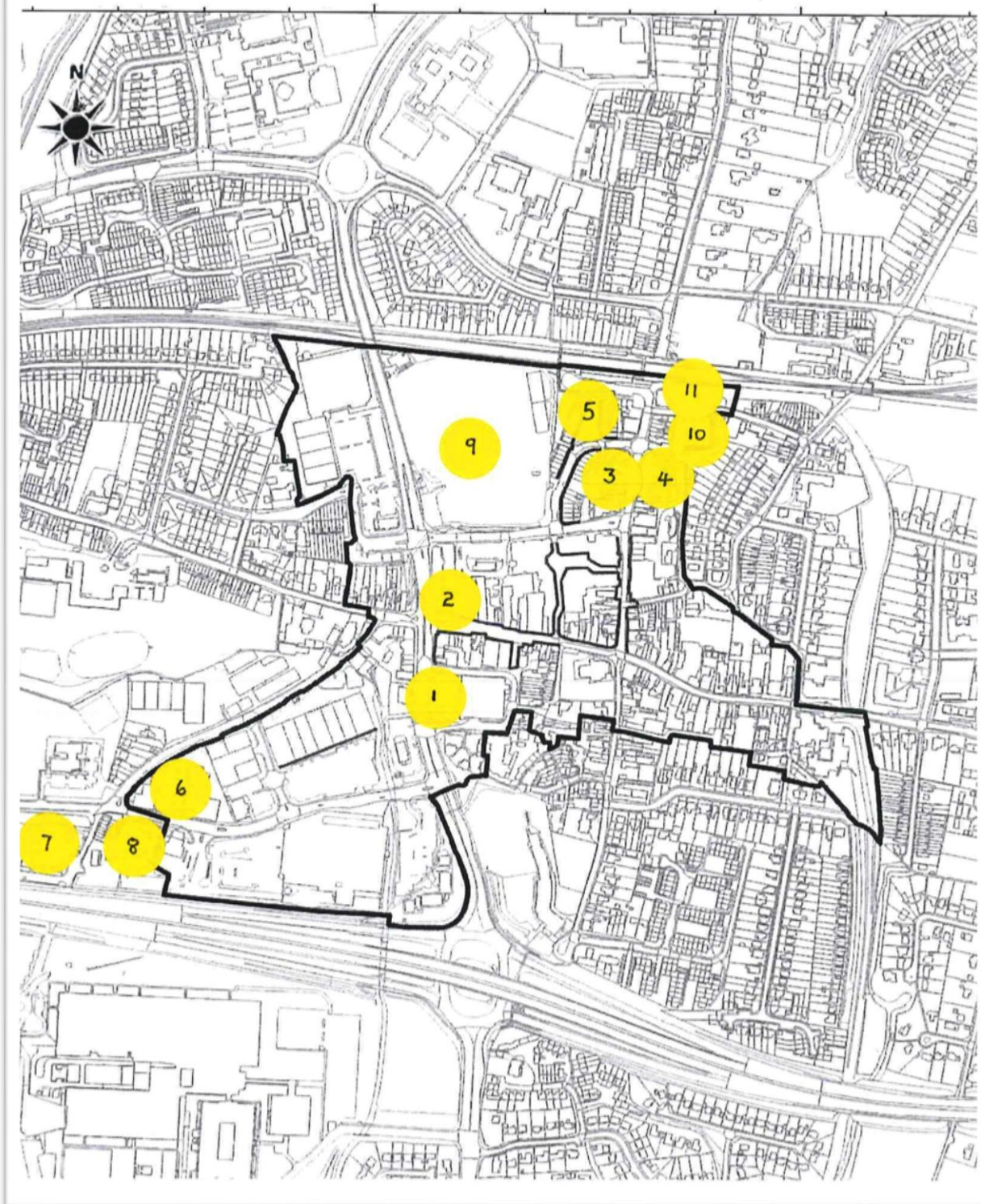


APPENDIX 1

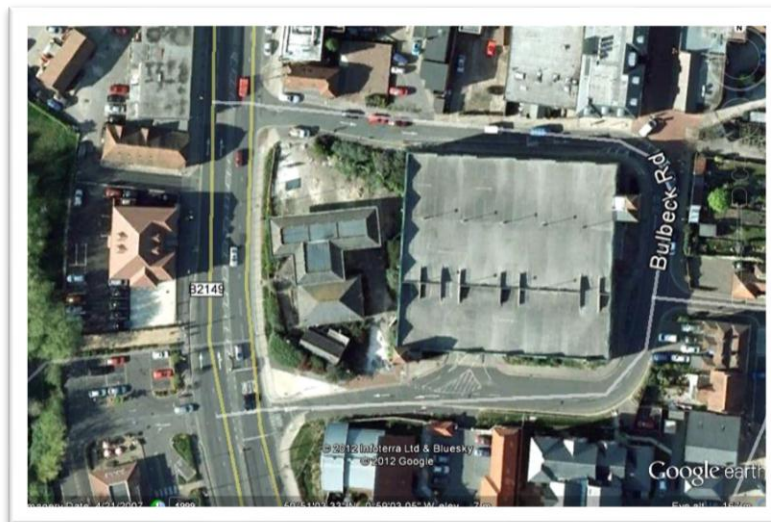
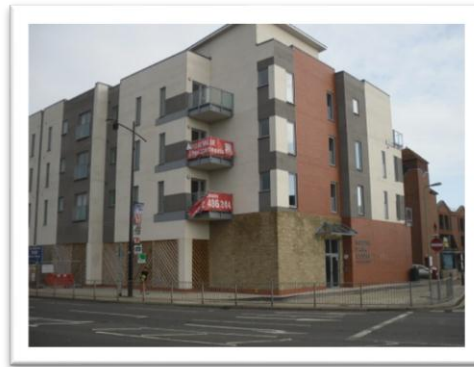
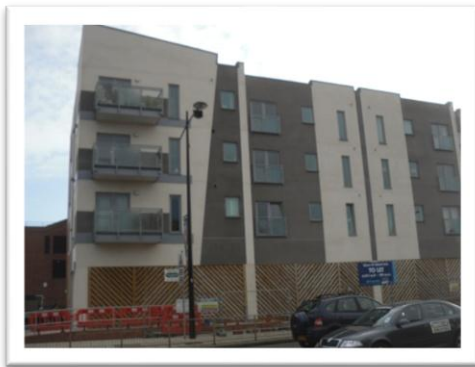
Sequential Test

Havant Town Centre



Site 1 – Park Road South, Havant

The site's position, size and shape would be suitable for a hotel development, but it is equally suitable for housing and has already been developed for this purpose. The identification of the site in the Lichfield study is therefore outdated and the site is not available.



Site 2 – 42-54 West Street, Havant

The site's location, in a pedestrianized shopping street, is not ideal for a small scale budget hotel development. Previous permissions, for housing above shops, would take precedence and any hotel use would be restricted to the upper floors, while reducing the ground floor retail element through the provision of a reception. The depth of the site is not suited to hotel use, so any rooms facing northwards would overlook the flat roof of a retail element or a service yard, neither acceptable to a hotel operator. The site is unsuited to the type of development operated by Premier Inn, even if it were to be suitable for an alternative style of hotel.



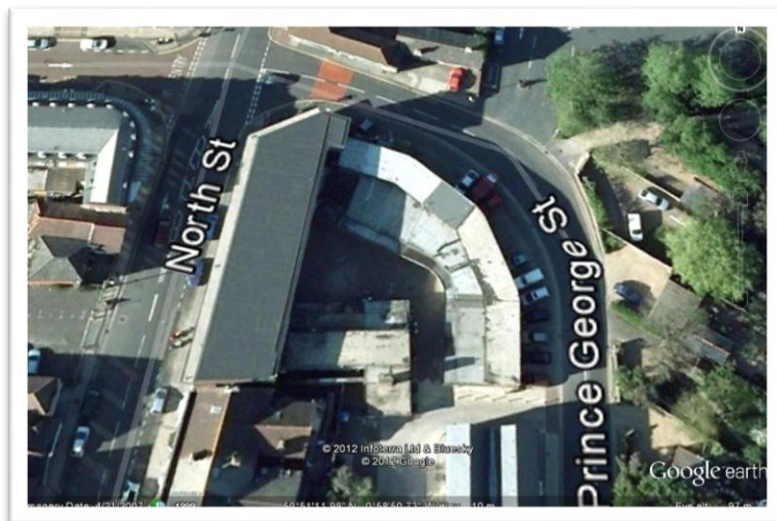
Site 3 – North Street car park and The Perseverance PH, Havant

The site has a narrow street frontage which might be extended through the acquisition and redevelopment of The Perseverance, which is currently on the market. Keeping the pub would not leave sufficient space for a hotel development, making it necessary to either replace the food and drink offer, reducing the scheme's viability, or to rely on existing premises for catering, again making the scheme less viable with no obvious nearby candidates. The site is, therefore, partly suitable, less than viable but available.



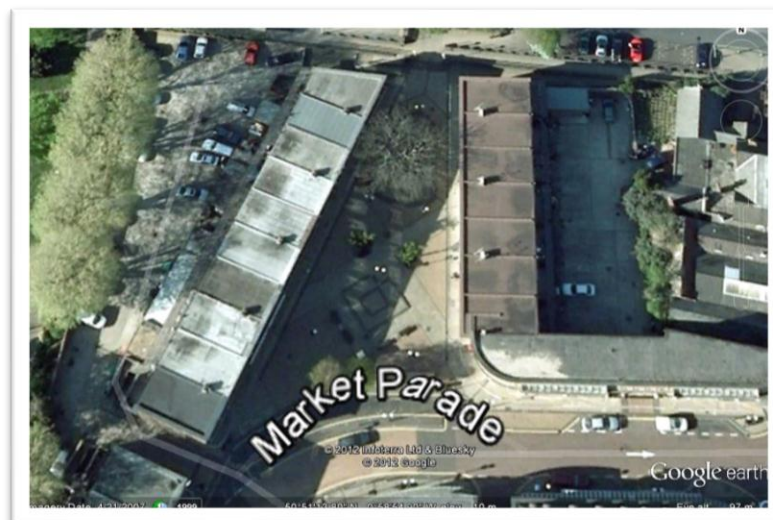
Site 4 – North Street Arcade, Havant

The site's shape does not lend itself to hotel use or development. Having a curved frontage does not allow a normal hotel room layout and the site is not big enough to allow a rectangular building which would straighten the curve. The site and area lacks a suitable ancillary or nearby A4 use. The test of suitability is failed.



Site 5 – Market Parade, Havant

Close to the station, the site would be suitable for hotel use as part of a comprehensive redevelopment. It would not be viable as an independent hotel development and there is no sign that the area is available or likely to become so in the near future. Site acquisition costs would not make a budget hotel viable on the scale proposed.



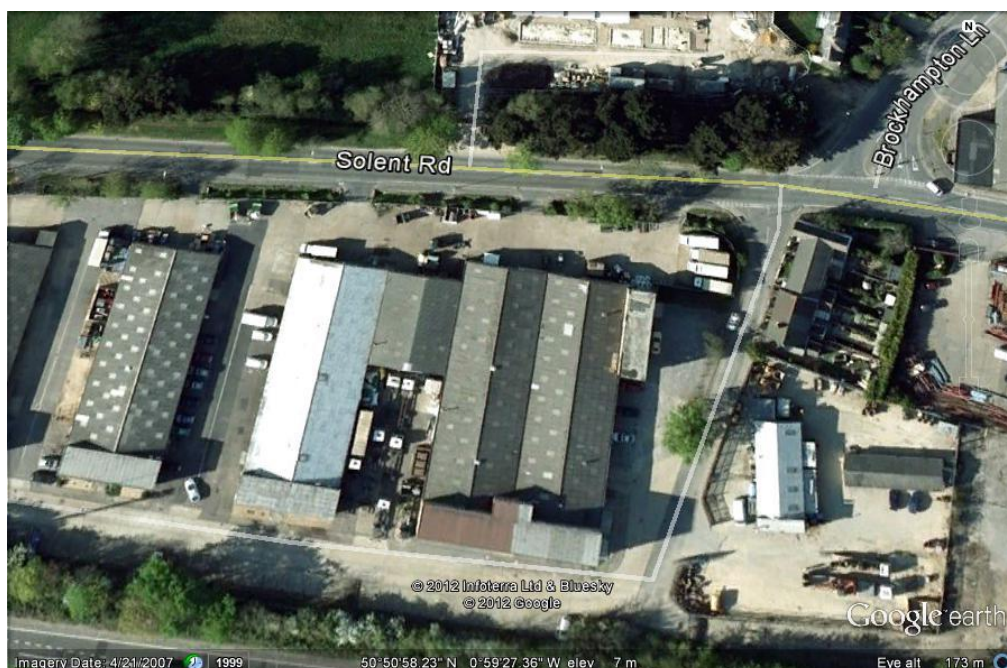
Site 6 – Brockhampton Lane, Havant

The site remains in industrial use on the edge of both industrial and retail parks. Those two uses would take priority over hotel use upon redevelopment and it is marketed for industrial and warehouse use. Its proximity to the A27 might make it suitable site for a budget hotel, though the scale would be beyond that envisaged by the current application. Notwithstanding the loss of employment jobs and floorspace, the site might be suitable for a hotel development that included its own A4 use, but the demand for rooms in the Havant area does not now warrant such a development, making its acquisition less viable.



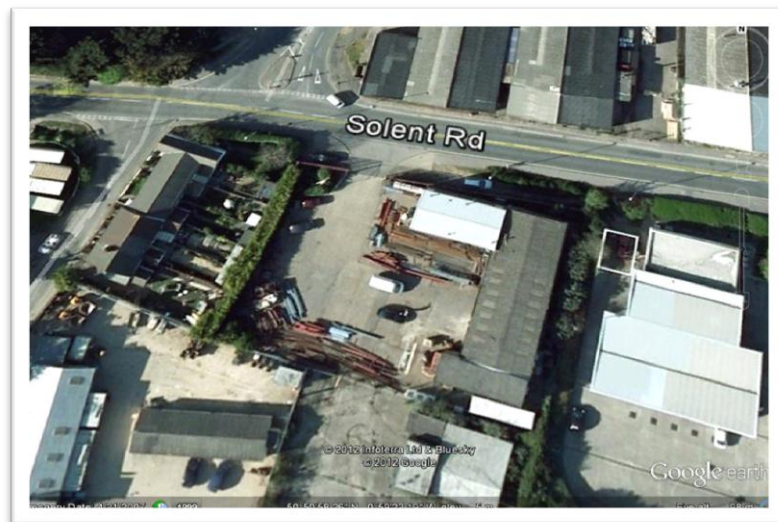
Site 7 – Solent Road Trade Park, Havant

The site is not in the designated town centre but is close enough to be considered a fringe location. It has redevelopment potential but is unlikely to be considered available within the timescale identified because of the multiple occupancies and the continued active use, involving prior location of tenants. A hotel might be considered but on a much larger scale than is justified by demand in Havant.



Site 8 – Solent Road, Havant

A fringe site with no existing or nearby A4 uses to supplement a hotel, there is no indication of its current availability other than its appearance and lack of apparent long term use. It would not be suitable for small scale hotel development though proximity to the A27 would, in other circumstances, present a larger development opportunity.



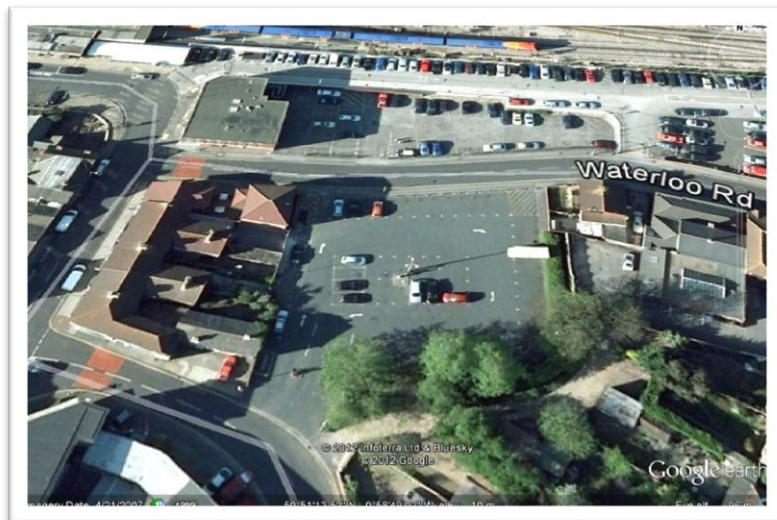
Site 9 – Havant Park

The use of public open space for commercial development purposes would not be appropriate in planning policy terms.



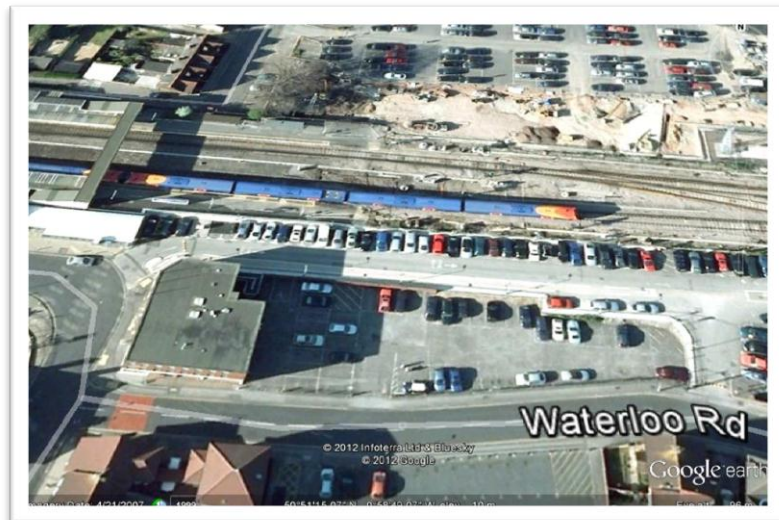
Site 10 – George Street Car Park, Havant

The loss of public car parking would not be feasible under current planning policy, especially so close to the railway station. There is no indication as to the site's availability nor of any intention to forego its use as a community facility.

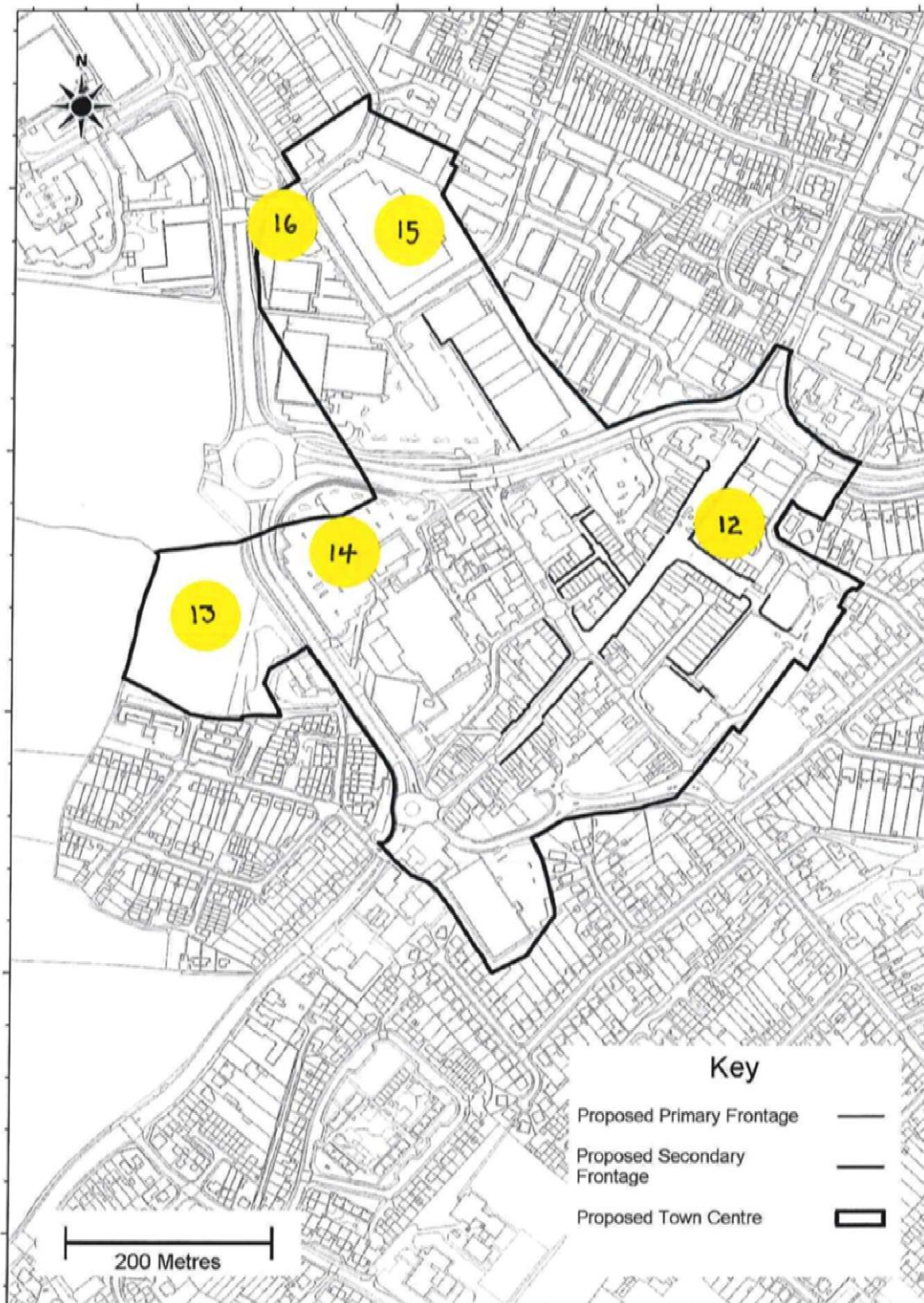


Site 11 – Railway Station Car Park, Havant

The loss of public car parking would not be feasible under current planning policy, especially so close to the railway station. There is no indication as to the site's availability nor of any intention to forego its use as a community facility.



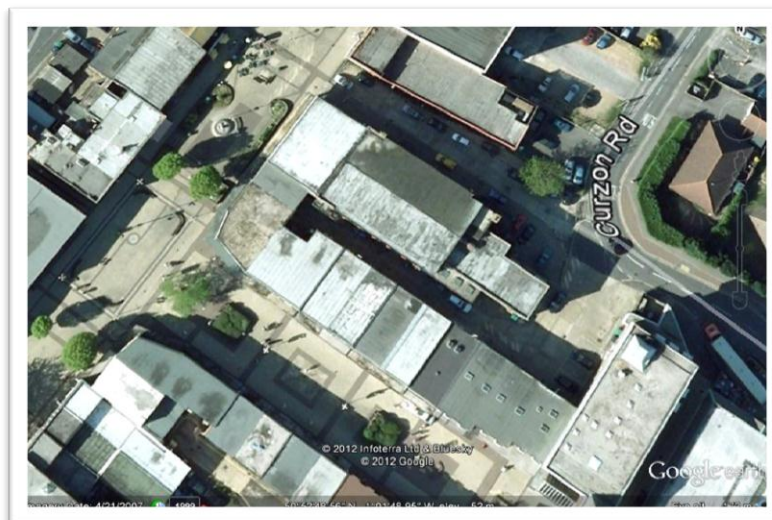
Waterlooville Town Centre



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Site 12 – 308-312 London Road, Waterloooville

The site is in a primary shopping frontage with a previous planning permission for retail development and residential over. The building has since been subject to a fire and some demolition has occurred. The permitted use must, in planning terms, be preferred use, though a hotel use might replace flats. With a ground floor retail use and two floors above, the site is limited in its scope for hotel development. Full retail coverage of the ground floor would preclude additional rooms by way of an annex at the rear. The absence of parking and a railway link would further reduce the site's viability for hotel use. The project would not be viable even if the preferred uses were overridden.



Site 13 – Maurepas Allotments, Waterloooville

As a two hectare plot the site is too large for a single hotel user, even on a far larger scale than is envisaged by Premier Inn. Designated for recreational and leisure use, a new hotel might make an appropriate addition to a leisure park but it would not be on the scale which Premier Inn recognise as being immediately appropriate for the area. It is therefore a suitable site but not an appropriate one in the particular circumstances and timescale identified.



Site 14 – Asda, Waterloooville

There is no indication that Asda seek to redevelop the site to provide a bigger and better-oriented store with decked car parking, as anticipated by Lichfield. If it were to take place, then it would do so outside the timescale appropriate to Premier Inn, and, if a hotel were to be included in a comprehensive redevelopment, it would be on a much larger scale than that currently envisaged or required in the borough. The site could therefore be suitable for hotel use but not for the 20-30 additional bedrooms for which Premier Inn perceives a current need.



Site 15 – Caetano Site, Hambledon Road, Waterloooville

The site is now being developed by Sainsburys and is therefore no longer suitable or available for alternative use.

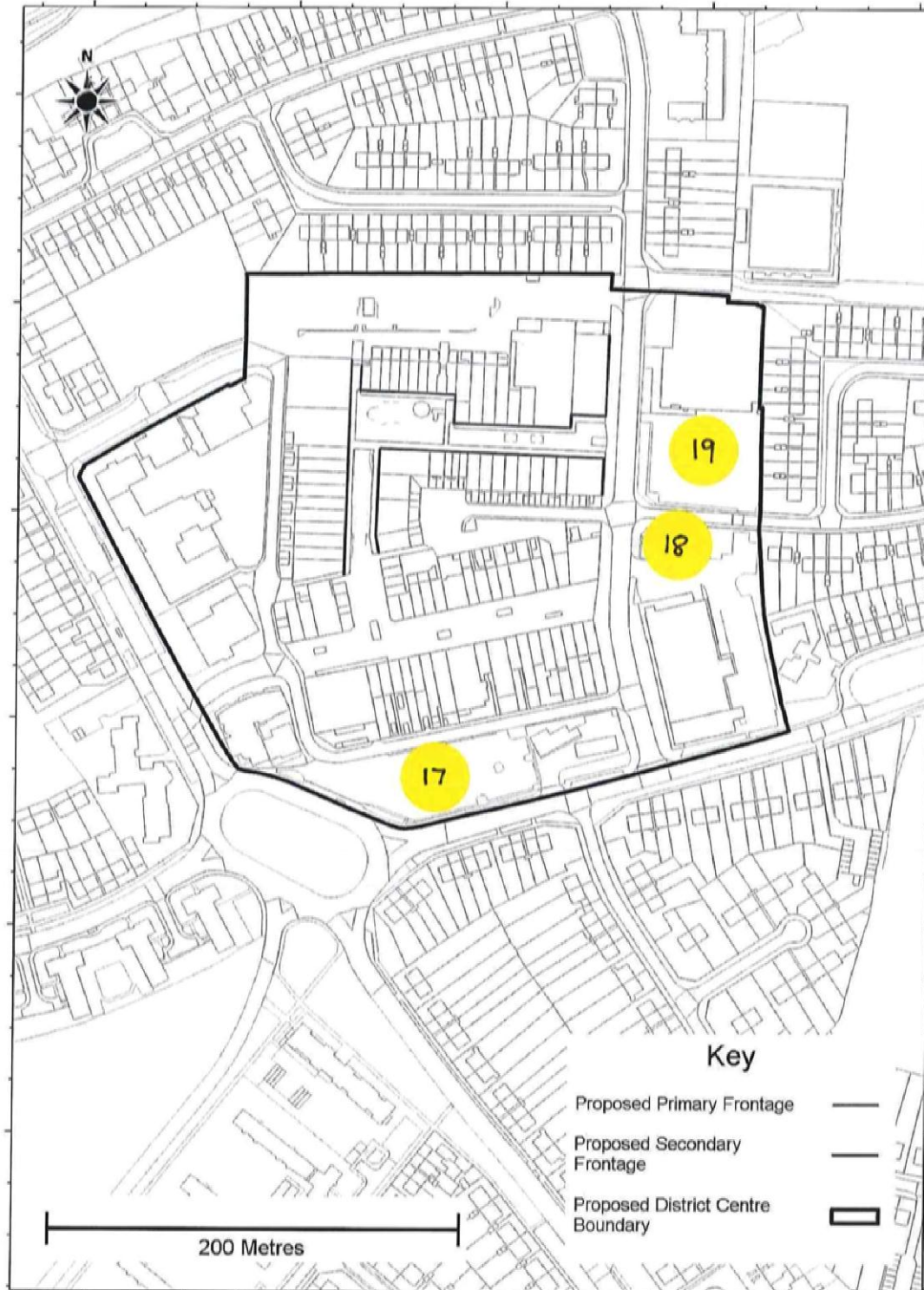


Site 16 – Household Waste site, Waterloooville

At 0.2 hectares, the site would be too small to accommodate a hotel and too remote from the town centre to incorporate a link to existing A4 facilities. It is not immediately available for alternative use, and, having to provide its own A4 use ancillary to a hotel, would not be a viable proposition. Lacking parking space on site and easy access to public transport, it would be less sustainable.



Leigh Park District Centre



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Site 17 – Stockheath Road, Leigh Park, Havant

Any developable sites in Leigh Park district centre are, like this one, in current use for car parking around the shopping centre. None are currently available for sale or alternative use. The Stockheath Road car park is of a size that could accommodate a hotel development were it to be developed comprehensively but only as a full scheme, with a new pub/restaurant. This is not required by Premier Inn at this time or in this location.



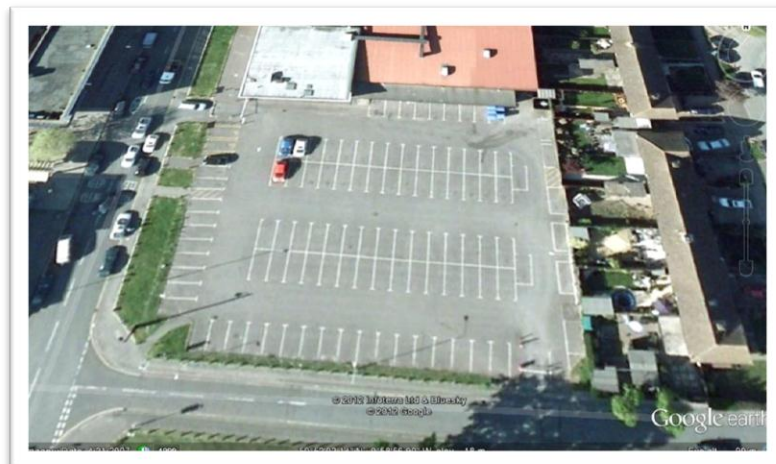
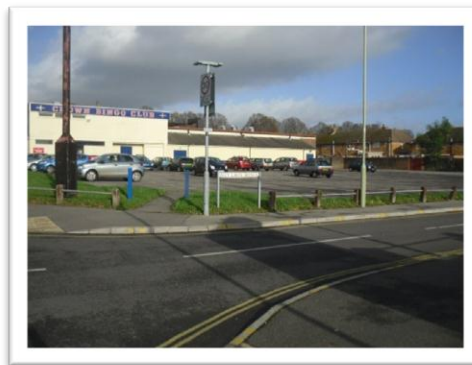
Site 18 – Lidl, Somborne Drive, Leigh Park, Havant

The car park is privately owned and operated in association with Lidl's store and is in active use. It would not be suitable for a hotel block, even on a small scale, and would lack an associated A4 facility.

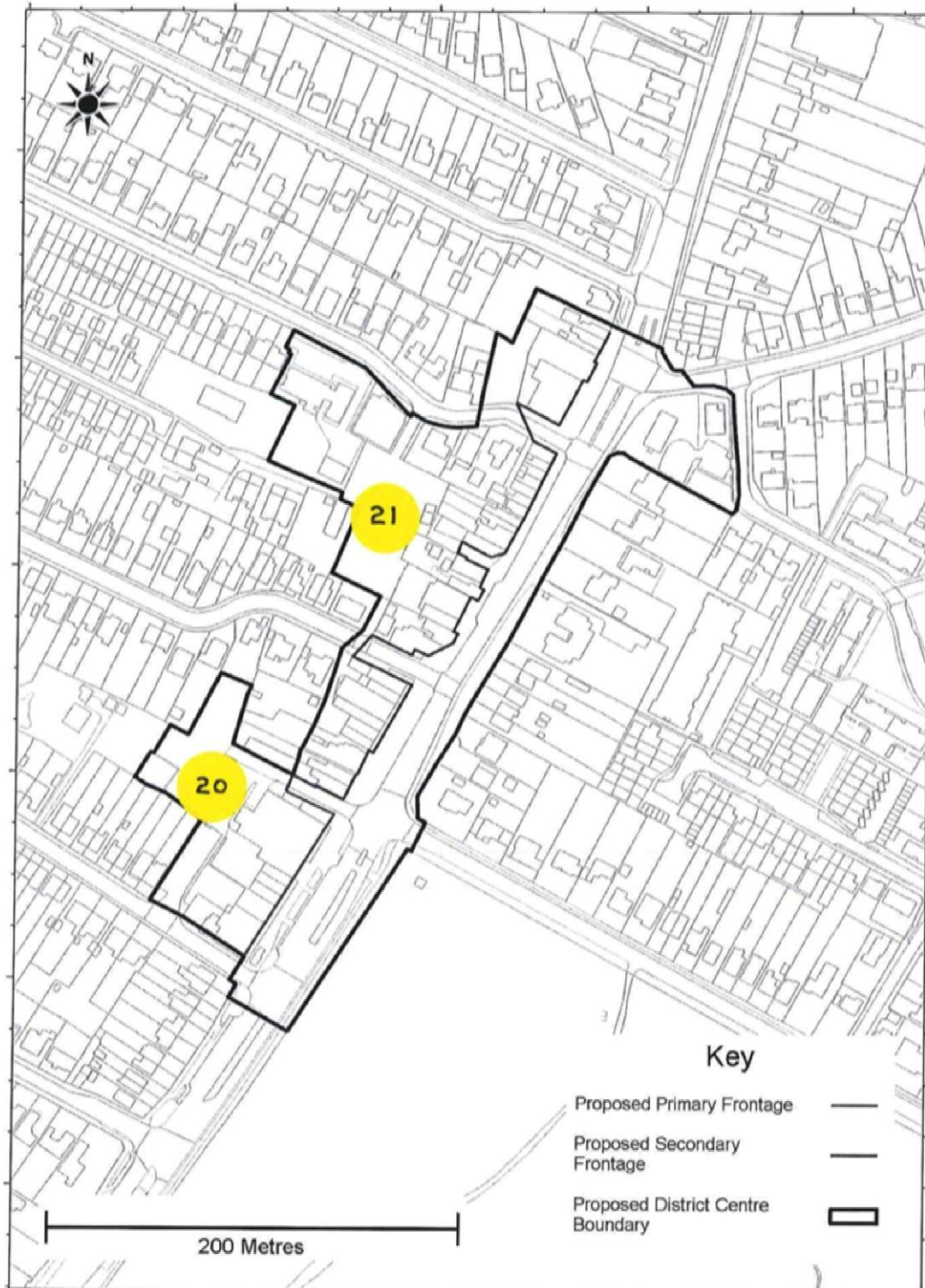


Site 19 – Somborne Drive Car Park, Leigh Park, Havant

The land is an open area in use for private car parking associated with the Crown Bingo Club. It is of a size that might accommodate a hotel if it were to be available for development and if the club did not require parking. Proximity to the district centre is restricted by Somborne Drive, which limits access to any A4 use to which a hotel might be linked, so it would need to be provided on site, reducing its viability. The site is, nonetheless, not available.



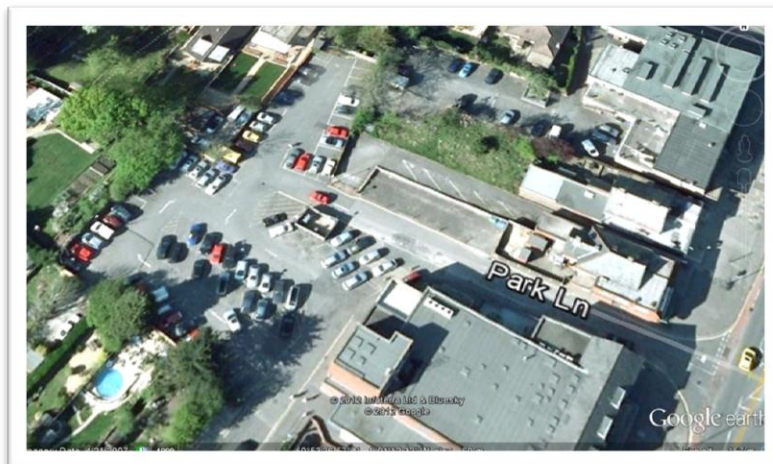
Cowplain District Centre



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Site 20 – Lidl, Cowplain District Centre

The car park to the rear of Lidl and other land is in multiple ownership and lacks a street frontage. It is not suitable for hotel development and not available.



Site 21 – Public Car Park, Cowplain District Centre

Backland site with limited access in use as the public car park for the shopping centre. Its development would deprive the community of an asset and have an adverse impact on retailing. It is not suitable for development of any sort.

