



WALSINGHAM PLANNING

SPECIALIST PLANNING & DEVELOPMENT CONSULTANTS

Bourne House, Cores End Road, Bourne End, Bucks SL8 5AR

T 01628 532244 F 01628 532255 E bourne.end@walsingplan.co.uk

www.walsinghamplanning.co.uk

**LAND ADJACENT
TO
LANGSTONE TECHNOLOGY PARK
HAVANT**

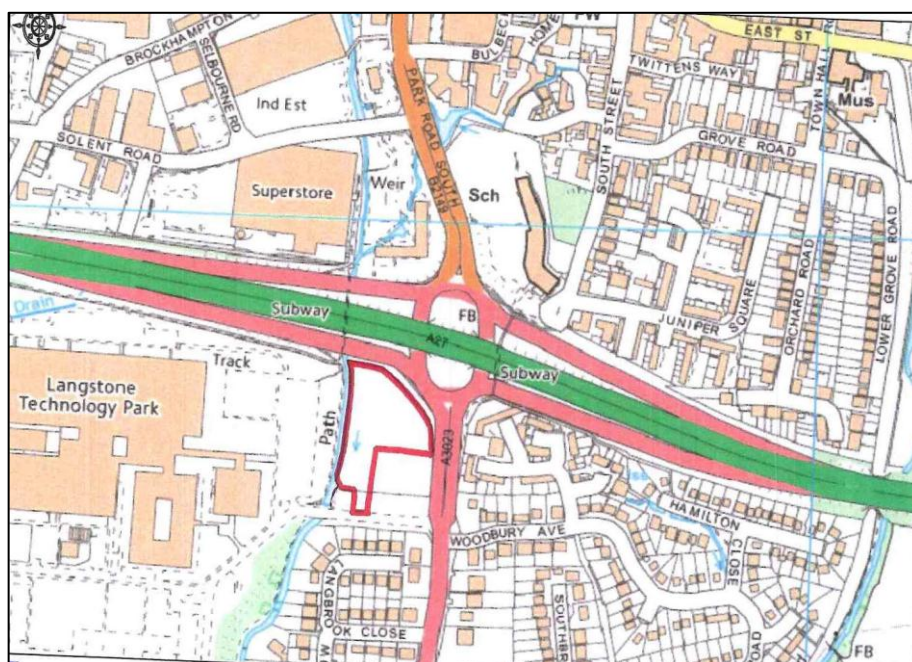
**PLANNING APPLICATION BY
PREMIER INN HOTELS LIMITED**

PLANNING STATEMENT

DECEMBER 2014

1.0 SITE AND SURROUNDINGS

- 1.1 The site is located at the junction of the A27 and Langstone Road. Partially developed as a consequence of planning approval APP/12/00467, see below, the remainder of the site is undeveloped. To the north of the site, along the A27 corridor is a belt of mature trees. To the west, beyond a stream and Langstone Road, is Langstone Technology Park. The land to the south and east is in residential use. Havant town centre lies a short distance to the north, beyond the A27. Pedestrian access beneath the A27 to retail and office uses and to the town centre is achieved via an underpass.
- 1.23 The site is not within a conservation area, nor are there any protected trees on it. On the eastern side of Langstone Road is a listed building, unaffected by the proposed development. The site area is 6580 sq m.



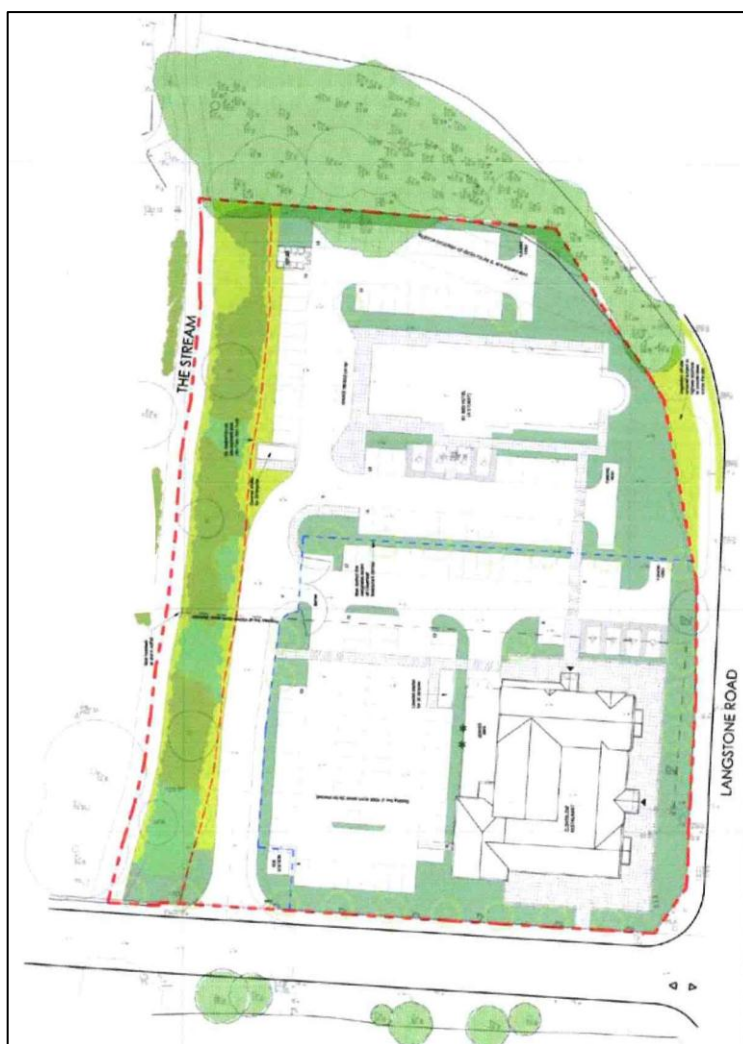
Location plan redline



Site plan (redline 1250 A4)



- 1.3 Planning application APP/12/00467 was made in May 2012 and approved, subject to a S106 Agreement, on 14 June 2013. It permits the erection of a budget hotel and a family restaurant, taking its vehicular access from the service road to the south of the site which links Langstone Road and the Technology Park. The restaurant would be at the southern part of the site and, indeed, this part of the planning permission has already been completed. The northern part of the site, still undeveloped, has permission for the erection of a four-storey hotel block (2336 sq m) containing 81 guest bedrooms.



Approved Layout



Site Photographs



Restaurant photographs

2.0 THE PROPOSAL

- 2.1 The development site has been acquired by Premier Inn Hotels Limited, so the proposed development is still as approved, a budget hotel. Because of minor variations in the standard layout and room sizes used by Premier Inn, the footprint of the block changes slightly, although the overall height and shape of the building would remain unchanged and the layout would be as before, with an east-west alignment and car parking around the building.
- 2.2 Because of the changes, the LPA has determined that the application should not be considered as an amendment to the approved scheme and that a new planning permission should be sought. Premier Inn have accepted this, although it has been agreed that, in view of the similarities and the recent nature of the permission, much of the information submitted in support of APP/12/00467 may be re-used as background to the current scheme.
- 2.3 The application proposal comprises: _
- Site/location plan
 - Application drawings
 - 3654/P2d: proposed site
 - 3645/P3h: proposed floors
 - 3645/P4f: proposed elevations
 - 3645/P5a: external wall details
 - 3645/P6: proposed roof and section
 - Landscape scheme and drawing 534/01
 - Planning/design and access statement
 - Energy statement and BRUKL analysis
 - Condenser details
 - Application fee of £14,245.00

2.4 Of continued relevance to the scheme and resubmitted from APP/12/00467 are:-

- Archaeological report
- Extended habitat survey
- Flood risk assessment
- Site investigation report
- Arboricultural impact appraisal and method statement
- Topographic survey
- Tree survey and protection plan
- Reptile report
- Transport assessment and addendum,
- Travel plan
- NPPF assessment

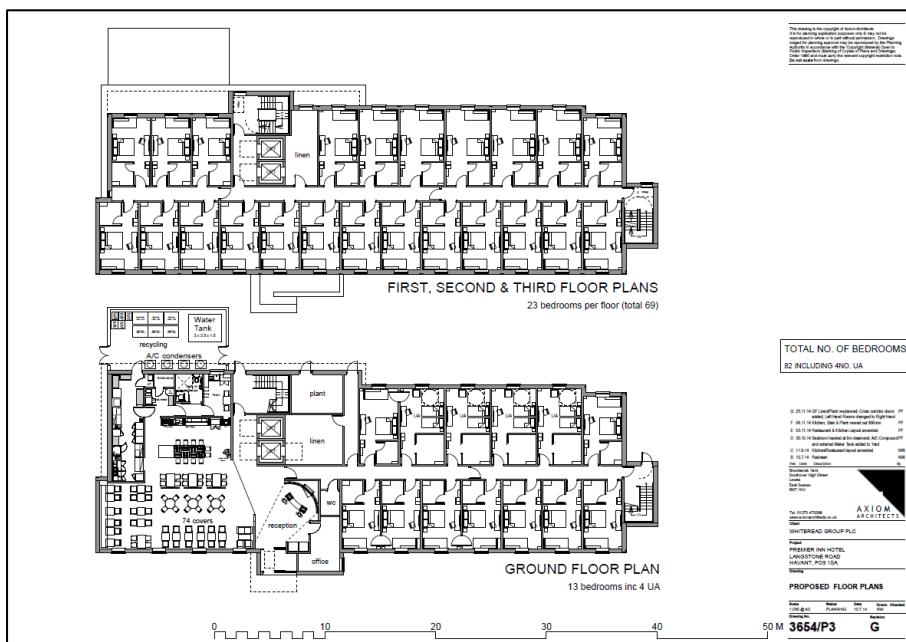
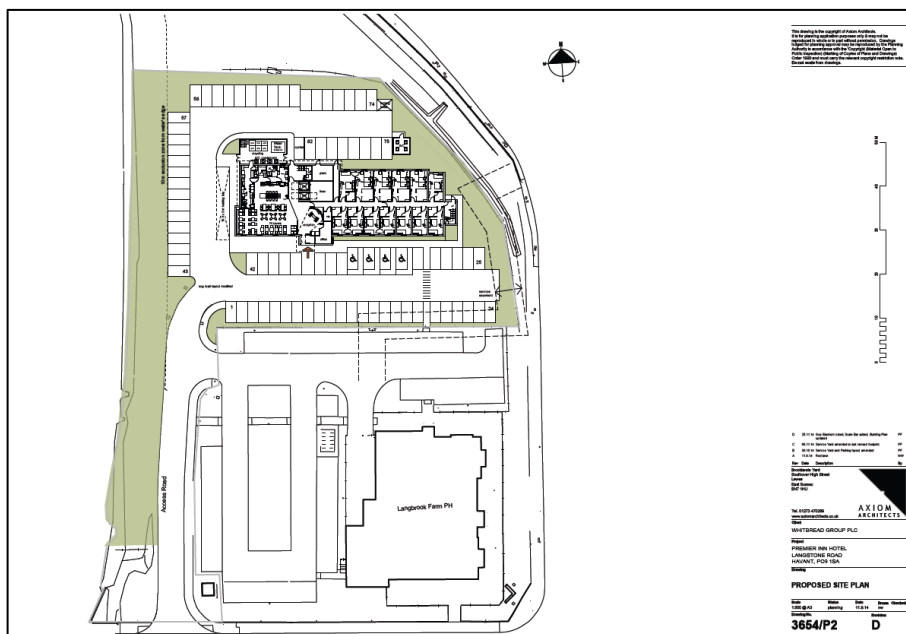
2.5 The proposed Premier Inn will contain 82 guest bedrooms, 13 on the ground floor and 23 on each of three upper floors. Four rooms will be designed and laid out as universal access rooms, these on the ground floor. Also on the ground floor a dining area will be introduced containing 74 covers. This will primarily serve breakfasts to hotel guests, with some provision for other meals. It will not be open to the general public and would, therefore, be ancillary to the hotel rather than a separate A3 use.

2.6 The primary materials in the external elevations would be black facing bricks and coloured render panels. Window frames will be powder-coated aluminum. In a compound on the north side of the building will be a water tank, recycling centre and four condensers for the air conditioning system. Four more condensers would be in a separate compound.

2.7 The proposed building has an overall length of 50.8 metres (max) and a maximum width of 18.4 metres (average width 15 metres)., The floor area would be 2717 sq. m. It would be 12.6 metres high, plus a lift overrun.

2.8 Around the building would be 82 parking spaces (2.5m x 5.0m) with manoeuvring space of at least 6 metres. Four parking spaces would be laid out for disabled

drivers. A ten metre exclusion zone will be maintained along the edge of the stream. The remainder of the 0.658 hectare site would be landscaped.



- 2.9 The proposals have been the subject of pre-application discussions with the LPA. No concerns have been raised in respect of the minor alterations to the footprints of the building or to the introduction of dining facilities for guests. It has been noted by the planning officers that parking and traffic issues would preclude use of that facility by non-residents and this has been dealt with, as noted above.
- 2.10 The proposed elevational changes have also been submitted, pre-application, to the LPA, and no adverse response has been received. The application is, therefore, made on the presumption that it will receive officer support.

3.0 PLANNING ANALYSIS

Principle of the Development

- 3.1 The principle of developing this land for a hotel has been established by planning permission APP/12/00467, which remains extant. It has been accepted that, though not allocated for employment use in the Local Plan, it would be a form of economic development, as defined in the NPPF (Annex 2), and would provide jobs while complementing the business uses on the Technology Park. A Premier Inn of this size can be expected to employ 44 full and part-time staff, most of them recruited locally.
- 3.2 Although hotels are generally classed as town centre uses in the NPPF and the site, 125 metres from the centre of Havant, might normally be in a fringe centre location, a sequential test was undertaken in the context of the previous application. It was accepted that the test satisfied the requirements of the NPPF. No new sites have become available/suitable/viable in the interim period to change this conclusion.
- 3.3 Development over 2500 sq m can, under certain circumstances, require the submission of an impact assessment. Although the NPPF restricts this requirement to retail, leisure and office uses (para. 26), the analysis was undertaken in the context of the previous application, taking into account the Borough's Retail and Leisure Study, and it was found that there would be no adverse impact upon the town centre. No new development has occurred in the meantime to alter this.

Economic Impact

- 3.4 As noted above, the site will generate about 44 new jobs for local people to whom the normal benefits of Premier Inn/Whitbread training schemes will be available. The hotel will enhance local business in providing accommodation for clients, customers and staff. An 82-bed hotel, having an average occupancy rate of 1.2 persons per room and 85% room take-up represents over 30,000 visitors to Havant each year. Those visitors bring with them their spending power for local shops and restaurants. Premier Inn normally expect around 40% visitors to take their meals in local off-site facilities, and, so close to Havant town centre, this could mean about 12,000 visitors each year looking to local restaurants away from the site.

Traffic and Parking

- 3.5 Although this was a local concern on the last occasion, the combination of the transport assessment and travel plan was accepted. Premier Inn accepts the travel plan, and, having reviewed it, have no reason to depart from the principles contained therein.
- 3.6 On-site parking on the basis of one space per room was accepted and has been repeated in the current scheme. The introduction of a dining facility into the hotel reflects the need for Premier Inn to provide breakfasts for their guests. As stated above the restaurant would not be open to non-residents, so anyone dining in the hotel would already have a parking space and would not need further parking provision. Traffic generation for a hotel is generally less than might be anticipated for a business use and tends to be spread throughout the day rather than concentrated in peak hours.

Environmental Impact

- 3.7 The effect of the development on archaeology, trees, ecology, flooding and pollution have been fully explored and covered by conditions on the 2013 planning permission. The applicants accept that the conditions and recognize the need for the re-use. The papers accepted by the LPA in the context of APP/12/00467 are resubmitted for the purpose of reference. There have been no material changes in the circumstances in this regard.

Sustainability

- 3.8 The site is within a short walk of the town centre and is therefore sustainably located. Provision has been made to upgrade pedestrian links to the centre. Premier Inn includes an energy statement and BRUKL analysis. The requirement in Policy CS14 for a BREEAM “very good” assessment is noted.

Local Amenity

- 3.9 Hotels are generally quiet uses and good neighbours, especially those which, like this one, comprise only rooms and guest dining. Lacking the sort of facilities that might be expected of a town centre hotel – conference room, ballroom, gym, etc – the use is unlikely to have any noise impact on local residents. Staff are on the premises all night to ensure that there is no disturbance and to make sure that late night arrivals can park and check in without due noise. There are no residential properties close to the hotel. Its reception and most of the car parking would be some distance from Langstone Road.

4.0 DESIGN AND ACCESS

Layout

- 4.1 The positioning of the hotel follows the footprint of the approved scheme, slightly longer and wider due to the larger size of Premier Inn rooms and the need to provide for breakfast service arising from the separation of the hotel from the Greene King restaurant. This layout was endorsed by the Design Panel, looking at APP/12/00467, as showing a good understanding of the site’s context.
- 4.2 The car parking is positioned on three sides of the building, reducing the impact of the hard surfacing and allowing for landscaping around the fringes of the site.

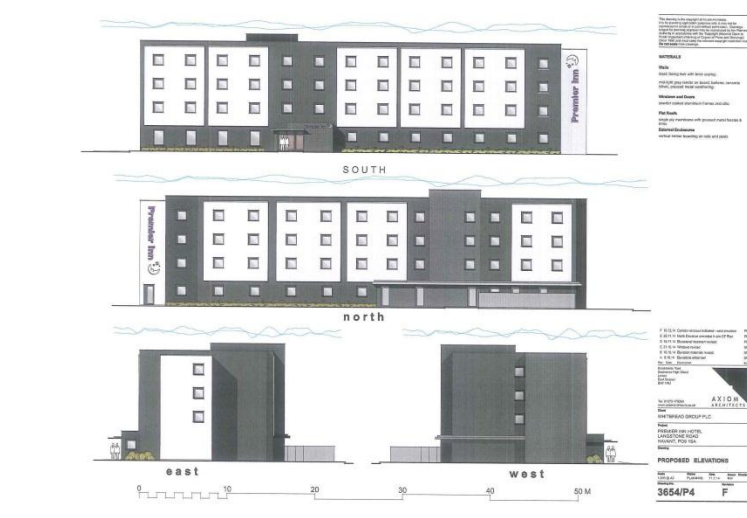
Scale

- 4.3 At four storeys, the approved and proposed buildings are of the same height. The windows are aligned one above the other and equidistant so the building has the strength of both vertical and horizontal alignment. Close to the elevated junction of

the A27, this height is appropriate and suited to a site at the southern gateway to the town centre.

Appearance

- 4.4 The strong lines of the building are reflected in the materials, in the contrast between the dark brickwork and the light rendered panels. Brickwork is perhaps more prominent in this design than in the approved scheme, but the use of render is common to both. The strength of the brickwork, on the ground floor and in the end elevations, cradles the lighter rendered sections in the centre, giving the building a solid grounding and a more open skyline. The elevations reflect the draft scheme submitted pre-application, and supported by the LPA's officers.



- 4.5 Vertical signage and lighting at the eastern end of the building announce its presence on Langstone Road, visible from the A27, without being unduly dominant.

Accessibility

- 4.6 The suite is well-linked to the town centre by bus routes along Langstone Road. The S106 Agreement associated with the earlier approval provided for enhancement of both pedestrian and public transport links to the centre.
- 4.7 The surfaces within and around the hotel are level and suitable for wheelchair users. Universal access rooms are to be provided on the ground floor with associated parking close to the reception. Lift access throughout the building allows for full

access to all rooms for those with impaired mobility. The hotel is staffed 24/7 for guests requiring assistance, with the rooms alarmed, visually and audibly.

5.0 CONCLUSIONS

- 5.1 The principle of hotel use on this part of the site has been accepted, as has the size and position of the building. The layout is broadly the same as was approved under APP/14/00467 and the car parking has been adjusted to provide for the single additional room. The revised elevations have been favourably received in the pre-application process and rely on the combination of dark brickwork and light render of the previous scheme.
- 5.2 The development satisfies the local and national policies applied to the 2013 planning permission, and there have been no material changes, nationally or locally, that would lead to any decision other than the approval of what is a material amendment to an already approved development.
- 5.3 The application is commended to Havant Borough Council.

Mark Thackeray BSc (Hons) Dip TP MRPTI
Walsingham Planning
DECEMBER 2014