



WHITBREAD PLC



Premier Inn Llanelli Central East

TRANSPORT STATEMENT

for Proposed Hotel Extension
on behalf of Whitbread Group PLC

2024/8031/TS01

August 2024

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for Proposed Hotel Extension

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Scheme Details

Local Planning Authority	Carmarthenshire County Council
Site Name	Llanelli Central East
Site Address	Llandafen Road, Llanelli, Carmarthenshire, SA14 9BD
Site Access Road	Llandafen Road
Restaurant Brand	Beefeater
Existing Bedrooms	50
Proposed Total Bedrooms	78
Total Net Additional Bedrooms	28
Existing Car Parking	110
Proposed Car Parking	110

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 Llanelli Central East Premier Inn, Llandafen Road, Llanelli, Carmarthenshire, SA14 9BD ("the site").
- 1.1.2 The existing site comprises a 50-bedroom Premier Inn hotel and associated Beefeater restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 110 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 28-bedroom extension to the existing hotel, resulting in a total of 78 bedrooms, with 110 car parking spaces post-development. Access would continue to be afforded from Llandafen Road as per the existing arrangements.
- 1.1.5 As part of the proposals, the associated Beefeater would be removed, and a 'Guest Restaurant' delivered to accommodate guest meals. It should be noted this would not generate any external trade.
- 1.1.6 A plan illustrating the proposed site layout is attached hereto at **Appendix B**.
- 1.1.7 Whilst the proposals would increase the number of guest bedrooms, any additional trips as a result of the proposals would be offset by the fact that the associated restaurant would be removed – this would also compensate for any additional car parking demand from external visitors the associated restaurant currently generated above those from hotel guests.

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.
- **Section 7 – Summary and Conclusions:** provides a concise set of conclusions and an overall summary of report findings.

1.3.2 To support this Transport Statement, and to inform the proposals, RGP has additionally prepared a Travel Plan (document reference. 2024/8031/TP01) which should be read in conjunction with this report. The Travel Plan identifies measures which will be implemented by Whitbread to promote and facilitate sustainable travel and to discourage car use for staff and guests travelling to and from the Premier Inn.

2 POLICY CONTEXT

2.1 Technical Advice Note (TAN) 18: Transport

2.1.1 Technical Advice Note (TAN) 18: Transport, provides detailed planning advice and confirms the integration of land use planning and development of transport infrastructure have a key role in addressing the environmental aspects of sustainable development by:

- 'Promoting resource and travel efficient settlement patterns.
- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion.
- Managing parking provision.
- Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing.
- Encouraging the location of development near other related uses to encourage multi-purpose trips.
- Promoting cycling and walking.
- Supporting the provision of high quality, inclusive public transport.
- Supporting provision of a reliable and efficient freight network.
- Promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight.
- Encouraging good quality design of streets that provide a safe public realm and a distinct sense of place.
- Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.'

2.1.2 However, it is stated that "*the inter-relationships between land use planning and transport are complex and varied*" and that "*by influencing the location, scale, density and mix of land uses and new development, land use planning can help to reduce the need to travel and length of journeys, whilst making it easier for people to walk, cycle or use public transport.*"

2.2 Local Planning Policy

2.2.1 Carmarthenshire County Council 'Local Development Plan' (2014) sets out the Authority's policies and proposals for the future development and use of land.

2.2.2 Paragraph 6.5.1 confirms:

"The Strategy focuses growth in a way which reflects the sustainability of settlements and their accessibility in terms of the highway network and access to bus routes. It also considers the manner in which settlements complement each other in terms of facilities and services thus offering potential for increased accessibility through sustainable growth and a consolidation or expansion of existing resources."

2.2.3 This Transport Statement is prepared with consideration to the Policies TR1, TR2, TR3 and TR4.

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The site is located on Llandafen Road, in the town of Llanelli, in the county of Carmarthenshire. The site location and local convenience services and public transport stops are illustrated in the figure below.

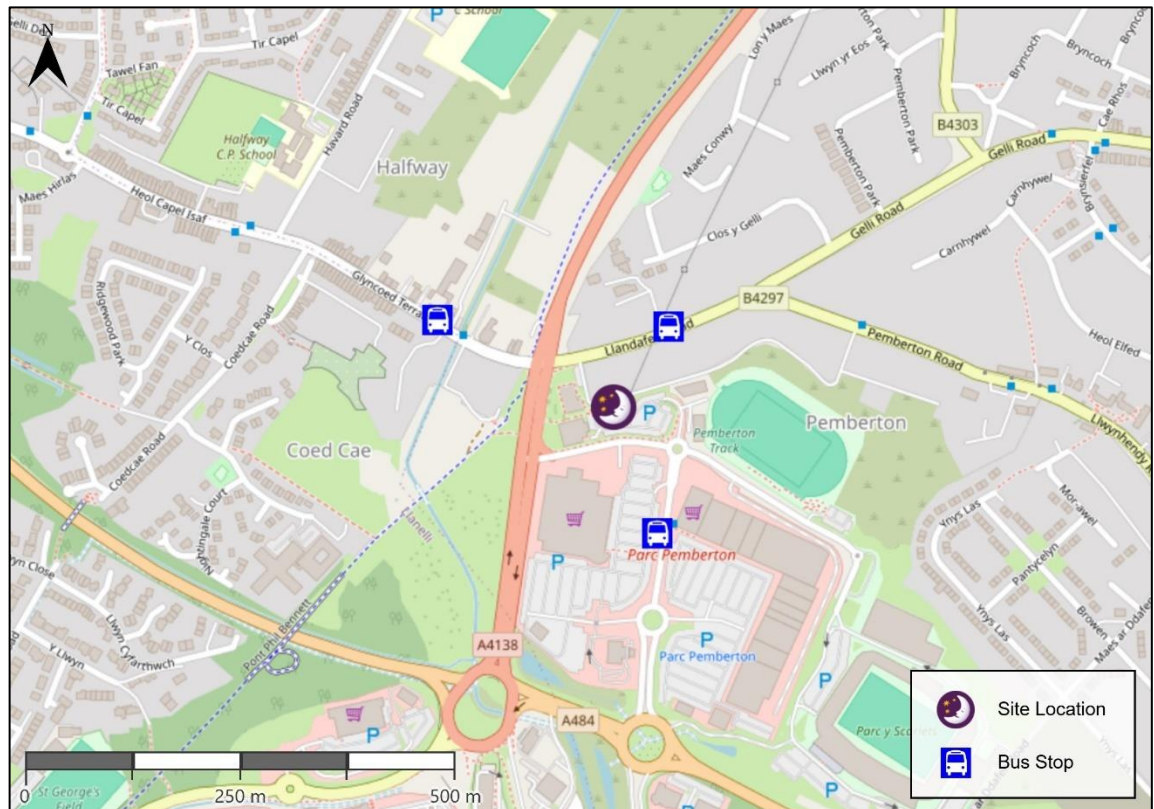


Figure 1 Site Location

- 3.1.2 As illustrated in the figure above, the extents of the site are predominantly 'edge-of-town' in nature, but footways provide connectivity to local convenience provision and public transport stops on Llandafen Road.
- 3.1.3 The site is located adjacent to the A4138 which connects Llanelli and Pontarddulais, the carriageway runs in a general northeast to southwest direction and connects with the M4 (South Wales to London) at Junction 48.
- 3.1.4 As a result of the 'edge-of-town' nature of the site, it is considered the primary mode of travel to and from the site would comprise the private vehicle, either as a driver or passenger in, however, the site would benefit from a degree of pass-by trade associated with guests on an existing pre-determined journey on the A4138 / M4.

3.2 Accessibility

Active Travel

- 3.2.1 A footway on Llandafen Road provides connectivity to local convenience provision, public transport stops and to the centre of Llanelli – the local footway network benefits from dropped kerbs, formal and informal transition points, lighting, and tactile paving.
- 3.2.2 Llanelli benefits from a number of cycle routes across the town and is located on National Cycle Network (NCN) Route 47 which connects Fishguard and Newport, running through Carmarthen and Neath.

Sustainable Travel

- 3.2.3 The site is located close to bus stops on Llandafen Road. A single service comprises:
- 111 – Llanelli to Swansea.
- 3.2.4 Additional limited services can be boarded locally, to comprise:
- L1 – Llanelli to Llanelli – via Seaside.
 - L7 – Llanelli to Yr Hendy.
- 3.2.5 The closest National Rail station is Llanelli. Services comprise:
- Cardiff Central.
 - Carmarthen.
 - Fishguard Harbour.
 - London Paddington.
 - Manchester Piccadilly.
 - Milford Haven.
 - Pembroke Dock.
 - Shrewsbury.
 - Swansea.
- 3.2.6 The above services could be utilised by staff and guests to travel to and from the site as part of a multi-modal trip.

Taxi

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

Summary

- 3.2.8 As a result of the 'edge-of-town' nature of the site, it is considered the primary mode of travel to and from the site would comprise the private vehicle, either as a driver of or passenger in – however, and as summarised above, the active and sustainable travel modes could be utilised by staff and guests to travel to and from the site.

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 commissioned independent traffic surveys at Whitbread hotel / restaurant sites to establish vehicle trip rates and parking demand at comparable Premier Inn sites. A full schedule of the surveyed sites is attached hereto at **Appendix C** for reference.

- 4.2.2 The surveys comprised the following scope:

- All surveys undertaken between 07:00 and 23:00 – with parking beat counts at 15-minute intervals.
- All vehicle arrivals and departures (to include occupants' purpose of visit i.e. hotel, restaurant or other) were recorded.
- A record of the number of hotel bedrooms occupied each survey night – to enable all results to be factored to reflect full room occupancy.

- 4.2.3 The surveys allow for 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 2 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 50 hotel bedrooms and Beefeater 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	10	12	3	2	5
PM Peak	8	2	10	15	8	23
Daily	56	52	108	128	126	253

Figure 3 Existing Trip Generation

- 4.4.2 The existing site could generate in the order of 17 two-way movements across the AM peak, 33 across the PM peak and a total of 361 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 28-bedroom extension and removal of the associated Beefeater branded restaurant.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	3	16	19	-	-	-
PM Peak	12	4	16	-	-	-
Daily	87	81	168	-	-	-

Figure 4 Proposed Trip Generation

- 4.5.2 The site post-development could generate in the order of 19 two-way movements across the AM peak, 16 across the PM peak and a total of 168 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	+4	+2
PM Peak	-11	-6	-17
Daily	-97	-96	-193

Figure 5 Trip Generation Net Impact

4.6.2 The net impact of the proposals is a decrease in two-way movements across the course of a typical day associated with the site in the order of 193 movements – this is anticipated as a result of the removal of the associated restaurant and replacement with a 'Guest Restaurant', which would not generate external trade.

4.6.3 It is considered the additional hotel bedrooms would not necessarily attract new guests, 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 110 car parking spaces for the shared use of the 50-bedroom hotel and associated Beefeater 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 110 spaces post-development, as illustrated in the proposed Site Plan attached hereto at **Appendix B**.

5.3 Car Parking Standards

- 5.3.1 Car parking standards are contained within Supplementary Planning Guidance 'Wales Parking Standards' (2014) – the Standards are 'Zoned', one through six, with Zone 4 (Suburban or Near Urban) informing the Standards as applied in this Transport Statement, and as summarised in the table below.

Use Class	Car Parking Standard
Hotel	1 space per bedroom

Figure 6 Parking Standards

- 5.3.2 Application of the above Standard to the proposed net additional 28 guest bedrooms could result in an additional 28 car parking spaces provided.
- 5.3.3 It is important to note that any increased parking demand associated with the additional hotel bedrooms would be offset, in part, by the removal of the associated restaurant and subsequent reduction in restaurant-related parking demand.

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 - a full Parking Accumulation Assessment is attached hereto at **Appendix E** for reference.

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 17th June and Sunday 23rd June 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 41 parked cars at 07:00 on Wednesday 19th June which represents an occupancy rate of 37% in the context of the existing 110 spaces available.
- 5.4.5 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 comprising the following data:
- The blue 'line' illustrates the typical weekday parking demand as based on the RGP data held for comparable Premier Inn sites.
 - The blue 'crosses' illustrate the average parking demand at Llanelli Central East Premier Inn as observed through the site parking survey.
 - The red 'crosses' illustrate the 'maximum' demand.

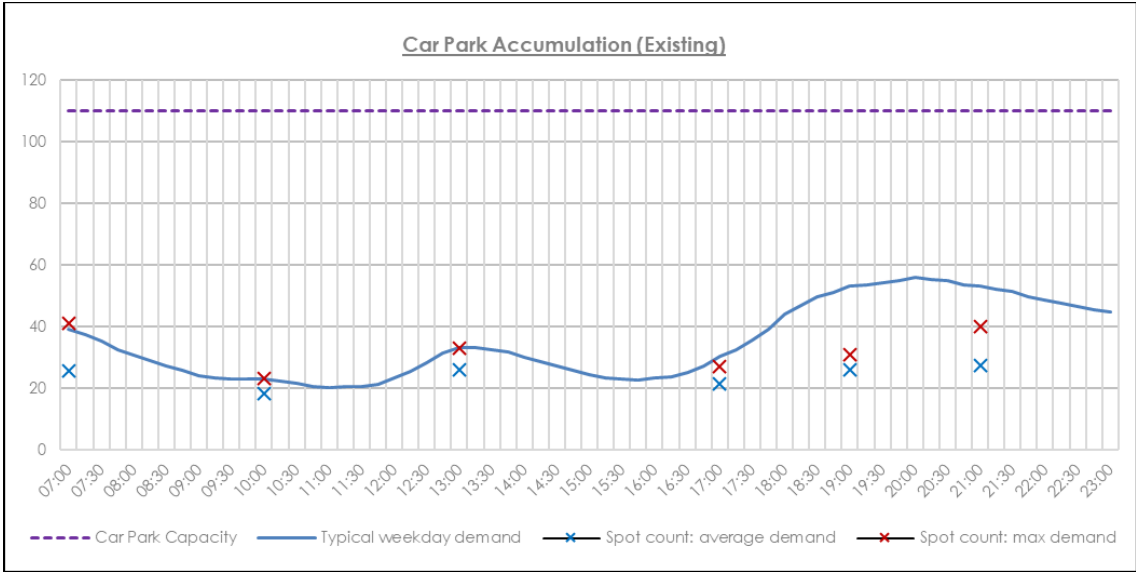


Figure 7 Existing Parking Demand

5.5.2 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.

5.5.3 The comparable Premier Inn data held by RGP is therefore validated by the results of the on-site survey and proven to be robust (i.e. at peak times for demand, overnight).

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 28-bedroom extension and removal of the associated restaurant.

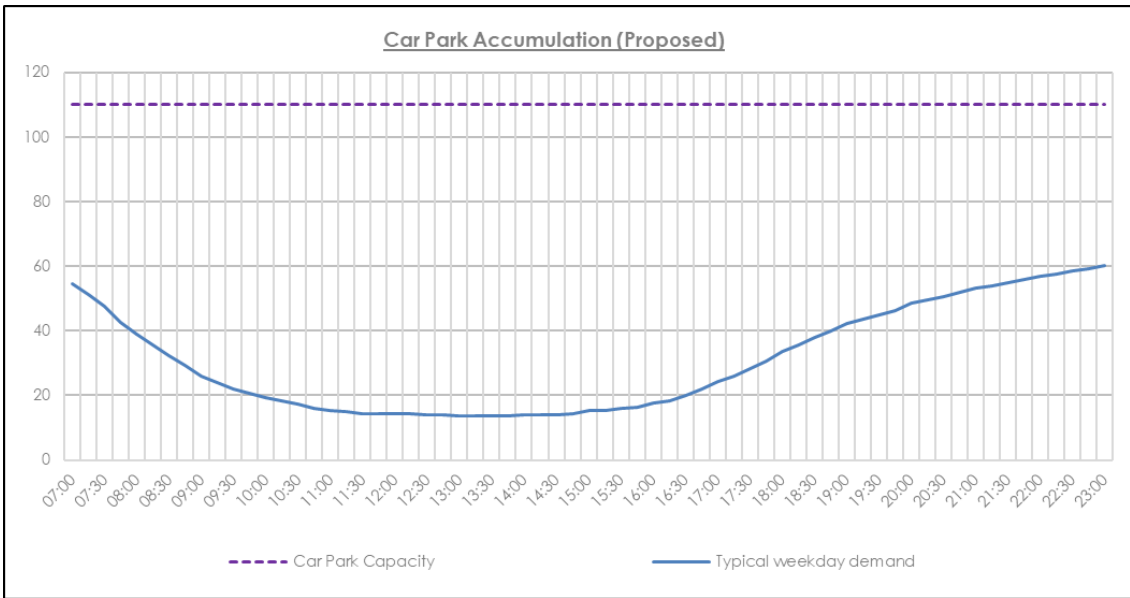


Figure 8 Proposed Parking Demand

- 5.6.2 As illustrated, the anticipated parking accumulation would peak with 60 vehicles at 23:00, therefore equating to an occupancy rate of 55% of the 110 spaces post-development.
- 5.6.3 In light of the assessments undertaken, the proposed 110 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 are contained within Supplementary Planning Guidance ‘Wales Parking Standards’ (2014), as summarised in the table below.

Use Class	Cycle Parking Standard
Hotel	Long Stay – 1 stand per 5 bedrooms Short Stay – 1 stand per 40m² of public floor space

Figure 9 Cycle Parking Standards

- 5.7.2 Application of the above Standards to the proposed net additional 28 guest bedrooms could result in an additional three Long Stay stands, to accommodate an additional six cycles.
- 5.7.3 As the associated restaurant would be removed, no additional Short Stay provision is provided. The 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 Llandafen 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 10 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 Llandafen 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 RGP is commissioned by Whitbread Group Plc. to provide highways and transport planning input in support of a proposed hotel extension at the Llanelli Central East Premier Inn, Llandafen Road, Llanelli, Carmarthenshire, SA14 9BD ("the site").
- 7.1.2 The existing site comprises a 50-bedroom Premier Inn hotel and associated Beefeater restaurant (circa. 200 covers) which are both operated by Whitbread. Car parking is provided on-site with capacity to accommodate a total of 110 vehicles for the shared use of the hotel and restaurant.
- 7.1.3 The proposals involve a net 28-bedroom extension to the existing hotel, resulting in a total of 78 bedrooms, with 110 car parking spaces post-development. Access would continue to be afforded from Llandafen Road as per the existing arrangements.
- 7.1.4 As part of the proposals, the associated Beefeater would be removed, and a 'Guest Restaurant' delivered to accommodate guest meals. It should be noted this would not generate any external trade.
- 7.1.5 Whilst the proposals would increase the number of guest bedrooms, any additional trips as a result of the proposals would be offset by the fact that the associated restaurant would be removed – this would also compensate for any additional car parking demand from external visitors the associated restaurant currently generated above those from hotel guests.
- 7.1.6 RGP makes the following conclusions from the information and assessments contained within this report:
- The existing site could generate in the order of 17 two-way movements across the AM peak, 33 across the PM peak and a total of 361 across the course of a typical day.
 - The site post-development could generate in the order of 19 two-way movements across the AM peak, 16 across the PM peak and a total of 168 across the course of a typical day.
 - In light of the assessments undertaken, the proposed 110 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.
- 7.1.7 To support this Transport Statement, and to inform the proposals, RGP has additionally prepared a Travel Plan which should be read in conjunction with this report. The Travel Plan identifies measures which will be implemented by Whitbread to promote and facilitate sustainable travel and to discourage car use for staff and guests travelling to and from the Premier Inn.

- 7.1.8 As a result of the data and evidence presented within this Transport Statement, Carmarthenshire County Council is respectfully requested to confirm that the development proposals are satisfactory on highway and transport grounds.

APPENDIX A

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Legend:

- Title Boundary
- Existing Restaurant & BOH
- Existing Premier Inn

Notes:

Existing Only	
Existing Parking:	110
Existing Hotel	
Existing GEA:	1807 sq m
Existing GIA:	1701 sq m
Total Existing Rooms:	50

A	29/07/24	Planning Update	AW	AB
Rev	Date	Description	By	Chk



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Drawing
Existing Site Plan

Scale	Date	Drawn	Checked
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APPENDIX B

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Notes:

Proposed & Existing	
Parking Total:	110
Extension GEA Total:	1240 sq m
Extension GIA Total:	1126 sq m
Existing Rooms:	43
Proposed Rooms:	35
Total Rooms:	78

Legend:

- Title Boundary
- Existing Premier Inn
- Existing Restaurant & BOH
- Proposed Work / Annexe
- Existing tree to be retained

A	29/07/24	Planning Update	AW	AB
Rev	Date	Description	By	Chk

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Drawing
Proposed Site Plan

Scale	Date	Drawn	Checked
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Drawing No.	Revision		
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Status	PLANNING		



APPENDIX C

Summary of Whitbread Hotel and Restaurant Survey Sites

Premier Inn Hotel and Restaurant Sites								
LOCATION	SURVEY DATE				RESTAURANT BRAND	BEDROOMS	COVERS	PARKING
Aldershot GU11 1SQ	Wednesday	6	October	2010	Brewers Fayre	60	220	131
Aldershot GU11 1SQ	Saturday	9	October	2010	Brewers Fayre	60	220	131
Andover SP10 3UX	Wednesday	16	December	2009	Brewers Fayre	50	220	
Basingstoke RG22 6PG	Thursday	9	October	2008	Beefeater	73	198	112
Basingstoke RG22 6PG	Thursday	9	December	2010	Beefeater	73	198	112
Basingstoke RG22 6PG	Friday	17	September	2010	Beefeater	73	198	112
Bridgewater TA6 4RR	Monday	8	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Tuesday	9	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Wednesday	10	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Thursday	11	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Friday	12	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Saturday	13	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Sunday	14	February	2016	Brewers Fayre	67	222	105
Cannock South WS11 1SJ	Thursday	25	June	2015	Beefeater	60	132	125
Christchurch BH23 3QG	Monday	11	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Tuesday	12	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Wednesday	13	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Thursday	7	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Friday	8	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Saturday	9	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Sunday	10	December	2017	Beefeater	122	188	160
Dartford DA1 5PR	Monday	19	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Tuesday	20	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Wednesday	21	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Thursday	15	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Friday	16	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Saturday	17	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Sunday	18	March	2018	Beefeater	120	276	196
Enfield EN3 7XY	Tuesday	14	June	2011	Table Table	200	143	173
Exeter EX1 3LJ	Saturday	10	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Sunday	11	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Monday	12	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Tuesday	13	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Wednesday	14	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Thursday	15	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Friday	16	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Saturday	25	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Sunday	26	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Monday	27	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Tuesday	28	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Wednesday	29	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Thursday	30	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Friday	31	March	2017	Brewers Fayre	143	166	126
Falkirk (Central) FK1 4DS	Tuesday	3	June	2014	Beefeater	31	190	73
Falkirk (Central) FK1 4DS	Saturday	31	May	2014	Beefeater	31	190	73
Falkirk (East) FK2 OYS	Thursday	17	July	2014	Beefeater	40	190	109
Falkirk (East) FK2 OYS	Saturday	19	July	2014	Beefeater	40	190	109
Ilford IG4 5BG	Tuesday	22	April	2008	Beefeater	44	220	127
Manchester Cheadle SK8 3FS	Monday	4	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	5	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	6	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	7	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	8	April	2016	Table Table	66	206	212*

Manchester Cheadle SK8 3FS	Saturday	9	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	10	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Monday	12	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	13	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	14	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	15	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	16	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Saturday	17	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	18	December	2016	Table Table	66	206	212*
Norwich (Showground) NR5 OTP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NR5 OTP	Thursday	26	November	2009	Table Table	40	160	93
Oxford South (Didcot) OX14 4TX	Thursday	19	June	2008	Table Table	83	105	129
Peterborough PE4 6AH	Tuesday	21	September	2010	Table Table	40	152	91
Peterborough PE4 6AH	Saturday	18	September	2010	Table Table	40	152	91
Poole (Holes Bay) BH15 2BD	Thursday	25	June	2009	Table Table	83	155	108
Poole (Holes Bay) BH15 2BD	Tuesday	21	July	2010	Table Table	83	155	108
Romford (Central) RM1 3EN	Thursday	3	March	2011	Table Table	64	175	98
Southampton North SO16 0XJ	Thursday	18	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Friday	19	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Saturday	20	April	2013	Beefeater	50	130	110
Thurrock East RM16 6YJ	Tuesday	28	June	2011	Brewers Fayre	63	200	120
Worcester (M5) WR4 9FA	Monday	24	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Tuesday	25	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Wednesday	26	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Thursday	27	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Friday	28	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Saturday	29	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Sunday	30	April	2017	Beefeater	87	179	116

*The car park at Manchester Cheadle is shared with an adjacent TGI Friday restaurant

Premier Inn Hotel Sites								
Cambridge (A14) CB4 2GW	Thursday	20	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Friday	21	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Saturday	22	March	2017	n/a	154	n/a	128
Chester Central North CH2 1AU	Tuesday	1	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Wednesday	2	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Saturday	31	June	2014	n/a	31	n/a	73
Hemel Hempstead West HP1 2SB	Tuesday	14	June	2011	n/a	62	n/a	60
Sheffield Arena S9 2FA	Wednesday	12	March	2014	n/a	61	n/a	64
Waltham Abbey (EN9 3QF)	Monday	11	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Tuesday	5	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Wednesday	6	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Thursday	7	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Friday	8	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Saturday	9	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Sunday	10	February	2019	Chef & Brewer	99	n/a	144
Watford North WD25 0LH	Thursday	10	July	2014	n/a	45	n/a	124
York South West YO23 3PP	Tuesday	21	June	2011	n/a	61	n/a	63

*Sites contain either an integral restaurant only, or are located next to an independently operated restaurant (i.e. TGI Friday, Chef & Brewer)

Whitbread Restaurant Sites								
Cambridge CB3 0DL	Tuesday	27	June	2006	Beefeater	n/a	130	66
Christchurch BH23 5ET	Friday	23	May	2008	Beefeater	n/a	182	74
Paignton TQ4 6LP	Friday	7	November	2008	Brewers Fayre	n/a	180	72
Rainham ME8 7JE	Friday	20	November	2009	Beefeater	n/a	196	

RGP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

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Vat Registration No. 771 9821 04 • Registered in England No. 4237910. Registered office: Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

APPENDIX D



Parking Survey 2024

- Hotel Name – Llanelli Central East
- Total Number of Hotel Bedrooms – 50
- Total Number of Car Park Spaces - 110

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
07:00	15	32	41	22	18	20	30
10:00	14	15	18	23	22	24	25
13:00	18	22	25	33	31	19	24
17:00	22	24	19	15	27	22	21
19:00	31	-	28	23	22	27	19
21:00	40	31	26	20	19	29	13
Number of hotel rooms sold	37	50	28	37	36	50	27

APPENDIX E

Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn - Llaneli Central East

SITE DETAILS

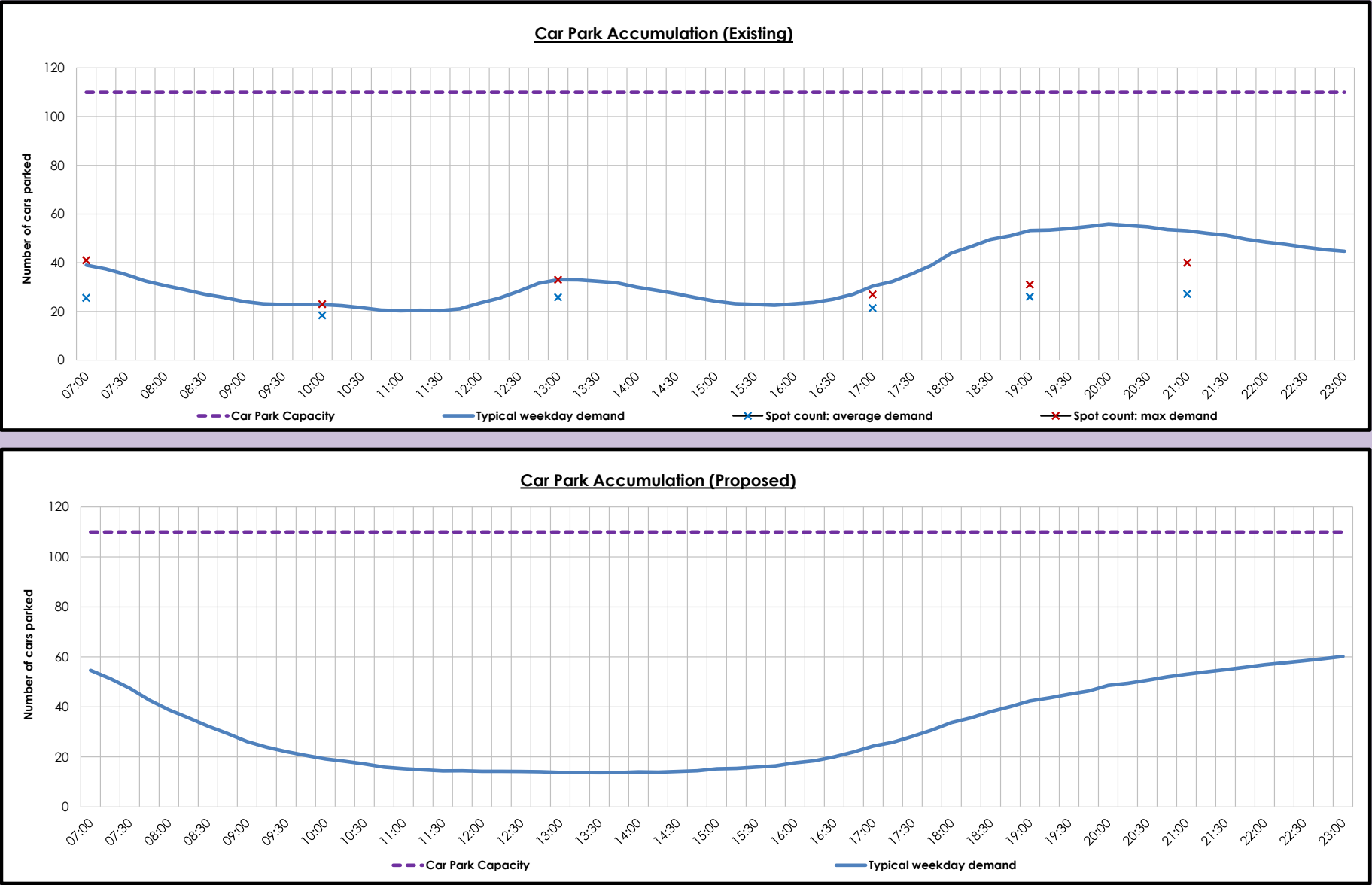
Existing Site		Proposed Alterations		Total Site (Proposed)	
Hotel Bedrooms:	50	Additional Bedrooms:	28	Total Bedrooms:	78
Restaurant Covers:	200	Change in Covers:	-200	Total Covers:	0
Car Parking Spaces:	110	Change in Parking:	0	Total Parking:	110

VEHICLE TRIP GENERATION

Hotel Trip Rates (per bedroom):				Existing Hotel				Proposed Hotel			
	Arr	Dep	Two-way		Arr	Dep	Two-way		Arr	Dep	Two-way
AM Peak	0.039	0.202	0.241	AM Peak	2	10	12	AM Peak	3	16	19
PM Peak	0.156	0.045	0.201	PM Peak	8	2	10	PM Peak	12	4	16
Daily	1.115	1.044	2.158	Daily	56	52	108	Daily	87	81	168

Restaurant Trip Rates (per cover):				Existing Restaurant				Proposed Restaurant			
	Arr	Dep	Two-way		Arr	Dep	Two-way		Arr	Dep	Two-way
AM Peak	0.016	0.008	0.024	AM Peak	3	2	5	AM Peak	0	0	0
PM Peak	0.076	0.038	0.114	PM Peak	15	8	23	PM Peak	0	0	0
Daily	0.639	0.629	1.267	Daily	128	126	253	Daily	0	0	0

CAR PARK ACCUMULATION





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