application available to view on the Council's website dates back to 2001.
- 2.10 There are no recent, relevant planning applications on the site.

3 PROPOSED DEVELOPMENT

3.1 The proposals comprise a range of works to the Hotel in order to improve its appearance, accessibility and functionality. The proposed works are as follows:

- Remodelling of the Hotel's existing entrance lobby - It is proposed to remodel the building's front façade and provide a small, glazed infill extension. The glazed infill extension will comprise painted joinery upon brick plinth below, glazing, and 3no double doors below a mono-pitched clay tile roof to match existing adjacent.
- External works to provide an outdoor seating area to the front including raised timber deck and grass landscaping - To the front of the building, a new raised timber deck is proposed. The raised timber deck would be supported on hardwood posts with 3no steps up to access. Glass balustrade is proposed across the decking area between the hardwood posts. A 1:15 ramp for disabled access is proposed further east leading up to the main entrance is proposed. The ramp would be set behind a new low brick wall with glass balustrade above. 3no external planters are proposed to the front façade. Further south of the timber deck a grass landscaped area is proposed. Planters will demarcate the sides of the grassed area and the timber deck and building could be accessed via steps up from the grassed area.
- Reconfiguration of the car park layout - The proposed decking and landscape area to the front of the Hotel means that parking spaces will be lost as a result. Car parking spaces at the front of the site will be reconfigured so to allow adequate space for vehicles to manoeuvre. Overall car parking spaces are proposed to reduce from 59 to 43.
- Glazed infill extension to the rear with sliding folding doors – To the rear, the façade is proposed to be altered, largely reflecting the scale and design of the glazed infill extension to the front. Rear alterations would comprise glazing and painted joinery upon brick plinth below a mono-pitched roof to match existing adjacent plain clay tiles. A metal escape spiral staircase is also proposed.
- Installation of a covered bicycle shelter with space for 6 bikes.

- 3.2 The Hotel is in need of modernising, and it is proposed to make the abovementioned alterations as part of a substantial planned investment. The proposals seek to improve the Hotel's attractiveness to customers and its viability to the operator.

4 PLANNING POLICY

- 4.1 This section of the Statement sets out the relevant planning policies at national level and at Development Plan level, as well as any other documents which are material planning considerations.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the Development Plan unless material considerations indicate otherwise. The duty is therefore for the LPA to exercise its judgement and consider many (sometimes) conflicting issues to decide whether planning permission should be granted. This will mean examining the Development Plan as a whole and taking material considerations which apply to the proposal into account. These must be properly considered otherwise the decision of whether or not to grant permission may be unlawful. This process is often termed the “Planning Balance”.
- 4.3 In this case, Havant Borough Council’s Development Plan consists of the Local Plan (Core Strategy) adopted in 2011, and the Local Plan (Allocations) adopted in 2014.
- 4.4 The Council is in the process of producing a new Local Plan for Havant Borough. Consultation on the regulation 18 stage of the plan has concluded and the timetable set out in the Local Development Scheme (LDS) anticipates adoption in early 2025. As the document has not been independently examined for soundness, it is afforded no weight.
- 4.5 According to the Council’s interactive mapping, the site lies within the Emsworth urban area. There are no other relevant policy designations on site.
- 4.6 The site is located within the Emsworth Neighbourhood Plan area. The Emsworth Neighbourhood Plan (adopted 2021) is a material consideration in the in the determination of planning applications.
- 4.7 The National Planning Policy (NPPF) is also an important material consideration.

The Development Plan

- 4.8 The key policies considered to be of most relevance in the determination of this application are summarised below.

Local Plan (Core Strategy)

- 4.9 Policy CS5 states that planning permission will be granted for appropriate development proposals that safeguard and improve existing tourist facilities and Hotels.
- 4.10 Policy CS16 requires development to be designed to a high-standard. All development should respect the local context, improve the public realm, be inclusive, and adapt to the changing needs of users and the changing climate over the lifespan of the building.
- 4.11 Policy CS17 seeks to make the most effective use of land in the Borough. It states that other development will be concentrated within the five urban areas; including Emsworth. It goes on to state that priority will be given to development on previously development land, including underutilised buildings in the urban area.
- 4.12 Policy DM3 seeks to protect existing employment and tourism sites.
- 4.13 Policy DM8 sets out that development should seek to protect natural features of nature conservation and/or amenity importance on the site. Existing features should be sympathetically incorporated into the design of the scheme including measures to ensure their continued survival.
- 4.14 Policy DM12 states that transport assessments and travel plans should be submitted alongside any planning application where a proposal is likely to have significant transport implications.
- 4.15 Policy DM14 sets out that development (non-residential) will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards.

Local Plan (Allocations)

- 4.16 Policy AL1 sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development.

Emsworth Neighbourhood Plan

- 4.17 Policy W2 (a) of the Emsworth Neighbourhood Plan confirms support for development which would contribute to the range and diversity of Emsworth's tourism and employment activities.
- 4.18 Policy W4 (b) supports developments which are focussed on further growth of the tourism industry.
- 4.19 Policy DI confirms that all new development proposals should be of high quality.

- 4.20 Policy D3 sets out that development proposals should make the most efficient use of land.

Supplementary Planning Documents

Borough Design Guide (2011)

- 4.21 The Borough Design Guide sets out the seven key principles of good design.
- 4.22 It goes on to address how applicants need to have a thorough understanding of the site and its context.

Parking SPD (2016)

- 4.23 Table 8 'Leisure facilities and places of public assembly' set out the Borough Council's minimum parking standards for Hotels. It calls for 1 car parking space per bedroom, 1 short-stay bicycle stand for per 10 bedrooms, and 1 long-stay bicycle space per 6 staff or per 40sqm GEA (whichever is the greater provision).
- 4.24 Note 1 linked to Table 8 sets out that other facilities such as eating/drinking are treated separately if they are available to non-residents. It call for 1 car parking space per 5sqm of dining area/bar area, 1 short-stay bicycle stand per 20sqm GEA, and 1 long-stay bicycle space per 6 staff or per 40sqm GEA (whichever is the greater provision).

National Planning Policy Framework

- 4.25 The National Planning Policy Framework (NPPF) was first published in March 2012. A revised version of the NPPF was published in July 2018 and minor amendments were incorporated in February 2019 and July 2021.
- 4.26 The NPPF sets out the Government's intention for the planning system to contribute to the achievement of sustainable development, performing an economic, social, and environmental role.
- 4.27 Section 4 of the NPPF deals with decision making. Paragraph 38 of the NPPF sets out that local planning authorities should approach all decisions in a 'positive and creative way'. Where possible, decisions-makers at all levels should 'seek to approve applications for sustainable development'.

- 4.28 At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11) which for decision-taking means that development proposals that accord with the Development Plan should be approved without delay.
- 4.29 Section 6 of the NPPF addresses the role that planning has in building a strong and competitive economy. Paragraph 81 states that both planning policies and decisions should ‘help create the conditions in which businesses can invest, expand and adapt’ and that significant weight should be placed on the need to support both economic growth and productivity.
- 4.30 Section 8 relates to promoting healthy and safe communities. Paragraph 92 promotes social interaction as part of healthy, inclusive and safe places. Paragraph 93 continues that established shops, facilities and services should be able to develop and modernise for the benefit of the community.
- 4.31 Section 9 relates to promoting sustainable transport. Paragraph 110 explains that planning decisions should take into account a) opportunities to promote sustainable transport modes, b) safe and suitable access to the site for all users, c) the design of parking areas, and d) any significant impacts from the development on the transport network or on highway safety can be cost effectively mitigated to an acceptable degree.
- 4.32 Paragraph 111 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.
- 4.33 Paragraph 120 promotes and supports the development of under-utilised land and buildings.
- 4.34 Section 12 relates to achieving well-designed places. Paragraph 126 notes that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 130 states that planning decisions should ensure that developments:
- a. will function well and add to the overall quality of the area;
 - b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c. are sympathetic to local character and history, including the surrounding built environment and landscape setting;

- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and
- f. create places that are safe, inclusive and accessible with a high standard of amenity for existing and future users.

4.35 Paragraph 131 sets out that planning decisions should ensure that existing trees are retained wherever possible.

5 PLANNING ASSESSMENT

- 5.1 The proposals are in accordance with the NPPF. The NPPF sets out the Government's intention for the planning system to contribute to the achievement of sustainable development, performing an economic, social and environmental role. Paragraph 11 states the presumption in favour of sustainable development which means that LPAs should approve sustainable development proposals that accord with the Development Plan without delay. There are three dimensions to sustainable development, including an economic role. There is a need for planning to contribute to building a strong, responsive and competitive economy. Investment in business should not be over-burdened by planning policy expectations. Section 6 explains that planning decisions should take into account local business needs and help create conditions in which businesses can invest, expand and adapt and to secure economic growth.

Principle of Development

- 5.2 The proposed works seek to improve the functionality and attractiveness of the Hotel to its local customers and visitors from further afield.
- 5.3 The principle of the proposed works to support the continued use and viability of the Brookfield Hotel is wholeheartedly supported in national and local planning policy, in particularly policies CS5, DM3, and policies W2 and W4 of the Emsworth Neighbourhood Plan.
- 5.4 The proposals will support the daytime and evening vitality and viability of the Hotel, and wider Emsworth urban area, ensure a valuable source of sustainably located employment and visitor accommodation is retained, and continue to provide the opportunity for social interaction and local people to meet.
- 5.5 Improving the attractiveness of the Hotel to its existing and future customers will help retain and draw people into the area. Local businesses and tourist attractions nearby will benefit from the Hotel being successful.
- 5.6 Proposed alterations to the Hotel are contained entirely within the site boundary and the considered design approach will ensure that the appearance of the Hotel is improved. The proposals would not result in overdevelopment of the site.

- 5.7 The proposed works form part of a substantial planned investment into the site. It is the intention, once planning permission has been granted and conditions have been discharged, to carry out the works straightaway.

Design

- 5.8 The proposals for the Hotel and its associated outdoor spaces are important improvements which will help to secure the Hotel's future by enhancing the useability and quality of the customer areas. The proposals have been designed so that their scale, form and materials are appropriate and subservient modern additions/alterations to the main building.
- 5.9 The proposals comprise a range of improvements which, whilst modest individually, would improve the customer/resident experience as a whole.
- 5.10 It is proposed to remodel the building's front façade and provide a small, glazed infill extension. The glazed infill extension will comprise painted joinery upon brick plinth below, glazing, and 3no double doors below a mono-pitched clay tile roof to match existing adjacent.
- 5.11 To the front of the building, a new raised timber deck is proposed. The raised timber deck would be supported on hardwood posts with 3no steps up to access. Glass balustrade is proposed across the decking area between the hardwood posts. A 1:15 ramp for disabled access is proposed further east leading up to the main entrance is proposed. The ramp would be set behind a new low brick wall with glass balustrade above. 3no external planters are proposed to the front façade.
- 5.12 Further south of the timber deck a grass landscaped area is proposed. Planters will demarcate the sides of the grassed area and the timber deck and building could be accessed via steps up from the grassed area.
- 5.13 The proposed decking and landscape area to the front of the Hotel means that parking spaces will be lost as a result. Car parking spaces at the front of the site will be reconfigured so to allow adequate space for vehicles to manoeuvre. Overall car parking spaces are proposed to reduce from 59 to 43.
- 5.14 To the rear, the façade is proposed to be altered, largely reflecting the scale and design of the glazed infill extension to the front. Rear alterations would comprise glazing and painted joinery upon brick plinth below a mono-pitched roof to match existing adjacent plain clay tiles. A metal escape spiral staircase is also proposed.

- 5.15 In accordance with Local Plan Policy CS16 and Policy DI of the Neighbourhood Plan, the proposals would be of a high standard of design and respect the local context. The design of the proposed development would comply with local policy, and the provisions of the NPPF.

Transport

- 5.16 The proposed works would allow for a small number of additional covers for the food/drink offering at the Hotel. The number of hotel bedrooms would remain the same.
- 5.17 The car parking at the site is private and, as shown on its entry signs, is available to Hotel patrons. The proposals seek to continue the current parking operation which has proved successful.
- 5.18 The site's lawful use is as a Hotel, which requires 1 space per hotel bedroom to be in accordance with the Council's adopted Parking SPD (2016). Parking standards for Hotels are therefore appropriate and the site would retain 1 space per hotel bedroom in accordance with these.
- 5.19 Hotel bedrooms are all catered for and most people using the restaurant will be Hotel guests. Other users of the restaurant will continue to be from the local area, typically within walking distance. The Hotel benefits from being well-served by public transport, with the Nore Farm Avenue bus stop located directly to the front of the site on Havant Road. The bus stop serves the 700 bus which runs very regularly, traveling to Chichester.
- 5.20 The proposals have the potential to result in a negligible increase in trip rate to the Hotel, which would not harm the safety or convenience of the highway.
- 5.21 Sustainable transport methods are encouraged, the proposals provide 4 short-stay cycle spaces and the provision of a covered bike shelter with space for 6 bicycles. The applicant would accept a condition requiring the provision of electric vehicle charging points.
- 5.22 It is considered that the proposals will not have significant transport implications and therefore a Transport Assessment is not considered necessary to be submitted alongside this application, in compliance with Policy DM12.
- 5.23 Vehicle and pedestrian access to the site off Havant Road to the south will not be altered.
- 5.24 The proposals therefore comply with the provisions of Local Plan Policy DM14 and paragraph 111 of the NPPF.

Trees

- 5.25 There are three TPO trees located on the site, two of which are located on the southern boundary. No trees on site will be required to be removed to facilitate the proposed development.
- 5.26 The two TPO trees (1236 & 1148) and their RPA's on the southern boundary will not be affected by the proposals. It is only proposed to reconfigure the car parking spaces which will involve re-painting the lines and no works to disturb the ground.
- 5.27 The TPO tree (1162) in the existing car park outside the Hotel's main, front façade will be retained and protected during construction. A Tree Protection Plan is submitted in support of this application.
- 5.28 Policy DM8 seeks to protect natural features of importance on site, and sets out that existing features should be sympathetically incorporated into the design of the scheme including measures to ensure their continued survival. The proposals therefore comply with the provisions of policy DM8 by ensuring the protection of all trees including TPO trees.

Neighbouring Amenity

- 5.29 The site is well contained and screened from neighbouring properties. The proposals will continue to ensure that the site and operations do not impact neighbouring amenity.

6 CONCLUSIONS

- 6.1 The proposals comprise the remodelling of the existing entrance lobby, glazed infill extension to the front façade, new timber decking area, reconfiguration of the car park layout, and minor alterations to the rear elevation.
- 6.2 The proposals will improve the functionality and attractiveness of the Hotel to its local customers and visitors from further afield. The works will significantly enhance the outdoor seating experience for users and improve the efficient use of external space.
- 6.3 The proposals have been designed to a high-standard and would improve the visual appearance of the Hotel. The front glazed infill extension is modest and would be read as a contemporary alteration, as will the alterations to the rear elevation.
- 6.4 Planning policy specifically supports the continued use and viability of existing tourist facilities and hotels. The proposals should therefore be welcomed.
- 6.5 The site would retain an appropriate amount of car parking provision. All hotel bedrooms are catered for and most people using the restaurant will be hotel guests.
- 6.6 All trees on site will be retained and protected in accordance with the recommended measures set out in the Tree Protection Plan.
- 6.7 It is concluded that the proposals would accord with the Development Plan such that planning permission should be granted.