



WHITBREAD PLC



Premier Inn Barnsley (Dearne Valley)

TRANSPORT STATEMENT

for Proposed Hotel Extension
on behalf of Whitbread Group PLC

2024/7983/TS01

June 2024

DOCUMENT CONTROL

Project: Premier Inn Barnsley (Dearne Valley)
for Proposed Hotel Extension

Report Type: Transport Statement

Client: Whitbread Group PLC

Reference: 2024/7983/TS01

DOCUMENT REVIEW

Author: SDH Date: 19/06/2024

Checked by: PJB Date: 19/06/2024

Approved by: NDR Date: 19/06/2024

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	19/06/2024	Draft	NDR
2.			
3.			
4.			
5.			

© Copyright RGP Consulting Engineers Limited 2024

No part of this publication may be reproduced by any means without the prior permission of RGP Consulting Engineers Limited.

TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Report Context	1
1.2	RGP & Whitbread Operations	1
1.3	Report Structure.....	2
2	POLICY CONTEXT	3
2.1	National Planning Policy Framework	3
2.2	Local Planning Policy	3
3	BASELINE CONDITIONS.....	5
3.1	Site Location	5
3.2	Accessibility by Sustainable Modes	6
3.3	Taxi	6
3.4	Summary	7
4	TRIP GENERATION	8
4.1	Context	8
4.2	Independent Traffic Surveys	8
4.3	Trip Rates	8
4.4	Existing	9
4.5	Proposed.....	9
4.6	Net Impact.....	10
5	PARKING ARRANGEMENTS	11
5.1	Existing Car Parking	11
5.2	Proposed Car Parking	11
5.3	Car Parking Standards	11
5.4	Parking Demand Assessment Context.....	11
5.5	Existing Parking Demand	12
5.6	Proposed Parking Demand	12
5.7	Cycle Parking.....	13
6	ACCESS, LAYOUT AND SERVICING	14
6.1	Access	14
6.2	Layout.....	14
6.3	Delivery / Servicing Activity	14
7	SUMMARY AND CONCLUSIONS	15

Appendices

Appendix A	Existing Site Plan
Appendix B	Proposed Site Plan
Appendix C	Whitbread Survey Data
Appendix D	Parking Survey Results
Appendix E	Parking Accumulation Assessments

Figures

Figure 1	Site Location	5
Figure 2	Hotel and Restaurant Vehicle Trip Rates	8
Figure 3	Existing Trip Generation.....	9
Figure 4	Proposed Trip Generation	9
Figure 5	Net Impact.....	10
Figure 6	Existing Parking Demand	12
Figure 7	Proposed Parking Demand	13
Figure 8	Existing Weekly Servicing Requirements	14

Scheme Details

Local Highway Authority	Barnsley Metropolitan Borough Council
Site Name	Barnsley (Dearne Valley)
Site Address	Meadow Gate, Valley Park, Wombwell, S73 0UN
Site Access Road	Meadow Gate
Restaurant Brand	Brewers Fayre
Existing Bedrooms	63
Proposed Total Bedrooms	87
Total Net Additional Bedrooms	24
Existing Car Parking	107
Proposed Car Parking	107

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 Barnsley (Dearne Valley) Premier Inn, Meadow Gate, Valley Park, Wombwell, S73 0UN ("the site").
- 1.1.2 The existing site comprises a 63-bedroom Premier Inn hotel and associated Brewers Fayre restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 107 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 24-bedroom extension to the existing hotel through the conversion of the existing restaurant, resulting in a total of 87 bedrooms, with 107 car parking spaces post-development. Access would continue to be afforded from Meadow Gate as per the existing arrangements.
- 1.1.5 As part of the proposals, the associated Brewers Fayre 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 to 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 Local Planning Policy

2.2.1 The Local Planning and Highway Authority for the site is Barnsley Metropolitan Borough Council.

2.2.2 Policy SD1 (Presumption in Favour of Sustainable Development) of the 'Local Plan' confirms *"when considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area."*

2.2.3 Policy T3 (New Development and Sustainable Travel) confirms *"new development will be expected to:*

Be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists;

Provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people set out in the relevant Supplementary Planning Document;

Provide a transport statement or assessment in line with guidance set out in the National Planning Policy Framework and guidance including where appropriate regard for cross boundary local authority impacts; and

Provide a travel plan statement or a travel plan in accordance with guidance set out in the National Planning Policy Framework including where appropriate regard for cross boundary local authority impacts. Travel plans will be secured through a planning obligation or a planning condition."

3 BASELINE CONDITIONS

3.1 Site Location

3.1.1 The site is located on Meadow Gate, in the town of Wombwell, in the county of South Yorkshire. The site location is illustrated in the figure below.



Figure 1 Site Location

3.1.2 As illustrated in the figure above, the extents of the site are predominantly 'out-of-town' (industrial) in nature.

3.1.3 The site is located adjacent to the A6195 which connects the town to the M1, and therefore is likely to benefit from a degree of pass-by trade associated with guests on an existing pre-determined journey.

3.1.4 As a result of the 'out-of-town' nature of the site, it is considered the primary mode of travel to and from the site would comprise the private vehicle, either as a driver of or passenger in.

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 site benefits from an internal footway that connects it to the local footway network. The network is of sufficient quality to benefit from dropped kerbs, tactile paving, informal transition points and lighting.
- 3.2.3 The site is located on National Cycle Network Route 62 (which connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England) and 67 (which connects Long Whatton near Loughborough to join National Route 71 near Northallerton in Yorkshire. The stretch between Chesterfield and Leeds forms the main route of the Trans Pennine Trail (central)).

Sustainable Travel

- 3.2.4 The closest bus stops are located on Wath Road. Services comprise:
- 72 – Chapeltown – Manvers.
 - X20 – Barnsley – Doncaster.
- 3.2.5 The above bus services could be utilised by staff and guests to travel to and from the hotel.
- 3.2.6 The closest National Rail station is Wombwell. Services comprise:
- One train per hour to Huddersfield.
 - One train per hour to Leeds.
 - Two trains per hour to Sheffield.
- 3.2.7 The above rail services could be utilised by guests to travel to and from the hotel as part of a multi-modal trip (i.e. bus or taxi).

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 As a result of the 'out-of-town' nature of the site, it is considered the primary mode of travel to and from the site would comprise the private vehicle, either as a driver of or passenger in – it is likely the hotel would benefit from a degree of pass-by trade associated with guests on an existing pre-determined journey.

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.

4.2 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.

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 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 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, and the trip rates are therefore considered appropriate in determining the existing and proposed vehicle trip generation at the site.

4.4 Existing

4.4.1 The figure below summarises the existing vehicle trip generation at the site associated with the 63 hotel bedrooms and Brewers Fayre branded restaurant (200 covers).

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	2	13	15	3	2	5
PM Peak	10	3	13	15	8	23
Daily	70	66	136	128	126	253

Figure 3 Existing Trip Generation

4.4.2 The existing site could generate in the order of 20 two-way movements across the AM peak, 36 across the PM peak and a total of 389 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 24-bedroom extension.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	3	18	21	0	0	0
PM Peak	14	4	18	0	0	0
Daily	97	91	188	0	0	0

Figure 4 Proposed Trip Generation

4.5.2 The site post-development could generate in the order of 21 two-way movements across the AM peak, 18 across the PM peak and a total of 188 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	-2	+3	+1
PM Peak	-11	-7	-18
Daily	-101	-101	-202

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 associated with the site in the order of 202 movements. The decrease is as a result of the removal of the onsite associated restaurant and replacement with a 'Breakfast Room', for guests use only, 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 local highway network.

5 PARKING ARRANGEMENTS

5.1 Existing Car Parking

- 5.1.1 The existing site provides a total of 107 car parking spaces for the shared use of the 63-bedroom hotel and associated Brewers Fayre 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 107 spaces post-development, as illustrated in the proposed Site Plan attached hereto at **Appendix B**.

5.3 Car Parking Standards

- 5.3.1 Barnsley Metropolitan Borough Council Supplementary Planning Document 'Parking' does not provide a car parking standard for hotel development. Therefore, it is proposed, a maximum of one space per bedroom could be provided.
- 5.3.2 Applying the above parking standards to the proposed net additional 24 guest bedrooms, 24 additional car parking spaces would be required. However, any additional hotel parking demands would be offset by the removal of the branded restaurant and resultant reduced demand for restaurant-related 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.

RGP Data

- 5.4.2 As noted in **Section 4**, RGP holds extensive survey data for comparable Premier Inn sites across the Whitbread estate. The collection of this data included a parking beat count at the respective sites which can therefore be used to establish the likely demands for parking in this instance.

Site Parking Survey

- 5.4.3 To validate RGP's comparable data, a week-long parking survey was also undertaken at the site, capturing demand between Monday 3rd June and Sunday 9th 2024. The full results of this survey are attached hereto at **Appendix D** for reference.

5.4.4 The parking survey identified a peak weekday accumulation of 59 parked cars at 21:00 on Wednesday 5th June which represents an occupancy rate of 55% in the context of the existing 107 spaces available.

5.4.5 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, with the comparable site parking demand trendline illustrated in blue (typical weekday demand). The results of the site-specific parking survey have also been plotted. The blue crosses denote the average demand recorded. Red crosses denote the maximum demand.

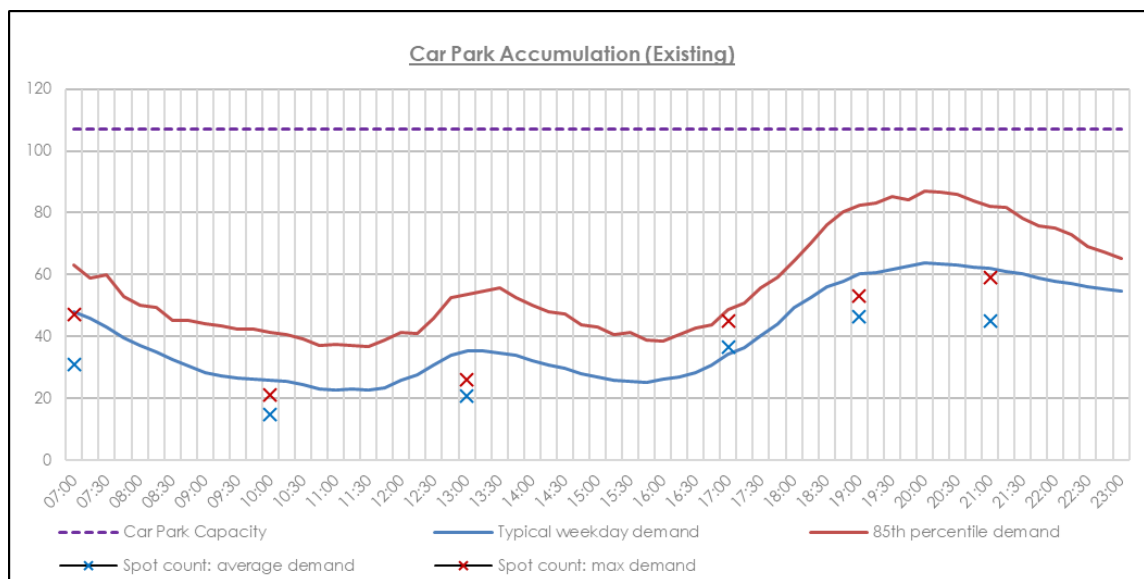


Figure 6 Existing Parking Demand

5.5.2 As illustrated, the existing parking accumulation has a definitive pattern, with a decrease in demand across the morning period (associated with hotel guest departures). Demand increases across the afternoon and evening period, associated with restaurant diners and hotel guest arrivals.

5.5.3 The comparable Premier Inn data held by RGP is therefore validated by the results of the on-site survey.

5.6 Proposed Parking Demand

5.6.1 The figure below illustrates the forecasted parking demand at the site post-extension. The RGP data has been factored to reflect the net 24-bedroom extension and removal of the separate branded restaurant.

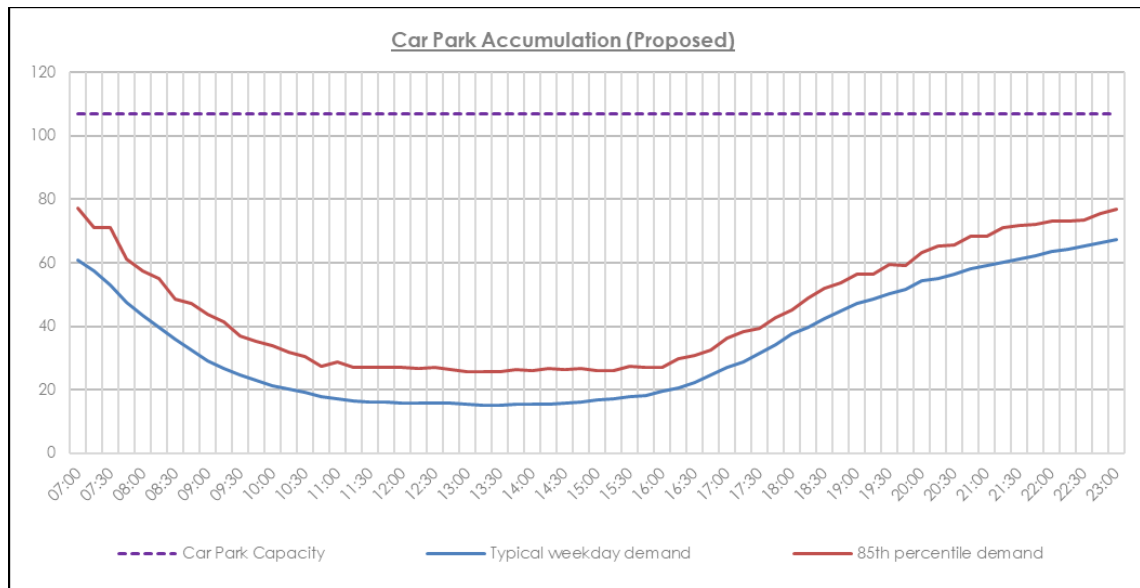


Figure 7 Proposed Parking Demand

5.6.2 As illustrated, the anticipated parking accumulation would peak with 67 vehicles at 23:00 therefore equating to an occupancy rate of 63% of the 107 spaces post-development.

5.6.3 In light of the assessments undertaken, the proposed 107 parking spaces would be sufficient to accommodate the likely parking demand to be generated post-development.

5.6.4 The full output of the Parking Accumulation Assessment is attached hereto at **Appendix D** for reference.

5.7 Cycle Parking

5.7.1 Barnsley Metropolitan Borough Council Supplementary Planning Document ‘Parking’ does not provide a cycle parking standard for hotel development. Therefore, it is proposed, a minimum of one long-stay space per 10 bedrooms could be provided.

5.7.2 In accordance with the minimum cycle parking requirements summarised above, an additional three Sheffield style cycle stands would be provided at the site with capacity to securely hold a further four bicycles.

5.7.3 These additional cycle spaces would be located with convenient access to the hotel entrance and would be for the use of hotel guests.

5.7.4 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 All vehicular traffic currently access the site via Meadow Gate, 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 8 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 Meadow Gate 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

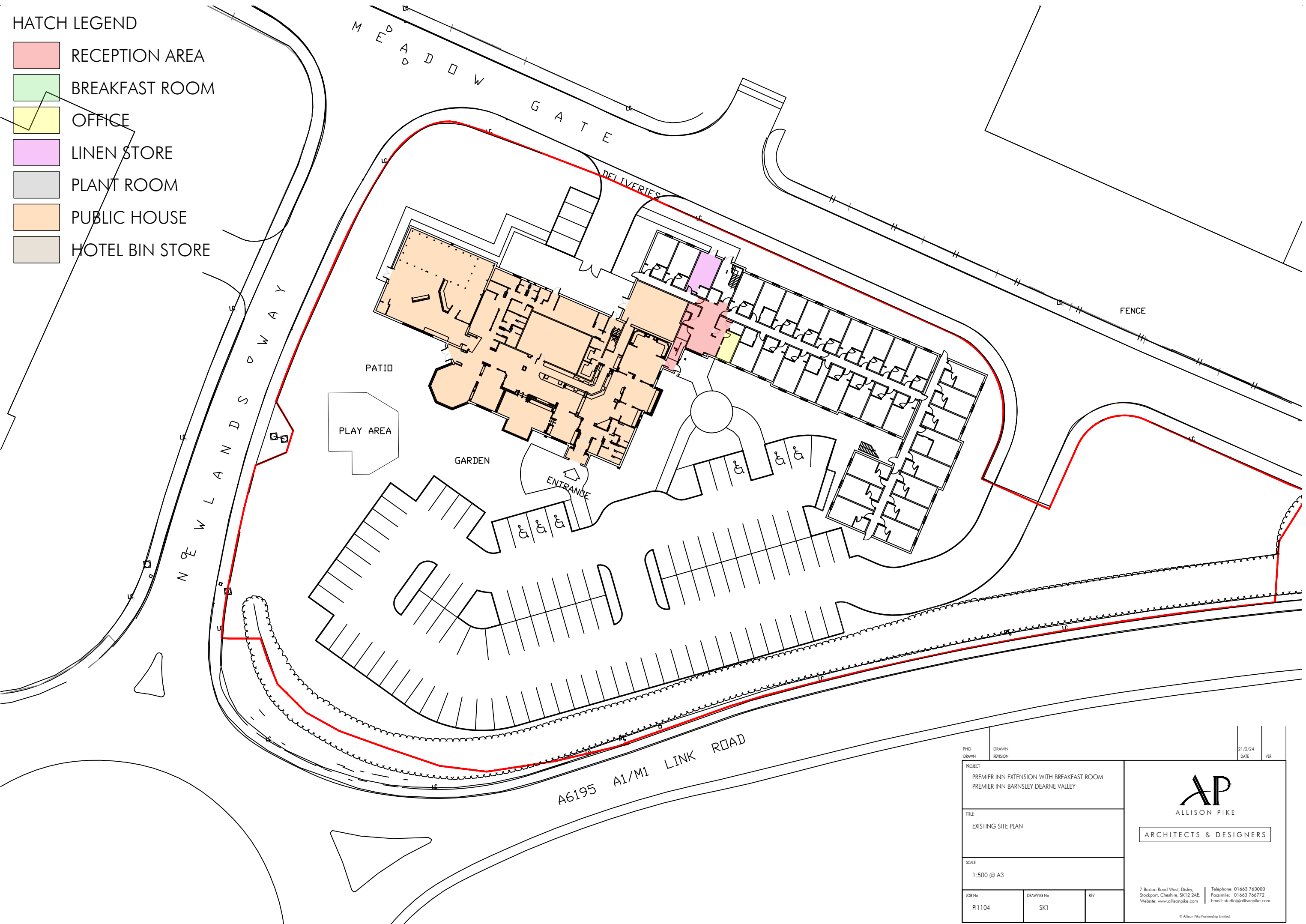
- 7.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the Barnsley (Dearne Valley) Premier Inn, Meadow Gate, Valley Park, Wombwell, S73 0UN ("the site").
- 7.1.2 The existing site comprises a 63-bedroom Premier Inn hotel and associated Brewers Fayre restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 107 vehicles for the shared use of the hotel and restaurant.
- 7.1.3 The proposals involve a net 24-bedroom extension to the existing hotel through the conversion of the existing restaurant, resulting in a total of 87 bedrooms, with 107 car parking spaces post-development. Access would continue to be afforded from Meadow Gate as per the existing arrangements.
- 7.1.4 As part of the proposals, the associated Brewers Fayre 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 to 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 20 two-way movements across the AM peak, 36 across the PM peak and a total of 389 across the course of a typical day.
 - The site post-development could generate in the order of 21 two-way movements across the AM peak, 18 across the PM peak and a total of 188 across the course of a typical day.
 - In light of the assessments undertaken, the proposed 107 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, Barnsley Metropolitan Borough Council is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.




APPENDIX A

HATCH LEGEND

- RECEPTION AREA
- BREAKFAST ROOM
- OFFICE
- LINEN STORE
- PLANT ROOM
- PUBLIC HOUSE
- HOTEL BIN STORE



PHD DRAWN	DRAWN REVISION	21/2/24 DATE	VER	
PROJECT PREMIER INN EXTENSION WITH BREAKFAST ROOM PREMIER INN BARNSELY DEARNE VALLEY				
TITLE EXISTING SITE PLAN				
SCALE 1:500 @ A3				
JOB No PI1104	DRAWING No SK1	REV	7 Buxton Road West, Disley, Stockport, Cheshire, SK12 2AE Telephone: 01663 763000 Facsimile: 01663 766772 Website: www.allisonpike.com Email: studio@allisonpike.com	



APPENDIX B

HATCH LEGEND

- RECEPTION AREA
- BREAKFAST ROOM
- OFFICE
- LINEN STORE
- PLANT ROOM
- PUBLIC HOUSE
- HOTEL BIN STORE

- OPTION C
- EXISTING HOTEL
2 Storeys 63 Bedrooms
- PROPOSED EXTENSION
2 Storey 24 Bedroom Extension
- With Solus 2.0 Restaurant (68 covers)
- Net Gain 24 Bedrooms
- Total Bedrooms 87 Bedrooms
- Existing Car Park = 107
- Proposed Car Park = 107
- Land Register Plan Received Yes
- Existing Floor Plans Yes
- Existing Site Plan Yes



PHD DRAWN	DRAWN REVISION	21/2/24 DATE	VER	
PROJECT PREMIER INN EXTENSION WITH BREAKFAST ROOM PREMIER INN BARNSELY DEARNE VALLEY				
TITLE PROPOSED SITE PLAN OPTION C				
SCALE 1:500 @ A3				
JOB No PI1104	DRAWING No SK301	REV	7 Buxton Road West, Disley, Stockport, Cheshire, SK12 2AE Telephone: 01663 763000 Facsimile: 01663 766772 Website: www.allisonpike.com Email: studio@allisonpike.com	



APPENDIX C

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 OYS	Thursday	17	July	2014	Beefeater	40	190	109
Falkirk (East) FK2 OYS	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) NRS OTP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NRS OTP	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	Friday	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 Hempstead 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	

RGF TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY • Tel: 01483 861681 • Fax: 01483 861682 • www.rgp.co.uk
Vat Registration No. 771 9821 04 • Registered in England No. 4237910. Registered office: Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY



APPENDIX D



Parking Survey 2024

- Hotel Name – Barnsley Dearne Valley
- Total Number of Hotel Bedrooms – 63
- Total Number of Car Park Spaces - 107

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
07:00	20	31	29	47	28	33	33
10:00	21	19	14	10	11	18	31
13:00	20	21	18	26	19	12	28
17:00	45	44	43	27	24	36	18
19:00	45	49	45	53	41	38	30
21:00	41	54	59	35	36	26	29
Number of hotel rooms sold	55	63	60	49	41	39	31



APPENDIX E

Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn -
Barnsley (Dearne Valley)

SITE DETAILS

Existing Site	
Hotel Bedrooms:	63
Restaurant Covers:	200
Car Parking Spaces:	107

Proposed Alterations	
Additional Bedrooms:	24
Change in Covers:	-200
Change in Parking:	0

Total Site (Proposed)	
Total Bedrooms:	87
Total Covers:	0
Total Parking:	107

VEHICLE TRIP GENERATION

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

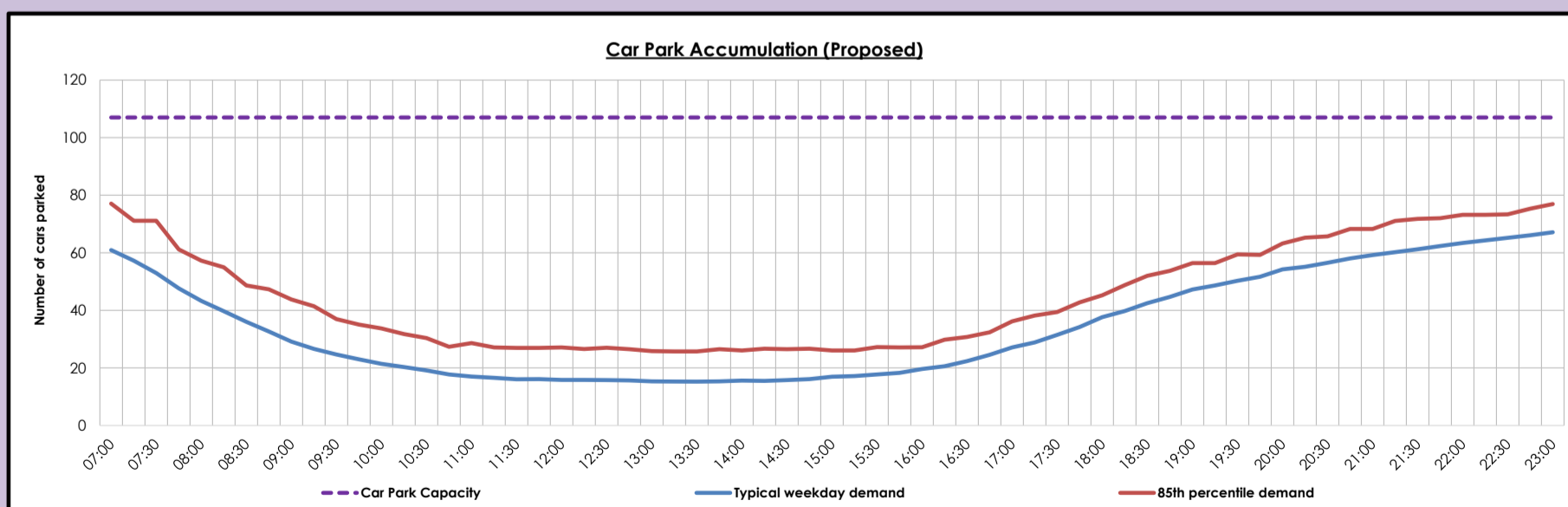
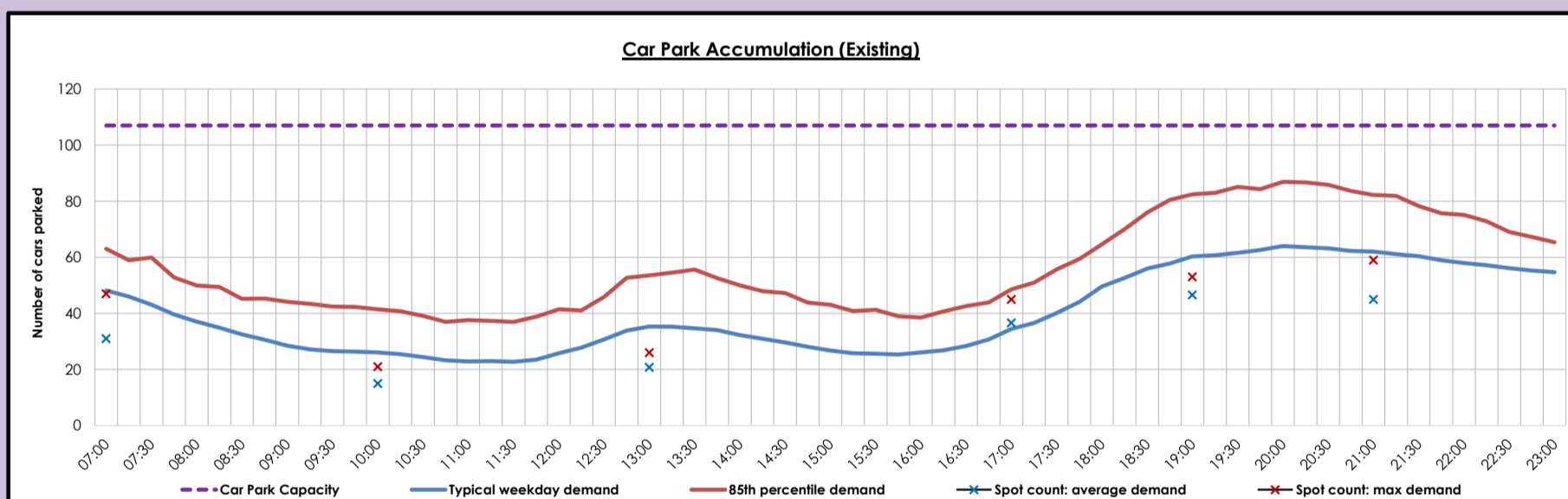
Existing Hotel			
	Arr	Dep	Two-way
AM Peak	2	13	15
PM Peak	10	3	13
Daily	70	66	136

Existing Restaurant			
	Arr	Dep	Two-way
AM Peak	3	2	5
PM Peak	15	8	23
Daily	128	126	253

Proposed Hotel			
	Arr	Dep	Two-way
AM Peak	3	18	21
PM Peak	14	4	18
Daily	97	91	188

Proposed Restaurant			
	Arr	Dep	Two-way
AM Peak	0	0	0
PM Peak	0	0	0
Daily	0	0	0

CAR PARK ACCUMULATION





RGP – Transport Planning and Infrastructure Design Consultants

Surrey Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

London Office 1-2 Paris Garden, London, SE1 8ND

enquiries@rgp.co.uk

T: 01483 861 681

T: 020 7078 9662

www.rgp.co.uk

