

Application Number:	PL/2026/01623
Location:	Premier Inn, Pearce Way, Bishopdown, Salisbury, SP1 3GU
Proposal:	Extension to existing hotel to provide additional bedrooms, together with alterations to the car park and all associated works.

[SP1 3GU - Google Maps](#)

[Salisbury, England - Google Maps](#)

Introduction and Proposal

I refer to the above planning application received on 1st April 2026 in relation to a proposal for an extension to the existing hotel to provide an additional 19 bedrooms.

The Transport Statement (TS) states that there are currently 114 bedrooms within the Premier Inn hotel with a total of 164 parking spaces on site. The previous approval under application 15/03556/FUL sought an increase to 120 bedrooms, but it seems that interconnecting family rooms were provided at ground floor level, which accounts for the current number of rooms.

The Planning Statement advises that the proposed extension for an additional 19 bedrooms would result in a net increase in bedrooms of 18, to provide a total of 132 bedrooms across the site. It is understood that one bedroom within the existing hotel would be lost to accommodate a linen store.

The proposed extension would be located to the north-west side of the Premier Inn Annexe at the north-eastern end of the site over part of the existing car park, which would reduce the available car parking on the site to a total of 152 spaces.

The application site also includes an on-site restaurant providing 200 covers which is within the same ownership of the applicant and shares the car parking within the site.

No changes are proposed in respect of the servicing arrangements for the site, however it is noted that no details have been provided to indicate the locations for service vehicles and the frequency of deliveries. The TS advises that the site is currently served by 14 service vehicles per week.

Planning History

S/2000/0158 Twenty Bedroom Extension to Existing Travel Inn and Alterations to Car Parking and Landscaping – Approved 5 February 2001

S/2007/0903 Proposed 2 Storey Hotel Bedroom Extension – Approved 2 August 2007 Travel plan previously conditioned 2007/903 18 additional bedrooms

15/03556/FUL Two storey annex to existing hotel with air conditioning compound and revised car park – Approved 21 September 2015

Sustainability

The site is located outside of the defined Settlement Boundary on the outskirts of Salisbury but sits immediately adjoining the residential estate of Hampton Park.

In terms of sustainable transport options, the site is located close to bus stops providing access to local services and the Park & Ride, which could provide sustainable travel options for staff. It is, however, accepted that the predominant mode of travel would be the private car for visitors.

The site is located with good access to pedestrian facilities to the surrounding areas.

Trip Generation

The submitted TS advises that the TRICS database for hotels *“is often not representative of Premier Inn sites”* on the basis that hotels often include conference and leisure facilities.

The TS has provided survey data for Premier Inn sites at Appendix C which has been used to determine the existing and proposed hotel trip generation.

It is noted that the survey information does not include the raw data, but the TS provides the following in regard to trip rates per bedroom.

Time Period	Hotel Trip Rates (per bedroom)		
	Arrivals	Departures	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

Figure 3 Hotel Vehicle Trip Rates

For the existing hotel accommodation, this would indicate a total of 246 trips per day, with the proposed extension generating a total of 274 trips per day, an increase of 38 trips.

Time Period	Existing			Net Impact		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
AM Peak	4	23	27	+1	+4	+4
PM Peak	18	5	23	+3	+1	+4
Daily	127	119	246	+19	+18	+38

Figure 4 Hotel Trip Generation

Whilst I do not consider the TS has provided the raw data of trips across the surveyed sites to qualify the trip generation, it is however considered that the increase in trips generated by the proposed 18 bedroom extension would not have a negative impact on the operation of the highway network.

Access and Car Parking

The application form advises that the existing car park associated with the site has 164 spaces, which is shared across the hotel and restaurant facilities on the site, which are within the same ownership.

As accepted in the TS, the Wiltshire Council Adopted Car Parking standards sets out a provision of 1 parking space per bedroom, which for the proposed net increase in 18 bedrooms would require an additional 18 spaces.

C1: Hotels & Hostels	Hotels & Hostels	1 per bedroom (plus requirement for public facilities)
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The proposals, however, would result in a loss of 12 car parking spaces across the site.

The sizing of car parking spaces has also been reviewed and standard dimensions of 2.5m wide and 5m long are now considered necessary to accommodate the increased size of many vehicles. This is likely to further reduce the proposed provision by a single space.

The TS has provided survey details of other Premier Inn sites in order to determine the parking demand for the application site.

It is stated that *“The surveys were completed by an independent traffic survey company and comprised the following scope:*

- *Undertaken between 07:00 and 23:00.*
- *Recorded the mode of travel to the site.*
- *Undertook (where applicable) parking beat counts of on-site car parks.*
- *Recorded the number of hotel bedrooms occupied.”*

The data provided at Appendix C of the TS does not appear to provide details of the mode of travel, parking beat counts or the number of bedrooms occupied on which to validate the information provided. Furthermore, the survey data does not include any up-to-date information for these sites, or indeed any information for the application site itself.

The TS has used the survey data to inform the anticipated car park occupancy levels for the existing 114 bedrooms, and for the proposed extension to provide a total of 132 bedrooms, with a peak parking demand of 88 spaces and 102 spaces respectively, which would suggest that the site would operate well within capacity of the proposed provision of 152 car parking spaces.

With regard to EV charging spaces, the submitted plans do not show any existing or proposed EV charging provision, and it is considered that in accordance with the emerging Parking Standards (attached) a single EV charging space and an accessible EV charging space should be provided.

Cycle Parking

The TS has applied the current cycle parking standards, which requires a single cycle space per 20 bedrooms, and has concluded that a single cycle hoop be proposed.

The Planning Statement also advises that *“Premier Inn hotels operate a ‘cycle friendly’ policy, permitting guests to store bicycles within their bedrooms, therefore significantly increasing the effective capacity for bicycle spaces at the development.”*

The submitted plans do not appear to show the location of the cycle parking, which should be both covered and secure to encourage its use. Details of the location and type of cycle hoop and shelter will need to be provided, or secured by condition.

Travel Plan

It is understood that a Travel Plan was previously required as a condition of the 2007/903 consent for an 18 additional bedrooms.

It would seem appropriate to require an updated Travel Plan or a Travel Statement to support this application, particularly in view of the loss of car parking and an increase in the provision of accommodation.

Summary and Recommendations

The proposal would provide a further extension to the hotel resulting in a net increase in 18 bedrooms. The associated car parking would be reduced to accommodate the extension with a reduction in parking from 164 to 152 spaces across the site.

Whilst the submitted TS has provided information to support a reduction in parking provision and an extension to the hotel accommodation, such information is not currently considered sufficient to validate the conclusions that the reduction in the hotel car parking provision and the increase in bedroom accommodation would still operate with spare capacity.

A holding objection is therefore recommended, and the applicant is advised to submit further information in regard to the following.

- Further survey information to support the reduction in parking provision, and the parking demand for the application site. i.e. site-specific parking accumulation data, booking occupancy data.
- Details of the existing servicing arrangements – number, frequency and size of vehicles, together with the location and swept path for such vehicles.
- The car parking spaces should be of dimensions 2.5m by 5m with sufficient space for manoeuvring demonstrated.
- EV charging spaces to be provided, including accessible EV space.
- Details of secure and covered cycle storage.
- An update Travel Plan or Travel Statement.

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