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**Our Ref: B0068/24**

24 July 2024

Hillingdon Council  
Civic Centre  
High Street  
Uxbridge  
UB8 1UW

via the Planning Portal

Dear Sir/Madam,

**Planning, Design & Access Statement**

**London Hayes (Hyde Park) Premier Inn, 1 Millington Road, Hayes, UB3 4AZ**

**Planning Portal Reference: PP-13274477**

We are instructed by Premier Inn Hotels Ltd to submit the following application for full planning permission in relation to the existing Premier Inn hotel at Millington Road, Hayes. Specifically, this application proposes:

*“External alterations to the existing hotel and restaurant building to provide additional bedrooms, reconfigured restaurant and all associated works”.*

The application has been submitted via the Planning Portal and in addition to the completed forms and requisite fee, it is accompanied by the following drawings and documents:

- This Planning, Design & Access Statement
- Location Plan
- Existing and Proposed Site Plans
- Existing and Proposed Elevations
- Existing and Proposed Floor and Roof Plans
- Drainage Strategy Report
- Noise Impact Assessment
- Sustainability Statement
- Transport Statement
- Fire Statement
- CIL Form



## **Introduction**

This application is submitted in relation to the Premier Inn hotel at Millington Road, Hayes. The application seeks planning permission for external alterations to the existing building to facilitate additional hotel bedrooms and a reconfigured restaurant.

## **Site and Surroundings**

The site comprises of a four-storey hotel building with undercroft car parking and ancillary Beefeater restaurant at ground floor level. Car parking and landscaping make up the remainder of the site, with the site's vehicular access to the south from Millington Road.



London Hayes (Hyde Park) Premier Inn (north elevation)



London Hayes (Hyde Park) Premier Inn (north elevation)

The site forms part of a wider business and industrial area, previously referred to as the Rackspace City Business Park or the Millington Road Industrial and Business Area (IBA).

Planning permission (ref: 22632/APP/2016/2369) for the erection of the 150-bed hotel and restaurant with associated parking, landscaping and ancillary development was granted in 2017.

The site is contained by North Hyde Road to the north, which is designated as a London Distributor Road, beyond which are residential dwellings. Millington Road runs to the south, east and west, beyond which are commercial buildings and car parking.

The site is located within Flood Zone I and is considered to be at low risk of flooding.

The building is not listed, and the site is not located within a conservation area. No listed buildings or their settings would be affected by the proposals.



Aerial image of the site outlined in red (Google)

## Proposal

Premier Inn Hotels has identified a demand for the provision of additional budget hotel accommodation in this location, having regard to the proximity of the site to Heathrow Airport, commercial/business uses, tourist and leisure attractions and its location on the road network. 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. In order to allow for this, external alterations are required and proposed.

At ground floor level, the restaurant area would be reconfigured and reduced in size to allow for additional hotel bedrooms. All upper floors would remain as existing.

The proposal would result in an increase in hotel bedrooms from 150 to 159. A restaurant would be retained on the ground floor for hotel guests.

Modest external alterations to the façade of the existing building are required in the way of new windows and doors to serve the new layout. Materials for these would match existing.

New plant to support the hotel use would be provided within a timber fenced enclosure to the east of the existing bin store.

The level of car parking (75 spaces) would remain the same.



## **Planning History**

The existing hotel and restaurant on the site were established by the granting of the planning permission ref. 22632/APP/2016/2369. The hotel is therefore fully established, with the requirement for additional rooms and a retained (albeit smaller) in keeping with the site's planning history and reflective of ongoing demand for additional rooms at this location.

## **Planning Policy**

The adopted development plan for the borough consists of the Hillingdon Local Plan Part 1 (2012), Local Plan Part 2 (2020) and London Plan (2021).

The National Planning Policy Framework (NPPF), amended in 2023, is also applicable to the scheme.

### NPPF 2023

Paragraph 3 states that the Framework should be read as a whole (including its footnotes and annexes).

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.

Chapter 9 sets out the Government's policy in relation to transport. Paragraph 116 explains that applications for development should create places that are safe, secure and attractive. Paragraph 115 confirms that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Chapter 11 relates to the effective use of land. Paragraph 124 explains that planning decisions should promote and support the development of under-utilised land and buildings.

Chapter 12 is concerned with creating well-designed and beautiful places. Paragraph 135 states planning decisions should ensure that new development adds to the overall quality of the area and is visually attractive as a result of good architecture, layout and appropriate and effective landscaping. It also confirms that development should be sympathetic to local character, and that development optimises the potential of the site to accommodate and sustain an appropriate amount of development.

### Hillingdon Local Plan

The Local Plan recognises the importance of the tourism economy to the borough in its opening sections. It predicts a requirement for an additional 3,800 – 5,600 hotel bedrooms between 2021 and 2026.



Policy BE1 requires a high standard of built design.

Policy EM8 seeks to avoid unacceptable levels of noise.

Policy TI promotes sustainable transport methods.

Policy DME 5 supports additional visitor accommodation in accessible, sustainable locations which does not have an adverse impact on neighbouring uses or occupants.

Policy DME 6 requires hotel development to have appropriate inclusive access.

Policy DME1 10 requires development to demonstrate appropriate water management.

Policy DMT 1 requires development to meet the transport needs of the development.

Policy DMT requires development to have an acceptable highways impact.

Policy DMT 6 requires an appropriate level of parking provision.

## **Planning Context**

### **Assessment**

#### Principle of Development and Design

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.

The proposed hotel extension into the restaurant area 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 additional hotel bedrooms would be on an existing hotel site and would make more efficient use of the site without needing to expand outside its curtilage.

As such, the proposed hotel extension would bring economic, social and environmental benefits.

The hotel operates viably and successfully in this location, whereas there is a lack of demand for a restaurant of the current size, hence the proposal for additional guest bedrooms and a smaller restaurant space. The principle of the hotel in this location has been long-established.

A hotel is classified as a town centre use which would normally require the sequential test to be passed. However, this is not a new hotel. It is an established hotel in a sustainable location which fulfils an important roadside function in providing overnight accommodation for business and leisure



travellers using the surrounding road network. The proposal seeks planning permission to facilitate works to allow for a modest increase in bedrooms to an existing successful hotel. An extension of this scale would not be built in isolation, A sequential test is not therefore considered necessary or appropriate in this instance.

National and local policies note the importance of tourism to local economies. With eating out and other incidental purchases (provisions, petrol, bus and train fares, local purchases at newsagents/chemists) the proposed development will increase the amount of spending in the area. Bringing more visitors to the area will, therefore, have a recognisable benefit on the local economy.

The external alterations are modest, appropriate and in-keeping with the existing building such that the building's character and appearance will not be adversely impacted.

The relevant local plan policies offer support for this development and contain nothing that indicate that planning permission should not be granted.

#### Transport and Parking

A Transport Statement, prepared by RGP, fully explores the parking provision on site as well as the wider transport issues. In summary, the site currently accommodates car parking spaces for 75 cars including 7 disabled bays. This number would remain the same.

Although the proposal would result in an increase in guest bedrooms but the same number of parking spaces, the parking demand would be offset by the smaller restaurant area which generates a higher parking demand.

A car parking survey was carried out on site, the full results of which can be found in the Transport Statement. The results of the survey conclude that the proposed car parking capacity is sufficient to cater to all parking demands and that it complies with all relevant policies and standards.

The site is located in a highly accessible location with well-established transport and highway. Budget hotels such as Premier Inn are generally more inclined to rely on access by private car than public transport, hence they are frequently located on or close by to main highway networks.

The site's existing access would remain unchanged. The existing arrangements for delivery and refuse collections etc. will remain unchanged.

#### Amenity

Hotels are not noisy land uses or inappropriate neighbours, especially when, like Premier Inn, the operators have a policy of refunding payments to guests whose sleep is disturbed or otherwise inconvenienced. As a result, the residential amenity of nearby houses will not be adversely affected by this development.



A Noise Impact Assessment is provided in support of the proposals which confirms that, with appropriate and the recommended mitigation, new and replacement plant would not impact the amenity of the hotel bedrooms or any neighbouring land uses.

### Sustainability and Design

A Whitbread Sustainability Statement is submitted, this sets out wider sustainability credentials relating to the construction of the hotel, the waste management strategy; cooking methods; water saving features; energy-saving measures; and other sustainability features.

### Drainage

A Drainage Strategy Report is included with this application.

As the proposed development comprises of an internal conversion and external alterations only, there is no change to the impermeable area or surface water drainage on site.

A pre-development sewer capacity enquiry has been submitted and a response from Thames Water to confirm that the public sewer system has capacity to accommodate additional foul flows from the development is due. It is anticipated that Thames Water will not raise any concerns regarding the capacity of the existing foul sewer network.

Subject to confirmation from Thames Water, the Drainage Strategy Report concludes “*that it will be possible to dispose of surface & foul water runoff from the development without increasing the level of flood risk to the site or neighbouring properties. Therefore, the scheme can be considered acceptable in terms of drainage strategy and flood risk.*”

### Fire

A Fire Statement is also submitted. This confirms that:

*“...the fire safety provisions of the proposed development are commensurate with the requirements of London Plan Policy D12 and Policy D5 and provide the basis for meeting the functional requirements of the Building Regulations.”*

### **Conclusion**

We consider that this development offers an opportunity for both economic and sustainable development in a well-established and highly suitable location.

There is considerable policy support for this development and there are no policies contained within the local development plan that would seek to restrict a development of this nature in this location; this coupled with the sustainable and established location of the site means that the development is fully development plan compliant.

Considering all of the above and in line with the National Planning Policy framework we urge that planning permission is granted without delay.

I trust that the information supplied is sufficient to enable the application to be registered and progressed. However, if you require any additional information or you have any queries then please do not hesitate to contact me.

Yours faithfully,



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