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**PREMIER INN
THE RUSTY CUTTER
BEDHAMPTON HILL ROAD
HAVANT PO9 3JN**

**PLANNING APPLICATION BY
PREMIER INN HOTELS LTD
FOR A TWO-STOREY EXTENSION AND CAR PARK**

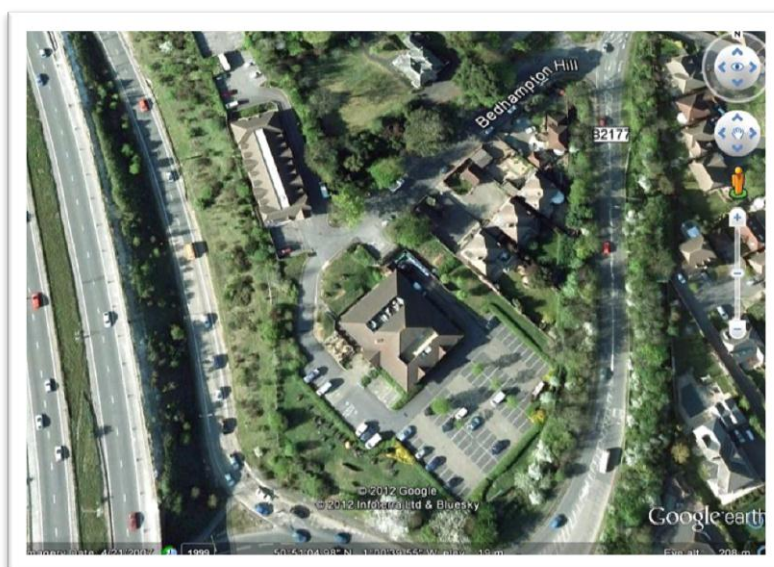
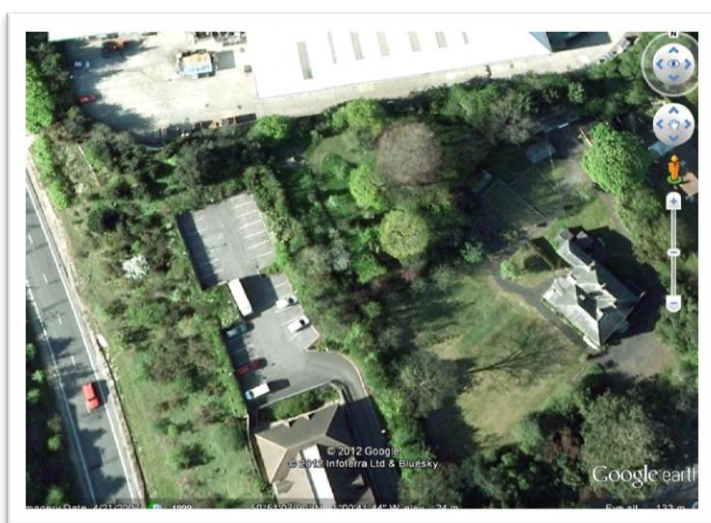
DESIGN & ACCESS STATEMENT

MARCH 2013

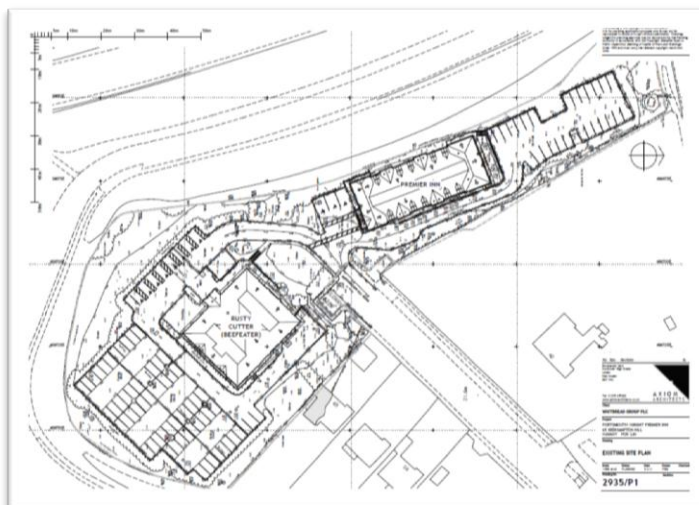
Issue	Date	Status	Issued by	Checked by
1	03/12/12	First draft	MT	
2	28/03/13	Second draft	MT	
3		Final draft		

1.0 SITE AND SURROUNDINGS

- 1.1 The Havant Premier Inn is located close to the junction of the A3 and the A27 at Bedhampton and is associated with the Rusty Cutter Beefeater Restaurant. It is accessed from a cul-de-sac part of Bedhampton Hill Road which in turn gives direct access onto the principal road network. The site is aligned north-south parallel to the A3, north of junction 5. To the north is the Havant Retail Park and to the east is housing on either side of the cul-de-sac.

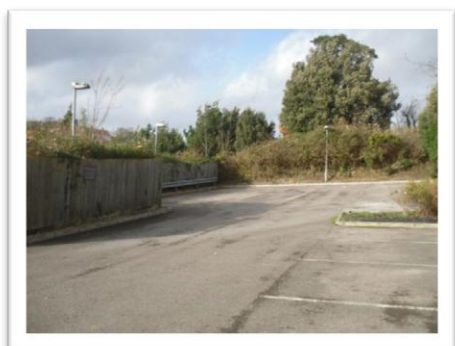


- 1.2 The immediately adjoining property, 42 Bedhampton Hill Road, is a grade II Listed Building situated on a large plot which includes a number of protected trees.



Existing Site Plan

- 1.3 The Beefeater restaurant occupies the southern part of the sloping site, with car parking to the SW and SE. The Premier Inn occupies the narrower part of the site to the north. It is a two-storey structure with the upper floor in the roofspace. Access is on the east side, abutting No. 42, to a car park at the rear of the hotel block.



- 1.4 The existing hotel contains 37 bedrooms and the combined car parks provide parking for 100 vehicles, including parking bays for disabled drivers at the entrance of each building. Servicing takes place wholly within the site.
- 1.5 The buildings are not listed and nor is the site within a conservation area. There are two tree preservation orders, one relating to the site and another relating to 42 Bedhampton Hill Road. A third TPO relates to trees on the boundary between 42 and 40a and so does not relate to the application site.



2.0 PROPOSAL

- 2.1 Premier Inn has recognized a requirement for additional rooms in the Havant area. The operation at Havant is one of the group's best performing facilities in the region, as measured by occupancy and turn-away data. The group is looking to expand the number of rooms on the basis of 400+ new rooms per annum added to existing facilities and major growth in target areas through the acquisition of new sites. The "budget" hotel market, which accounts for about one third of hotel rooms in the country, is a growth area in which Premier Inn is the leading provider.
- 2.2 It is proposed to further extend the Rusty Cutter Premier Inn through the addition of 22 rooms (not gain 21) to make a total of 58 bedrooms. The restaurant would not be extended, maintaining its current level of 216 covers. The car park would be enlarged, so as to provide space for 110 vehicles.
- 2.3 The new accommodation would be located to the north of the existing block, on land currently forming part of the car park. As the site slopes upwards from south to north the new block would be stepped up above the existing block meaning that the corridor link between the two would leave the existing building at first floor level and join the new-build at ground floor level. One bedroom in the existing building would be lost to provide the link between the two blocks. The new linked block would follow the existing pattern, that of rooms on either side of a central corridor. A separate Design & Access Statement considers the layout and appearance of the building.
- 2.4 In order to provide for the replacement/additional car parking, the currently tapering site will be squared off through the acquisition of a sliver of land from the adjoining site. This is considered in the Design & Access Statement in the context of both trees and car parking.
- 2.5 The future of the adjacent site is also in a state of change, with proposals for care home facilities at pre-application stage with the local planning authority. The two site owners have liaised over the preparation of the two projects.



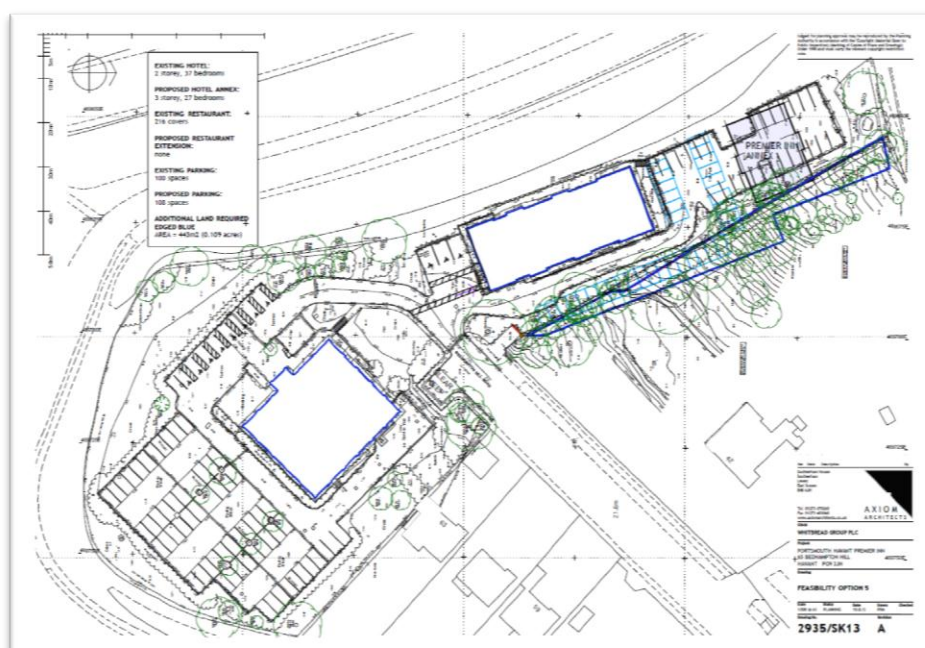
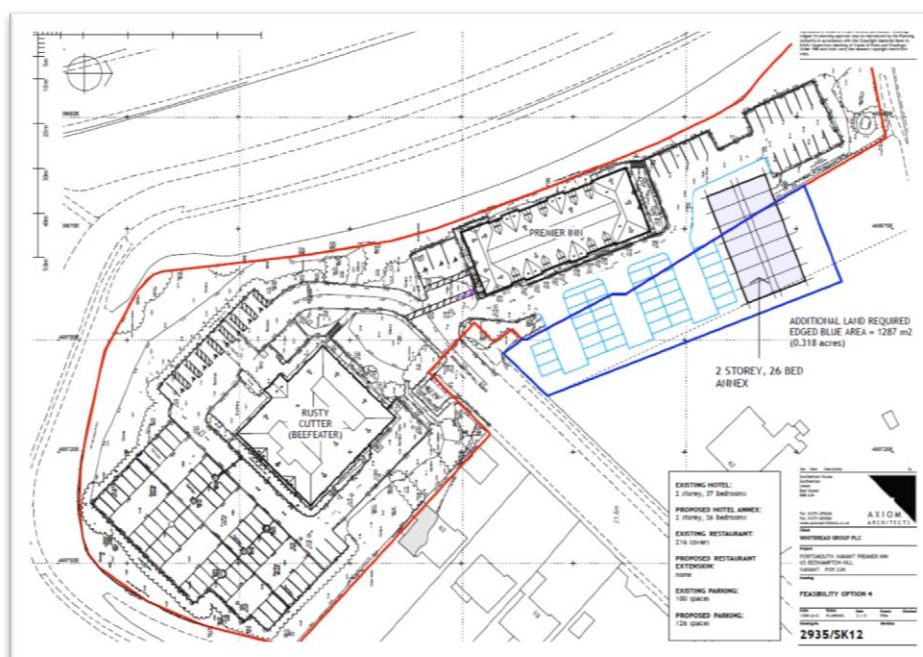
Proposed Site Plan

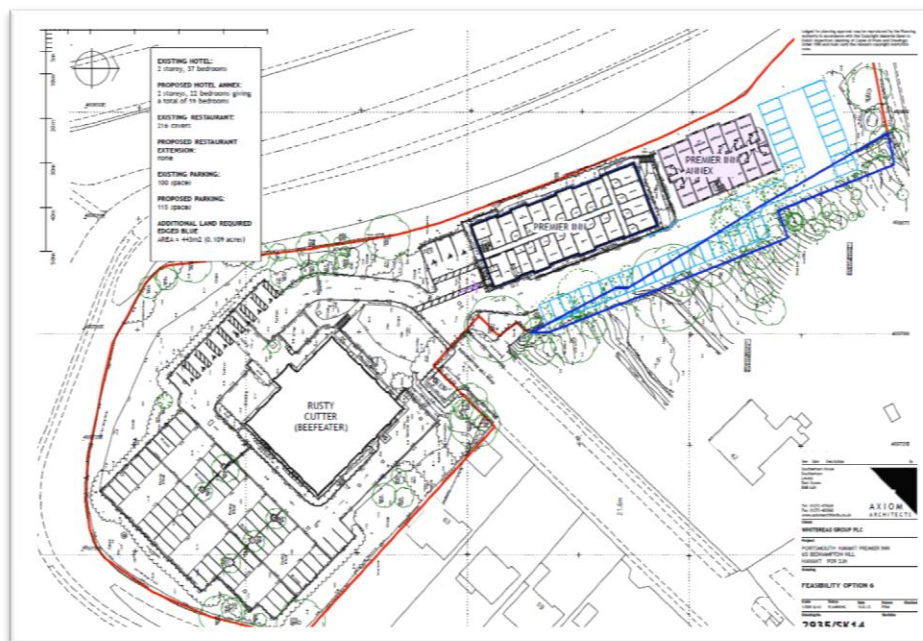
3.0 DESIGN AND ACCESS

LOCATION

- 3.1 The location of an additional hotel block has been the subject of much consideration, including pre-application discussion with the planning authority. Earlier draft proposals are shown below, and have included a) a detached annex in the Rusty Cutter car park (SK11), b) an annex in the garden of 42 Bedhampton Hill Road (SK12), c) an annex in the existing car park (SK13A), and (SK14).







3.2 The first would be too remote from the hotel to be acceptable as an annex and would be a prominent building when viewed in the foreground of the Beefeater from the roundabout junction. There is a strong preference for a building which can be physically linked to the existing hotel so as to make customer access to the reception under cover and to give the new rooms the same access to the restaurant as that used by the existing guests. The Premier Inn is already prominent when viewed from the A3 (M), beneath the tree scree beyond, and the extension of the existing building maintains this aspect while catering best for the guests' needs.



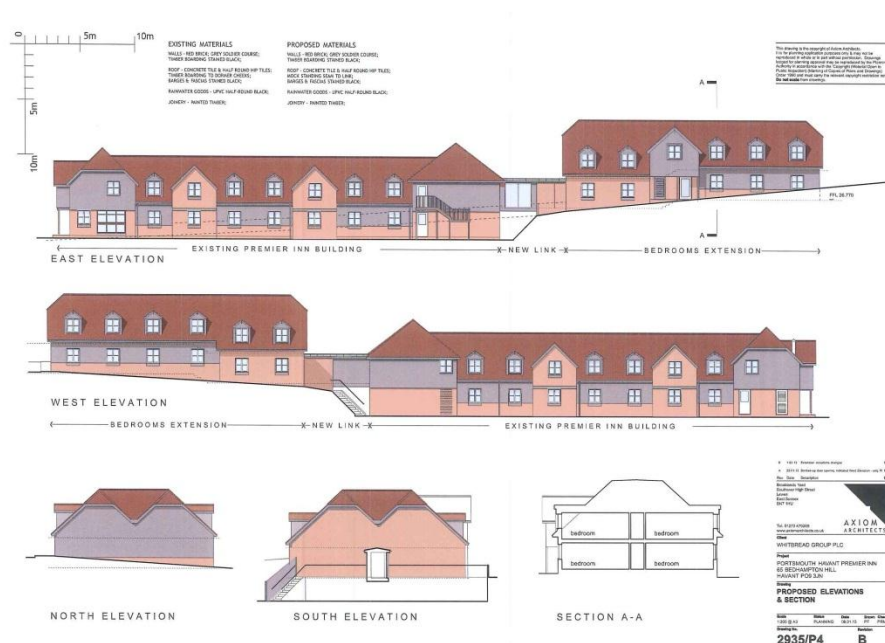
SCALE

- 3.3 The existing hotel is a two storey building with the first floor accommodation in the roofspace and with dormer windows. Due to the sloping nature of the site a full two-storey extension would not be appropriate, so the proposal follows the lines of the host building. This follows the stepped progress up the incline established by the other buildings on the site.
- 3.4 The footprint of the building follows the traditional pattern of rooms on either side of the central corridor, with the number of rooms determined by the optimum requirements established by Premier Inn and by the on-site parking requirements of the operators and the planning authority.



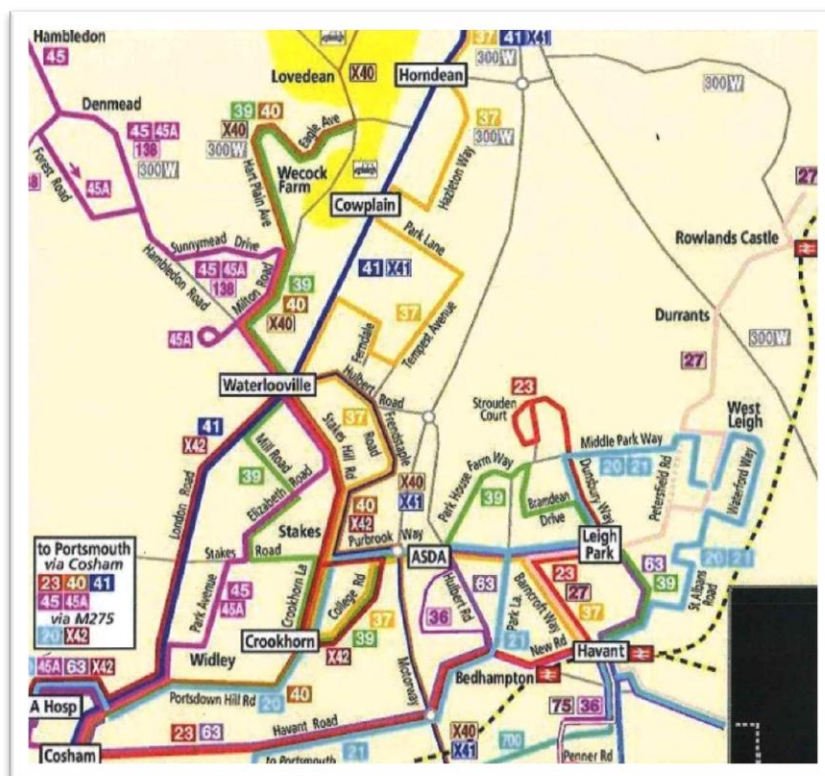


3.5 An extension can either repeat the format of the host building or adopt a contrasting approach. With a hotel, when the rooms are of a consistent size and the window pattern is regular, the former design approach is the preferable one. This is especially true of a Premier Inn where customers expect and receive the same rooms across the whole estate. The repetition of the same elevations is therefore appropriate while the corridor link between the two blocks breaks up the length of the elevation and the stepped height adds interest to the roofline.



ACCESS AND ACCESSIBILITY

- 3.6 Budget hotels or motels are more inclined to rely on access by private car, hence their location on ring roads and on major distributor roads. Guests, especially business travellers, tend to stay for short periods, one or two nights, before moving on as part of a trip which includes similar stops elsewhere. This is recognised in the Good Practice Guide on Planning for Tourism, though the hotel's location on the main road network also allows for access by public transport. The car park is not of a size and configuration which would allow for access by coach, although business hotels do not tend to attract coach parties. There is a direct bus link to the town centre and railway station from Bedhampton (routes 23 and 63) and a circular route via Leigh Park (route 21).
- 3.7 Premier Inn developments have a level corridor access throughout the extension and the host building. Whilst a lift is not required for a two-storey hotel, all ground floor rooms are wheelchair accessible and there are universal access rooms at this level. First floor rooms are accessible to ambulant disabled guests and the reception is always staffed, so as to provide assistance. The reception area is fully accessible and is not affected by the proposed development. The parking provision includes three dedicated spaces at the entrance to the Premier Inn, in addition to similar provision for the restaurant.



- 3.8 There are visible as well as audible alarms throughout the building and vibrating pillows are available on request.

ECONOMIC IMPACT

- 3.9 As noted in the core strategy, tourism is important to the local economy. Although the extension is relatively modest in size, any new jobs will be recruited locally. Many hotel guests will choose to take meals in the town rather than on the site or on the road. Across the estate this is estimated to be about 40% of all visitors, so, by the crudest of estimates, (21 rooms, 85% occupancy, 1.2 guests per room x 40%), the extension might lead to up to 3000 visitors per year looking to use dining facilities in the town in addition to the normal incidental purchases (provisions, petrol, bus fares, local purchases at newsagents/chemists) made by guests in and around the town. Bringing more visitors to Havant will, therefore, have a recognisable benefit to the local economy.

AMENITY

- 3.10 The addition of 21 rooms will have no direct impact on the amenities of local residents. The only property affected by the proposal is 42 Bedhampton Hill road itself the subject of proposals, including a change of use, new development and a submission to have the property delisted. Housing on the opposite side of the road will not be aware of the development beyond the Premier Inn, and the relatively small number of additional rooms will have no material bearing on vehicle movements on a wide road.
- 3.11 Hotels are not noisy uses, especially when the operators, like Premier Inn, have a policy to refund payment to guests whose stay is disturbed or otherwise unsatisfactory. Guests will be protected from traffic noise, especially on the side facing the A3 (M).

PARKING

- 3.12 The proposal allows for a total of 110 parking spaces. It is Premier Inn's practice to seek a maximum of one space per hotel room, while Beefeater seeks up to one space per table or four covers.
- 3.13 When the two operators are on the same site, there is scope for a degree of overlap, as there is here. The hotel is at its busiest from Monday-Thursday, due to its business

travel clientele, while the restaurant is busier from Friday – Sunday and at lunchtimes, so the two uses dovetail as regards their parking requirements. It is also the case that a proportion of Premier Inn guests will dine at the on-site restaurant, thereby using both facilities but only one parking space.

- 3.14 On this basis the operators look for 58 rooms for the Premier Inn and 54 for the Beefeater, a total of 112. Allowing for the dual use of the buildings and the divergence between the timing of optimum usage the operators believe this level of provision makes best use of the land available.

TREES

- 3.15 In the refused scheme 13/00066, the squaring off of the car park involved a realignment of the sloping verge to the side of the access. This, in turn, affected trees protected by one of the preservation orders and led to the refusal of the application. The revised application keeps the parking layout broadly as it is at present, adding spaces around the site. It does not, therefore, affect any protected trees and nor does it reduce the screening between the site and the building at No.42.

HERITAGE

- 3.16 42 Bedhampton Hill Road dates from the early C19. It has been removed from the list of buildings of special architectural or historic interest. The proposed development is an appreciable distance from the listed building with a retained tree screen between the two. A proposed care home scheme, as currently planned, would also sit between the two buildings. The development would have no impact upon the heritage asset.

CONCLUSIONS

- 3.17 The development has been properly conceived and researched, and the chosen solution is the most appropriate in planning, design, access and commercial terms, satisfying national and local policy. It addresses and overcomes the concerns which led to the refusal of 13/00066. The application is commended to Havant Borough Council.