

TRANSPORT TECHNICAL NOTE

PREMIER INN, TOWNSTAL ROAD, DARTMOUTH

Proposed 105-Bedroom Premier Inn Hotel

Date: January 2024

Ref: 23/7367/TN01

1 INTRODUCTION

- 1.1 RGP is commissioned by Whitbread Group Plc to provide transport planning and highway advice in respect to a proposed Premier Inn hotel development at Townstal Road, Dartmouth. The site is located within the administrative boundaries of South Hams District Council (SHDC), as Local Planning Authority, and Devon County Council (DCC), as county Highway Authority.
- 1.2 The existing site comprises a vacant plot of undeveloped land to the south of Townstal Road on the western periphery of Dartmouth. The site's location is depicted on the following extract.

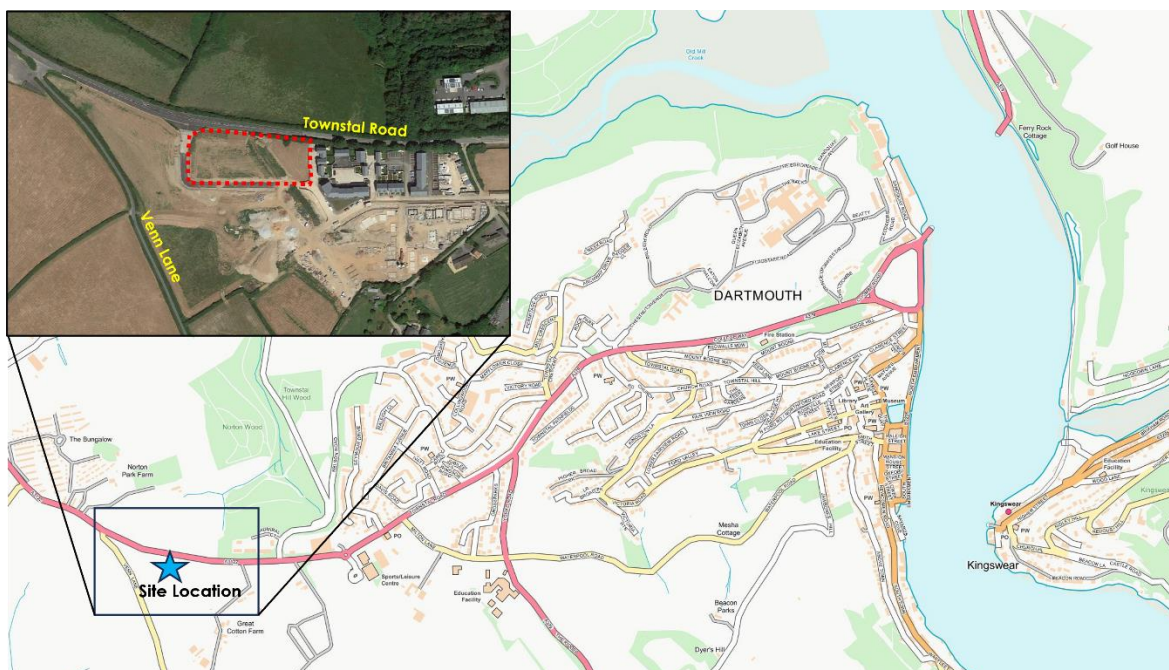


Figure 1

Site Location Plan

RGP – Transport Planning and Infrastructure Design Consultants

Surrey Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

London Office 1-2 Paris Garden, London, SE1 8ND

enquiries@rgp.co.uk

T: 01483 861 681

T: 020 7078 9662

www.rgp.co.uk



- 1.3 The site is served by an existing estate road, accessible from Townstal Road, that was constructed as part of the approved 'Little Cotton Farm' masterplan development proposals. The site forms part of the northern boundary of the wider masterplan site, which was granted approval on appeal to provide 240 residential dwellings and a community centre with associated transport infrastructure and amenity space, as per the outline planning consent (Reference: 15_51/1710/14/O).
- 1.4 The proposed development includes the construction of a new 3-storey hotel containing 105 guest bedrooms and an ancillary bar / restaurant at ground floor level. The hotel will be operated by Whitbread as part of the Premier Inn brand.
- 1.5 The hotel will be provided with 96 car parking spaces, including 5 accessible bays, representing approximately 0.9 spaces per guest bedroom. A loading bay would also be provided within the curtilage of the site to accommodate all delivery and servicing activity generated by the hotel. A plan illustrating the proposed site layout is attached to this Note at **Appendix A**.
- 1.6 RGP has considerable experience of Whitbread hotels and has been involved in many new builds and extensions to existing sites within the Whitbread estate nationwide. As a result, RGP holds a wealth of survey data in relation to trip generation and vehicular activity associated with existing sites throughout the UK. Of particular note, RGP has had recent involvement with the extension works to the nearby Premier Inn hotel developments in Paignton, with detailed trip rate and parking data previously approved by DCC.
- 1.7 The remainder of this note comprises the following sections in order to assess the transport implications associated with the proposed development:
 - I) Section 2: Baseline Conditions;
 - II) Section 3: Traffic Generation;
 - III) Section 4: Parking and Access;
 - IV) Section 5: Deliveries & Servicing; and
 - V) Section 6: Application Documents.

2 BASELINE CONDITIONS

Local Road Network

- 2.1 The site is highly accessible from the local and regional road networks. Access to the site will be afforded from the new shared estate road via the A3122 Townstal Road which provides a principal route into Dartmouth to the east and continues towards the A381 to the west near Halwell. The A38 Devon Expressway is accessible via a 30 minute drive to the west of the site.
- 2.2 Townstal Road is designed to accommodate large volumes of traffic, including heavy goods vehicle (HGV) movements. The new ghost right-turn facility marked on Townstal Road adjacent to the site's access road facilitates the safe manoeuvring of vehicles at this junction without obstructing traffic on the through-lanes.
- 2.3 A new 4-arm roundabout junction was also recently constructed on Townstal Road circa 400m to the east of the site to provide the primary and secondary access points into the wider Little Cotton Farm development.
- 2.4 The location of the proposed hotel is strategically placed to enable convenient access by staff, guests and delivery drivers from key regional highway links without the need to pass through Dartmouth's town centre. Whilst guests may drive to the site initially, there are good opportunities to enter Dartmouth town centre via sustainable means of travel during their stay at the hotel.
- 2.5 As Premier Inn hotels do not typically provide on-site attractions, such as conference facilities, gyms or leisure uses, the hotel itself does not serve as the primary visitor attractor. Guests would utilise the hotel for overnight accommodation as part of a pre-determined trip to Dartmouth, with all guests arriving via Townstal Road. The new hotel will contribute to additional visitor accommodation serving the town and would therefore not necessarily generate additional new trips on the local road network.

Road Safety Review

- 2.6 RGP has undertaken an investigation and review of local road accidents to identify any potential issues regarding the safety of the local road network. This review has examined accidents in the vicinity of the site over the latest 5-year period available (2017–2021 inclusive) using data provided from the Crashmap website (www.crashmap.co.uk).
- 2.7 This review confirms that no accidents have been reported within 200m of the site's access along Townstal Road. If examining further afield, a total of 4 accidents have occurred within 500m, resulting in 2 'slight' injuries and 2 'serious' injuries over this 5 year period.

- 2.8 Given the nature of Townstal Road serving as a key arterial route into Dartmouth, RGP concludes that the adjacent road network is represented by a good safety record and no further detailed accident analysis is necessary in this regard to support safe access into the site from Townstal Road.

Sustainable Transport Modes

- 2.9 As part of the approved highways improvement works for the wider Little Cotton Farm masterplan scheme, a new pedestrian route and cycle lane will be provided into the development from Venn Lane at its junction with Townstal Road to the west.
- 2.10 These new cycle / pedestrian facilities will connect to the recently constructed footways along Cotton Road, providing a high-quality route to the hotel site and the wider masterplan development. These footways continue onto Townstal Road, enabling a safe and convenient route into Dartmouth's town centre, which is accessible via a 30 minute walk or 10 minute cycle trip from the hotel site.
- 2.11 These pedestrian and cycle routes would enable access to the nearby supermarket and thereby reducing the need for guests and staff to travel away from the site by car.
- 2.12 There are local bus stops provided on Townstal Road that are served by bus routes 90, 91 and 92, operating half-hourly services between Townstal and Dartmouth, and an hourly service to Totnes. Furthermore, the Dartmouth Park and Ride service is available from Wessex Way via Townstal Road, approximately 600m (an 8-minute walk) to the east of the site. This service caters for trips into Dartmouth with departures provided every 20 minutes, Mondays to Saturdays, increasing to every 10 minutes during school holidays.
- 2.13 RGP has carried out a detailed review of the park & ride service in a separate Technical Note submitted to SHDC as part of pre-application consultation discussions (reference: 23/7367/TN02). The document including a forecast of the likely patronage generated by the hotel and the associated impact on available service capacity. The Park & Ride document should therefore be read in conjunction with this Transport Technical Note.
- 2.14 These nearby bus services would offer a primary means of travel for guests to reach Dartmouth town centre during their stay and for staff making commuting trips to / from the hotel on a regular basis.
- 2.15 Access by rail services can be achieved either from Totnes station or Kingswear station. Connecting journeys to the site from Totnes station can be completed via bus route 92, whilst onward journeys from Kingswear station would be completed via the Dartmouth ferry service.

3 TRAFFIC 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 often 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, such as the proposed Premier Inn at Dartmouth.
- 3.2 As part of RGP's assessment, data collected from surveys of numerous comparable Premier Inn sites has been used to establish the likely operation of the 105-bedroom Dartmouth hotel. This data has been gathered from a number of sites which formed part of a Premier Inn Guest Travel and Parking Study, comprising survey data from 28 Premier Inn sites across 9 locational categories. The sites considered within this assessment have been selected from 'Category C': *Trunk Road / A-Road* and *Category D: Edge of Town / Industrial / Commercial Area*.
- 3.3 As the ancillary restaurant within the proposed Dartmouth hotel would principally cater for guest breakfast and evening meals only, this facility would not generate any significant proportion of external trade. The following assessment therefore examines the traffic generation potential of the hotel in isolation.
- 3.4 The schedule attached at **Appendix B** provides a summary of the survey sites which have been considered for further assessment. The sites chosen for analysis are similarly located to the proposed Dartmouth Premier Inn in terms of nearby land uses and proximity to major roads, as well as a local town / city centre. At each of these sites, a detailed car park survey was undertaken between 0700 and 2300, to include observations of all arrivals and departures and details in terms of purpose of visit (i.e. hotel, restaurant or 'other').
- 3.5 The spreadsheet attached at **Appendix C** provides a summary of the key results including the parking demand profile and trip generation figures. The raw data for each of these surveys can be provided on request.
- 3.6 **Figure 2**, below, provides a summary of the vehicular trip rates and subsequent traffic generation derived from the attached survey data for the proposed 105 bedroom hotel. For robustness, the conventional highway peak hours (08:00-09:00 and 17:00-18:00) have been considered in addition to the daily traffic generation.

	Trip Rates (Per Guest Bedroom)			Traffic Generation		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak	0.039	0.202	0.241	4	21	25
PM Peak	0.156	0.045	0.201	16	5	21
Daily	1.115	1.044	2.158	117	110	227

Figure 2 Proposed Traffic Generation (105 Bedroom Hotel)

- 3.7 As summarised above, the proposed hotel would generate up to 25 two-way vehicle movements during the AM peak hour period as a worst-case, representing approximately 1 arrival / departure every 2-3 minutes, on average. Over the course of a typical weekday, the proposed hotel would generate a total of 227 two-way vehicle movements.
- 3.8 This is not considered to represent a significant level of traffic and would have a negligible impact on the local highway network. Furthermore, it is worth noting that these would not all represent additional new vehicle trips to the local area and the hotel would instead provide overnight accommodation for people making a pre-determined trip into Dartmouth, for example.
- 3.9 The overall level of vehicular traffic established above would not represent a significant uplift to the total volume of traffic passing through the wider Little Cotton Farm Development. The hotel operation would not result in any notable impact to the neighbouring residential properties and community centre.

4 PARKING AND ACCESS ARRANGEMENTS

Car Parking

- 4.1 A total of 96 car parking spaces would be provided for the use of the hotel, including 5 designated disabled parking bays adjacent to the hotel entrance. This proportion of parking represents approximately 1 space for every 0.9 bedrooms.
- 4.2 9 parking bays will be fitted with active electric vehicle charging infrastructure, representing approximately 10% of the site's parking that would offer charging capabilities.
- 4.3 To understand local parking requirements, RGP has reviewed the car parking standards contained within the Supplementary Planning Document adopted by SHDC in June 2020, in support of the *Plymouth & South West Devon Joint Local Plan* (March 2019). These parking standards are recommended in the SPD to be applied as an 'indicative parking provision'.

- 4.4 For hotel land uses, the indicative parking provision is quoted as 1 space per guest bedroom. As there would be no resident staff accommodation or conference facilities on-site, no further parking is required in relation to such facilities.
- 4.5 As the proposed parking provision of circa 1 space per 0.9 bedrooms falls marginally below the indicative parking standard, RGP has carried out a parking demand assessment to determine the forecast levels of parking required for the 105-bedroom Premier Inn hotel.
- 4.6 **Figure 3** displays both the typical and 85th percentile (worst-case) weekday demand associated with comparable Whitbread sites. These surveyed Whitbread sites used as part of this assessment were also used previously to establish the site's trip generation credentials as detailed in Section 3 of this report and as with the application site at Dartmouth, are similarly located adjacent to major highway links, with comparable nearby land uses and close proximity to a town centre. The surveyed sites are therefore representative of the hotel operation in Dartmouth and provide an accurate representation of the likely parking activity at the site. The parking accumulation profiles for both the existing and proposed Dartmouth hotel are attached at **Appendix C**.

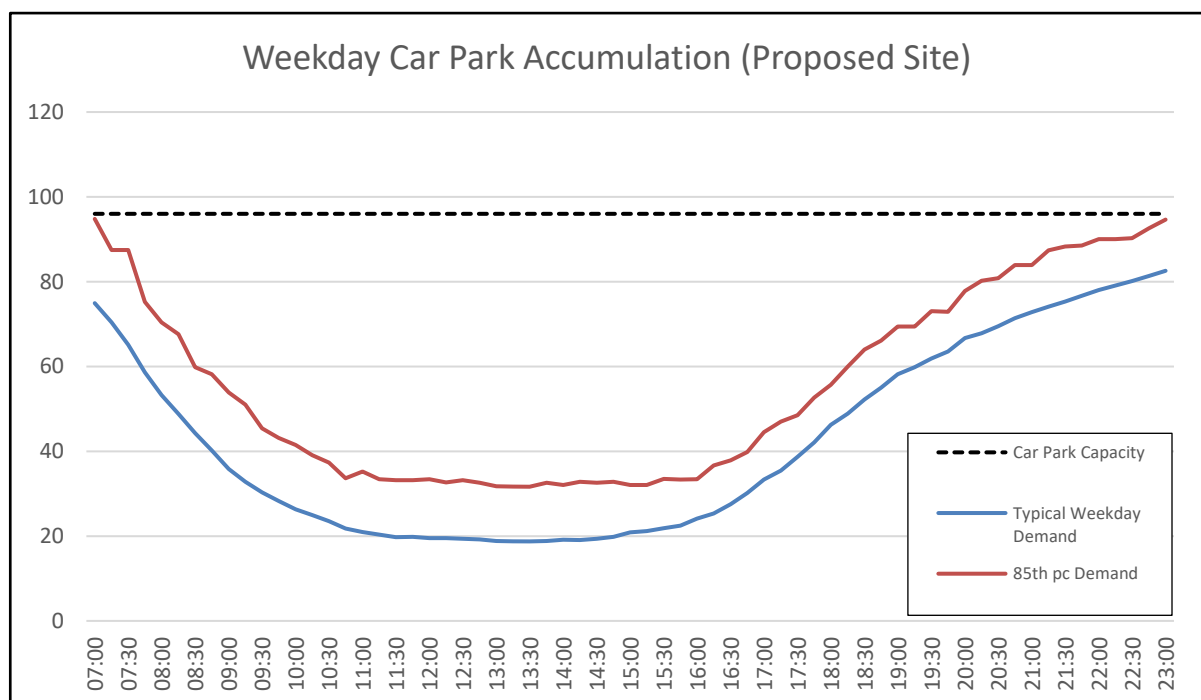


Figure 3 Parking Accumulation Profile (Proposed Hotel Development)

- 4.7 As demonstrated above, the proportion of parking demand generated during a typical operational weekday would reach an overnight peak of 86 parked vehicles. If considering the factored 85th percentile (worst-case) demand generated during exceptionally busy periods, a maximum demand for 95 car parking spaces would be generated overnight.

- 4.8 The site's car park has therefore been designed with consideration given to this peak demand in parking, with the proposed provision of 96 spaces accommodating all anticipated car parking generated by the hotel. The proposed car parking provision is therefore considered to be appropriate to meet the needs of the site and complies with relevant parking policy.

Cycle Parking

- 4.9 Minimum cycle parking standards pertaining to the site require a provision of “25 per cent of the indicative car parking provision (before any discounting on the basis of PT accessibility) or 1 space per 8 employees, whichever is greater”. The site should therefore provide a minimum of 26 cycle parking spaces for use of the hotel.
- 4.10 Premier Inn operates as a bike friendly hotel brand and allows bicycles to be kept in rooms if required. The hotel also ensures basic cycle maintenance tools such as a bicycle pump and puncture repair kit are obtainable from reception. These items will be made available for the hotel to purchase via the Premier Inn ordering guide.
- 4.11 Therefore, any future guests staying at the hotel would be permitted to securely store bicycles within their bedroom and staff would provide assistance when required. A ramped access will be provided to hotel reception, enabling convenient transportation of bicycles into the hotel on arrival.
- 4.12 Furthermore, secure short-stay cycle parking with capacity to accommodate up to 10 bikes will be provided at the hotel frontage. These spaces would accommodate short-stay visitor cycle parking and a degree of staff cycle parking. Should any further demand for staff cycle parking be generated, bikes will be permitted in the secure storage room on-site.

Site Access

- 4.13 The hotel will be served by a recently constructed estate road, accessed from Townstal Road at the north-western corner of the site. This estate road was approved as part of the outline planning consent granted for the masterplan proposals and will be shared with the wider development. This new access road is provided with a wide bell-mouth junction at Townstal Road which accommodates two-way vehicle movements and is suitable for the manoeuvring of HGVs. A new ghost right-turn facility is provided on Townstal Road to ensure the safe movement of vehicles onto the new estate road without impeding the through-flow of traffic.
- 4.14 The internal site layout would ensure the safe and convenient manoeuvring of vehicles within the on-site car park is maintained. All car parking bays will measure a minimum of 2.4m x 4.8m, whilst a minimum aisle width of 6m will be provided between banks of parking bays. Disabled parking bays will also be provided with a 1m wide hatched clearance to ensure suitable accessibility is maintained to these spaces.

- 4.15 Sufficient space will be afforded on-site to enable delivery and refuse collection vehicles to manoeuvre in/out of the loading bay and turn within the car park. All HGVs would access and egress the site in a forward gear via the shared estate road.
- 4.16 RGP has carried out swept path assessments to confirm that safe delivery vehicle access to the service yard can be achieved. Drawing **2023/7367/001**, attached, demonstrates the access procedure for a 12m rigid lorry to enter the service yard and drawing **2023/7367/002** depicts the manoeuvring of a 16.5m articulated lorry. It is evident from these assessments that delivery vehicles could access and egress the site in a forward gear.
- 4.17 A marked crossing point would be provided across the site's internal access route, connecting the existing footway provided on the shared estate road to the hotel entrance. This crossing facility is positioned as such to optimise pedestrian desire lines into the site, increasing the attractiveness to complete local journeys via the nearby bus services.

5 DELIVERIES AND SERVICING

- 5.1 A secure refuse store will be provided on-site adjacent to the loading bay. The hotel will be provided with 10 x 1,100L Eurobins for the storage of waste and recycling, in addition to a further 8 x 240L wheeled bins for glass recycling.
- 5.2 The hotel would generate a relatively low level of delivery and service vehicle movements over the course of a typical week. From RGP's experience of Whitbread operations, it is anticipated the site could generate the following delivery and servicing movements, as summarised in the table below.

Deliveries per Week				
Type	No. Visits	Duration	Timings	Activity
Linen	7	30-minutes	06:30 – 18:00	6 x 1.5m ³ cages on wheels
Food / Beverage	4	45-minutes	06:30 – 18:00	1 x trolley with 1m x 1.2m pallet
Refuse / Recycling	3	20-minutes	06:30 – 18:00	Refuse or recycling bins emptied

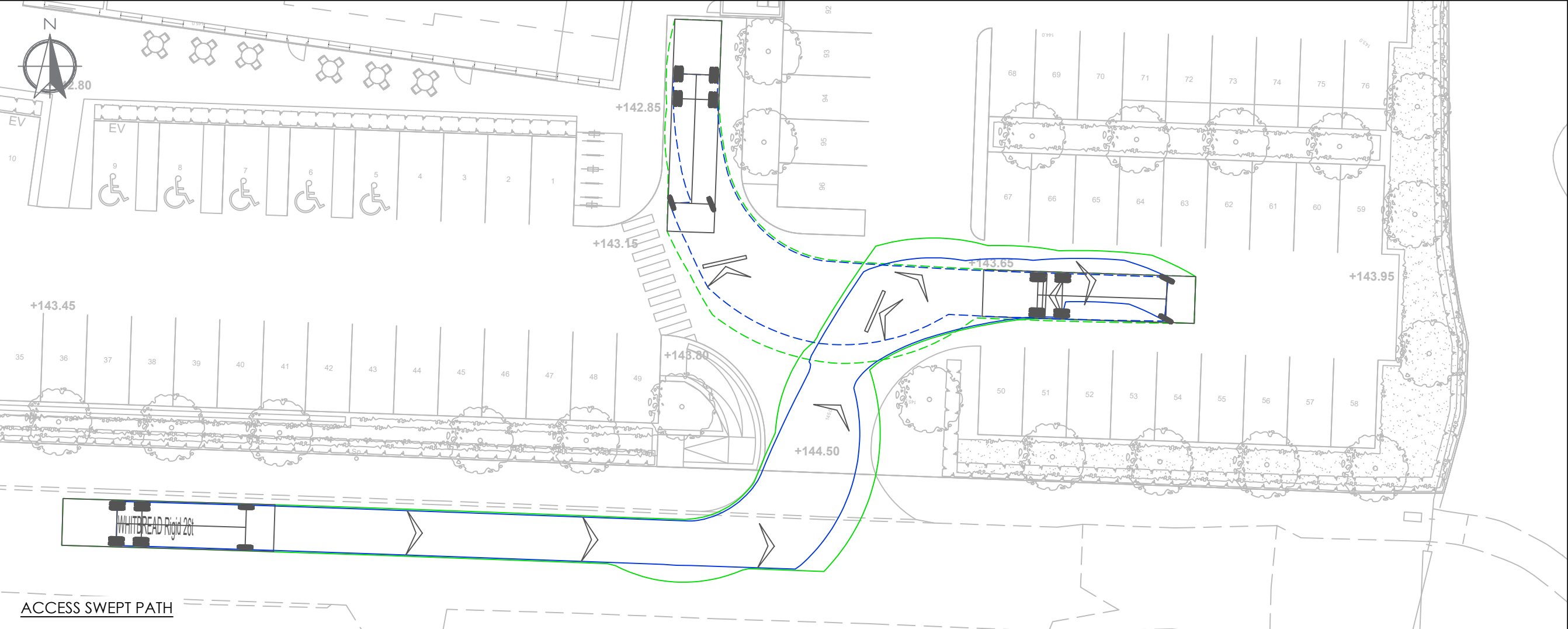
Figure 4 Expected Delivery and Servicing Schedule

- 5.3 Waste collections will be scheduled privately with Whitbread's longstanding waste partner, Veolia. It is envisaged that Whitbread's central logistics team will arrange waste collections to take place as part of an existing schedule adopted at other regional Premier Inn hotels. Collections will be coordinated with other regional Premier Inn hotel operations to consolidate the number of vehicle trips required to services multiple sites.
- 5.4 The on-site loading bay is designed to accommodate 12m rigid delivery and waste collection vehicles. Should any larger delivery vehicles be required, such as a 16.5m articulated lorry, these will be accommodated within the on-site car park.
- 5.5 As waste collection vehicles typically measure less than 12m in length, these vehicles would also be afforded sufficient space to manoeuvre within the site and carry out waste collections from the designated loading point.

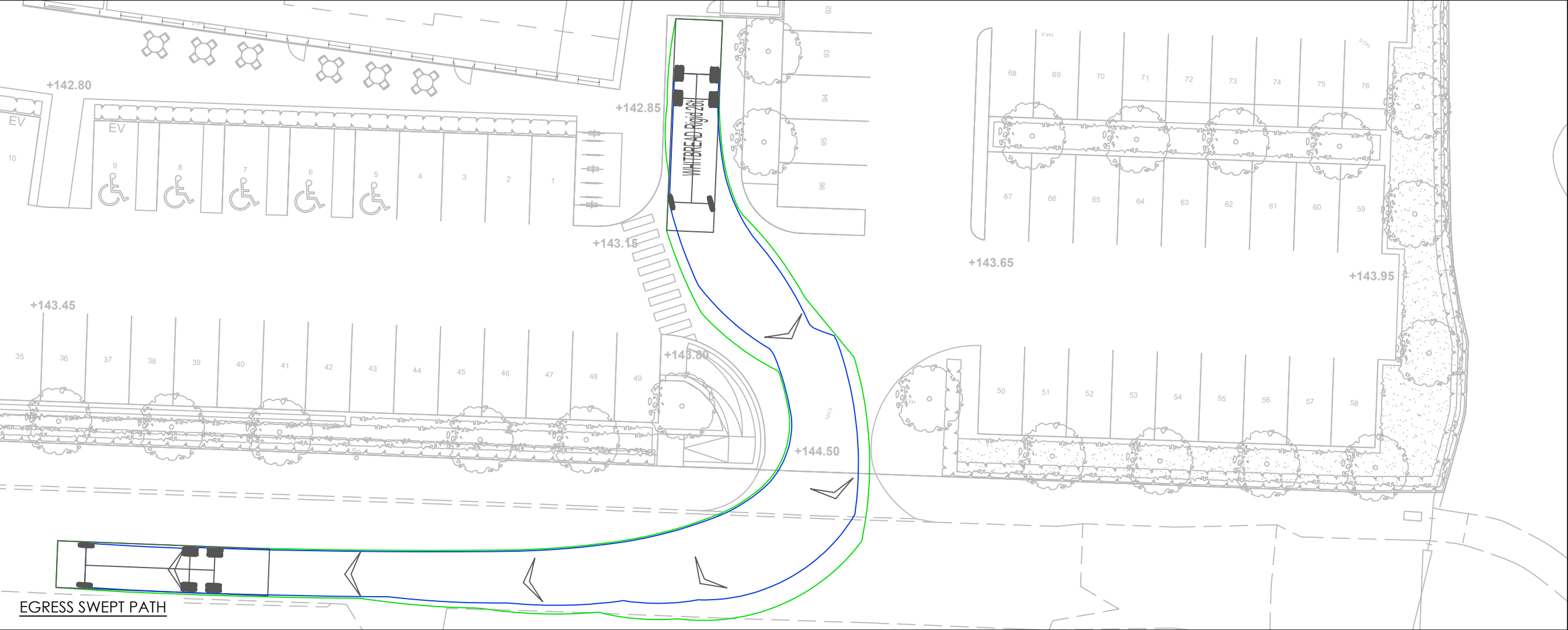
6 SUMMARY AND CONCLUSIONS

- 1.1.1 This Transport Technical Note has considered the transport planning implications associated with the proposed 105-bedroom Premier Inn hotel located on land off Townstal Road, Dartmouth. RGP make the following conclusions:
 - i) The site is considered to be conveniently located in terms of access from the wider highway network. The site also benefits from convenient access to some local amenities and nearby bus connections, including a park & ride service that offers frequent departures for trips into Dartmouth town centre;
 - ii) The proposed 105 bedroom hotel would likely generate in the region of 227 two-way vehicle movements over the course of a typical weekday. These daily vehicle trips include up to 25 two-way movements during the AM peak hour period, representing a 'worst-case' scenario;
 - iii) The proposed parking provision of 96 spaces would be adequate to accommodate the anticipated daytime and overnight parking demand generated by the hotel. 10 electric vehicle charging points would be provided within the on-site car park. Additionally, secure cycle parking with capacity for up to 10 bicycles would be provided as part of the development. Hotel guests will also be permitted to store bicycles within bedrooms in line with Whitbread's cycle-friendly policy;
 - i) The access arrangements are suitable to accommodate HGV trips to / from the site. Both 12m rigid lorries and 16.5m articulated lorries would be afforded with sufficient space to safely access and egress the hotel's service yard;
- 6.1 As a result of the data and evidence presented within this report, Devon County Council is respectfully requested to confirm that the development proposals are satisfactory on highway grounds.

DRAWINGS



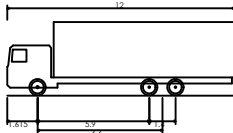
ACCESS SWEEP PATH



EGRESS SWEEP PATH

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



WHITBREAD Rigid 26t	12.000m
Overall Length	2.650m
Overall Width	2.900m
Overall Body Height	0.427m
Min Body Ground Clearance	2.500m
Track Width	1.000m
Lock to lock time	4.000m
Kerb to Kerb Turning Radius	9.772m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

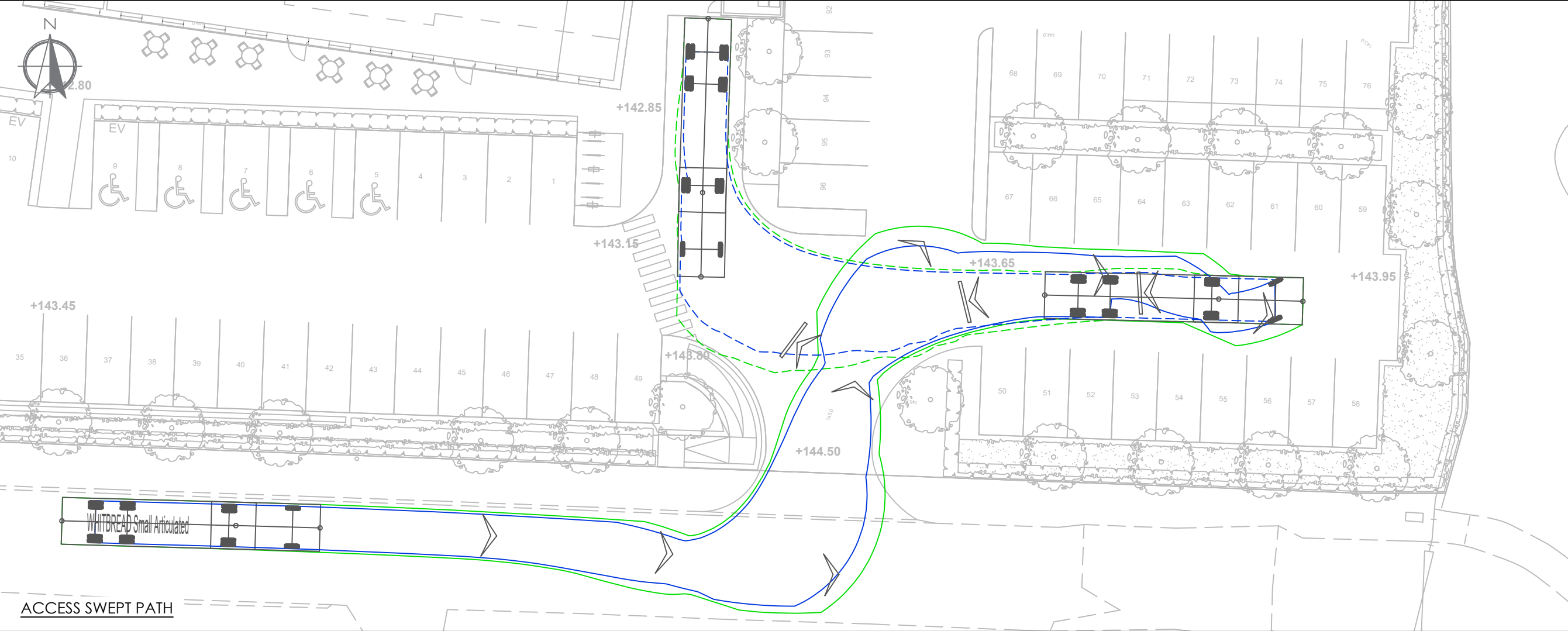
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P2	GE	SITE LAYOUT UPDATED		11/01/24
P1	GE	FIRST ISSUE		11/07/23
Rev.	Drawn	Comments		Date

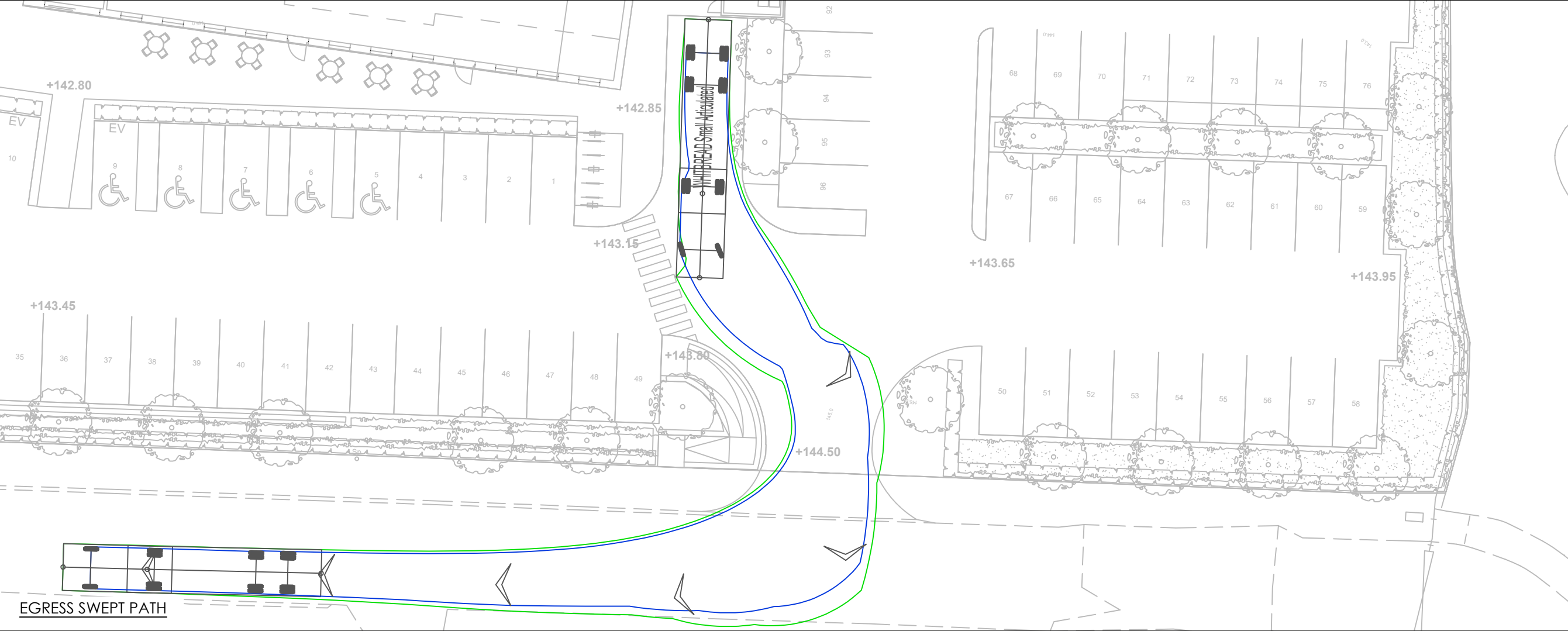


Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Whitbread Group		
Project	Premier Inn Dartmouth		
Drawing Title	Swept Path Analysis 26t Rigid Vehicle		
Drawing No.	2023/7367/001	Rev.	P2
Scale	1:250	Drawn By	GE
		Checked By	NR
			A3



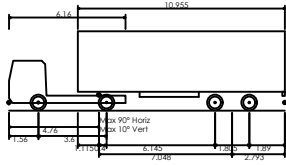
ACCESS SWEEP PATH



EGRESS SWEEP PATH

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



WHITBREAD Small Articulated
Overall Length 14.600m
Overall Width 2.650m
Overall Body Height 4.200m
Min Body Ground Clearance 0.406m
Track Width 2.374m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 5.300m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P2	GE	SITE LAYOUT UPDATED		11/01/24
P1	GE	FIRST ISSUE		18/07/23
Rev.	Drawn	Comments		Date



Client	Whitbread Group		
Project	Premier Inn Dartmouth		
Drawing Title	Sweep Path Analysis 14.6m Articulated Vehicle		
Drawing No.	2023/7367/002	Rev.	P2
Scale	1:250	Drawn By	GE
		Checked By	NR
			A3

APPENDIX A



1 PROPOSED SITE PLAN
Scale: 1:500

E	09/01/24	Landscaping updated;	RW
D	18/12/23	Ramp added to entrance and annotations added;	RW
C	20/11/23	Landscaping & Carparking updated.	AJB
Rev	Date	Description	By Chk

AXIOM ARCHITECTS
Barn A Addlepool Business Centre Clyst St George Exeter EX3 0NR
Tel. 01392 368426 www.axiomarchitects.co.uk

Client
WHITBREAD GROUP PLC

Project
DARTMOUTH PREMIER INN
TOWNSTAL ROAD
DEVON

Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn	Checked
1:500 @A3	04/09/23	AJB	RW
Drawing No.	Revision		

5951-P1 003 E
Status
PLANNING



APPENDIX B

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

Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY • Tel: 01483 861681 • Fax: 01483 861682 • www.rgp.co.uk

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 C



PIX PARKING DEMAND CALCULATOR

Rev F
15/03/2019

Townstal Road, Dartmouth

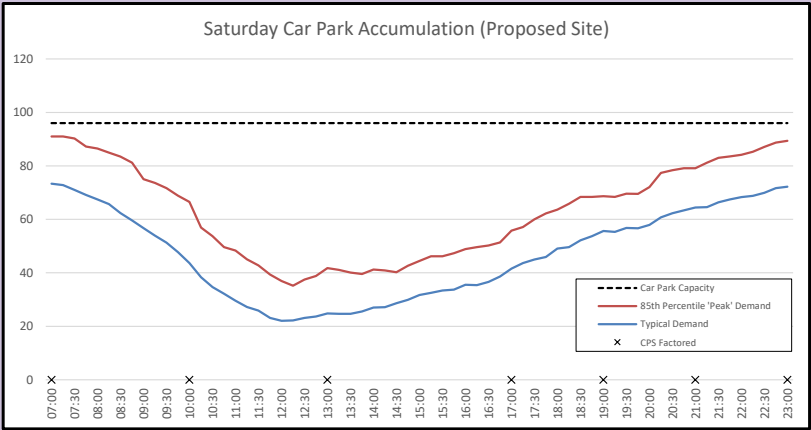
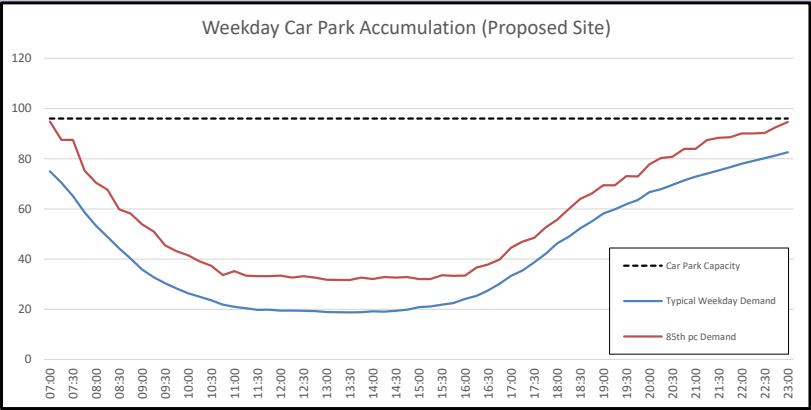
Figures based on survey data from 78 Whitbread Premier Inn / Restaurant sites in comparable locations in close proximity to the principal highway network / commercial areas / edge of town locations. Representative of typical weekday operation under full occupancy. See attached survey schedule for further details of the sites considered.

Existing Site	
Car Parking Spaces:	0
Hotel Bedrooms:	0
Restaurant Covers:	0

Proposed Extension	
Additional Bedrooms:	0
Additional Parking:	0

Total Site (Proposed)	
Total Bedrooms:	105
Total Covers:	N/A
Total Parking:	96

Proposed Site Operation



*Accumulation charts assume all bedrooms sold overnight

Car Park Survey Results:								
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
07:00								Average Weekday Maximum Weekday
10:00								
13:00								
17:00								
19:00								
21:00								
23:00								
Bedrooms Sold								

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

Vehicle Trips			
Existing Site			
	Arr	Dep	Two-way
AM	0	0	0
PM	0	0	0
Daily	0	0	0
Proposed Extension			
	Arr	Dep	Two-way
AM	4	21	25
PM	16	5	21
Daily	117	110	227