

**From:** alan.story@hertfordshire.gov.uk  
**Sent:** 04 June 2018 11:00  
**To:** Planning  
**Subject:** Planning application 6/2018/1338/FULL - Premier Inn, Stanborough Road

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**Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**District ref:** 6/2018/1338/FULL  
**HCC ref:** WH/158/2018  
**HCC received:** 01/06/2018  
**Area manager:** Manjinder Sehmi  
**Case officer:** Alan Story

**Location**

Premier Inn, Stanborough Road  
Welwyn Garden City  
AL8 6DQ

**Application type**

Full application

**Proposal**

Erection of a three-storey extension to the northern elevation of the existing hotel and a single storey extension to existing entrance lobby (C1), alterations to car parking layout, landscaping and associated works.

**Decision**

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1) Prior to the first occupation of the development hereby permitted the proposed onsite car parking shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use. Concurrent with this cycle parking shall be provided in accordance with a detailed scheme submitted to and approved in writing by the Local Planning Authority and retained thereafter available for that specific use. Reason: To ensure the permanent availability of the parking / cycle parking, in the interests of highway safety and to ensure sustainable development.

It is understood the hotel has expanded over time, originally being a 60 room hotel, with adjunct restaurant (1997), and then extended to provide a further 30 rooms (2004) and a further 30 rooms (2009), providing the now total level of accommodation of 120 bedrooms.

The current proposal now proposes a further extension of 24 bedrooms.

The application is clear that the restaurant, whilst providing a dining facility for the adjacent hotel is a separate entity.

The application is submitted supported by a Transport Statement prepared by RGP – Transport Planning and Infrastructure Design Consultants (May 2018).

The hotel is situated adjacent to Stanborough Road , A6129, a principle road within the network providing a main distributor function – and providing a direct link from the town centre to the primary road network. The hotel access is off a spur road, also providing access to Longcroft Green (Local Access Road) and Stanborough Mews (Private Road). The spur road is adopted upto the entrance to the hotel car park.

This access road is provided with a dedicated right hand turn lane on Stanborough Road in order to accommodate turning movements without undue detriment to the primary function of the principle road network. The Highway Authority recognise that there are 2 accidents (5 year, minor severity) associated with the junction, however, this is not considered sufficient evidence that the junction is unsafe. Visibility from the access is unobstructed in both directions.

Development proposals do not necessitate any changes to the existing form of access to the site.

### Trip generation

The TS sets out the potential trip generation of the additional 24 bedrooms to be added by the development proposals.

The TS undertakes trip rate assessment on the basis of specific survey information for Premiere Inn, suggesting that the use of TRICS data is not directly compatible with the offer of Premier Inns, by including hotels that include leisure / conference facilities which are not common to the Premier Inn model. It is recognised that the Transport Consultant offers full reports of the sites used in the TS assessment if necessary.

HCC would observe that without review of the methodology of the survey and full details of the selected sites within the analysis, limited weight can be given the assessment. To assess the necessity of such a review, the HA has consulted the TRICS database.

Analysis of Hotels > England > less than 200 rooms > edge of town centre / edge of town / suburban, provides trip rates of AM peak 0.168 INbound / 0.233 Outbound, and for PM peak 0.204 INbound / .128 OUTbound. Application of such rates suggests 24 bedrooms within a hotel could generate 4 IN / 6 OUT vehicle trips in the AM peak and 5 IN / 3 OUT in the PM peak.

Across the entire day TRICS would predict 95 trips versus the 54 based on the RGP specific assessment of Premier Inns.

The Highway Authority are acceptant that some of the hotels within the TRICS assessment include facilities that are not available at premier inns (Leisure / conference) and that such facilities would generate movements in addition to guest attendance for purposes of bed / breakfast.

The difference in peak hour two way movements is negligible in both the AM (10 (TRICs) versus 6 (RGP)) and PM (8 (TRICs) versus 5 (RGP)). Whilst a more notable difference is observed between daytime 2 way (95 versus 54) it is reasonable to attribute this with the draw of the additional facilities.

On the basis of this comparison I would accept it is reasonable to consider that the rates presented by RGP are a fair reflection of the specific nature of Premier Inns, sufficient that it shall not be necessary to undertake a detailed analysis of the RGP survey methodology. The Highway Authority assessment, recognising it considers sites potentially not directly comparable, does not suggest significant additional movements – and even on the basis of this assessment, would not give rise to significant concern that the network would be unduly prejudiced by this development.

The potential for 1 INbound and 5 OUTbound vehicle trips in the weekday morning peak, and 4 INbound and 1 OUTbound trips in the weekday evening peak, would not be expected as having a material impact on the operation of the junction arrangements serving the hotel, nor the capacity of Stanborough Road and local junctions.

### Car parking

The Transport Statement undertakes detailed assessment of car park usage for the application site. The hotel is identified as experiencing high levels of occupation at survey times (upto 100%). The car park, providing 151 spaces, is shared with the adjacent Restaurant. Surveys for a 6 day period are undertaken within the TS and suggest maximum occupancy of the car park reached 89% occupancy (135 spaces occupied).

Development proposals include car park revisions that secure a further 11 parking spaces.

The TS uses the results of the parking study and applies this to the additional bedrooms, and concludes that the increase ensures that there remains some spare capacity within the car park. Whilst matters in respect of car parking shall be for the LPA to agree, I would consider that the TS has undertaken a reasonable assessment of parking requirements. There is limited likelihood that with the additional car parking the on-site arrangements would be insufficient such that vehicles might park on the wider network. In such instances it is the HA view that this would occur in Stanborough Mews / Longcroft Gardens and unlikely to result in unsafe / inappropriate parking that would be prejudicial to the operation of the wider network.

Parking lost as a result of the siting of the new hotel wing, is reprovided across the site (including the additional parking). All bays provided appear suitable. Some bays are provided parallel to the rear access road (Eastern boundary of the site), and may restrict ease of two way flow of vehicles but this area provides limited parking and therefore unlikely to result in significant difficulty. Additional bays are provided within existing landscaping. Or amendments to existing layout.

1 additional space laid out to disabled space standards is provided.

I would observe that one single space appears to be poorly laid out (adjacent to eastern corner of new block). I would therefore highlight that actual net increase in spaces would be more reasonably be 10 not 11, as this space is unlikely to be used to limitations on its' scale and potential for interference with use of surrounding bays.

### Sustainability

I am unaware of whether the hotel has a Travel Plan (from its' original construction). Each increase in size has been beneath the threshold that would require a Travel Plan. It is recognised within the TS that the hotel would reasonably provide stop over trips for business purposes, such a position having been accepted by the HA in other local hotel developments, and therefore that vehicle trips may already be on the network

The Transport Statement summarises the access to sustainable modes of travel reasonably associated with the site.

The site is immediately fronted by bus stops (north / south bound). Each are provided with timetables and Kassel kerb enabling access for mobility impaired persons. Southbound stop is provided with shelter. Stops are served by a number of routes, and provide links to the town centre whereby access to mainline rail services are provided at Welwyn Garden City station.

The hotel provides 8 cycle spaces for the 120 bedrooms, and this number is unchanged following the increase of 24 additional bedrooms. It is, however, accepted that primary users of these facilities would be staff who may be local to the site. The additional bedrooms are predicted to give rise to a further 4 staff.

The LPAs own cycle parking standards would suggest the provision of 1 long term space per 10 bedrooms, as well as 1 long term space per 10 staff on site at anyone time. On the basis of the LPAs own standards, there is a shortfall in parking, and reasonably would require 16 cycle spaces. The Highway Authority would encourage that additional cycle parking be provided, as this shall support alternatives to the use of the private car for guests / staff and would support the objectives of the Highway Authorities Local Transport Plan, as well as ensure compliance with the LPAs' own standards.

Other

Given the limited scale of development proposals, site arrangements and proximity to the principle A road network, I do not consider it necessary to secure a construction management plan on behalf of the Highway Authority. Construction traffic is unlikely to have a significant impact on the operation of Stanborough Road, and site arrangements reasonably shall accommodate all construction compounds, areas for deliveries, storage and the site would be sufficient that large vehicles would not be expected to reverse out onto A6129.

**Alan Story**

**Date 04/06/2018**

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