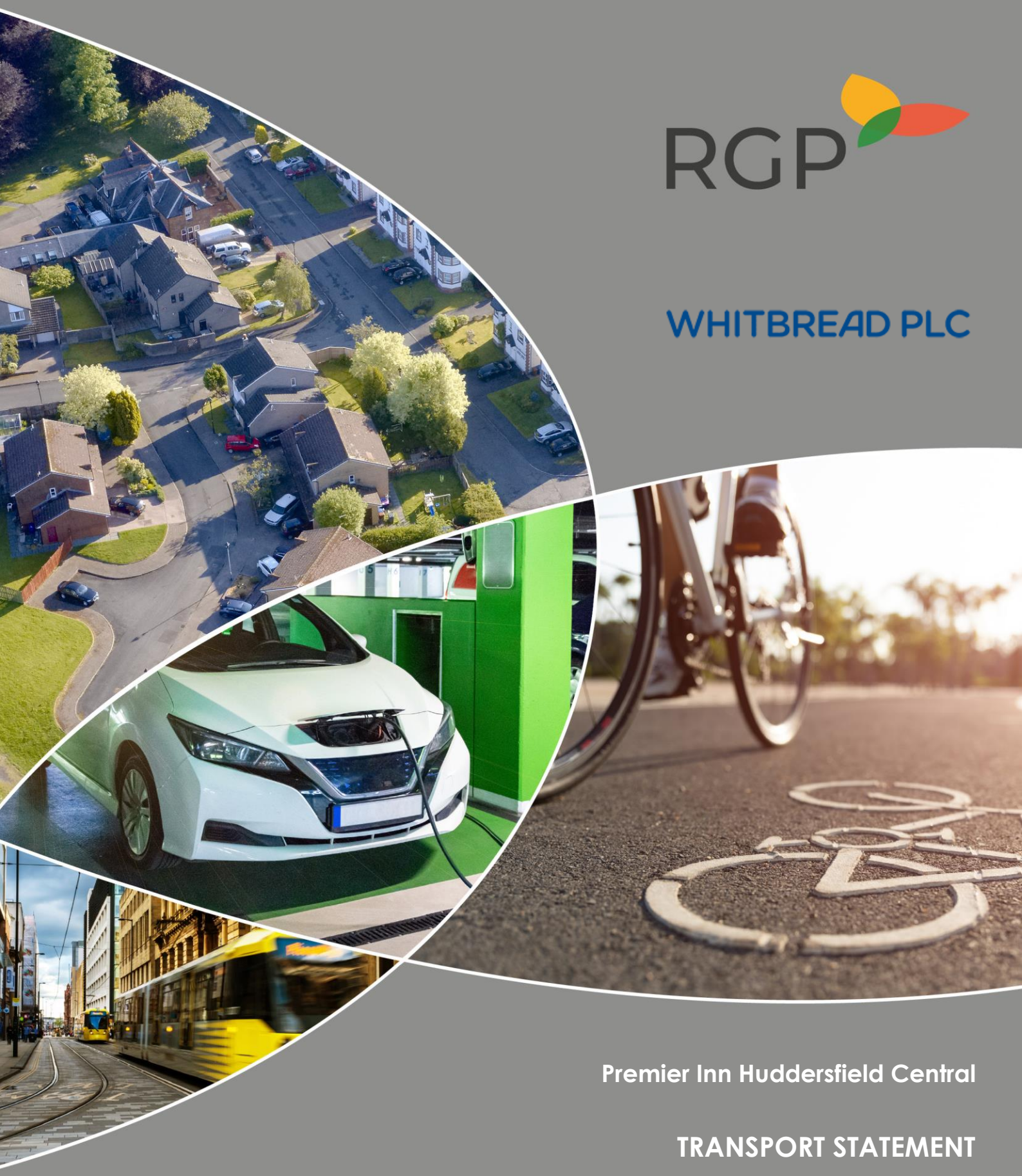

WHITBREAD PLC

Premier Inn Huddersfield Central

TRANSPORT STATEMENT

for Proposed Hotel Extension

on behalf of Whitbread Group PLC

2024/7846/TS01

December 2024

www.rgp.co.uk

DOCUMENT CONTROL

Project:	Premier Inn Huddersfield Central for Proposed Hotel Extension
Report Type:	Transport Statement
Client:	Whitbread Group PLC
Reference:	2024/7846/TS01

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2.	06/12/2024	Revision A	SDH
3.	11/12/2024	Revision B	SDH
4.			
5.			

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Scheme Details

Local Highway Authority	Kirklees Council
Site Name	Huddersfield Central
Site Address	St Andrews Road, Huddersfield, West Yorkshire, HD1 6SB
Site Access Road	B6432 – St Andrew's Road
Restaurant Brand	Table Table
Existing Bedrooms	52
Proposed Total Bedrooms	74
Total Net Additional Bedrooms	22
Existing Car Parking	90
Proposed Car Parking	105

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 Huddersfield Central Premier Inn, St Andrews Road, Huddersfield, West Yorkshire, HD1 6SB ("the site").

1.1.2 The existing site comprises a 52-bedroom Premier Inn hotel and associated Table Table restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 90 vehicles for the shared use of the hotel and restaurant.

1.1.3 A plan illustrating the existing site layout is attached hereto at **Appendix A**.

1.1.4 The proposals involve a net 22-bedroom extension to the existing hotel through the removal of the existing branded restaurant, resulting in a total of 74 bedrooms, with 105 car parking spaces post-development. Access would continue to be afforded from B6432 – St Andrew's Road as per the existing arrangements.

1.1.5 The proposals would deliver a Breakfast Room which would accommodate guests' morning meals, however this would not generate any external trade.

1.1.6 Whilst the proposals would increase the number of guest bedrooms, any additional trips to the site would be offset by the fact that the separate branded restaurant would be removed. This would also compensate for the additional demands for car parking from external visitors that the branded restaurant currently generates above those from hotel guests.

1.1.7 A plan illustrating the proposed site layout is attached hereto at **Appendix B**.

1.2 RGP & 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 Report 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 In considering development proposals 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

2.2.1 The Local Planning and Highway Authority for the site is Kirklees Council which acts as a Unitary Authority.

2.2.2 The Kirklees Development Plan consists of the Kirklees Local Plan and, in applicable areas, the Holme Valley Neighbourhood Development Plan, the Local Plan was adopted on 27 February 2019 and comprises the strategy and policies document, allocations and designations document and associated policies map.

Policy LP20 – Sustainable Travel

New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking and in the case of new residential development is located close to local facilities or incorporates opportunities for day to day activities on site and will accept that variations in opportunity for this will vary between larger and smaller settlements in the area.

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and home working.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network.

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

a. pedestrians

b. cyclists

c. public transport

d. private vehicles

3 BASELINE CONDITIONS

3.1 Site Location & Local Highway Network

3.1.1 The site is located some 750-metres to the east of central Huddersfield and some 170-metres north of the A629/Wakefield Road. The site is bound by a car park to the north, St Andrews Road to the east and the Broad Canal to the south and west.

3.1.2 The site location and context is illustrated in **Figure 1**.

Figure 1 Site Location

3.1.3 The site access from the B6432 – Sr Andrew's Road is shown in **Photograph 1** below.

Photograph 1 Site Access

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 2 Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

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

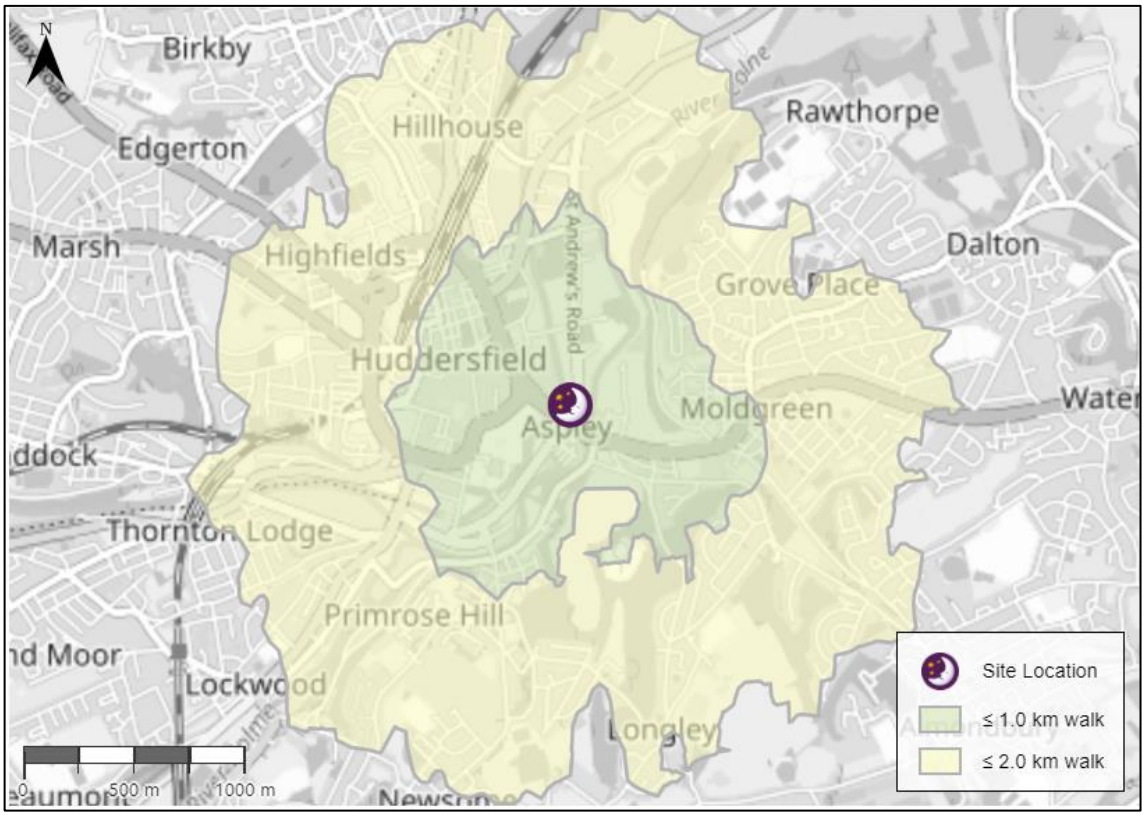


Figure 3 Indicative 2km Walking Catchment

3.2.2 As illustrated, the walk catchment encompasses the extents of Huddersfield as well as other local settlements such as Moldgreen, Primrose Hill and Hillhouse to include amenities, 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.

3.2.3 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

3.2.4 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.

3.2.5 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.

3.2.6 In light of the above guidance, an indicative 5km cycling catchment is illustrated in the figure below.

Figure 4 Indicative 5km Cycling Catchment

3.2.7 As illustrated, the cycle catchment encompasses Huddersfield and also includes a number of key surrounding settlements and residential areas such as Hillhouse, Greenside and Berry Brow, with it considered staff could cycle to the site, and leisure routes, which guests could utilise during their stay.

3.3 Public Transport

Bus

3.3.1 The nearest bus stops to the site are located on the Wakefield Road some 120-metres south and south east of the site (< 2-minute walk), these stops are served by the following services with associated destinations:

- 231 – Wakefield
- 232 - Wakefield
- 260 - Cleckheaton
- D1 Denby Darts – Denby Dale
- 341 – Stocksmoor
- 372 HD Connect - Almondbury
- 371 HD Connect - Dalton
- 374 – Dalton (Circular)

3.3.2 These destinations have associated stops en-route and in terms of facilities, this stop is supplied with shelters and displays with detailed bus timetable information.

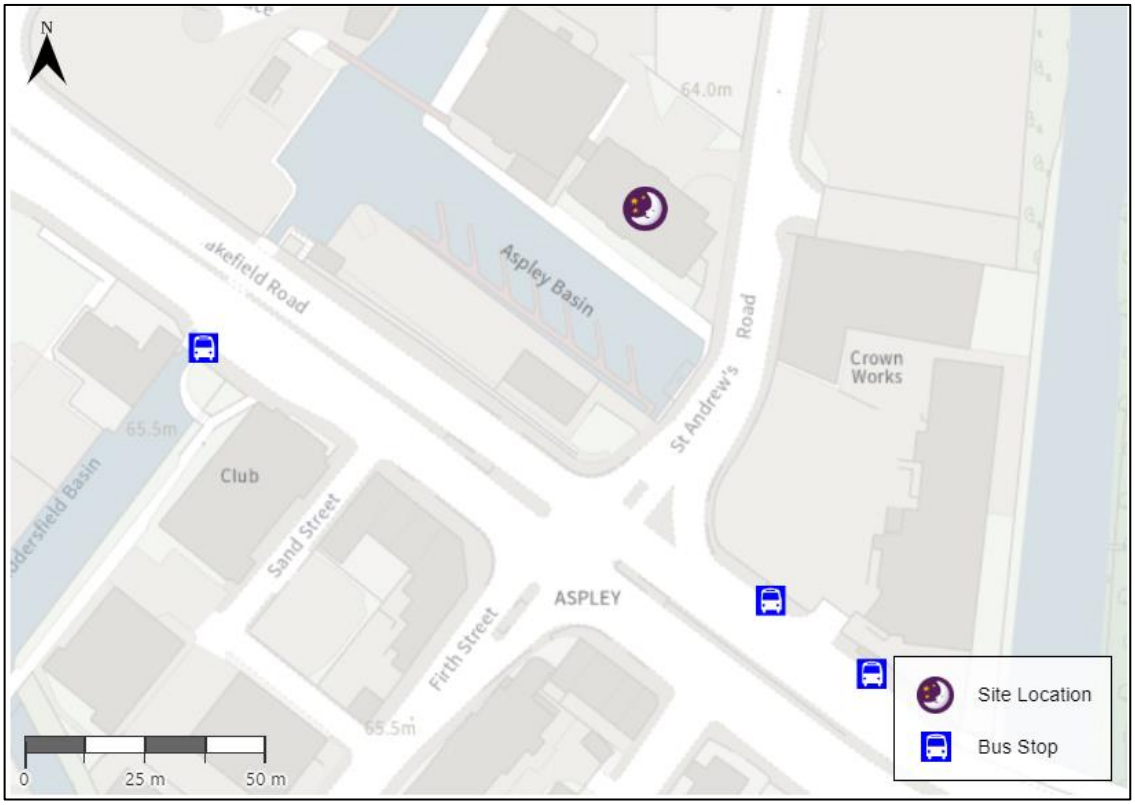


Figure 5 Map of Bus Stops

3.3.3 As summarised in the above, the bus services from Wakefield Road would facilitate local travel to a number of key destinations to meet the day to day needs of guests and staff of the proposals as well as provide onward connectivity to other destinations.

Rail

3.3.4 Huddersfield Rail Station is served by the Caldervale and Penistone lines and is located some 2-kilometres to the west of the site, it offers step free access to all platform and has 33 cycle storage spaces in a mix of covered and uncovered.

3.3.5 Huddersfield Rail Station provides services to the following destinations with associated en-route stops:

- Manchester Airport
- Sheffield
- Newcastle
- Liverpool Lime Street
- Manchester Piccadilly
- Scarborough

- Bradford Interchange
- Saltburn
- Hull

3.3.6 It is considered the comprehensive service pattern available that could cater to staff and guests, for commuting and leisure demand alike.

3.4 Taxi

3.4.1 For guests requiring a taxi, a freephone is available within the hotel reception area and will automatically connect to a local operator.

Summary of Accessibility Credentials

3.4.2 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 Context

4.1.1 While the Trip Rate Information Computer System (TRICS) is considered the industry standard tool for deriving trip generation, in RGP's experience this data is often not representative of Premier Inn sites. Hotels within the TRICS database often contain 'other' on-site uses (i.e. conference and leisure facilities), which can make the data unrepresentative of a hotel which does not contain such facilities.

4.2 Independent Traffic Surveys

4.2.1 RGP has commissioned independent traffic survey surveys at numerous comparable Whitbread hotel / restaurant sites over recent years, which has enabled RGP to establish trip rates and parking demands of comparable Premier Inn sites. Each of these professional surveys has comprised the following scope:

i. Detailed surveys undertaken between 07:00 and 23:00 at all sites;

ii. All vehicle arrivals and departures recorded (to include occupants' purpose of visit i.e. hotel, restaurant or other);

iii. Parking beat counts undertaken at 15-minute intervals; and

iv. Recording the number of hotel bedrooms occupied each night.

4.2.2 It should be noted that the survey recorded the number of hotel bedrooms occupied each night to enable all results to be factored to reflect a full room occupancy. A full schedule of the surveyed sites is attached hereto at **Appendix C** for reference.

4.2.3 This therefore offers separate hotel and restaurant (where a hotel is co-located with an on-site restaurant) vehicle trip rates. TRICS is not able to distinguish a separate trip rate for hotel and restaurant elements, and therefore RGP's bespoke data has a high level of accuracy when establishing trip generation and parking demand at Premier Inn sites.

4.3 Trip Rates

4.3.1 The hotel and restaurant trip rates from the independent traffic surveys are set out in the figure below, with consideration given to the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours on the local highway network, alongside a daily total.

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

4.3.2 RGP has successfully used the bespoke data to support planning applications across the Whitbread estate, and the trip rates are therefore considered appropriate in determining the existing and proposed vehicle trip generation at the site.

4.4 Existing

4.4.1 The figure below summarises the existing vehicle trip generation at the site associated with the 52 hotel bedrooms and Table Table branded restaurant (200 covers).

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	2	11	13	3	2	5
PM Peak	8	2	10	15	8	23
Daily	58	54	112	128	126	253

Figure 7 Existing Trip Generation

4.4.2 The existing site could generate in the order of 18 two-way movements across the AM peak, 33 across the PM peak and a total of 366 across the course of a typical day.

4.5 Proposed

4.5.1 The figure below summarises the proposed vehicle trip generation at the site, allowing for the proposed net 22-bedroom extension and removal of the separate branded restaurant.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	3	15	18	0	0	0
PM Peak	12	3	15	0	0	0
Daily	83	77	160	0	0	0

Figure 8 Proposed Trip Generation

4.5.2 The site post-development could generate in the order of 18 two-way movements across the AM peak, 15 across the PM peak and a total of 160 across the course of a typical day.

4.6 Net Impact

4.6.1 The figure below summarises the net trip generation impact of the proposals.

Time Period	Trip Generation Net Impact		
	Arrivals	Departures	Two-way
AM Peak	-2	3	0
PM Peak	-12	-7	-18
Daily	-103	-103	-206

Figure 9 Net Impact

4.6.2 The site post-development would result in 18 fewer trips across the PM peak and a total of 206 fewer trips across the course of a typical day.

4.6.3 Whilst the proposals would increase the number of guest bedrooms, it is important to note that the separate branded restaurant would be removed and replaced with a smaller internal guest breakfast room. The new internal breakfast room would cater for existing hotel guests only and would therefore not generate external trade. Therefore, the trip generation associated with the existing restaurant use would be removed from the highway network.

4.6.4 It is worth noting the additional Premier Inn hotel bedrooms would not necessarily attract new visitors, but rather provide overnight accommodation for people making a pre-determined trip to the local area, and therefore, any additional trips to the hotel would not necessarily be 'new' to the local highway network.

5 PARKING ARRANGEMENTS

5.1 Existing Car Parking

5.1.1 The existing site provides a total of 90 car parking spaces for the shared use of the 52-bedroom hotel and associated Table Table restaurant.

5.1.2 On-site parking is for the shared use of the hotel and restaurant. The two land uses operate in a complementary manner with the associated peaks in parking demand for each land use nonconcurrent. Hotel guests typically arrive through the afternoon / evening, and depart during the morning, whilst restaurant peaks typically occur at mealtimes. This therefore facilitates the shared use of the car park.

5.2 Proposed Car Parking

5.2.1 The proposals would offer 105 spaces post-development, as illustrated in the proposed Site Plan attached hereto at **Appendix B**.

5.3 Car Parking Standards

5.3.1 A review of relevant policy has been undertaken to establish the level of parking required for the proposed hotel bedrooms. Car parking standards for the site are contained within the Kirklees Unitary Development Plan which has subsequently been superseded by the Local Plan in 2019, but seeing as parking ratios aren't specified in the Local Plan the former UDP will be considered and its standard are replicated in the table below.

Use Class	Car Parking Standard
Hotel	1 space per guest bedroom 1 space per 3 staff

Figure 10 Parking Standards

5.3.2 Applying the above parking standards to the proposed net additional 22 guest bedrooms, 22 additional car parking spaces would be required. However, any additional parking demands associated with the hotel would be offset by the removal of the branded restaurant and the associated reduction in restaurant-related parking demand.

5.3.3 The proposals would not require an increase in staffing numbers at the site, and therefore no additional provision is sought for these personnel.

5.4 Parking Demand Assessment Context

5.4.1 It is important to understand the anticipated parking demand likely to be generated by the site pre- and post-development in the context of the parking standards as outlined above.

RGP Data

5.4.2 As noted in **Section 4**, RGP holds extensive survey data for comparable Premier Inn sites across the Whitbread estate. The collection of this data included a parking beat count at the respective sites which can therefore be used to establish the likely demands for parking in this instance.

Site Parking Survey

5.4.3 To validate RGP's comparable data, a week-long parking survey was also undertaken at the site, capturing demand between Monday the 22nd of April and Sunday the 28th of April 2024. The full results of this survey are attached hereto at **Appendix D** for reference.

5.4.4 The parking survey identified a peak accumulation of 73 parked cars at 5pm on the Saturday which represents an occupancy rate of 81% in the context of the existing 90 spaces available. However, this is attributed to diners at the restaurant since the demand subsequently reduced through the Saturday evening and overnight.

5.4.5 In terms of the weekday demand, a peak accumulation of 48 cars was pared at 11pm on the Friday night of the survey.

5.4.6 When assessing the results record sheet attached hereto at **Appendix D**, it is noted that hotel room occupancy was generally high across the survey period which hence demonstrates the robustness of the results.

5.5 Existing Parking Demand

5.5.1 The figure below illustrates the existing parking demand at the site, with the comparable site parking demand trendline illustrated in blue (typical weekday demand). The 85th percentile demand is also shown along the red trendline.

5.5.2 The results of the site-specific parking survey have also been plotted. The blue crosses denote the average demand recorded. Red crosses denote the maximum demand.

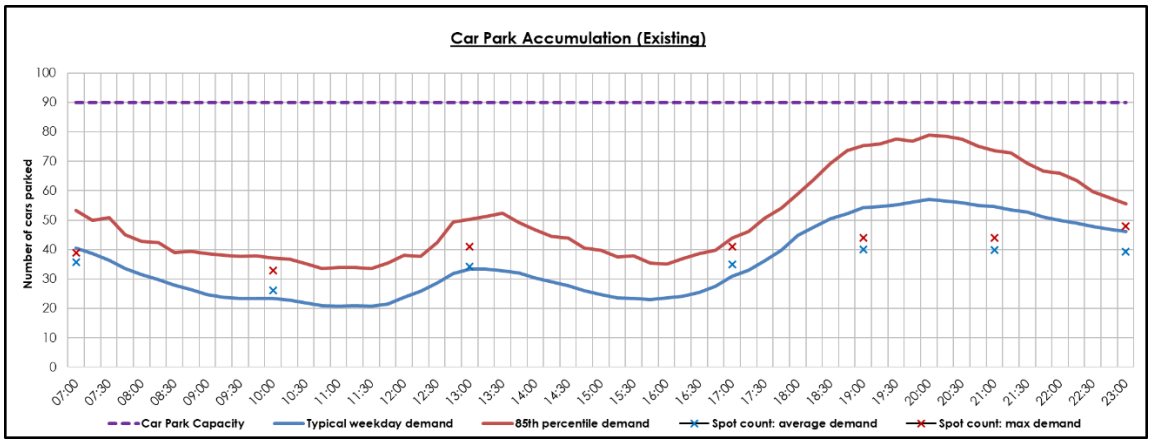


Figure 11 Existing Parking Demand

5.5.3 As illustrated, the existing parking accumulation has a definitive pattern, with a decrease in demand across the morning period (associated with hotel guest departures). Demand increases across the afternoon and evening period, associated with restaurant diners and hotel guest arrivals.

5.5.4 The comparable Premier Inn data held by RGP is therefore validated by the results of the on-site survey.

5.6 Proposed Parking Demand

5.6.1 The figure below illustrates the forecasted parking demand at the site post-extension. The RGP data has been factored to reflect the net 22-bedroom extension.

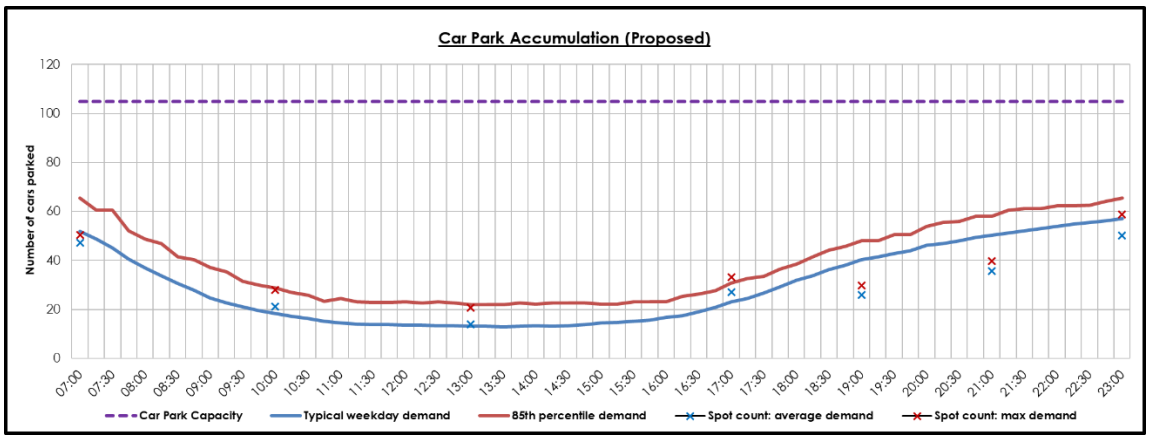


Figure 12 Proposed Parking Demand

5.6.2 As illustrated, the anticipated parking accumulation would peak with 65 vehicles, therefore equating to an occupancy rate of 62% of the 105 spaces post-development.

Summary

5.6.3 In light of the assessments undertaken, the proposed 105 parking spaces would be sufficient to accommodate the likely parking demand to be generated post-development.

5.7 Cycle Parking

5.7.1 Cycle parking standards for the site are contained within the Kirklees Unitary Development Plan which has subsequently been superseded by the Local Plan in 2019, but seeing as parking ratios aren't specified in the Local Plan the former UDP will be considered and its standard are replicated in the table below.

Use Class	Cycle Parking Standard
Hotel	1 space per 15 bedrooms

Figure 13 Cycle Parking Standards

5.7.2 In accordance with the minimum cycle parking requirements summarised above, an additional singular Sheffield style cycle stand would be provided at the site with capacity to securely hold a further 2 bicycles.

5.7.3 These additional cycle spaces would be located with convenient access to the hotel entrance and would be for the use of hotel guests.

5.7.4 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 All vehicular traffic currently access the site via B6432 – St Andrew's Road, and would continue to do so post-development.

6.2 Layout

6.2.1 Although minor alterations are proposed, the fundamental layout of the site would remain as existing, with all vehicles able to enter and egress the site in forward gear, including the use of the formally marked car parking spaces. Delivery and servicing activities would take place in a consistent manner with the existing procedures within the site curtilage.

6.3 Delivery / Servicing Activity

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.

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

Figure 14 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 As noted, delivery and service vehicles would continue to access the site via B6432 – St Andrew's Road and undertake deliveries and refuse collections within the site curtilage.

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 The existing site comprises a 52-bedroom Premier Inn hotel and associated Table Table restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 90 vehicles for the shared use of the hotel and restaurant.

7.1.2 A plan illustrating the existing site layout is attached hereto at **Appendix A**.

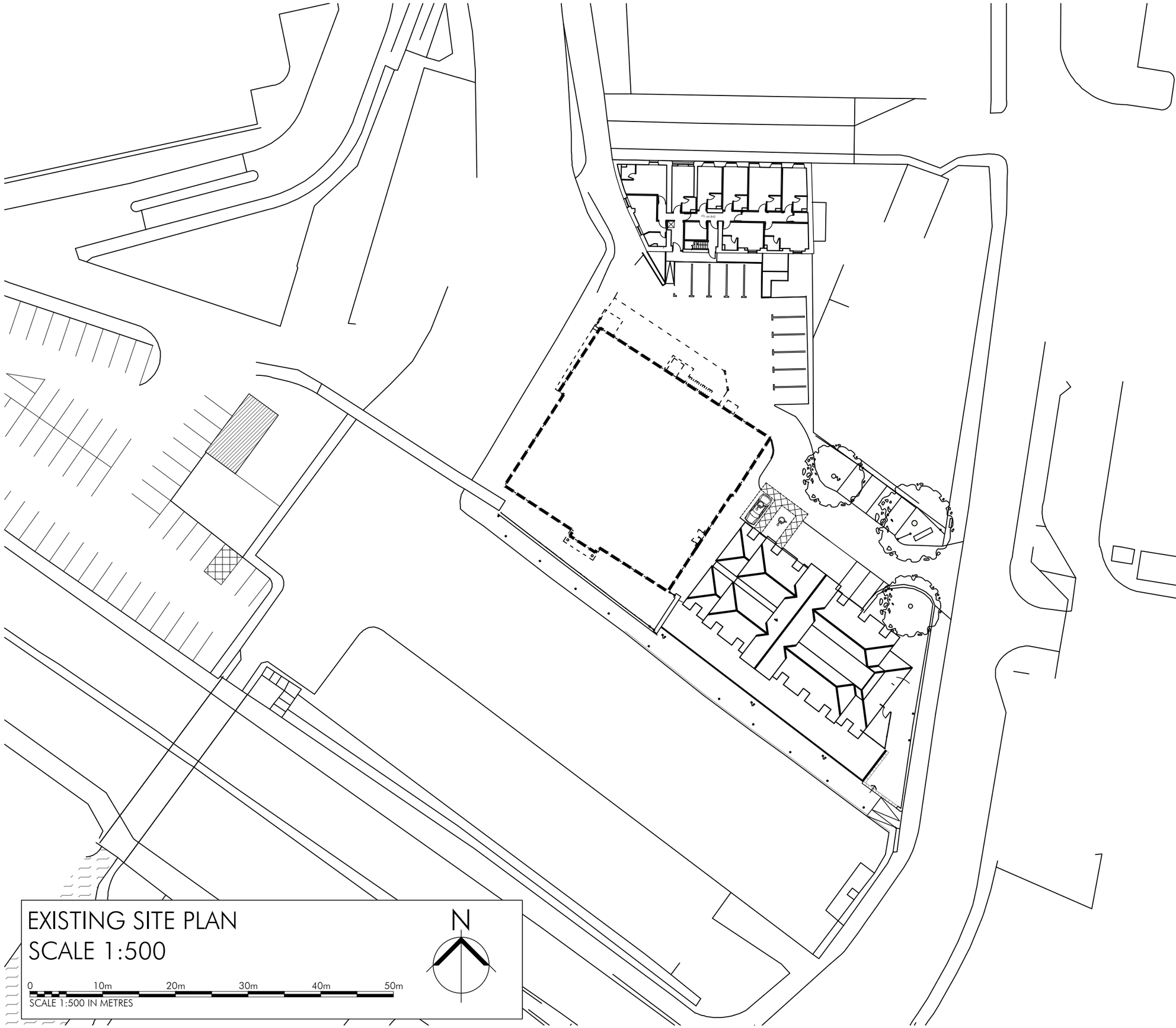
7.1.3 The proposals involve a net 22-bedroom extension to the existing hotel through the removal of the existing branded restaurant, resulting in a total of 74 bedrooms, with 105 car parking spaces post-development. Access would continue to be afforded from B6432 – St Andrew's Road as per the existing arrangements.

7.1.4 RGP makes the following conclusions from the information and assessments contained within this report:

- The existing site could generate in the order of 18 two-way movements across the AM peak, 33 across the PM peak and a total of 366 across the course of a typical day.
- The site post-development could generate in the order of 18 two-way movements across the AM peak, 15 across the PM peak and a total of 160 across the course of a typical day.
- In light of the assessments undertaken, the proposed 105 parking spaces would be sufficient to accommodate the likely parking demand to be generated post-development.
- The internal site layout would continue to provide sufficient space for delivery vehicles to manoeuvre, and vehicles to enter and egress parking spaces.
- 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, Kirklees Council is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.

APPENDIX A



BN DRAWN | DRAWN REVISION | 6/3/24 DATE | VER

PLANNING ISSUE

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PROJECT
PREMIER INN EXTENSION WITH BREAKFAST ROOM
PREMIER INN HUDDERSFIELD CENTRAL

TITLE
EXISTING SITE PLAN

SCALE
1:500 @ A3

JOB No	DRAWING No	REV
PI1074	AP01	//

APPENDIX B

FERN STREET EAST

WORKS

ASPLEY ROAD

68 CAR PARKING SPACES (approx.)

FOOTBRIDGE

HUDDERSFIELD BROAD CANAL

DISABLED BAYS

Retained Vegetation

37 No. CAR PARKING SPACES

CANOPY LINK

DROP OFF

AC UNIT YARD

ST ANDREWS ROAD

WORKS

ASPLEY BASIN

CROWN WORKS

WAKEFIELD ROAD

SLUICE

PROPOSED SITE PLAN
SCALE 1:500

N

0 10m 20m 30m 40m 50m

SCALE 1:500 IN METRES

AM	REV A: DISABLED BAY HATCH EXTENDED TO MAINTAIN EXISTING INFORMAL ACCESS AGREEMENT TO TOW PATH	5/12/24	
BN DRAWN	DRAWN REVISION	6/3/24 DATE	VER

PLANNING ISSUE

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PROJECT
PREMIER INN EXTENSION WITH BREAKFAST ROOM
PREMIER INN HUDDERSFIELD CENTRAL

TITLE
PROPOSED SITE PLAN

SCALE
1:500 @ A3

JOB No	DRAWING No	REV
PI1074	AP10	A

APPENDIX C

WHITBREAD

Premier Inn

RGP

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 0YS	Thursday	17	July	2014	Beefeater	40	190	109
Falkirk (East) FK2 0YS	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 0TP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NR5 0TP	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	Frida	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 Hampstead 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	

APPENDIX D

WHITBREAD

PREMIER INN
CAR PARKING SURVEY
April 2024

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

Hotel & Restaurant Name: Huddersfield central & Aspley Table Table

	Monday 22nd April	Tuesday 23rd April	Wednesday 24th April	Thursday 25th April	Friday 26th April	Saturday 27th April	Sunday 28th April
07:00	31	35	39	36	38	42	42
10:00	21	21	29	33	27	39	31
13:00	34	38	33	41	25	64	23
17:00	34	31	33	41	36	73	24
19:00	32	44	37	44	43	49	18
21:00	36	39	40	44	40	50	33
23:00	32	37	35	45	48	47	25
Number of hotel rooms sold*	**52**	**52**	**52**	**47**	**49**	**52**	**31**

Other Information

*Number of rooms sold on the night of the survey

APPENDIX E

Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn - Huddersfield Central

SITE DETAILS

Existing Site

Car Parking Spaces:	90
Hotel Bedrooms:	52
Restaurant Covers:	200

Proposed Alterations

Additional Bedrooms:	22
Change in Covers:	-200
Change in Parking:	15

Total Site (Proposed)

Total Bedrooms:	74
Total Covers:	0
Total Parking:	105

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

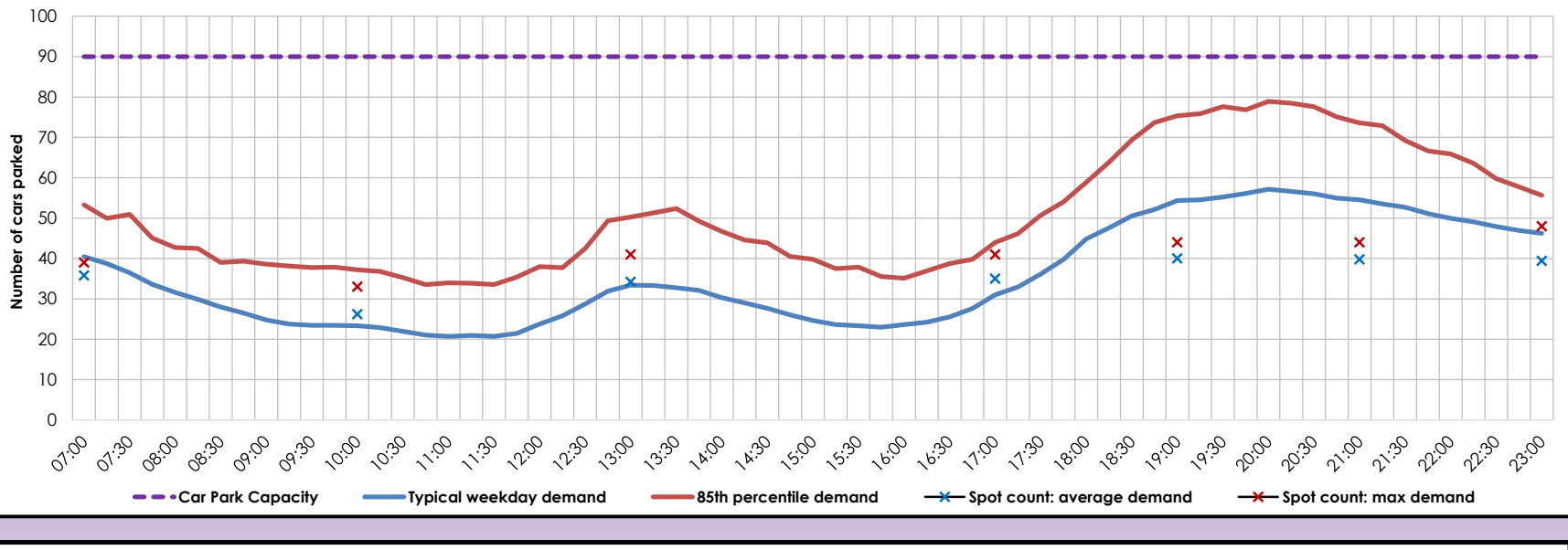
Existing Site Operation

	Arr	Dep	Two-way
AM Peak	5	12	17
PM Peak	23	10	33
Daily	186	180	366

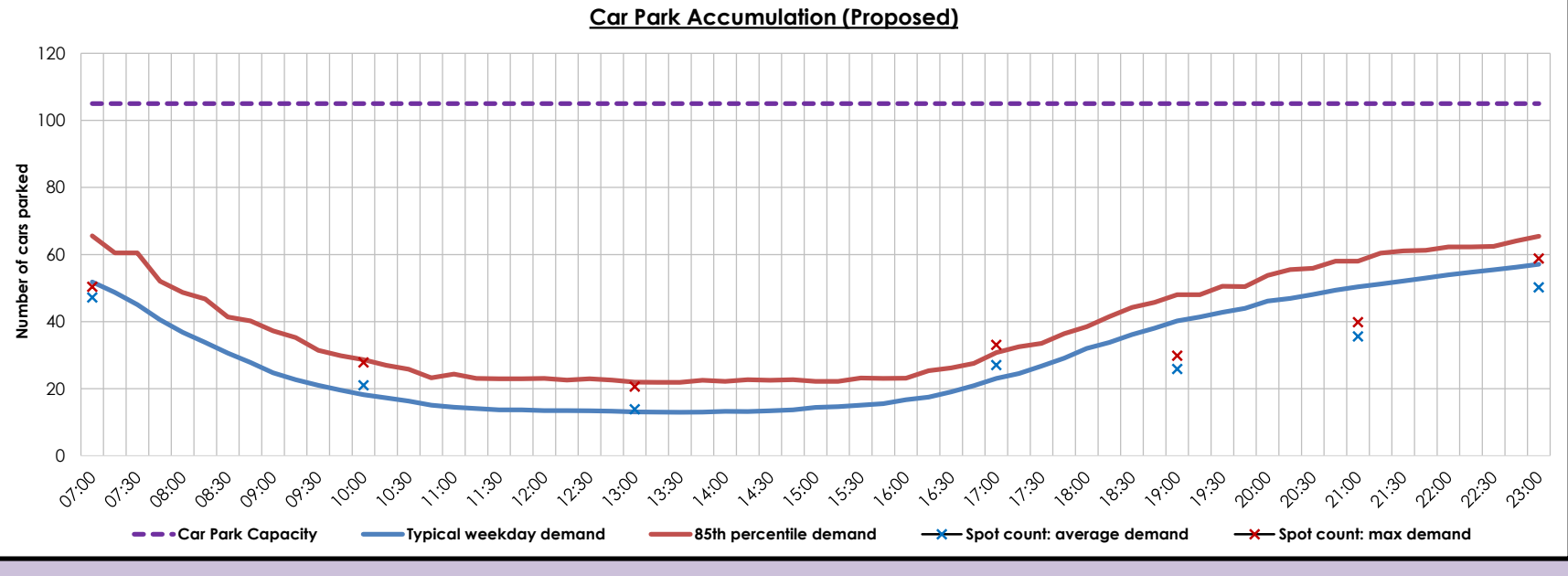
Development Proposals

	Arr	Dep	Two-way
AM Peak	3	15	18
PM Peak	12	3	15
Daily	83	77	160

Car Park Accumulation (Existing)



Car Park Accumulation (Proposed)



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