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Planning Statement

Portsmouth (Havant) Premier Inn

65 Bedhampton Hill Road,
Bedhampton, Havant, PO9 3JN

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I INTRODUCTION

- I.1 This Planning Statement is submitted in support of a planning application for the demolition of the existing hotel restaurant building and replacement with a hotel annexe, together with alterations to the existing hotel building to provide a replacement hotel restaurant and all associated works at the Premier Inn Portsmouth (Havant) at 65 Bedhampton Hill Road, Bedhampton, Havant, PO9 3JN.
- I.2 Premier Inn has identified a considerable demand for additional budget hotel accommodation in this location. Equally, the existing hotel restaurant has shown a continued shortfall in demand. The applicant therefore seeks to reconfigure the hotel bedroom and restaurant offer on the site to ensure its success and future viability.
- I.3 In addition to this Planning Statement, the application comprises the following documents:
- Application Form – Walsingham Planning
 - CIL Form – Walsingham Planning
 - Design & Access Statement - Axiom
 - BNG Calculation – Arbtech
 - BNG Report – Arbtech
 - Drainage Strategy Report – Simpsons TWS
 - Detailed Landscaping Proposals – Indigo Landscape Architects
 - Noise Impact Assessment – Scotch Partners
 - Preliminary Ecological Appraisal and Roost Assessment – Arbtech
 - Bat Emergence and Re-Entry Surveys - Arbtech
 - Travel Plan – RGP
 - Transport Assessment – RGP
 - Arboricultural Survey – Arbtech

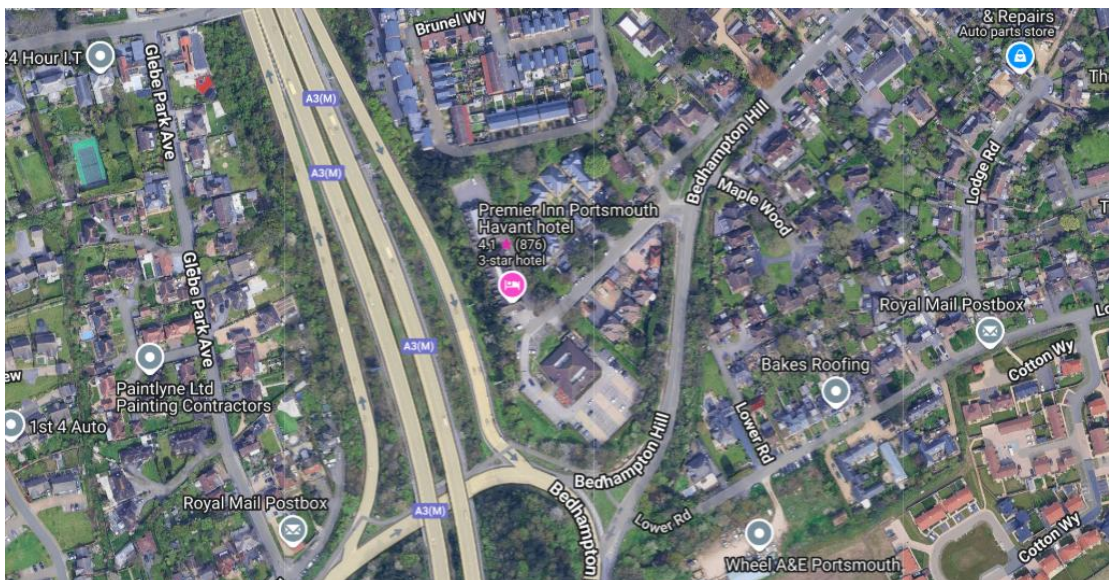
- Tree Protection Plan – Arbtech
- Arboricultural Impact Assessment – Arbtech
- Arboricultural Method Statement – Arbtech
- Energy Strategy – Thornley and Lumb
- Sustainability Statement - Whitbread
- Nutrient Neutrality Assessment and Mitigation Strategy - Stantec
- Drawings:
 - 6261-PL-001-B-LOCATION PLAN
 - 6261-PL-002-B-EXISTING SITE PLAN
 - 6261-PL-010-B-PROPOSED SITE PLAN
 - 6261-PL-100--EXISTING RESTAURANT FLOOR PLANS
 - 6261-PL-101--EXISTING HOTEL FLOOR PLANS
 - 6261-PL-110--PROPOSED ANNEXE FLOOR PLANS
 - 6261-PL-111--PROPOSED ALTERATIONS TO EXISTING HOTEL
 - 6261-PL-200--EXISTING RESTAURANT ELEVATIONS
 - 6261-PL-201--EXISTING HOTEL ELEVATIONS
 - 6261-PL-210--PROPOSED ANNEXE ELEVATIONS

1.4 This statement will describe the site and surroundings, explain the development proposed and assess the proposed development against relevant planning policy.

1.5 It is concluded that the proposals accord with the Development Plan such that planning permission should be granted.

2 SITE AND SURROUNDINGS

- 2.1 The application site is located on Bedhampton Hill (B2177) which provides direct access to the A27 and A3 (M) to the west of the site. To the north and east of the site are residential dwellings and to the south are open fields , beyond which is Chalkdock Lake.
- 2.2 The existing site comprises a 58-bedroom Premier Inn hotel building and associated former Beefeater restaurant which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 107 vehicles for the shared use of the hotel and restaurant.
- 2.3 The site is located wholly within Flood Zone 1 and is not at risk of surface water flooding.
- 2.4 There are a number of Tree Preservation Orders (TPO's) on site, with TPO's bordering the east and north edges of the application site. Aside from TPO's, trees border the entire site, providing the hotel with screening from the neighbouring motorway and residential developments.
- 2.5 There are no listed buildings which would be impacted by the proposals, nor is the site in a conservation area. However, Hill Lodge at 42 Bedhampton Hill is a non-designated heritage asset of local interest. Hill Lodge lies immediately adjacent to the east of the application site.



An aerial image of the site (Google, 2025)



Entrance to the existing hotel building



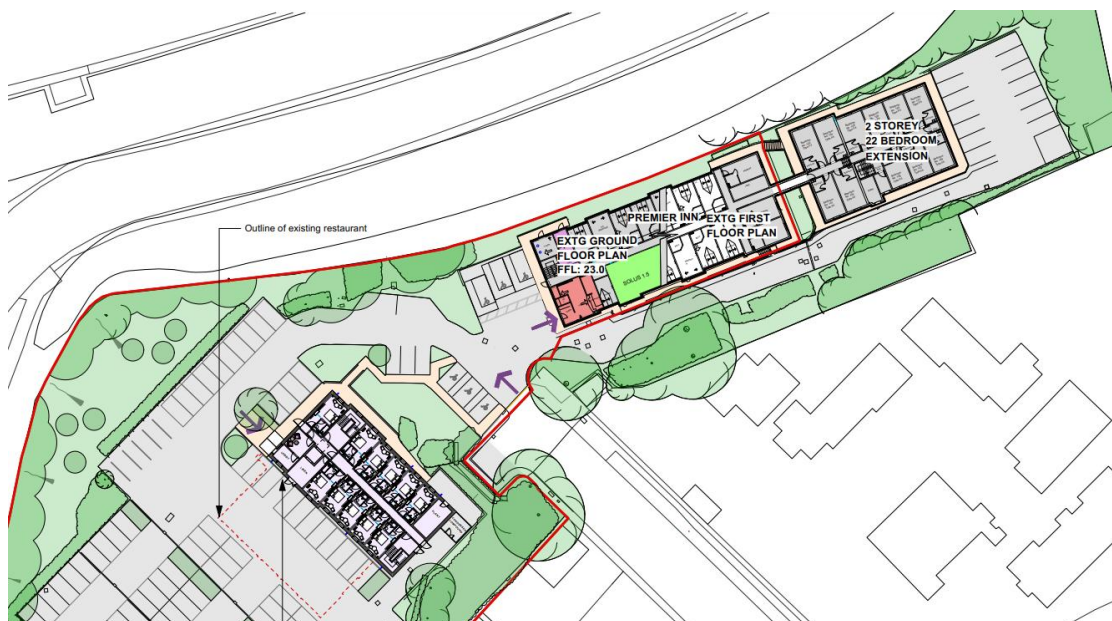
Former Beefeater restaurant building

Relevant Planning History

- 2.6 The hotel was originally granted outline and then reserved matters planning permission in 1998.
- 2.7 Following this, application APP/13/00311 was approved in June 2013 for a two-storey extension to the hotel.

3 PROPOSED DEVELOPMENT

- 3.1 Premier Inn has identified a considerable demand for additional hotel accommodation in this location. Equally, the existing hotel restaurant has shown a continued shortfall in demand. The applicant therefore seeks to reconfigure the hotel bedroom and restaurant offer on the site to ensure its success and future viability.
- 3.2 The proposals involve a 37-bedroom hotel annexe in the location of the existing restaurant. The former Beefeater would be replaced with a smaller guest restaurant within the existing hotel building in place of 7 existing bedrooms, resulting in a total of 88 bedrooms post-development (a net gain of 30-bedrooms).
- 3.3 The new rooms will benefit from air conditioning, with condenser units proposed within a dedicated plant enclosure to the east of the new annexe.
- 3.4 Access would continue to be afforded from Bedhampton Hill as per the existing arrangements, with 137 car parking spaces (an increase of 30 spaces) post-development.



Extract from proposed site plan

- 3.5 The proposals would be finished in materials to match the existing, including sandfaced red multi bricks with red/brown UPVC windows and doors and clay effect roof tiles. All rainwater goods will be black UPVC. Full materials details are stated on the proposed elevation drawings.

- 3.6 The new guest restaurant within the existing hotel building will be located next to the existing reception, making it easily accessible to hotel customers staying in both the hotel and annexe. Two small supply/extract grilles will be required in the hotel's east elevation to support the new restaurant.
- 3.7 Three existing bedrooms within the existing hotel will be converted to form two UA bedrooms. An Easy Access Room will also be provided, and these are all located in close proximity to the reception.
- 3.8 No additional land needs to be acquired to accommodate the proposed development.

4 PLANNING POLICY

- 4.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise”. Any issue that relates to the use and development of land is capable of being a material planning consideration.

The Development Plan

- 4.2 The adopted Development Plan comprises of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework (2024).

Havant Borough Core Strategy (2011)

- 4.3 Policy CS1 protects the availability of community facilities through refurbishment or new provision which can be justified by needs which are evident in the local district.
- 4.4 Policy CS3 supports development proposals that raise skill levels and increase employability.
- 4.5 Policy CS5 supports development proposals that provide hotel and other types of tourist accommodation and improve existing tourist accommodation.
- 4.6 Policy CS11 supports development that protects the borough’s statutory and non-statutory heritage designations.
- 4.7 Policy CS16 states that development should respond to, draw inspiration from and respect local context, produce a positive relationship between buildings, street and spaces both existing and proposed, is inclusive to those with disabilities and mitigates negative environmental impacts through sustainable design and practices.
- 4.8 Policy CS17 focuses on the most effective use of land. It places importance on prioritising previously developed land and concentrating new development in the five urban areas of the borough.
- 4.9 Policy CS18 supports development where there is a proven need for additional infrastructure.
- 4.10 Policy CS20 permits development that does not increase congestion and promotes better use of existing transport networks.

- 4.11 Policy DM3 protects existing employment sites.
- 4.12 Policy DM10 requires that external lighting is of the minimum level of illumination and duration required for security and operational purposes.
- 4.13 Policy DM11 requires that new developments must have safe and secure vehicular and cycle parking and turning facilities to adopted standards.
- 4.14 Policy DM12 ensures that new developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change.
- 4.15 Policy DM14 states that development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards.

National Planning Policy Framework (2024)

- 4.16 Paragraph 3 states that the Framework should be read as a whole (including its footnotes and annexes).
- 4.17 Chapter 6 is concerned with building a strong and competitive economy. Paragraph 85 explains that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 87 identifies that planning decisions should recognise the specific locational requirements of different sectors.
- 4.18 Chapter 9 sets out the Government's policy in relation to transport. Paragraph 117 explains that applications for development should create places that are safe, secure and attractive. Paragraph 116 confirms that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 4.19 Chapter 11 relates to the effective use of land. Paragraph 125 explains that planning decisions should promote and support the development of under-utilised land and buildings.
- 4.20 Chapter 12 is concerned with creating well-designed places. Paragraph 135 states planning decisions should ensure that new development adds to the overall quality of the area and is

visually attractive as a result of good architecture, layout and appropriate and effective landscaping. It also confirms that development should be sympathetic to local character, and that development optimises the potential of the site to accommodate and sustain an appropriate amount of development.

5 PLANNING ASSESSMENT

Sustainable Development

- 5.1 The NPPF makes it clear that sustainable development has three overarching objectives: an economic objective to help build a strong, responsive and competitive economy; a social objective to support strong, vibrant and healthy communities; and an environmental objective to contribute to protecting and enhancing our natural, built and historic environment.
- 5.2 The proposed hotel extension would support each of these three objectives. The existing Premier Inn hotel is a well-used facility providing overnight accommodation for tourists and business travellers. There is demand for additional hotel bedrooms which would create additional employment opportunities during the operational and construction phases, as well as supporting third party suppliers. The proposed extension would be built on brownfield land and would make more efficient use of the site without needing to expand outside the existing curtilage. The proposal would also result in a 13.22% biodiversity net gain in habitat units and a 62.16% biodiversity net gain in hedgerow units
- 5.3 As such, the proposed hotel works would bring economic, social and environmental benefits.

Principle of Development

- 5.4 The site falls within an urban area of Havant. The extension would also be situated on the site of the Rusty Cutter Beefeater restaurant within the curtilage of the existing hotel, and therefore is to be located on previously developed land.
- 5.5 There is policy support for the provision of new visitor accommodation within the Urban Area, especially the development of previously developed land. This is further supported by the NPPF, at Chapter 11, which supports making effective use of land. The site is located just off the A3(M), making it a well-connected location for travellers from London to the south coast.
- 5.6 Whilst the application site is located outside of the Havant Town Centre as defined within the Havant Policies Map, the proposal seeks a modest increase in bedrooms to an existing successful hotel, located close to the M3, Havant, and Portsmouth.
- 5.7 As such, the principle of the proposed modest extension to the existing Premier Inn hotel is in accordance with Local Plan policies and guidance within the NPPF, regarding making best

use of previously developed land and given its location within close proximity to the M3, Havant, and Portsmouth.

Design and Landscaping

- 5.8 The proposal is for an extension to the existing hotel, located entirely within its existing curtilage. The extension will be situated on the site of the Rusty Cutter Beefeater restaurant. As such, it would be sited wholly on previously developed land.
- 5.9 The annex is of a modest scale that would not overly exceed the original restaurant building, nor appear overly prominent from outside the site due to its height and the distance from the site boundaries. It would largely be screened from the B2177, A27 and M3 to the west and residential units to the east by existing vegetation. The extension would be finished in materials to match the existing building and so would assimilate well into the surrounding area where visible.
- 5.10 An Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement have been submitted within this application, which assesses the impact to trees on site. This confirms that 15 individual trees and six groups of trees were surveyed. The proposals require a total of three trees to be removed as part of this development. Replacement planting of eight native trees is proposed to mitigate this loss.
- 5.11 Protective measures have been detailed in the Arboricultural Method Statement order to safeguard the remaining trees on site.
- 5.12 Some works are also proposed within the RPA of retained trees, however much of this is located on existing hardstanding. The AIA concludes that it is unlikely that significant roots will be impacted by the proposals, and there will be no adverse impact to the groups of trees long term condition. Excavations will be supervised by a specialist to ensure the health of the group of trees is maintained.
- 5.13 A detailed landscaping scheme has been submitted with this application, that sets out the proposed hard and soft landscaping.
- 5.14 Additional planting is proposed around the proposed extension, as well as throughout the parking areas which would provide mitigation for the partial loss of the three trees on the site boundary.

- 5.15 Overall, the design and scale of the proposed extension would be sensitive to its surroundings and the proposed landscaping scheme would enhance the existing soft landscaping provision on site. There would be no adverse impact to arboricultural features on the site that cannot be mitigated by the proposed additional planting. As such, the proposals comply with Local Plan policies and guidance within the NPPF.

Flooding and Surface Water Drainage

- 5.16 This application is accompanied by a Flood Risk Assessment and Drainage Strategy Report by Simpson TWS, which assesses the flood risk associated with the development proposals and details the proposed strategy for the disposal of foul and surface water runoff from the development.
- 5.17 The existing drainage arrangements comprise separate networks of foul and surface water pipework. All foul water runoff discharges to the Southern Water foul sewer which runs through the southern portion of the site and discharges off site to the southeast.
- 5.18 Surface water is drained through a Southern Water surface water sewer.
- 5.19 The site is located entirely within Flood Zone 1, and is at a very low risk of flooding from rivers and sea. There is also a low change of flooding from groundwater, sewer flooding and flooding from artificial sources.
- 5.20 The site lies within an area of low surface water flooding risk. However, It is proposed to have a new surface water drainage network to drain roof runoff from the proposed development. The proposed network will connect to the existing Southern Water sewer west of the site. The new surface water drainage strategy is detailed in full in the submitted report.
- 5.21 The annexe would be provided with a new foul water drainage system comprising of a traditional gravity network of below ground pipework. This network would discharge to the existing Southern Water foul water sewer which runs on the eastern side of the development via a gravity connection.
- 5.22 It is concluded that it will be possible to dispose of surface & foul water runoff from the development without increasing the level of flood risk to the site or neighbouring properties. Therefore, the scheme can be considered acceptable in terms of drainage strategy and flood risk.

Highways, Transport and Parking

- 5.23 This application is accompanied by a Transport Assessment by RGP.
- 5.24 The site is located adjacent to Junction 5 of the M3 which runs from Eastleigh to Sunbury-on-Thames, and to the north of the A27 which runs from Pevensey to Whiteparish.
- 5.25 Given the location of the site in respect of the local highway facilities convenient travel to the M3 and A27, it is likely that hotel attracts a significant number of journeys by car.
- 5.26 Despite this, there is pedestrian infrastructure in place linking the hotel to Havant town centre. There is also a bus stop approximately 500m from the site.
- 5.27 There would be no change to the existing access arrangements to the site off Bedhampton Hill which has capacity to support the additional trips generated by the proposed development.
- 5.28 The report notes that there would be a decrease in trips generated by the additional bedrooms proposed, therefore reducing demand on the existing transport network.
- 5.29 The proposals involve a net 30-bedroom extension to the existing hotel, resulting in a total of 88 bedrooms post-development. It is proposed to provide a total of 137 parking spaces on site post extension serving both the hotel and associated guest restaurant.
- 5.30 RGP have undertaken a parking survey to establish existing parking demand across the site and calculate the proposed parking demand that would arise as a result of the proposals.
- 5.31 It is concluded that the site would be expected to generate an average demand of 68 parked vehicles equating to 50% capacity, and as such, it is clear that the proposed car parking capacity would be sufficient to cater for all parking demand generated.
- 5.32 As such, the proposed development would not have an adverse impact on the safety and operations of the highway, would promote sustainable transport options and would provide an acceptable level of parking on site in accordance with Local Plan Policies and guidance within the NPPF.

Ecology and Biodiversity

- 5.33 This application is accompanied by a Preliminary Ecological Appraisal and Roost Assessment and a Biodiversity Net Gain Assessment and Biodiversity Metric by Arbtech. Along with three full completed bat surveys.

- 5.34 The proposed annex would be built largely on existing hardstanding and would not encroach into undeveloped parts of the site.
- 5.35 The Preliminary Ecological Appraisal concluded that due to the proposed development occurring on only hardstanding no impacts to any notable habitats are anticipated due to the small scale and distance of the proposed development from such habitats as well as the urban location of the site with surrounding physical barriers.
- 5.36 As the proposed development is resulting in the replacement of the Rusty Cutter Restaurant, three full bat surveys have been undertaken which have confirmed that there is very limited bat activity on the site, and a license is not required. Bat boxes are proposed to provide an enhanced environment for bats.
- 5.37 A Biodiversity Net Gain Assessment and Biodiversity Metric have been submitted as part of this application, which includes a baseline assessment of the site, and a proposed habitat plan post development
- 5.38 This concludes that the proposed development would deliver a 13% net gain in habitat units and a 62% net gain in hedgerow units on site.
- 5.39 As such, the proposed development would exceed the required 10% Net Gain in biodiversity and would not have a detrimental impact on any protected species. Best practices would be following during construction works to minimise the impact of the works, and as such, the development would comply with relevant planning policies and the NPPF.

Sustainability and Energy

- 5.40 This submission is accompanied by a Sustainability Statement, which assesses the sustainability credentials of the proposed development and in general, the sustainability measures applied across the portfolio of Whitbread sites.
- 5.41 The proposal will follow sustainable and environmentally friendly building methods, including the use of locally sourced and recycled materials where possible, the use of local labour during construction periods and enhancement on Building Regulation requirements relating to U values.
- 5.42 A Waste Management Strategy will also be adopted on site, alongside a number of water and energy saving measures to reduce water use and co2 emissions.

- 5.43 The strategy demonstrates that a suite of operational, technological and construction methods will be applied to enhance the environmental performance of the site and will continue to be monitored post completion.
- 5.44 An Energy Strategy has also been submitted detailing aspects of sustainable building design relating to the proposed development.

Servicing and Amenity

- 5.45 It is not expected that the additional hotel bedrooms will require an increase in the size of frequency or servicing vehicles, and the existing arrangements is considered adequate to cater for these additional bedrooms as set out within the accompanying Transport Statement.
- 5.46 The site will continue to provide a secure refuse store, with separate bins allocated for general waste, glass waste and mixed dry recycling.
- 5.47 Delivery and service vehicles would continue to access the site via off Bedhampton Hill and undertake deliveries and refuse collections within the site curtilage, and as such, would not cause a nuisance to neighbouring properties, nor impact upon the public highway.
- 5.48 The nearest residential properties to the proposed development lie immediately to the east of the site on Bedhampton Hill. Due to the nature of the proposal, existing screening from vegetation and the distances between these properties and the proposed extension, there would be no impact to the occupiers in respect of loss of light, overshadowing or privacy.
- 5.49 Turning to noise, this application is accompanied by a Noise Impact Assessment, which assesses the noise emissions from the new plant associated with the extension. The report concludes that the noise from the proposed plant will have a 'low impact' to neighbouring properties and is therefore acceptable. External noise intrusion into the new proposed bedrooms has also been assessed, and external wall and window specification recommended. It is in the hotels best interests to ensure these recommendations are adopted and are expected to satisfy the Premier Inn Specification for hotel bedrooms.

Overall, there is not considered to be an adverse impact to neighbouring properties as a result of the proposed development, in accordance with Local Plan policies and guidance within the NPPF.

6 CONCLUSION

- 6.1 Premier Inn has identified a considerable demand for additional budget hotel accommodation in this location. Equally, the existing hotel restaurant has shown a continued shortfall in demand. The applicant therefore seeks to reconfigure the hotel bedroom and restaurant offer on the site to ensure its success and future viability.
- 6.2 Planning permission is therefore sought for a net 30-bedroom extension to the existing hotel, resulting in a total of 88 bedrooms post-development. The associated branded restaurant would be removed and replaced with a smaller guest restaurant.
- 6.3 The extension would add additional bedrooms to a well-used hotel close to prominent road networks, providing roadside facilities for both business and leisure travellers.
- 6.4 The annex would create new jobs both in the construction and operational phases and support third party suppliers.
- 6.5 The annex has been carefully designed to make more efficient use of the existing site and to match the existing hotel in terms of scale and materials to achieve a good quality result. A detailed landscaping scheme has been submitted which would enhance the appearance of the site, and the proposals would deliver a significant Biodiversity Net Gain.
- 6.6 The extension would not increase the risk of flooding to the hotel, or any other buildings and appropriate surface water drainage provision has been incorporated into the proposals.
- 6.7 An appropriate amount of car parking would be retained for the hotel and the neighbouring guest restaurant; the proposals would not have a detrimental impact upon the amenity of neighbouring residents.
- 6.8 The building has been sustainably designed, and sustainable construction methods will be used when development is underway on site.
- 6.9 In conclusion, the proposal constitutes sustainable development and planning permission should therefore be granted.