

David Cross
Development Control
Merthyr Tydfil County Borough Council

04 April 2025
Our Ref: 7920

Dear David,

RE: P/24/0133 - PREMIER INN MERTHYR TYDFIL - EXTENSION PROPOSAL

Thank you for your and your Highway colleagues' time to discuss the above planning application on 3rd April 2025, following receipt of further comments regarding the car parking provisions at the site.

As agreed during the meeting, I provide details herein regarding the further assessments undertaken using RGP's dataset of similar Premier Inn sites, with comparison to the Car Park Survey (CPS) results obtained in April / May 2024.

I should again highlight that it is in Whitbread's best interest to ensure that adequate parking is available and provided for its guests and customers. This ensures compliance with its 'Good Night Guarantee' policy and avoids the potential for displaced parking to the public highway.

Existing & Proposed Parking Demand Charts

During our meeting, I presented three charts which summarise the following:

1. April / May 2024 Car Park Survey (CPS) Results
2. Existing Demand Assessment with CPS Results and RGP's data for comparable sites
3. Proposed Demand Assessment with CPS Results and RGP's data for comparable sites

I attach these Charts for reference and provide some commentary on each herein.

Chart 1 indicates that the site currently operates well-within its existing parking provisions, with 115 spaces in total to serve the 62 bedrooms and Table Table restaurant. The 'peak' conditions for parking were recorded on the Sunday afternoon which indicates high restaurant trade and potentially some abuse of the on-site car parking, as these periods generally fall outside of the traditional peak times for hotel guest parking.

Chart 2 illustrates that the site generally operates as expected in respect of typical Premier Inn hotel and restaurant sites. The CPS results have been factored-up to reflect a 100% room occupancy rate which is highly robust given that this basic uplift will also include restaurant vehicles captured within the survey. RGP's data for comparable sites (again factored to 100% hotel and restaurant occupancy) shows that the parking provisions would be sufficient a day-to-day basis, and the 'CPS Max' figures indicate that any intermittent peaks in demand (e.g. when the restaurant is particularly busy) can also be accommodated satisfactorily. This therefore further validates that there is currently a surplus of parking at the site relative to actual and likely demands.

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Chart 3 illustrates that an additional 13 vehicles (i.e. robustly assuming one per new bedroom proposed) could be accommodated within the proposed 91 space provision. As discussed, the RGP data trendline, assuming full room and restaurant occupancy, shows that the average day-to-day demands would be well-within the theoretical car park capacity, whilst the 'CPS Max' exercise shows that any intermittent peaks can again be accommodated satisfactorily. This therefore addresses both the typical operating conditions at the site and any potential fluctuations in demand.

Again, I should reiterate that the assessments are highly robust and all scenarios demonstrate that the site can operate within its existing and proposed provisions.

Car Parking Standard for Hotels

As discussed, in RGP's experience it is overly-robust to assume a one space per hotel bedroom ratio for parking, given that there is a degree of vehicle sharing and multiple room bookings at such sites. Each room generating a demand for one parking space is therefore unlikely, and it is therefore furtherly over-robust to assume additional requirements for staff car parking above a 1:1 bedroom to space ratio.

Travel Plan Condition

As agreed, RGP can prepare a Travel Plan for the site to encourage travel via alternative modes and hence aid the demand for parking. The implementation of this Travel Plan can be secured via an appropriately worded condition.

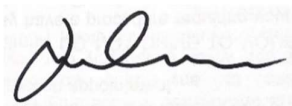
Parking Management Plan Condition

Similarly, a Parking Management Plan could be secured via an appropriately worded condition to further manage the supply and demand for parking at the site.

Summary

I trust that the above commentary and enclosed information reflects our discussion, and subsequently the conclusion that the proposals would be acceptable in respect of the proposed parking provisions.

Yours sincerely,



James Colston
Principal Consultant

Enc. Parking Demand Charts

Parking Demand Charts

Premier Inn, Merthyr Tydfil



- ‘Existing’ assessments account for 62 bedrooms & 115 parking spaces. Table
Table restaurant also included.
- ‘Proposed’ assessments account for 75 bedrooms & 91 parking spaces. Table
Table restaurant also included.
- All assessments assume full room & restaurant occupancy.
- ‘RGP Data’ references results from several surveys at Premier Inn hotels & restaurants, as detailed within the Transport Statement.
- Car Park Surveys (CPS) undertaken at the site between Tuesday 25th April & Wednesday 1st May 2024 inclusive, as detailed within the Transport Statement.

Chart 1

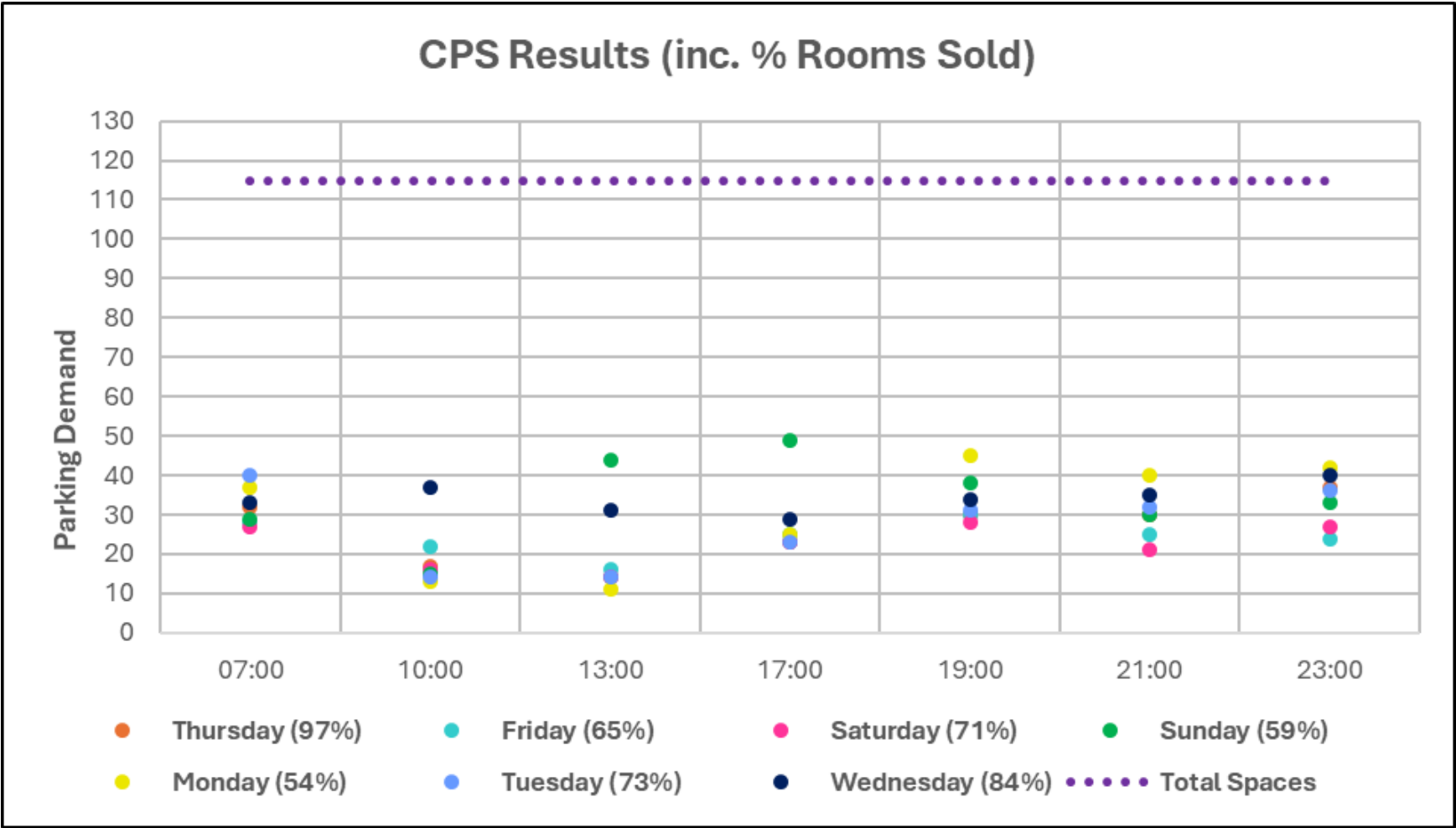
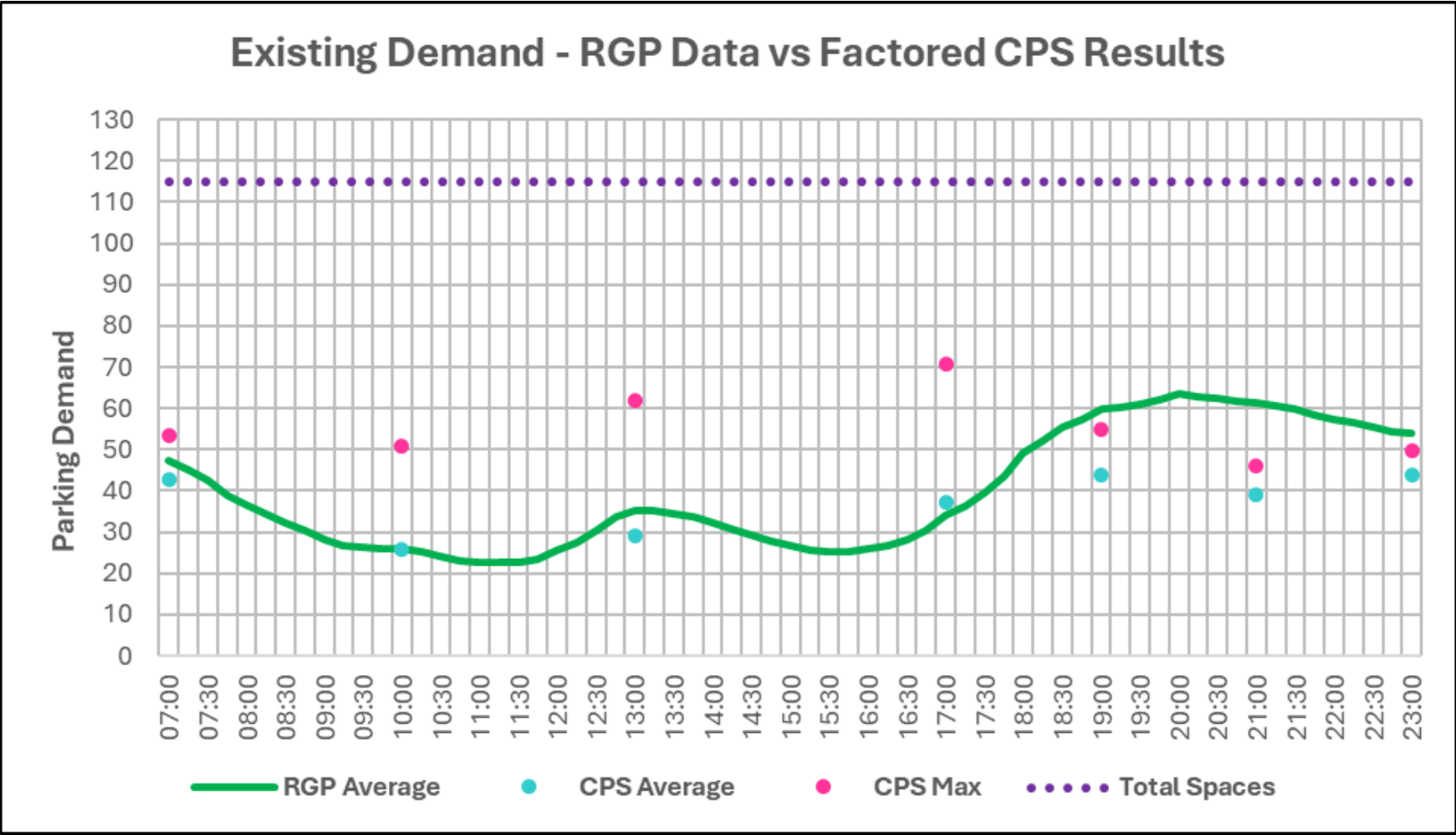
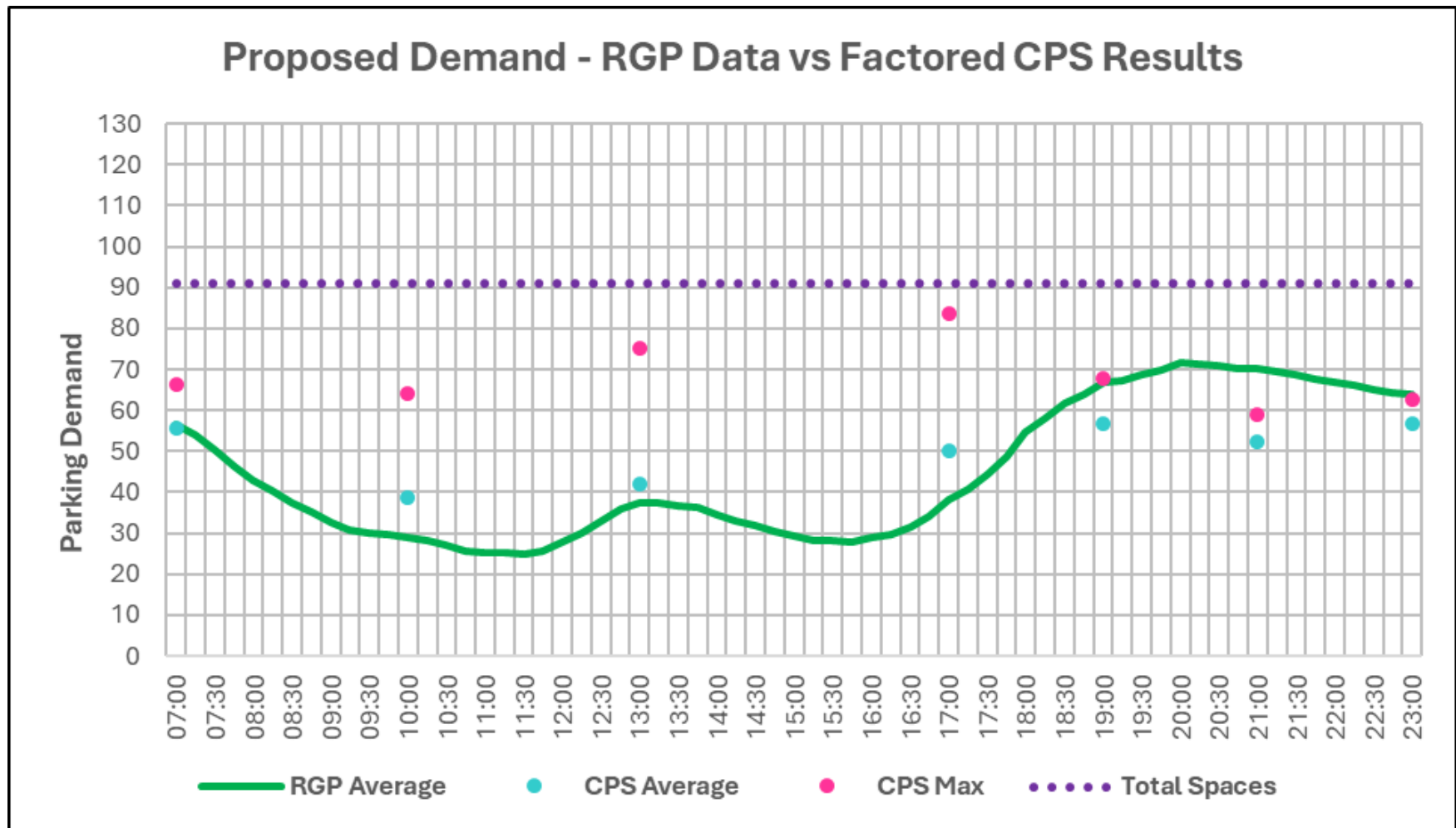


Chart 2



CPS results have been factored-up to 100% room occupancy which is highly robust.

Chart 3



CPS results have been factored-up to 100% room occupancy which is highly robust.