



WHITBREAD PLC



Premier Inn Merthyr Tydfil

TRANSPORT STATEMENT

for Proposed Hotel Extension
on behalf of Whitbread Group PLC

2024/7920/TS01

May 2024

DOCUMENT CONTROL

Project: Premier Inn Merthyr Tydfil
for Proposed Hotel Extension

Report Type: Transport Statement

Client: Whitbread Group PLC

Reference: 2024/7920/TS01

DOCUMENT REVIEW

Author:	SDH	Date:	15/05/2024
Checked by:	JSC	Date:	15/05/2024
Approved by:	NDR	Date:	15/05/2024

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	15/05/2024	Draft	NDR
2.			
3.			
4.			
5.			

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Scheme Details

Local Highway Authority	Merthyr Tydfil County Borough Council
Site Name	Merthyr Tydfil
Site Address	Duffryn Road, Pentrebach, Merthyr Tydfil
Existing Bedrooms	62
Proposed Total Bedrooms	75
Total Net Additional Bedrooms	13
Existing Car Parking	115
Existing Disabled Parking	14
Proposed Car Parking	92
Restaurant Brand	Table Table
Site Access Road	Duffryn Road

1 INTRODUCTION

1.1 Report Context

- 1.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the Merthyr Tydfil Premier Inn, Duffryn Road, Pentrebach, Merthyr Tydfil ("the site").



Figure 1 Merthyr Tydfil

- 1.1.2 The existing site comprises a 62-bedroom Premier Inn hotel and associated Table Table restaurant (200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 115 cars, including 14 disabled bays, for the shared use of the hotel and restaurant. A plan illustrating the existing site layout is attached hereto at **Appendix A**.
- 1.1.3 The proposals involve a net 13-bedroom extension to the existing hotel, resulting in a total of 75 bedrooms, with 92 car parking spaces post-development. Access would continue to be afforded from Duffryn Road as per the existing arrangements. A plan illustrating the proposed site layout is attached hereto at **Appendix B**.

1.2 RGP and Whitbread Operations

- 1.2.1 RGP is retained as Whitbread's Highway Consultant having been involved in new build and extension projects across the Whitbread estate throughout the United Kingdom (UK).
- 1.2.2 As a result, RGP has a wealth of survey data in relation to trip generation and parking demand for existing sites throughout the UK. This data is therefore used, in part, to determine the likely operation of the proposals in highways and transport terms post-development. The full details of which are included within this Transport Statement.

1.3 Transport Statement Structure

- 1.3.1 This Transport Statement has been prepared to support the proposals and evaluates the key highways and transport related matters. This report comprises the following sections:
- **Section 2 – Policy Context:** details pertinent national and local policies;
 - **Section 3 – Baseline Conditions:** provides an overview of the existing situation at the site, including the local highway network and accessibility via sustainable modes of travel;
 - **Section 4 – Trip Generation:** details the existing trip generation associated with the site as a whole, including hotel- and restaurant-specific trips, provides a forecast in these terms for the site post-extension;
 - **Section 5 – Parking Arrangements:** outlines the existing utilisation of the car park at the site, followed by the implications of the proposals in these terms when considering the overall increase in bedrooms, with relevant reference to the locally adopted parking standards for such developments;
 - **Section 6 – Access, Layout and Servicing** - outlines the access strategy and internal layout of the site in the context of vehicle movements and general parking provision, considering any alterations as a result of the proposals and the residual impact of the scheme upon servicing activities at the site; and
 - **Section 7 – Summary and Conclusions:** provides a concise set of conclusions and an overall summary of report findings.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

- 2.1.1 The 'National Planning Policy Framework' (NPPF) details the government's planning policies for England and how these are expected to be applied.
- 2.1.2 Chapter 9 (Promoting Sustainable Transport) Paragraph 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

Local Highway Authority

- 2.2.1 The Local Highway Authority for the site is Merthyr Tydfil County Borough Council.
- 2.2.2 The Merthyr Tydfil 'Replacement Local Development Plan 2016 – 2031' Objective 7 (Transport) aims "to support an integrated transport system, promote active travel and ensure new developments are accessible by walking, cycling and public transport links."
- 2.2.3 Policy SW12 (Improving the Transport Network) recognises the "Transport Hierarchy and national policy aims to reduce the need to travel, particularly by private motor vehicles, by supporting healthy and sustainable transport options and encouraging a modal shift."
- 2.2.4 The Objectives of Policy SW12 comprise:
- *"To improve human health and well-being and reduce inequalities.*
 - *To reduce the need to travel and encourage sustainable modes of transport.*
 - *To ensure essential utilities and infrastructure are available to meet the needs of all.*
 - *To minimise the contribution to climate change whilst maximising resilience to it."*

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The site is located in the village of Pentrebach, to the south of the town of Merthyr Tydfil. The site location is illustrated in the figure below.

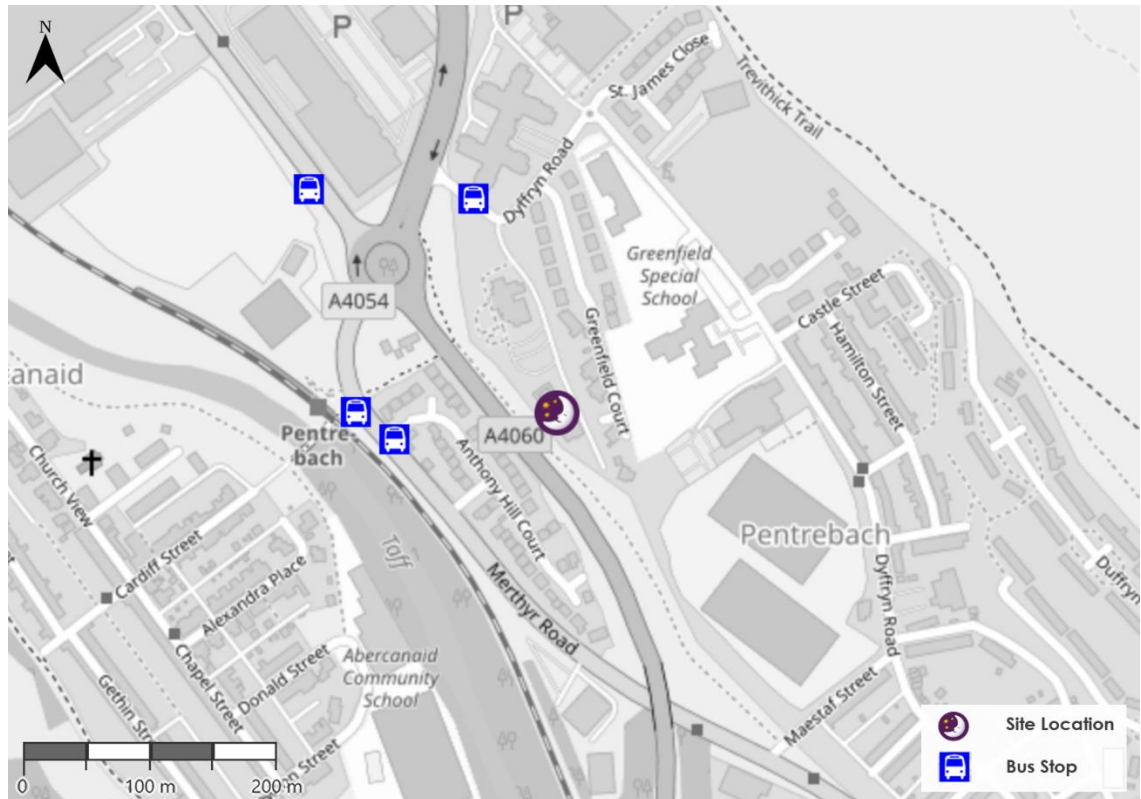


Figure 2 Site Location

- 3.1.2 As illustrated in the figure above, the site is surrounded by retail establishments to the north, educational establishments to the east and south, and residential development to the west.

3.2 Accessibility by Sustainable Modes

Walking

- 3.2.1 It is commonly accepted that walking is the most important mode of travel at the local level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.
- 3.2.2 The 'Planning for Walking' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered as part of this Statement which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.

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

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

Figure 3 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

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

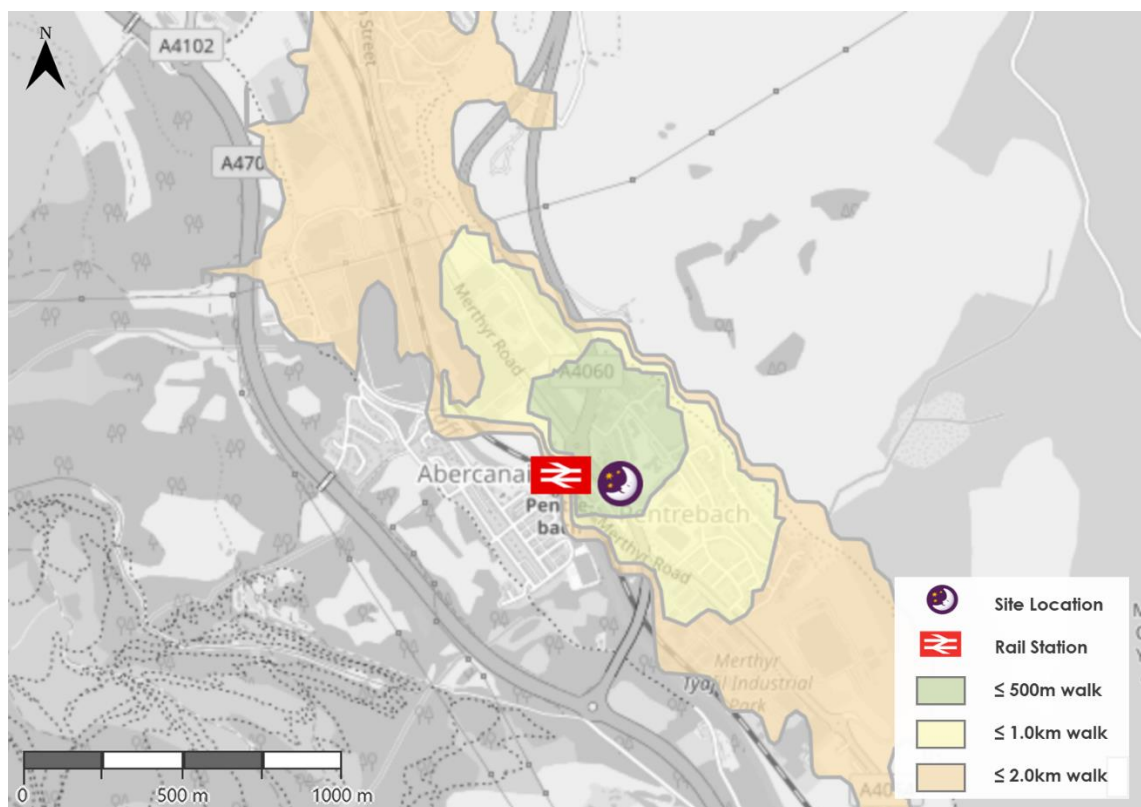


Figure 4 Indicative 2km Walking Catchment

- 3.2.5 As illustrated in the figure above, a 2km walking catchment encompasses the village of Abercanaid and Pentrebach, to include a number of amenities and services, and public transport provision, with it considered staff and guests alike could walk as part of a multi-modal trip, supported by other sustainable modes to access the site.

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

Cycling

- 3.2.7 Cycling is also an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.
- 3.2.8 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.
- 3.2.9 In light of the above guidance, an indicative 5km cycling catchment is illustrated in the figure below.

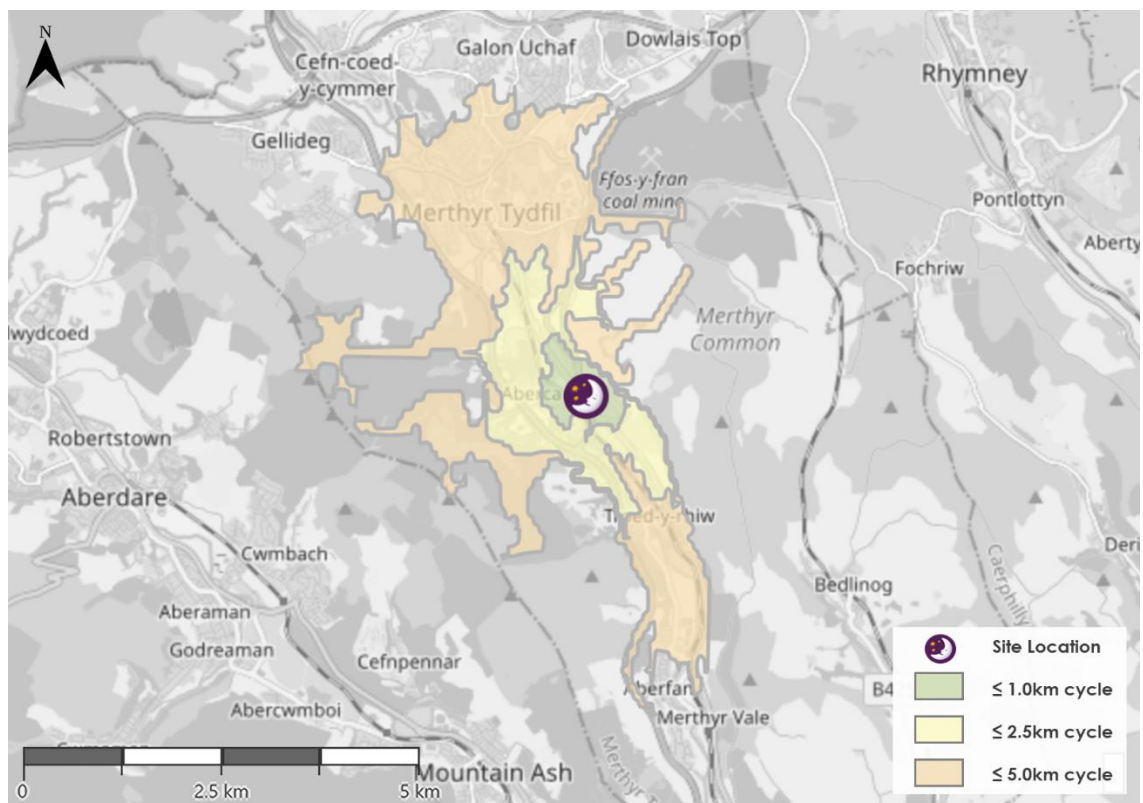


Figure 5 Indicative 5km Cycling Catchment

- 3.2.10 As illustrated in the figure above, a 5km cycling catchment encompasses the areas of Abercynon, Merthyr Tydfil, Pentrebach and Troed-y-rhiw. The local area further benefits from bike friendly roads and trails. The site is located close to National Cycle Network route 8 (Cardiff (south) to Holyhead (north)) and 477 (Abercynon (south) to Merthyr Tydfil (north)).

- 3.2.11 It is considered staff could cycle to the site, and leisure routes, which guests could utilise during their stay.

Bus and Rail

- 3.2.12 The Pentrebach House are the closest bus stops, located at an approximate 200m (equivalent to a 3-minute walk) from the site. The stops are served by route 81 only to Merthyr Tydfil in the north and Bryngoleu to the south. Additional services can be boarded at Hoovers Main Gate or Hoovers Sports stops.
- 3.2.13 Pentre-Bach is the closest rail station, located at an approximate 450m (equivalent to a 6-minute walk) from the site. The station is served by Transport for Wales services only to Merthyr Tydfil in the north and Cardiff Central, Pontypridd and Radyr to the south.

Summary

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

4 TRIP GENERATION

4.1 Overview

- 4.1.1 Based on RGP's experience of Premier Inn developments, the traffic generation for the hotel has been derived from comparable survey data. Although the TRICS database is the industry standard tool for deriving traffic generation for similar land uses, in RGP's experience this data is often not comparable. Many hotels within TRICS contain conference and leisure uses on-site, which make the data unrepresentative of a hotel which does not contain these facilities.
- 4.1.2 As part of RGP's assessment, data collected from surveys of numerous comparable Premier Inn / restaurant sites has been used to establish the likely operation of the existing Premier Inn and how this may change with an additional 13 bedrooms.
- 4.1.3 This data has been gathered from extensive traffic and parking surveys of sites throughout the UK, all of which are comparably located in terms of their locational context and access to the highway network. At each of these sites, a detailed, car park survey was undertaken between 07:00 and 23:00, to include observations of all arrivals and departures and details in terms of purpose of visit (i.e. hotel, restaurant or 'other'). Each of these surveys was taken independently by a specialist traffic survey company.
- 4.1.4 Where sites comprise a Premier Inn hotel with an associated Whitbread branded restaurant (i.e. Beefeater / Brewers Fayre), trip rates have been recorded for the hotel and the restaurant separately. This therefore enables the trip generation and parking demands of each element to be established with a high level of accuracy. It is worth noting that for equivalent hotel and restaurant sites, TRICS is not able to distinguish a separate trip rate for the hotel and restaurant elements.

4.2 Trip Rates

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

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

Figure 6 Hotel and Restaurant Vehicle Trip Rates

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

4.3 Existing Site Operation

- 4.3.1 The table below summarises the trip attraction associated with the existing site, comprising the 62 hotel bedrooms and the Table Table restaurant (200 covers).

Time Period	Existing Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak	6	14	20
PM Peak	25	10	35
Daily	197	191	387

Figure 7 Existing Trip Generation

- 4.3.2 As summarised in the table above, the existing site could generate 20 two-way movements during the AM peak and 35 two-way movements during the PM peak, with 387 total daily two-way movements.

4.4 Proposed Site Operation

- 4.4.1 The table below summarises the proposed trip generation following the net addition of 13 bedrooms to the hotel, with the restaurant retained (200 covers).

Time Period	Proposed Vehicle Trip Generation			Net Impact		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	6	17	23	+1	+3	+3
PM Peak	27	11	38	+2	+1	+3
Daily	211	204	415	+14	+14	+28

Figure 8 Proposed Trip Generation

- 4.4.2 As summarised in the table above, the existing site could generate an additional three two-way movements during the AM and PM peak, with an additional 28 total daily two-way movements.
- 4.4.3 Overall, this is not considered to represent a notable increase in traffic and would have a negligible impact on the operation local highway network. Furthermore, it is worth noting that the Premier Inn hotel would not necessarily attract new visitors but rather provide overnight accommodation for people making a pre-determined trip into the area, hence any additional trips to the site would not necessarily be 'new' to the local highway network.

5 PARKING ARRANGEMENTS

5.1 Overview

- 5.1.1 The existing site provides a total of 115 car parking spaces for the shared use of the 62-bedroom hotel and associated Table Table restaurant. The proposals would result in the loss of 23 car parking spaces, offering 92 spaces post-extension.
- 5.1.2 On-site parking is for the shared use of the Premier Inn hotel and Whitbread branded restaurant, with the two land uses operating in a complementary manner, which facilitates its shared use.
- 5.1.3 The associated peaks in parking for each land use are not concurrent, with hotel guests arriving through the afternoon and evening and departing during the morning, whilst restaurant peaks typically occur at mealtimes.

5.2 Parking Standards

- 5.2.1 CSS Wales 'Wales Parking Standards (2008)' "*seek to ensure a transparent and consistent approach to the provision of parking.*" The Standards are reproduced in the figure below.

Use Class	Operational	Non-Operational
Hotels	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per bedroom
Public Houses & Licensed Clubs	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 5m ² of public area including servery
Restaurants	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 7m ² of dining area

Figure 9 Parking Standards

- 5.2.2 Based on the above parking standards, the proposed hotel extension could provide a maximum of 13 car parking spaces for the additional 13 guest bedrooms. It is not considered additional staff will be required to operate the proposals, and therefore no additional provision is sought.
- 5.2.3 In addition to the maximum parking standards as contained in local parking policy, it is also important to understand the anticipated parking demand likely to be generated by the development proposals. This can be derived from the survey data used as part of the trip generation analysis.

5.3 Existing Parking Demand

- 5.3.1 To establish the existing parking demand associated with the site, a week-long parking survey was conducted between Thursday 25 April and Wednesday 1 May – the results are attached hereto at **Appendix D**.
- 5.3.2 The parking survey identified a peak weekday accumulation of 45 parked cars within the 115-vehicle capacity car park at 19:00 on Monday 1 May, representing 39% of capacity. It is therefore evident that spare capacity is retained within the existing car park during periods of high demand associated with the hotel.
- 5.3.3 To illustrate the existing parking demand at the site, the figure below outlines the typical weekday demand from RGP's bespoke Whitbread dataset (Appendix C) and how the parking survey detailed above correlates with these sites. As background, the detailed car parking surveys comprised the following scope:
- All surveys carried out by an independent professional traffic survey company.
 - Parking beat counts carried out at 15-minute intervals between 7am and 11pm at each site.
 - All vehicle arrivals and departures recorded, with the occupants' purpose of visit identified (i.e. hotel or restaurant).
 - The number of hotel bedrooms occupied each night was recorded, enabling the survey results to be factored to reflect full occupancy.
- 5.3.4 The parking accumulation for the existing and proposed site are attached hereto at **Appendix E**.

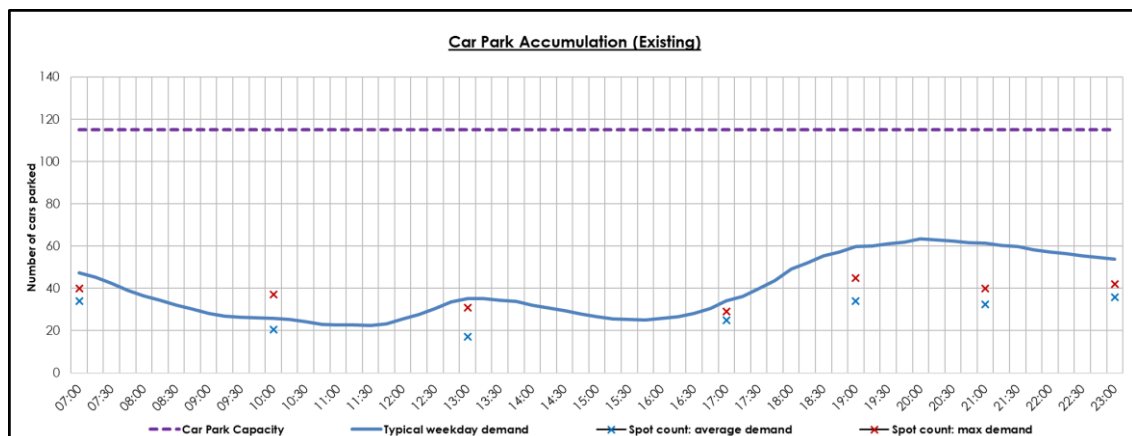


Figure 10 Existing Parking Accumulation Profile

- 5.3.5 The figure above provides an illustration of the anticipated parking demand at the existing site. To validate this data against the site's observed operation, the results of the week-long parking survey have also been plotted – these plots indicate the maximum and average accumulation recorded on weekdays.
- 5.3.6 As illustrated in the figure above, 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.

5.3.7 It should be noted, the parking accumulation data from the comparable Whitbread sites has been factored to reflect 100% bedroom occupancy and hence provides a robust analysis of the site's car parking requirements.

5.4 Proposed Parking Demand

5.4.1 The parking accumulation profile attached hereto at **Appendix E** provides the calculation for the parking demand profile for the proposals, which has been factored accordingly based on the 13 net bedroom extension. The resultant parking accumulation profile for the proposals is illustrated in the figure below.

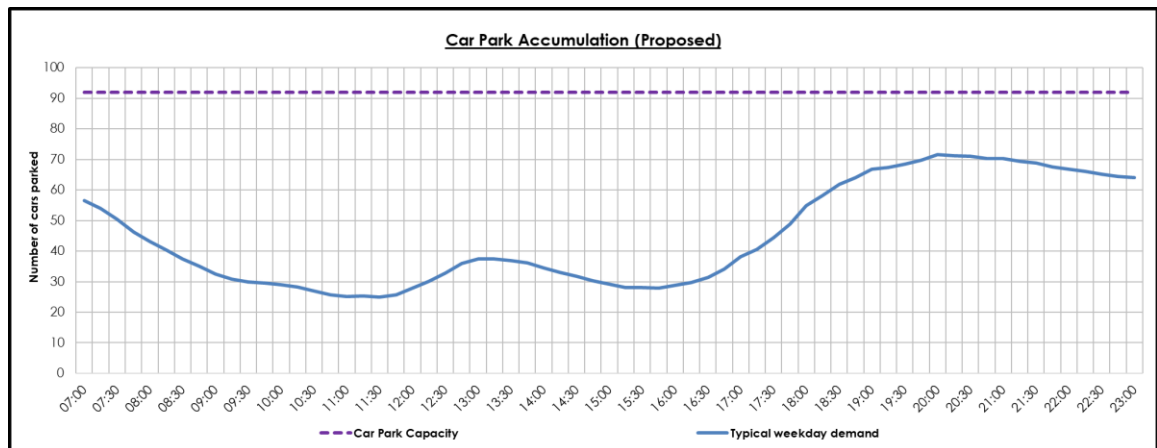


Figure 11 Proposed Parking Accumulation Profile

5.4.2 The figure above provides an illustration of the anticipated parking demand based on comparable survey sites. The site would be expected to generate a peak of 52 parked vehicles, 57% of the proposed capacity, to reflect typical weekday demand.

5.4.3 It is therefore evident that the proposed car parking capacity would be sufficient to cater for all parking demand generated by the proposals.

5.5 Cycle Parking

5.5.1 Cycle parking standards are contained in CSS Wales. The Standards are reproduced in the figure below.

Use Class	Long Stay	Short Stay
Hotels & Public Houses	1 stand per 5 bedrooms	1 stand per 40m ² of public floor space
Restaurant & Cafes (All types)	1 stand per 10 staff	No requirement

Figure 12 Cycle Parking Standards

5.5.2 Based on the above parking standards, the proposed hotel extension should provide an additional three long-stay spaces, likely provided through two Sheffield style stands. As no changes are proposed to the public floor space, no additional provision is sought.

- 5.5.3 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 Access to the site would be retained via Duffryn Road under the current arrangement.

6.2 Layout

6.2.1 The fundamental layout of the site would remain as existing, with all vehicles able to enter and egress the site in a forward gear via Duffryn Road.

6.2.2 Delivery and servicing activities would take place in a consistent manner with the existing procedures within the site curtilage.

6.3 Servicing

6.3.1 Whitbread sites containing a Premier Inn hotel and branded restaurant are served by a combined 14 servicing vehicles per week, as summarised in the table below.

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

Figure 13 Existing Weekly Servicing Requirements

6.3.2 It is not considered that the additional hotel bedrooms would require an increase in the size or frequency of servicing vehicles, with any additional demand met through existing visits.

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

6.3.4 The site would continue to provide a secure refuse store which is designed to be lockable with sufficient drainage points. Bins are allocated for general waste, glass waste and mixed dry recycling. No increase in the frequency of refuse collections would be required post-development.

7 SUMMARY AND CONCLUSIONS

- 7.1.1 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the Merthyr Tydfil Premier Inn, Duffryn Road, Pentrebach, Merthyr Tydfil ("the site").
- 7.1.2 The existing site comprises a 62-bedroom Premier Inn hotel and associated Table Table restaurant (200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 115 cars, including 14 disabled bays, for the shared use of the hotel and restaurant. A plan illustrating the existing site layout is attached hereto at **Appendix A**.
- 7.1.3 The proposals involve a net 13-bedroom extension to the existing hotel, resulting in a total of 75 bedrooms, with 92 car parking spaces post-development. Access would continue to be afforded from Duffryn Road as per the existing arrangements. A plan illustrating the proposed site layout is attached hereto at **Appendix B**.
- 7.1.4 RGP makes the following conclusions from the information and assessments contained within this report:
- (i) The site is considered to be well placed for guest travel, being located in close proximity to major highway links. Additionally, the site benefits from access to a range of pedestrian facilities and public transport infrastructure;
 - (ii) The proposed net additional 13-bedroom extension would generate additional trips to the site, with an additional three trips forecast across the AM peak, three across the PM peak, and 28 across the course of a typical day;
 - (iii) The proposed overall parking provision of 92 spaces (23 fewer spaces) would be adequate to accommodate the demand from the extension proposals;
 - (iv) The modified car park layout would continue to provide sufficient space for delivery vehicles to manoeuvre and vehicles to enter and egress parking; and
 - (v) The size and frequency of delivery vehicles to the site would not increase post-development.
- 7.1.5 As a result of the data and evidence presented within this Transport Statement, Merthyr Tydfil County Borough Council, as local highway authority, is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.

APPENDIX A



Notes:	
Existing Parking:	115
Existing Hotel:	GEA - 1998m ² GIA - 1818m ²
Existing Rooms:	62
Existing Inn:	GEA - 833m ² GIA - 784m ²

Rev	Date	Description	By	Chk
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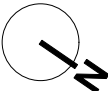
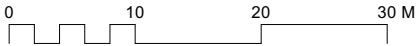
Project
MERTHYR TYDFIL PREMIER INN
DUFFRYN ROAD, PENTREBACH
CF48 8BB

Drawing
EXISTING SITE PLAN

Scale	Date	Drawn	Checked
1:600	29/04/24	CF	PM
Drawing No.		Revision	

6153-PL 010

Status
PLANNING



APPENDIX B



Dashed line indicates
existing trees to be removed

Notes:

Proposed Parking: 92

Proposed Hotel: GEA - 2482m²
GIA - 2328m²

Proposed Rooms: 16

Paving:
Buff Concrete paver

Rev	Date	Description	By	Chk
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WHITBREAD GROUP PLC

Project

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Drawing

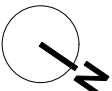
PROPOSED SITE PLAN

Scale	Date	Drawn	Checked
1:600	29/04/24	CF	PM

Drawing No.	Revision
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6153-PL 011

Status
PLANNING



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) 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	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	

RGP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

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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

Please input the below information
and email back to WhitbreadSurveys@rgp.co.uk

PREMIER INN CAR PARKING SURVEY April 2024

Hotel & Restaurant Name: Merthyr Tydfil

Please record the number of cars parked in your car park at each of the following days & times. Please also confirm the number of bedrooms sold each night:

	Thursday 25 th April	Friday 26 th April	Saturday 27 th April	Sunday 28 th April	Monday 29 th April	Tuesday 30 th April	Wednesday 1 st May
07:00	32	28	27	29	37	40	33
10:00	17	22	16	15	13	14	37
13:00	14	16	14	44	11	14	31
17:00	23	25	23	49	25	23	29
19:00	30	30	28	38	45	31	34
21:00	30	25	21	30	40	32	35
23:00	37	24	27	33	42	36	40
Number of hotel rooms sold*	60	40	44	43	54	45	52

*Number of rooms sold on the night of the survey

APPENDIX E



Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn - Merthyr Tydfil

SITE DETAILS

Existing Site	
Car Parking Spaces:	115
Hotel Bedrooms:	62
Restaurant Covers:	200

Proposed Alterations	
Additional Bedrooms:	13
Change in Covers:	0
Change in Parking:	-23

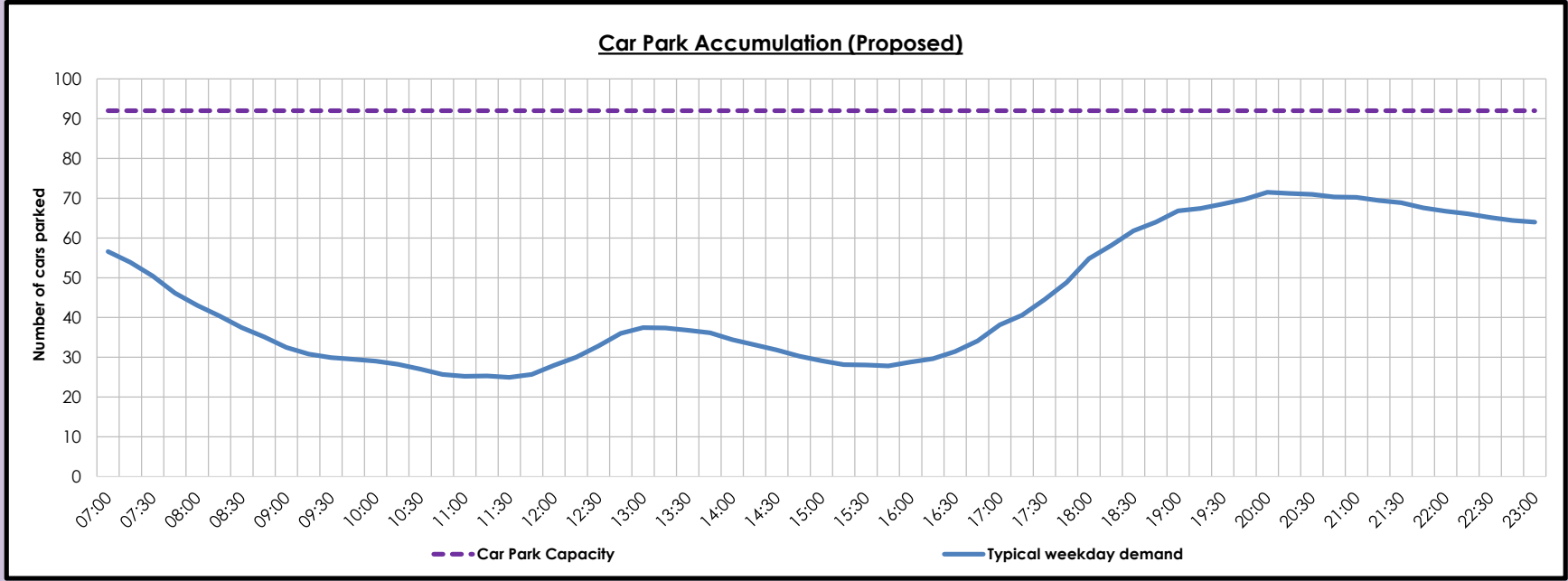
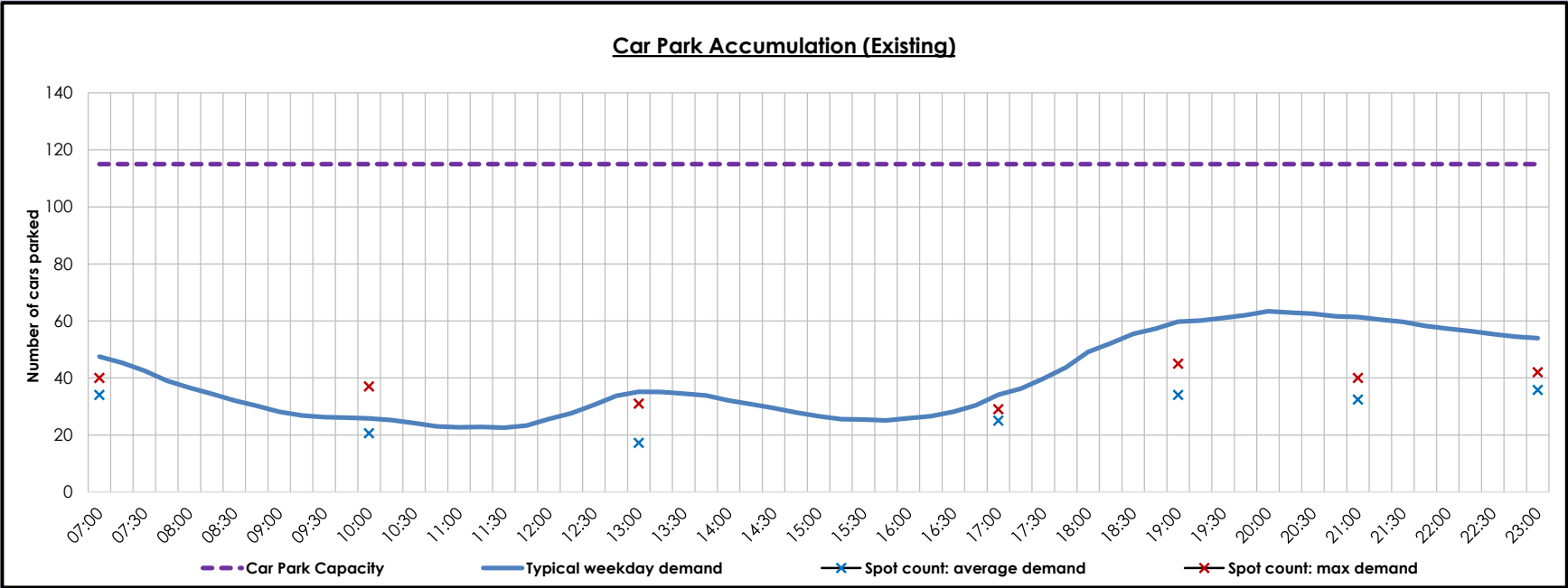
Total Site (Proposed)	
Total Bedrooms:	75
Total Covers:	200
Total Parking:	92

Vehicle Trip Rates			
Hotel Trip Rates (per bedroom):			
	Arr	Dep	Two-way
AM Peak	0.039	0.202	0.241
PM Peak	0.156	0.045	0.201
Daily	1.115	1.044	2.158

Restaurant Trip Rates (per cover):			
	Arr	Dep	Two-way
AM Peak	0.016	0.008	0.024
PM Peak	0.076	0.038	0.114
Daily	0.639	0.629	1.267

Vehicle Trip Generation			
Existing Site Operation			
	Arr	Dep	Two-way
AM Peak	6	14	20
PM Peak	25	10	35
Daily	197	190	387

Development Proposals			
	Arr	Dep	Two-way
AM Peak	6	17	23
PM Peak	27	11	38
Daily	211	204	415





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