

Our Ref: JM/KN0064/24

24 June 2024

Barnsley Metropolitan Borough Council
Planning and Building Control
PO Box 634
Barnsley
S70 9GG

via the Planning Portal

Dear Sir/Madam,

Application for Full Planning Permission
Premier Inn Hotel and Beefeater Restaurant, Meadowgate, Dearne Valley Parkway,
Wombwell, Barnsley, S73 0UN
Planning Portal Reference: PP-13142433

We are instructed by Premier Inn Hotels Ltd to submit a planning application in relation to the above site.

The application seeks full planning permission for:

'Conversion of existing hotel restaurant into additional hotel bedrooms and breakfast room, together with an extension and alterations to the building and associated works.'

The application has been submitted via the Planning Portal. In addition to the completed Forms and Certificate, the application is accompanied by the following:

- Location Plan;
- Existing Site Plan (Dwg no. SK1);
- Existing Ground Floor Plan (Dwg no. SK2);
- Existing First Floor Plan (Dwg no. SK3);
- Existing Elevations Sheet 1 of 2 (Dwg no. SK4);
- Existing Elevations Sheet 2 of 2 (Dwg no. SK5);
- Proposed Site Plan (Dwg no. SK301);
- Proposed Ground Floor Plan (Dwg no. SK302);
- Proposed First Floor Plan (Dwg no. SK303);
- Proposed Elevations Sheet 1 of 2 (Dwg no. SK304);
- Proposed Elevations Sheet 2 of 2 (Dwg no. SK305);



- Drainage Statement prepared by Booth King;
- Proposed Drainage GA (Dwg no. 15196 BKP XX XX DR C 0511 rev. C01) prepared by Booth King;
- Proposed Drainage Key Plan (Dwg no. 15196 BKP XX XX DR C 0510 rev. C01) prepared by Booth King;
- Sustainability Statement prepared by Whitbread;
- Transport Statement prepared by RGP; and
- Completed CIL Form.

The proposed development will not impact a priority habitat and will impact less than 25 sq.m of on-site habitat and less than 5m of on-site linear habitat. The proposed development is therefore below the threshold for mandatory Biodiversity Net Gain.

The Site and its Surroundings

The site comprises a Premier Inn hotel and a Beefeater restaurant with associated car parking and landscaping.

The hotel and restaurant occupy a part-one, part-two storey building, which encompasses the northern half of the site. The hotel provides a total of 63 bedrooms and has been previously extended. The restaurant is served by a children's play area and outdoor dining area to the south of the building. The building consists of red brick with areas of render, and brown window frames and doors.

The hotel and restaurant are served by 107 car parking spaces, including six disabled bays, situated to the south of the building. The car park is shared between the two uses. Vehicular access to the car park is taken from Meadowgate, to the north.

The hotel and restaurant are serviced at the northern side of the building, via a dedicated access from Meadowgate.

In terms of vegetation, there are generous areas of soft landscaping including trees, shrubs and amenity lawn areas across the site.

In terms of the surrounding area, there are employment units to the north and west of the site, beyond Newlands Way and Meadowgate. To the south and east, beyond Wath Road Roundabout and areas of greenspace, is housing.

The site is within 300m walking distance of three bus stops, providing services to Barnsley Town Centre, Chapeltown and Swinton.

According to the Development Plan for Barnsley, the site is within the Urban Fabric of Wombwell and the Dearne Valley Green Heart Nature Improvement Area. The site is not within or adjacent to a conservation area, and there are no listed buildings on or adjacent to the site.



According to Environment Agency (EA) data, the site is in a Flood Zone 1 and has a low risk of flooding from rivers and the sea. The site also has no identified risk of surface water flooding or flooding from other sources.

Planning History

In March 2007, the Council granted planning permission for the erection of a two-storey extension to the hotel to provide an additional 22 bedrooms, with alterations to the car park and access (LPA reference: 2007/0559).

The site has been the subject of other applications for minor forms of development and signage.

Proposed Development

Premier Inn has identified a considerable demand for additional accommodation at its Barnsley (Dearne Valley) hotel. This application therefore seeks full planning permission for the:

‘Conversion of existing hotel restaurant into additional hotel bedrooms and breakfast room, together with an extension and alterations to the building and associated works.’

The proposed development will meet Premier Inn’s operational requirements at this location, and will help to address the identified bedroom demand.

It is proposed to convert the existing Beefeater restaurant into hotel rooms and a breakfast room. An additional 23 bedrooms will be provided on site in addition to a breakfast room, which will be available for hotel guests only.

In order to facilitate the conversion, a number of alterations to the elevations of the restaurant will be carried out. These alterations are minor and consist of; (a) the removal of existing windows and doors on the northern, western and southern sides of the building; (b) the installation of new windows and doors to match the existing hotel and; (c) the infilling of openings with brick to match the existing building.

In addition to the elevational alterations, a single-storey extension to the eastern side of the restaurant will be erected. The extension will measure 20.2 sq.m GEA (15.5 sq.m GIA) and will be finished with materials to match the existing building. The extension will provide an internal corridor link between the existing hotel and the new bedrooms and breakfast room.

No alterations are proposed to the car park or the site’s access arrangements. The hotel’s servicing arrangements will remain unchanged.

Three new cycle stands, conveniently located near the hotel entrance, will be installed. The children’s play area and outdoor dining area to the south of the building will be landscaped with amenity lawn and new footpaths.



In regard to the proposal's foul drainage arrangements, the existing pop-up positions within the restaurant will be re-used for the breakfast room, and a new foul network system utilising a pump station will be installed for the new bedrooms. No changes are proposed to the site's surface water management regime.

Relevant Planning Policy

The Development Plan for the site comprises the Barnsley Local Plan, which was adopted in January 2019.

Barnsley Local Plan

Policy SD1 outlines the presumption in favour of sustainable development. The Policy states that the Council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Policy GD1 identifies the general principles for new development. Proposals for new development will be approved where, inter alia, there will be no significant adverse effect on living conditions; they include landscaping to provide a high quality setting; any adverse impact on the environment and waste and pollution is minimised and mitigated, and; adequate access is provided.

Policy L2 confirms the strategy for the location of new growth in the Borough. Priority will be given to development in Urban Barnsley followed by development in the principal towns, including Wombwell.

Policy E5 deals with tourism and cultural provision. The Council will promote tourism and encourage the growth and development of cultural provision by, inter alia, promoting the existing offer including accommodation.

Policy T3 relates to new development and sustainable travel. New development will be expected to, inter alia, be located and designed to reduce the need to travel; be accessible to public transport and meet the needs of pedestrians and cyclists; comply with the standards for parking and; provide a Travel Plan Statement or Travel Plan in accordance with national guidance.

Policy T4 deals with new development and transport safety. New development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement.

Policy D1 outlines the key design principles for new development. Amongst other criteria, the Policy states that development is expected to be of a high quality design and should respect, take advantage of and reinforce the distinctive, local character and features of Barnsley. Development should promote inclusive access; include high quality schemes of hard and soft landscaping; make the best use of high quality materials and; complement and enhance the character of existing places.



Policy CCI addresses climate change. Amongst other points, the Council will seek to reduce the causes of, and adapt to the future impacts of, climate change by giving preference to the development of previously developed land in sustainable locations; promoting sustainable construction techniques and; locating and designing development to reduce the risk of flooding.

Other Material Policy Considerations

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was updated in December 2023.

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 states that decisions should recognise and address the specific locational requirements of different sectors.

Government policy in relation to transport is provided in Chapter 9. Paragraph 115 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 would be severe.

Chapter 11 promotes the effective use of land. Paragraph 124 states, amongst other points, that planning decisions should promote and support the development of under-utilised buildings.

Chapter 12 seeks to achieve well-designed and beautiful places. According to paragraph 135, planning decisions should ensure that new development will, inter alia, function well and be sympathetic to local character.

Chapter 14 deals with meeting the challenge of climate change and flooding. Paragraph 157 states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. Amongst other points, the system should contribute to reductions in greenhouse gas emissions and encourage the reuse of existing resources, including the conversion of existing buildings.

Parking SPD

The Council adopted its Parking SPD in November 2019. The SPD supplements Policy T3 of the Barnsley Local Plan and contains recommended parking standards for development proposals. However, the SPD does not provide a recommended standard for hotel development.



Assessment

Principle of Development

The principle of development for additional hotel accommodation at the site has been previously accepted. In March 2007, the Council granted planning permission for the erection of a two-storey extension to the hotel to provide an additional 22 bedrooms, with alterations to the car park and access (LPA reference: 2007/0559). The principle of development for hotel accommodation on the site has thus been firmly established.

The site is a previously developed site in the principle town of Wombwell. It is a logical site for additional hotel accommodation, and the proposal is required to meet an identified demand. The proposal will promote and support the tourism industry, and secure the conversion of an existing building in an accessible location. To this end, the proposal complies with a number of the aims of Policies L2, E5 and CCI of the Barnsley Local Plan and the NPPF.

In order to accommodate the additional hotel bedrooms, the existing Beefeater restaurant will be converted and extended. Whilst the loss of the restaurant is regrettable, it is required to accommodate the additional bedrooms proposed without having an adverse impact on the amount of hotel car parking. The restaurant is not 'protected' in planning policy terms and is a Class E use which could be used for alternative purposes in any event.

Overall, the principle of development for the conversion and extension of the hotel restaurant to provide an additional 23 bedrooms and a breakfast room is considered to be acceptable.

Car Parking and Highway Considerations

The hotel and Beefeater restaurant are served by 107 car parking spaces, including six disabled bays. The car park is shared between the two uses.

The hotel, in its extended form, will continue to be served by the existing 107 car parking spaces, including six disabled bays. No alterations are proposed to the site's access or car parking arrangements.

With over 800 hotels in the UK, Whitbread is well-versed in providing appropriate levels of on-site car parking, without over or under provision. Sites are regularly surveyed to assess the adequacy of provision, since it is in the interests of the business to ensure its customers can park on site easily and safely.

The Council's Parking SPD does not provide a recommended car parking standard for hotel development. A Transport Statement thus accompanies the planning application. This presents the results of a car parking accumulation assessment at the site, utilising trip rates derived from comparable survey data. For the existing site, the assessment identifies a peak weekday accumulation of 59 parked cars, which represents an occupancy rate of 55% for the 107-space car park. With the development



in place, there is estimated to be a peak accumulation of 67 cars, equating to an occupancy rate of 63% for the 107-space car park.

The existing 107-space car park is therefore considered to be sufficient to accommodate the likely parking demand to be generated by the proposed development, offering spare capacity for any intermittent peaks on unusually busy days.

In regard to cycle parking, the Council's Parking SPD does not provide a recommended standard for hotel development. It is therefore proposed to install an additional three cycle stands in convenient proximity to the hotel entrance.

It is notable that Premier Inn operates a 'cycle friendly' policy which permits guests to store bicycles within their bedrooms. Therefore, in reality, cycle parking provision for the hotel will be much greater than the three additional spaces proposed.

Having regard to trip rates derived from comparable survey data, the proposed development is expected to result in a reduction of 202 two-way vehicle movements across the course of a typical day. The reduction is due to the proposed removal of the Beefeater restaurant.

The increase in bedrooms proposed will not result in a change to the hotel's servicing arrangements. Delivery and refuse collection vehicles will continue to service the hotel from the north, via Meadow Gate.

In summary, the existing car parking arrangement at the site is capable of accommodating the likely demands generated by the proposed development. Additional cycle parking spaces are proposed, and there will be an overall reduction in vehicular movements at the site. The proposed development is considered to be acceptable in transport terms, complying with the aims of Policies T3 and T4 of the Barnsley Local Plan and the NPPF.

Design and Amenity Considerations

In order to facilitate the additional hotel bedrooms and breakfast room, a number of alterations to the elevations of the restaurant are required. These alterations are minor and comprise; (a) the removal of existing windows and doors on the northern, western and southern sides of the building; (b) the installation of new windows and doors to match the existing hotel and; (c) the infilling of openings with brick to match the existing building.

In addition to the elevational alterations proposed, a single-storey extension to the eastern side of the restaurant will be erected. The extension will be minor in scale and will be finished with materials to match the existing building. It will provide an internal corridor link between the existing hotel and the new bedrooms and breakfast room.

The building, in its altered and extended form, will be in-keeping with the existing hotel, and will respect the character of the site. The proposed windows, door and brickwork will be of a high quality



and sympathetic to the character of the area, and will ensure an appropriate standard of amenity for guests.

Overall, the proposed alterations and extension are considered to be acceptable and in accordance with Policies GDI and DI of the Barnsley Local Plan and the NPPF.

Sustainability

The application is supported by a Sustainability Statement prepared by Whitbread.

The Statement identifies that during the construction phase of the development, locally sourced materials including recycled products will be utilised where possible, in addition to local labour. During the operational phase of the development, the hotel will function in line with Whitbread's Environmental Policy, which sets out an intention to minimise waste and recycle. A water meter will be utilised in addition to other water saving measures, and the energy saving measures outlined in Section 3.10 of the Statement will be utilised where feasible.

In addition to the aforementioned measures, the proposal will result in the sustainable conversion of an existing building, and will secure a reduction in vehicular movements and associated greenhouse gas emissions. The previously developed site is an accessible site and to this end, the proposed development is a sustainable development, complying with Policy CCI of the Barnsley Local Plan and the NPPF.

Flood Risk and Drainage

According to EA data, the site is in a Flood Zone 1 and has a low risk of flooding from rivers and the sea. The site also has no identified risk of surface water flooding or flooding from other sources. The location of the site is therefore considered to be appropriate for the proposed conversion and extension of the building, from a flood risk perspective.

The application is accompanied by a Drainage Statement prepared by Booth King. This confirms that there will be no alterations to the site's surface water management regime. In terms of foul drainage, the existing pop-up positions within the restaurant will be re-used for the breakfast room, and a new foul network system utilising a pump station will be installed for the new bedrooms. Due to the removal of the restaurant, it is calculated that the site's peak foul discharge will reduce from 1.49 l/s to 1.40 l/s.

Overall, the location of the site is acceptable in flood risk terms and the proposed drainage strategy will not increase the risk of flooding. There will be an adequate means of foul water disposal, as demonstrated. The proposed development is thus considered to comply with Policy CCI of the Barnsley Local Plan and the NPPF.



Conclusion

Full planning permission is sought for the conversion of the hotel (Beefeater) restaurant into hotel bedrooms and a breakfast room at the Premier Inn hotel in Wombwell, together with an extension and alterations to the building and associated works. Premier Inn has identified a considerable demand for additional accommodation at the site, and the proposal for 23 new bedrooms will help to address this demand.

The principle of development for the conversion and extension should be deemed acceptable, and the proposal is acceptable in all other planning aspects. The site is a suitable and logical location for additional hotel accommodation, and the application is in accordance with the Development Plan. Taking all of the above into account, it is respectfully requested that planning permission is granted without delay.

We trust that the information supplied is sufficient to enable the application to be validated and progressed. If you require any additional information or have any queries, then please do not hesitate to contact us.

Yours faithfully,



Jake McLeod MTCP MRTPI
Principal Consultant

