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Planning Statement

Littlehampton Premier Inn

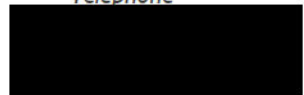
Roundstone Lane, East Preston, Littlehampton, BN16
IEB

MARCH 2026

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I INTRODUCTION

- I.1 This Planning Statement is submitted in support of a planning application to create additional hotel bedrooms on the Littlehampton Premier Inn site. The proposal is for the demolition of the existing restaurant to allow for the extension of the hotel, together with internal reconfiguration to provide a replacement hotel restaurant and all associated works.
- 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:
- I234-SW-01 B
 - I234-SW-02 B
 - 2026-02-27 - PI Littlehampton - TP03 – 8285
 - 2026-02-27 - PI Littlehampton - TS03 – 8285
 - 8870-TLP-00-XX-RP-ME-001-P01 - Littlehampton - Odour Control Assessment
 - I7554A-10-R01-01-F01
 - BNG - Premier inn Littlehampton BN16 IEB v2
 - BS5837 - Premier Inn Littlehampton - 39170556_AIA01_05 - 09-03-26
 - BS5837 - Premier Inn Littlehampton - 39170556_AMS01_05 - 09-03-26
 - BS5837 - Premier Inn Littlehampton - 39170556_TPP01_05 - 09-03-26
 - C8870-TLP-00-XX-XX-BP-100 P02 Energy Strategy
 - CIL Form I
 - Noise Impact Assessment - Rev01

- P23-I106 - Flood Risk Assessment & Drainage Strategy Report - AGP Littlehampton
- Issue 2
- PEA PRA - Premier Inn BN16 IEB - 39170556 - V3
- Sustainability Statement
- The_Statutory_Metric_MacroDisabled_1.0.4 - Premier inn, Littlehampton BN16 IEB
v2

Drawings

- 6101-P3D-Design & Access Statement
- 6101-P-200-A Existing Elevations (Sheet 1)
- 6101-P-201-A Existing Elevations (Sheet 2)
- 6101-PL-001-A Location Plan
- 6101-PL-002-A Existing Site Plan
- 6101-PL-010-H Proposed Site Plan
- 6101-PL-100-A Existing Ground Floor Plan
- 6101-PL-101-A Existing First Floor Plan
- 6101-PL-102-A Existing Roof Plan
- 6101-PL-110-G Proposed Ground Floor Plan
- 6101-PL-111-D Proposed First Floor Plan
- 6101-PL-112-C Proposed Roof Plan
- 6101-PL-210-F Proposed Elevations & Sections (Sheet 1)
- 6101-PL-211-F Proposed Elevations & Sections (Sheet 2)
- 6101-PL-220- Proposed I_50 Bay Study
- 6101-PL-221- Proposed I_50 Bay Study

- I.4 This Statement will describe the site and surroundings, explain the development proposed and assess the proposed development against relevant planning policy.
- I.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 Littlehampton Premier Inn site (outlined in red below) is located to the southeast of the Roundstone Road Roundabout where Roundstone Lane and Roundstone Road (A259) meet on the eastern outskirts of Littlehampton. To the east and south of the site are residential dwellings and a caravan park.
- 2.2 The site currently consists of three buildings, the restaurant, hotel, and hotel annexe. The buildings provide 39 hotel rooms, a restaurant, 82 parking spaces (including 4 accessible spaces) and 26 cycle parking spaces.
- 2.3 The hotel's strategic position near major local roads, on the south coast and in close proximity to a range of attractions and commercial uses enhances its appeal to both leisure and business travellers.
- 2.4 Vehicular access to the site is from the west via Roundstone Lane.
- 2.5 The site is located wholly within Flood Zone 1 and is not at risk of surface water flooding.
- 2.6 There are no listed buildings which would be impacted by the proposals, nor is the site in a conservation area.
- 2.7 Two pine trees located along the western boundary of the site are protected by a Tree Preservation Order TPO0601.



Aerial image of the site (Google Imagery)



The restaurant (looking northeast from the site entrance to the west)



The hotel annexe (looking north from the car park to the south)



Looking south from the A259 towards the northern elevations of the main hotel and restaurant

Relevant Planning History

- 2.8 Planning permission was granted in 2007 for a two-storey hotel building (19 beds) to the south of the existing restaurant.
- 2.9 In 2015, planning permission was granted for the 20-bed hotel annexe.
- 2.10 Pre-application advice (ref: PAA/93/25/) was sought from the Council in September 2025 for the proposed development. The principle of development was considered acceptable, but design amendments were required, which the applicant undertook and shared with the Council.

3 PROPOSED DEVELOPMENT

- 3.1 Premier Inn has identified considerable demand for additional budget hotel accommodation in this location for a number of years. 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 hotel extension in the location of the existing restaurant. The existing main hotel building will also be extended and reconfigured to provide a replacement hotel restaurant. The annexe will also be reconfigured, with the reception turning into an additional bedroom.
- 3.3 The new guest restaurant will be located next to the hotel reception, making it easily accessible to hotel customers staying in both the hotel and annexe.



Proposed Site Plan

- 3.4 The development will result in 83 hotel bedrooms on the site (an increase of 44).
- 3.5 This proposal for additional bedrooms would meet Premier Inn's operational requirements at the location and go some way in helping to address demand.
- 3.6 The new rooms will benefit from air conditioning, with condenser units proposed within a dedicated plant rooms/enclosures.
- 3.7 Kitchen supply and extract equipment will be located within the external kitchen compound and plant rooms.
- 3.8 Access will continue to be afforded from Roundstone Lane as per the existing arrangements, with 77 car parking spaces (a decrease of 5 spaces) post-development.
- 3.9 The proposals would be finished in a varied pallet of materials to break up the building massing. The architectural style and material choices draw directly from the existing buildings and follows pre-application discussions with the Council. Full details are provided within the Design and Access Statement and on the proposed elevation drawings.



Proposed CGI of the north of the site from the Roundstone Road Roundabout

- 3.10 Three of the new hotel bedrooms will be UA bedrooms. These are all located at ground floor level in close proximity to the reception.
- 3.11 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 Arun Local Plan (adopted 2018), Angmering Neighbourhood Plan and the National Planning Policy Framework (NPPF).

Arun Local Plan (adopted 2018)

- 4.3 Policy SD SPI requires developments to contribute towards the delivery of sustainable development.
- 4.4 Policy SD SP2 relates to the built-up area boundary.
- 4.5 Policy D DMI addresses aspects of form and design quality.
- 4.6 Policy D SPI applies to design stating that all proposals should seek to make efficient use of land whilst reflecting the characteristics of the site and local area.
- 4.7 Policy D DM4 addresses extensions and alterations to existing buildings, the policy requires that when considering applications for extensions and alterations to existing buildings:

a. the extension or alteration sympathetically relates to and is visually integrated with, the existing building in siting, massing, design, form, scale and materials;

b. the extension or alteration is visually subservient to the main building and provide a high standard of amenity;

c. the extension or alteration does not have an adverse overshadowing, overlooking or overbearing effect on neighbouring properties;

d. in streets characterised by relatively small gaps at first floor level between buildings, any extension or alteration at first floor level does not come to within a minimum of one metre of the side boundary and;

- e. the extension or alteration does not compromise the established spatial character and pattern of the place but is instead a positive addition.*

Developments shall also be consistent with all other Local Plan Policies.

- 4.8 Policy EC CSPI relates to developments adapting to climate change. In order to achieve this, development must be designed to take account of the following issues:
- a. Location (in relation to flood risk and vulnerability to coastal erosion);*
 - b. Water efficiency;*
 - c. Shade, cooling, ventilation, solar gain;*
 - d. Connectivity to the green infrastructure network;*
 - e. Layout and massing;*
 - f. Resilience of buildings and building materials to extreme weather events; and*
 - g. Capacity of drainage systems and incorporation of Sustainable urban Drainage Systems (SuDS).*
- 4.9 Policy ECC SP2 addresses energy and climate change mitigation. It outlines how new residential and commercial developments are expected to be energy efficient. Further to this all major developments must produce 10% of the total predicted energy requirements from renewable or low carbon energy sources on site, unless it can be demonstrated this is unviable.
- 4.10 Policy ENV DM5 addresses development and biodiversity.
- 4.11 Policy RET SPI outlines the hierarchy of town centres in Arun. Bognor Regis and Littlehampton will be the main focus for major retail, leisure, commercial, office, tourism, cultural, community and residential development.
- 4.12 Policy QE DM1 addresses noise pollution.
- 4.13 Policy QE DM2 addresses light pollution.
- 4.14 Policy QE DM3 addresses air pollution.
- 4.15 Policy QE SPI requires that all development contributes positively to the quality of the environment.

- 4.16 Policy TOU DMI addresses tourist related development in Arun. This policy states that *Proposals for development, including expansion, which are likely to attract visitors (such as leisure or cultural facilities) will be supported provided that they:*
- a. are in accessible locations;*
 - b. are accompanied by workable and realistic travel plans;*
 - c. address visitor management issues; and*
 - d. achieve good design.*
- 4.17 Policy T SPI outline the transport requirements for development in Arun
- 4.18 Policy W DM2 relates to flood risk and mitigation.
- 4.19 Policy W DM3 relates to sustainable urban drainage systems, seeking to increase the levels of water capture and storage and improve water quality.

Angmering Neighbourhood Plan 2014 – 2029 (Adopted March 2015)

- 4.20 Policy EH3 relates to flood prevention.
- 4.21 Policy TMI relates to local highways.

National Planning Policy Framework

- 4.22 A revised version of the National Planning Policy Framework (NPPF) was published in December 2024 and sets out the Government's aims for achieving sustainable development. Paragraph 8 explains that sustainable development comprises three overarching objectives:
- a) an economic objective – to help build a strong, responsive and competitive economy;*
 - b) a social objective – to support strong, vibrant and healthy communities;*
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment.*
- 4.23 Paragraph 11 explains that the presumption in favour of sustainable development means approving development proposals that accord with an up-to-date development plan without delay.

- 4.24 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.
- 4.25 Section 9 relates to promoting sustainable transport. Paragraph 115 states that in assessing specific applications for development, it should be ensured that:
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*
- 4.26 Paragraph 116 states 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.
- 4.27 Section 11 relates to making efficient use of land. Paragraph 124 states that Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions, making as much use as possible of previously developed or 'brownfield' land.
- 4.28 Section 12 relates to achieving well designed places. Paragraph 131 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
- 4.29 Paragraph 135 sets out that planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*

- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

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 13.19% biodiversity net gain in habitat units and a 23.86% 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 the built-up area boundary (BUAB) of East Preston in Littlehampton. The main hotel extension would also be situated on the site of The Roundstone 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.
- 5.6 The site is located just off the Roundstone By-Pass connecting Littlehampton and Worthing. Additionally, it is within walking distance of Angmering Station, providing good connectivity for tourists and visitors alike.
- 5.7 Whilst the application site is located outside of a town centre, the proposal seeks a modest increase in bedrooms to a successful existing hotel in a sustainable location. Pre-application advice confirmed that this was a material consideration which the Council could support,

subject to achieving good design and providing a realistic Travel Plan in accordance with Policy TOU DMI. These two topics are addressed below.

Design and Landscaping

- 5.8 The proposal is for extensions to the existing hotel, located entirely within its existing curtilage and largely in the location of the existing restaurant. As such, it would be sited wholly on previously developed land.

- 5.9 The extended hotel building would have a similar footprint to the existing buildings and, following pre-application discussions, has been designed to address the surrounding roads whilst breaking up the massing and articulating the facades.

- 5.10 As set out within the Design and Access Statement, the architectural styles and materials draw directly from the existing building and so would assimilate well into the surrounding environment.

- 5.11 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 18 individual trees and four groups of trees and two hedges were surveyed. The proposals require a total of four trees to be removed as part of this development. Replacement planting of 6 native trees is proposed to mitigate this loss.

- 5.12 Protective measures have been detailed in the Arboricultural Method Statement order to safeguard the remaining trees on site. No TPO'd trees would be impacted.

- 5.13 Where works are proposed within the RPA of retained trees, necessary provisions have been made. 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.

- 5.14 A detailed landscaping scheme has been submitted with this application, which sets out the proposed hard and soft landscaping.

- 5.15 Additional planting is proposed around the proposed extension, as well as throughout the parking areas which would provide additional screening and mitigation for the loss of four trees at the site.

- 5.16 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.

Flood and Surface Water Drainage

- 5.17 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.
- 5.18 The existing drainage arrangements comprise separate networks for foul and surface water.
- 5.19 All foul water runoff drains by a private foul water drainage network which then discharges to the Southern Water foul sewer southwest of the site, via a gravity connection.
- 5.20 Surface water is drained by a private surface water drainage network which discharges to the trench soakaway located in the parking bays on the eastern portion of the site. In 2015, when the existing annexe was built, a new crate soakaway was installed in the southern car park. An overflow connection from the existing trench soakaway to the crate soakaway was also installed.
- 5.21 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 chance of flooding from groundwater, sewer flooding and flooding from artificial sources.
- 5.22 The site lies within an area of low surface water flooding risk. However, the development is proposed to have a new surface water drainage scheme, which includes managing roof runoff, part removal of the existing trench soakaway and a new geocellular soak away is proposed to the south of the site. The existing trench soakaway in the eastern parking bays and crate soakaway will be retained. Additionally, a new road gulley is proposed to the west of the site and a catchpit chamber with a sump is proposed upstream of the proposed and existing soakaways. Additional details of this scheme can be found in the submitted Drainage Strategy.
- 5.23 In regard to the developments foul water drainage strategy, Southern Water has been consulted regarding the existing networks ability to accommodate the proposed scheme.

However, the consultation response has not yet been received. The drainage strategy and report will be updated upon receipt of this.

- 5.24 It is concluded that it will be possible to dispose of surface and 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

- 5.25 This application is accompanied by a Transport Statement and Travel Plan by RGP.
- 5.26 The site is well connected to public transport infrastructure with bus stops approximately 260 meters walk away. National Rail services are available from Angmering Station which is located approximately 1.1km away, and connects to London Victoria, Brighton, Chichester, Littlehampton, Portsmouth and Southsea and Southampton. Sustainable transport methods are therefore available for both staff and visitors and this will be promoted through the submitted Travel Plan.
- 5.27 The Transport Statement found that staff are likely to live within an appropriate walk or cycle catchment of the site and could therefore commute to and from the site using active travel modes. Those who don't live close enough to the site could travel by public transport.
- 5.28 There will be no change to existing access arrangements to the site off of Roundstone Lane.
- 5.29 The Transport Assessment notes that there would be a decrease in trips generated by the proposals, therefore reducing demand on the existing transport network.
- 5.30 West Sussex Council's 'Guidance on Parking at New Developments', states that hotels can provide a maximum of 1 parking space per bedroom, owing to the additional rooms this would mean that the proposed development requires 44 spaces. This, however, does not take into account any offset caused to the parking demand due to the closure of the associated restaurant to the general public.
- 5.31 When taking the closure of the restaurant into account, 77 car parking spaces will be provided. The Transport Statement has found that the site could generate, at its peak, demand for 64 cars, when operating at full capacity.

- 5.32 Currently the site provides 8 cycle stands with capacity for up to 16 bicycles. The proposal includes provision for an additional 10 bicycles. Additionally, Whitbread operates 'bike friendly' hotels, with guests permitted to store bicycles in their room, thereby increasing the effective storage capacity at the site.
- 5.33 This Planning Statement together with the associated Travel Plan and Transport Statement have assessed the existing and proposed transport/highways arrangements at this site and have found the proposal to be in line with the Development Plan as well as the NPPF.

Ecology and Biodiversity

- 5.34 This application is accompanied by a Preliminary Ecological Appraisal and Roost Assessment and a Biodiversity Net Gain Assessment and Biodiversity Metric by Arbtech.
- 5.35 The proposed extensions would be built on existing hardstanding and would not encroach into undeveloped parts of the site.
- 5.36 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.
- 5.37 The buildings are assessed as having a low value to roosting bats but the demolition of the restaurant building should follow one bat emergence survey to confirm their absence.
- 5.38 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. This concludes that the proposed development would deliver a 13% net gain in habitat units and a 27% 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. The Strategy proposes an all-electric building through decentralised or on-site combustion building services. This will ensure lower carbon emissions than at present. The overall development's carbon emissions will be reduced to 22.2 CO₂ TPA which is a reduction of 9.59% below the Part L 2021 baseline.

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 Roundstone Lane 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 on Mayfield and south at Roundstone Caravan Park. 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.
- 5.50 An Odour Control Assessment has been carried out and supports the proposals. This has informed an appropriate strategy to deal with the kitchen ventilation system and to avoid adverse impact upon neighbours.
- 5.51 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.

Air Quality

- 5.52 An Air Quality Assessment accompanies the proposals. This Assessment concludes that the overall air quality effects of the proposed development, during both the construction and operation phase, are judged to be 'not significant' and the development is therefore in compliance with Policies QE SPI and QE DM3 of the Local Plan and 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 44-bedroom extension to the existing hotel, resulting in a total of 83 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 and bus networks and a train station, providing sustainable and accessible facilities for both business and leisure travellers.
- 6.4 The extensions have 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.
- 6.5 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.
- 6.6 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.
- 6.7 The building has been sustainably designed, and sustainable construction methods will be used when development is underway on site.
- 6.8 In conclusion, the proposal constitutes sustainable development and planning permission should therefore be granted.