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Planning Statement

Horsham North (Station) Premier Inn

57 North Street, Horsham, RH12 1RB

MARCH 2026

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I INTRODUCTION

- I.1 This Planning Statement is submitted in support of a planning application to provide additional hotel bedroom accommodation at the Horsham North (Station) Premier Inn site. The proposal is for the partial demolition of the existing hotel restaurant to allow for the extension of the hotel, 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:
- PI Horsham Noise Impact Assessment rev00
 - PEAPRA - Premier Inn Horsham North - 39170538 -VI.1
 - P24-0548 - Drainage Strategy Report - AGP Horsham - Issue 1 - 04.02.26
 - CIL additional information form 1
 - BS5837 - Premier Inn Horsham North - Arbtech TSR 01 - 22.10.24
 - BS5837 - Premier Inn Horsham North - 39170538_TPP01_01 - 18-02-26
 - BS5837 - Premier Inn Horsham North - 39170538_AMS01_01 - 18-02-26
 - BS5837 - Premier Inn Horsham North - 39170538_AIA01_01 - 18-02-26
 - BNG Exemption statement - Premier Inn Horsham RH12 IRB - VI - 17.03.2026
 - BERS - Premier inn Horsham North (Horsham Station) hotel - RH12 IRB - 39170538 - VI.1
 - 6266-P3 Horsham PI Design and Access Statement
 - 2026-01-19 - PI Horsham North (Horsham Station) - TS02 – 8286
 - 2026-01-19 - PI Horsham North (Horsham Station) - TP02 – 8286
 - 2026_03_06_ROL01896 - Premier Inn 57 North Street Horsham DS Report
 - 1233-SW-02 2026-02-27
 - 1233-SW-01 2026-02-27
 - Heritage Statement
 - Sustainability Statement

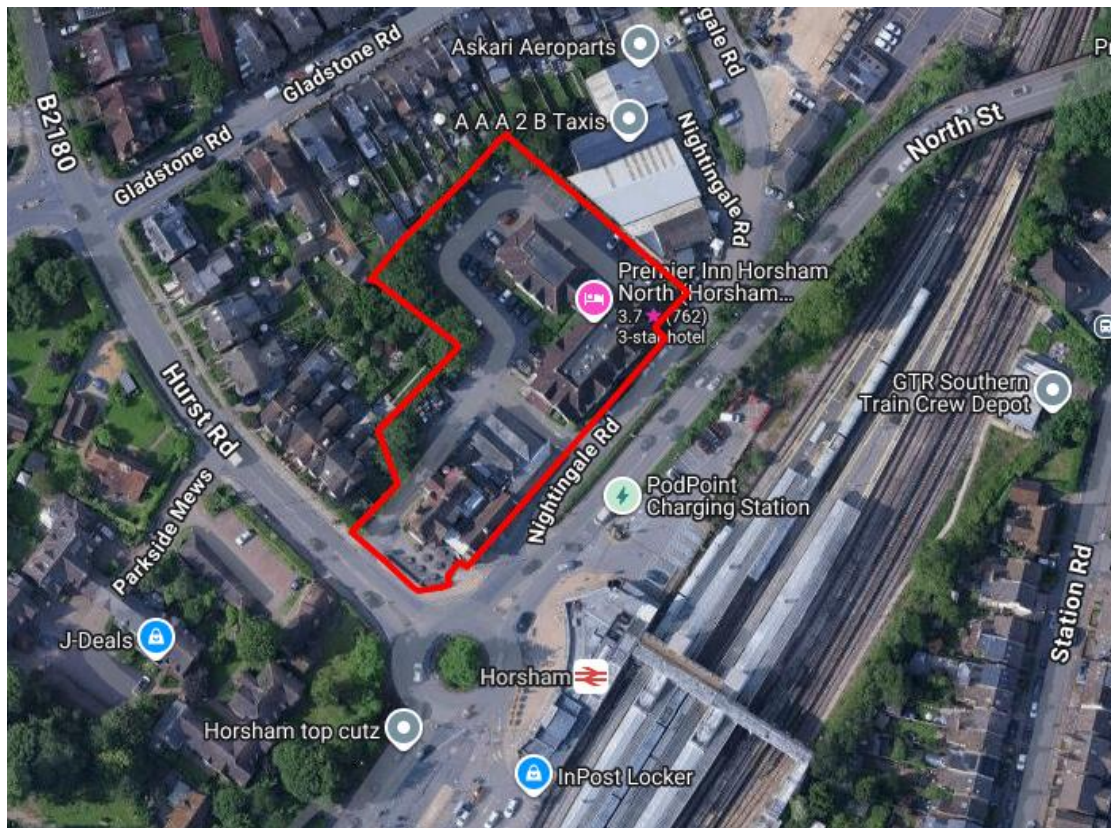
Drawings:

- 6266-PL-001-Location Plan
- 6266-PL-010-Existing Site Plan
- 6266-PL-011B-Proposed Site Plan
- 6266-PL-100-Existing Hotel Ground Floor Plan
- 6266-PL-101-Existing Hotel First_Second Floor Plan
- 6266-PL-102-Existing Hotel Roof Plan
- 6266-PL-103-Existing Restaurant Ground_Basement Plan
- 6266-PL-104-Existing Restaurant First_Second Floor Plan
- 6266-PL-105-Existing Restaurant Roof Plan
- 6266-PL-110C-Proposed Hotel Ground Floor Plan
- 6266-PL-111B-Proposed Hotel First_Second Floor Plan
- 6266-PL-112C-Proposed Hotel Roof Plan
- 6266-PL-200-Existing Restaurant Elevations
- 6266-PL-210F-Proposed Elevations
- 6266-PL-230B-Hurst Road Bay Study Elevation
- 6266-PL-310B-Proposed Sections
- 6266-PL-600-Proposed Cycle Store

- I.4 This Statement will describe the site and surroundings, explain the proposed development and assess it 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 Horsham North (Station) Premier Inn site (outlined in red below) is located in close proximity to Horsham Station, which lies to the south of the site and on the opposite side of Nightingale Road and North Street. An industrial estate is location to the north / northeast of the site, with residential development makes up the remaining surrounds.
- 2.2 The hotel's strategic position close to Horsham Town Centre and Railway Station makes it easily accessible and an attractive location to both leisure and business travellers.
- 2.3 The site currently consists of two buildings, a Beefeater restaurant to the south and Premier Inn hotel to the north. The hotel provides 64 hotel rooms, and both uses are supported by 64 on-site parking spaces (including 5 accessible spaces).
- 2.4 Vehicular access into the site is from Nightingale Road off of North Street. Visitors exit the site onto Hurst Road via a separate access.
- 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 on the site, nor is the site in a conservation area. However, there are a number of listed building adjacent to the site. Those relevant heritage assets are recognised and described in the accompanying Heritage Statement.
- 2.7 Six trees along the site's northwestern boundary are protected by Tree Preservation Order TPO/0610.



Aerial image of the site (outlined in red) (Google Imagery)



The restaurant (looking northeast from Hurst Road)

Relevant Planning History

- 2.8 Planning permission was granted in July 1990 for the erection of a 3-storey, 40 bedroomed Travel Inn hotel on the site (the hotel building).
- 2.9 In July 2007, planning permission was granted for a 3-storey link hotel extension to provide 27 new bedrooms.
- 2.10 In April 2011, planning permission was granted for alterations to create a new ancillary meeting room.
- 2.11 Pre-application advice (ref: PE/25/0030) was sought from the Council in December 2024 for the proposed development taking into account the heritage considerations of the site. The principle of development was considered acceptable, but design amendments were required, which the applicant undertook and shared with the Council.
- 2.12 Highways pre-application advice (PRE-71-25) was sought from WSCC – Highways Authority, a response was received in August 2025 which provided comments on access and parking, sustainable and active travel and trip generation. The Transport Statement has been prepared by RGP to address this response.

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 3-storey portion of the existing restaurant will be retained, with the 1 and 2-storey elements of the restaurant being demolished and replaced with a 3-storey hotel extension.
- 3.3 The new guest restaurant will be located partially in the retained restaurant building and partially in the new building.



Proposed Site Plan

- 3.4 The development will result in a total 96 hotel bedrooms on the site (an increase of 32).
- 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 the valleys of new extension's roof.
- 3.7 Kitchen supply and extract equipment will also be located within the valleys of new extension's roof.
- 3.8 Access to the site will remain the same, with 67 car parking spaces (a decrease of 1 space) provided post-development.
- 3.9 The proposals would be clad using two main materials; red brick in an English Bond, and heritage coloured render. 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 South Elevation

- 3.10 There will be one new UA bedroom in the new hotel extension. This will be located at ground floor level in close proximity to the main entrance and 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 Horsham District Planning Framework (2015), Horsham Blueprint Business Neighbourhood Plan and the National Planning Policy Framework (NPPF).

Horsham District Planning Framework (adopted 2015)

- 4.3 Policy 1 requires developments to contribute towards the delivery of sustainable development.
- 4.4 Policy 3 sets out the development hierarchy. Horsham, the location of the development site, is described as a main town within the district.
- 4.5 Policy 5 is a strategic policy promoting the prosperity of Horsham.
- 4.6 Policy 7 is a strategic policy promoting economic growth. It states that this will be achieved by the ‘*promotion of the district as an attractive place to stay and visit to increase the value of the tourism economy*’.
- 4.7 Policy 11 promotes the development of tourism and cultural facilities.
- 4.8 Policy 24 addresses environmental protection, expecting developments to minimise exposure to and the emission of pollutants including noise, odour, air and light pollution.
- 4.9 Policy 31 addresses green infrastructure and biodiversity. It states that development will be supported where it can demonstrate that it maintains or enhances the existing network of green infrastructure.
- 4.10 Policy 32 discusses the quality of new development. Developments are expected to have a high quality and inclusive design, complimenting the heritage of the district. As well as

contribute to a sense of place and optimise the potential of a site to accommodate development.

4.11 Policy 33 outlines the expected development principles. Stating that *'In order to conserve and enhance the natural and built environment developments shall be required to:*

- 1) Make efficient use of land, and prioritise the use of previously developed land and buildings whilst respecting any constraints that exist;*
- 2) Ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, for example through overlooking or noise, whilst having regard to the sensitivities of surrounding development;*
- 3) Ensure that the scale, massing and appearance of the development is of a high standard of design and layout and where relevant relates sympathetically with the built surroundings, landscape, open spaces and routes within and adjoining the site, including any impact on the skyline and important views;*
- 4) Are locally distinctive in character, respect the character of the surrounding area (including its overall setting, townscape features, views and green corridors) and, where available and applicable, take account of the recommendations/policies of the relevant Design Statements and Character Assessments;*
- 5) Use high standards of building materials, finishes and landscaping; and includes the provision of street furniture and public art where appropriate;*
- 6) Presume in favour of the retention of existing important landscape and natural features, for example trees, hedges, banks and watercourses. Development must relate sympathetically to the local landscape and justify and mitigate against any losses that may occur through the development; and,*
- 7) Ensure buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, unless this conflicts with the character of the surrounding townscape, landscape or topography where it is of good quality.*

Proposals will also need to take the following into account where relevant:

- 8) *Incorporate where appropriate convenient, safe and visually attractive areas for the parking of vehicles and cycles, and the storage of bins/recycling facilities without dominating the development or its surroundings;*
- 9) *Incorporate measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area; and create visually attractive frontages where adjoining streets and public spaces, including appropriate windows and doors to assist in the informal surveillance of public areas by occupants of the site;*
- 10) *Contribute to the removal of physical barriers; and,*
- 11) *Make a clear distinction between the public and private spaces within the site.'*

4.12 Policy 34 discusses cultural and heritage assets. This policy sets out requirements helping to protect the areas heritage assets and historical environment. These requirements include:

- 1) Making a positive contribution to the character and distinctness of an area,
- 2) Preserve and ensure a clear legibility of locally vernacular building forms and their settings, features, fabric and materials,
- 3) Retain and improve the setting of heritage assets.

4.13 Policy 35 addresses climate change, stating that, development will be supported where it makes a clear contribution to mitigating and adapting to climate change.

4.14 Policy 36 discusses appropriate energy use.

4.15 Policy 37 addresses sustainable construction.

4.16 Policy 40 discusses sustainable transport.

4.17 Policy 41 addresses parking.

Horsham Blueprint Business Neighbourhood Plan 2019-2036

4.18 Policy HB3 discusses the character of proposed development.

4.19 Policy HB4 addresses the design of proposed development.

4.20 Policy HB5 addresses energy efficiency and design.

- 4.21 Policy HB8 discusses sustainable tourism in Horsham.

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 and local businesses. 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 also results in all existing scattered trees, shrubs and hedgerow being retained and new soft landscaping.
- 5.3 As such, the proposed hotel works would bring economic, social and environmental benefits aligning with local and national policy provision.

Principle of Development

- 5.4 The site falls within the built-up area boundary (BUAB) of Horsham. The extension will also be situated on the partially demolished site of the existing restaurant within the curtilage of the existing hotel and will therefore 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 within walking distance of Horsham Town Centre. Additionally, the site is within close proximity of Horsham Station, providing good connectivity for tourists and visitors alike.
- 5.7 Whilst the application site is located outside of a town centre boundary, 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. These two topics are addressed below.

Design and Landscaping

- 5.8 The proposal is for an extension 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 provide a contemporary addition to the existing hotel and to enhance the street scene.
- 5.10 As set out within the Design and Access Statement, the architectural styles and materials draw directly from the existing building and surrounds and so would assimilate well into the local context.
- 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 report confirms that 18 individual trees and three groups of trees and one hedge were surveyed. The proposals would not result in the removal of any existing trees or hedgerow.
- 5.12 Protective measures have been detailed in the Arboricultural Method Statement order to safeguard the existing trees on site. No TPO'd trees would be impacted.
- 5.13 The proposed development does not impact on the RPA of any retained tree. 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. Additionally, excavations will be supervised by a specialist to ensure the health of the retained 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.
- 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 arboriculture features on the site. 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 below-ground drainage network, with an associated pumping station, prior to discharge to Southern Water's foul sewer.
- 5.20 Surface water is partially discharged to the existing soakaway and partially discharged to Southern Water's surface water sewer.
- 5.21 The site is located entirely within Flood Zone 1 and so 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. Roof water from the proposed extension and partial rerouting of roof water runoff from the existing hotel will be discharged to a below ground network. Run off from the proposed impermeable areas will be drained to the existing soakaway, removing existing connections to the foul water network. The proposals also include an attenuation tank, located beneath the car park to the west of the proposed extension. A catchpit chamber is proposed upstream of the attenuation tank. Additional details of this scheme can be found in the submitted Drainage Strategy.
- 5.23 In regard to the development's 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

and will have a beneficial impact on downstream drainage infrastructure. 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. National Rail services are available from Horsham Station, which is adjacent to the site, and connects to London Victoria, Gatwick airport, Peterborough, Portsmouth Harbour among others. Horsham Premier Inn is also well connected to the local bus network. 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 do not 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 Nightingale Road.
- 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 County 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 31 additional 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. The guidance also states that local circumstances should be taken into account.
- 5.31 The proposal will provide 67 car parking spaces post development. It is expected additional parking demand will be met through existing public car park provision.
- 5.32 Currently the site does not provide any cycle stands. The proposal includes provision for eight new cycle stands. 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, Bat Emergence and Re-Entry Surveys (BERS) and a Biodiversity Net Gain Exemption Statement 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 and BERS conclude that there will be no foreseen impacts upon priority habitats or protected species. No further surveys or licences are required.
- 5.37 A Biodiversity Net Gain exemption statement has been submitted with this application. All scattered tree, areas of introduced shrubs and existing ornamental hedgerow are being retained. Therefore, as less than 25sqm of area habitat and less than 5m of linear habitat is being affected the site is exempt from a 10% biodiversity net gain through de minimis exemption.
- 5.38 As such, the proposed development would not reduce existing habitat and would not have a detrimental impact on any protected species. Best practices would be followed 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

- 5.39 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.
- 5.40 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.

- 5.41 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.
- 5.42 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.
- 5.43 Additionally, where feasible Whitbread will incorporate a range of energy saving measures which have already been implemented throughout their estate.

Servicing and Amenity

- 5.44 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.
- 5.45 The site will continue to provide a secure refuse store, with separate bins allocated for general waste, glass waste and mixed dry recycling.
- 5.46 Delivery and service vehicles would continue to access the site via Nightingale Road 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.
- 5.47 The nearest residential properties to the proposed development lie immediately to the northeast and southeast. 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.
- 5.48 Additionally, a Daylight Sunlight Report has been submitted with this application and concludes that the proposed development achieves full compliance with the recommendations of the BRE Guidelines.
- 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 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 32-bedroom extension to the existing hotel, resulting in a total of 96 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 Working with the Council through its pre-app service, the extension 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 contemporary and good quality result. A detailed landscaping scheme has been submitted which would enhance the appearance of the site.
- 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 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.