



# TRANSPORT STATEMENT

PREMIER INN, STANBOROUGH ROAD, WELWYN GARDEN CITY, AL8 6DQ

Proposed 24 Bedroom Extension

Date: May 2018

Ref: JDF/WHIT/15/2852/TS01

## 1 INTRODUCTION

- 1.1 RGP is commissioned by Whitbread Group Plc. to provide transport planning and highway advice in respect to a proposed Premier Inn hotel extension at Stanborough Road, Welwyn Garden City, AL8 6DQ.
- 1.2 The existing site comprises a 120 bedroom hotel with an associated 210 cover Beefeater restaurant, both of which are operated by Whitbread. Car Parking is available on-site with provision for 151 spaces, including 8 disabled bays, for the shared use of the hotel and restaurant. A plan illustrating the existing site layout is attached hereto at **Appendix A**.
- 1.3 The proposals involve a 24 bedroom extension to the hotel, resulting in a total of 144 bedrooms post-development. The on-site car parking capacity would be increased by 11 spaces, providing a total of 162 following the extension proposals. The Beefeater restaurant would not be subject to alteration as part of the development. The proposed site layout is illustrated by the plan attached at **Appendix B**.
- 1.4 The site is located adjacent to the Gosling Sports Park, approximately 1.25km to the southwest of the town centre. Access is provided from the A6129 Stanborough Road, at the site's northern corner, which affords a route towards the A1 (J4) and A414 Hertford Road in close proximity to the southwest.
- 1.5 RGP has considerable experience of Premier Inn sites and has been involved in many new builds and extensions to existing sites within the Whitbread estate nationwide. As a result, RGP has a wealth of survey data in relation to traffic generation and parking demand for existing sites throughout the UK. This data is therefore used, in part, to determine the likely operation of the site in highway terms post-development, full details for which are included within this Transport Statement.
- 1.6 The remainder of this Transport Statement comprises the following sections:

**RGP - Transport Planning and Infrastructure Design Consultants**

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- i) Section 2: Site Location and Accessibility Credentials – Review of the site's location, description and a summary of the existing local facilities and public transport provision that would encourage the use of alternative modes of travel to and from the site;
- ii) Section 3: Traffic Generation – Assessment of the existing and proposed traffic generation based on site specific survey data from comparable hotel and restaurant operations;
- iii) Section 4: Parking Demand – Consideration of the car park operation and the impact in on-site parking demand post development, in relation to appropriate parking standards and local policy;
- iv) Section 5: Summary and Conclusions.

## 2 BASELINE CONDITIONS

- 2.1 The site is located approximately 1.25km to the southwest of Welwyn Garden City's town centre in an area characterised by a range of land uses, including residential, leisure, commercial / industrial and agricultural uses. The site is bounded by the Gosling Sports Park to the south, Stanborough Road to the west, residential properties to the north and a railway to the east which is separated by a treeline.
- 2.2 Access to the site is afforded from Stanborough Road at its northern corner via a shared access road, with the adjacent residential properties. There is a priority junction onto Stanborough Road with separate left / right-turn lanes for vehicles departing the site and a ghost right-turn lane for vehicles entering the site, as illustrated within **Photographs 1 and 2**, below.



**Photographs 1 & 2. Site Access / Junction with Stanborough Road**

- 2.3 There is good visibility from the site's access onto Stanborough Road in both directions, with vegetation maintained behind the edge of the carriageway. The existing access arrangements would not be subject to alteration following the extension proposals. Furthermore, the size and frequency of delivery vehicles to the site would remain unchanged post-development.
- 2.4 The A6129 Stanborough Road forms a route between the A1000 Broadwater Road, 500m to the northeast, and its grade separated junction with the A1 (J4), A414 Hertford Road and A1001 Comet Way 1.75km to the southwest. These highway links provide vehicular routes to local town centres including Hemel Hempstead, Chelmsford and St Albans, as well as a direct route south into Central London.
- 2.5 Additionally, Stanborough Road forms a roundabout junction with Parkway in the vicinity of the site, which affords a principal route into the town centre to the north. The site is therefore conveniently located in terms of the wider highway network. **Plan 01**, attached, illustrates the site's location on context of the local road network, public transport infrastructure and nearby visitor attractions.

### **Accessibility Credentials**

- 2.6 There is a wide range of leisure, retail and business attractions located within close proximity to the site. Gosling Sports Park at the southern boundary of the site caters for various sports and outdoor activities, including a ski centre, golf range, tennis courts and sports shop. Stanborough Park is also located to the southwest of the site. WGC rugby and golf clubs, Lemsford Springs Nature Reserve and Bocket Hall are located within walking distance to the west of the Premier Inn.
- 2.7 It is likely that the Premier Inn would provide overnight accommodation for a number of guests on Business related trips to the Welwyn Business & Industrial Area and Bessemer Business Park, located approximately 1km to the northeast. Additionally, the hotel would serve as a convenient stop-over facility for guests on an existing pre-determined trip through the locality, owing to the site's proximity to the A1 (M). These journeys would not necessarily contribute to additional new vehicle trips generated on the local highway network.
- 2.8 The remainder of this section provides details of the opportunities for guests and staff to travel to the site via sustainable modes of transport, including active modes such as walking and cycling, as well as public transport.

### **Walking and Cycling**

- 2.9 There is a good standard of pedestrian infrastructure provided throughout the local area. Wide, well-lit footways continue from the site access onto the A6129 Stanborough Road in both directions. Additionally, a pedestrian crossing point with dropped kerbs and tactile paving is provided at Stanborough Road across the site's shared access road.
- 2.10 A signalised pedestrian crossing with dropped kerbs, tactile paving, pedestrian refuge and guard railings is provided approximately 50m to the northeast of the site access at Stanborough Road, prior to its roundabout junction with Osborn Way (**Photograph 3**, below). This crossing point affords a safe and convenient pedestrian route north of the site towards the rail station and town centre.
- 2.11 A further signalised crossing point is provided across Stanborough Road at its junction with Parkway 250m to the southwest. Pedestrian footways continue from this junction towards Stanborough Park.
- 2.12 The network of high quality footways also continues into the local residential areas, forming convenient routes to the site for staff who are likely to commute from such locations.

2.13 The locality is well suited to cycling with a number of designated cycle routes provided. A shared foot / cycleway is located along Stanborough Road in the vicinity of the site (**Photograph 4**, below) which connects to National Cycle Route 57 at the Stanborough Road / Osborn Way junction to the northeast, before continuing north along Longcroft Lane into the town centre. The extent of the local network of cycle routes is illustrated on **Plan 01**, attached.



**Photographs 3 & 4. Pedestrian Crossing and Footways on Stanborough Road**

2.14 Secure and sheltered cycle parking facilities are provided on-site adjacent to the delivery bay at the southwest corner of the restaurant, with capacity to hold 8 bicycles.

### **Public Transport**

2.15 The nearest bus stops are located immediately to the southwest of the site access on Stanborough Road. A half-hourly service calls at these stops, operating a route between Welwyn town centre, St Albans and Borehamwood. These stops provide full timetable information and the southbound stop provides a shelter and seating.

2.16 Additionally, Welwyn bus station is located approximately 1.25km (a 15 minute walk / 4 minute cycle journey) to the northeast of the site within the town centre, providing bus services to a number of major destinations, including Luton and Heathrow Airports. A summary of the routes serving both these stops is included within **Figure 1**, below.

<b>BUS TIMETABLE</b>			
<b>Service</b>	<b>Route Summary</b>	<b>Typical Frequency</b>	<b>Hours of Operation</b>
<b>From Longcroft Green Bus Stops</b>			
<b>601</b>	St Albans – Welwyn Garden City	Mon-Fri: 30mins	Mon-Fri: 06:50-23:40
<b>From Welwyn Garden City (WGC) Bus Station</b>			
<b>6</b>	WGC – Shire Park (Circular)	Mon-Fri: 7mins	Mon-Fri: 07:00-19:00

<b>300/301</b>	Hemel Hempstead – Stevenage	Mon-Sat: 15mins Sun: Hourly	Mon-Sat: 06:15-23:48 Sun: 09:12-23:04
<b>330</b>	WGC – St Albans	Mon-Fri: Hourly	Mon-Fri: 09:10-13:10
<b>366</b>	Hatfield – Luton / Dunstable	Mon-Fri: Hourly Sat: 2 hours	Mon-Fri: 07:50-19:00 Sat: 07:50-18:20
<b>401</b>	WGC – Panshanger (Circular)	Mon-Sat: 30mins	Mon-Fri: 06:15-19:25 Sat: 06:15-18:55
<b>403</b>	WGC – Haldens (Circular)	Mon-Sat: 30mins	Mon-Fri: 06:40-18:40 Sat: 08:10-18:10
<b>653</b>	WGC – St Albans	Mon-Sat: 20mins	Mon-Fri: 06:30-19:12 Sat: 07:33-19:02
<b>724</b>	Harlow – Heathrow Airport	Mon-Sat: Hourly Sun: 2 hours	Mon-Sat: 03:59-20:15 Sun: 05:52-18:17

**Figure 1. Summary of Local Bus Services**

2.17 As demonstrated above, the site benefits from close proximity to bus routes serving a range of destinations. These would be particularly attractive to guests during their stay to reach local town centres and the rail station or for staff travelling to work for example.

2.18 The nearest railway station to the site is Welwyn Garden City, located approximately 900m (a 12-minute walk) to the northeast of the site within the town centre. This station is operated by Great Northern, providing half-hourly services to London Kings Cross and 3 services per hour to Moorgate.

2.19 Step-free access is provided to all available platforms and a summary of rail services from this station is provided in **Figure 2**, below.

<b>RAIL TIMETABLE (Welwyn Garden City)</b>		
<b>Destination</b>	<b>Typical Frequency</b>	<b>Journey Time</b>
Moorgate	3 trains per hour	50 minutes
London Kings Cross	2 trains per hour	25-30 minutes
Cambridge	1 train per hour	55 minutes
Peterborough	1 train per hour	1 hour 5 minutes

**Figure 2. Summary of Local Rail Services**

2.20 In summary, although car journeys may form the primary mode of travel for some guests to reach the site initially; walking and cycling, in combination with public transport would form an attractive travel mode during the course of a guest's stay. Additionally, these travel modes would be particularly attractive to hotel staff making regular commuting trip to the site.

### 3 TRIP GENERATION

- 3.1 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.
- 3.2 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 24 guest bedrooms.
- 3.3 This data has been gathered from a number of sites which formed part of a Premier Inn Guest Travel and Parking Study, comprising survey data from 28 Premier Inn sites across 9 locational categories. The sites considered within this assessment have been selected from *Category C: Trunk Road / A-Road* and *Category D: Edge of Town / Industrial / Commercial Area*.
- 3.4 This data has been combined with further detailed surveys from numerous Restaurant Premier Inn (RPI) sites, which comprise a Premier Inn hotel with an associated Whitbread branded restaurant (i.e. Brewers Fayre / Beefeater). The on-site restaurant at such sites caters for the majority of guest's breakfast and evening meals whilst also attracting non-resident guests from the local area.
- 3.5 The schedule attached at **Appendix C** provides a summary of the survey sites which have been considered for further assessment. The sites chosen for analysis are similarly located to the Welwyn Premier Inn in terms of proximity to major roads and as well as a local town centre. Additionally, the local land uses are similar to the surveyed sites in relation to the close proximity of commercial and retail units.
- 3.6 At each of these sites, a detailed car park survey was undertaken between 0700 and 2300, to include observations of all arrivals and departures and details in terms of purpose of visit (i.e. hotel, restaurant or 'other').
- 3.7 The spreadsheet attached at **Appendix D** provides a summary of the key results including the parking demand profile and trip generation figures. The raw data for each of these surveys can be provided on request.

#### ***Existing Site Operation***

- 3.8 **Figures 3 & 4**, below, provide a summary of the vehicular trip rates and subsequent traffic generation derived from the attached survey data for the existing 120 bedroom hotel and 210 cover restaurant. For robustness, the conventional highway peak hours have been considered in addition to the daily traffic generation.

	HOTEL TRIP RATES (PER BEDROOM)			RESTAURANT TRIP RATES (PER COVER)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak	0.040	0.221	0.262	0.013	0.005	0.018
PM Peak	0.159	0.047	0.207	0.098	0.047	0.145
<b>Daily</b>	<b>1.139</b>	<b>1.091</b>	<b>2.230</b>	<b>0.745</b>	<b>0.732</b>	<b>1.477</b>

Figure 3. Hotel / Restaurant Vehicular Trip Rates

	TRAFFIC GENERATION		
	Arrivals	Departures	Two-Way
AM Peak	8	28	35
PM Peak	40	16	55
<b>Daily</b>	<b>293</b>	<b>285</b>	<b>578</b>

Figure 4. Trip Rates and Traffic Generation (Existing Site)

- 3.9 As summarised above, the existing site is likely to generate a maximum of 55 two-way vehicle movements during the PM (17:00-18:00) peak hour, as a worst case. Over the course of a typical day this would equate to a total of 578 two-way vehicle movements.

### Proposed Site Operation

- 3.10 Based on the trip rate data detailed above, the potential increase in vehicle movements to and from the site as a result of the proposed hotel extension has been established. **Figure 5**, below, provides a summary of the anticipated increase.

	TRAFFIC GENERATION		
	Arrivals	Departures	Two-Way
AM Peak	1	5	6
PM Peak	4	1	5
<b>Daily</b>	<b>27</b>	<b>26</b>	<b>54</b>

Figure 5. Additional Premier Inn Traffic Generation (Proposed 24 Additional Bedrooms)

- 3.11 As summarised within **Figure 5**, above, the proposed 24 bedroom extension would generate an additional 6 two-way vehicle movements during the AM peak hour period (08:00-09:00 hours) as a worst case, representing approximately 1 additional arrival / departure every 10 minutes, on average. Over the course of a typical day the proposed extension would generate a total of 54 additional two-way vehicle movements (i.e. a 9% increase compared to the site's exiting operation).



- 3.12 This is not considered to represent a significant increase in traffic and would have a negligible impact on the local highway network. Furthermore, it is worth noting that the Premier Inn hotel would not necessarily attract new visitors to the local area but would instead provide overnight accommodation for people making a pre-determined trip on the adjacent road network to the nearby business attractions, for example.

## 4 PARKING DEMAND

- 4.1 The existing site provides a total of 151 car parking spaces for the shared use of the 120 bedroom hotel and associated Beefeater restaurant. The proposals would involve an increase of 11 spaces, resulting in a total of 162 car parking spaces post-development.
- 4.2 A review of relevant policy has been undertaken to establish the level of parking required. Car parking standards for Welwyn Garden City are contained within the *Parking Standards Supplementary Planning Guidance* (adopted 2004) which forms part of the Welwyn Hatfield District Plan.
- 4.3 The parking standards outlined by Welwyn Hatfield Council are quoted as a maximum provision and a zonal application of standards is outlined within Appendix C of the Parking Standards SPG to determine the appropriate level of parking provision. The site is located within 'Zone 4' as defined by the Council for which 75-100% of the maximum parking standards are permitted and the relevant standards are as follows:

Use Class	Maximum Parking Provision
A3 (Restaurant)	1 spaces per 5 sqm dining area
C1 (Hotel)	1 space per bedroom

Figure 6. Local Parking Standards

- 4.4 Based on the above parking standards, the proposed development could provide circa 18 to 24 additional car parking spaces in relation to the 24 bedroom extension. The Beefeater restaurant would remain unchanged following the proposals and would therefore not be permitted additional parking in relation to this on-site use.
- 4.5 It is worth noting that WHDC have prepared a Draft Local Plan which is currently undergoing examination and is scheduled to be adopted in spring 2018. There are no defined car parking standards included within the draft submission, however, in relation to parking, Section 4 of Policy SADM3 states that development proposals will be permitted providing they contain "satisfactory and suitable levels of parking".
- 4.6 The on-site car parking provision (162 spaces) would be for the shared use of the extended Premier Inn hotel and existing public house / restaurant. The two land uses operate in a complementary manner, which facilitates the shared use of the car park. The associated peaks in parking for each land use are not coincident i.e. Premier Inn guests depart during the morning period and arrive throughout the afternoon and evening period, whilst the restaurant peaks typically occur at mealtimes. In addition, the public house caters for the majority of Premier Inn guests' needs, including evening meals. It is therefore not entirely appropriate to consider each element individually in terms of the generic application of maximum parking standards.

- 4.7 In order to establish the existing parking demand generated by the site, a week-long car parking survey was undertaken between 10/03/2017 and 16/03/2017, which is considered to represent a 'neutral' operational week at the site. The survey results are attached at **Appendix E**. This survey identified a peak parking accumulation of 135 cars within the 151 vehicle capacity car park at 21:00 hours on Monday 13<sup>th</sup> March 2017, equating to 89% of existing capacity.
- 4.8 In terms of peak overnight accumulation, a total of 106 parked cars were recorded at midnight on Wednesday 15<sup>th</sup> March (69% capacity), at which time 119 of the 120 available guest bedrooms were sold. It is also worth noting that the hotel experienced full occupancy (i.e. all bedrooms sold) on the previous night of the survey, at which time 97 vehicles were observed within the on-site car park. It is therefore evident that a significant proportion of spare capacity is retained during periods of particularly high demand associated with the hotel.
- 4.9 To illustrate the existing parking demand at the site, **Figure 7** displays the typical weekday demand associated with comparable Whitbread sites and how the parking survey for the Welwyn Garden City site (detailed above), correlates with these sites. The parking accumulation profiles for both the existing and proposed site at Welwyn Garden City are attached at **Appendix D**.

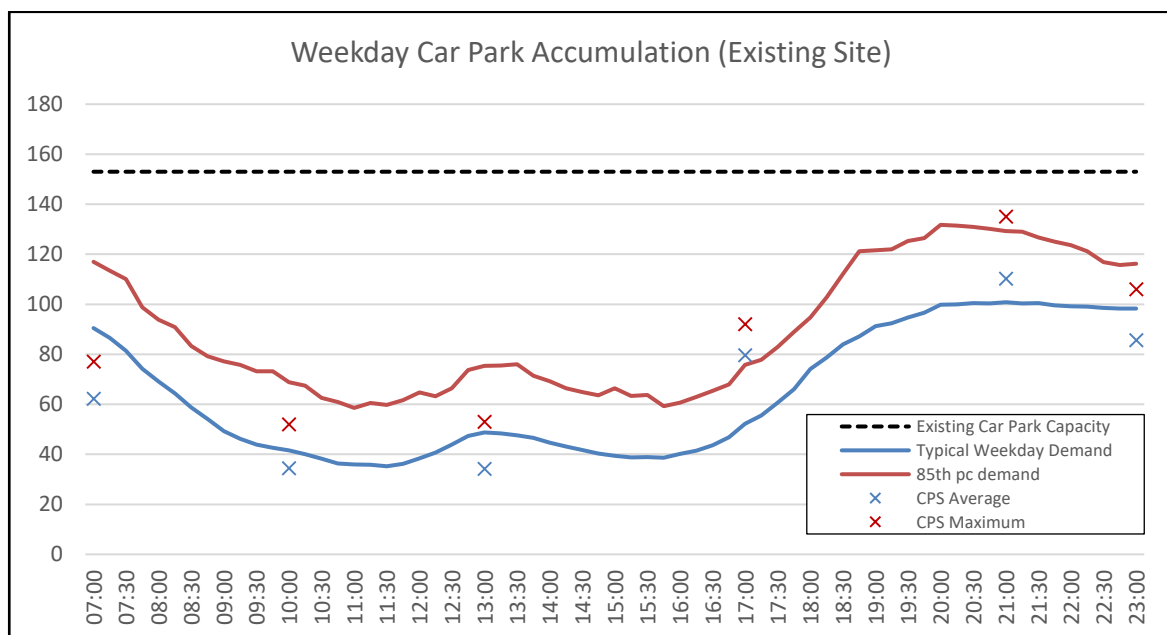
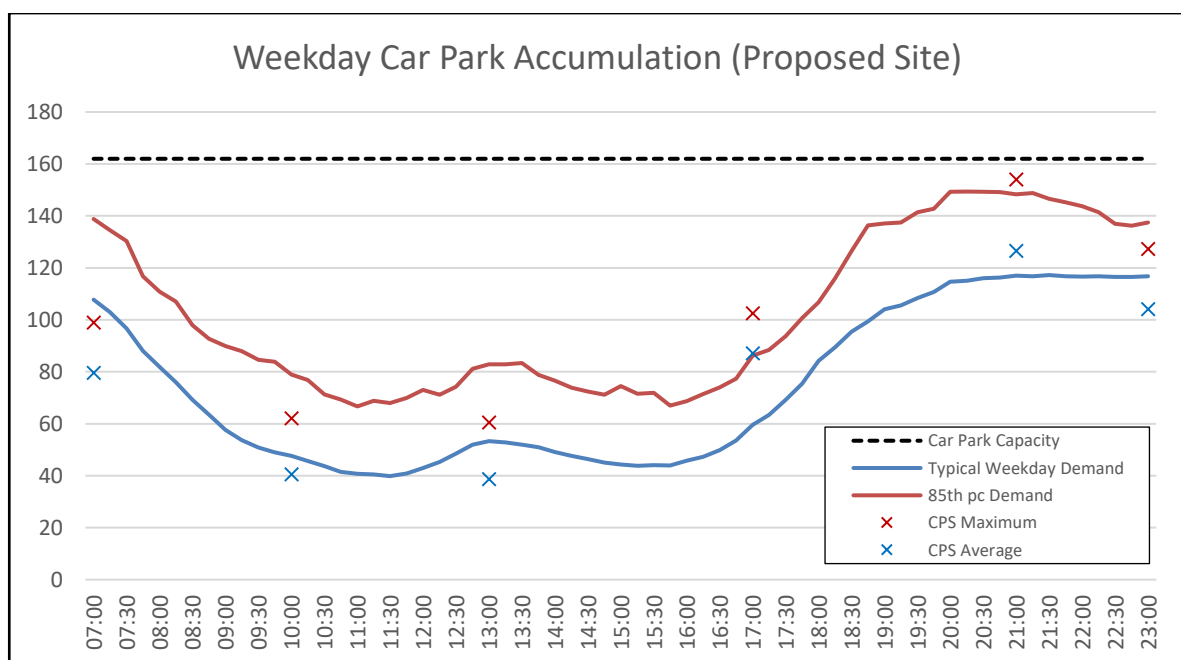


Figure 7. Existing Parking Accumulation Profile

- 4.10 The car park accumulation chart (**Figure 7**) provides an illustration of the anticipated demand at the existing site. In order to validate this data against the site's observed operation, the results of the week-long spot survey have also been included. These plots indicate the maximum and average accumulation recorded on weekdays. As demonstrated in the above figure, the observed parking accumulation profile closely resembles that of typical Premier Inn / restaurant sites. It is therefore considered that this is an accurate representation of the existing site operation.
- 4.11 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 traffic generation analysis. Since the sites assessed are comparable to the proposed Welwyn site this is considered an accurate representation of the anticipated operation of the hotel extension.
- 4.12 The spreadsheet attached at **Appendix D** provides the calculation for the parking demand profile for the extension, which has been factored accordingly based on the 24 bedroom extension. The resultant parking demand profile for the proposals is illustrated by **Figure 8**, below.



**Figure 8. Anticipated Parking Demand at the Site**

- 4.13 As demonstrated within the above figure, based on survey data from comparable Premier Inn sites, 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.

- 4.14 The car park accumulation chart (**Figure 8**) provides an illustration of both the average demand and the 85<sup>th</sup> percentile 'worst case' demand anticipated. Based on the site-specific survey data gathered for the site at Welwyn, a maximum demand for 154 car parking spaces would likely be generated at approximately 21:00 hours, equating to 95% of the proposed parking capacity (162 spaces). Additionally, based on the 85<sup>th</sup> percentile demand recorded from comparable Premier Inn sites, a peak of 149 parked vehicles is anticipated to occur on weekdays.
- 4.15 It is therefore evident that a degree of spare capacity would be retained on-site, even during full occupancy.

## 5 SUMMARY AND CONCLUSION











- 5.1 This Transport Statement has considered the transport planning implications associated with the proposed 24 bedroom extension to the existing Premier Inn at Welwyn Garden City.
- 5.2 Extensive survey information has been consulted to determine the existing and post-development operation of the site in terms of trip generation and parking demand. The results show that the extension would generate minimal levels of additional traffic and the parking provision, as proposed, would be sufficient to accommodate demand.
- 5.3 RGP make the following conclusions of this Transport Statement:
- i) The site is considered to be well placed for guest travel, being located in close proximity to major highway and benefiting from access to a range of pedestrian facilities and public transport infrastructure;
  - ii) The proposed 24 bedroom extension would likely generate in the region of 6 two-way vehicle movements over the AM (worst case) peak hour and a total of 54 two-way vehicle movements over the course of a typical weekday;
  - iii) The proposed overall parking provision of 162 spaces (11 additional spaces) would be adequate to accommodate the demand from the extension proposals and is considered to be in line with local policy;
  - iv) The access arrangements associated with the existing site would not be subject to alteration under the development proposals. Furthermore, the size and frequency of delivery vehicles would remain unchanged post-development.
- 5.4 As a result of the data and evidence presented within this Transport Statement Hertfordshire County Council, as local highway authority, is respectfully requested to confirm that the development proposals are satisfactory on highway grounds.

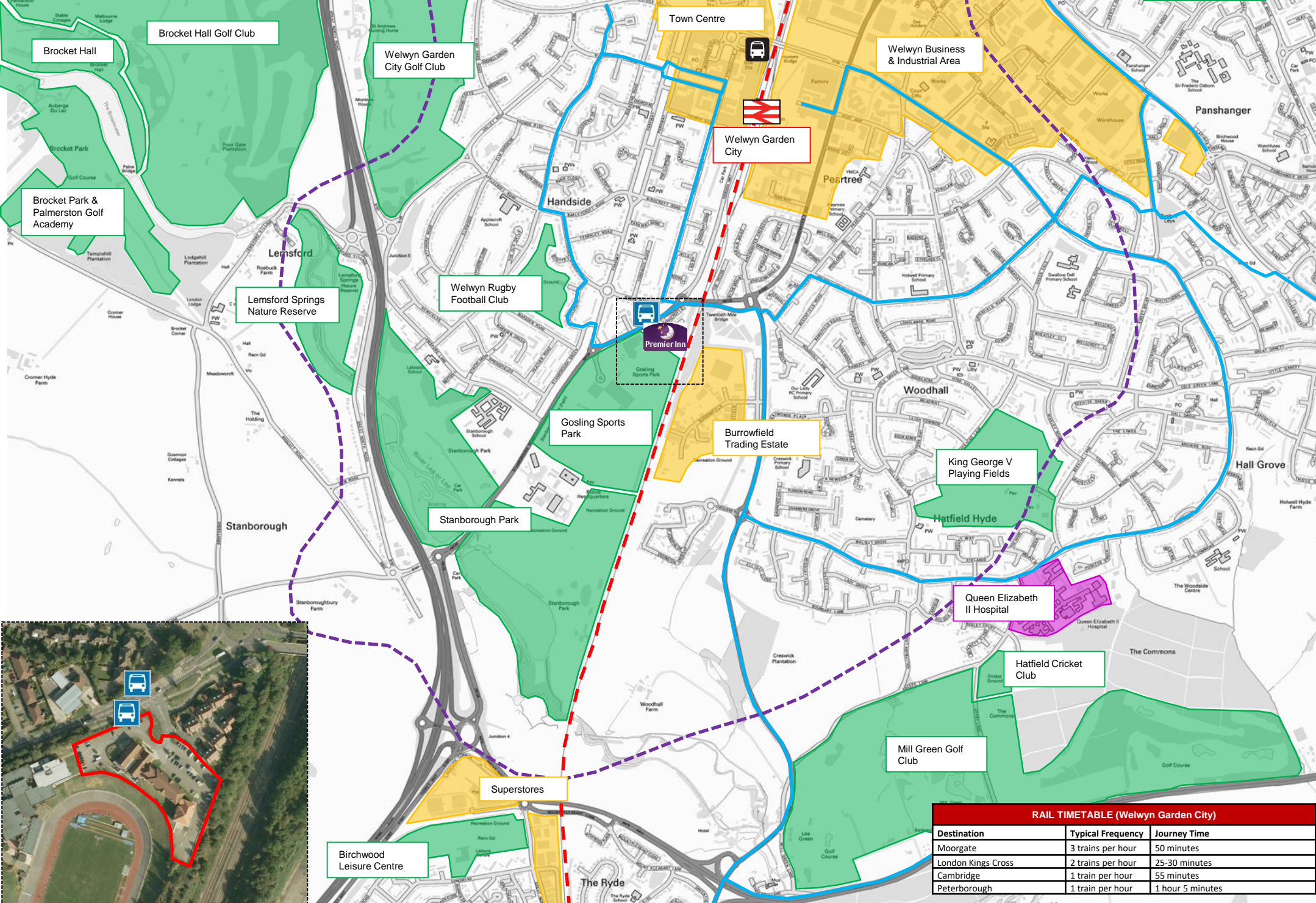


# PLANS

BUS TIMETABLE			
Service	Route Summary	Typical Frequency	Hours of Operation
From Longcroft Green Bus Stops			
601	St Albans – Welwyn Garden City	Mon-Fri: 30mins	Mon-Fri: 06:50-23:40
From Welwyn Garden City (WGC) Bus Station			
6	WGC – Shire Park (Circular)	Mon-Fri: 7mins	Mon-Fri: 07:00-19:00
300/301	Hemel Hempstead – Stevenage	Mon-Sat: 15mins Sun: Hourly	Mon-Sat: 06:15-23:48 Sun: 09:12-23:04
330	WGC – St Albans	Mon-Fri: Hourly	Mon-Fri: 09:10-13:10
366	Hatfield – Luton / Dunstable	Mon-Fri: Hourly Sat: 2 hours	Mon-Fri: 07:50-19:00 Sat: 07:50-18:20
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403	WGC – Haldens (Circular)	Mon-Sat: 30mins	Mon-Fri: 06:40-18:40 Sat: 08:10-18:10
653	WGC – St Albans	Mon-Sat: 20mins	Mon-Fri: 06:30-19:12 Sat: 07:33-19:02
724	Harlow – Heathrow Airport	Mon-Sat: Hourly Sun: 2 hours	Mon-Sat: 03:59-20:15 Sun: 05:52-18:17

**LEGEND**

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  BUS STATION
-  CYCLE ROUTES
-  2KM WALK ISOCHRONE
-  COMMERCIAL
-  LEISURE
-  HEALTHCARE



RAIL TIMETABLE (Welwyn Garden City)		
Destination	Typical Frequency	Journey Time
Moorgate	3 trains per hour	50 minutes
London Kings Cross	2 trains per hour	25-30 minutes
Cambridge	1 train per hour	55 minutes
Peterborough	1 train per hour	1 hour 5 minutes



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**Client:** Whitbread Group Plc

**Project:** PIX Welwyn Garden City

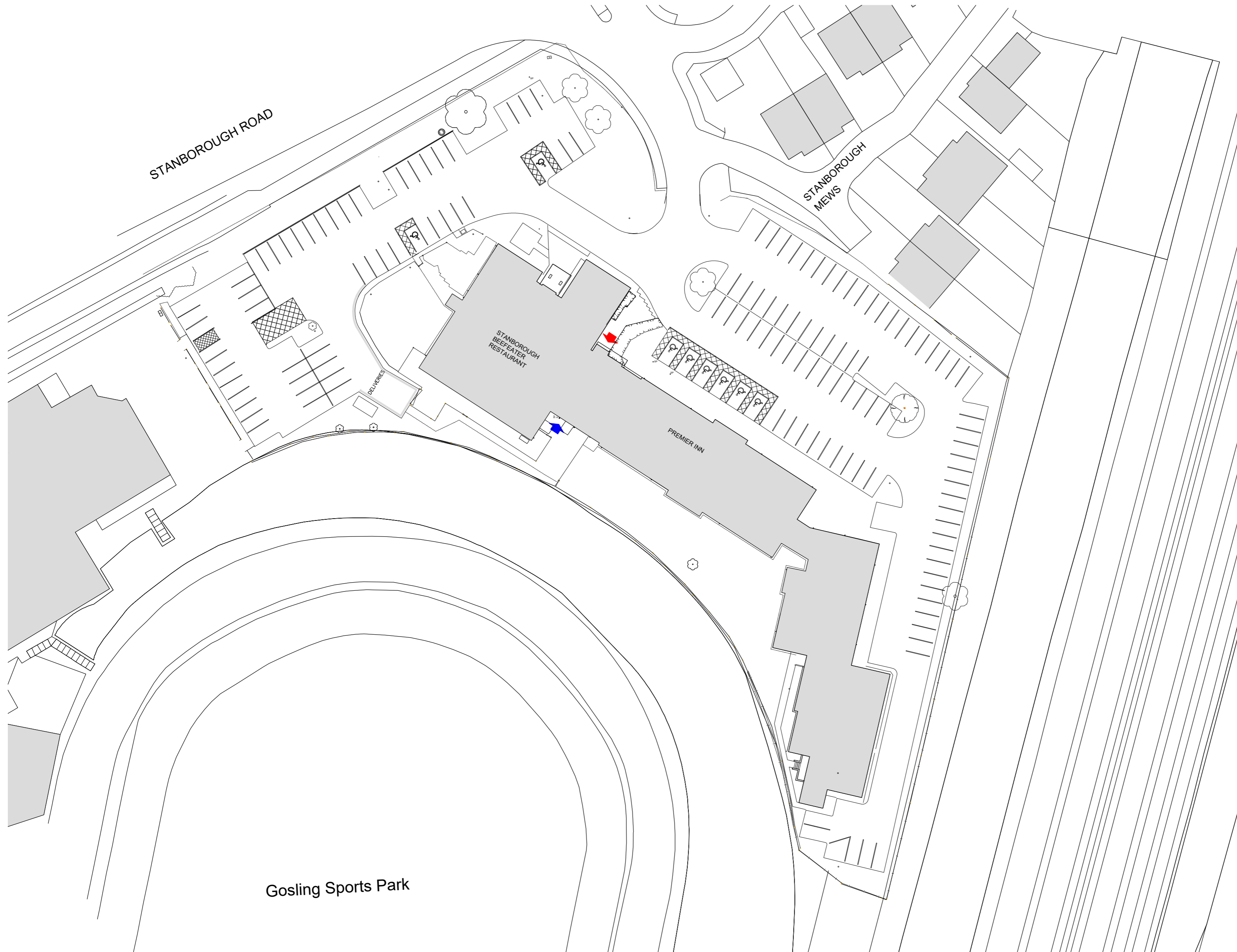
**Title:** Site Location and Accessibility Plan

<b>Plan No:</b> Plan 01	<b>Job No:</b> 15/2852	<b>Date:</b> March 2018	
<b>Drawn By:</b> JDF	<b>Checked By:</b> PJB	<b>Approved By:</b> NDR	<b>Rev:</b> A



## APPENDIX A

### Welwyn Garden City



<b>SITE AREA</b>	0.95 Ha
<b>HOTEL</b>	
No. of Storeys	3
Bedrooms	120
<b>CAR PARKING</b>	
Regular	143
Disabled	8
<b>TOTAL</b>	<b>151</b>
Cycle Parking	8

CLIENT

GENERAL NOTES  
 All drawings are subject to full site survey. All dimensions are to be checked on site.

SCALE

NORTH

REV.	DESCRIPTION	DATE	INITIALS

ISSUE  
**PLANNING**

CHQ Architects Ltd  
 The Millings, 44 Whitehorse Street,  
 Baldock, Hertfordshire SG7 6GQ  
 Telephone: (01462) 895110  
 Email: design@chq-architects.co.uk  
 www.chq-architects.co.uk

PROJECT  
**Premier Inn**  
 Stanborough Road  
 Welwyn Garden City  
 Hertfordshire  
 AL8 6DQ

DRAWING  
**Existing Site Plan**

DATE	Jan 2018	DRAWN	FA
SCALE	1:500@A2	CHECKED	MRA

CHQ.15.11456-PL02



## **APPENDIX B**

## Welwyn Garden City












SITE AREA			0.95 Ha
HOTEL	EXISTING	PROPOSED	INCREASE / DECREASE
No. of Storeys	3	3	-
Bedrooms	120	144	+24

CAR PARKING	EXISTING	PROPOSED	INCREASE / DECREASE
Regular	143	153	10
Disabled	8	9	1
<b>TOTAL</b>	<b>151</b>	<b>162</b>	<b>11</b>
Cycle Parking	8	8	-

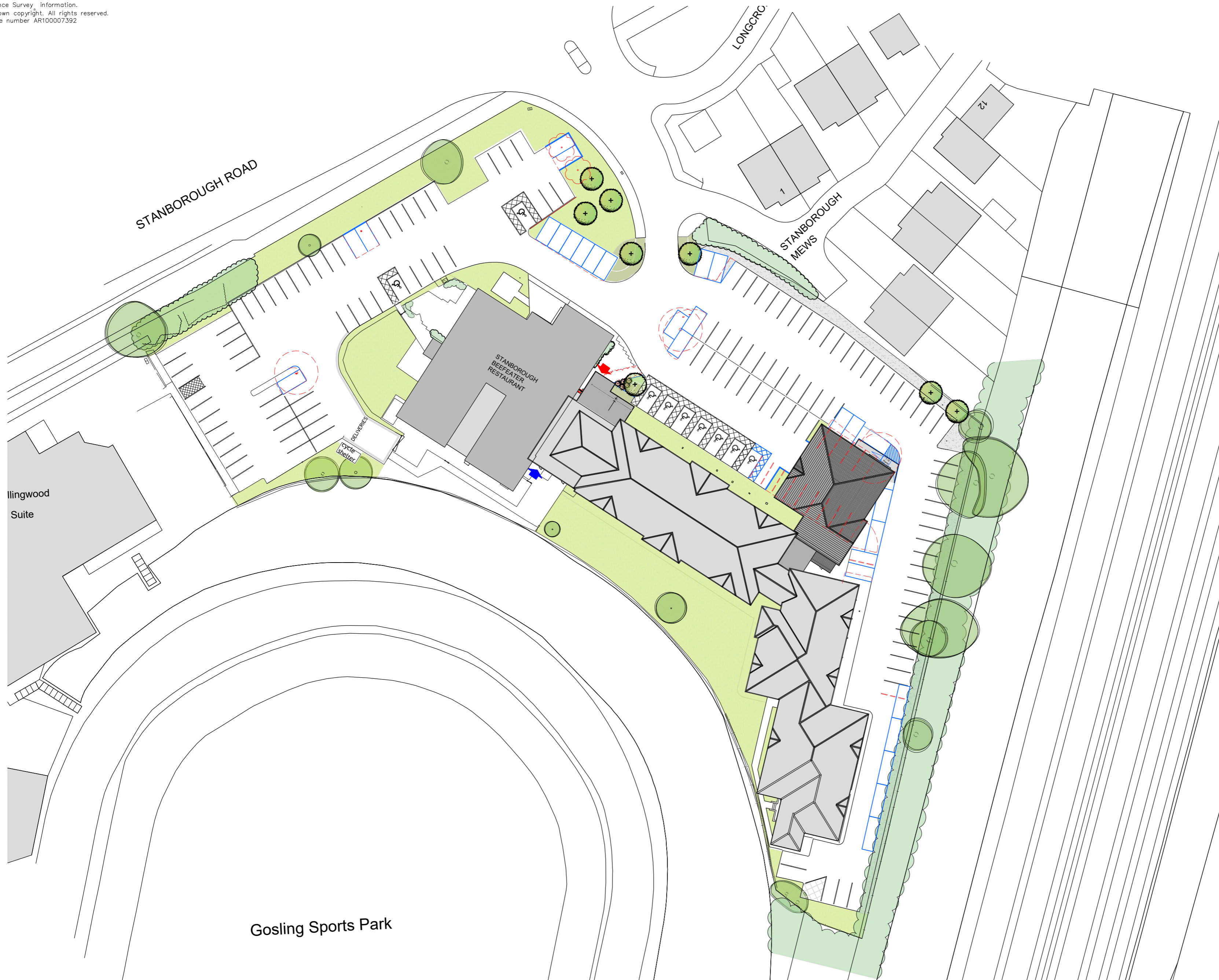
NOTE: The extension drainage is to connect to the existing Premier Inn hotel foul drainage system.

The new landscaping is to be the same as the current landscape planting strategy.

### KEY:

-  Proposed Car parking/kerbs
-  Existing Car parking kerbs removed
-  Existing tree to be removed
-  Existing shrub planting to be removed
-  Existing tree to be retained
-  Existing other vegetation to be retained
-  Proposed tree planting
-  Existing and proposed grass
-  Proposed shrub / groundcover planting
-  Proposed specimen shrub
-  Existing gravel

For Detail Landscaping proposal refer to :  
 Indigo Landscape Architects Ltd.  
 Drawing No: 780-SW-01 B




CLIENT

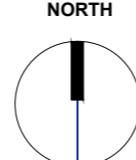


GENERAL NOTES  
 All drawings are subject to full site survey. All dimensions are to be checked on site.

SCALE



NORTH



REV.	DESCRIPTION	DATE	INITIALS

ISSUE

**PLANNING**



CHQ Architects Ltd  
 The Millings, 44 Whitehorse Street,  
 Baldock, Hertfordshire SG7 6GQ  
 Telephone: (01462) 895110  
 Email: design@chq-architects.co.uk  
 www.chq-architects.co.uk



PROJECT  
 Premier Inn  
 Stanborough Road  
 Welwyn Garden City  
 Hertfordshire  
 AL8 6DQ

DRAWING

Proposed Site Plan

DATE	Jan 2018	DRAWN	FA
SCALE	1:500@A2	CHECKED	MRA

CHQ.15.11456-PL05

## APPENDIX C



WHITBREAD



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	
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) NR5 OTP	Wednesday	25	November	2009	Table Table	40	160	93	
Norwich (Showground) NR5 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	Thursday	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								
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
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	

**RGP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS**

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## APPENDIX D



# PIX PARKING DEMAND CALCULATOR

Rev E  
27/09/2017

## Welwyn Garden City

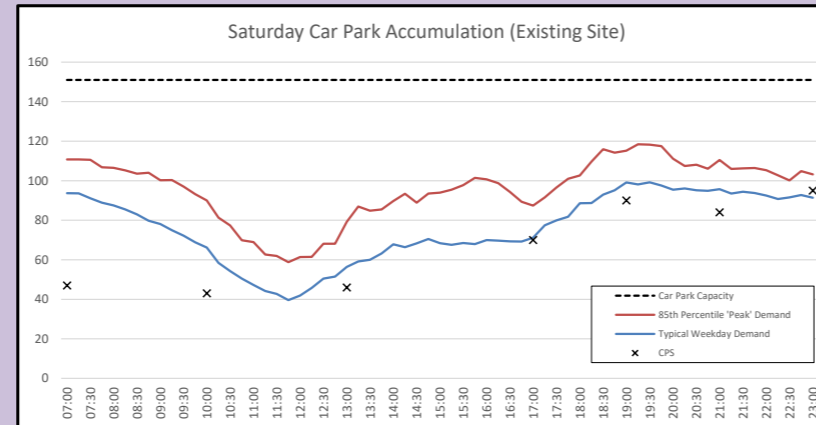
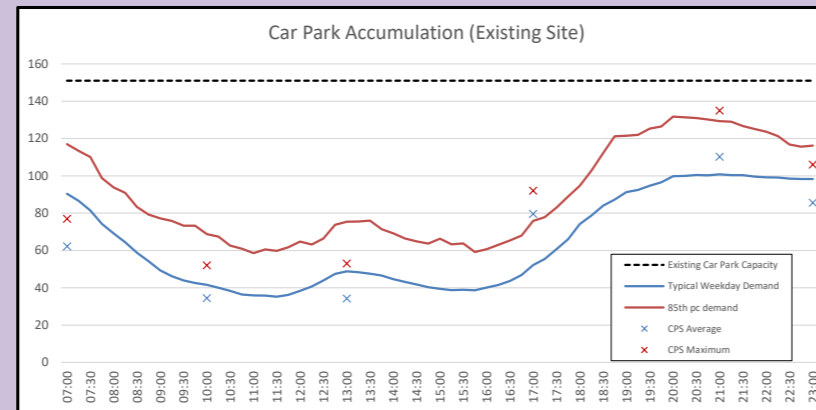
Figures based on survey data from 78 Whitbread Premier Inn / Restaurant sites in comparable locations in close proximity to the principal highway network / commercial areas / edge of town locations. Representative of typical weekday operation under full occupancy. See attached survey schedule for further details of the sites considered.

Existing Site	
Car Parking Spaces:	151
Hotel Bedrooms:	120
Restaurant Covers:	210

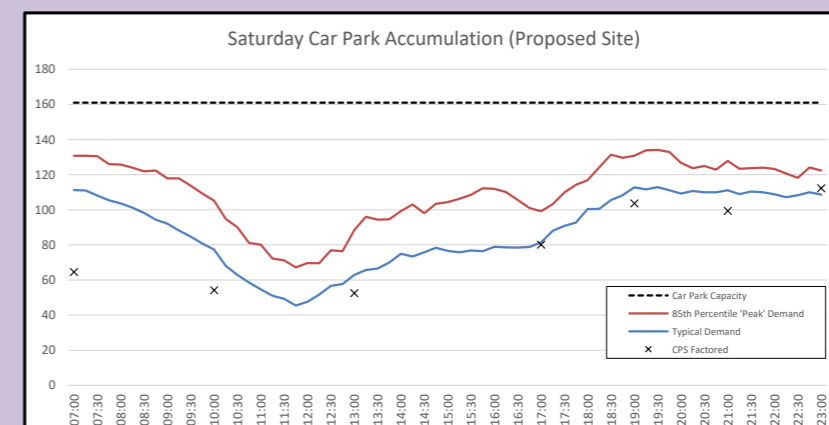
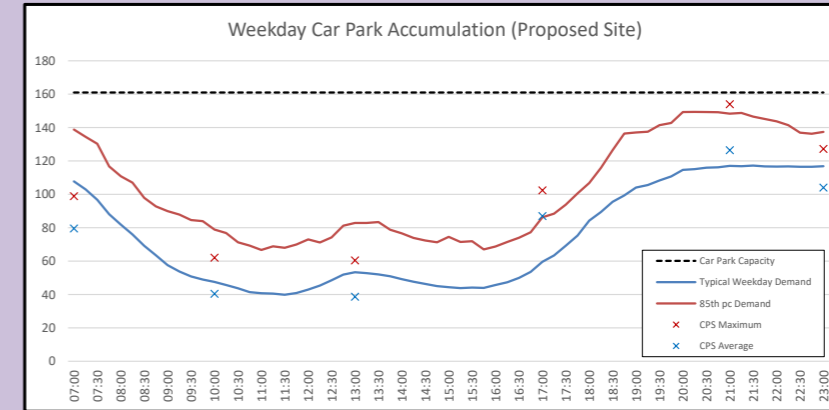
Proposed Extension	
Additional Bedrooms:	24
Additional Parking:	10

Total Site (Proposed)	
Total Bedrooms:	144
Total Covers:	210
Total Parking:	161

### Existing Site Operation



### Proposed Site Operation



\*Accumulation charts assume all bedrooms sold overnight

### Car Park Survey Results:

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday	Maximum Weekday
07:00	29	70	75	77	60	47	78	62	77
10:00	28	25	38	52	29	43	65	34	52
13:00	20	18	44	53	36	46	47	34	53
17:00	73	89	75	69	92	70	52	80	92
21:00	113	135	120	125	58	90	71	110	135
23:00	90	97	106	87	48	84	28	86	106
<b>Bedrooms Sold</b>	<b>119</b>	<b>120</b>	<b>119</b>	<b>115</b>	<b>60</b>	<b>95</b>	<b>43</b>	<b>107</b>	<b>120</b>

### Vehicle Trip Rates

Restaurant (per cover)			
	Arr	Dep	Two-way
AM	0.013	0.005	0.018
PM	0.098	0.047	0.145
Daily	0.745	0.732	1.477

Hotel (per bedroom)			
	Arr	Dep	Two-way
AM	0.040	0.221	0.262
PM	0.159	0.047	0.207
Daily	1.139	1.091	2.230

### Vehicle Trips

Existing Site			
	Arr	Dep	Two-way
AM	8	28	35
PM	40	16	55
Daily	293	285	578

Proposed Extension			
	Arr	Dep	Two-way
AM	1	5	6
PM	4	1	5
Daily	27	26	54

## APPENDIX E



**WHITBREAD PREMIER INN  
CAR PARKING SURVEY –  
March 2017**

Hotel & Restaurant Name: **Premier Inn Welwyn Garden City & Beefeater Restaurant**

No. of hotel rooms: 120      Total No. of Car parking spaces: 149      No. of covers in restaurant: 160

	<b>Friday10th March</b>	<b>Saturday 11<sup>th</sup> March</b>	<b>Sunday 12<sup>th</sup> March</b>	<b>Monday 13<sup>th</sup> March</b>	<b>Tuesday 14<sup>th</sup> March</b>	<b>Wednesday15<sup>th</sup> March</b>	<b>Thurdays16<sup>th</sup> March</b>
<b>07:00</b>	60	47	78	29	70	75	77
<b>10:00</b>	29	43	65	28	25	38	52
<b>13:00</b>	36	46	47	20	18	44	53
<b>17:00</b>	92	70	52	73	89	75	69
<b>21:00</b>	58	90	71	113	135	120	125
<b>00:00</b>	48	84	28	90	97	106	87
<b>Number of hotel rooms sold*</b>	<b>60</b>	<b>95</b>	<b>43</b>	<b>119</b>	<b>120</b>	<b>119</b>	<b>115</b>

Other Information .....

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\*Number of rooms sold on the night of the survey