

TRANSPORT STATEMENT

PREMIER INN, BEDHAMPTON HILL, HAVANT, PO9 3JN

Proposed 21 Bedroom (Net) Extension

Date: April 2013

Ref: RLR/WHIT/12/1676/TN01

1 INTRODUCTION

- 1.1 RGP is instructed by Whitbread Group Plc. to provide transport planning advice with regards to a proposed extension to the existing 37 bedroom Premier Inn at Bedhampton Hill, Havant. The proposals comprise a two storey annex extension to the north of the site to provide 22 bedrooms (representing a net increase of 21 bedrooms), as shown on the site layout plan, attached hereto at **Appendix A**.
- 1.2 Following the proposed Premier Inn extension there would be 110 parking spaces, including 9 disabled bays available for the shared use of both the extended Premier Inn and existing 'Rusty Cutter' public house. The site currently provides 100 car parking spaces, which are shared by Premier Inn guests and customers of the Rusty Cutter. The Rusty Cutter is a Beefeater public house and restaurant, which is owned and controlled by Whitbread and would be retained as existing offering 194 covers.
- 1.3 The purpose of this Transport Statement is to accompany the planning application for the proposals and address the comments raised by Havant Borough Council in their correspondence dated 8th March 2012, a copy of which is attached at **Appendix B**. It should be noted that as consequence of the comments received the hotel extension proposals have since been altered.
- 1.4 In relation to highways, the Transport Engineer considered the scheme acceptable in principle, however he advised that a contribution would be required in relation to Hampshire County Council's Transport Contributions Policy based on the increased number of multi-modal trips. Consideration of this is provided within **Section 5** of this Technical Note.





- 1.5 In addition, RGP has assessed the current and anticipated parking demand (see **Section 4**).
- 1.6 RGP has significant experience of Premier Inn developments throughout the UK, and as a result have collected a large amount of survey data for existing Premier Inn sites. This data has therefore been used to determine the likely additional trip generation of the development proposals, whilst a car parking survey undertaken at the existing site by Walsingham Planning (Whitbread's Planning Consultants) during 2010 has been used as a basis to determine the current operation and potential available spare capacity to accommodate the additional 21 bedrooms. This data is also used as a basis in establishing the potential highway related contributions.
- 1.7 Due to the relatively modest extension proposals, it is not considered that detailed assessment work is required in terms of modelling the impact of the proposals on the local highway network and as such consideration is only given to the likely increase during the conventional AM (0800-0900) and PM (1700-1800) peak hours as well as throughout the day (0700-2300). These periods are when the local highway network is most sensitive to changes in traffic levels.

2 SITE LOCATION AND ACCESSIBILITY CREDENTIALS

- 2.1 **Plan 01** appended hereto illustrates the location of the hotel in relation to the local highway network and Bedhampton and Havant town centres. The Premier Inn and Rusty Cutter Beefeater occupy land to the east of the A3(M) at its junction with the A27, within an area predominantly characterised by residential properties.
- 2.2 The A3(M) runs in a largely north to south direction providing a connection between the A3 at Horndean and the A27. The A27 provides a route along the south coast between Portsmouth (in the west) and Pevensey, East Sussex (in the east). The Premier Inn therefore provides convenient overnight accommodation for medium to long distance traffic associated with the trunk road network.
- 2.3 The main vehicular access to the site is afforded from an access only spur of Bedhampton Hill, as illustrated in **Photograph 1**, whilst in the vicinity of the site, the B2177 Bedhampton Road is subject to a speed limit of 30mph, which increases to 40mph on approach to the roundabout and provides access to the A3(M) and A27.



Photograph 1. Bedhampton Hill (Access Road) / Photograph 2. Bedhampton Hill (Approaching Roundabout)

- 2.4 Owing to the location of the site adjacent to the A3(M), it is considered that the principal mode of travel for guests to reach the site will be by car (i.e. as part of a stopover trip on the A3 / A27 or to the surrounding commercial / residential areas). However, it is important to consider the potential for non-car travel to and from the site, particularly for staff now and in the future.
- 2.5 Bedhampton railway station is located approximately 1.2 kilometres (15 minutes' walk) to the north-east of the site, whilst the nearest bus stops are situated on Havant Road, 400m (5 minutes' walk) to the west and Bedhampton Road, 500m (6 minutes' walk) to the east. The 21 and 23 routes serve these stops and provide access to Portsmouth, Southsea, Havant and Cosham.
- 2.6 Bedhampton Station is on the Portsmouth Direct Line (running from Portsmouth to London Waterloo) and the West Coastway Line (running from Southampton to Brighton). There are regular services between these destinations with 5 trains per hour to Portsmouth and half hourly services to London Waterloo.
- 2.7 Havant town centre is situated 2km east of the Premier Inn, providing a range of retail stores, banks and restaurants. More local to the site are various convenience stores along Bedhampton Road, as well as Homebase and AMF Bowling immediately north of the hotel.
- 2.8 The westbound bus stop on Havant Road and both bus stops along Bedhampton Road are of good quality with sheltered seating and detailed timetabled information. The eastbound stop on Havant Road also has seating and provides timetabled information. A summary of these bus timetables is included in **Plan 01**.



- 2.9 Even if a guest arrives at the site by car, the availability of public transport in conjunction with good foot / cycleway links (**Photographs 3 and 4**) provides opportunity for travel by an alternative mode during their stay. This infrastructure is also beneficial for staff travel to nearby residential areas.



Photograph 3 and 4. Pedestrian / Cyclist Infrastructure

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 not comparable. Many hotels within TRICS contain conference and leisure uses on-site, which make the data unrepresentative of a hotel that does not contain these facilities.
- 3.2 As part of RGP's assessment, data collected as part of a Premier Inn Guest Travel and Parking Study (October 2011) has been used to establish the operational impact of the Premier Inn element of the existing development.
- 3.3 Based on the schedule attached at **Appendix C**, sites within Category C: Trunk Road / A-Road have been considered for further assessment. The sites chosen for analysis are similarly located to the Havant Premier Inn in terms of proximity to major roads and their edge of town location.



3.4 Category C comprises data for three existing Premier Inn hotels at Hemel Hempstead, Cambridge A14 J32 and York South West. Further details of each of these sites is provided within the summary schedule. For hotels with on-site car parking (as is the case with the aforementioned hotels) a car park survey was undertaken between 0700 and 2400, to include observations of all arrivals and departures and details in terms of purpose of visit.

3.5 The spreadsheet attached at **Appendix D** provide a summary of each of the surveys for the sites under Category C and the key results, including trip rates, parking accumulation and duration of stay information. Data including the number of rooms available and number of rooms sold on the previous night and night of the survey is also provided. The raw data for each of these surveys, undertaken by PCC Traffic Information Consultancy Ltd in June 2011 can be provided on request.

Existing Trip Generation

3.6 It is important to consider the existing operation of the Premier Inn in isolation, as this will be used as the basis from which to determine the potential impact of the proposed additional 21 bedrooms.

3.7 **Table 3.1** below provides a summary of the trip rates and traffic generation derived from the Category C Premier Inn sites for the existing 37 bedroom hotel. For robustness the conventional highway peak hours have been considered in addition to the daily traffic generation.

	TRIP RATE			TRAFFIC GENERATION		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak	0.17	0.27	0.44	6	10	16
PM Peak	0.18	0.20	0.38	7	7	14
Daily	2.13	2.07	4.20	79	77	155

Table 3.1. Premier Inn Trip Rates and Traffic Generation (Existing)

3.8 As summarised within **Table 3.1**, the existing Premier Inn is anticipated to generate 16 and 14 two-way vehicle movements during the AM (0800-0900) and PM (1700-1800) peak hours respectively and 155 two-way vehicle movements over the course of a typical day.



Proposed Trip Generation

- 3.9 Based on the data detailed above, the potential increase in vehicle movements to and from the site following the proposed extension has been established. **Table 3.2** provides a summary of the increase.

	TRAFFIC GENERATION		
	Arrivals	Departures	Two-Way
AM Peak	4	6	9
PM Peak	4	4	8
Daily	45	43	88

Table 3.2. Premier Inn Traffic Generation (Proposed Extension)

- 3.10 It is evident that the proposed additional 21 bedrooms would result in a minimal increase in traffic during the highway peak hours. As a worst case, the extension would generate a maximum of 9 additional two-way vehicle movements during the AM peak hour, which represents one vehicle movement every 6 to 7 minutes on average. Over the course of a typical day, the proposed extension would generate an additional 88 two-way vehicle movements, assuming all rooms are sold.
- 3.11 This increase is considered negligible and would not affect the condition of safety or capacity of the local highway network.
- 3.12 With regards to multi-modal trip rates, on which the transport contribution is based, RGP has considered survey data from the Premier Inn at Andover, as discussed in **Section 5**.

4 PARKING DEMAND

- 4.1 The existing site provides 100 car parking spaces including 9 disabled bays. The access and servicing arrangements associated with the Premier Inn and Beefeater public house will remain largely unchanged following the development proposals, whilst the car park spaces associated with the site will be re-configured to provide an additional 10 spaces.



- 4.1 The on-site car parking provision (110 spaces) would be for the shared use of the extended Premier Inn hotel and existing public house / restaurant. Both the Premier Inn and public house operate in a complementary manner facilitating the shared use of the car park. The associated peaks in parking demand from 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 occur at mealtimes. In addition, the restaurant caters for the majority of Premier Inn guests' needs, including breakfasts and evening meals. It is therefore not entirely appropriate to consider each element individually in terms of the generic application of maximum parking standards.
- 4.2 For completeness, the maximum parking standards adopted by Havant Borough Council as published in the Hampshire Parking Strategy and Standards document, 2002 have been reviewed and are summarised within **Table 4.1**.

LAND USE	MAXIMUM STANDARD	MAXIMUM PERMITTED PRE / POST- DEVELOPMENT
Hotels / Motels / Guest Houses / Boarding Houses	1 space per bedroom	37 / 58
Eating and Drinking Establishments	1 space per 5sqm dining / bar / dance area (194 covers assumed to represent 300 sqm)	60 / 60

Table 4.1. Parking Standards

- 4.1 If considering the Premier Inn and public house as separate entities then the maximum level of on-site parking that can be provided post-development is 118 car parking spaces. This does not however take into account the complementary nature of the land uses.
- 4.2 Since the proposals demonstrate a reduction of 8 spaces from the maximum standards, the anticipated parking demand has been further considered to determine the appropriateness of the proposed on-site provision.



- 4.3 To establish the potential spare capacity in on-site parking to accommodate the Premier Inn extension, reference has been made to a car park survey undertaken on behalf of Walsingham Planning during 2010 (4th November – 10th November) for the Premier Inn car park only (i.e. the existing northern car park). The survey recorded the number of vehicles parked in association with the hotel each day at 10am, 1pm, 6pm and 9pm along with the number of rooms occupied. This area of parking currently accommodates 26 parking spaces. The full survey results are attached at **Appendix E**. It is worthy of note that this assessment does not take into consideration any hotel guests parking within the Rusty Cutter car park, although the majority of parking associated specifically with the Premier Inn occurs within this northern car park.
- 4.4 As illustrated by the survey results the average parking demand per room at 9pm (i.e. when parking demand is highest for the Premier Inn) is 0.48 cars per room sold, or an average of 18 spaces occupied if all rooms are sold. Applying this factor to the site post-development for 58 rooms, would result in an average demand of 28 parking spaces at 9pm, excluding any parking occurring within the Rusty Cutter car park.
- 4.5 The maximum peak observed during the 2010 survey was 19 vehicles parked on 9pm on Wednesday 10th November 2010 (35 rooms sold), which equates to 0.54 cars per room sold, applying this factor to the extended hotel would generate a demand for 31 spaces at 9pm.
- 4.6 It is therefore considered that the proposed 110 spaces for the shared use of both restaurant and hotel elements of the site, would be appropriate. Under the development proposals parking within the northern end of the site would increase from 26 to 29 spaces, whilst there would be an increase in parking within the Rusty Cutter car park of 7 spaces (74 to 81). The additional demand associated with the Premier Inn extension totalling 31 spaces post development could therefore be accommodated site wide, as a worst case peak assessment, inclusive of parking occurring within the Rusty Cutter car park.
- 4.7 It is also possible to provide an estimation of the true parking demand associated with the additional 21 rooms by factoring the Category C: Trunk Road / A-Road data from the Whitbread Guest Travel and Parking Study.
- 4.8 As illustrated in **Chart 4.1** below, the parking demand at 9pm is anticipated to equal 15 spaces. If this demand is added to the existing average demand of 18 spaces occupied (as determined from the on-site survey), 33 car parking spaces would be required for the hotel that could be accommodated within the proposed car park. Of the 33 spaces, 29 could be accommodated within the northern Premier Inn car park, whilst the additional 4 could be accommodated within the increased provision proposed within the Rusty Cutter car park.

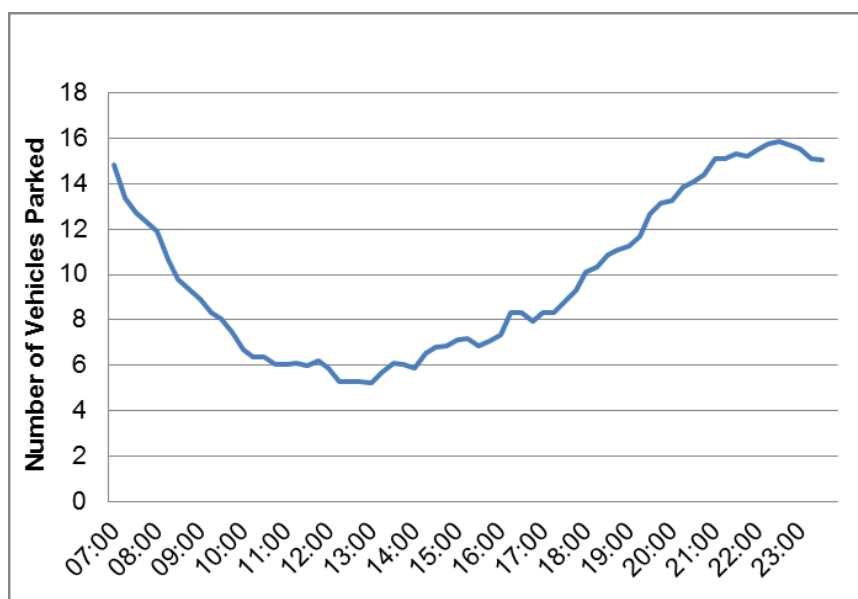


Chart 4.1. Car Parking Demand (21 Bedrooms)

- 4.9 As demonstrated above, the level of parking provision to be afforded on-site is suitable whichever assessment methodology is adopted.

5 TRANSPORT CONTRIBUTIONS

- 5.1 Financial contributions in respect to transport are detailed within the National Planning Policy Framework (NPPF) and are required by the County Council to assist in mitigating the impact of new development on the transport network.

- 5.2 NPPF states that planning obligations should only be sought where they meet all of the following tests:

- i) Necessary to make the development acceptable in planning terms;
- ii) Directly related to the development; and
- iii) Fairly and reasonably related in scale and kind to the development.

- 5.3 Hampshire County Council's Transport Contributions Policy, adopted in 2007, sets out the level of contributions that will be required for each development, dependant on the size and nature of the development proposal. The level of contribution is based upon the net increase in multi-modal trips expected to be generated.



5.4 As detailed within Paragraph 6.6 of the policy: *“for all other types of development, for instance leisure, retail or a nursing home, the multi-modal trip rate will be determined by the Transport Assessment or Transport Statement submitted with the planning application and the cost per trip used for the employment uses [£230] will be applied”*.

5.5 Since the transport contribution is derived based on the multi-modal trip rate and not the vehicular trip rates as summarised within **Table 3.1**, it is necessary to understand what the increase in vehicular trips could relate to in terms of additional multi-modal trips. Multi-modal trip rates were not recorded as part of the comparable sites surveyed by way of car park counts for the Guest Travel and Parking Study.

5.6 Notwithstanding the above, RGP were involved in the extension of the existing Premier Inn at Joule Road, Andover, also within Hampshire, to provide 31 additional hotel bedrooms. As part of this application (Test Valley Borough Council reference: 09/01418) a full multi-modal survey was undertaken at the site which determined that the multi-modal trip rate was 56% higher than the vehicular trip rate (i.e. inclusive of all walking, cycling and public transport trips to and from the site). On this basis, the appropriate level of highway contribution that could be sought for the Premier Inn proposals at Havant can be determined as follows:

$$\text{£230 (cost per trip)} \times 88 \text{ (additional vehicle movements)} \times 1.56 \text{ (multi-modal factor)} = \text{£31,574}$$

5.7 The total contribution the council could therefore reasonably request in relation to the proposed Premier Inn extension would be £31,574, which Whitbread are agreeable to.

5.8 These funds will be allocated to schemes in the local vicinity which are either of benefit to the occupiers of the proposed development, or go to mitigate issues caused by the development. Whitbread would welcome confirmation as to where specifically the monies would be spent.

6 SUMMARY AND CONCLUSIONS

6.1 This Transport Statement has considered the transport planning implications associated with the proposed Premier Inn 21 bedroom (net) extension to the existing Premier Inn and public house at Bedhampton Hill, Havant.



- 6.2 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 proposed parking provision would be sufficient to accommodate demand.
- 6.3 RGP make the following conclusions of this Transport Statement:
- i) The site is considered to be well placed for guest travel being located close to the local highway network and the amenities and services of Bedhampton town centre, which are likely to be the predominant reasons why guests are likely to stay at such a location;
 - ii) The proposed 21 bedroom (net) extension would generate an additional 9 two-way vehicle movements during the AM peak hour (worst case) and 88 additional two-way vehicle movements over the course of a typical day;
 - iii) The proposed overall parking provision of 110 spaces for shared use of both Premier Inn and restaurant would be suitable to accommodate the demand from the extension proposals and is considered to be in accordance with local parking policy and standards; and
 - iv) Transport contributions have been reviewed based on the Council's adopted policy and through the use of survey data relating to existing Premier Inn sites; the Council could reasonably seek a total of £31,574 towards local transport initiatives.
- 6.4 As a result of the data and evidence presented within this Transport Statement, Havant Borough Council, are respectfully requested to confirm that the development proposals are satisfactory on highway grounds.



PLANS

BUS TIMETABLE			
Service	Route Summary	Typical Frequency	Hours of Operation
21	Havant - West Leigh - PORTSMOUTH (Commercial Road) - Portsmouth	Mon-Sat: Every 10 mins Sun: Every 30 mins	Mon-Fri: 05:45 - 23:14 Sat: 06:15 - 23:14 Sun: 07:45 - 21:40
23	Leigh Park - Portsmouth - Southsea	Mon-Sat: Every 10 mins Sun: Every 20 mins	Mon-Fri: 05:20 - 23:37 Sat: 06:47 - 23:37 Sun: 07:31 - 23:37
30	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Mon-Sat: Every 30 mins Sun: Every 2 hours	Mon-Fri: 06:34 - 21:33 Sat: 06:57 - 23:33 Sun: 08:55 - 17:47

LEGEND



SITE LOCATION



RAIL STATION



RAILWAY



LOCAL BUS STOPS



2KM WALKING ISOCHRONE



CYCLE ROUTES



A3(M)



LEISURE



RETAIL



PUBLIC SERVICES



Transport Planning and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street,
Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

Client:

Whitbread Group Plc.

Project:

Premier Inn, The Rusty Cutter, Bedhampton

Title:

Site Location & Accessibility Plan

Plan No:

Plan 01

Job No:

12/1676

Date:

Dec 2012

Scale:

NTS

Drawn By:

GSE

Checked By:

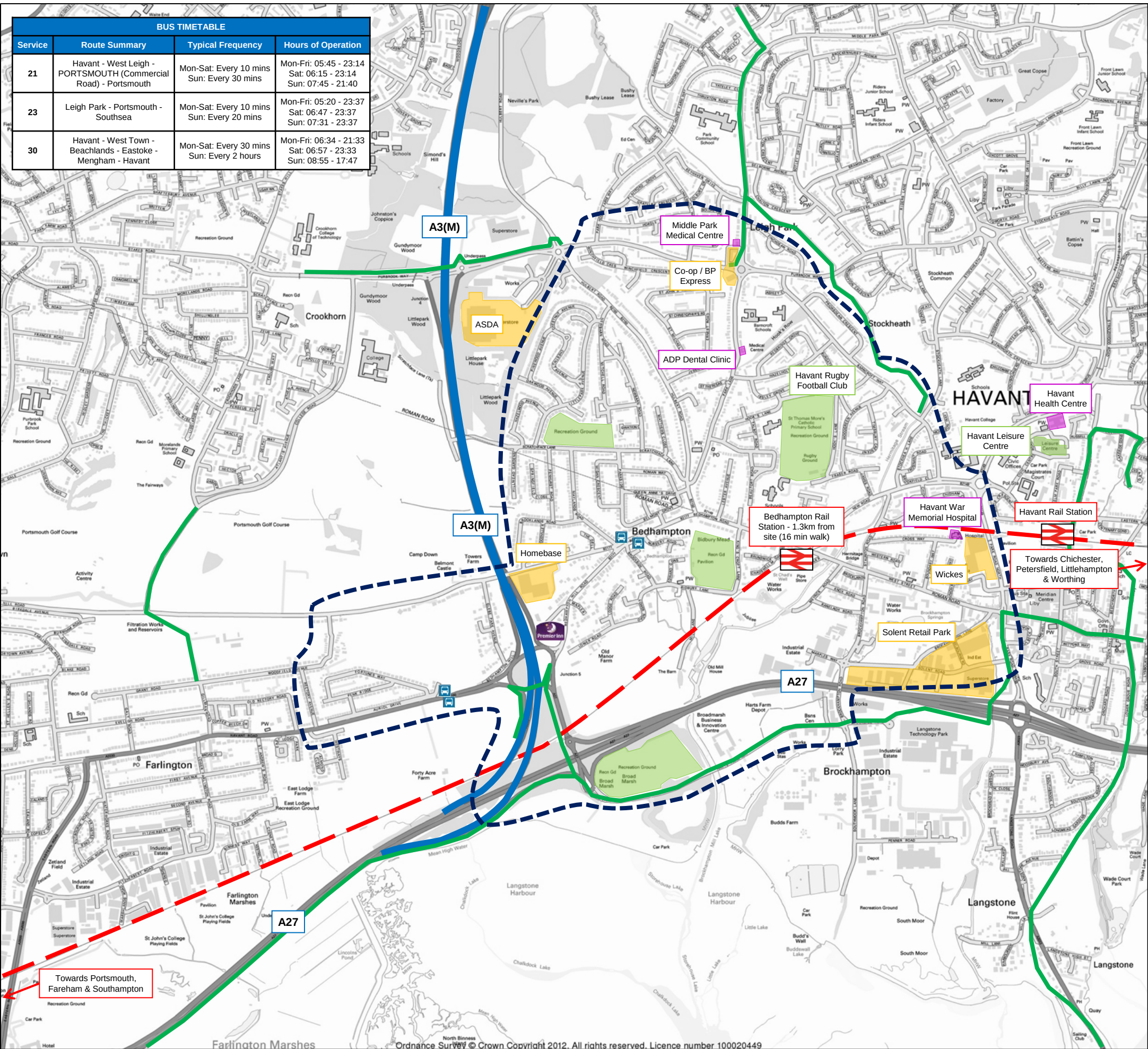
RLR

Approved By:

NDR

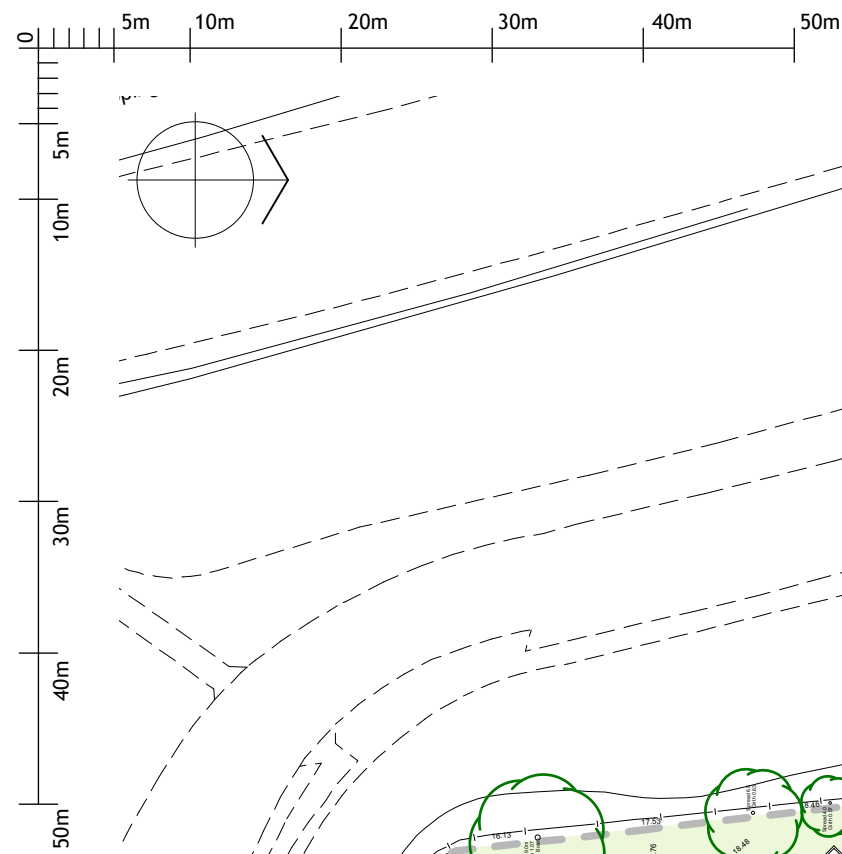
Rev:

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APPENDIX A



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Red dashed line shows line of existing fence to be removed

New planting to reinforce existing tree/shrub screen. Detail to be agreed.

Brown solid line indicates new 1.8m high closeboarded fence on new boundary line. Exact route will vary slightly to avoid existing trees - subject to agreement with adjoining landowner.

E	09.4.13	ADDITIONAL NOTES	PRM
D	28.3.13	PLANNING APPLICATION DRAWING	PRM
Rev	Date	Description	By
		Brooklands Yard	
		Southover High Street	
		Lewes	
		East Sussex	
		BN7 1HU	

Tel 01273 479269
www.axiomarchitects.co.uk

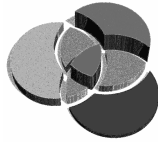
AXIOM ARCHITECTS

Client
WHITBREAD GROUP PLC

Project
PORTSMOUTH HAVANT PREMIER INN
65 BEDHAMPTON HILL
HAVANT PO9 3JN

Drawing

PROPOSED SITE PLAN				
Scale	Status	Date	Drawn	Checked
1:500 @ A3	PLANNING	07.01.13	PF	PRM
Drawing No.	Revision			
2935/P2	E			



APPENDIX B



Havant
BOROUGH COUNCIL

Public Service Plaza
Civic Centre Road
Havant
Hampshire PO9 2AX

T 023 9247 4174
F 023 9248 0263
DX 50005 Havant

www.havant.gov.uk

Mr S Pickering
Bourne House
Cores End Road
Bourne End
Bucks
SL8 5AR

Our Ref: GEN/12/00018
Direct Line: (023) 9244 6523
Ask For: Mrs H Lealan
Email: planning.development@havant.gov.uk

08 March 2012

Dear Mr Pickering

Site Location: 65 Bedhampton Hill, Havant, PO9 3JN

Re: Proposed 2 storey 20 bed detached annex extension to hotel incorporating creation of additional parking spaces

I am writing to you further to your request for pre-application advice, received on the 5 January 2012 regarding the above address. A further plan was submitted for consideration on the 14 February 2012. I apologise in the delay in my written response to you; I sought consultations comments from our Tree Officer and Conservation Consultant with regard to the merits of the second scheme.

Both proposals are for an annex to the existing Premier Inn, the first scheme submitted would provide an additional 20 rooms plus additional on site parking provision and the second scheme would provide an additional 26 rooms plus parking provision.

1. Policy Implications

It is considered that the proposal to extend this hotel will enhance the tourist offer available in Havant Borough by providing extra accommodation. To that extent it complies with policy CS5 of the Core Strategy, which forms part of the Havant Borough Local Development Framework.

As the proposed hotel would provide jobs it is defined as a form of economic development by Planning Policy Statement 4. It is therefore necessary to assess the proposal against the five impact considerations set out in policy EC10 of PPS4, and information will need to be submitted with any subsequent planning application to this regard.

However, the proposed hotel is a main town centre use as defined by Planning Policy Statement 4. Saved Local Plan policy TC1 and policy CS4 of the Core Strategy, which identify the hierarchy of town, district and local centres are relevant to this application. The site is out-of-centre as defined by Annex B of PPS4. A sequential assessment will therefore be required under policy EC14 of PPS4 if, as I suspect, the annex is more than 200 square metres. However, the proposals come below the threshold for an impact assessment set in policy EC14 of PPS4 and there is no locally set threshold in the Havant Borough Local Development Framework.

A sequential assessment for a subsequent application must cover the areas of Waterlooville Town Centre, Havant Town Centre, Cowplain District Centre and Leigh Park District Centre. To this regard please review the evidence based study, '*Town Centre, Retail and Leisure study - March 2010*' which can be found on our website.

2. Site Context and Impact on Adjacent Residential Properties

Scheme submitted 5 January 2012 - 20 Bedroom Annex

This scheme proposes a 20 bedroom annex to the south of the Rusty Cutter, located within the car parking area. This proposal would result in the loss of car parking spaces; these are proposed to be relocated and additional parking provided to the western side of the site, an area which is current designated as green space and landscaping.

I have concerns that this proposed siting of an annex and the relocated parking area will be unduly prominent from the wider area and would detrimentally impact the visual amenity of the area; which is within the Havant Gap. When the site was originally permitted for development, it was designed such that the Rusty Cutter building and Premier Inn were set well within the curtilage of the site. The original scheme incorporated a building design keeping finished floor levels and overall roof heights low, to ensure a low key development when viewed the wider area. The green spaces and landscape areas are an important part of the success of the scheme; in that they provide greening and further soften the building development within the site.

I have a further concern with regard to the impact of the scheme on the dwellings along the south of Bedhampton Hill Road, to the north east of the proposed annex. These dwellings are located on a higher ground level than that of the Rusty Cutter car park and the rear elevations of the dwellings are very exposed. The introduction of further development to this location within the site may create issues of overlooking to an unacceptable extent between the proposed annex and the rear of these adjacent dwelling houses.

Scheme submitted 14 February 2012 - 26 Bedroom Annex

The second proposed location for the annex is partly within the curtilage of No.42 Bedhampton Hill Road. The dwelling within this site is a listed building and there are a number of Tree Preservation Orders on site, particularly to the western boundary of the site; a boundary shared with the existing Premier Inn.

This is a strong tree screen along the western boundary, which screens the Premier Inn site from the listed building and acts as a sound barrier to the road. The proposal will remove this important screening barrier and therefore would impact detrimentally on the setting of the listed building. Such a loss of trees would be unlikely to be supported by either the Tree Officer of the Conservation Consultant.

Planning Policy Statement 5, Planning for the Historic Environment ,sets out the tests and the analysis required for development within the curtilage of a listed building, this information is absent from the current proposal. The Conservation Consultant has expressed concern at this stage not only about the loss of trees but also the impact of the commercial development on the setting of the listed building.

3. Highway Implications and Developer Contributions

I have consulted HBC's transport engineer with regard to the proposals and he considers the scheme to be acceptable in principle.

I advise that the proposals would require a contribution in relation to Hampshire County Councils Transport Contributions (policies DM12 and CS21 of the Core Strategy). Contributions are secured through a unilateral S106 agreement and a standard format

template can be provided on request. Details of the requirements can be found at;
<http://www.havant.gov.uk/PDF/HCC%20Highway%20Policy%20Contributions.pdf>

The calculation is based on the increased number of multi modal trips and therefore it is not possible to provide a calculation based on the information submitted at this stage. Multi modal trip includes motor vehicles, cyclists and pedestrians.

In summary, there would be further work required to demonstrate that, in policy terms, this is an appropriate site for the development proposed in sequential terms, and notwithstanding this I also have concerns, given the site constraints, that further hotel accommodation can be successfully provided within the site. However, if you have any further proposals with regard to an alternative siting of the additional accommodation either within or off site, I would be happy to continue to work with you towards delivering a high quality scheme. Please note that a further charge may be incurred, in accordance with the Council's Pre-application advice service, details of which can be viewed at: <http://www.havant.gov.uk/havant-10835>

Please note that the above comments are the opinion of an individual Planning Officer and are in no way binding upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted. These comments are also subject to the outcome of the statutory consultation process.

Yours sincerely

A handwritten signature in black ink, appearing to read 'C. D. Murray'.

Mr Chris Murray
Service Manager (Planning Development)
Our Ref: GEN/12/00018



APPENDIX C

1344: PREMIER INN PARKING STUDY - SURVEY SCHEDULE

HOTEL CATEGORY		HOTEL NAME	SITE REFERENCE	SURVEY TYPE	BROCHURE CODE	POSTCODE	NO. OF BEDROOMS	RESTAURANT ON SITE	NO. OF COVERS	PARKING CHARGING	NO. OF PARKING SPACES	SPACES PER ROOM	DISTANCE FROM NEAREST RAIL STATION (km)	TELEPHONE NUMBER
A	LONDON (INNER)	London Victoria	1	Interview	345	SW1V 1PS	110	IR	70	Chargeable	N/A	N/A	0.3	0871 527 8680
		London Euston	2	Interview	329	WC1H 9PJ	266	IR	N/A	Chargeable	16	0.06	0.4	0871 527 8656
		London Southwark	3	Interview	342	SE1 9EF	59	OR	N/A	Chargeable	6	0.10	0.5	0871 527 8676
B	LONDON (OUTER)	London Kew	4	Interview	339	TW8 0BB	141	IR	100	Chargeable	30	0.21	0.8	0871 527 8670
		London Richmond (Wimbledon South)	5	Interview	347	SW19 2RF	134	IR	N/A	Chargeable	N/A	N/A	0.4	0871 527 8684
		London Edgware	6	Car Park	327	HA8 5AQ	114	IR	N/A	N/A	70	0.61	0.8	0871 527 8652
C	TRUNK ROAD / A-ROAD	Hemel Hempstead West	7	Car Park	262	HP1 2SB	62	IR	40	Free	60	0.97	1.6	0871 527 8516
		Cambridge A14 Junction 32	8	Car Park	95	CB4 2GW	154	IR	100	Free	132	0.86	6.4	0871 527 8186
		York South West	9	Car Park	605	YO23 3PP	61	IR	44	N/A	63	1.03	9.7	0871 527 9202
D	INDUSTRIAL / COMMERCIAL / EDGE OF TOWN / LEISURE PARK	Birmingham NEC/Airport	10	Car Park	44	B40 1QA	247	IR	240	Free	300	1.21	1.6	0871 527 8086
		Thurrock East	11	Car Park	554	RM16 6YJ	63	BF	200	Free	120	1.90	0.8	0871 527 9092
		Enfield	12	Car Park	193	EN3 7XU	200	TT	143	Free	173	0.87	1.6	0871 527 8374
E	EDGE OF TOWN CENTRE	Wolverhampton Bluebricks	13	Car Park	596	WV10 0BA	89	TT	120	Free	100	1.12	0.8	0871 527 9186
		Wakefield South	14	Car Park	566	WF4 3BB	75	OR	N/A	Free	80	1.07	4.2	0871 527 9118
		Rochester	15	Car Park	475	ME2 2SS	121	IR	65	Free	130	1.07	3.2	0871 527 8938
F	TOWN CENTRE (EXCLUDING LONDON)	Reading Central	16	Interview	468	RG1 2HN	151	IR	72	Chargeable	32	0.21	1.6	0871 527 8924
		York Blossom Street North	17	Interview	601	YO24 1AJ	102	IR	120	Free	30	0.29	0.5	0871 527 9196
		Leicester City Centre	18	Interview	299	LE1 1AA	135	IR	48	Free	47	0.35	0.1	0871 527 8596
G	COASTAL / SEASONAL VARIATION SITES	Torquay	19	Car Park & Interview	558	TQ2 5HE	143	BE	295	Free	130	0.91	0.8	0871 527 9102
		Brighton City Centre	20	Interview	76	BN1 1RE	160	IR	95	Free/Chargeable	N/A	N/A	0.4	0871 527 8150
		Scarborough	21	Interview	487	YO11 2EN	74	BF	140	Free	N/A	N/A	0.3	0871 527 9292
H	MAJOR UK CENTRES	Leeds City Centre	22	Car Park & Interview	293	LS3 1LW	140	OR	N/A	Free	100	0.71	0.8	0871 527 8582
		Birmingham City Centre (Waterloo Street)	23	Interview	42	B2 5PG	152	IR	120	N/A	N/A	N/A	0.4	0871 527 8074
		Edinburgh Central (Lauriston Place)	24	Interview	185	EH3 9DG	112	IR	90	Chargeable	N/A	N/A	1.6	0871 527 8366
I	AIRPORTS	Gatwick Airport Central	25	Car Park	209	RH6 0NX	220	IR	84	Chargeable	120	0.55	0.8	0871 527 8406
		Liverpool Airport	26	Car Park	309	L24 1YQ	101	IR	80	Free	100	0.99	2.4	0871 527 8626
		Manchester Airport	27	Car Park	359	M90 5DL	195	IR	100	Chargeable	150	0.77	1.2	0871 527 8726
		Heathrow Airport Bath Road	28	Car Park	258	TW6 2AB	602	IR	2000	Chargeable	240	0.40	3.2	0871 527 8508

Restaurant Codes:

BE - Beefeater
 TT - Table Table
 BF - Brewers Fayre
 TB - Taybarns
 IR - Integral Restaurant
 OR - Other Restaurant

N/A - refers to a site that doesn't have car parking or is shared with another company / use

RGP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey GU7 1HP • Tel: 01483 861681 • Fax: 01483 861682 • www.russellgiles.com
 Vat Registration No. 771 9821 04 • Registered in England No. 4237910. Registered office: Comewell House, North Street, Horsham, West Sussex, RH12 1RD



1344: PREMIER INN PARKING STUDY - HOTEL OCCUPANCY AND COVERS SOLD SUMMARY

HOTEL CATEGORY	HOTEL NAME	SITE REFERENCE	SURVEY TYPE	BROCHURE CODE	DATE OF SURVEY	NO. OF BEDROOMS	ROOMS SOLD PREVIOUS NIGHT OF SURVEY	ROOMS SOLD ON NIGHT OF SURVEY	NO. SLEEPERS PREVIOUS NIGHT OF SURVEY	NO. SLEEPERS ON NIGHT OF SURVEY	COVERS SOLD (WHERE RELEVANT)
A	LONDON (INNER)	London Victoria	1	Interview	345	14/06/2011	110	110	166	168	-
		London Euston	2	Interview	329	16/06/2011	266	266	352	391	-
		London Southwark	3	Interview	342	15/06/2011	59	59	90	91	-
B	LONDON (OUTER)	London Kew	4	Interview	339	21/06/2011	141	139	183	173	-
		London Richmond (Wimbledon South)	5	Interview	347	22/06/2011	134	134	205	195	-
		London Edgware	6	Car Park	327	14/06/2011	114	114	181	157	-
C	TRUNK ROAD / A-ROAD	Hemel Hempstead West	7	Car Park	262	14/06/2011	62	62	92	95	-
		Cambridge A14 Junction 32	8	Car Park	95	21/06/2011	154	97	161	200	-
		York South West	9	Car Park	605	21/06/2011	61	36	46	74	-
D	INDUSTRIAL / COMMERCIAL / EDGE OF TOWN / LEISURE PARK	Birmingham NEC/Airport	10	Car Park	44	21/06/2011	247	132	198	202	-
		Thurrock East	11	Car Park	554	28/06/2011	63	63	82	78	117
		Enfield	12	Car Park	193	14/06/2011	200	200	309	320	232
E	EDGE OF TOWN CENTRE	Wolverhampton Bluebricks	13	Car Park	596	16/06/2011	89	74	113	107	165
		Wakefield South	14	Car Park	566	21/06/2011	75	44	51	66	-
		Rochester	15	Car Park	475	28/06/2011	121	71	106	162	-
F	TOWN CENTRE (EXCLUDING LONDON)	Reading Central	16	Interview	468	23/06/2011	151	115	176	227	-
		York Blossom Street North	17	Interview	601	21/06/2011	102	74	116	124	-
		Leicester City Centre	18	Interview	299	28/06/2011	135	88	142	155	-
G	COASTAL / SEASONAL VARIATION SITES	Torquay	19	Car Park & Interview	558	07/07/2011	143	64	107	101	309
		Brighton City Centre	20	Interview	76	13/07/2011	160	159	282	275	-
		Scarborough	21	Interview	487	21/06/2011	74	74	185	184	207
H	MAJOR UK CENTRES	Leeds City Centre	22	Car Park & Interview	293	21/06/2011	140	140	159	154	-
		Birmingham City Centre (Waterloo Street)	23	Interview	42	30/06/2011	152	150	208	244	-
		Edinburgh Central (Lauriston Place)	24	Interview	185	16/06/2011	112	112	164	178	-
I	AIRPORTS	Gatwick Airport Central	25	Car Park	209	29/06/2011	220	222	384	410	-
		Liverpool Airport	26	Car Park	309	16/06/2011	101	92	141	112	-
		Manchester Airport	27	Car Park	359	16/06/2011	195	116	278	275	-
		Heathrow Airport Bath Road	28	Car Park	258	14/06/2011	602	561	859	922	-

Restaurant Codes:

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APPENDIX D

Premier Inn Parking & Travel Study

Survey Details

Location	Trunk Road / A - Road
Date	Jun-11
Type	Car Park

Average Occupancy Records

	Occupancy (%)	Persons per Room
SITE 7 (Hemel Hempstead West)	98	1.53
SITE 8 (Cambridge J32)	80.8	1.41
SITE 9 (York South West)	75	1.31
AVERAGE	84.6	1.44

Traffic Generation for 100 Bedroom Premier Inn

Two-Way Traffic	
AM Peak	44
PM Peak	38
Day	420

Duration of Stay

	Frequency	Percentage
Total	74	100
< 30 min	11	15
> 30 min, < 4 hours	54	73
> 4 hours (not staying overnight)	9	12

Peak Parking Demand

Parking demand per room	0.97
Rooms per parking space	1.03
Disabled Provision	6

Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.17	0.27	0.44
PM Peak	0.18	0.20	0.38
Day	2.13	2.07	4.20

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	43
Car / Van	99	
Public Transport	0	
Taxi	1	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	75
I require a car/van for work	22	
No P.T. available	5	
P.T. not convenient	44	
P.T. not cost effective	7	
Never use P.T.	2	
I have too much luggage for P.T.	8	
I travelled with children	6	
I am a disabled driver	3	
Other	3	

Question 3 - How important is car parking to you at PI (%)

	Totals	42
Very Important	5	99
	4	1
	3	0
	2	0
Not important at all	1	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	115
On Street (Pay and Display)	29	
On Street (Free)	9	
Public Car Park (Paid)	25	
Public Car Park (Pay and Redeem)	6	
Public Car Park (Free)	6	
Premier Inn Car Park (Charged)	22	
Premier Inn Car Park (Pay and Redeem)	4	

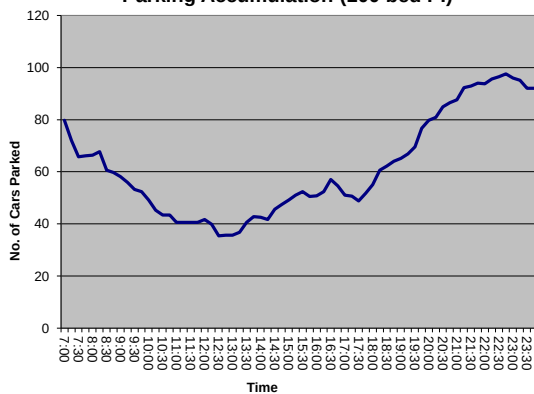
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	43
PI was my ultimate destination	79	
I was travelling elsewhere	22	

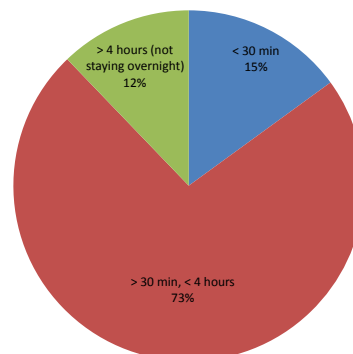
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	14
Car	96	
Bus	5	
Taxi	0	
Underground	0	
Train	0	
Plane	0	
Cycle	0	
Walk	0	
Other	0	

Parking Accumulation (100 bed PI)



Car Park duration of stay

EAT SLEEP & DRINK
WHITBREAD

Premier Inn Parking & Travel Study

Survey Details

Location	Hemel Hampstead West
Date	Tuesday 14/06/2011
Type	Car Park Study

Site Details

Number of Rooms	62
Restaurant	Integral
Number of Covers	40
Number of Parking Spaces	60
Parking Spaces per Room	0.97

Weather Details (During Survey)

General Conditions	Rain
Max. Temp. (°C)	19
Min. Temp. (°C)	10

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	60	62
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	92	95

Car Park Summary Details

Start Occupancy	54
End Occupancy	52
Max. Occupancy	56
Ave. Duration of Stay (hh:mm)	01:43
Cars Present for survey duration	3

Duration of Stay - Car Park Study Breakdown

	Frequency	Percentage
Total	64	100
< 30 min	9	14
> 30 min, < 4 hours	51	80
> 4 hours (not staying overnight)	4	6

Peak Parking Demand

Parking demand per room	0.92
Rooms per parking space	1.09

Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.08	0.23	0.31
PM Peak	0.16	0.06	0.23
Day	1.82	1.85	3.68

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	10
Car / Van	100	
Public Transport	0	
Taxi	0	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	14
I require a car/van for work	7	
No P.T. available	7	
P.T. not convenient	50	
P.T. not cost effective	7	
Never use P.T.	0	
I have too much luggage for P.T.	7	
I travelled with children	7	
I am a disabled driver	7	
Other	7	

Question 3 - How important is car parking to you at PI? (%)

	Totals	10
Very Important	5	100
	4	0
	3	0
	2	0
Not important at all	1	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	25
On Street (Pay and Display)	28	
On Street (Free)	12	
Public Car Park (Paid)	20	
Public Car Park (Pay and Redeem)	8	
Public Car Park (Free)	8	
Premier Inn Car Park (Charged)	20	
Premier Inn Car Park (Pay and Redeem)	4	

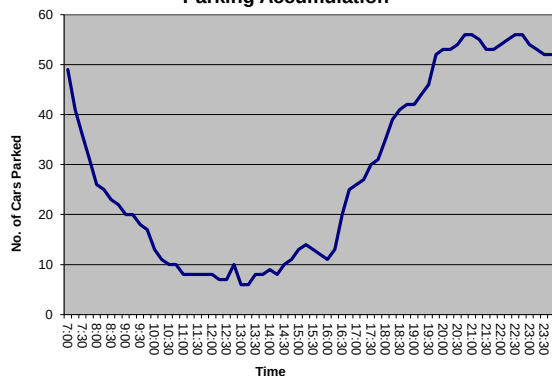
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	10
PI was my ultimate destination	70	
I was travelling elsewhere	30	

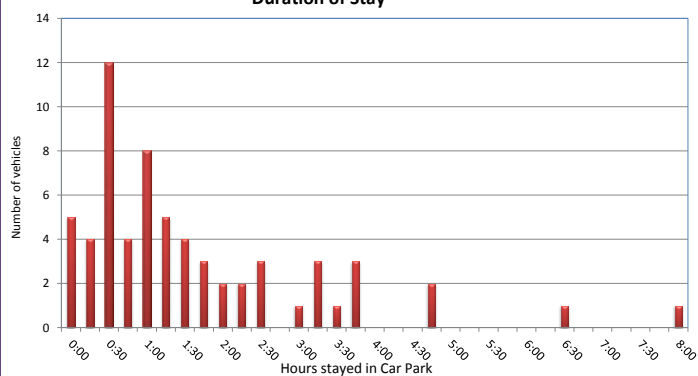
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	3
Car	100	
Bus	0	
Taxi	0	
Underground	0	
Train	0	
Plane	0	
Cycle	0	
Walk	0	
Other	0	

Parking Accumulation



Duration of Stay



Premier Inn Parking & Travel Study

Survey Details

Location	Cambridge A14 Junction 32
Date	Tuesday 21/06/2011
Type	Car Park Study

Site Details

Number of Rooms	154
Restaurant	Integral
Number of Covers	100
Number of Parking Spaces	132
Parking Spaces per Room	0.86

Weather Details (During Survey)

General Conditions	Sunny
Max. Temp. (°C)	20
Min. Temp. (°C)	13

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	97	152
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	161	200

Car Park Summary Details

Start Occupancy	94
End Occupancy	40
Max. Occupancy	91
Ave. Duration of Stay (hh:mm)	02:06
Cars Present for survey duration	3

Duration of Stay

	Frequency	Percentage
Total	82	100
< 30 min	20	24
> 30 min, < 4 hours	51	62
> 4 hours (not staying overnight)	11	13

Peak Parking Demand

Parking demand per room	0.73
Rooms per parking space	1.37

Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.09	0.31	0.40
PM Peak	0.13	0.03	0.16
Day	0.96	1.39	2.35

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	1
Car / Van	100	
Public Transport	0	
Taxi	0	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	2
I require a car/van for work	50	
No P.T. available	0	
P.T. not convenient	50	
P.T. not cost effective	0	
Never use P.T.	0	
I have too much luggage for P.T.	0	
I travelled with children	0	
I am a disabled driver	0	
Other	0	

Question 3 - How important is car parking to you at PI? (%)

	Totals	1
Very Important	100	
4	0	
3	0	
2	0	
Not important at all	0	

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	3
On Street (Pay and Display)	33	
On Street (Free)	0	
Public Car Park (Paid)	33	
Public Car Park (Pay and Redeem)	0	
Public Car Park (Free)	0	
Premier Inn Car Park (Charged)	33	
Premier Inn Car Park (Pay and Redeem)	0	

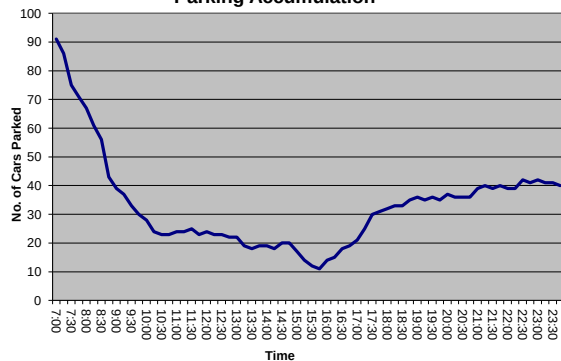
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	1
PI was my ultimate destination	100	
I was travelling elsewhere	0	

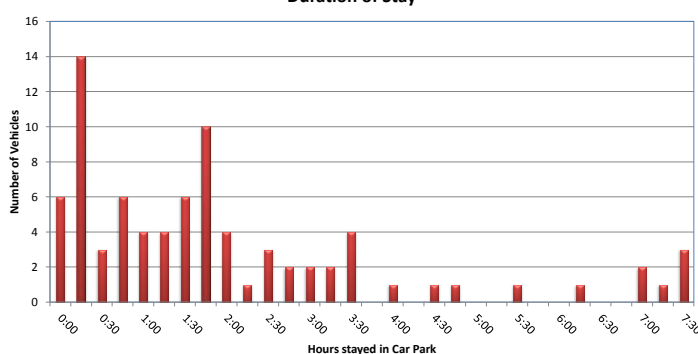
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	-
Car	-	
Bus	-	
Taxi	-	
Underground	-	
Train	-	
Plane	-	
Cycle	-	
Walk	-	
Other	-	

Parking Accumulation



Duration of Stay



Premier Inn Parking & Travel Study

Survey Details

Location	York South West
Date	Tuesday 21/06/2011
Type	Car Park

Site Details

Number of Rooms	61
Restaurant	Integral
Number of Covers	44
Number of Parking Spaces	63
Parking Spaces per Room	1.03

Weather Details (During Survey)

General Conditions	Cloudy / Rain
Max. Temp. (°C)	19
Min. Temp. (°C)	12

Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	36	55
Number of covers sold	N/A	N/A
Number of Guests in the Hotel	46	74

Car Park Summary Details

Start Occupancy	38
End Occupancy	45
Max. Occupancy	47
Ave. Duration of Stay (hh:mm)	02:49
Cars Present for survey duration	5

Duration of Stay

	Frequency	Percentage
Total	77	100
< 30 min	5	6
> 30 min, < 4 hours	59	77
> 4 hours (not staying overnight)	13	17

Peak Parking Demand

Parking demand per room	1.02
Rooms per parking space	0.98

Trip Rates

Overall Trip Rate

	Arrivals	Departures	Two-Way
AM Peak	0.26	0.31	0.57
PM Peak	0.20	0.33	0.53
Day	2.44	2.29	4.73

Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)

	Totals	32
Car / Van	97	
Public Transport	0	
Taxi	3	
Other	0	

Question 2 - Why did you choose to drive to reach the PI? (%)

	Totals	59
I require a car/van for work	10	
No P.T. available	9	
P.T. not convenient	31	
P.T. not cost effective	14	
Never use P.T.	5	
I have too much luggage for P.T.	17	
I travelled with children	12	
I am a disabled driver	2	
Other	2	

Question 3 - How important is car parking to you at PI? (%)

	Totals	31
Very Important	5	97
	4	3
	3	0
	2	0
Not important at all	1	0

Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

	Totals	87
On Street (Pay and Display)	25	
On Street (Free)	15	
Public Car Park (Paid)	21	
Public Car Park (Pay and Redeem)	9	
Public Car Park (Free)	9	
Premier Inn Car Park (Charged)	14	
Premier Inn Car Park (Pay and Redeem)	7	

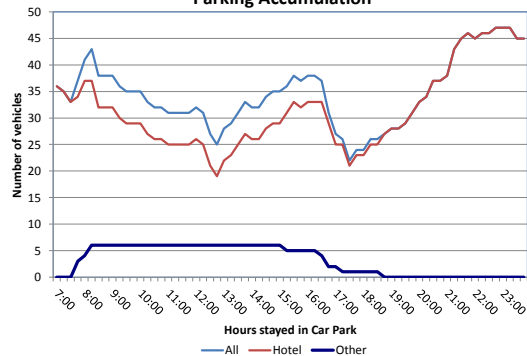
Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

	Totals	32
PI was my ultimate destination	66	
I was travelling else where	34	

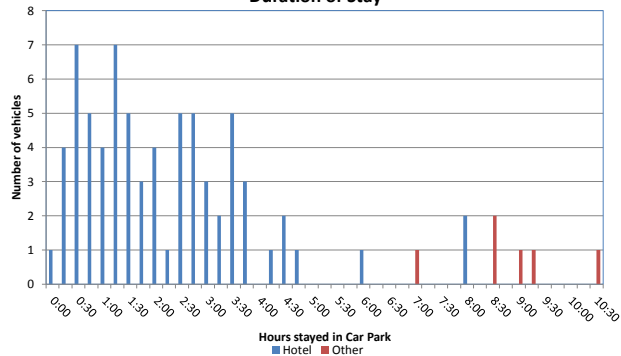
Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

	Totals	11
Car	91	
Bus	9	
Taxi	0	
Underground	0	
Train	0	
Plane	0	
Cycle	0	
Walk	0	
Other	0	

Parking Accumulation



Duration of Stay





APPENDIX E

CAR PARKING SURVEY – 2010

FAX BACK WHEN COMPLETE TO: 01628 532255
Or email: carole.coull@walsingplan.co.uk

Location – PORTSMOUTH - HAVANT

No of Rooms **37** Total no. of Car Parking Spaces **26** No. of covers in Restaurant **n/a** No of tables in Restaurant **n/a**

	Thursday Date 04/11/10	Friday Date 05/11/10	Saturday Date 06/11/10	Sunday Date 07/11/10	Monday Date 08/11/10	Tuesday Date 09/11/10	Wednesday Date 10/11/10
10:00 am	2	1	4	7	5	0	0
1:00 pm	1	1	2	0	0	1	0
6.00 pm	11	10	15	10	11	12	12
9.00 pm	19	16	16	10	17	18	19
Rooms Occupied	37	35	37	22	35	37	35

Any other information

.....