



WHITBREAD PLC



Premier Inn London Hayes, Heathrow (Hyde Park)

TRANSPORT STATEMENT

**for Proposed Hotel Extension
on behalf of Whitbread Group PLC
2024/7980/TS01**

DOCUMENT CONTROL

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for Proposed Hotel Extension

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1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the London Hayes, Heathrow (Hyde Park) Premier Inn, Millington Road, Hayes, London, UB3 4AZ ("the site").
- 1.1.2 The existing site comprises a 150-bedroom Premier Inn hotel and associated Beefeater restaurant (approximately 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 75 vehicles for the shared use of the hotel and restaurant.
- 1.1.3 A plan illustrating the existing site layout is attached hereto at **Appendix A**.
- 1.1.4 The proposals involve a net 9-bedroom extension to the existing hotel, resulting in a total of 159 bedrooms, with 75 car parking spaces post-development. The additional hotel bedrooms would be facilitated through the conversion of the existing branded restaurant. Access would continue to be afforded from Millington Road as per the existing arrangements.
- 1.1.5 As part of the proposals, the associated Beefeater restaurant would be removed, and a guest 'Breakfast Room' delivered to accommodate guests' morning meals. It should be noted this would not generate any external trade.
- 1.1.6 A plan illustrating the proposed site layout is attached hereto at **Appendix B**.
- 1.1.7 Whilst the proposals would increase the number of guest bedrooms, any additional trips as a result of the proposals would be offset by the fact that the separate branded restaurant would be removed – this would also compensate for any additional car parking demand from external visitors the associated restaurant currently generated above those from hotel guests.

1.2 RGP & Whitbread Operations

- 1.2.1 RGP is retained as Whitbread's Highway Consultant having been involved in new build and extension projects across the Whitbread estate throughout the United Kingdom (UK).
- 1.2.2 As a result, RGP has a wealth of survey data in relation to trip generation and parking demand for existing sites throughout the UK. This data is therefore used, in part, to determine the likely operation of the proposals in highways and transport terms post-development. The full details of which are included within this Transport Statement.

1.3 Report Structure

- 1.3.1 This Transport Statement has been prepared to support the proposals and evaluates the key highways and transport related matters. This report comprises the following sections:
 - **Section 2 – Policy Context:** details pertinent national and local policies;

- **Section 3 – Baseline Conditions:** provides an overview of the existing situation at the site, including the local highway network and accessibility via sustainable modes of travel;
- **Section 4 – Trip Generation:** details the existing trip generation associated with the site as a whole, including hotel- and restaurant-specific trips, provides a forecast in these terms for the site post-extension;
- **Section 5 – Parking Arrangements:** outlines the existing utilisation of the car park at the site, followed by the implications of the proposals in these terms when considering the overall increase in bedrooms, with relevant reference to the locally adopted parking standards for such developments;
- **Section 6 – Access, Layout and Servicing:** outlines the access strategy and internal layout of the site in the context of vehicle movements and general parking provision, considering any alterations as a result of the proposals and the residual impact of the scheme upon servicing activities at the site; and
- **Section 7 – Summary and Conclusions:** provides a concise set of conclusions and an overall summary of report findings.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 The 'National Planning Policy Framework' (NPPF) details the government's planning policies for England and how these are expected to be applied.

2.1.2 In considering development proposals Paragraph 114 states "*in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensure that:*

- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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 46; 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."*

2.1.3 Paragraph 115 states "*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.*"

2.2 The London Plan

2.2.1 London Plan Policy T1 (Strategic Approach to Transport) confirms "*all development should make the most effective use of land, reflecting its connectivity and accessibility by existing future public transport, walking and cycling routes, and ensure that any impacts on London's transport network and supporting infrastructure are mitigated.*"

2.2.2 Policy T4 (Assessing and Mitigating Transport Impacts) confirms "*development proposals should reflect and be integrate with current and planned transport access, capacity and connectivity (. . .) the cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*"

2.2.3 Policy T6.4 (Hotel and Leisure Uses Parking) confirms "*in CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs (. . .) in locations of PTAL 0-3, schemes should be assessed on a case-by-case basis.*"

2.2.4 Policy T7 (Deliveries, Servicing and Construction) confirms "*development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street.*"

3 BASELINE CONDITIONS

3.1 Site Location

3.1.1 The site is located on Millington Road, in the town of Hayes, in the London Borough of Hillingdon. The site location and local convenience services and public transport stops are illustrated in the figure below.

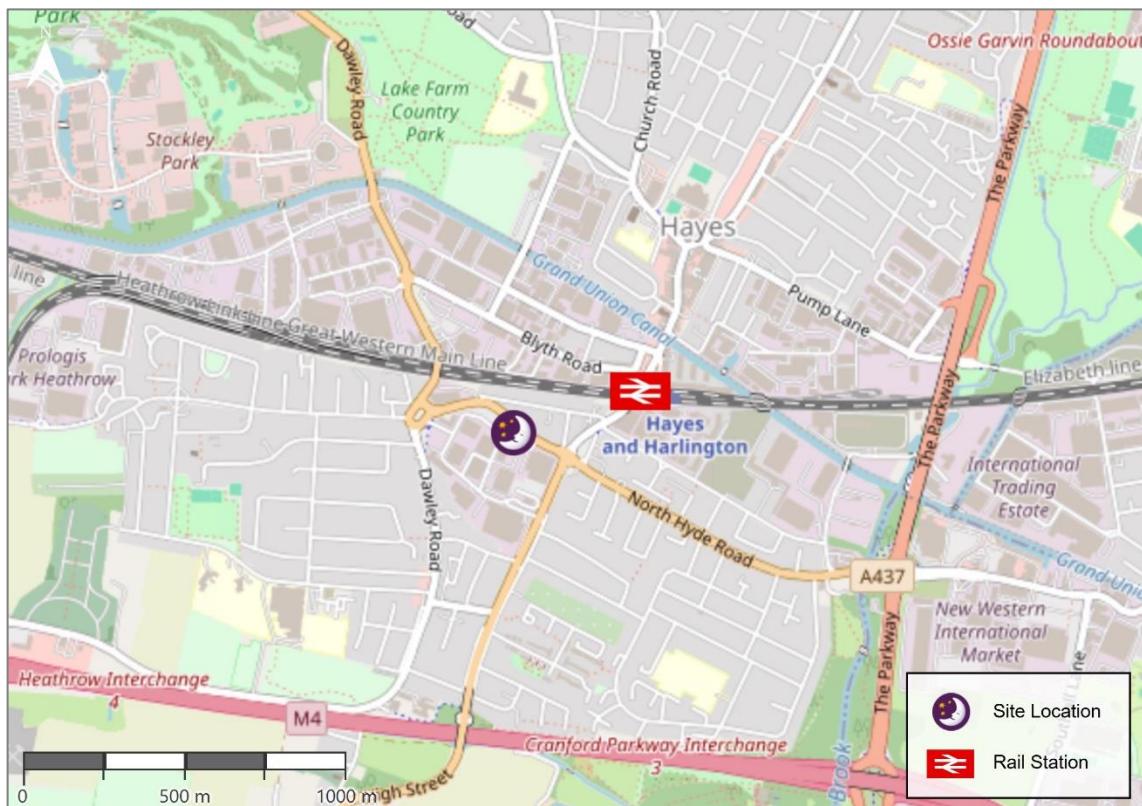


Figure 1 Site Location Plan

3.1.2 As illustrated in the figure above, the extents of the site are predominantly commercial (with the adjoining retail park) and residential, with footways providing connectivity to local convenience provision and public transport stops on North Hyde Road, Station Road and Hayes and Harlington station.

3.1.3 The site is located close to the M4 and Heathrow Airport, and therefore is likely to benefit from a degree of pass-by trade associated with guests on an existing pre-determined journey.

3.2 Accessibility by Sustainable Modes

Active Travel

3.2.1 Active travel is the most important mode of travel at the local level offering the greatest potential to replace short car trips and yield numerous personal benefits such as health and fitness improvement, as well as complementing a positive impact from an environmental standpoint.

- 3.2.2 The local footway network is of sufficient quality to benefit from dropped kerbs, tactile paving, formal and informal transition points and lighting.
- 3.2.3 The site is located close to a Transport for London cycleway that connects West Kilburn (east) and Drayton Garden Village (west).

Public Transport

- 3.2.4 The site achieves a Transport for London 'Public Transport Accessibility Level' (PTAL) of 5, and therefore is considered to realise good public transport accessibility.
- 3.2.5 The site is located close to Transport for London bus stops on North Hyde Road. Services comprise:
 - U5 – York Road $\leftarrow \rightarrow$ Blyth Road.
- 3.2.6 Additional services can be boarded at Station Road. Services comprise:
 - 90 – Northolt Station $\leftarrow \rightarrow$ Feltham Leisure West.
 - 140 – Millington Road $\leftarrow \rightarrow$ Long Elmes.
 - 195 – Romney Road $\leftarrow \rightarrow$ Brentford County Court.
 - 278 – Heathrow Central Bus Station $\leftarrow \rightarrow$ Ruislip Manor.
 - 350 – Millington Road $\leftarrow \rightarrow$ Heathrow Terminal 5.
 - 696 – Conway Drive $\leftarrow \rightarrow$ Hume Way.
 - 698 – Ferrers Avenue $\leftarrow \rightarrow$ Ickenham Station.
 - E6 – Greenford Broadway $\leftarrow \rightarrow$ Bull Bridge Tesco.
 - H98 – School Road $\leftarrow \rightarrow$ Wood End Green Road.
 - N140 – Heathrow Central Bus Station $\leftarrow \rightarrow$ Long Elmes.
 - U4 – Prologis Park $\leftarrow \rightarrow$ Belmont Road.
- 3.2.7 The above bus services could be utilised by staff and guests to travel to and from the hotel.
- 3.2.8 The closest National Rail station is Hayes and Harlington. Services comprise:
 - Four trains per hour to Heathrow Terminal 4.
 - Two trains per hour to Heathrow Terminal 5.
 - Two trains per hour to Reading.
 - Two trains per hour to Maidenhead.

- Two trains per hour to Shenfield.
- Eight trains per hour to Abbey Wood.

3.2.9 The above rail services could be utilised by guests to travel to and from the hotel.

3.3 Taxi

3.3.1 For guests requiring a taxi, a freephone is available within the hotel reception area and will automatically connect to a local operator.

3.4 Summary

3.4.1 The site is located close to Heathrow Airport and is therefore likely to provide overnight accommodation for those travelling to and from the Airport.

3.4.2 It is considered guests', and staff alike, would arrive at and depart from the site by public transport, given the sites PTAL 4 score and connections to Heathrow Airport and Central London.

3.4.3 However, some guests', such as those with heavy luggage, may arrive at and depart from the site by a vehicle i.e. taxi or private vehicle.

4 TRIP GENERATION

4.1 Context

4.1.1 While the Trip Rate Information Computer System (TRICS) is considered the industry standard tool for deriving trip generation, in RGP's experience this data is often not representative of Premier Inn sites. Hotels within the TRICS database often contain 'other' on-site uses (i.e. conference and leisure facilities), which can make the data unrepresentative of a hotel which does not contain such facilities.

4.1.2 RGP's bespoke trip rates were applied and accepted by the local authority as part of the site's original planning permission (22632/APP/2016/2369). These established trip rates are therefore re-applied below to determine the net impact of the proposals.

4.2 Independent Traffic Surveys

4.2.1 RGP commissioned independent traffic surveys at Whitbread hotel / restaurant sites to establish vehicle trip rates and parking demand at comparable Premier Inn sites. A full schedule of the surveyed sites is attached hereto at **Appendix C** for reference, which reflects the established trip rates as part of the original planning consent.

4.2.2 The surveys comprised the following scope:

- All surveys undertaken between 07:00 and 23:00 – with parking beat counts at 15-minute intervals.
- All vehicle arrivals and departures (to include occupants' purpose of visit i.e. hotel, restaurant or other) were recorded.
- A record of the number of hotel bedrooms occupied each survey night – to enable all results to be factored to reflect full room occupancy.

4.2.3 The surveys allow for separate hotel and restaurant (where a hotel is co-located with an on-site restaurant) vehicle trip rates. TRICS is not able to distinguish a separate trip rate for hotel and restaurant elements, and therefore RGP's bespoke data has a high level of accuracy when establishing trip generation and parking demand at Premier Inn sites.

4.3 Trip Rates

4.3.1 The hotel and restaurant trip rates from the independent traffic surveys are set out in the figure below, with consideration given to the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours on the local highway network, alongside a daily total.

Time Period	Hotel Vehicle Trip Rate			Restaurant Vehicle Trip Rate		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.03	0.10	0.14	0.002	0.002	0.004
PM Peak	0.07	0.05	0.12	0.073	0.029	0.102
Daily	0.70	0.69	1.40	0.530	0.550	1.080

Figure 2 Hotel and Restaurant Vehicle Trip Rates

4.3.2 RGP has successfully used the bespoke data to support planning applications across the Whitbread estate, notably, to support the approved planning application (ref. 22632/APP/2016/2369) for the London Hayes, Heathrow (Hyde Park) in 2016.

4.3.3 The trip rates are therefore considered appropriate in determining the existing and proposed vehicle trip generation at the site and are attached hereto at **Appendix C** and **Appendix D** for reference.

4.4 Existing

4.4.1 The figure below summarises the existing vehicle trip generation at the site associated with the 150 hotel bedrooms and Beefeater branded restaurant (approximately 200 covers).

Time Period	Hotel Vehicle Trip Rate			Restaurant Vehicle Trip Rate		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	5	15	21	-	-	1
PM Peak	11	8	18	15	6	20
Daily	105	104	210	106	110	216

Figure 3 Existing Trip Generation

4.4.2 The existing site could generate in the order of 22 two-way movements across the AM peak, 38 across the PM peak and a total of 416 across the course of a 'typical day'.

4.5 Proposed

4.5.1 The figure below summarises the proposed vehicle trip generation at the site, allowing for the proposed net 9-bedroom extension and conversion of the existing branded restaurant.

Time Period	Hotel Vehicle Trip Rate			Restaurant Vehicle Trip Rate		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	5	16	22	-	-	-
PM Peak	11	8	19	-	-	-
Daily	111	110	223	-	-	-

Figure 4 Proposed Trip Generation

4.5.2 The proposals could generate in the order of 22 two-way movements across the AM peak, 19 across the PM peak and a total of 223 across the course of a 'typical day'.

4.6 Net Impact

4.6.1 The figure below summarises the net trip generation impact of the proposals.

Time Period	Trip Generation Net Impact		
	Arrivals	Departures	Two-way
AM Peak	+ / - 0	+1	+0
PM Peak	-14	-5	-19
Daily	-100	-104	-203

Figure 5 Net Impact

4.6.2 The net impact of the proposals is a decrease in two-way movements across the course of a 'typical day' in the order of 203 movements. The decrease anticipated is as a result of the removal of the associated restaurant and replacement with an internal guest 'Breakfast Room' which would not generate external trade.

4.6.3 It is considered the additional hotel bedrooms would not necessarily attract new guests, but rather provide overnight accommodation for people making a pre-determined trip to the local area, and therefore, any additional trips to the hotel would not necessarily be 'new' to the public transport or local highway network.

5 PARKING ARRANGEMENTS

5.1 Existing Car Parking

5.1.1 The existing site provides a total of 75 car parking spaces for the shared use of the 150-bedroom hotel and associated Beefeater restaurant.

5.1.2 On-site parking is for the shared use of the hotel and restaurant. The two land uses operate in a complementary manner with the associated peaks in parking demand for each land use nonconcurrent. Hotel guests typically arrive through the afternoon / evening, and depart during the morning, whilst restaurant peaks typically occur at mealtimes – this therefore facilitates the shared use of the car park.

5.2 Proposed Car Parking

5.2.1 The proposals would offer 75 spaces post-development, as illustrated in the proposed Site Plan attached hereto at **Appendix B**.

5.3 Car Parking Standards

5.3.1 Car parking standards are contained within the 'London Plan', as summarised in the table below.

Use Class	Car Parking Standard
Hotel	In CAZ and locations of high PTAL, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

Figure 6 Parking Standards

5.3.2 As summarised in the table above, there is no prescribed car parking standard, however given the high PTAL location parking provision should be limited to operational need. The following Sections of this Transport Statement given consideration to an appropriate provision of parking.

5.4 Parking Demand Assessment Context

5.4.1 It is important to understand the anticipated parking demand likely to be generated by the site pre- and post-development in the context of the parking standards as outlined above.

Site Parking Survey

5.4.2 A week-long parking survey was also undertaken at the site, capturing demand between Monday 13th May and Sunday 19th May 2024. The full results of this survey are attached hereto at **Appendix E** for reference.

5.4.3 The parking survey identified a peak weekday accumulation of 66 parked cars at 19:00 on Tuesday 14th May which represents an occupancy rate of 88% in the context of the existing 75 spaces available.

5.4.4 When assessing the results record sheet attached hereto at **Appendix E**, it is noted that hotel room occupancy was generally high across the survey period which hence demonstrates the robustness of the results.

5.5 Existing Parking Demand

5.5.1 The figure below illustrates the existing parking demand at the site, as based on the site parking survey as detailed above.

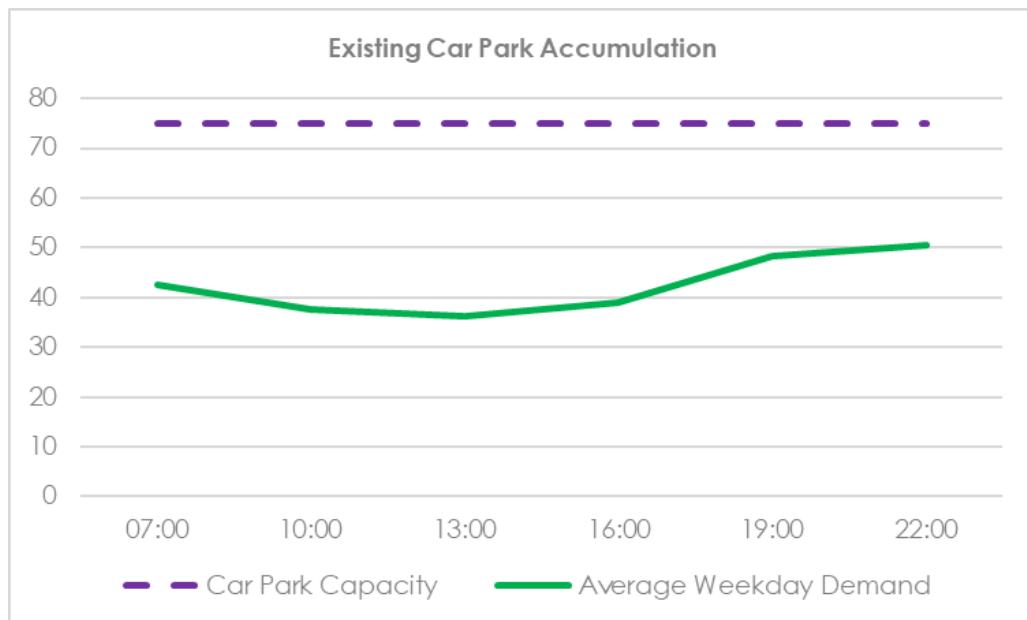


Figure 7 Existing Parking Demand

5.5.2 As illustrated in the figure above, the maximum average weekday parking demand is 51 parked cars at 22:00 which represents an occupancy rate of 68% in the context of the existing 75 spaces available.

5.5.3 It is therefore demonstrated the existing car park has sufficient capacity to accommodate the proposals, with it considered the removal of the associated restaurant will further decrease parking demand and provide additional capacity to support any additional demand from the proposals.

5.6 Cycle Parking

5.6.1 Cycle parking standards are contained within the 'London Plan', as summarised in the table below.

Use Class	Cycle Parking Standard
Hotel	Long-stay: 1 space per 20 bedrooms Short-stay: 1 space per 50 bedrooms

Figure 8 Cycle Parking Standards

5.6.2 As summarised in the table above, the proposals are below the required quantum to provide additional long- or short-stay cycle parking.

5.6.3 It is important to also note that Premier Inn hotels operate a 'cycle friendly' policy, permitting guests to store bicycles within their bedrooms, if preferred, which therefore increases the effective capacity for spaces at the development.

6 ACCESS, LAYOUT AND SERVICING

6.1 Access

6.1.1 All vehicular traffic currently access the site via Millington Road, and would continue to do so post-development.

6.2 Layout

6.2.1 Although minor alterations are proposed, the fundamental layout of the site would remain as existing, with all vehicles able to enter and egress the site in forward gear, including the use of the formally marked car parking spaces. Delivery and servicing activities would take place in a consistent manner with the existing procedures within the site curtilage.

6.3 Delivery / Servicing Activity

6.3.1 Whitbread sites containing a Premier Inn hotel and branded restaurant are served by a combined 14 servicing vehicles per week, as summarised in the table below.

Servicing Type	Weekly Visits	Typical Duration
Linen	1	30-minutes
Food	3	40-minutes
Beverage	1	45-minutes
Refuse / Recycling	3	20-minutes

Figure 9 Existing Weekly Servicing Requirements

6.3.2 It is not considered that the additional hotel bedrooms would require an increase in the size or frequency of servicing vehicles, with any additional demand met through existing visits.

6.3.3 As noted, delivery and service vehicles would continue to access the site via Millington Road and undertake deliveries and refuse collections within the site curtilage.

6.3.4 The site would continue to provide a secure refuse store which is designed to be lockable with sufficient drainage points. Bins are allocated for general waste, glass waste and mixed dry recycling. No increase in the frequency of refuse collections would be required post-development.

7 SUMMARY AND CONCLUSIONS

7.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the London Hayes, Heathrow (Hyde Park) Premier Inn, Millington Road, Hayes, London, UB3 4AZ ("the site").

7.1.2 The existing site comprises a 150-bedroom Premier Inn hotel and associated Beefeater restaurant (approximately 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 75 vehicles for the shared use of the hotel and restaurant.

7.1.3 The proposals involve a net 9-bedroom extension to the existing hotel, resulting in a total of 159 bedrooms, with 75 car parking spaces post-development. Access would continue to be afforded from Millington Road as per the existing arrangements.

7.1.4 As part of the proposals, the associated Beefeater restaurant would be removed, and a guest 'Breakfast Room' delivered to accommodate guests' morning meals. It should be noted this would not generate any external trade.

7.1.5 Whilst the proposals would increase the number of guest bedrooms, any additional trips as a result of the proposals would be offset by the fact that the separate branded restaurant would be removed – this would also compensate for any additional car parking demand from external visitors the associated restaurant currently generated above those from hotel guests.

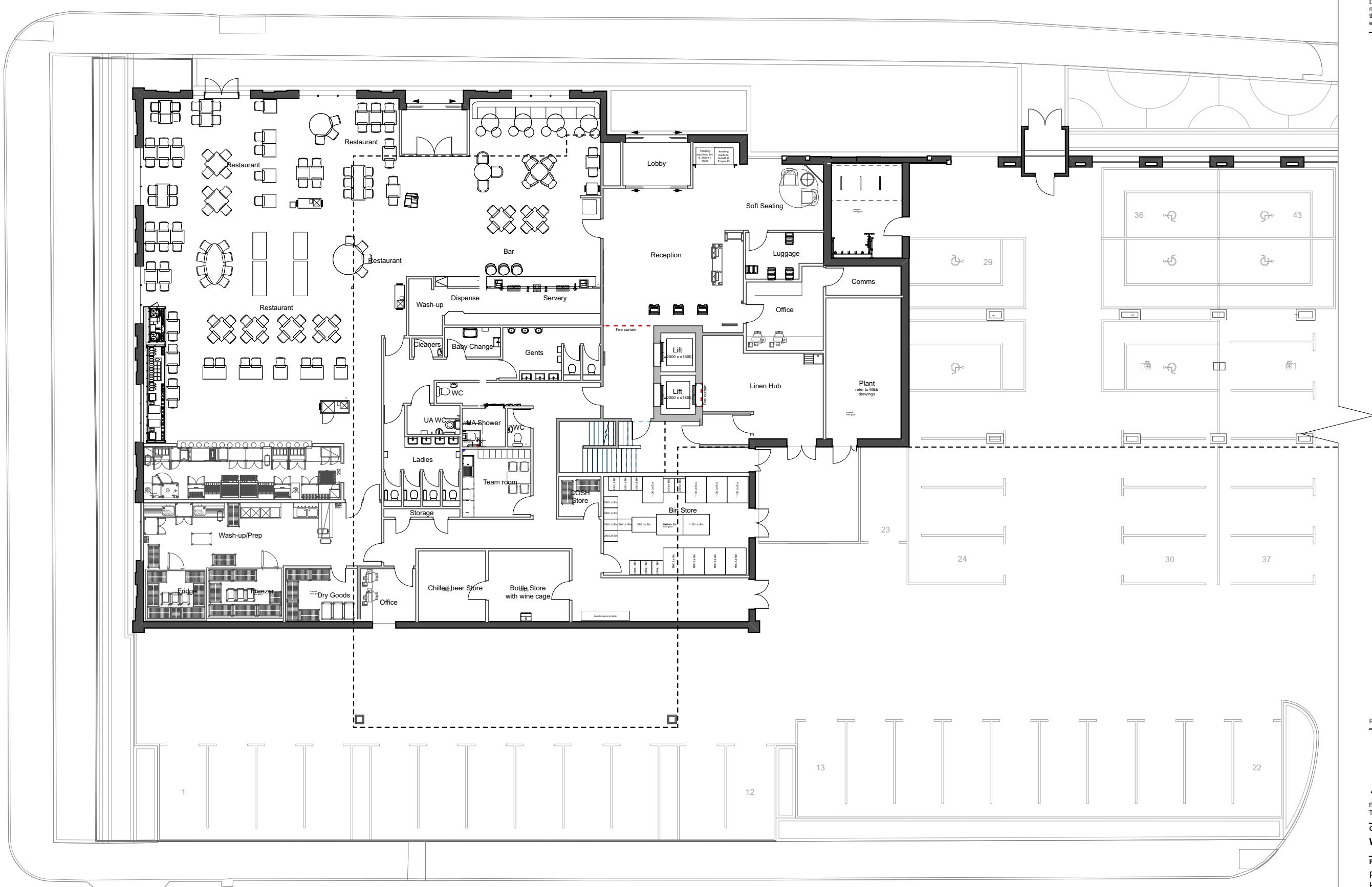
7.1.6 RGP makes the following conclusions from the information and assessments contained within this report:

- The existing site could generate in the order of 22 two-way movements across the AM peak, 38 across the PM peak and a total of 416 across the course of a 'typical day'.
- The proposals could generate in the order of 22 two-way movements across the AM peak, 19 across the PM peak and a total of 223 across the course of a 'typical day'.
- The net impact of the proposals is a decrease in two-way movements across the course of a 'typical day' in the order of 203 movements.
- In light of the assessments undertaken, the proposed 75 parking spaces would be sufficient to accommodate the likely parking demand to be generated post-development.
- The internal site layout would continue to provide sufficient space for delivery vehicles to manoeuvre, and vehicles to enter and egress parking spaces.
- The size and frequency of delivery vehicles to the site would not increase post-development.

7.1.7 As a result of the data and evidence presented within this Transport Statement, London Borough of Hillingdon is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.



APPENDIX A



1 EXISTING GROUND FLOOR PLAN
Scale: 1:200

Rev Date Description By Chk
AXIOM ARCHITECTS
 Barn A Addlepool Business Centre Clyst St George Exeter EX3 0NR
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Client

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Drawing
 EXISTING GROUND FLOOR PLAN

Scale Date Drawn Checked
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Drawing No.

Revision

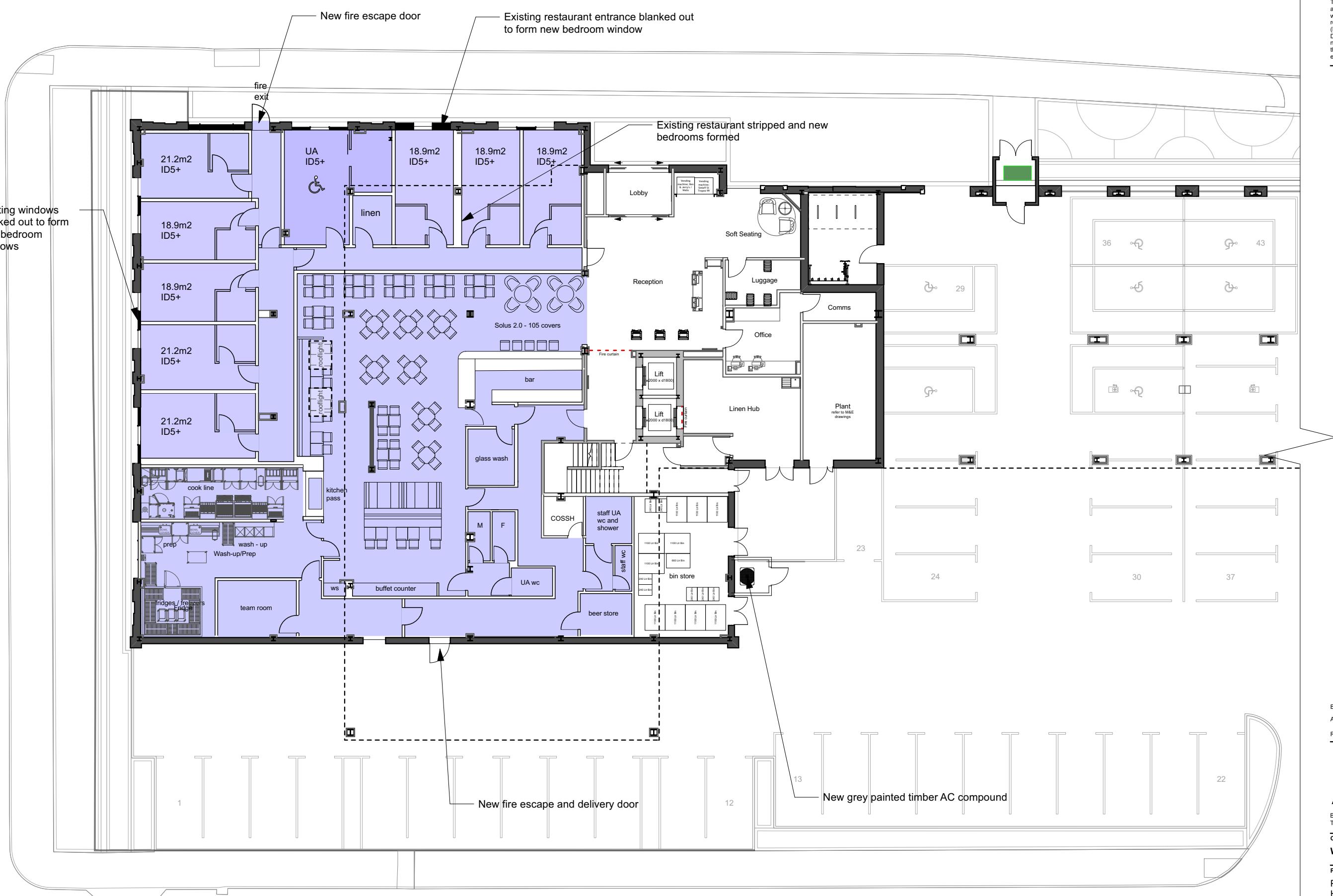
6270-PL- 100

Status
 PLANNING





APPENDIX B



1 PROPOSED GROUND FLOOR PLAN
Scale: 1:200

B 12/07/24 External fire escape door relocated; RW
A 27/06/24 AC compound added; RW
Rev Date Description By Chk



Barn A Addlepool Business Centre Clyst St George Exeter EX3 0NR
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Client

WHITBREAD GROUP PLC

Project
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Drawing
PROPOSED GROUND FLOOR PLAN

Scale Date Drawn Checked
1:200@A3 26/03/24 IB PM
Drawing No. Revision

1:200@A3 26/03/24 IB PM



APPENDIX C

PREMIER INN PARKING STUDY – OUTER LONDON

Survey Sites

London Kew Bridge (TW8 0BB)

London Wimbledon South (SW19 2RF)

London Edgware (HA8 5AQ)

Trip Rates

Time Period	Hotel Vehicle Trip Rate		
	Arrivals	Departures	Two-way
AM Peak	0.03	0.10	0.14
PM Peak	0.07	0.05	0.12
Daily	0.70	0.69	1.40

Figure 1 Premier Inn – Outer London Trip Rates

Trip Generation

Existing

The above Trip Rates have been applied to the existing 150-bedroom London Hayes, Heathrow (Hyde Park) Premier Inn.

Time Period	Hotel Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak	5	15	21
PM Peak	11	8	18
Daily	105	104	210

Figure 2 London Hayes, Heathrow (Hyde Park) Premier Inn Trip Generation (Existing)

Proposed

The above Trip Rates have been applied to the proposed 159-bedroom London Hayes, Heathrow (Hyde Park) Premier Inn.

Time Period	Hotel Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak	5	16	22
PM Peak	11	8	19
Daily	111	110	223

Figure 3 London Hayes, Heathrow (Hyde Park) Premier Inn Trip Generation (Proposed)



APPENDIX D

WHITBREAD RESTAURANT TRIP RATES

Survey Sites

Enfield (EN3 7XY) – Table Table

Ilford (IG4 5BG) – Beefeater

Romford (RM1 3EN) – Table Table

Trip Rates

Time Period	Restaurant Vehicle Trip Rate		
	Arrivals	Departures	Two-way
AM Peak	0.002	0.002	0.004
PM Peak	0.073	0.029	0.102
Daily	0.530	0.550	1.080

Figure 1 Whitbread Restaurant Trip Rates

Trip Generation

Existing

The above Trip Rates have been applied to the existing Beefeater restaurant at the London Hayes, Heathrow (Hyde Park) site.

Time Period	Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak	-	-	1
PM Peak	15	6	20
Daily	106	110	216

Figure 2 London Hayes, Heathrow (Hyde Park) Beefeater Trip Generation (Existing)



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Proposed

As the Beefeater restaurant will be removed and replaced with a guest 'Breakfast Room', no additional restaurant trips will be generated as part of the proposals beyond those of the additional rooms.



APPENDIX E

Premier Inn



Parking Survey 2024

- Hotel Name – London Hayes, Heathrow (Hyde Park)
- Total Number of Hotel Bedrooms – 150
- Total Number of Car Park Spaces - 75

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
07:00	36	38	55	44	39	49	37
10:00	35	34	42	32	43	36	41
13:00	39	39	36	37	35	34	33
16:00	37	42	37	40	35	38	43
19:00	48	66	50	48	44	44	39
22:00	57	59	61	45	39	52	41
Number of hotel rooms sold	144	129	106	120	129	140	132

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