



Premier Inn Manchester Airport (Heald Green)

TRANSPORT STATEMENT

on behalf of Premier Inn Hotels Ltd

2024/7889/TS02

November 2025

DOCUMENT CONTROL

Project: Premier Inn Manchester Airport (Heald Green)

Report Type: Transport Statement

Client: Premier Inn Hotels Ltd

Reference: 2024/7889/TS02

DOCUMENT REVIEW

Author:	SDH	Date:	05/11/2025
Checked by:	PJB	Date:	05/11/2025
Approved by:	NDR	Date:	05/11/2025

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	05/11/2025	Issue A	NDR
2.			
3.			
4.			
5.			

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1 INTRODUCTION

1.1 Document Context

- 1.1.1 RGP is instructed to provide highways and transport input in support of Proposed Development at the Premier Inn Manchester Airport (Heald Green) hotel, Finney Lane, Heald Green, Stockport, SK8 3QH ("the site").



Figure 1 Premier Inn Manchester Airport (Heald Green) Hotel (Source. Premier Inn)

- 1.1.2 The existing site comprises an 87-bedroom Premier Inn hotel and associated circa 200 cover restaurant. On-site car parking is provided for the shared use of the hotel and restaurant in the order of 153 spaces.
- 1.1.3 An exiting site plan is attached hereto at **Appendix A** for reference.
- 1.1.4 The Proposed Development comprises a net 30-bedroom extension to the existing hotel, to total 117 bedrooms post-development. To facilitate the extension, the existing restaurant would be removed and a guest restaurant provided – this would be for the use of hotel guests only, and therefore, would not generate external trade. On-site car parking would be provided in the order of 126 spaces post-development.
- 1.1.5 A proposed site plan is attached hereto at **Appendix B** for reference.

1.2 RGP & Whitbread

- 1.2.1 RGP is retained as Whitbread's Highways and Transport Consultant having prepared transport related documentation for conversion, extension and new build Whitbread sites across the United Kingdom.

- 1.2.2 RGP therefore hold a wealth of operational data to the operation of Whitbread sites which is used, in part, to determine the highways and transport impacts of the Proposed Development.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 Paragraph 115 of the National Planning Policy Framework (NPPF) confirms *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) *sustainable transport modes are prioritised taking account of the vision for the site, 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; 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 through a vision-led approach."*

2.1.2 Paragraph 116 confirms *"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, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.1.3 Additionally, Paragraph 58 confirms *"Planning obligations must only be sought where they meet all of the following tests:*

- a) *necessary to make the development acceptable in planning terms;*
- b) *directly related to the development; and*
- c) *fairly and reasonably related in scale and kind to the development."*

2.2 Manchester Core Strategy

2.2.1 Policy SP 1 (Spatial Principles) of the Manchester Core Strategy confirms *"Development in all part of the City should: -*

- *Make a positive contribution to neighbourhoods of choice including:-*

creating well designed places that enhance or create character.

making a positive contribution to the health, safety and wellbeing of residents.

considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.

protect and enhance the built and natural environment.

- *Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.*
- *Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision."*

2.2.2 Paragraph 6.7 confirms "Development needs to make greatest use of existing and planned public transport, and promote the most sustainable means of transport possible (especially access for disabled people and walking and cycling for local journeys)."

2.2.3 Policy T 2 (Accessible Areas of Opportunity and Need) confirms "The Council will actively manage the pattern of development to ensure that new development: -

- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."*

2.2.4 Paragraph 11.17 confirms "The Council recognises that parking is an essential facility for many developments, but will ensure that the level of parking complements its commitment to sustainable transport, through reducing emissions and congestion. The car parking standards in appendix B are maximums and the cycle and disabled car parking are minimums however the Council will consider whether there are any circumstances, related either to the site or the operation of the development, which warrant an alternative level of parking."

3 BASELINE CONDITIONS

3.1 Site Location

- 3.1.1 The site is located on the boarder of Heald Green / Wythenshawe, to the south of the city of Manchester. The site is located on and accessed from Finney Lane, close to bus services on Finney Lane, Heald Green National Rail station and Manchester Airport. The location of the site is illustrated in the figure below.

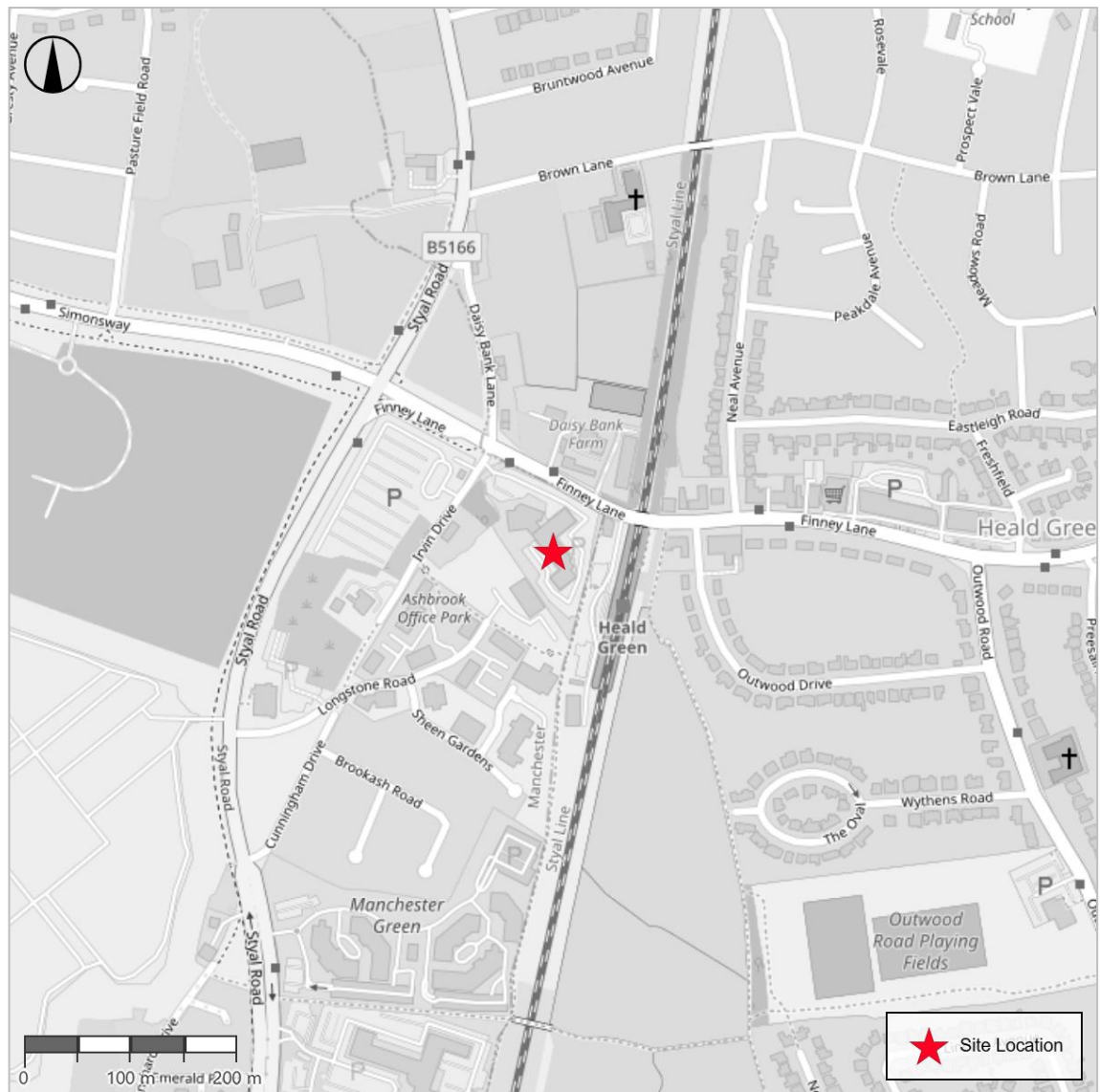


Figure 2 Site Location Plan

- 3.1.2 The extents of the site are predominantly residential, with it is reasonable to assume hotel staff could live within an appropriate distance to travel to / from the site by active and sustainable travel modes.
- 3.1.3 Additionally, it is observed the site is close to a number of public transport stops and stations, which could be used by hotel staff and guests alike for their travel to / from the site.

3.1.4 Further details on the overall accessibility credentials of the site are summarised below.

3.2 Accessibility Credentials

Walk

3.2.1 The Chartered Institution of Highways and Transportation (CIHT) 'Providing for Journeys on Foot' confirms for commuting journeys, pedestrians are prepared to walk up to 2 kilometres. In consideration of this, the figure below illustrates a 2 kilometre walk catchment around the site.

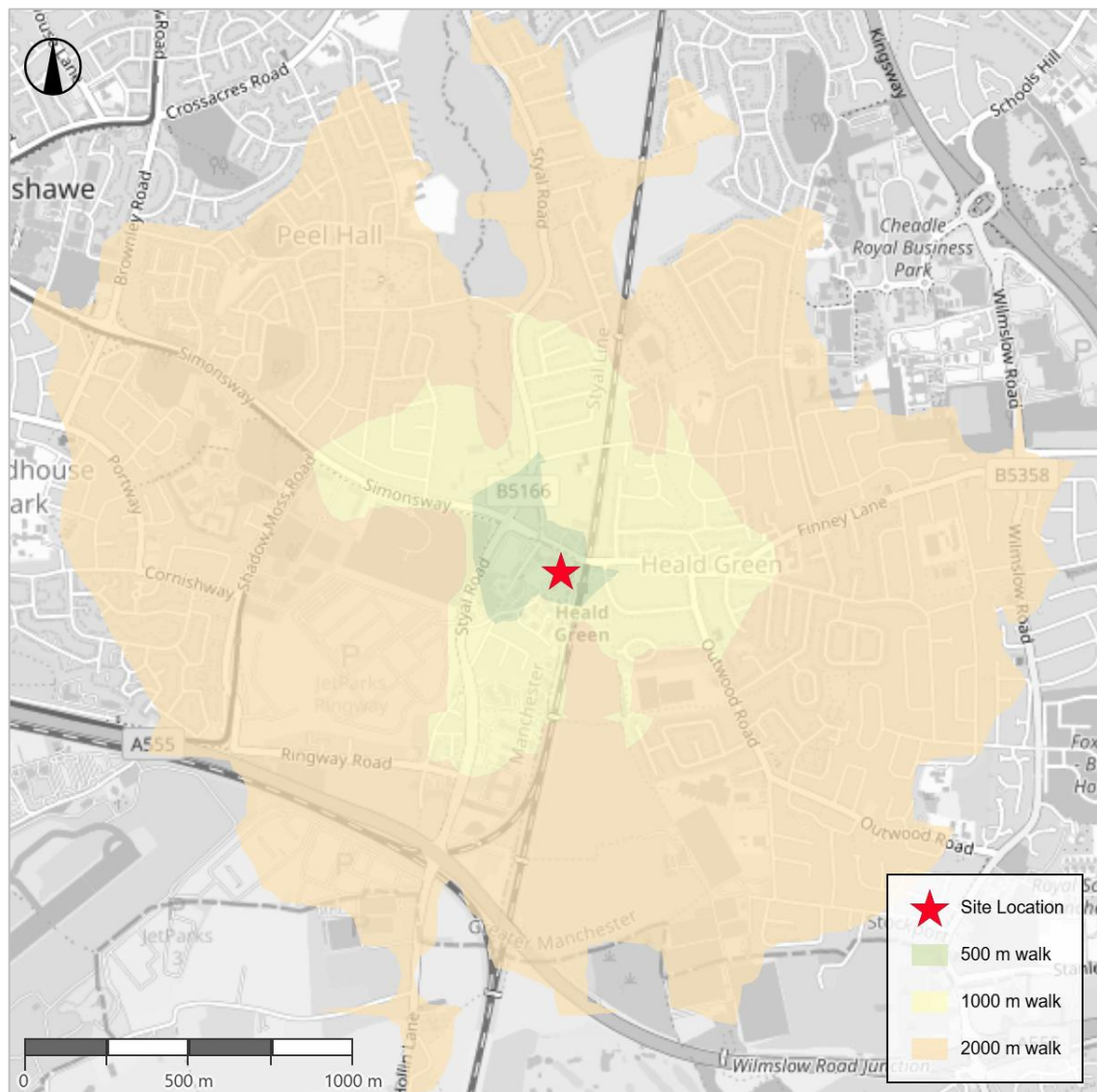


Figure 3 2 Kilometre Walk Catchment

3.2.2 The extents of the site are predominantly residential, with it reasonable to assume hotel staff could live within the above 2 kilometre walk catchment, with Whitbread recruiting staff through the Job Centre, and by virtue of this, staff live within an 8 kilometre radius of the site.

- 3.2.3 The local footway network is to an overall good quality. Pedestrian friendly features include dropped kerbs, lighting installations, tactile paving and signalised and unsignalised transition points.

Cycle

- 3.2.4 The CIHT 'Cycle Friendly Infrastructure' confirms for commuting journeys, cyclists are prepared to cycle up to 8 kilometres. In consideration of this, the figure below illustrates an 8 kilometre cycle catchment around the site.

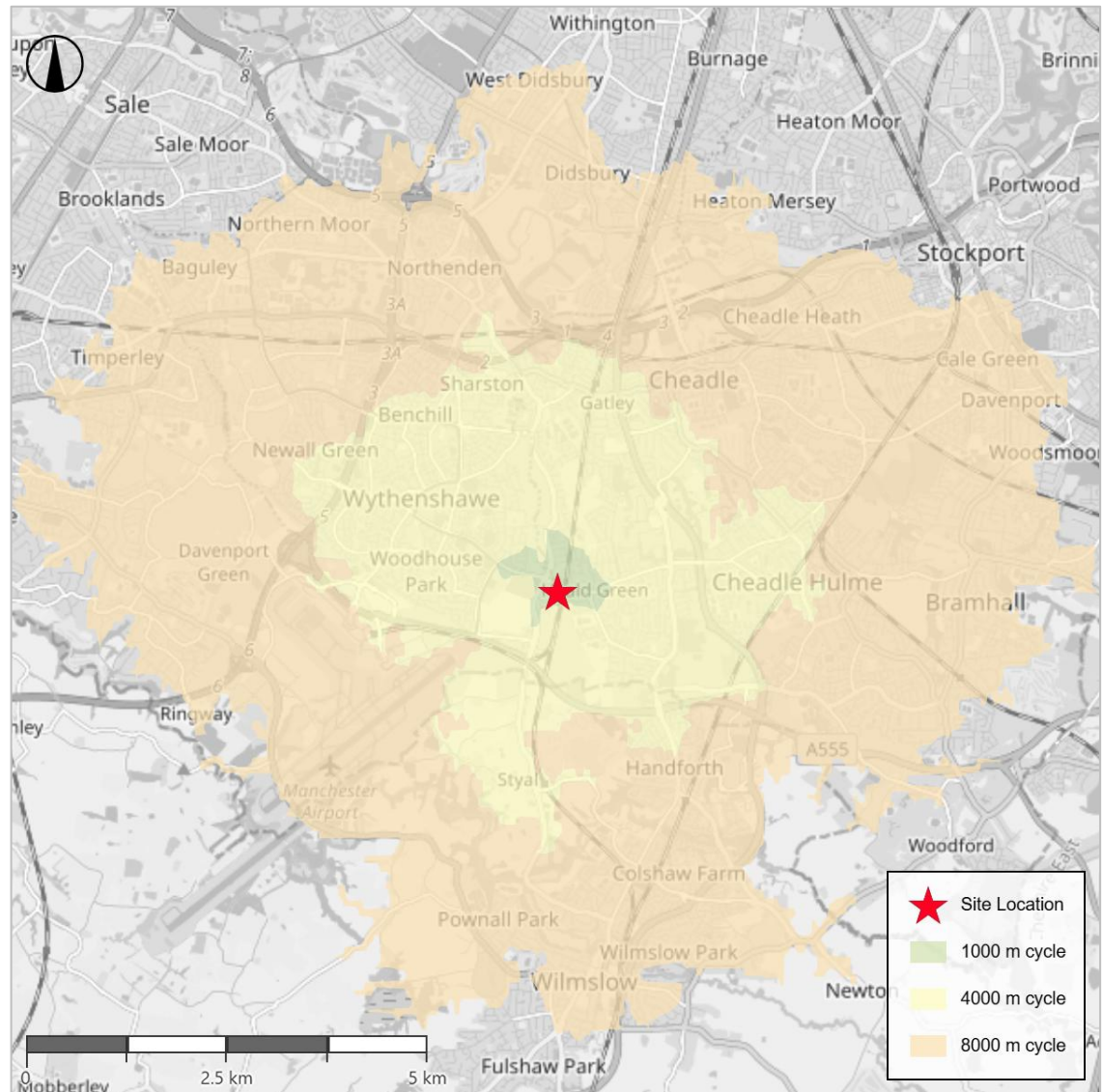


Figure 4 8 Kilometre Cycle Catchment

- 3.2.5 A number of local cycle routes are present within the above catchment, to include National Cycle Network (NCN) routes 85 and 558.
- 3.2.6 It should be noted Whitbread operate Cycle Friendly hotels, whereby, guests are permitted to store clean, dirt-free bikes in their bedrooms, therefore increasing the effective capacity for cycle parking at the site.

Bus

- 3.2.7 Bus services are located to the immediate front of the site on Finney Lane.
- 3.2.8 The bus stops are demarcated by a flag and post arrangement and served by the following services:
- 130 – Macclesfield - Henbury - Wilmslow - Manchester Airport.
 - 368 – Manchester Airport - Cheadle Hulme - Edgeley – Stockport.
 - 740 – Gatley - Heald Green - Cheadle - Cheetham Hill.
 - 752 – Rosehill - Baguley - Heald Green - Cheadle - Cheadle Heath.
 - 767 – Hale Barns - Heald Green - Cheadle - Burnage – Didsbury.
 - 810 – Cheadle - Heald Green - Wythenshawe - Northern Moor.
 - 818 – Cheadle Hulme - Heald Green - Gatley - Adswold – Cheadle.
- 3.2.9 It is reasonable to assume hotel staff and guests could travel to and from the site by bus.

Tram

- 3.2.10 The closest Manchester Metrolink tram stop to the site is Peel Hall.
- 3.2.11 The station is located on the Airport Line with services to Manchester Victoria and Manchester Airport.
- 3.2.12 While the station is located just over 1.0 kilometre from the site (approximately a 15-minute walk), it is reasonable to assume hotel staff and guests could travel to and from the site by tram, as part of a multi-modal trip (i.e. walking, cycling or bus).

Rail

- 3.2.13 The site is located adjacent to Heald Green National Rail station.
- 3.2.14 The station is located on the Styal Line with services operating at the station terminating at the following destinations:
- Blackpool North.
 - Crewe.
 - Liverpool Lime Street.

- Manchester Airport.
- Manchester Piccadilly.

3.2.15 It is reasonable to assume hotel staff and guests could travel to and from the site by rail services.

Taxi

3.2.16 A taxi freephone would be provided in the reception of the hotel. This could be helpful for those guests travelling to / from Manchester Airport, which is located close to the site.

Summary

3.2.17 The site is accessible by active and sustainable travel modes, with it reasonable to assume these would contribute to the overall mode split of hotel staff and guests. Such modes would be promoted to these individuals through RGP prepared Travel Plan (reference. 2024/7889/TP02) submitted in support of this planning application.

4 TRIP GENERATION

4.1 Context

- 4.1.1 While the Trip Rate Information Computer System (TRICS) database is recognised as a source of information for trip generation exercises, in RGP's experience the hotel data contained within the database is not representative of Whitbread site. Hotels within Trip Rate Information Computer System database often contain 'other' on-site uses which can result in the subsequent trip generation calculated not being representative of hotels which do not contain such on-site uses.
- 4.1.2 RGP therefore commissioned Independent Traffic Surveys at Whitbread sites across the United Kingdom. All Surveys were completed between 07:00 and 23:00 and captured all vehicle arrivals and departures, to include parking beat counts at 15-minute intervals. A record of the number of hotel bedrooms occupied was recorded to allow for the results to be factored to reflect full room occupancy. Where Whitbread sites comprise a hotel and separate branded restaurant, a separate vehicle trip rate can be derived, which the TRICS database is unable to determine.
- 4.1.3 The use of this data has been accepted by Local Planning Authorities and Local Highway Authorities across the United Kingdom.
- 4.1.4 A Whitbread Survey Site Schedule is attached hereto at **Appendix C** for reference.

4.2 Trip Rates

- 4.2.1 Hotel and restaurant trip rates from the Independent Traffic Surveys are summarised in the table 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 Vehicle Trip Rates (per bedroom)			Restaurant Vehicle 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 5 Premier Inn Hotel and Restaurant Vehicle Trip Rates

4.3 Existing

- 4.3.1 The existing site would generate the following daily vehicle trip generation, as summarised in the table below.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	3	18	21	3	2	5
PM Peak	14	4	18	15	8	23
Daily	97	91	188	128	126	253

Figure 6 Existing Trip Generation

- 4.3.2 As summarised in the table above, the existing site would generate 26 two-way vehicle movements across the AM peak and 41 two-way vehicle movements across the PM peak, to total 441 total daily two-way vehicle movements.

4.4 Proposed

- 4.4.1 The proposed site would generate the following daily vehicle trip generation post-development, as summarised in the table below.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	5	24	28	-	-	-
PM Peak	18	5	24	-	-	-
Daily	130	122	253	-	-	-

Figure 7 Proposed Trip Generation

- 4.4.2 As summarised in the table above, the proposed site would generate 28 two-way vehicle movements across the AM Peak and 24 two-way vehicle movements across the PM peak, to total 253 total daily two-way vehicle movements post-development.

4.5 Net Impact

- 4.5.1 The net impact of the Proposed Development is summarised in the table below.

Time Period	Net Impact Vehicle Trip Generation		
	Arrivals	Departures	Two-way
AM Peak	-2	+4	+2
PM Peak	-11	-6	-17
Daily	-94	-94	-189

Figure 8 Net Impact Vehicle Trip Generation

- 4.5.2 As summarised in the table above, the site post-development would generate an additional two two-way vehicle movements across the AM peak and 17 fewer two-way vehicle movements across the PM peak, to total 189 fewer total daily two-way vehicle movements as a result of the removal of the existing restaurant.
- 4.5.3 It is reasonable to assume the hotel post-development would provide accommodation for guests making a pre-determined trip and would therefore benefit from a degree of 'pass-by' trade, with not all trips to the additional bedrooms 'new' on the local highway network.

5 PARKING

5.1 Car

- 5.1.1 153 car parking spaces are presently provided on-site for the shared use of the hotel and existing restaurant.
- 5.1.2 It should be noted the two land uses have non-concurrent peak demands, with hotel demand greatest overnight (as guests are checked into the hotel) and restaurant demand greatest at mealtimes (as diners dine at the restaurant).
- 5.1.3 126 car parking spaces would be provided post-development.

5.2 Car Parking Demand Assessment

- 5.2.1 With consideration to the Independent Traffic Surveys, car parking demand assessments have been completed for the existing and proposed site to demonstrate the appropriateness of the car parking provision post-development.

Existing

- 5.2.2 The existing 87-bedroom Premier hotel and associated 200 cover restaurant would generate the following car parking demand profile, as illustrated in the figure below.

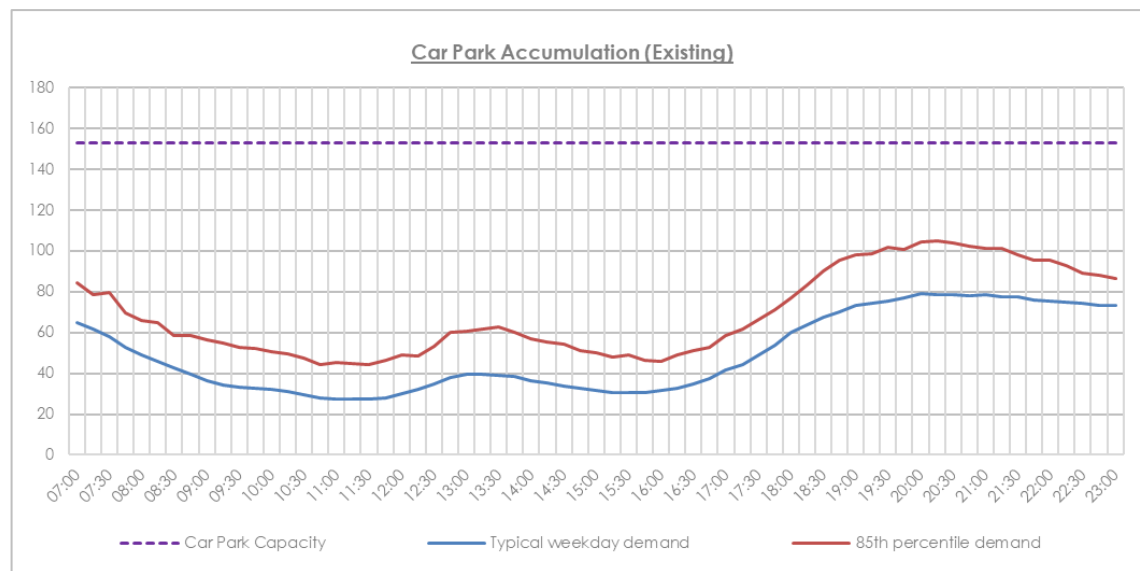


Figure 9 Existing Car Parking Demand Profile

- 5.2.3 As illustrated in the figure above, the existing site would generate a peak car parking demand of an evening, as hotel guests check into the hotel and diners dine at the associated restaurant – it is demonstrated the existing site operates well within capacity.

Proposed

5.2.4 The proposed 117-bedroom Premier Inn hotel would generate the following car parking demand profile, as illustrated in the figure below.

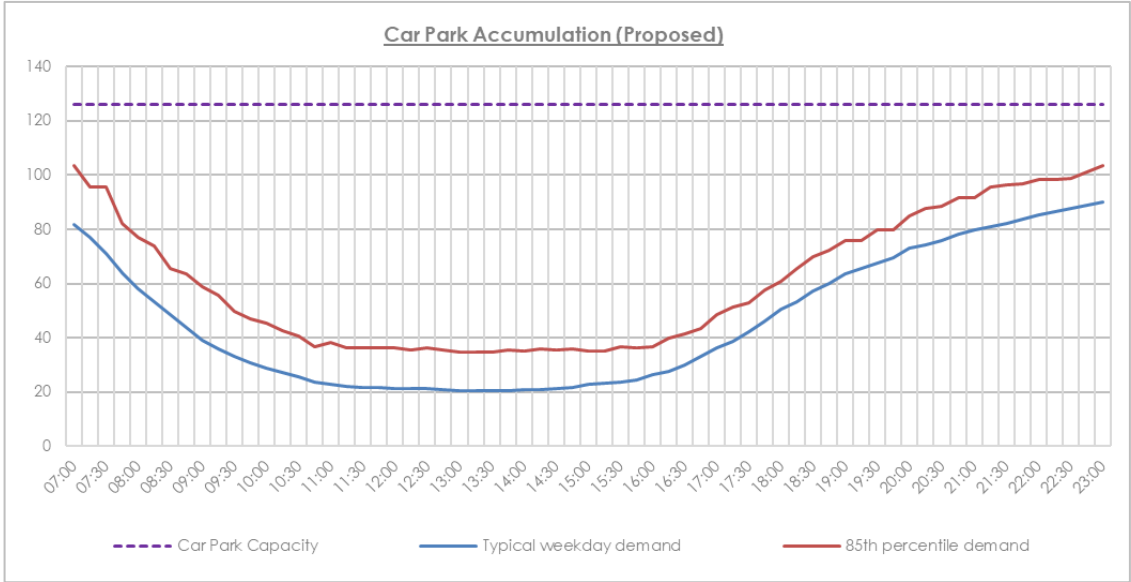


Figure 10 Proposed Car Parking Demand Profile

5.2.5 As illustrated in the figure above, the proposed site would continue to generate a peak car parking demand of an evening, as hotel guests check into the hotel – it is demonstrated the proposed site continues to operate well within capacity.

5.2.6 A Whitbread Trip Generation and Parking Demand Assessment Sheet is attached hereto at **Appendix D** for reference.

5.3 Cycle

5.3.1 Cycle parking standards are contained at Table 15.1 of the Manchester City Council ‘Core Strategy’ and are reproduced below, for reference.

Use Class	Cycle Parking Standard
C1: Hotels	1 space per 10 guest rooms minimum of 2 spaces

Figure 11 Cycle Parking Standards

5.3.2 Application of the above standard to the net 30-bedroom extension would result in an additional three cycle parking spaces – it is anticipated these would be provided through an additional two hooped cycle stands with capacity for up to for bicycles.

5.3.3 It should be noted Whitbread operate Cycle Friendly hotels, whereby, guests are permitted to store clean, dirt-free bikes in their bedrooms, therefore increasing the effective capacity for cycle parking at the site.

6 ACCESS & SERVICING

6.1 Access

- 6.1.1 The existing site is accessed by all vehicles off Finney Lane and would continue to be so post-development – this arrangement is considered appropriate taking into account the net impact off the Proposed Development.

6.2 Servicing

- 6.2.1 The existing site generates 14 servicing vehicle movements per week, for:

- Food and Beverage.
- Linen.
- Refuse and Recycling.

- 6.2.2 All servicing is completed on-site.

- 6.2.3 While additional hotel accommodation would be provided, it is anticipated the site would continue to be serviced by up to 14 vehicle movements per week. It is anticipated these vehicles would be present for a longer period to complete additional deliveries / collections, however, as servicing would continue to be completed on-site, this would not have an impact on the operation of the local highway network.

7 SUMMARY & CONCLUSIONS

7.1.1 RGP is instructed to provide highways and transport input in support of Proposed Development at the Premier Inn Manchester Airport (Heald Green) hotel, Finney Lane, Heald Green, Stockport, SK8 3QH.

7.1.2 The existing site comprises an 87-bedroom Premier Inn hotel and associated circa 200 cover restaurant. On-site car parking is provided for the shared use of the hotel and restaurant in the order of 153 spaces.

7.1.3 The Proposed Development comprises a net 30-bedroom extension to the existing hotel, to total 117 bedrooms post-development. To facilitate the extension, the existing restaurant would be removed and a guest restaurant provided – this would be for the use of hotel guests only, and therefore, would not generate external trade. On-site car parking would be provided in the order of 126 spaces post-development.

7.1.4 This document draws the following conclusions:

- The site is located on the boarder of Heald Green / Wythenshawe, to the south of the city of Manchester. The site is located on and accessed from Finney Lane, close to bus services on Finney Lane, Heald Green National Rail station and Manchester Airport.

The site is accessible by active and sustainable travel modes, with it reasonable to assume these would contribute to the overall mode split of hotel staff and guests.

- The proposed site would generate 28 two-way vehicle movements across the AM Peak and 24 two-way vehicle movements across the PM peak, to total 253 total daily two-way vehicle movements post-development.

The net impact of the Proposed Development would be an additional two two-way vehicle movements across the AM peak and 17 fewer two-way vehicle movements across the PM peak, to total 189 fewer total daily two-way vehicle movements as a result of the removal of the existing restaurant.

- The proposed site would continue to generate a peak car parking demand of an evening, as hotel guests check into the hotel – the proposed site would continue to operate well within capacity its proposed car park capacity.

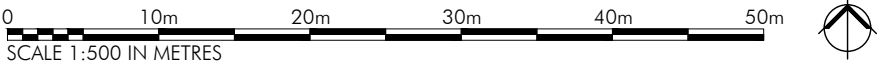
An additional three cycle parking spaces would be provided – it is anticipated these would be provided through an additional two hooped cycle stands with capacity for up to for bicycles.

7.1.5 In light of the information and assessments presented within this document, Manchester City Council are respectfully requested to confirm the Proposed Development is acceptable in highways and transport planning terms.

APPENDIX A

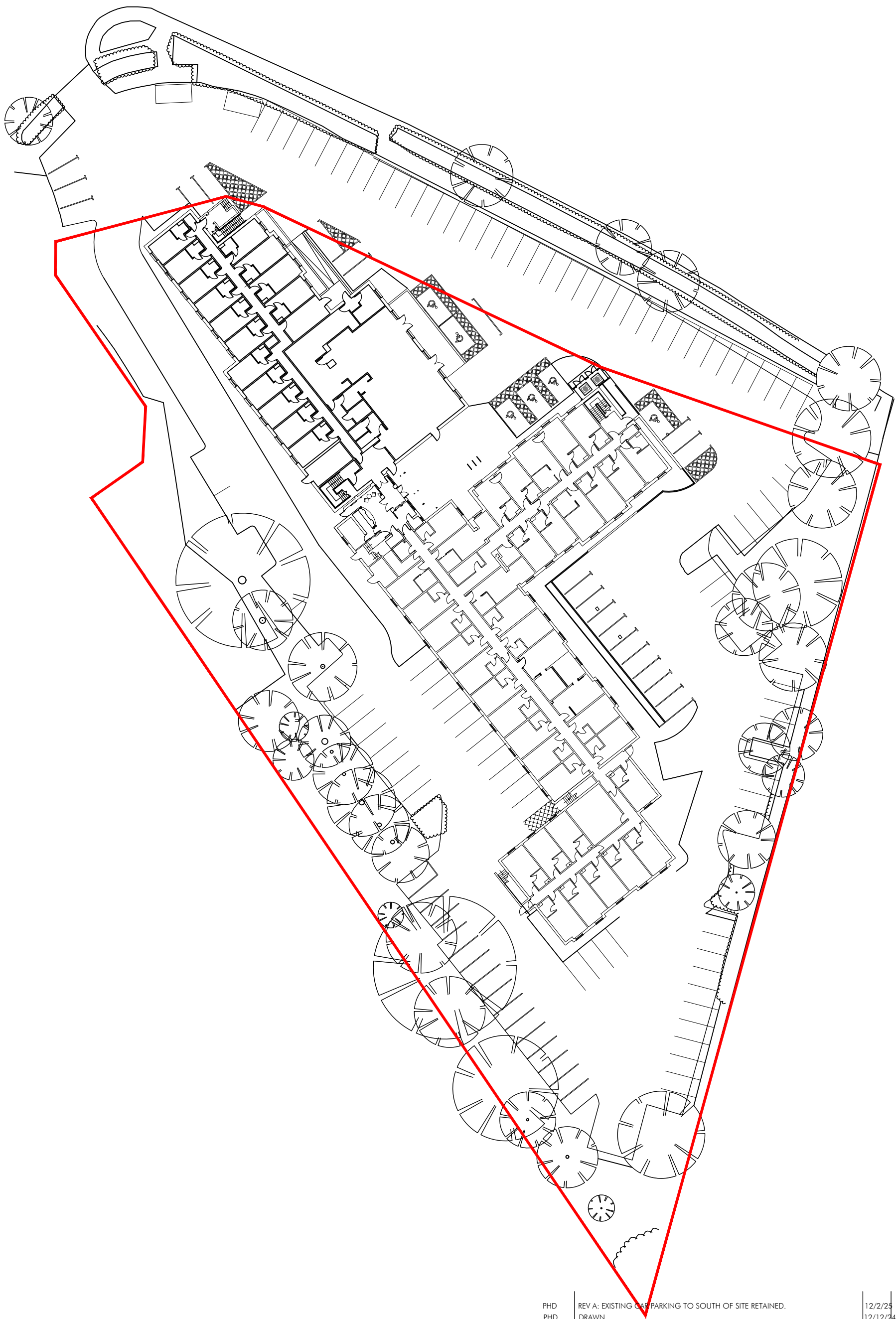


EXISTING SITE PLAN
1:500 @ A3



PHD JBR DRAWN	REV A: RED LINE ADDED DRAWN REVISION	12/12/24 16/8/24 DATE	VER
PROJECT PREMIER INN EXTENSION WITH BREAKFAST ROOM PREMIER INN MANCHESTER AIRPORT HEALD GREEN		<div> ALLISON PIKE <div>ARCHITECTS & DESIGNERS</div> <div>7 Buxton Road West, Disley, Stockport, Cheshire, SK12 2AE. Website: www.allisonpike.com</div><div>Telephone: 01663 763000 Facsimile: 01663 766772 Email: studio@allisonpike.com</div><div>© Allison Pike Partnership Limited.</div></div>	
TITLE EXISTING SITE PLAN			
SCALE 1:500 @ A3			
JOB No PI1096	DRAWING No AP01	REV A	

APPENDIX B



PHD PHD DRAWN	REV A: EXISTING CAR PARKING TO SOUTH OF SITE RETAINED. DRAWN REVISION	12/2/25 12/12/24 DATE	VER
PROJECT PREMIER INN EXTENSION WITH BREAKFAST ROOM PREMIER INN MANCHESTER AIRPORT HEALD GREEN		<div>AP</div> <div>ALLISON PIKE</div> <div>ARCHITECTS & DESIGNERS</div> <div>7 Buxton Road West, Disley, Stockport, Cheshire, SK12 2AE. Website: www.allisonpike.com</div> <div>Telephone: 01663 763000 Facsimile: 01663 766772 Email: studio@allisonpike.com</div> <div>© Allison Pike Partnership Limited.</div>	
TITLE PROPOSED SITE OWNERSHIP LAYOUT			
SCALE 1:500 @ A3			
JOB No PI1096	DRAWING No AP07	REV A	

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



Whitbread Hotel & Restaurant Traffic Survey Data

Premier Inn - Manchester Airport
(Heald Green)

SITE DETAILS

Existing Site

Hotel Bedrooms: 87
Restaurant Covers: 200
Car Parking Spaces: 153

Proposed Alterations

Additional Bedrooms: 30
Change in Covers: -200
Change in Parking: -27

Total Site (Proposed)

Total Bedrooms: 117
Total Covers: 0
Total Parking: 126

VEHICLE TRIP GENERATION

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

Existing Hotel

	Arr	Dep	Two-way
AM Peak	3	18	21
PM Peak	14	4	18
Daily	97	91	188

Existing Restaurant

	Arr	Dep	Two-way
AM Peak	3	2	5
PM Peak	15	8	23
Daily	128	126	253

Proposed Hotel

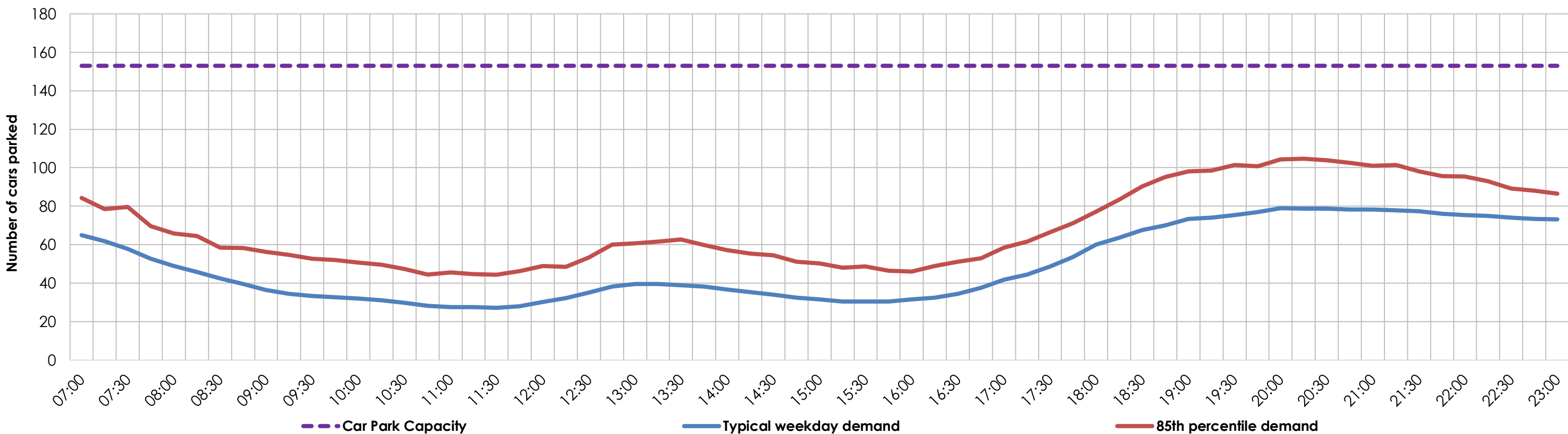
	Arr	Dep	Two-way
AM Peak	5	24	28
PM Peak	18	5	24
Daily	130	122	253

Proposed Restaurant

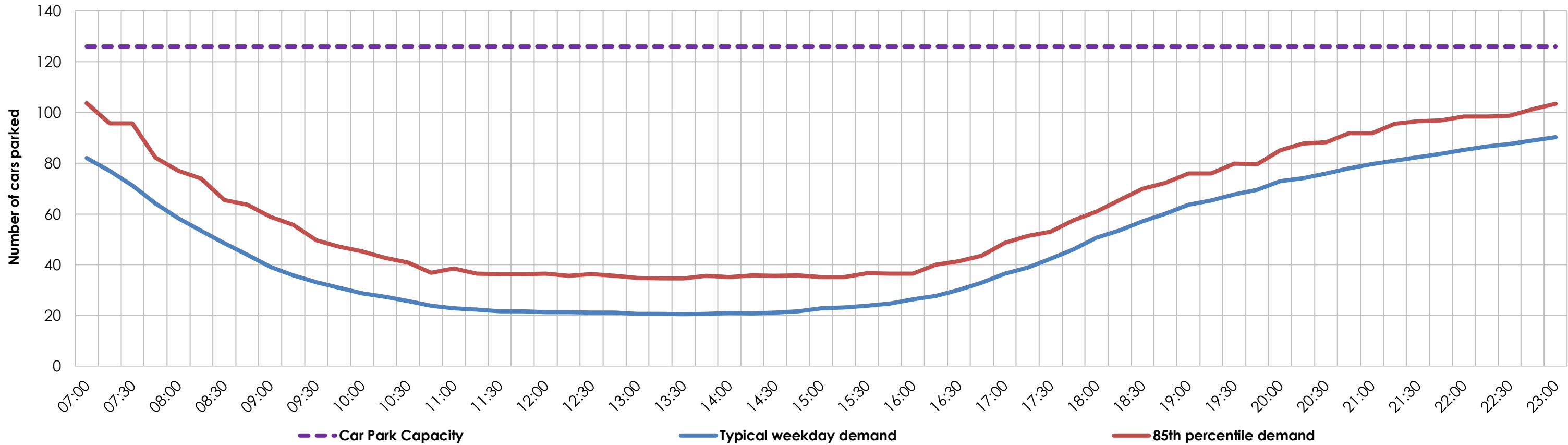
	Arr	Dep	Two-way
AM Peak	0	0	0
PM Peak	0	0	0
Daily	0	0	0

CAR PARK ACCUMULATION

Car Park Accumulation (Existing)



Car Park Accumulation (Proposed)





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