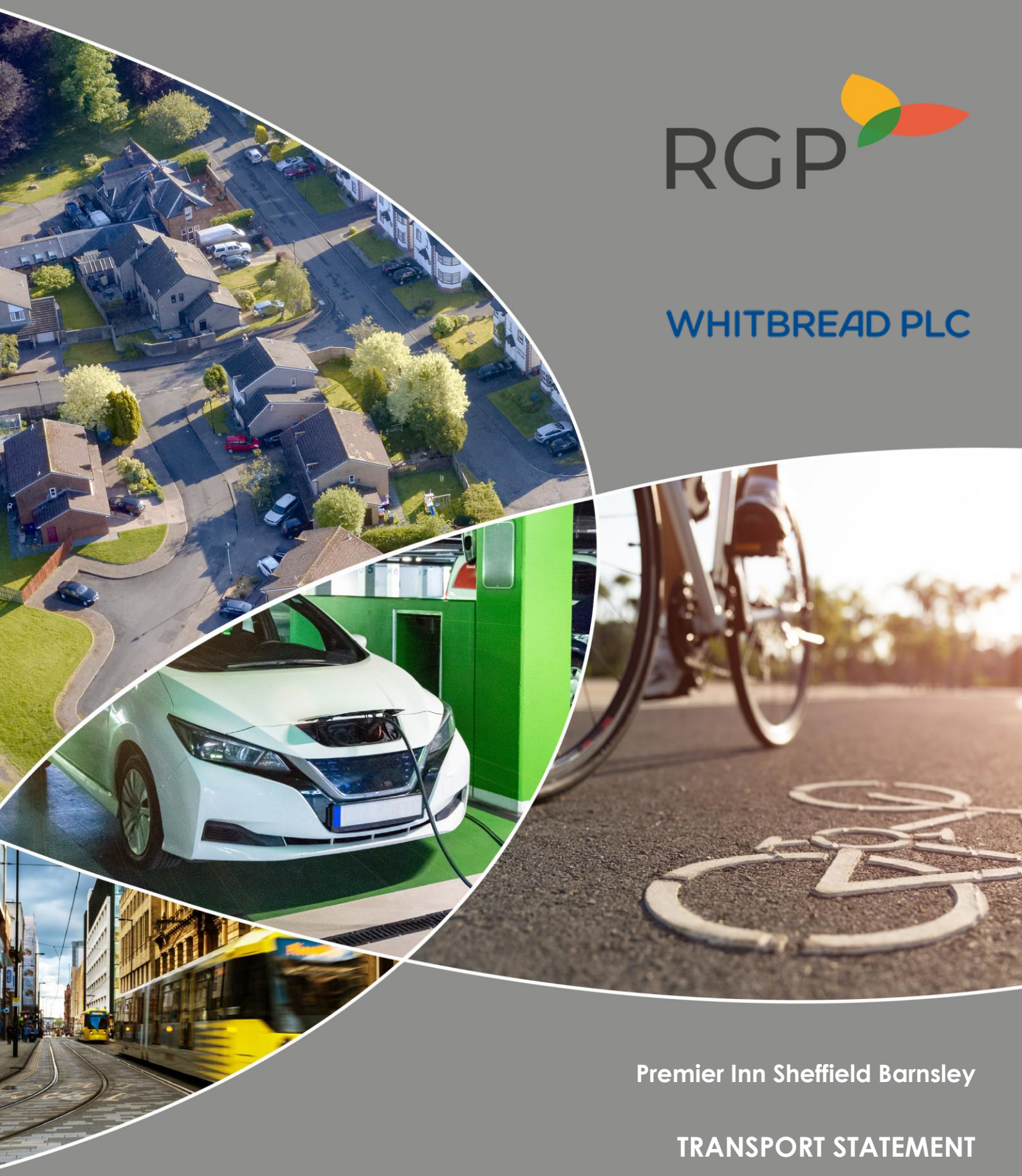


WHITBREAD PLC

Premier Inn Sheffield Barnsley

TRANSPORT STATEMENT

for Proposed Hotel Extension

on behalf of Whitbread Group PLC

2024/7924/TS01

May 2024

www.rgp.co.uk

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Scheme Details

Local Highway Authority	Barnsley Metropolitan Borough Council
Site Name	Sheffield Barnsley
Site Address	Maple Road, Tankersley, Barnsley, S75 3DL
Existing Bedrooms	63
Proposed Total Bedrooms	78
Total Net Additional Bedrooms	15
Existing Car Parking	137
Existing Disabled Parking	7
Proposed Car Parking	105
Restaurant Brand	Brewers Fayre
Site Access Road	Maple Road

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 Sheffield Barnsley Premier Inn, Maple Road, Tankersley, Barnsley, S75 3DL ("the site").

1.1.2 The existing site comprises a 63-bedroom Premier Inn hotel and associated Brewers Fayre restaurant (200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 137 cars, including 7 disabled bays, for the shared use of the hotel and restaurant. A plan illustrating the existing site layout is attached hereto at **Appendix A**.

1.1.3 The proposals involve a net 15-bedroom extension to the existing hotel, resulting in a total of 78 bedrooms, with 105 car parking spaces post-development, the hotel extension would be in the form of an annex, with a breakfast room provided to cater for guests' morning meals. Access would continue to be afforded from Maple Road as per the existing arrangements. A plan illustrating the proposed site layout is attached hereto at **Appendix B**.

1.2 RGP and 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 Transport Statement 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 Chapter 9 (Promoting Sustainable Transport) Paragraph 108 confirms "*transport issues should be considered from the earliest stages of plan-making and development proposals so that*:

> *(a) the potential impacts of development on transport networks can be addressed;*
>
> *(b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *(c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
>
> *(d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
>
> *(e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places*."

2.1.3 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*."

2.1.4 Paragraph 116 confirms applications for development should:

> "*(a) give priority first to pedestrian and cycle movement, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport services, and appropriate facilities that encourage public transport use;*
>
> *(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.1.5 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 Local Planning Policy

2.2.1 The Local Planning and Highway Authority for the site is Barnsley Metropolitan Borough Council. The council adopted its Local Plan on the 3rd of January 2019 and forms part of Barnsley's statutory development plan.

2.2.2 With regards to Transport Assessments, Section 12 states the following guidance:

The need for transport assessments and travel plans, for all forms of development will be determined in accordance with government guidance.

A transport assessment 'is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures (such as travel plans) will be taken to address the anticipated transport impacts of the scheme and to improve accessibility, and to encourage sustainable modes of travel.

When considering whether a transport assessment will be needed, we must take account of local circumstances. For example, if there are significant local transport difficulties, we may need to carry out an assessment for developments below the thresholds in the guidance. However, where a proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts, a less detailed transport statement may be sufficient.

The contents of a transport assessment will depend on the size, nature and location of a development, but in all cases the transport mitigation plans or package of measures should focus on maximising sustainable accessibility to the development and should show:

- Consideration of reducing the need to travel.
- How accessible the development is by all forms of transport.
- Whether the site access can deal with the predicted level of traffic. Measures to reduce the negative impacts of transport.
- What measures can be taken to encourage travel by walking, cycling and public transport.

- Mitigation measures avoiding unnecessary physical highway improvements and promoting innovative and sustainable transport solutions.

2.2.3 Policy GD1 – General Development

Proposals for development will be approved if:

- There will be no significant adverse effect on the living conditions and residential amenity of existing and future residents;
- They are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land;
- They will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land;
- They include landscaping to provide a high quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape;
- Any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated;
- Adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas;
- Any drains, culverts and other surface water bodies that may cross the site are considered; Appropriate landscaped boundaries are provided where sites are adjacent to open countryside; Any pylons are considered in the layout;
- and Existing trees that are to remain on site are considered in the layout in order to avoid overshadowing.

2.2.4 The Local Plans Vison and Objectives are as follows

There is clear intention to enhance Barnsley as a location to do business and a place that will improve the quality of life for residents.

"Working together for a brighter future, a better Barnsley."

To achieve this Barnsley's Local Plan will provide the spatial framework within which we can deliver substantial and sustainable economic growth for the borough, as well as Leeds and Sheffield City Regions and the Northern Powerhouse, that also respects the needs of local communities. The Local Plan objectives seek to improve the economic prosperity and quality of life for all its residents and those who work here. In order to support Barnsley's ambitions and vision the Local Plan objectives are:

- Provide opportunities for the creation of new jobs and protection of existing jobs

- Improve the conditions in which people live, work, travel and take leisure
- Widen the choice of high quality homes Improve the design of development
- Protect and enhance Barnsley's natural assets and achieve net gains in biodiversity

To be achieved by:

- Providing the opportunity to grow the economy by 28,840 jobs
- Encouraging significant inward investment to generate this additional employment
- Providing the space to allow existing businesses to grow
- Creating a vibrant and attractive Town Centre
- Enabling the delivery of at least 21,546 homes that provide housing for all, including affordable housing, and maintaining at least a rolling 5 year deliverable supply of new housing
- Enabling the provision of critical infrastructure to support sustainable communities
- Protecting and enhancing the natural, built and historic environment
- Respecting the cultural identity and local character of Barnsley

3 BASELINE CONDITIONS

3.1 Site Location and Local Highway Network

3.1.1 The site is located circa 12-kilometres north of central Sheffield and some 130-metres west of the A61/A61. The site is bound by Maple Court business park to the north and west, Maple Road to the east and the A616 to the south.

3.1.2 The site location and context is illustrated in **Figure 1**.

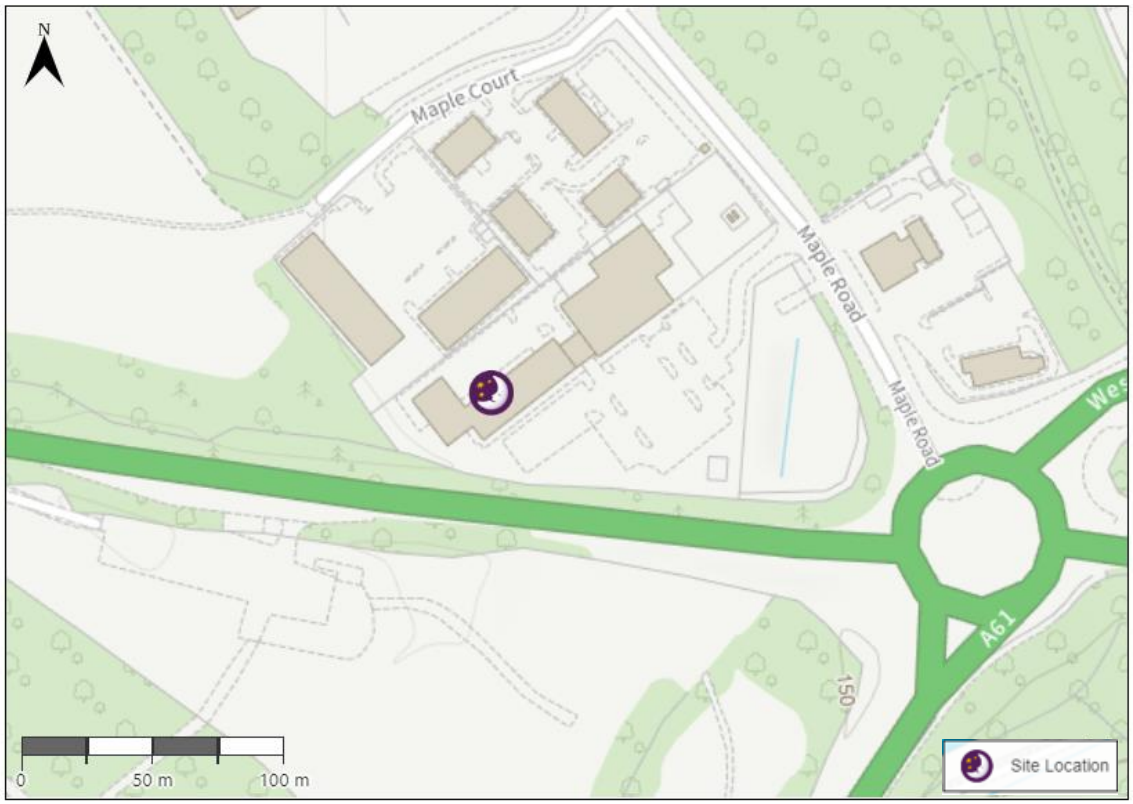


Figure 1 Site Location

3.1.3 The site access and egress onto the local highway network are shown in **Figures 2 & 3** below.



Figure 2 Site Access



Figure 3 Site Egress onto Maple Road

3.2 Accessibility by Sustainable Modes

Walking

3.2.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.

3.2.2 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered as part of this Statement which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.

3.2.3 Further guidance set out within CIHT 'Providing for Journeys on Foot' (2000) is also considered, in particular the section relating to desirable / acceptable / maximum walking distances. The figure below outlines relative distances for different journey purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 4 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

3.2.1 In light of the above guidance, an indicative 2km walking catchment is illustrated in the figure below.

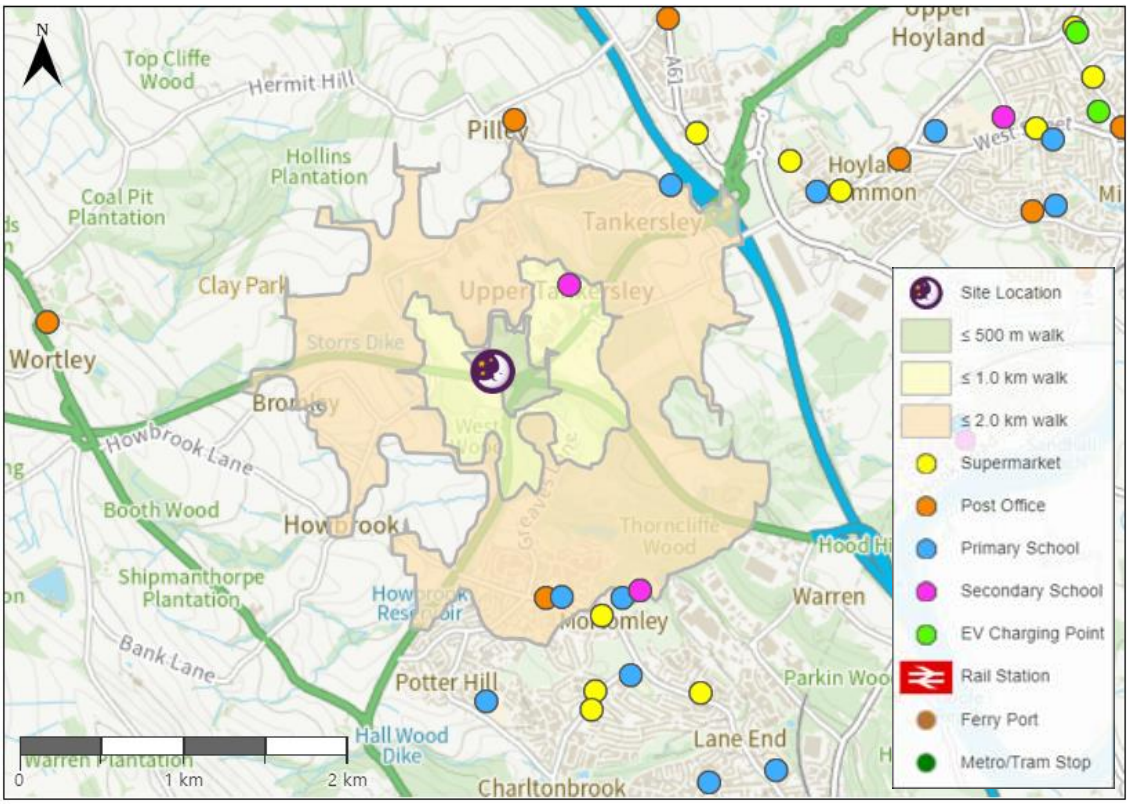


Figure 5 Indicative 2km Walking Catchment

3.2.2 As illustrated, the walk catchment encompasses the a swathe of the local highway network and the surrounding business park and commercial destinations, as well as extending to various local residential areas, with it considered staff and guests alike could walk as part of a multi-modal trip, supported by other sustainable modes to access the site.

3.2.3 The local footway network is conducive to pedestrian travel with footways provided along local roads with dropped kerbs, tactile paving and crossing points to facilitate onward travel.

Cycling

3.2.4 Cycling is also an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.

3.2.5 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.

3.2.6 In light of the above guidance, an indicative 5km cycling catchment is illustrated in the figure below.

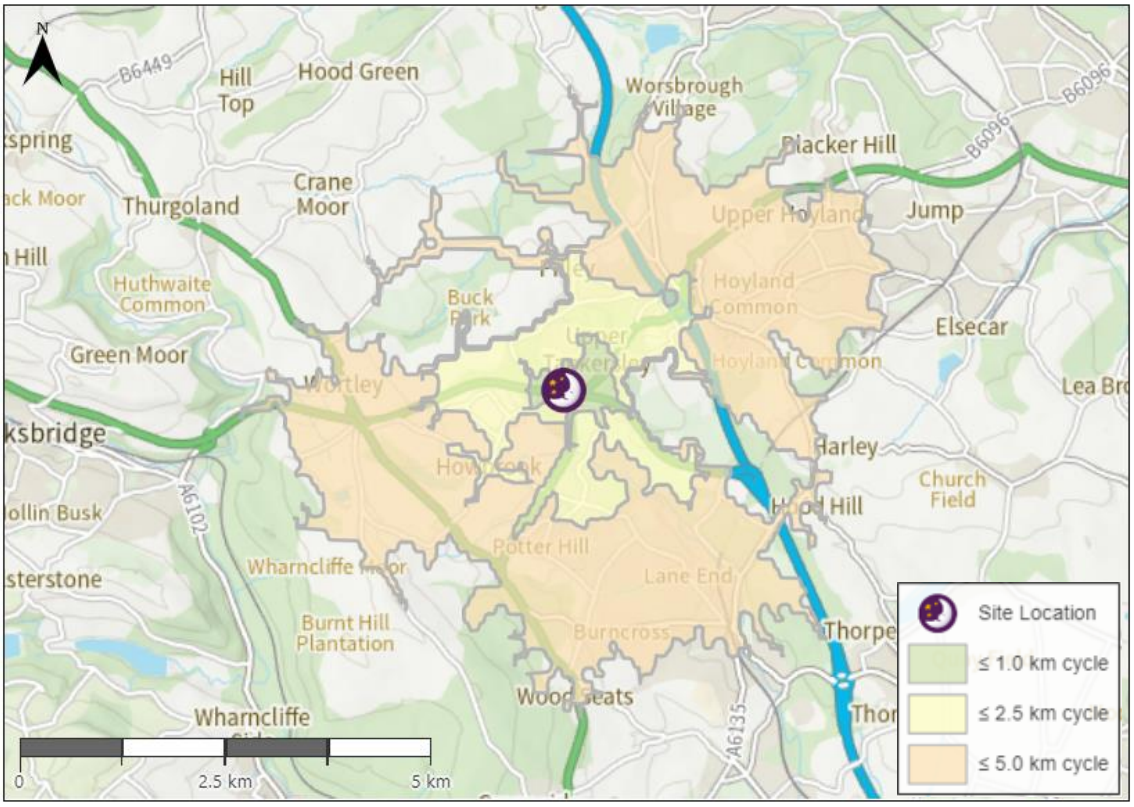


Figure 6 Indicative 5km Cycling Catchment

3.2.7 As illustrated, the cycle catchment encompasses a large swathe of the local area as well as well as to include a number of surrounding settlements and urban areas such as Howbrook, Tankersly and Wortley, with it considered staff could cycle to the site, and leisure routes, which guests could utilise during their stay.

3.2.8 The local area benefits from cycle routes which include off- and on-carriageway provision allowing for easy connection between the site and central Hoyland and Chapeltown as well as National Cycle Network route 67 running through the local area.

3.3 Public Transport

Bus

3.3.1 The nearest bus stop to the site is located on Maple Road called some 90-metres east of the site (< 2-minute walk), this stops are served by the 67a, 67c, 72 and 201 services that provide connections to Chapeltown, Swinton, Stockbridge and Wombwell the with associated stops en-route. In terms of facilities, this stops are supplied with a flag & pole containing detailed bus timetable information.

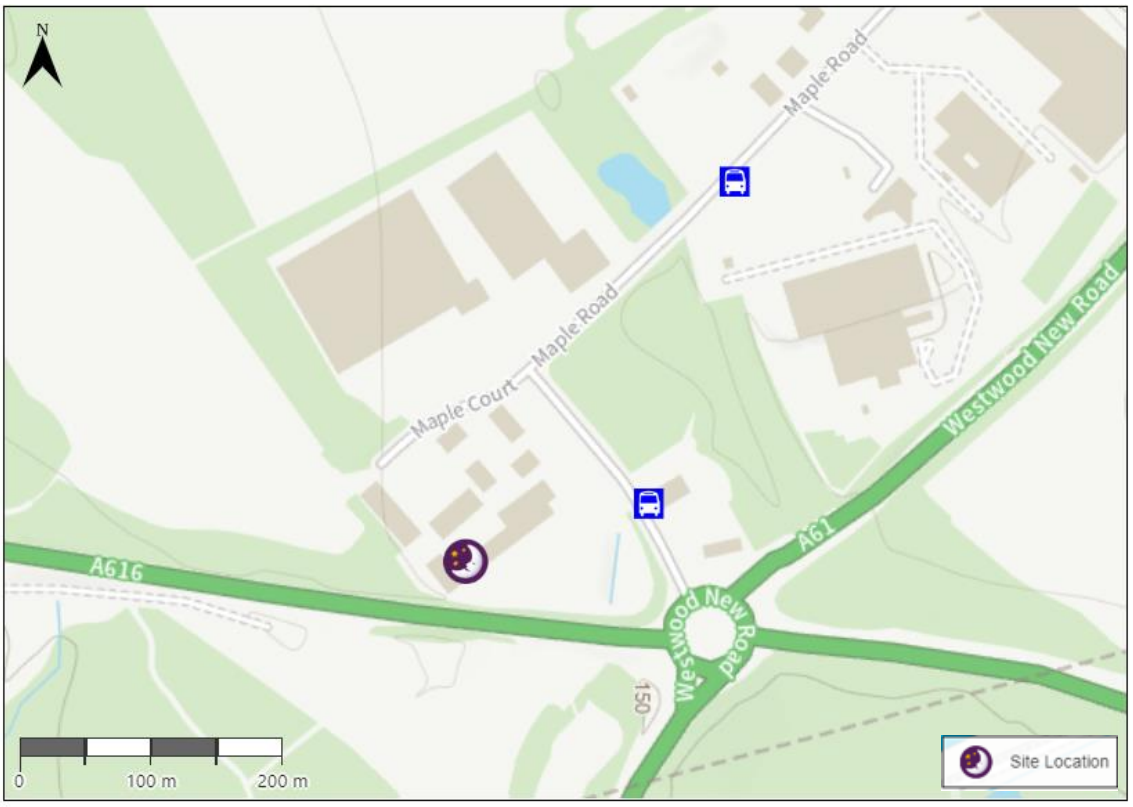


Figure 7 Map of Bus Stops

3.3.2 As summarised in the above, the bus services from Maple Road would facilitate local travel to a number of key destinations to meet the day to day needs of guests and staff of the proposals as well as provide onward connectivity to other destinations.

Rail

3.3.3 Elsecar Rail Station is on the Penistone Line and is located some 4.6-kilometres to the east of the site with a number of services facilitating movement to locations such as Sheffield, Huddersfield and Leeds with associated en-route stops which provide onward connectivity to a variety of destinations around the north east and further afield.

3.3.4 Elsecar Rail Station offers a degree of step free access to platforms and has 18 cycle parking spaces with CCTV coverage.

3.3.5 It is considered the comprehensive service pattern available from Elsecar Station could cater to staff and guests, for commuting and leisure demand alike.

Summary of Accessibility Credentials

3.3.6 The sustainable transport infrastructure provided in the local area could accommodate commuting trips by staff to and from the site, to include guest arrival at and in-stay travel. Trips by sustainable modes offer cheaper, and in some cases, more convenient alternative than the use of a private car.

4 TRIP GENERATION

4.1 Overview

4.1.1 Based on RGP's experience of Premier Inn developments, the traffic generation for the hotel has been derived from comparable survey data. Although the TRICS database is the industry standard tool for deriving traffic generation for similar land uses, in RGP's experience this data is often not comparable. Many hotels within TRICS contain conference and leisure uses on-site, which make the data unrepresentative of a hotel which does not contain these facilities.

4.1.2 As part of RGP's assessment, data collected from surveys of numerous comparable Premier Inn / restaurant sites has been used to establish the likely operation of the existing Premier Inn and how this may change with an additional 15 bedrooms.

4.1.3 This data has been gathered from extensive traffic and parking surveys of sites throughout the UK, all of which are comparably located in terms of their locational context and access to the highway network. At each of these sites, a detailed, car park survey was undertaken between 07:00 and 23:00, to include observations of all arrivals and departures and details in terms of purpose of visit (i.e. hotel, restaurant or 'other'). Each of these surveys was taken independently by a specialist traffic survey company.

4.1.4 Where sites comprise a Premier Inn hotel with an associated Whitbread branded restaurant (i.e. Beefeater / Brewers Fayre), trip rates have been recorded for the hotel and the restaurant separately. This therefore enables the trip generation and parking demands of each element to be established with a high level of accuracy. It is worth noting that for equivalent hotel and restaurant sites, TRICS is not able to distinguish a separate trip rate for the hotel and restaurant elements.

4.2 Trip Rates

4.2.1 The hotel and restaurant trip rates are summarised in the figure below, with consideration given to the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours on the highway network.

Time Period	Hotel Trip Rates (per bedroom)			Restaurant Trip Rates (per cover)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.039	0.202	0.241	0.016	0.008	0.024
PM Peak	0.156	0.045	0.201	0.076	0.038	0.114
Daily	**1.115**	**1.044**	**2.158**	**0.639**	**0.629**	**1.267**

Figure 8 Hotel and Restaurant Vehicle Trip Rates

4.2.2 A full schedule of the survey sites used within this assessment is attached hereto at **Appendix C**.

4.3 Existing Site Operation

4.3.1 The table below summarises the trip attraction associated with the existing site, comprising the 63 hotel bedrooms and the Brewers Fayre restaurant (200 covers).

Time Period	Existing Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak	5	14	19
PM Peak	25	10	35
Daily	**198**	**191**	**389**

Figure 9 Existing Trip Generation

4.3.2 As summarised in the figure above, the existing site could generate 19 two-way vehicle movements during the AM peak and 35 two-way vehicle movements during the PM peak. Over the course of a typical day, this would equate to 389 two-way vehicle movements.

4.4 Proposed Site Operation

4.4.1 The table below summarises the proposed trip generation following the net addition of 15 bedrooms to the hotel, with the restaurant retained (200 covers).

Time Period	Proposed Vehicle Trip Generation			Net Impact		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	6	17	23	+1	+3	+4
PM Peak	27	11	38	+2	+1	+3
Daily	**214**	**207**	**421**	**+16**	**+16**	**+32**

Figure 10 Proposed Trip Generation

4.4.2 As summarised in the figure above, the proposals could result in a net change of +4 two-way vehicle movements during the AM peak and +3 two-way vehicle movements during the PM peak. Over the course of a typical day, this would equate to a net increase of 32 two-way vehicle movements.

4.4.3 Overall, this is not considered to represent a notable increase in traffic and would have a negligible impact on the operation local highway network. Furthermore, it is worth noting that the Premier Inn hotel would not necessarily attract new visitors but rather provide overnight accommodation for people making a pre-determined trip into the area, hence any additional trips to the site would not necessarily be 'new' to the local highway network.

5 PARKING ARRANGEMENTS

5.1 Overview

5.1.1 The existing site provides a total of 137 car parking spaces for the shared use of the 63-bedroom hotel and associated Brewers Fayre restaurant. The proposals would result in the loss of 32 parking spaces, offering 105 spaces post-extension.

5.1.2 On-site parking is for the shared use of the Premier Inn hotel and Whitbread branded restaurant, with the two land uses operating in a complementary manner, which facilitates its shared use.

5.1.3 The associated peaks in parking for each land use are not concurrent, with hotel guests arriving through the afternoon and evening and departing during the morning, whilst restaurant peaks typically occur at mealtimes.

5.1.4 The Brewers Fayre restaurant caters for the majority of hotel guests needs, including breakfast and evening meals. It is therefore not entirely appropriate to consider each element individually in terms of the generic application of maximum parking standards.

5.2 Parking Standards

5.2.1 A review of relevant policy has been undertaken to establish the level of parking required. Car parking standards for this area of Sheffield are contained the Barnsley Metropolitan Borough Councils Parking SPD (2019).

5.2.2 The parking standards outlined by Barnsley Metropolitan Borough Council are summarised in the figure below.

Use Class	Parking Provision
Specific guidance for Hotels isn't specified but in comparison, Sheffield City Council's Parking Guidance Document states 1 parking space per bedroom and it is robust to assume the same provision for this site.	
Licensed Restaurants/Public Houses	1 space per 4 m2 gross floor area for customers. Where there are fixed seating areas for diners 1 space per 3 diners can be considered. and 1 space per residential staff and 1 space per 3 non-residential staff on duty at the busiest time.

Figure 11 Parking Standards

5.2.3 Based on the above parking standards, the proposed hotel extension could provide a maximum of 15 car parking spaces for the additional 15guest bedrooms.

5.2.4 In addition to the maximum parking standards as contained in local parking policy, it is also important to understand the anticipated parking demand likely to be generated by the development proposals. This can be derived from the survey data used as part of the trip generation analysis.

5.3 Existing Parking Demand

5.3.1 To illustrate the existing parking demand at the site, the figure below outlines the typical weekday demand from RGP's bespoke Whitbread dataset (Appendix C). As background, the detailed car parking surveys comprised the following scope:

- All surveys carried out by an independent professional traffic survey company.
- Parking beat counts carried out at 15-minute intervals between 7am and 11pm at each site.
- All vehicle arrivals and departures recorded, with the occupants' purpose of visit identified (i.e. hotel or restaurant).
- The number of hotel bedrooms occupied each night was recorded, enabling the survey results to be factored to reflect full occupancy.

5.3.2 The parking accumulation data from comparable Whitbread sites has been factored to reflect 100% bedroom occupancy and hence provides a robust analysis of the site's car parking requirements.

5.3.3 The parking accumulation profiles for both the existing and proposed site are attached hereto at **Appendix D**.

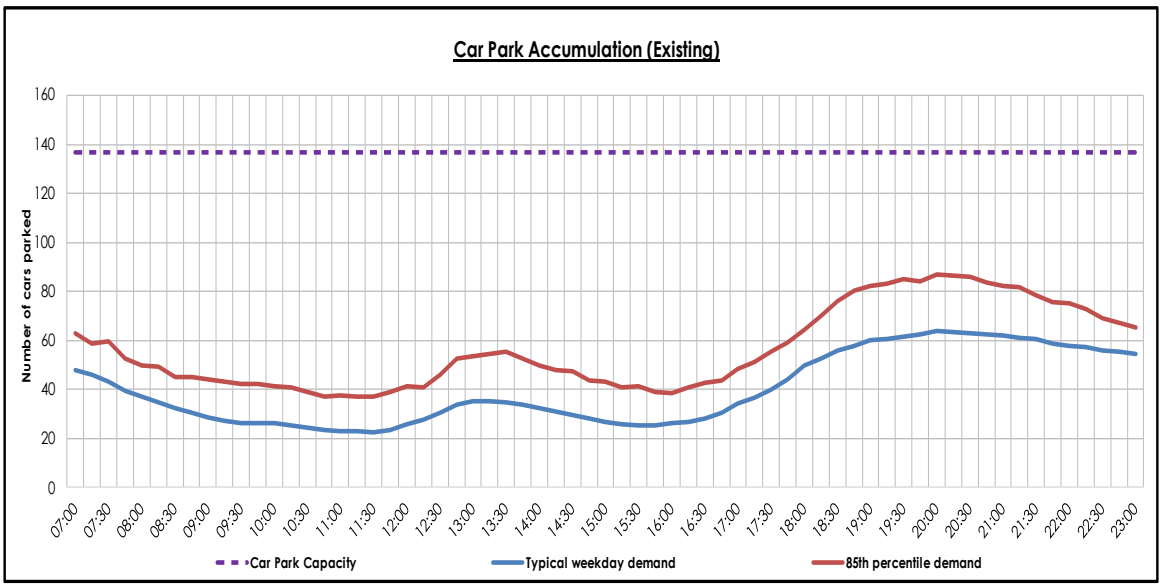


Figure 12 Existing Parking Demand (inc. Parking Survey Results)

5.3.4 The car park accumulation chart provides an illustration of the anticipated demand at the existing site.

5.3.5 As demonstrated within the above figure, the parking accumulation profile has a definitive pattern with a decrease during the morning period associated with guests departing and a gradual rise during the late afternoon and evening, associated with guests checking in. A peak in demand is also observed during the lunchtime and evening periods associated with the restaurant use.

5.4 Proposed Parking Demand

5.4.1 The output attached hereto at **Appendix D** provides the calculation for the parking demand profile post-extension, which has been factored accordingly based on the proposed additional 15 bedrooms. The resultant parking demand profile for the proposals is illustrated in the figure below.

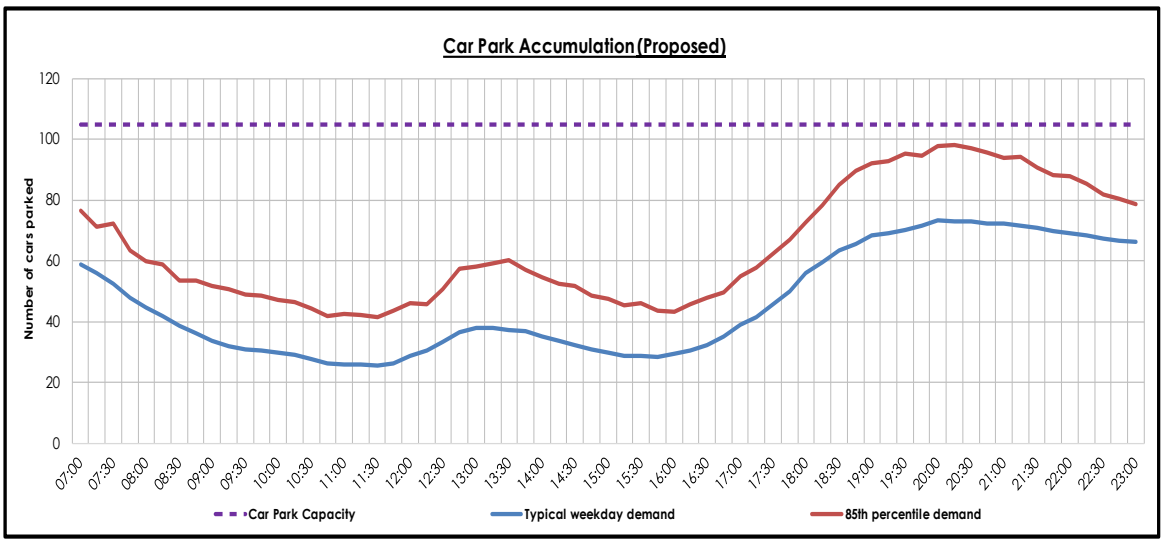


Figure 13 Proposed Parking Demand

5.4.2 The forecasted car park accumulation chart provides an illustration the typical weekday demand based on comparable surveyed sites. Based on this and shown in the figure above, the 85-percentile demand reaches a peak of 98 parked cars in the evening which is well within the car parks capacity.

5.4.3 It is therefore evident that the proposed car parking capacity would be sufficient to cater for all parking demand generated by the proposals. The spare capacity forecasted in this assessment would therefore be able to accommodate any intermittent peaks in demand from the hotel or restaurant respectively.

5.5 Cycle Parking

5.5.1 Cycle parking standards are also contained within the Barnsley Metropolitan Borough Councils Parking SPD (2019). These standards are defined as a required minimum provision and are summarised in the figure below.

Use Class	Minimum Parking Provision
Specific guidance for Hotels isn't specified but in comparison, Sheffield City Council's Parking Guidance Document states the following: 'Consideration will be given to the provision of long-stay cycle parking for guests if the proposed development is close to a long-distance cycle route, I long-stay space per 20 staff'.	
Public Houses	1 long stay space per 20 staff; and 1 short stay space per 40m2 for visitors

Figure 14 Cycle Parking Standards

5.5.2 In accordance with the minimum cycle parking requirements summarised above, as part of the development proposals, 2 Sheffield style cycle stands would be provided with capacity to securely hold a further 4 bicycles.

5.5.3 These additional cycle spaces would be located adjacent to the hotel entrance within the on-site car park and would be for the use of hotel guests and restaurant patrons. The cycle parking facilities would benefit from convenient pedestrian access as well as CCTV surveillance.

5.5.4 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 No changes are proposed to the existing site access and this would be retained via Maple Road under the current arrangement.

6.2 Layout

6.2.1 Minor alterations are proposed to the layout of the site to accommodate the proposals.

6.2.2 In review of the proposed site plan attached hereto at **Appendix B**, it is not considered the alterations will result in unacceptable conditions, with vehicles able to successfully manoeuvre around the site.

6.2.3 All vehicles will continue to access and egress the site in a forward gear.

6.3 Servicing

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.

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

Figure 15 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 Delivery and service vehicles would continue to access the site via Maple Roadand undertake deliveries and refuse collections within the site curtilage. As noted above, all vehicles would be able to access and egress the site in forward gear.

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 Sheffield Barnsley Premier Inn, Maple Road, Tankersley, Barnsley, S75 3DL ("the site").

7.1.2 The existing site comprises a 63-bedroom Premier Inn hotel and associated Brewers Fayre restaurant (200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 137 cars, including 7 disabled bays, for the shared use of the hotel and restaurant. A plan illustrating the existing site layout is attached hereto at **Appendix A**.

7.1.3 The proposals involve a net 15-bedroom extension to the existing hotel, resulting in a total of 78 bedrooms, with 105 car parking spaces post-development, the hotel extension would be in the form of an annex, with a breakfast room provided to cater for guests' morning meals. Access would continue to be afforded from Maple Road as per the existing arrangements. A plan illustrating the proposed site layout is attached hereto at **Appendix B**.

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

(i) The site is considered to be well placed for guest travel, being located in close proximity to major highway links.

(ii) The proposed net additional 15-bedroom extension would generate additional trips to the site, with an additional 4 trips forecast across the AM peak, 3 across the PM peak, and 32 across the course of a typical day;

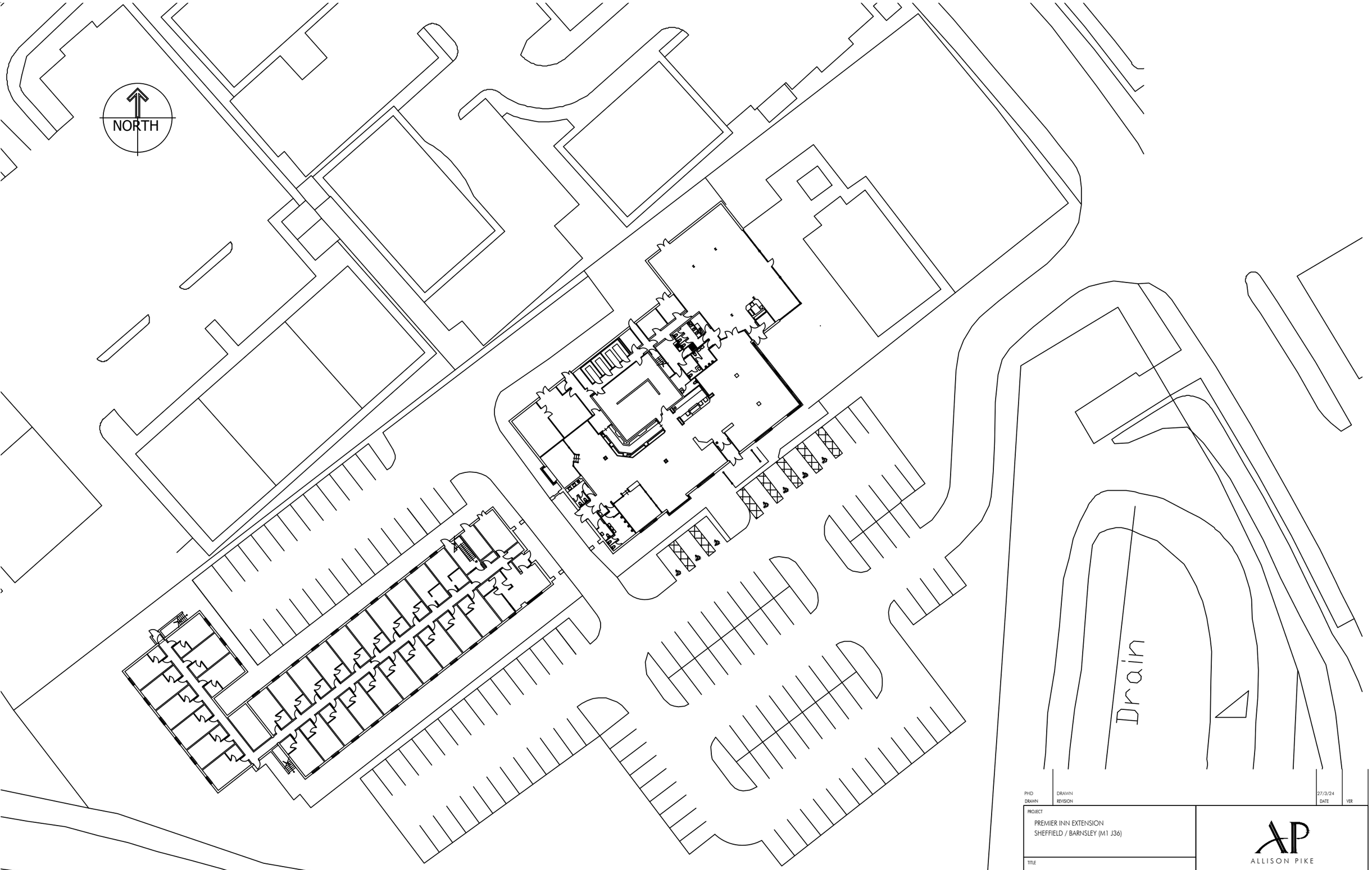
(iii) The proposed overall parking provision of 105 spaces (32 fewer spaces) would be adequate to accommodate the demand from the extension proposals and is considered to be in line with local policy;

(iv) The modified car park layout would continue to provide sufficient space for delivery vehicles to manoeuvre and vehicles to enter and egress parking; and

(v) The size and frequency of delivery vehicles to the site would not increase post-development.

7.1.5 As a result of the data and evidence presented within this Transport Statement, Barnsley Metropolitan Borough Council, as local highway authority, is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.

APPENDIX A



EXISTING SITE PLAN
SCALE 1:500

0 10m 20m 30m 40m 50m
SCALE 1:500 IN METRES

PHD DRAWN | DRAWN REVISION | 27/3/24 DATE | VER

PROJECT
PREMIER INN EXTENSION
SHEFFIELD / BARNSLEY (M1 J36)

TITLE
EXISTING SITE PLAN

SCALE
1:500 @ A3

JOB No	DRAWING No	REV
PI1079	AP1	//

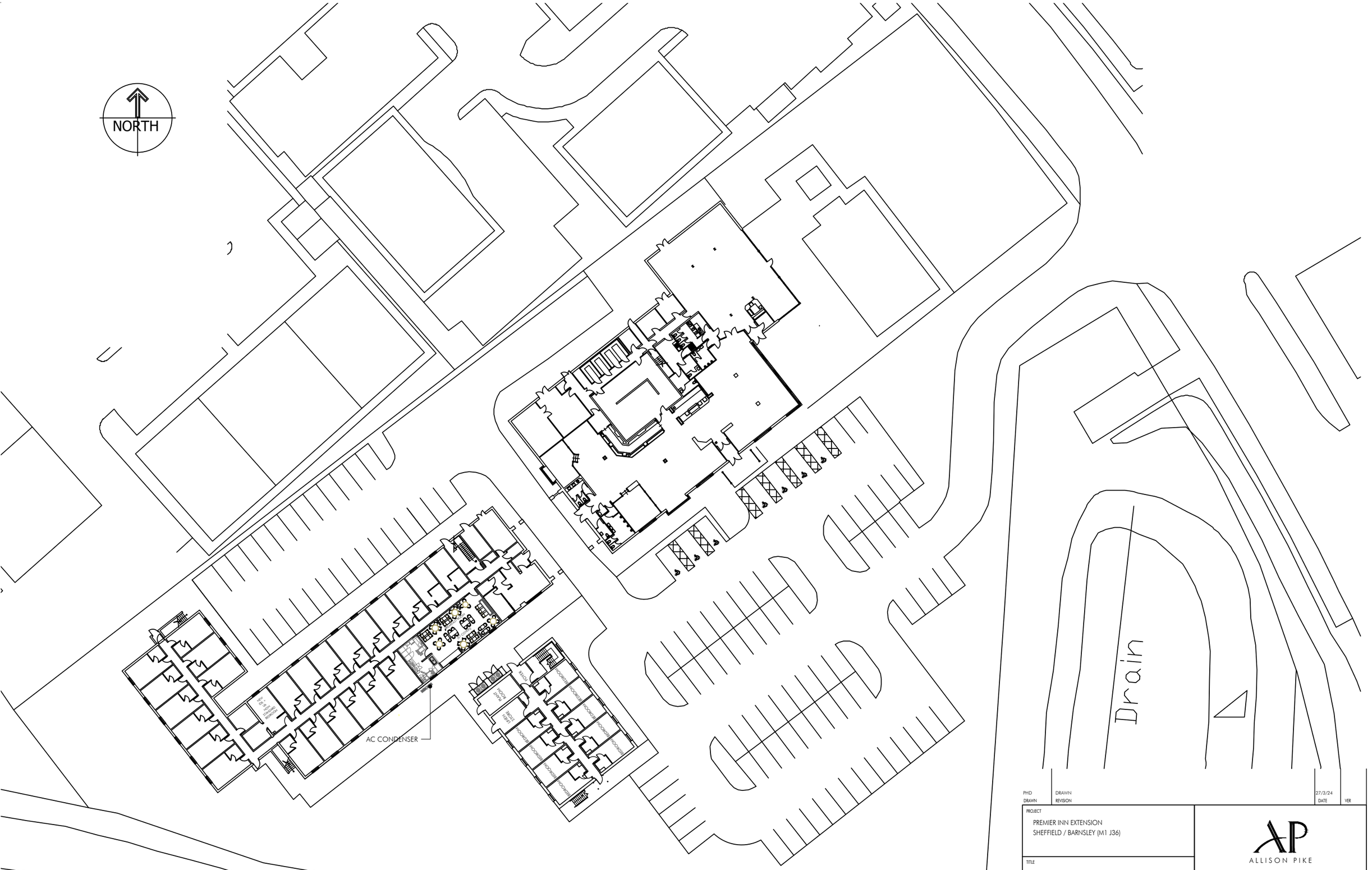
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APPENDIX B



PROPOSED SITE PLAN
SCALE 1:500

0 10m 20m 30m 40m 50m
SCALE 1:500 IN METRES

PHD DRAWN	DRAWN REVISION		27/3/24 DATE VER

PROJECT
PREMIER INN EXTENSION
SHEFFIELD / BARNSLEY (M1 J36)

TITLE
PROPOSED SITE PLAN

SCALE
1:500 @ A3

JOB No	DRAWING No	REV
PI1079	AP3	//

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APPENDIX C

WHITBREAD

Premier Inn

RGP

Summary of Whitbread Hotel and Restaurant Survey Sites

Premier Inn Hotel and Restaurant Sites								
LOCATION	SURVEY DATE				RESTAURANT BRAND	BEDROOMS	COVERS	PARKING
Aldershot GU11 1SQ	Wednesday	6	October	2010	Brewers Fayre	60	220	131
Aldershot GU11 1SQ	Saturday	9	October	2010	Brewers Fayre	60	220	131
Andover SP10 3UX	Wednesday	16	December	2009	Brewers Fayre	50	220	
Basingstoke RG22 6PG	Thursday	9	October	2008	Beefeater	73	198	112
Basingstoke RG22 6PG	Thursday	9	December	2010	Beefeater	73	198	112
Basingstoke RG22 6PG	Friday	17	September	2010	Beefeater	73	198	112
Bridgewater TA6 4RR	Monday	8	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Tuesday	9	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Wednesday	10	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Thursday	11	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Friday	12	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Saturday	13	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Sunday	14	February	2016	Brewers Fayre	67	222	105
Cannock South WS11 1SJ	Thursday	25	June	2015	Beefeater	60	132	125
Christchurch BH23 3QG	Monday	11	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Tuesday	12	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Wednesday	13	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Thursday	7	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Friday	8	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Saturday	9	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Sunday	10	December	2017	Beefeater	122	188	160
Dartford DA1 5PR	Monday	19	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Tuesday	20	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Wednesday	21	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Thursday	15	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Friday	16	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Saturday	17	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Sunday	18	March	2018	Beefeater	120	276	196
Enfield EN3 7XY	Tuesday	14	June	2011	Table Table	200	143	173
Exeter EX1 3LJ	Saturday	10	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Sunday	11	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Monday	12	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Tuesday	13	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Wednesday	14	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Thursday	15	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Friday	16	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Saturday	25	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Sunday	26	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Monday	27	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Tuesday	28	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Wednesday	29	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Thursday	30	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Friday	31	March	2017	Brewers Fayre	143	166	126
Falkirk (Central) FK1 4DS	Tuesday	3	June	2014	Beefeater	31	190	73
Falkirk (Central) FK1 4DS	Saturday	31	May	2014	Beefeater	31	190	73
Falkirk (East) FK2 0YS	Thursday	17	July	2014	Beefeater	40	190	109
Falkirk (East) FK2 0YS	Saturday	19	July	2014	Beefeater	40	190	109
Ilford IG4 5BG	Tuesday	22	April	2008	Beefeater	44	220	127
Manchester Cheadle SK8 3FS	Monday	4	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	5	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	6	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	7	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	8	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Saturday	9	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	10	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Monday	12	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	13	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	14	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	15	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	16	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Saturday	17	December	2016	Table Table	66	206	212*

Manchester Cheadle SK8 3FS	Sunday	18	December	2016	Table Table	66	206	212*
Norwich (Showground) NR5 0TP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NR5 0TP	Thursday	26	November	2009	Table Table	40	160	93
Oxford South (Didcot) OX14 4TX	Thursday	19	June	2008	Table Table	83	105	129
Peterborough PE4 6AH	Tuesday	21	September	2010	Table Table	40	152	91
Peterborough PE4 6AH	Saturday	18	September	2010	Table Table	40	152	91
Poole (Holes Bay) BH15 2BD	Thursday	25	June	2009	Table Table	83	155	108
Poole (Holes Bay) BH15 2BD	Tuesday	21	July	2010	Table Table	83	155	108
Romford (Central) RM1 3EN	Thursday	3	March	2011	Table Table	64	175	98
Southampton North SO16 0XJ	Thursday	18	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Friday	19	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Saturday	20	April	2013	Beefeater	50	130	110
Thurrock East RM16 6YJ	Tuesday	28	June	2011	Brewers Fayre	63	200	120
Worcester (M5) WR4 9FA	Monday	24	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Tuesday	25	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Wednesday	26	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Thursday	27	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Friday	28	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Saturday	29	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Sunday	30	April	2017	Beefeater	87	179	116

*The car park at Manchester Cheadle is shared with an adjacent TGI Friday restaurant

Premier Inn Hotel Sites								
Cambridge (A14) CB4 2GW	Thursday	20	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Frida	21	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Saturday	22	March	2017	n/a	154	n/a	128
Chester Central North CH2 1AU	Tuesday	1	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Wednesday	2	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Saturday	31	June	2014	n/a	31	n/a	73
Hemel Hampstead West HP1 2SB	Tuesday	14	June	2011	n/a	62	n/a	60
Sheffield Arena S9 2FA	Wednesday	12	March	2014	n/a	61	n/a	64
Waltham Abbey (EN9 3QF)	Monday	11	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Tuesday	5	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Wednesday	6	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Thursday	7	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Friday	8	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Saturday	9	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Sunday	10	February	2019	Chef & Brewer	99	n/a	144
Watford North WD25 0LH	Thursday	10	July	2014	n/a	45	n/a	124
York South West YO23 3PP	Tuesday	21	June	2011	n/a	61	n/a	63

*Sites contain either an integral restaurant only, or are located next to an independently operated restaurant (i.e. TGI Friday, Chef & Brewer)

Whitbread Restaurant Sites								
Cambridge CB3 0DL	Tuesday	27	June	2006	Beefeater	n/a	130	66
Christchurch BH23 5ET	Friday	23	May	2008	Beefeater	n/a	182	74
Paignton TQ4 6LP	Friday	7	November	2008	Brewers Fayre	n/a	180	72
Rainham ME8 7JE	Friday	20	November	2009	Beefeater	n/a	196	

APPENDIX D

Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn - Sheffield Barnsley

SITE DETAILS

Existing Site

Car Parking Spaces:	137
Hotel Bedrooms:	63
Restaurant Covers:	200

Proposed Alterations

Additional Bedrooms:	15
Change in Covers:	0
Change in Parking:	32

Total Site (Proposed)

Total Bedrooms:	78
Total Covers:	200
Total Parking:	105

Vehicle Trip Rates

Hotel Trip Rates (per bedroom):

	Arr	Dep	Two-way
AM Peak	0.039	0.202	0.241
PM Peak	0.156	0.045	0.201
Daily	1.115	1.044	2.158

Restaurant Trip Rates (per cover):

	Arr	Dep	Two-way
AM Peak	0.016	0.008	0.024
PM Peak	0.076	0.038	0.114
Daily	0.639	0.629	1.267

Vehicle Trip Generation

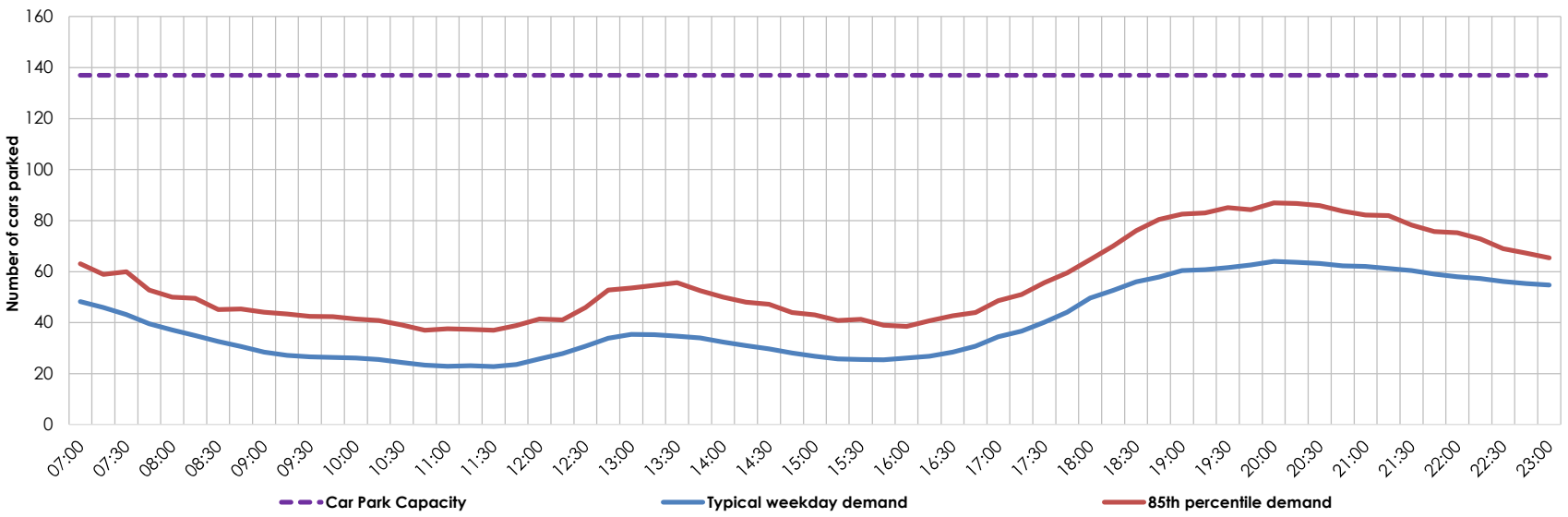
Existing Site Operation

	Arr	Dep	Two-way
AM Peak	6	14	20
PM Peak	25	10	36
Daily	198	191	389

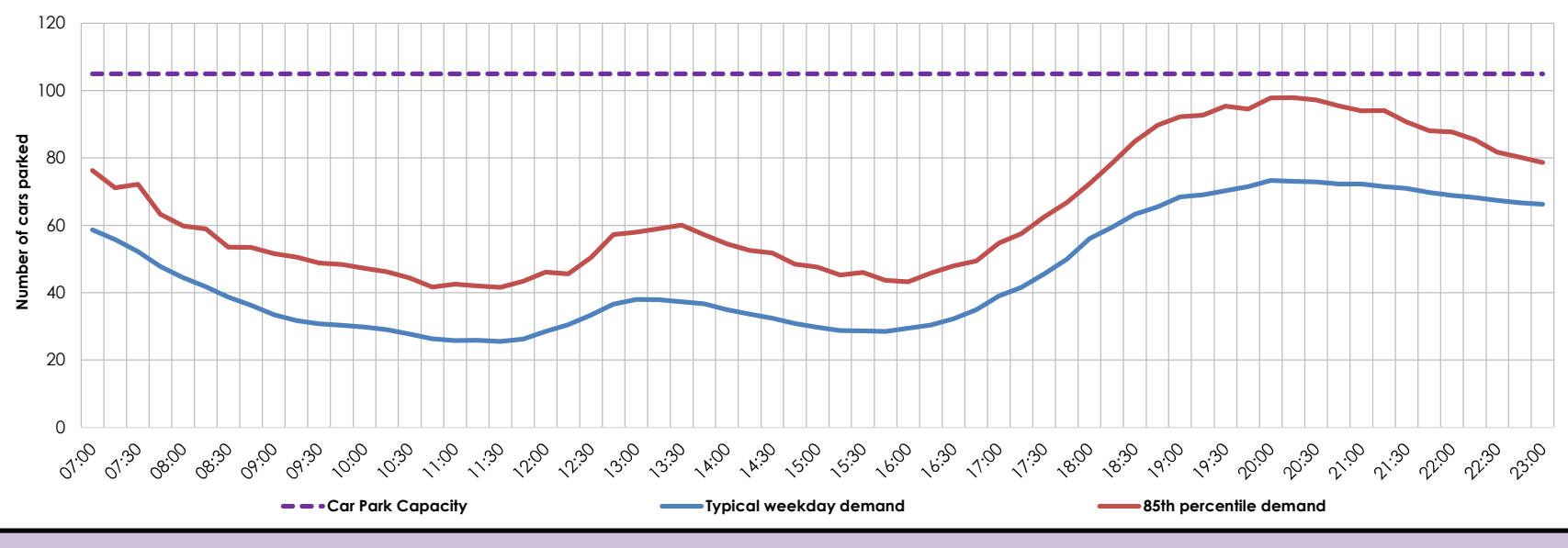
Development Proposals

	Arr	Dep	Two-way
AM Peak	6	17	24
PM Peak	27	11	39
Daily	215	207	422

Car Park Accumulation (Existing)



Car Park Accumulation (Proposed)



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