



PLANNING STATEMENT

on behalf of

P & S HOTELIERS LTD

In support of an application to redevelop the existing vacant club/pub site to accommodate a 106-room hotel over 7 storeys with associated public amenity and parking; basement level to provide 21 parking spaces with 1 x designated disabled bay and a delivery bay; coach lay-by area located directly in front of the main entrance

At:-

**560 Sipson Road
West Drayton
Middlesex
UB7 0JD**

References:

CTP Ref. JCC/6291
Date: August 2022

CONTENTS

- 1.0 Introduction
- 2.0 The Site and Surroundings
- 3.0 Planning History
- 4.0 The Proposal
- 5.0 Relevant Planning Policy
- 6.0 Planning Assessment
- 7.0 Conclusion

1.0 INTRODUCTION

- 1.1 Cunnane Town Planning LLP have been commissioned to produce a Planning Statement in support of a planning application submitted to the London Borough of Hillingdon Council to redevelop the existing vacant club/pub site to accommodate a 106-room hotel over 7 storeys with associated public amenity and parking; basement level to provide 21 parking spaces with 1 x designated disabled bay and a delivery bay; coach lay-by area located directly in front of the main entrance at 560 Sipson Road, West Drayton, Middlesex UB7 0JD.
- 1.2 This statement is submitted in support of the planning application and should be read in conjunction with the other reports that accompany this application:-
- Design and Access Statement
 - Access Management Plan
 - Energy and Sustainability Statement
 - Air Quality Assessment
 - Fire Statement
 - Drainage & SUDs
 - Arboricultural Impact Assessment
 - Ecology
 - Bird Impact Assessment
 - Travel Plan, Transport Statement and Waste Management Plan
 - Written Scheme of Investigation
 - Noise Impact Assessment
- 1.3 This planning statement describes the application site and surroundings and sets out the planning history before undertaking an assessment of the proposal in relation to the relevant development plan policies and guidance, including the London Borough of Hillingdon Local Plan 2020, Parts 1 and 2, The London Plan 2021 and government guidance in the National Planning Policy Framework (NPPF) 2021. This statement addresses the development proposals as shown and has been prepared having regard to the drawings listed in the Design and Access Statement.
- 1.4 It is concluded that the development proposals are a sustainable form of development, in accordance with the development plan, and should benefit from the National Planning Policy Framework presumption in favour of planning approval being granted without delay.

2.0 THE SITE AND SURROUNDINGS

- 2.1 The application site is a roughly triangular shaped 0.27 ha plot of land situated approximately 0.5km north of Bath Road and the northern perimeter of Heathrow Airport. The land is bounded to the northeast by Sipson Road and to the south, east and west by the Park Inn Hotel and its associated car parking areas.
- 2.2 The surrounding area is characterised by hotel development, as there is easy access to the Airport by road, with hotels utilising shuttle buses and courtesy cars in addition to the availability of public service buses. There are pockets of residential development in the nearby area, but the nearest residential dwellings are situated 150m to the east of the application site. Sipson Road is a single carriageway road and is, for the most part, provided with double yellow line parking restrictions to ensure the free-flow of traffic. The site achieves a PTAL rating of Level 3 'Moderate', with a good frequency of bus services within easy walking distance of the application site, providing links to Heathrow Airport and to the underground and rail services there and to other local and national bus services from the airport and along Bath Road. The best-served bus stop in the area is situated 400m south of the site and is served by route numbers 105, 111, 140 and 285, each running approximately every 10 minutes.
- 2.3 The site is within Flood Zone 1.

3.0 PLANNING HISTORY

- 3.1 A search of the LBH website has disclosed the following records of planning applications submitted in relation to the site:

REF: 829/APP/2016/3167

PROPOSAL: Redevelopment of the site to accommodate a 7 storey 108 room hotel incorporating breakfast area and working/living zone at ground floor level; a basement level with associated parking; and external landscaping works including provision of parking, servicing areas, and planting.

DECISION: Approved

DECISION DATE: 20/06/2017

REF: 829/APP/2015/4725

PROPOSAL: The redevelopment of the site to accommodate a 6-storey, 90-room hotel with a basement level and associated parking, breakfast area, bar and landscaping.

DECISION: Approved

DECISION DATE: 03/03/2016

REF: 829/APP/2013/1618

PROPOSAL: The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4-storey, 54-room hotel with associated parking and landscaping.

DECISION: Approved

DECISION DATE: 20/11/2013

REF: 829/F/84/0371

PROPOSAL: Erection of a screen wall and beer store.

DECISION: Approved

DECISION DATE: 19/04/1984

4.0 THE PROPOSAL

- 4.1 This proposal is for the redevelopment of the site to accommodate a 106-room hotel over 7 storeys, with associated public amenity and parking. There will also be a basement level which will provide 21 parking spaces with 1x designated disabled bay and a delivery bay. There is also a coach lay by area which is located directly in-front of the main entrance.

5.0 RELEVANT PLANNING POLICY

5.1 The development plan for this site comprises The London Plan 2021 and the Hillingdon Local Plan 2020, Parts 1 and 2. The following policies from the development plan are:

- London Plan Policies E10, SD7, T2, T4, T5, SI1, SPG Control of Dust and Emissions during Construction, G1, G2, G5, G6, G7; SI2.
- London Borough of Hillingdon Local Plan 2020, Part 1, Policies EM2 and EM7.
- London Borough of Hillingdon Local Plan 2020, Part 2, Policies DME5 and DME6; Policies DMHB 10, 11 and 11(B); Policies DMT 4, 5 and 6; Policies DMEI 2, DMEI 3 and DMEI 7.
- NPPF Paragraph 11

5.2 *The London Plan Policy E10 A, C, G, H:*

Policy E10 - Visitor infrastructure

A

London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport taking into account the needs of business as well as leisure visitors.

C

A sufficient supply and range of serviced accommodation should be maintained.

G

In outer London and those parts of inner London outside the CAZ, serviced accommodation should be promoted in town centres and within Opportunity Areas (in accordance with the sequential test as set out in Policy SD7 Town centres: development principles and Development Plan Documents) where they are well-connected by public transport, particularly to central London.

H

To ensure sufficient choice for people who require an accessible bedroom, development proposals for serviced accommodation should provide either:

Hillingdon Local Plan 2020, Part 2 - Policies DME 5 and 6

Policy DME 5: Hotels and Visitor Accommodation

The Council will support a range of visitor accommodation, conference and related uses in accessible sustainable locations, as defined in the Site Allocations

and Designations document, subject to:

- i) A high standard of building and site design, including landscaping and placement of signage that makes a positive contribution to local amenity and the streetscape;
- ii) Provision of an accessible layout and rooms in accordance with Policy DME 6: Accessible Hotels and Visitor Accommodation; and
- iii) No adverse impact on nearby land uses or on the amenity of either adjoining occupants or proposed occupants by virtue of noise, lighting, emissions, privacy, overlooking, any other potential nuisance, parking or traffic congestion.

Policy DME 6: Accessible Hotels and Visitor Accommodation

A) In order to ensure that inclusive access has been incorporated into the proposal from the onset, the Council will require:

- i) all proposals to meet the requirements of the Accessible Hillingdon SPD;
- ii) a Design and Access Statement to be submitted with the planning application; and
- iii) For proposals of ten rooms or more, an Accessibility Management Plan should be submitted with the planning application.

B) For proposals of 10 rooms or more, the Council will require 10% of hotel rooms to meet wheelchair accessibility standards. In particular, accessible rooms should:

- i) be located along accessible routes, close to lifts on upper floors and close to the reception on the ground floor;
- ii) be situated so that they have equal access to views enjoyed from standard bedrooms; and
- iii) provide appropriate facilities for a wide range of disabilities.

National Planning Policy Framework 2021 – Paragraph 11

5.3 The NPPF is also a material consideration. Paragraph 11 of the Framework is relevant in this case:

11. Plans and decisions should apply a presumption in favour of sustainable development.

For plan-making this means that:

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure;

improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.0 PLANNING ASSESSMENT

Principle of Development

- 6.1 The existing premises have been vacant for many years, and the principle of demolition and replacement by a hotel has been accepted by the grant of the previous planning permissions relating to this site. The Planning Officer's report for the application under Council reference 829/APP/2013/1618 concludes that *"it is not considered on balance there is robust sustainable development reasons to resist the change of use"* (from D1 use to C1).

Standard of Accommodation

- 6.2 Whilst there are no specific planning standards for the quality of hotel accommodation, the development will provide suitably sized rooms and ancillary facilities, which will ensure the long-term viability of the proposed use. Please refer to the Access Management Plan and the Design and Access Statement submitted with the application.

Design, Scale and Massing

- 6.3 Please refer to the Access Management Plan submitted with this application which demonstrates that the proposal accords with Policies DME 5 and 6 of the Hillingdon Local Plan 2020, Part 2. The proposal also complies with London Plan Policy E10 A, C, G and H as follows;

A – the proposal will provide visitor accommodation well connected by public transport, meeting the needs of business as well as leisure visitors.

C – the proposal will make a contribution to serviced accommodation in London.

G – the proposal will make provision in outer London.

H – the proposal will provide a choice of visitor accommodation in Hillingdon.

- 6.4 The proposed height of the building, at 7 storeys high, is compatible with the surrounding area and will result in no material visual impact. The Park Inn Hotel varies between 4-6 storeys and there are no other structures in the area that might be overshadowed or overlooked by the proposed building. The development is therefore considered compliant with Hillingdon Local Plan 2020, Part 2, Policies DMHB 10 and 11.
- 6.5 The proposed development will comprise a building where design is enhanced by the use of colour in the form of a series of panels (refer to Design and Access Statement). This will serve to create visual interest without being obtrusive and is considered in accordance with the Council's aims of modernising and improving business areas such as this. The scheme is considered to comply with Policy DMHB 11.

Access, Parking and Servicing

- 6.6 Proposed Access - Vehicle and pedestrian access to the development will be taken from Sipson Road. 2 Car lifts will be provided to allow cars to enter and exit the basement car parking area.

Car Parking - A total of 23 car parking spaces will be provided for the development. 3 of the car parking spaces are designated as disabled parking bays. 5 spaces will have active electric vehicle charging points installed.

Cycle parking - The current cycle parking standards are set out in the London Plan 2021 in Table 10.3. For long stay parking 1 space is required per 20 bedrooms and for short stay parking 1 space is required per 50 bedrooms. Therefore, a total of 7 cycle parking spaces will be provided (5 long-stay and 2 short-stay).

Coaches and Taxis - Coaches and taxis will be able to enter the forecourt to the front of the site to collect and drop-off guests. Coaches will book drop-off and collection time with the hotel management team to ensure that only 1 coach is on site at any time. Large coaches will be informed to approach the hotel from the north and leave heading south.

Active Travel - It has been identified that the application site is accessible by a variety of sustainable transport modes. The site is located within walking and cycling distance of local facilities and shops.

Trips - It has been demonstrated that the site is likely to generate a maximum of 52 two-way vehicle trips in any one hour.

The previously approved scheme suggested that there would be up to 59 two-way trips during the peak hours, and we suggest that this would be an absolute maximum number of trips.

In summary we are satisfied that the development can be safely accommodated without detriment to vehicle flows or pedestrian and cyclist safety on the local highway network.

The proposal is therefore in accordance with development plan policies:

- London Plan T2, T4, T5
- London Borough of Hillingdon Local Plan 2020, Part 2 Policy DMT4, DMT5, DMT6.

Amenity, Privacy and Outlook

- 6.7 There would be no detrimental impact on local residents as there are none within 100m of the application site. Also, the development will be no closer than 20m away from the Park Inn Hotel and so it is unlikely to cause harm to the outlook and daylight available to those hotel rooms. The proposed development is therefore considered to comply with Policy DMHB 11(B).

Other Matters***Airport Safeguarding***

- 6.8 The development would not conflict with aircraft safeguarding criteria. See Bird Impact Assessment submitted with this application.

Arboricultural and Ecological Impact

- 6.9 The site, as existing, comprises a large area of hardstanding. There are no trees on the site and there is little or no vegetation. There are, however, a number of trees in the vicinity of the site which may be affected by proposed development. An Arboricultural Impact Assessment, is submitted in support of the application, and demonstrates that there will be no detrimental impact upon these trees. An ecology report is submitted with this application and deals with ecology issues. The application is therefore considered to comply with Policies EM2 and EM7 of the Hillingdon Local Plan 2020, Part 1, Policy DMEI 7 of the Hillingdon Local Plan 2020, Part 2, and London Plan Policies G1, 2, 5, 6 and 7.

Waste Management and Recycling

6.10 Refuse Storage Area

The refuse storage area is identified on the plans located within the ground floor level.

Access and Pulling Distances

The maximum distances that refuse operatives should be required to wheel container, measures from the furthest point within the storage/ collection area to the loading position at the back of the vehicle which is 20 metres; this is achievable from the refuse storage area.

For the Hotel it is envisioned that a private waste collection company will be used, this will be confirmed once the hotel operators are confirmed.

Renewable Energy and Sustainability

- 6.11 The application is supported by an Energy Statement demonstrating compliance with relevant policies SI2 of the London Plan and DMEI 2 and 3 of the Hillingdon Local Plan 2020, Part 2.

Flooding, Drainage and Contamination

- 6.12 According to the Environment Agency, the application site is situated within Flood Zone 1, and so there are no concerns relating to potential flooding of the site. Surface water will be dealt with appropriately, as demonstrated by the Drainage Strategy submitted in support of the application.

Noise and Air Quality

- 6.13 A suitable specification of noise insulation, glazing and ventilation will ensure that guests are protected from external noise sources and the air quality is maintained, as demonstrated by the Air Quality Assessment. The Air Quality report submitted with the application demonstrates compliance with London Plan Policy SI1 and SPG entitled "Control of Dust and Emissions during Construction".

7.0 CONCLUSION

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that developments which accord with the development plan are approved unless material considerations indicate otherwise. This advice is reflected in para 11c of the NPPF. This planning statement demonstrates that the proposal accords with the development plan and material considerations in the form of the NPPF. There are no material considerations which would indicate that the development plan should be set aside. In conclusion therefore planning permission should be granted for the scheme without delay.