



Design and Access Statement
Travelodge, Havant

August 2018

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Section 1

Introduction

1.0 Introduction

1.1 Description of the Works

This statement has been prepared by Holmes Miller Ltd. on instruction from Tiger Developments.

The proposal for the site, adjacent to the A3(M) shows an 81 room hotel, surrounded by Havant commercial and retail park. The proposal constitutes of 4 storeys of hotel accommodation with communal facilities located on the ground floor. There is a provision for 85 car parking spaces as well as a lay-by for the upkeep and maintenance of the telecommunication mast situated just outside the site boundary.

1.2 The Project Team



Client
Tiger Developments Ltd
Carrington House
126-130 Regent Street
London
W1B 5SE



Clients - Tenants
Travelodge
11/12 Highfield Road
Edgbaston
Birmingham
B15 3EB



Employer's Agent
Reach Project Management Ltd.
24 Kenyon Forge
Kenyon Street, Hockley
Birmingham
B18 6DH



Arborist
Delta Simons Environmental
Consultants Ltd.
3 Henley Office Park
Doddington Road
Lincoln
LN6 3QR



Architect
Holmes Miller
27-31 Clerkenwell Close
London
EC1R 0AT



Planning Consultant
Summit Planning Associates Ltd
The Studio, 4th Floor
One St Ann Street
Manchester
M2 7LG



Services Consultant
Legge Consulting

Structural Engineer
Legge Consulting



Structural Engineer
Curtins
56 The Ropewalk
Nottingham
NG1 5DW

Section 2

The Existing Site

2.0 The Existing Site

2.1 Location

The site lies within close proximity to A3(M), a major road connecting London and Portsmouth. The buildings surrounding the site are of mostly commercial nature with a large Asda superstore to the South and a B&Q store to the North. There is also a KFC fast food outlet just outside the entrance to the site, contributing to the commercial character of the area. The area is heavily covered with mature trees providing a sound and visual barrier from the A3(M) road. Further East the area acquires a much more residential character with a number of detached 2 storey dwellings.

The site lies just off the slip way to the A3(M), resulting in good connectivity to Portsmouth, Chichester and areas further afield.



2.2 Building Uses

The site sits within a commercial trade area of Havant, neighboured by a large B&Q store to the North of the site as well as an ASDA superstore to the South. Immediately to the North of the site, there are additional smaller commercial trading units. The local area is of urban nature as defined by the Local Plan .



2.3 Traffic Circulation

There is a single entrance point to the site from the East. The site enjoys good connectivity to Havant town centre and further nearby towns as a result of being located just off a junction from A3(M) that connects Portsmouth, Chichester and London. The site access roads are predominantly used for access to the other neighbouring commercial units.



Site Boundary

2.4 Area Character

The character of the area is defined by the large commercial and retail units that occupy the immediate surrounding of the site, as well as the expansive areas of car park that add to the appearance of a hard, commercial landscape. The local area has been colonised to some extent by a range of self-set trees, resulting in limited views towards any structures and a softening of the hard landscape surroundings.



View from the site entrance onto the car park and fast food outlet in front.



View of the commercial units to the North of the site.



View of the access road to the site with a petrol station adjacent to it.



View of the fenced-off commercial units and warehouses just North of the site,

2.5 Site Character

The site is presently empty and unoccupied, with the main area being covered with an uneven concrete slabs and overgrown greenery. The entire perimeter is colonised with tall, dense, self-set trees that shelter and obscure views both into and out of the site.



View of the entrance to the site with steep banks along the south edge of the boundary.



The overgrown trees that occupy the perimeters of the site.



The concrete slab and overgrown greenery that covers the main area of the site.



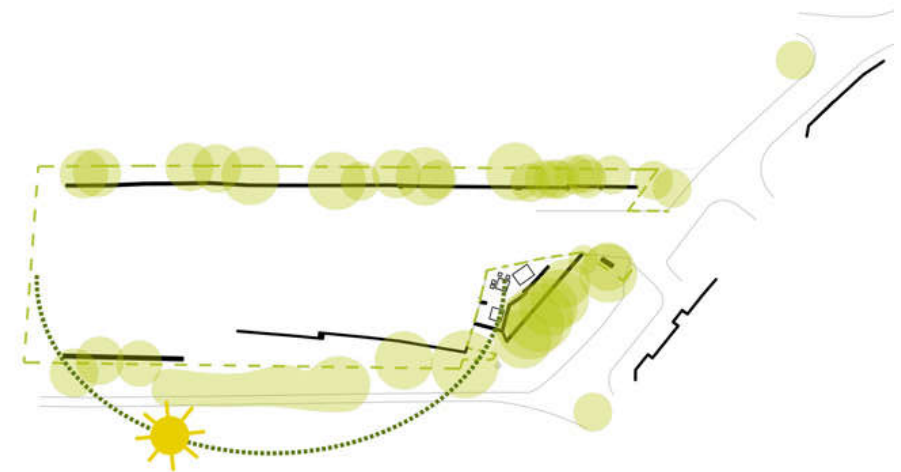
View of the gate at the entrance to the site with a tall mast just to the left of the entrance.

2.6 Area



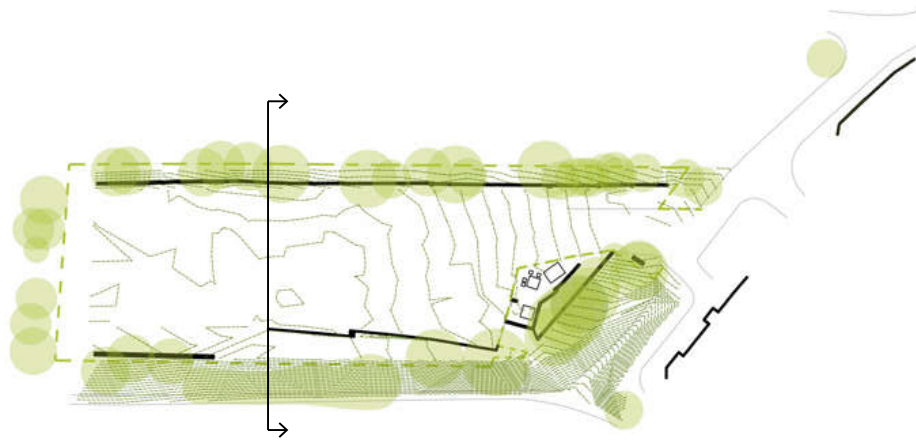
The application site is 0.724 hectares in size with the majority of it open and flat in terms of topography. Sloping ground as well as very tall and dense self-set trees and vegetation occupy the perimeter.

2.7 Orientation

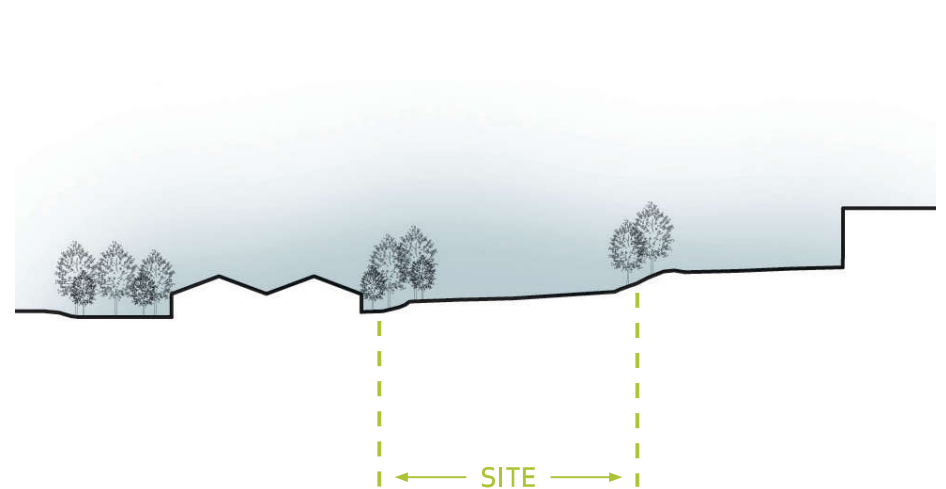


The site is surrounded by tall trees from the South which will limit the amount of sunlight that the site will be exposed to.

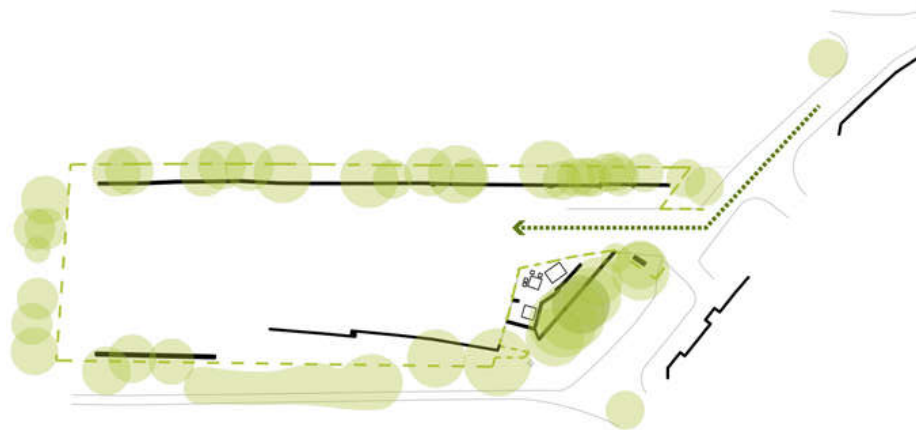
2.8 Topography



The site is predominantly flat with a very gentle slope from East to West. There is however a steep level increase at the Southern edge of the site where the slope extends 4-5 metres in height.

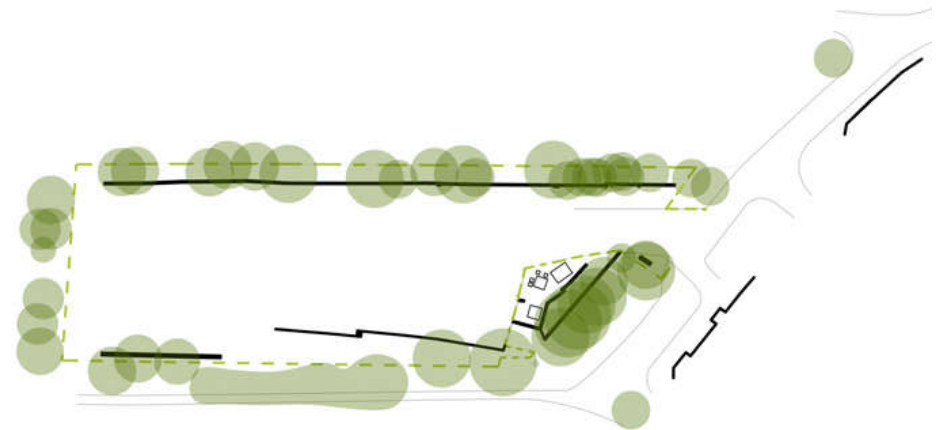


2.9 Access



There is only one point of access to the site from the East. The site has a good connection to the local road network.

2.10 Trees



The site is uniformly surrounded by tall, dense self-set trees and vegetation resulting in lack of clear views from and into the site. The trees along the Southern boundary of the site combined with steep sloping ground result in the site being mostly obscured from view throughout the year.

Tree Survey

An arboricultural site survey has been prepared by Delta Simons to identify the existing trees as well as their root protection area. The survey identified most of the trees along the Northern, Eastern and Southern site boundary to be category B trees which are considered of moderate value. The tree cluster at the Western edge is a category C cluster that is considered of lower value.



Section 3

Planning Context

3.0 Planning Context

3.1 National Guidance

At the national level, planning policy considerations for the development of the scheme in Havant include:

- **The National Planning Policy Framework (July 2018)**
- **The National Planning Practice Guidance (September 2018)**

3.2 Local Guidance

At the local level, the planning guidance relevant to the development of the scheme in Havant includes:

- **Havant Borough Local Plan (Core Strategy) (Adopted March 2011)**

The above Local Guidance, as a core strategy for the area comprises of the following specific policies:

- Policy CS4: Town, District and Local Entries
- Policy CS5: Tourism
- Policy CS16: High Quality Design
- Policy CS17: Concentration and Distribution of Development within the Urban Area
- Policy CS20: Transport and Access Strategy
- Policy CS21: Developer Requirements
- Policy DM6: Coordination of Development
- Policy DM10: Pollution
- Policy DM11: Planning for more Sustainable Travel
- Policy DM12: Mitigating the Impacts of Travel
- Policy DM14: Car and Cycle Parking on Development

- **Havant Borough Local Plan (Allocations) (Adopted March 2011)**

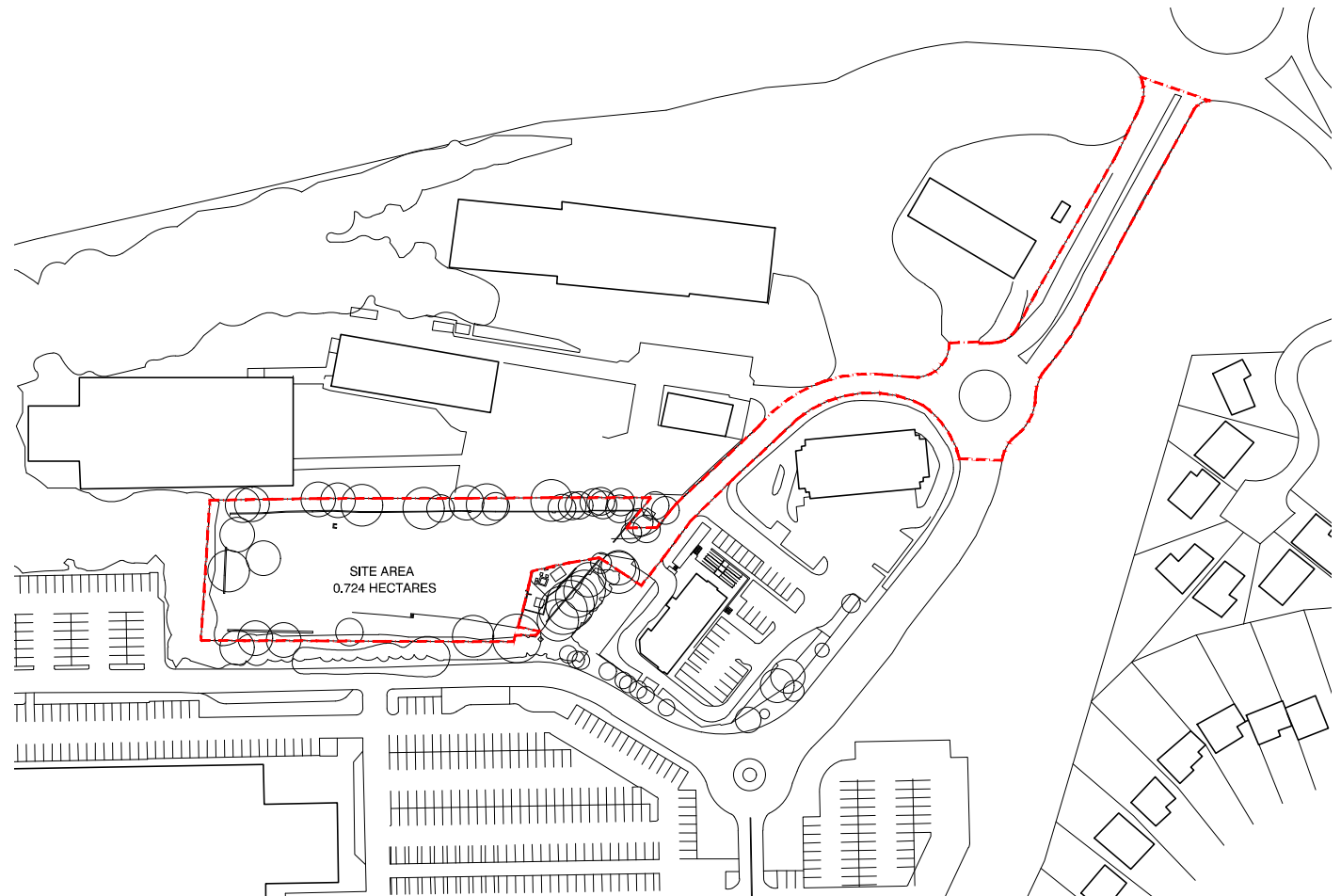
The above Local Guidance, as a core strategy for the area comprises of the following specific policies:

- Policy AL1: Presumption in Favour of Sustainable Development
- Policy AL2: Urban Area Boundaries and Development Gaps between Settlements

- Policy AL3: Town, District and Local Centres
- Policy HB3: Havant and Bedhampton Mixed Use Allocations
- Policy WA2: Waterlooville Mixed Use Allocations
- Policy DM17: Contaminated Land
- Policy DM18: Protecting New Development from Pollution



3.2 Extent of Planning Application



Section 4

Site Strategy

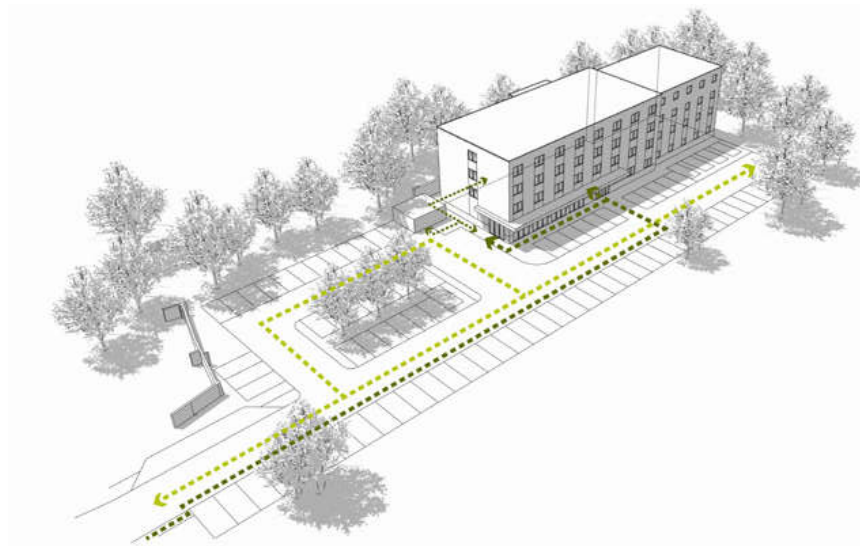
4.0 Site Strategy

4.1 Use and Scale

The proposed development is of a hotel, located in the South-Western quarter of the site. The building comprises of 4-storeys, with main entrance, communal areas and circa 12 bedrooms located at ground floor; and 3 further floors of accommodation, totaling 81 hotel rooms altogether. Externally, there is provision for 85 car-parking spaces, a covered cycle storage area and lay-by area providing access for the maintenance of the existing telecommunications mast.



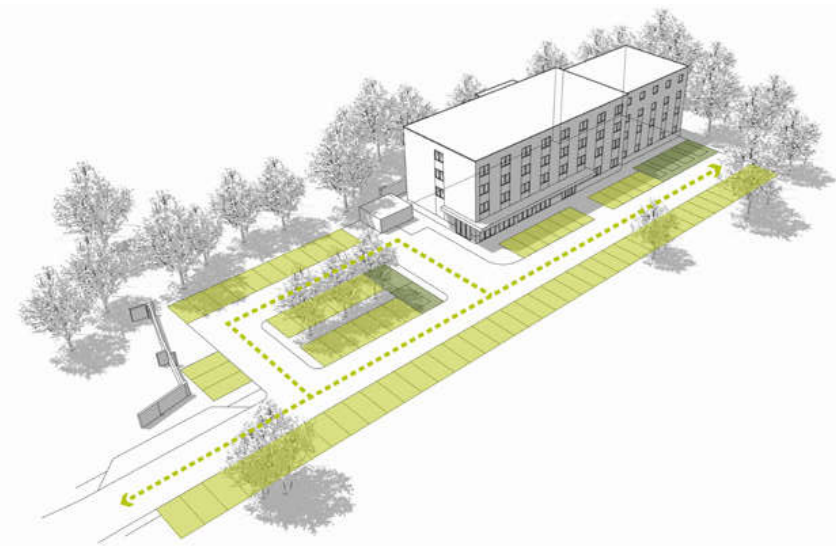
4.2 Circulation



Pedestrian and vehicular circulation occur in a linear manner between the main entrance to the site and the entrance to the hotel.

- ■ ■ Vehicular Circulation
- ■ ■ Pedestrian Circulation
- ■ ■ Services/Utilities Circulation

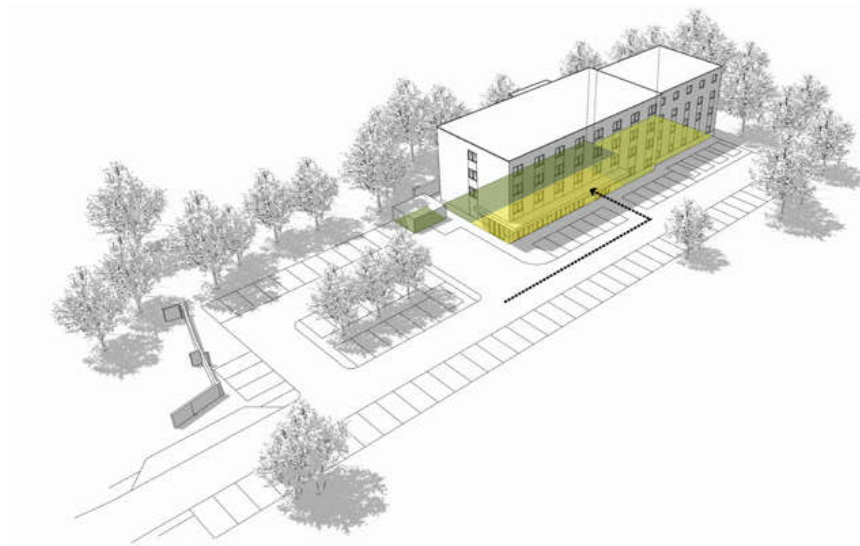
4.3 Parking



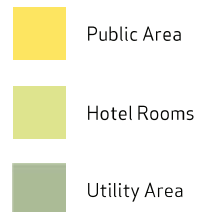
There are a total of 85 parking spaces provided on the site. 6 are disabled accessible parking spaces and are located within close proximity to the building entrance.

- ■ ■ Parking Spaces
- ■ ■ Disabled Parking
- ■ ■ Vehicular Circulation

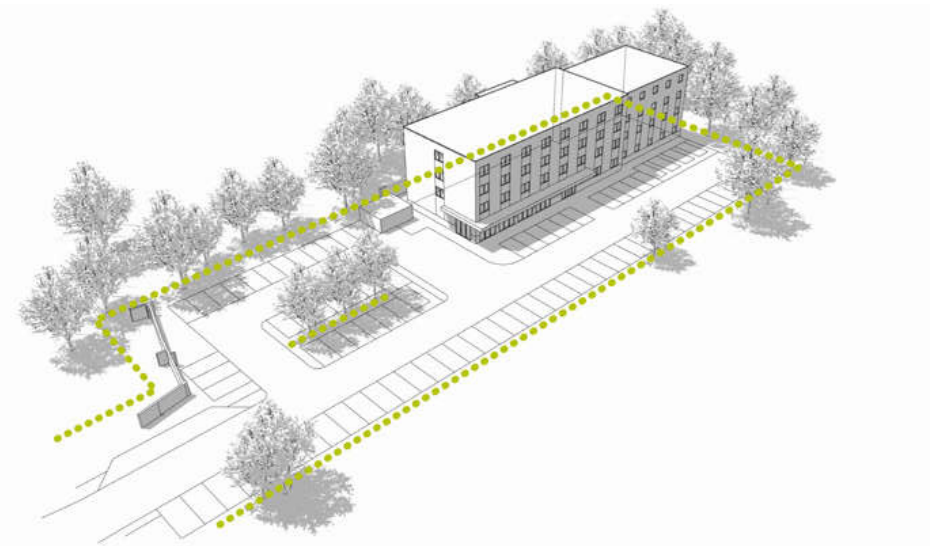
4.4 Positioning



The entrance to the hotel and all the public areas, including dining facilities are located on the North-Eastern corner of the building. The utility area is located primarily to the Southern portion of the building where the sloping ground will have to be retained to facilitate entrance and escape routes.



4.5 Trees

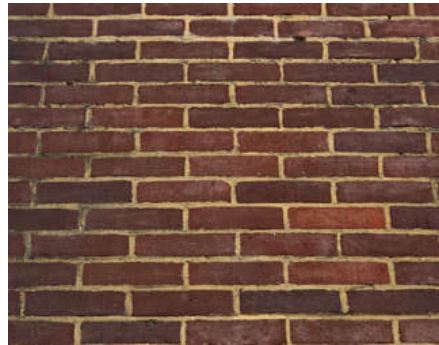


Tall trees exist around the entire perimeter boundaries hiding and shielding the site and the building from view.



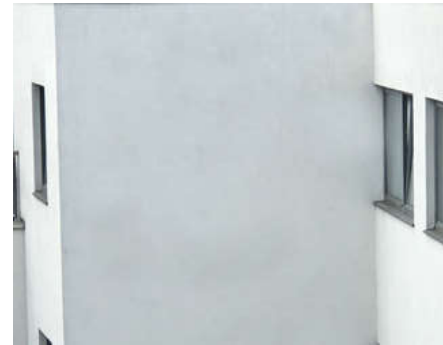
4.6 Appearance

The building employs a minimalist design strategy. A rendered volume will sit among the trees illuminating the site by reflecting the light coming through in between the trees. Grey metal paneling between the window openings will help to break up the form, while a band of red brick at ground level will anchor the structure to the ground. The simple colour scheme of the development will contrast with the dense green trees while at the same time hiding behind them, resulting in a building that is predominantly sheltered from view.



Red Brickwork

A band of red bricks will define the base of the building, protecting the white render of upper parts of the facade from the dirt. The colour of the bricks will be similar in appearance to that of the local residential streets.



Render

A monochrome render will be applied to the facades of the hotel in order to achieve a crisp and uniform finish to contrast the natural filigree patterning cast by dense trees surrounding the building.



Metal Paneling

Durable metal paneling will be installed on the facade between the windows to highlight the verticality of the building and break up the overall form.



Contrast Window Frames

Dark grey window frames will contrast the uniform render, breaking up the uniform white facade.



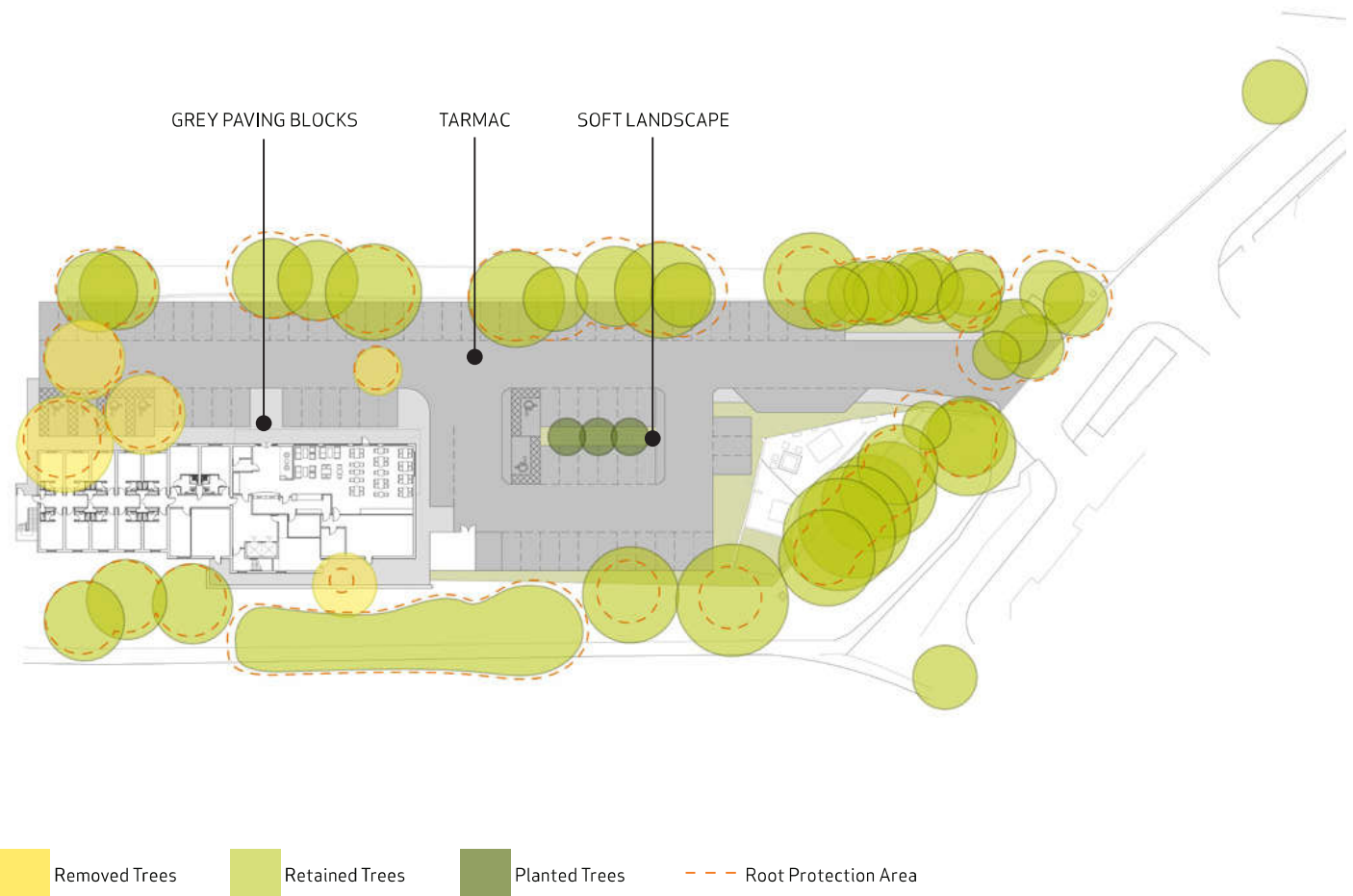
Untreated Larch

The evacuation staircase on the Western edge of the site will be clad in unevenly spaced, untreated larch. The vertical panels will reflect the form and colour of the trees growing directly opposite the escape route.



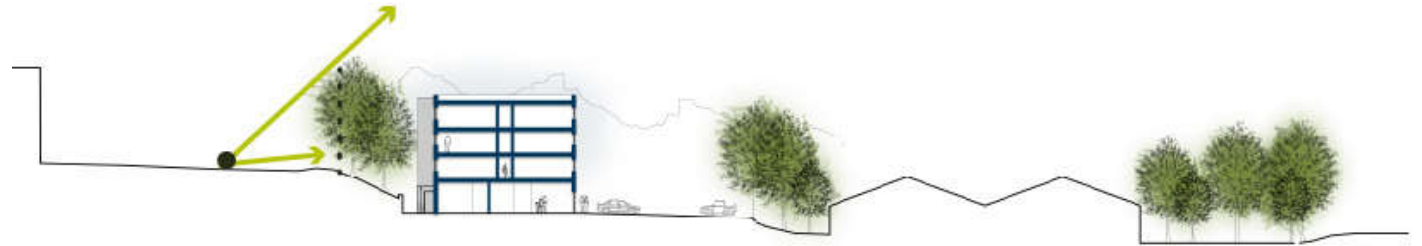
4.7 Landscaping

The proposed hotel building has been strategically positioned to minimise the number of trees needing to be removed. The development will retain the majority of the trees around the perimeter of the site shielding the view of the building from locations outside the site. The proposal endeavors to minimise the disturbance to the root zones of the existing trees by raising the parking level using traditional car park construction. Furthermore, we will attempt to retain the trees at the northern edge throughout the construction process. The entire area is to be tidied, with excess rubble and shrubbery removed, and the entire area resurfaced to create a new car park for the guests of the hotel as well as a lay-by area for the maintenance of the telecommunication mast situated next to the site entrance.



4.8 Views

Due to the topography of the site, with the ground sloping up at the northern edge, towards the Asda car park, and the trees growing around the perimeter, the development should be hidden behind the dense greenery. The tall trees on the Southern edge of the site are between 10 and 12 metres tall and very densely planted which should obstruct the volume of the building in summer and in winter.



View of the site from Asda Car Park.



View of the site from above showing trees around its perimeter.

4.9 Sustainability

The hotel shall be fully Building Regulations compliant, including in terms of Conservation of Fuel and Power, Approved Document L2A. This will be achieved through high levels of insulation and considerate implementation of materials in terms of their U-Value.

Water use will be controlled as follows:

- All showers will have flow regulators installed to limit the flow to 6 litres.
- Wash hand basin taps will be flow regulated to 6l with aerated heads.
- WCs will be fitted with dual flush mechanisms with 4/2.6l options.

Recycling will be encouraged through the provision of recycling and general waste bins located adjacent to the main building. Hotel guests will be encouraged to recycle their waste using bins provided in each room to maximise the amount of waste being recycled.

The Construction contract will be set to ensure a Site Waste Management Plan is prepared and followed by the Contractor.

The layout of the site has been carefully considered and great care has been taken to minimise the number of trees being cut down in order to preserve the current biodiversity.

Summer overheating will be naturally minimised by the tall, dense trees surrounding the sites, casting shade over the building to minimise solar gains.

LED lights will be used throughout the hotel to minimise electricity consumption in addition to the implementation of PIR lighting in public areas of the building.

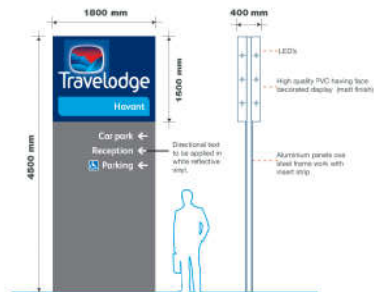
The plant room will house a high efficiency boiler to minimise energy consumption. Air exchangers will be used throughout the building.



4.10 On-Site Signs

Location A

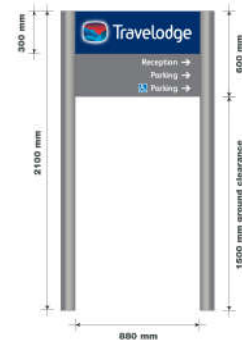
A double-sided internally illuminated monolith sign. An aluminium box unit housing flexi face panels displaying full colour printed graphics to face. Bottom section to be aluminium panels cladding steelwork.



4.11 Off-Site Signs

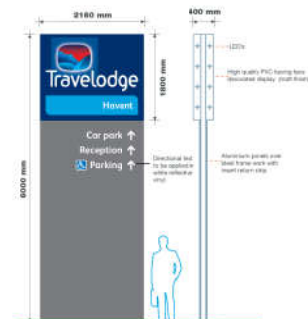
Location B

Single sided spandex sign pole 80 system with 2No. info panels at 300 mm high. Complete with digital printed & vinyl displays.



Location C

A double sided internally illuminated monolith sign. Aluminium boxes unit housing flexi face panels displaying full colour printed graphics to face. Bottom section to be aluminium panels cladding steelwork.



On-site Signs



Off-site Signs

Section 5

Proposals

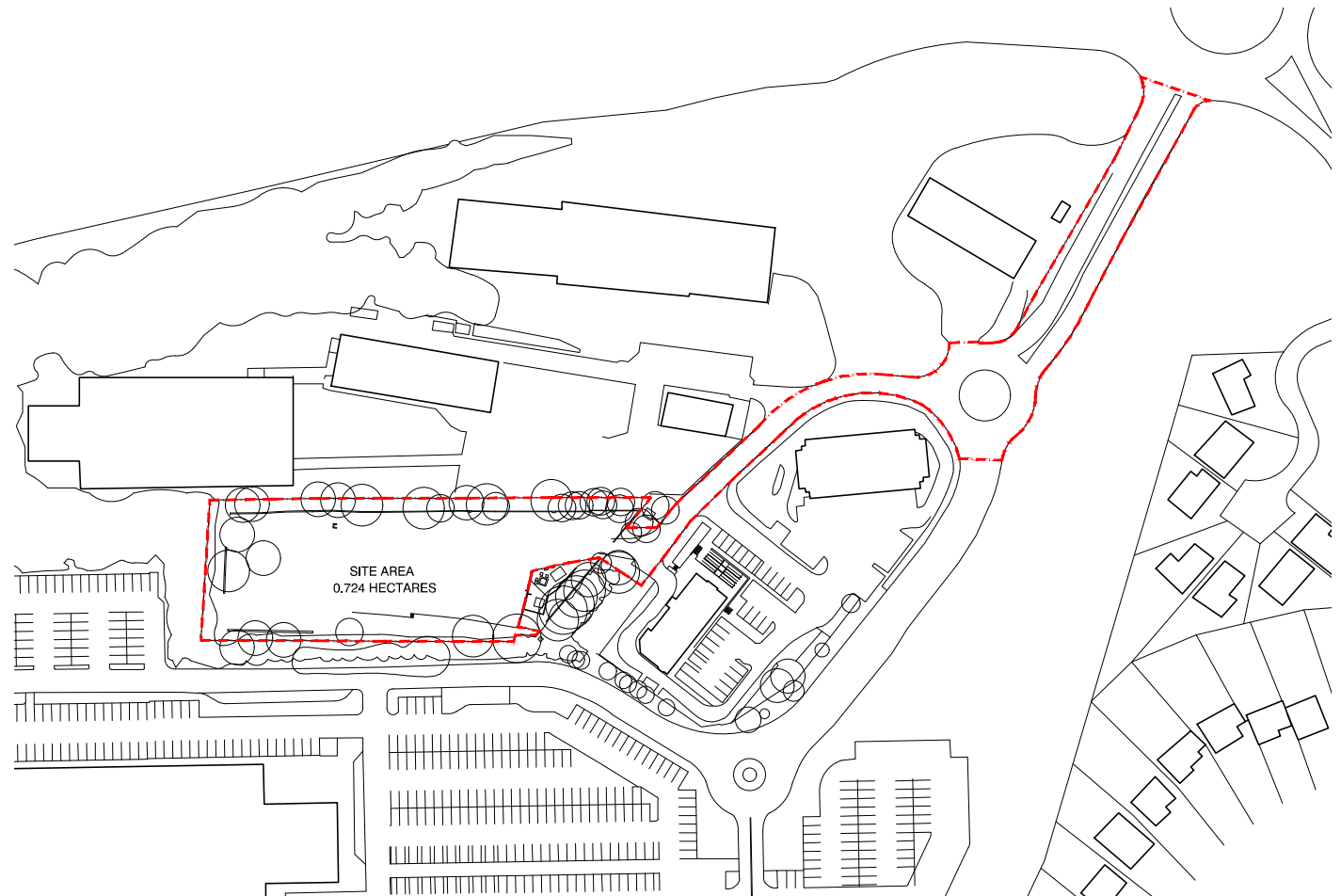
5.0 Proposals

5.1 Site Plans

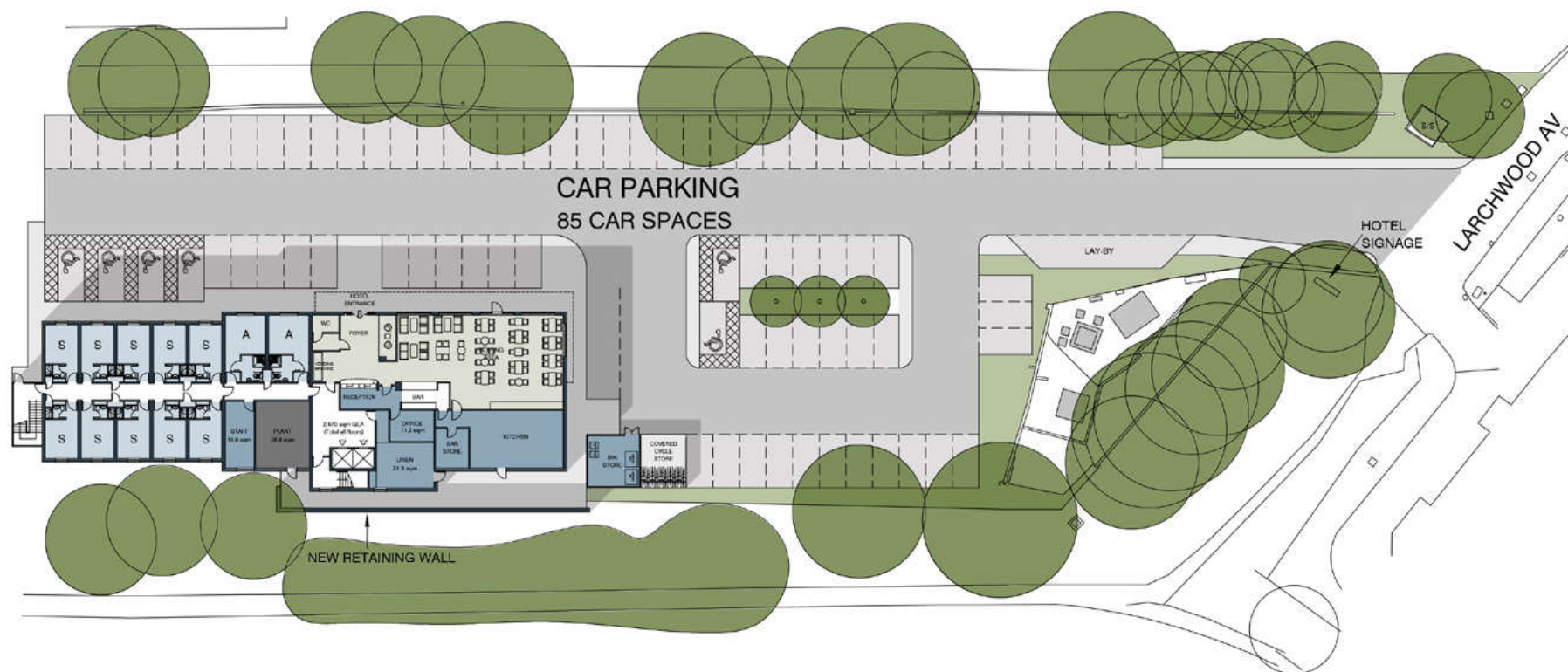
The development has been positioned in the South-Western quarter, with a car park occupying the rest of the site. The plans have been formulated to ensure efficiency and comfort of use and the detailed drawings can be found on the following pages.

Schedule

FLOOR NUMBER	ROOM TYPE			TOTAL ROOM NUMBER
	S	F	A	
Ground Floor	10	-	2	12
First Floor	10	11	2	23
Second Floor	10	13	-	23
Third Floor	10	13	-	23
TOTAL				81



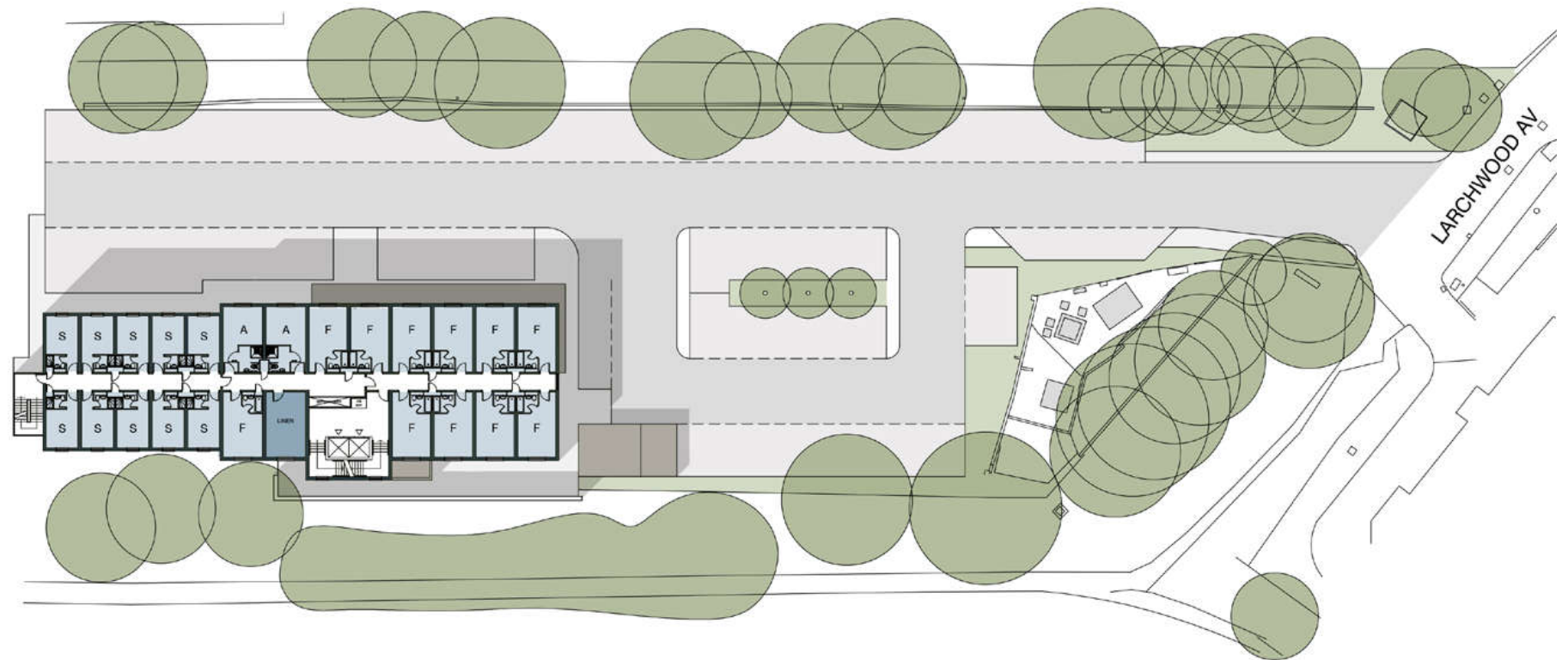
Site Location Plan
4231-AL(0)001



Proposed Ground Floor Plan

4231-AL(0)110

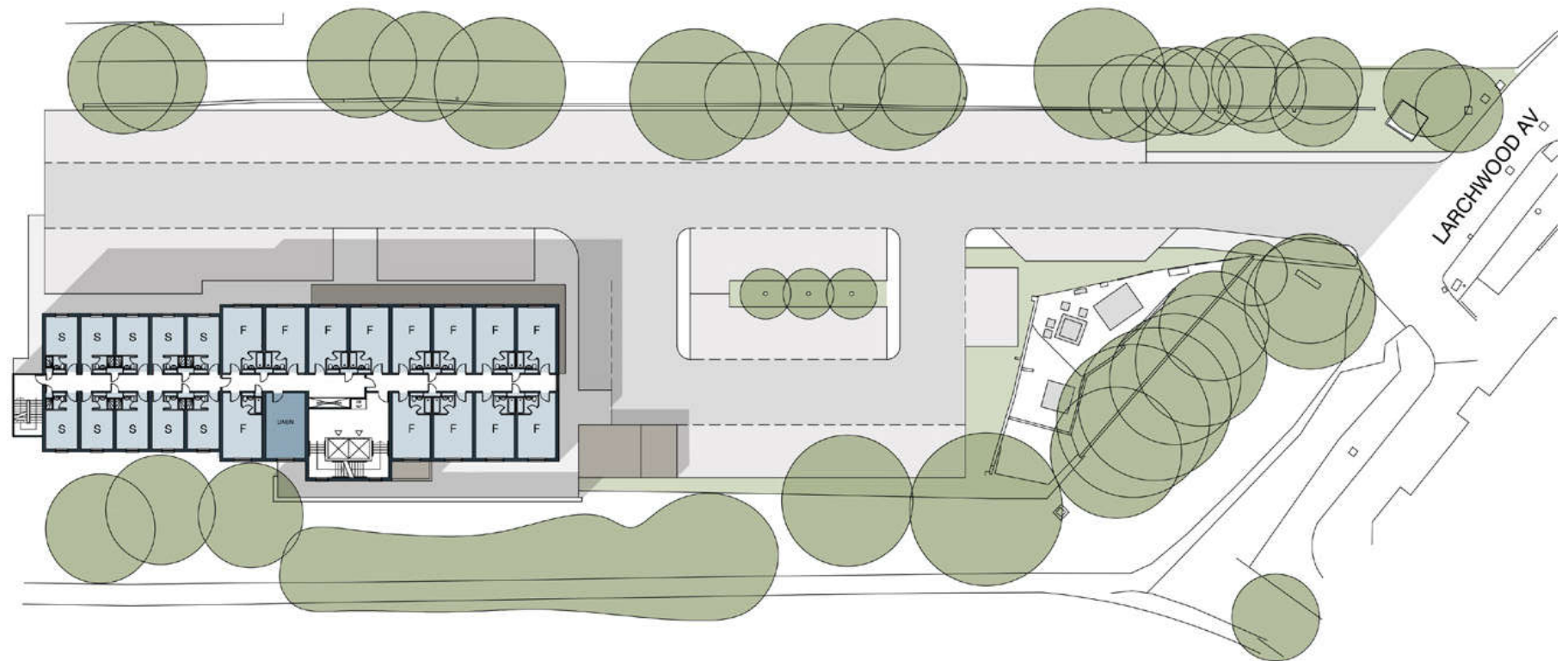




Proposed First Floor Plan

4231-AL(0)111

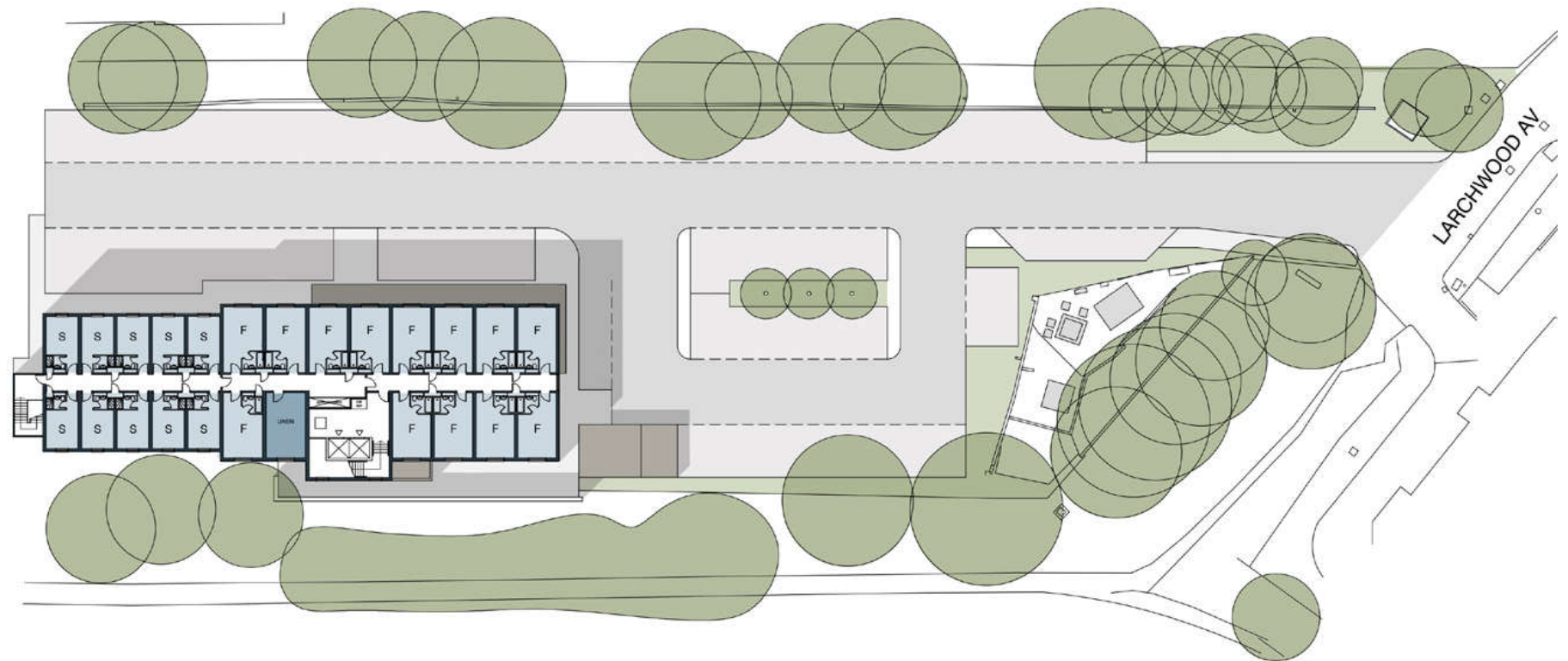




Proposed Second Floor Plan

4231-AL(0)112

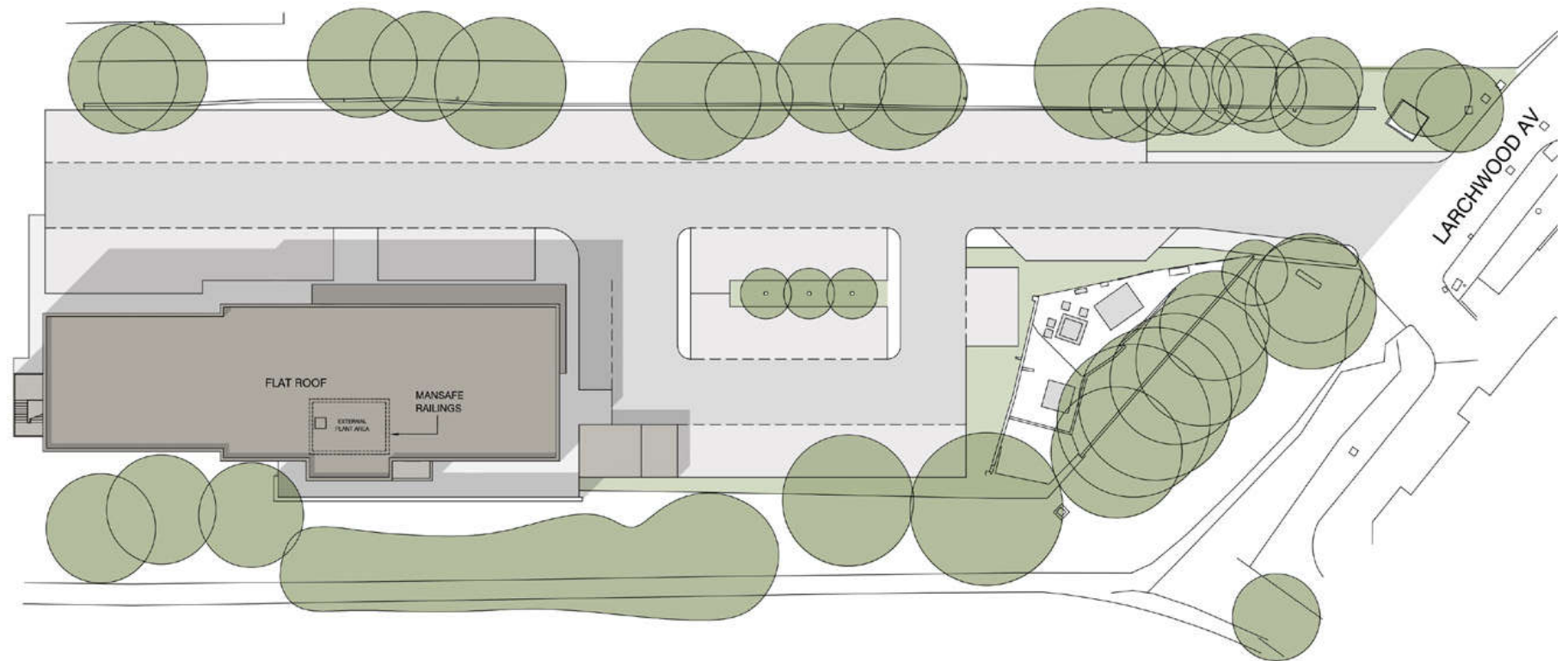




Proposed Third Floor Plan

4231-AL(0)113

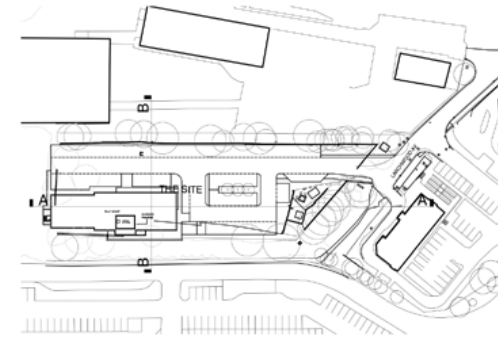




Proposed Roof Plan

4231-AL(0)114

5.2 Sections



Section A-A
4231-AL(0)130



Section B-B
4231-AL(0)130

5.3 Elevations

The facades of the building are uniformly covered in render to reflect the sunshine and contrast the organic nature of the site. The grey metal panels between the windows emphasise the verticality and break up the volume. The red brickwork band around the perimeter of the building references the vernacular materiality of the surrounding residential buildings.



Proposed South Elevation

4231-AL(0)120

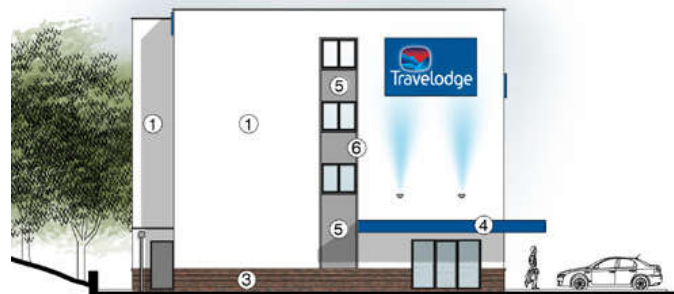
Key

1. Render
2. Untreated Larch Cladding
3. Brickwork
4. Metal Canopy
5. Grey Metal Paneling
6. Grey Metal Accent Frame
7. Rainwater Pipe



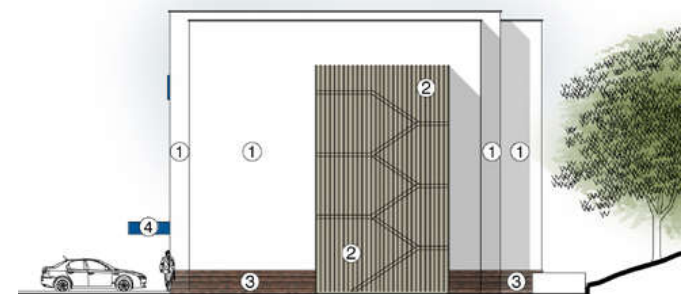
Proposed North Elevation

4231-AL(0)120



Proposed West Elevation

4231-AL(0)120



Proposed East Elevation

4231-AL(0)120

Section 6

Access

6.0 Access

6.1 Vehicular

Vehicular traffic is anticipated to be the primary means of accessing the site due to its distance from town centre and proximity to the major access road to Chichester and Portsmouth. The access will follow the existing road layout of the retail park to the site entrance where an at grade car park will be assigned for the visitors and employees of the hotel. Hotel guests will use the on-site parking facilities exclusively, thus eliminating the need to use existing parking facilities of neighbouring businesses.

6 parking spaces will be allocated for the disabled users and will be situated close to the entrance to the hotel to minimise travel distances once outside the vehicle. A lay-by area will be designated for the maintenance of the telecommunication mast situated in the South-Eastern corner just outside the site as well as a parking space for commercial vehicles accessing the plant or refuse store, or making deliveries, where they will not block any of the on-site vehicular circulation.

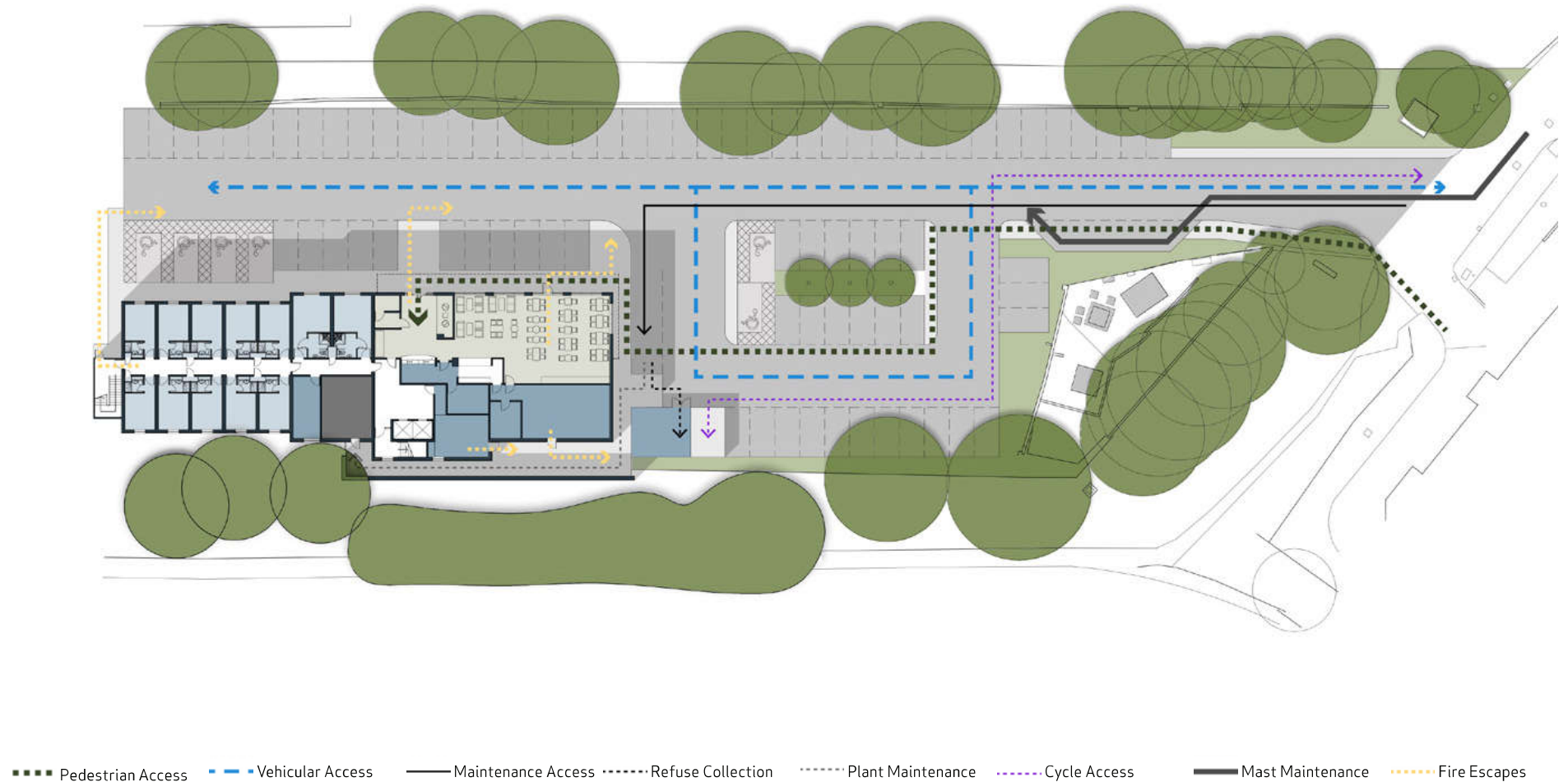
6.2 Cycles

The development will include a sheltered cycle storage area with space for 10 cycle spaces, where any guests and employees of the hotel can park their bikes and protect them from the weather. The cycle store is located in clear view of the car park to encourage guests as well as hotel staff to cycle to work.

6.3 Pedestrian

Pedestrian access to the site will be via a shared surface walkway. Majority of the hotel guests are expected to arrive by a vehicular mode of transport, however should they wish to visit the food outlets outside the site, appropriate provisions have been made to facilitate this.

6.4 Site Circulation



6.5 Internal Circulation



Ground Floor Circulation



First Floor Circulation



Second Floor Circulation



Third Floor Circulation

Section 7

Technical

7.0 Technical

7.1 Existing Habitats

The Site is situated on the north-western edge of Havant. Retail and commercial units occupy the land immediately to the north, east, and south of the Site, with residential properties beyond to the east. Broadleaved woodland extends to the west of the Site, with connectivity to areas of ancient woodland further to the south and west. Further ancient woodland lies to the west beyond the A3 motorway.

The broadleaved woodland and scattered trees on Site offer suitable habitats for nesting birds but it is understood that the proposals for the site will have minimal impact on any important trees.

There were no trees or buildings on Site assessed to offer any potential to roosting bats, and whilst the woodland edges provide foraging opportunities, this is limited by the size of the Site and immediate surrounding habitats.

The data search highlighted several records of hazel dormouse in the local area, and several of the Sites of Importance for Nature Conservation (SINCs) within 2 km have also recorded the presence of this species. Due to the composition of woodland species on Site and its connectivity to wider areas of ancient woodland, it is possible that hazel dormice may be present on Site. We are currently undertaking an ongoing and detailed programme of dormice monitoring surveys to determine the likely presence of the species.

7.2 Noise and Vibrations

Tiger Developments Ltd have undertaken a noise & vibration assessment in relation to the proposed development at Stantons Yard, Havant.

The noise assessment indicates that mitigation measures for the hotel rooms in the form of standard double glazing will be required to meet the internal noise targets provided by BS8233:2014. Additional acoustically treated ventilation will be required in order not to compromise the sound reduction index of façades. These items will be included in the scheme design.

The measured daytime noise levels on the boundary of the site are within the range of acceptable levels for outdoor living areas provided by BS8233:2014. The noise impact of the additional vehicles from the Travelodge will be negligible at the nearest residential properties when compared to the existing traffic accessing ASDA, the fast food outlets and the Industrial area.

The BS6472 assessment of the vibration levels provides eVDV's that are 'below the low probability of adverse comment', which correlates with the subjective observations that vibration was not perceptible. Consequently, it is considered that noise & vibration does not present a constraint to the granting of planning permission for the application proposal.

7.3 Ground Conditions

The site is covered with shallow drift deposits comprising a variable thickness of Made Ground underlain by Head Deposits. The superficial deposits are underlain by the Eocene London Clay Formation. See Delta-Simons Geo-Environmental Site Investigation Report dated June 2018 for further Information.

7.4 Utilities

A full and detailed search in accordance with the NSRWA convention has been undertaken with all of the Statutory Undertakers providing plant and equipment to the area. Pre development and Capacity enquiries have been made and the utility companies have replied to confirm that suitable connections can be made.

7.5 Transport

A Transport Assessment (TA) has been prepared to accompany a planning application for the scheme and considers the development proposals and their potential impact of the surrounding area from a traffic and transportation perspective.

The development proposals include the provision of 85 car parking spaces, including 6 accessible parking bays and provision to accommodate 10 short stay cycle parking spaces and 18 long stay cycle sheltered and secure cycle parking spaces which is compliant with current Havant Borough Council guidelines. Site access is proposed from the existing single point of access from Larchwood Avenue and circulation throughout the site has been designed to accommodate pedestrians, cyclists, the private car, service and refuse vehicles and emergency service vehicles alike. Parking for service vehicles is provided so as not to impede upon circulation of other vehicles. Pedestrian access is provided by way of a 2m footway with dropped kerbs and tactile paving, linking the existing provision on Larchwood Avenue to the hotel.

A traffic generation exercise has been undertaken to assess the impact of the proposed hotel development on the local highway network, once the hotel is fully occupied and confirms that the proposed expansion could result in approximately 25 additional total two-way trips during the busiest AM peak hour associated with the hotel development. The peak movements associated with a hotel development are departures in the AM peak period and arrivals in the PM peak period, which opposes that of the surrounding industrial and business park typical network movements and therefore will not significantly add to the busiest arms of local junctions.

Existing highway safety records have been reviewed to confirm that any existing highway safety issues on the local highway network will not be exacerbated by the development proposals, and an Interim Travel Plan (TIP) is also provided which contains a site-specific package of measures to encourage the use of sustainable travel options and aims to reduce single occupancy staff car journeys made to the hotel by up to 10% over a five year period.

The proposed hotel development scheme is in line with national and local transport planning policies by way of locating development in an accessible location with existing and proposed supporting land uses nearby, that are within walking and cycling distance. The proposed hotel development also benefits from an acceptable level of existing sustainable travel opportunities, whereby of the site shall have equal and convenient access to buildings, car parking facilities and the public transport network.

7.6 Asbestos

A detailed Asbestos Management Survey was undertaken on the site during June 2018. A thorough visual survey through the entire site found one sample was analysed for potential asbestos containing materials. The laboratory analysis results indicate that the sample did contain ACM as a result of a small amount of thermoplastic floor tile remnants. No source of the ACM was identified, although the concrete floor deck is still in situ and may have had these tiles as a covering. The asbestos fibres have been identified within the bitumen adhesive used to fix the tiles originally.

These represent a low risk and can be easily removed under non-licensed removal methods. The small amount of ACM will be removed as part of the site clearance strategy

7.7 Flooding

The site is located within an area at a very low risk of fluvial flooding, as per the Environment Agency's 'Flood Map for Planning (Rivers and Sea)'. Furthermore, the risk of surface water flooding is also very low with the exception of two small strips to the west of the site which are considered to be at a low risk. However, surface water flooding is highly dependent on the ground levels which are to be redesigned as part of the development which as result will reduce the slightly increased risk. Last but not least, a sensitivity test for an increased climate change allowance has been undertaken to assess the impact of sewer flooding to the network.

7.8 Surface Water Drainage

The proposed connection from the new surface water network is to the existing surface water sewer to the north east of the site, at a rate of 2.3l/s, as requested by Southern Water. Connection to a sewer is considered to be the only viable option for this site, as infiltration to ground has been discounted due to ground conditions, and outfall to a watercourse is not considered reasonably practicable. Similar to foul water, further investigation of the existing surface water sewers to the north east of the site would be required to confirm outfall to the public sewer.

The attenuation volume required for this solution will be approximately 256m³, of which 211m³ would be held within an underground attenuation tank and the remainder in permeable paving. This has been calculated to accommodate a 1 in 100 year storm event with a 30% allowance for climate change. The underground attenuation tank is proposed to be located in the soft landscape area adjacent to the proposed outfall.

A variety of SuDS features are proposed as part of the drainage strategy. Permeable paving under the proposed car park spaces would provide pollution mitigation and so thus covering the main source of pollution- parked vehicles in the new car parking bays. Furthermore, filter drains proposed to receive runoff from the new hardstanding area and from the steep slope behind the retaining wall to the south of the site would provide additional water quality improvement.

7.9 Foul Drainage

The proposed foul water network will be gravity fed, and will connect to the existing foul sewer to the north east of the site. The discharge rate has been agreed with Southern Water via a pre-development enquiry. The construction of the new connection to the sewer will be subject to Section 106 approval. However, further investigation of the existing foul water sewers to the north east of the site would be required to confirm outfall to the public sewer.

