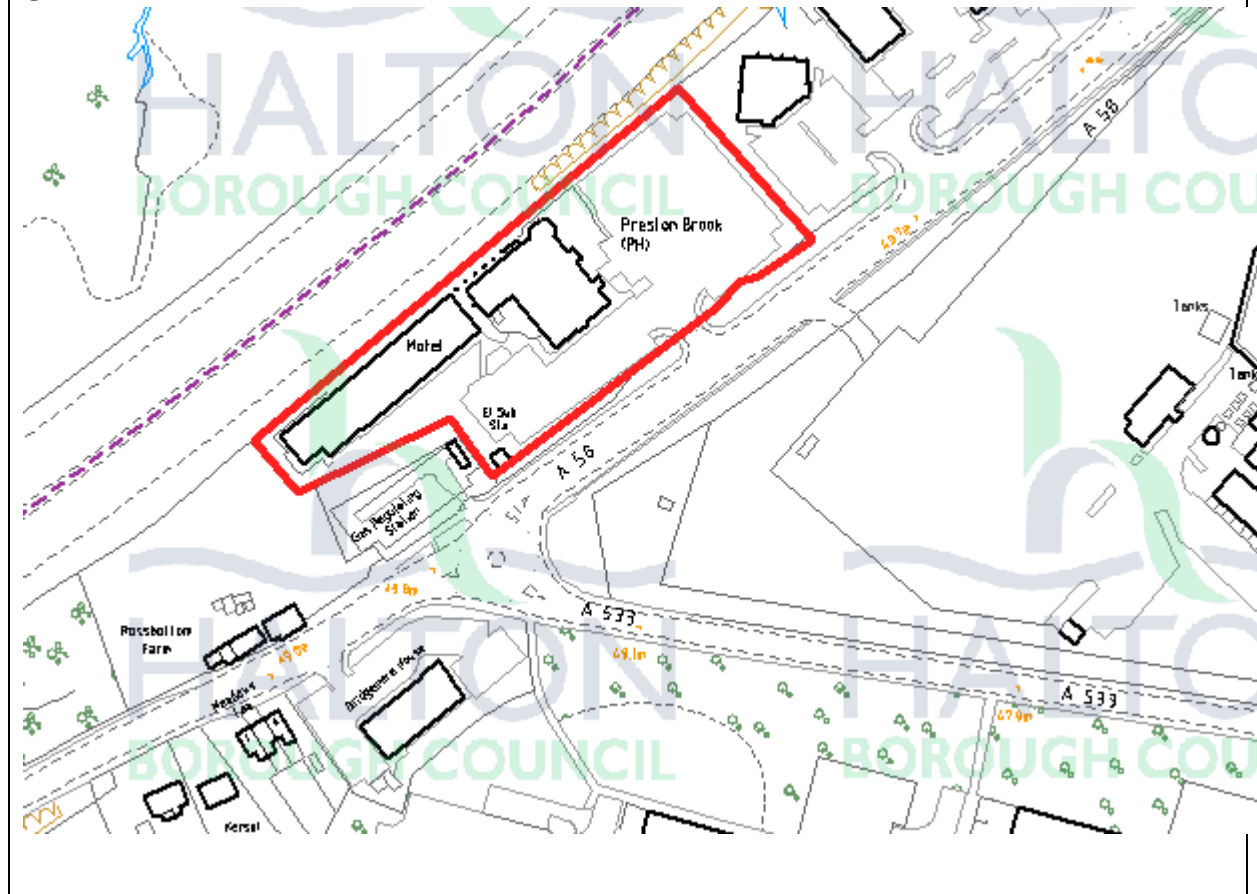


APPLICATION NO:	16/00027/FUL
LOCATION:	Premier Inn, Chester Road, Preston Brook, Runcorn, Cheshire, WA7 3BA
PROPOSAL:	Proposed two storey annexe extension to existing hotel to create an additional 27 letting rooms including ancillary services, car park alterations, cycle parking and internal alterations to the main hotel to create 2 new fully accessible rooms
WARD:	Daresbury
PARISH:	N/A
AGENT(S) / APPLICANT(S):	Miss Emma Warren, CBRE
DEVELOPMENT PLAN ALLOCATION:	National Planning Policy Framework (2012) Halton Unitary Development Plan (2005) Halton Core Strategy (2013)
DEPARTURE REPRESENTATIONS:	No Yes
KEY ISSUES:	Access, parking and Highway Safety
RECOMMENDATION:	Approval

SITE MAP



1. APPLICATION SITE

The Site and Surroundings

The Premier Inn site is on Chester Road (A533/A56). The Site forms part of the western boundary of Whitehouse Industrial Estate and is bound by commercial units to the north, east and south-east. Rosbottom Farm is located directly south of the Site.

The Site totals 0.80ha in size and also comprises a 'Beefeater Grill' pub and restaurant. Access to the Site, via the A56 (Chester Road), is shared with the Beefeater pub and restaurant.

Planning History

94/00365/FUL approved in 1994 for a two storey "Travel Inn" Hotel, with first floor business centre, single storey "Brewers Fayre" restaurant with bar area, children's "Fun Factory" play area, and first floor manager and assistant manager's accommodation.

07/00492/FUL approved in 2007 for a proposed two storey side extension to existing hotel.

08/00133/ADV approved in 2008 proposed erection of 2 No. internally illuminated totem signs, 1 No. internally illuminated logo sign and 1 No. non-illuminated wall mounted entrance sign.

14/00297/ADV approved in 2014 for the proposed installation of 1 no. internally illuminated pole sign 7 metres high.

2. THE APPLICATION

Documentation

The application has been submitted with the requisite planning application form, a full set of plans including a site plan, layout and elevations, supporting information including a planning statement and travel plan.

POLICY CONTEXT

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012 to set out the Government's planning policies for England and how these should be applied.

Paragraph 196 states that the planning system is plan led. Applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise, as per the requirements of legislation, but that the NPPF is a material consideration in planning decisions.

Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

Paragraph 14 states that this presumption in favour of sustainable development means that development proposals that accord with the development plan should be approved, unless material considerations indicate otherwise. Where a development plan is absent, silent or relevant policies are out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF; or specific policies within the NPPF indicate that development should be restricted.

Halton Unitary Development Plan

BE1 General Requirements for Development

BE2 Quality of Design

E3 Primarily Employment Area

E4 Complementary facilities within Primarily Employment Areas

TP6 Cycle Provision as Part of New Development

TP7 Pedestrian Provision as Part of New Development

TP12 Car Parking

TP14 Transport Assessments

TP15 Accessibility to New Development

TP17 Safe Travel for All

LTC9 Tourism Development

Halton Core Strategy Local Plan (2013)

The Core Strategy provides the overarching strategy for the future development of the Borough, in this particular case the following Policies are of relevance:

CS2 Presumption in Favour of Sustainable Development

CS5 A Network of Centres

CS15 Sustainable Transport

CS18 High Quality Design

CS19 Sustainable Development and Climate Change

Joint Waste Local Plan 2013

WM8 Waste Prevention and Resource Management

WM9 Sustainable Waste Management Design and Layout for New Development

3. CONSULTATION AND REPRESENTATION

The application has been advertised by means of a site notice, and neighbouring properties have been consulted via letter.

Consultation has been undertaken internally with the Highways and Environmental Health services.

The Highways Agency, National Grid and the Health and Safety Executive (via the PADHI+ app) have also been consulted.

No comments have been received from the Highways Agency. National Grid has identified that it has apparatus in the vicinity of the development and would like to be notified of the decision. The applicant will need to contact National Grid to discuss the works prior to starting development.

The Health and Safety Executive has been consulted through the PADHI + system which does not advise against the development.

ASSESSMENT

It is proposed to extend the hotel to increase the number of rooms from 61 to 88. This will be achieved through erecting a three storey stilted annex building in the north-eastern car park. The three storeys would comprise of undercroft car parking on the ground level and two floors of accommodation on the 1st and 2nd floors.

The annex will contain an additional 28 new bedrooms (loss of one in the main hotel through the alterations to achieve 2 Universal Access rooms) will result in 27 bedrooms being created in total. Proposals also comprise three linen rooms, a team (staff) room and a plant room.

Planning Policy

The site is identified in the Unitary Development Plan as falling within a 'Primarily Employment Area'. Policy E3 (Primarily Employment Area) states that development falling within Uses Classes B1 (Business), B2 (General Industry), B8 (Storage and Distribution) and Sui Generis industrial uses will be permitted in the Primarily Employment Areas identified on the Proposal Map.

Policy E4 (Complimentary Services and Facilities within Primarily Employment Areas) supports development that provides a service or facility, which is complementary to and compatible with the surrounding industrial uses and for which there is a demonstrable need.

The site is already in a hotel and pub/restaurant use. The proposal is therefore considered to be acceptable in principle.

A hotel use is considered to be a town centre use therefore policy CS5 of the Halton Core Strategy Local Plan is of relevance for new leisure uses. However, this is an existing hotel; therefore there are location specific needs for the extension to be at the existing Premier Inn as part of its future expansion plans in order to best provide for its customers.

The Site, in its current location is considered to be well placed for guest travel, being located in close proximity to several major highway links, including the M56, A56, A533, M53 and the M6 as well as Runcorn Town Centre. Additionally the site benefits from access to a range of public transport infrastructure.

From a review of the in centre and edge of centre sequentially preferable sites of Runcorn Town Centre, it has been identified that, in contrast to the application

Site, the Former Crossville Bus Depot is not available and that there are no other available, suitable or viable sites.

In summary, given that this is an extension to an existing site and that no other site would be sequentially preferable, the proposal is considered to comply with policy CS5.

Employment and Tourism Development

The proposed increase in bedrooms (27) will enable an additional 7 jobs to be created to ensure operating standards and customer experience is maintained. This will result in a total of 25 job positions at this Premier Inn site.

These additional jobs are likely to be filled from the local community who will be able to easily access the Site as their place of work and may utilise sustainable transport modes to travel to work, either through walking or public transport.

In the short term, construction jobs will be created in order to deliver the development both in terms of on site and also through the ordering and securing of materials and detailed designing of the extensions.

The proposed development will therefore support and enhance the job market within this area to the benefit of the community in which the Site is located.

Furthermore the proposed development would enhance tourism potential of the Borough by improving an existing hotel site and increasing provision of accommodation in accordance with policy LTC9 of the Unitary Development Plan.

Design and Layout

The proposed extension is a stilted annex which will be located in the centre of the north- eastern car park. Three existing bedrooms in the main hotel will be reconfigured to provide two Universal Access bedrooms. The annex will create accommodation over two floors providing an additional 28 family and double bedrooms. There will therefore be an increase of 27 bedrooms.

The hotel entrance lobby and reception is currently located at the northern end of the main hotel block. This access point will remain as existing. Resident's staying in the annex will be able to walk around the Beefeater restaurant on a pedestrian walkway to the main entrance. Additional linen rooms and a team room are proposed within the new extension in addition to a stairwell at the end of the new extension.

The proposal has been designed with consideration of the existing building, using similar materials. In selecting the materials for the development consideration has been made to the sustainable aspirations of the applicant and also timescale benefits that materials can deliver.

Overall the proposals are considered to fully support the high quality design standards required for new development are therefore in accordance with Core Strategy Policy CS18.

Parking and Highway Safety

The proposal is to maintain the existing access arrangements off Chester Road so as to ensure safe and convenient access for both guests and staff.

The existing car park provides a total of 141 parking spaces. The proposal will result in the loss of 2 parking spaces due to the siting of the stilted annex. The design of the extension has been configured in such a way to mitigate the car parking loss.

The layout of the revised car park will increase the number of disabled spaces from 7 to 9, whilst the existing pedestrian walkway across the car park will be retained. Additionally, cycle spaces are proposed in front of the hotel entrance where they are clearly accessible and benefit from natural surveillance, a condition is recommended for the details of these.

Three car parking spaces in front of the main hotel entrance are allocated as drop off bays which is an improvement on the current parking position.

Contaminated land, Flood Risk and Drainage

The site does not fall within an area identified as potentially contaminated, the applicant consulted with the Contaminated Land Officer prior to submitting the application, and it was decided that a contaminated land report was unnecessary.

The site fall within a strategic flood zone one therefore a flood risk assessment was not required for the proposal, any additional drainage details can be adequately dealt with by condition.

6.SUMMARY AND CONCLUSIONS

The overall design and appearance of the proposed hotel annex is considered to be acceptable, would be in keeping with the existing hotel and fully support the high quality design standards required for new development Core Strategy Policy CS18. The proposal is considered to comply with policy E4, by providing complementary facilities to business and industrial users within the Preston Brook Primarily Employment Area and beyond.

The proposal is to maintain the existing access arrangements off Chester Road so as to ensure safe and convenient access for both guests and staff. A total of 139 car parking spaces will be provided for the extended hotel and existing pub/restaurant. The access and parking is considered to be acceptable.

The proposed development could potentially enhance the tourism potential of the Borough by improving an existing hotel site and increasing provision of accommodation in accordance with policy LTC9 of the Unitary Development Plan.

it would also create employment opportunities by enabling an additional 7 jobs to be created.

7. RECOMMENDATIONS

That the application be approved subject to the following conditions:

1. Standard condition relating to timescale and duration of the permission.
2. Condition listing approved plans (BE1, BE2)
3. Submission of materials (BE2)
4. Details and provision of secure cycle parking (TP6)
5. Access and parking/layout, cycle parking provision to be implemented as approved (BE1)
6. Details of final drainage scheme (BE1)
8. Conditions specifying construction hours and hours of deliveries for building materials. (BE1)
9. Construction traffic management plan and wheel wash facilities (BE1)
10. Details of existing final site levels (BE1)
13. Submission of a green travel plan (TP16)

SUSTAINABILITY STATEMENT

As required by:

- Paragraph 186 – 187 of the National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2012.

This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.