

DESIGN AND ACCESS STATEMENT

for

**PROPOSED EXTENSION TO JINGLES HOTEL
TO PROVIDE NEW DINING ROOM
& 14 No. EN-SUITE GUEST BEDROOMS**

at

**77 HORNDEAN ROAD, EMSWORTH
HAMPSHIRE PO10 7PU**

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DESIGN AND ACCESS STATEMENT FOR PROPOSED EXTENSION TO PROVIDE A NEW GUEST DINING ROOM AND AN ADDITIONAL 14 NO. BEDROOMS AT JINGLES HOTEL, 77 HORNDEAN ROAD, EMSWORTH, HAMPSHIRE PO10 7PU.

To accompany a application for approval of reserved matters relating to outline planning permission reference APP/10/00612 dated 23 August 2012.

DESIGN

Use and Amount

The site lies to the south-west of Horndean Road and is at the edge of the urban area and adjacent to farmland towards the north and west. The site was enlarged to the north-west by 10m x 77m following the granting of change of use under planning permission ref: 04/69427/000. This also included an additional 1.5m belt to the north-west and south-west boundaries to allow for hedgerow planting.

Jingles Hotel was acquired by the applicant in 2003 when it was in a very dilapidated condition and in need of urgent refurbishment and improvement. Since then, major improvements have been made to the premises and the Hotel now has an AA 4 Star Guest Accommodation rating providing at present a total of 18 modern en-suite bedrooms. It also includes a small manager's flat within the ground floor at the south west end of the building.

The owners have also recently acquired the existing bed and breakfast hotel at No. 73 Horndean Road which provides 12 en-suite bedrooms and residential accommodation for the owners. This property is self-contained but is managed with the hotel at No. 77.

The hotel business has grown year-on-year and in 2009 there were no fewer than 110 full occupancy nights. When this occurs, some business has to be turned away, particularly block bookings, and is often lost to alternative hotels in nearby West Sussex. It is therefore now vital for the hotel to move to the next stage in its development to meet the growing demand for this type of accommodation in East Hampshire and West Sussex and to promote further tourism in the area.

It is now proposed to construct an extension to the rear of the present hotel within the existing grounds to provide 14 no. additional en-suite bedrooms on two floors together with a purpose-built ground floor dining room for serving breakfasts to all guests. Minor internal adaptations would be made to the existing ground floor of the hotel to provide access to these additional facilities. The existing rather fragmented and poorly lit areas currently used for dining would be laid out for use as a guest lounge and a reception seating area.

It should be noted that the provision of breakfast only for guests would continue and the new dining room would not be used for lunchtime or evening dining.

Layout

The proposed extension would link only to the ground floor of the existing hotel common areas with a new corridor formed along the entire south-east side to provide access to the new dining room and ground floor bedrooms together with a new stair off this corridor to serve the new first floor bedrooms. An external alternative escape stair would be provided at the south-west end of the extension to meet current means of escape provisions from the first floor. There would be direct service access from the existing hotel kitchen to the new dining room for serving breakfasts.

All bedrooms have a single north-westerly aspect over the new car park and open farmland beyond. The dining room is top lit only using high level patent glazing ranged along each side of the ridge to the open roof above. The ground floor corridor would have windows on its south-east side looking towards the existing tall hedge and mixed planting forming the present south-east boundary with the private residence at No. 75 Horndean Road. The upper corridor has high level roof lights only with no views over No. 75 to avoid any overlooking.

One of the new ground floor bedrooms (Numbered 5) would be of an enlarged 'accessible' design suitable for wheelchair users in accordance with DDA requirements and Part 'M' of the Building Regulations.

Scale

The design and layout has been modified in order to make significant reductions in the height and scale of the proposed extension.

The proposed extension would be set back behind the existing hotel by siting it further towards the south-east. It would also have a much lower eaves level than the existing hotel by containing the upper bedrooms partly within the roof and adopting a double-pitched profile and half-dormer windows on the north-west elevation. The resulting ridge height would only be marginally higher than the eaves to the existing hotel.

This combination of setting back together with significantly lower ridge and eaves heights would ensure that the new extension would appear subservient and of a smaller scale to the existing hotel building with little or no visual impact when viewed from outside the site.

The new dining room would be of a similar scale to the bedroom wing with its profile set away from the upper bedroom windows on the existing south-east elevation so as not to interfere with the daylighting of the first floor rooms.

Landscaping

A detailed landscaping scheme has not been submitted at this stage and may be conditioned for later approval, as appropriate. However, the principle of some tree or

large shrub planting is suggested on the submitted drawings to soften views of the existing hotel from outside the site and add interest and amenity to the new development.

There is presently substantial screening from the garden of No. 75 Horndean Road by hedging and mixed planting along the south-east boundary. However some reinforcing may be considered as appropriate to ensure that there is little or no impact on the occupiers of the adjacent dwelling. No overshadowing of the latter would occur as the building is on the north-west side of the adjacent property and would, in any case, have a relatively low profile.

Appearance

The existing hotel is two stories in height and of an eclectic mix of traditional styles with mainly painted render and facing brick elevations together with some tile hanging under a pitched interlocking tile roof. The recent single storey lean-to extension on the south-east side has a part tiled and part felted roof with painted render walls.

The new extension would follow this eclectic style to some extent but its walls would be much less dominant under its enveloping roof with deep overhanging eaves rather than the reverse on the existing building. More detail would be introduced by the rhythm of the half dormers on the north-west elevation combined with a visual stop provided by the double gabled feature formed by the last two projecting rooms at the south-west end.

The dining room building would be quite discrete with its lower eaves and ridge. The corridor which wraps around this room on the north-east side would isolate this function from the external areas to avoid any noise or disturbance to the occupiers of No. 75 Horndean Road. The roof of the dining room would, incidentally, eliminate any minor overlooking which may presently exist from these first floor windows towards the garden and rear of No. 75.

The materials considered for the new extension have been selected to allow this to blend into the background by using naturally weathering cedar cladding to parts of the walls (in combination with smooth painted render) and dark blue/black artificial slates to the roof.

ACCESS

The site has excellent road links to the nearby A27/M27 and A3(M) motorway network with easy access to nearby Emsworth, Chichester, Hayling Island and Portsmouth. It is on the edge of Hampshire and very close to West Sussex and the hotel serves both counties.

The existing vehicular and pedestrian access off Horndean Road would remain mostly unchanged including the car parking area immediately in front of the hotel entrance on its north-east side. The existing parking to the north-west side of the hotel would be upgraded and laid out as shown on the submitted site plan to provide access to the new additional parking area proposed at the rear of the site. This includes a turning area for vehicles using the chevron parking area where backing out space is a little limited.

The existing parking provision of around 20 no. car spaces in an unmarked informal arrangement would be increased to 38 no. including two spaces for disabled persons giving a net gain of 18 no. spaces. This would allow one space for each of the additional 14 no. rooms in accordance with current standards plus 4 no. extra spaces in the unlikely event of three car users occupying a single room plus at least one extra staff car space.

A new ramp to the entrance would provide level access into the hotel suitable for wheelchair users and there would be complete level access to the ground floor of the hotel including the new extension. Secondary access for wheelchair users would be available via a rear entrance/exit close to the disabled parking spaces.

One of the new ground floor rooms would be of enlarged area to allow occupation by wheelchair users in accordance with DDA requirements and to comply with Part M of the Building Regulations (recommended 1 no. accessible room per 20 no. bedrooms).

Conclusion

The proposals contained in this application expand and detail the outline design already approved to maintain and reinforce the principles set out in the initial application. It is accepted that some conditions will still need to be satisfied but these can be taken into consideration as the construction details are developed and submitted, as applicable, for approval prior to the commencement of the works.