

HIGHWAYS & TRANSPORT TECHNICAL NOTE

PREMIER INN SALISBURY NORTH BISHOPDOWN

PL/2026/01623

Date: May 2026

Ref: 2024/7861/TN02

1 INTRODUCTION

- 1.1 This Highways and Transport Technical Note is prepared by RGP Consulting Engineers Limited (RGP) in support of proposed development at the Premier Inn Salisbury North Bishopdown hotel, Pearce Way, Bishopdown, Salisbury, SP1 3GU ("the site").
- 1.2 The existing site comprises a 114-bedroom Premier Inn hotel and an associated circa 200 cover Table Table branded restaurant which is not currently operational. The site (hotel and restaurant) is operated by Whitbread Group Plc. Car parking is provided on-site in the order of 164 spaces for the shared use of the hotel and restaurant.
- 1.3 A planning application (reference PL/2026/01623) was submitted to Wiltshire Council in March 2026 for:

"Extension to existing hotel to provide additional bedrooms, together with alterations to the car park and all associated works."
- 1.4 The development proposals comprise a net 18-bedroom extension to the existing Premier Inn hotel to total 132 bedrooms post-development. The branded restaurant does not form part of this application; however, this could become operational at a future date and is therefore assessed as such within this Technical Note. Car parking would be provided on-site in the order of 151 spaces post-development. A space has been removed since submission of the application to accommodate the required cycle parking post-development.
- 1.5 In support of the application, RGP prepared a Transport Statement (RGP reference. 2024/7861/TS01) to provide an assessment of the development proposals in highways and transport terms. Comments were received from Wiltshire Council's 'Highways Development Management' on the Statement in April 2026. The comments are addressed in the subsequent sections of this Technical Note and can be summarised as follows:

- Further survey information to support the reduction in parking provision.

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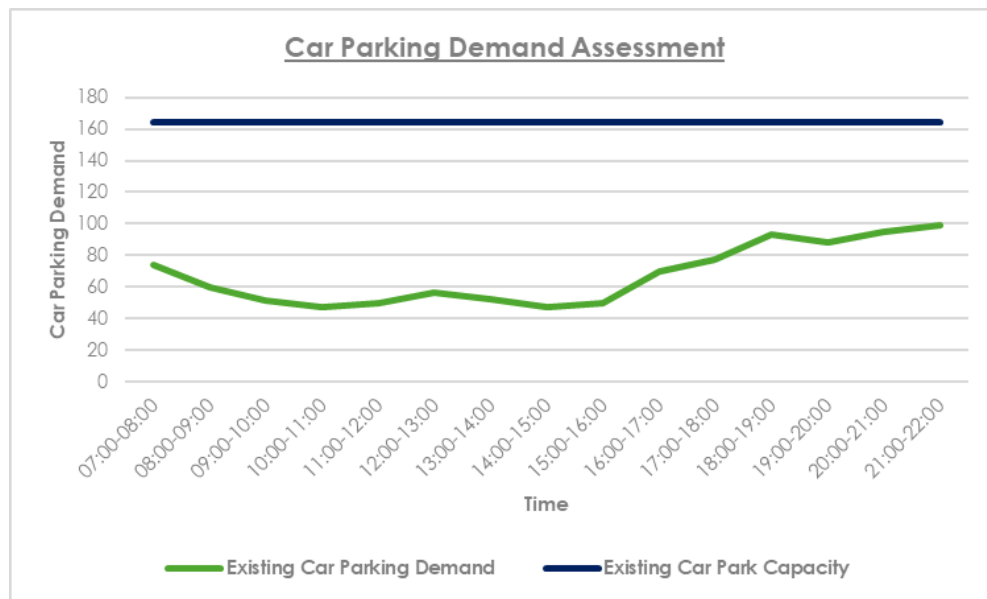
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- Further details of the existing servicing arrangements.
- Request for car parking space dimensions to be reviewed.
- Further details of EV charging spaces to be provided, including accessible EV space.
- Further details of secure and covered cycle storage.
- Provision of an updated Travel Plan or Travel Statement.

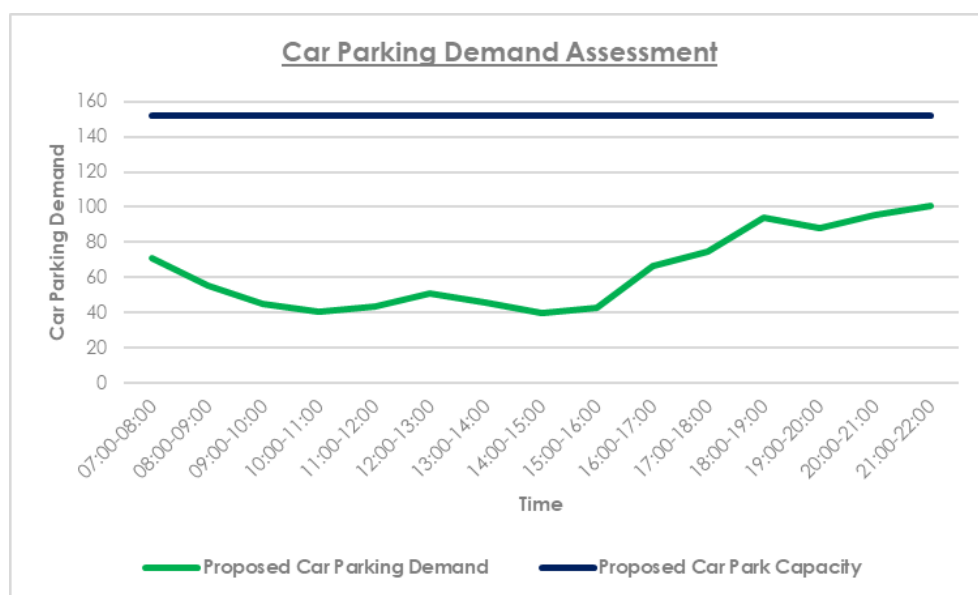
2 CAR PARKING DEMAND ASSESSMENT

- 2.1 Highways Development Management requested further information to support the reduction in on-site car parking.
- 2.2 The existing 162 space car park operates for the shared use of the hotel and restaurant, and this arrangement is commonplace across Whitbread's estate and is known to be effective. The hotel experiences peak car parking demand overnight, as hotel guests are checked into the hotel, while the restaurant experiences peak car parking demand at mealtimes, facilitating shared parking.
- 2.3 RGP's Transport Statement presented a Car Parking Demand Assessment based on data obtained from several Premier Inn sites across the Whitbread estate which similarly comprise a hotel and restaurant. The assessment confirmed the site post-development would operate well-within its car parking capacity (~67%) when factored to reflect the hotel operating at full occupancy (i.e. all hotel bedrooms sold).
- 2.4 As confirmed earlier in this Technical Note, the existing branded restaurant is not currently operational. Therefore, undertaking a site-specific survey at present to capture car parking demand of the site would not be representative of its complete demand / operation.
- 2.5 It is noteworthy that the Trip Rate Information Computer System (TRICS) includes a survey of the Premier Inn Salisbury North Bishopdown site (TRICS reference. WL-06-H-01). This survey was undertaken in 2018 when both the hotel and restaurant were operational, hence it provides a site-specific dataset reflective of full operations.
- 2.6 This data has therefore been used to inform an updated parking accumulation assessment, and the Trip Rate Parameter 'Number of Bedrooms' has been selected so that it can be robustly factored to reflect the site operating at full capacity (as per RGP's initial assessment). Robustness of this assessment approach is also increased as any trips and parking demand associated with the on-site restaurant are factored-up linearly with the bedroom count.
- 2.7 The assessment for the existing 114 bedrooms based on the TRICS data is presented in the figure below.



2.8 The existing site could experience a peak car parking demand of 99 (~60% of capacity), with the highest demand overnight as guests are checked into the hotel. Further isolated 'peaks' are observed which correspond with mealtimes which therefore indicate demand from the restaurant.

2.9 The figure below presents a comparable assessment for the site post-development based on the TRICS data factored to reflect 132 bedrooms.



2.10 The site could experience a peak car parking demand of 101 cars (~67% of capacity) post-development, and it is noteworthy that this is highly comparable to the Car Parking Demand Assessment presented in RGP's Transport Statement.

- 2.11 The above site-specific assessment therefore confirms that the provisions for car parking at the site would be sufficient to accommodate demand from the hotel and restaurant post-development.

3 SERVICING

- 3.1 Highways Development Management requested further information on the servicing arrangements at the site.
- 3.2 All servicing vehicles presently access the site in a forward gear from Pearce Way and manoeuvre on-site to enter and egress the site in a forward gear. This arrangement would be maintained post-development. A swept path assessment for the largest vehicle servicing the site (16.5 metre articulated) is attached hereto at **Appendix A** for reference.
- 3.3 As confirmed in RGP's Transport Statement, the existing site receives 14 servicing vehicle movements per week. These movements are comprised of:
- Seven for linen.
 - Three for food and beverage.
 - Three for refuse.
- 3.4 While additional hotel accommodation would be provided, it is not considered the net 18-bedroom extension would require additional servicing movements. However, vehicles may be in attendance for longer at the site owing to the additional transfer or collection of goods, but given servicing is typically completed when sites are quietest (i.e. once hotel guests have checked-out), this would not impact on the overall operation of the site.

4 CAR PARKING SPACE DIMENSION

- 4.1 Highways Development Management requested car parking spaces should measure 2.5 metres by 5.0 metres.
- 4.2 In review of the existing and proposed site plans, very few spaces would be altered or changed as part of the development proposals. Therefore, it is not considered appropriate for the Applicant to alter all existing car parking spaces within the site. These spaces would therefore be retained and continue to operate as existing.

5 ELECTRIC VEHICLE CHARGING SPACES

- 5.1 Highways Development Management requested electric vehicle charging spaces be provided.

5.2 Whitbread recognise the importance of providing electric vehicle charging spaces at their sites. As part of their estate-wide strategy, electric vehicle charging infrastructure is being procured centrally and rolled out, where appropriate, in partnership with Equans. Further details on Whitbread's partnership with Equans are available from the following link: <https://www.equans.co.uk/case-studies/whitbread>.

5.3 Whitbread are presently expanding their hotel room offering at Premier Inn sites throughout the United Kingdom in connection with their Accelerated Growth Programme. The Programme is securing new hotel rooms through the planning application process. Therefore, consideration must be given to the practicalities of providing electric vehicle charging infrastructure in connection with individual planning permissions:

- All sites are existing operational sites, whereby the hotel extension and parking requirements would be accommodated within existing car parking areas where space exists (i.e. the developments do not involve additional car parking).
- The installation of electric vehicle charging infrastructure would therefore require the excavation of a significant proportion of an existing car park, that is, the car park is not new and is not in connection with a new development.
- The installation of electric vehicle charging infrastructure would impact the existing sites power supply and could therefore require a new National Grid connection and / or substation, particularly where existing power supply limits are close to capacity.
 - Power supply considerations therefore need to be centrally coordinated as part of Whitbread's EVCP strategy and procurement process.
- The installation of electric vehicle charging infrastructure in connection with individual planning permissions would have a significant disproportionate cost implication to Whitbread in terms of it being outside the scope of their existing estate-wide strategy and procurement process.

5.4 Whitbread would therefore continue to explore opportunities for the installation of charging points once the extension works are complete. This could include retrofitting charging points as part of any future development, to ensure the site remains adaptable and responsive to the demand for any such infrastructure and future policy requirements.

6 CYCLE STORAGE

6.1 Highways Development Management requested details of the secure and covered cycle storage.

6.2 With consideration to the relevant cycle parking standards for the site, it is confirmed hotels should be provided with:

- 1 covered cycle space per 10 employees.

- 1 cycle space per 20 bedrooms.

6.3 Application of the above standard to the hotel post-development would result in the provision of six cycle hoops with capacity for up to 12 bicycles. All stands would be located close to the hotel entrance to benefit from active and passive surveillance. Four stands would additionally be covered. The location and specification of cycle parking is illustrated on drawings attached hereto at **Appendix B** for reference.

6.4 Additionally, it should be noted that Premier Inn hotels operate a 'Bike Friendly' policy, whereby guests are permitted to store clean, dirt-free bicycles in their bedroom. This Policy therefore increases the effective long-stay capacity for cycle parking at the site.

7 TRAVEL PLAN OR TRAVEL STATEMENT

7.1 Highways Development Management requested an updated Travel Plan or Travel Statement be prepared in support of this application.

7.2 While it is observed Travel Plans have been prepared in support of former planning applications at the site, the net impact of this extension, with consideration to data presented in RGP's Transport Statement, is not considered significant. This assumption is confirmed in the Highways Development Management response that states 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.*"

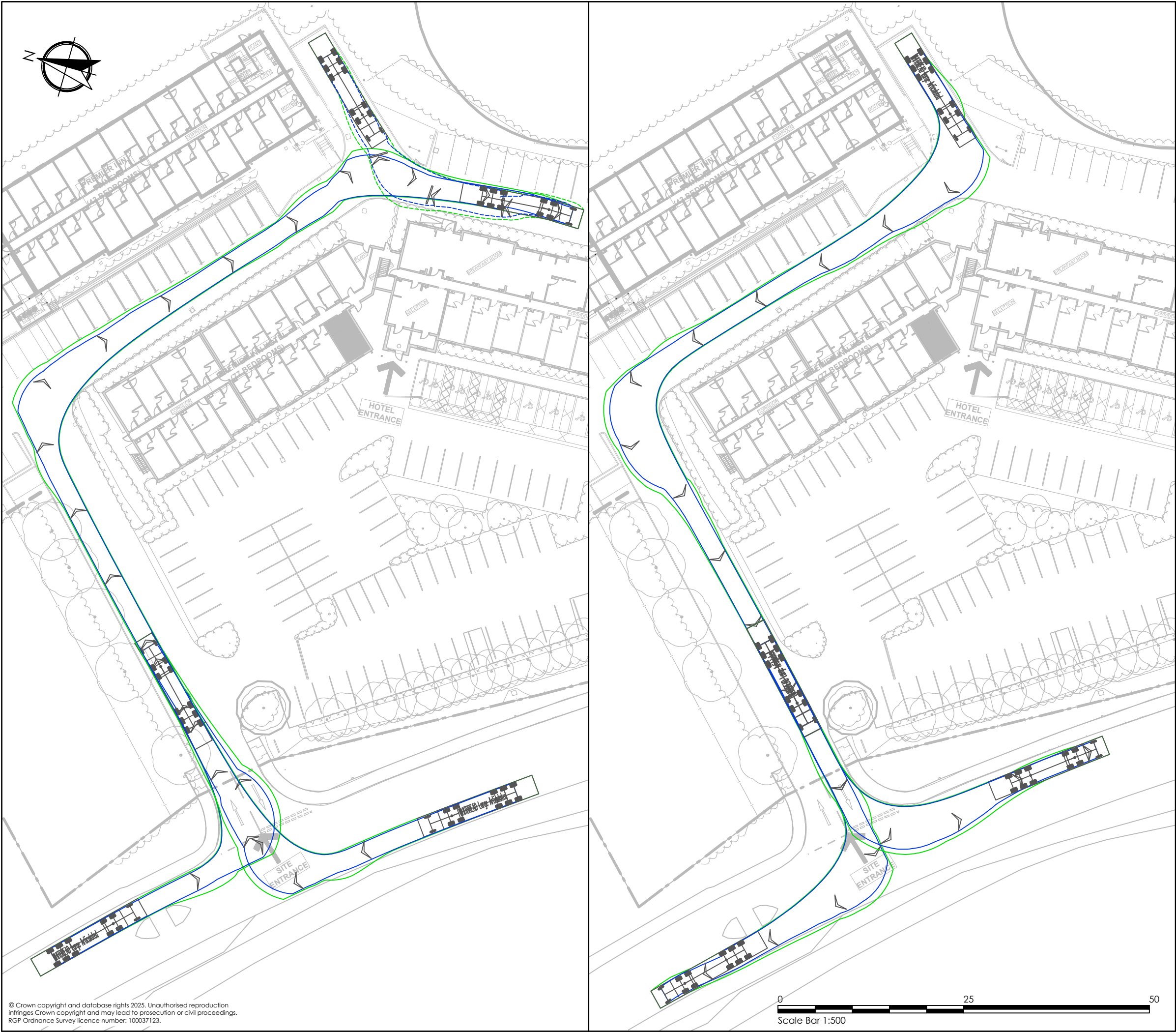
7.3 Therefore, and with consideration to the above, it is not considered that a Travel Plan / Travel Plan Statement would be proportionate to the impacts of the development proposals.

8 SUMMARY

8.1 This Highways and Transport Technical Note is prepared by RGP in support of proposed development at the Premier Inn Salisbury North Bishopdown, in response to consultation comments from Wiltshire Council's Highways Development Management team.

8.2 The information and further assessments within the report confirm that the proposed development would be acceptable from a highways and transport perspective, and Wiltshire Council is respectfully invited to confirm that this is the case.

APPENDIX A



Notes:

- Do not scale from this drawing.
- All dimensions are in metres unless noted otherwise.
- All levels are in metres above ordnance datum (AOD).
- This drawing should be printed in colour.
- This drawing is to be read in conjunction with all other engineer's drawings.

WHITBREAD Large Articulated
Overall Length 16.500m
Overall Width 2.650m
Overall Body Height 4.200m
Min Body Ground Clearance 0.396m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.870m

P01	First Issue	07.05.26	GE	SH	NR
Rev	Details	Date	By	Chkd	Appd

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Transport Planning and Infrastructure Design Consultants

Status:

INFORMATION

Client:
Whitbread Group PLC

Project:
Premier Inn
Salisbury North Bishopdown

Drawing Title:
Swept Path Assessment
Delivery Vehicle

Scale @ A3: 1:500	Date: 07.05.26	Drawn: GE	Designed: GE	Checked: SH	Approved: NR
Project No: 7861	Drawing No: SNB-RGP-XX-XX-DR-T-001	Revision: P01			

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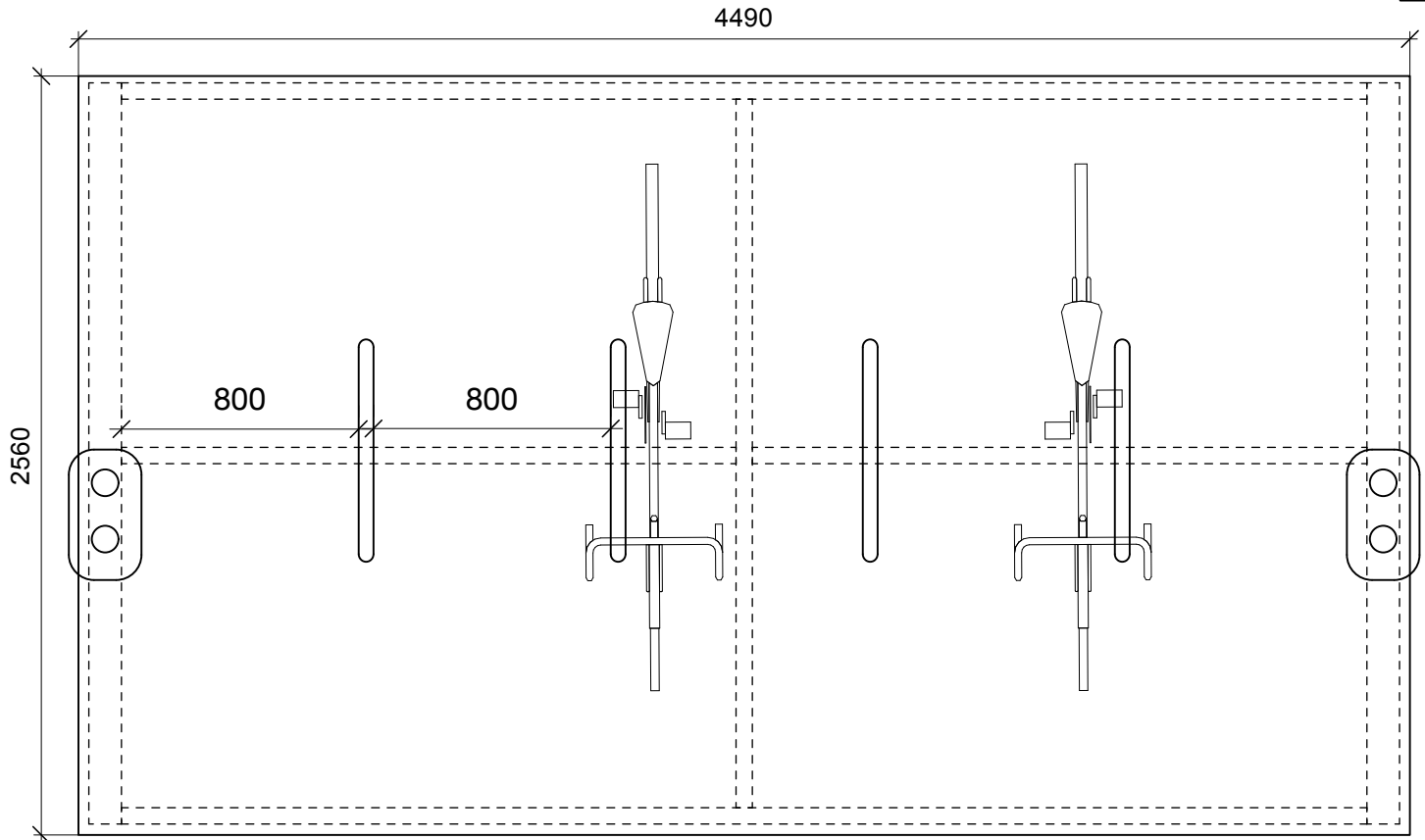
User Name: george ellenger

File Location: c:\users\georgeellenger\rgp\projects - documents\2024 projects (7801-7900)\7861 pix agp south - salisbury north bishopdown\cad\7861-snb-rgp-xx-xx-dr-t-001 - swept path assessment.dwg

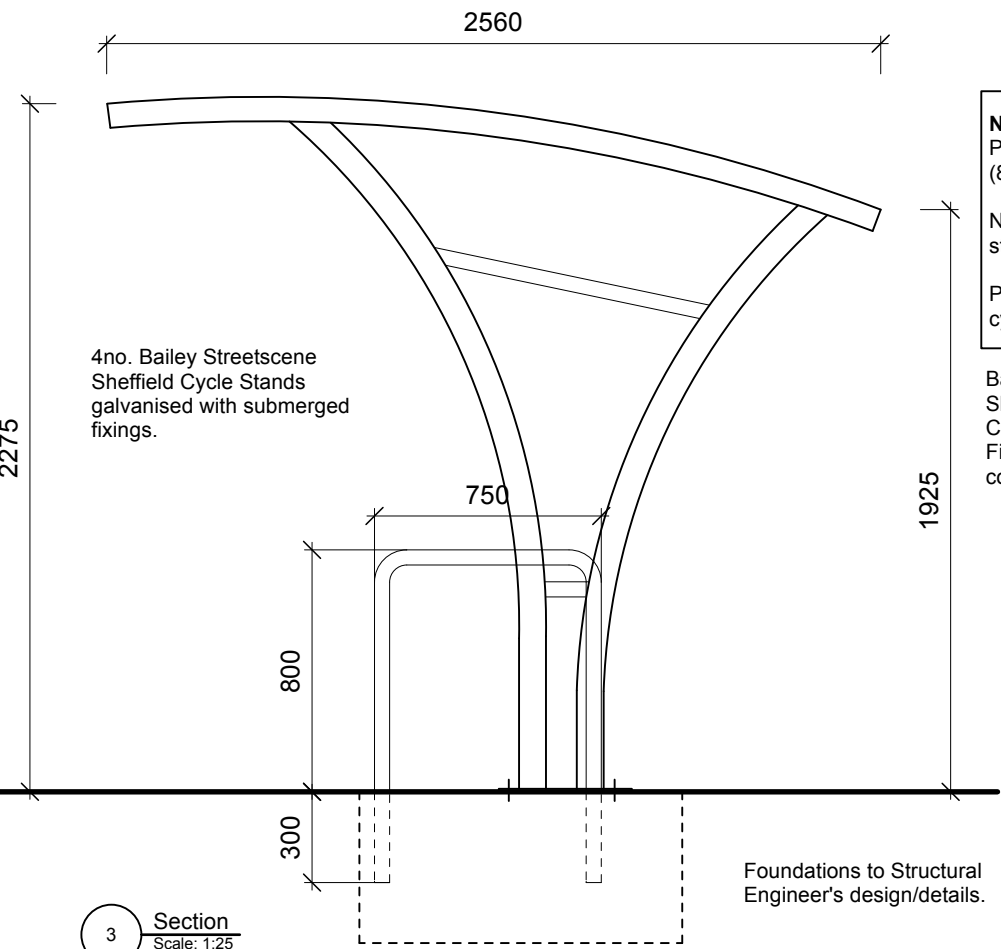
APPENDIX B



New Eastbrook Shelter to be install with 4 stands(8 cycles).



2 Plan
Scale: 1:25



3 Section
Scale: 1:25

Notes:
Proposed Cycle stands with cover: 4 stands (8 cycles)
New Eastbrook Shelter to be install with 4 stands(8 cycles)
Proposed Cycle stands in total: 6 stands (12 cycles)

Bailey Streetscene - Eastbrook Cycle Shelter with submerged fixings. Clearview UV PETG roof panels. Finish: Galvanised and polyester powder coated Merlin Grey BS 18.B.25

Rev Date Description By Chk

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Client
WHITBREAD GROUP PLC
Project
SALISBURY NORTH PREMIER INN
PEARCE WAY, SALISBURY
SP1 3GU
Drawing
Cycle stands

Scale
1:25 @ A3
Date
05/05/26
Drawn
EA
Checked
RW
Drawing No.
Revision

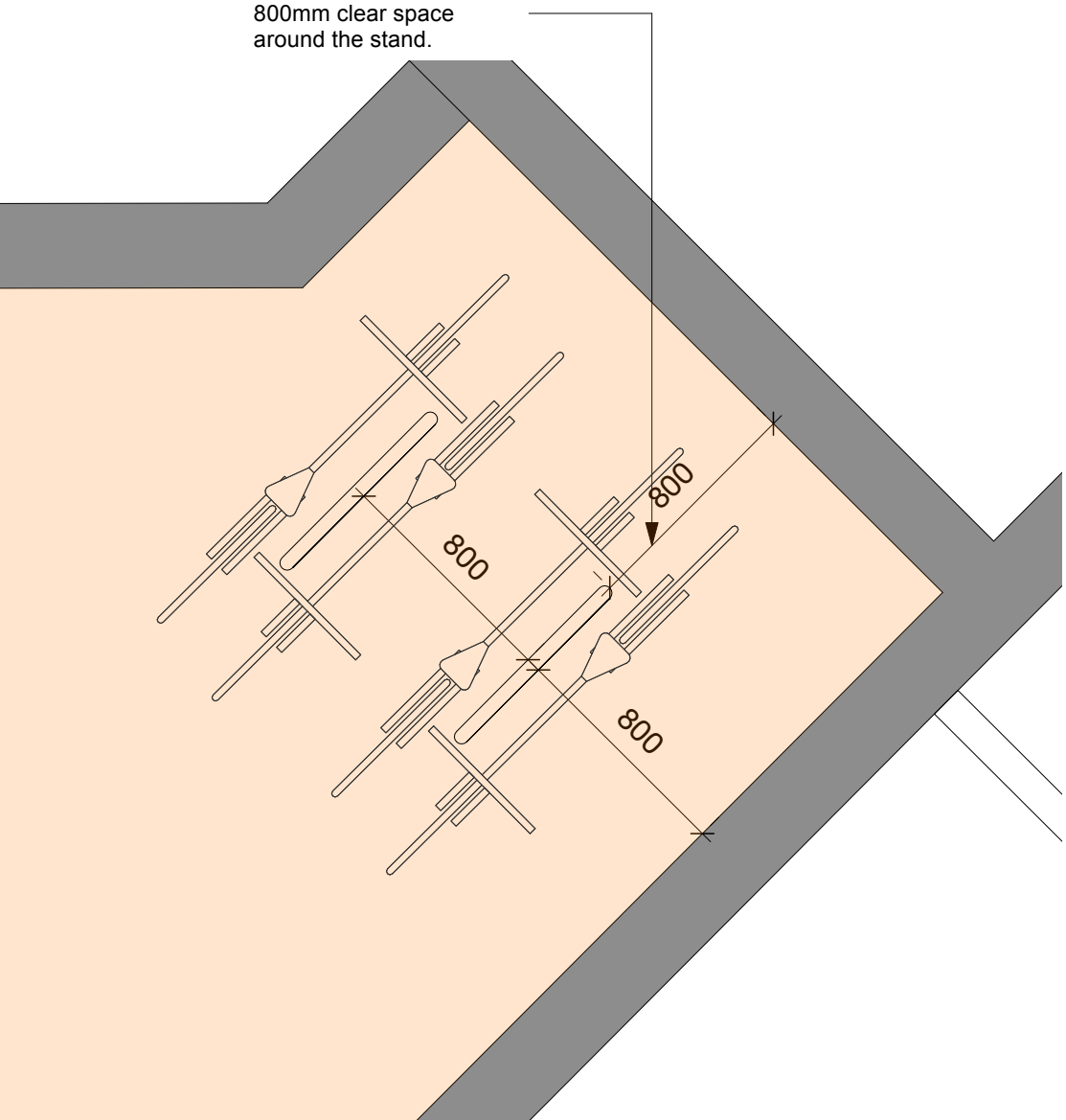
6213-P- 600
Status
PLANNING

Notes:

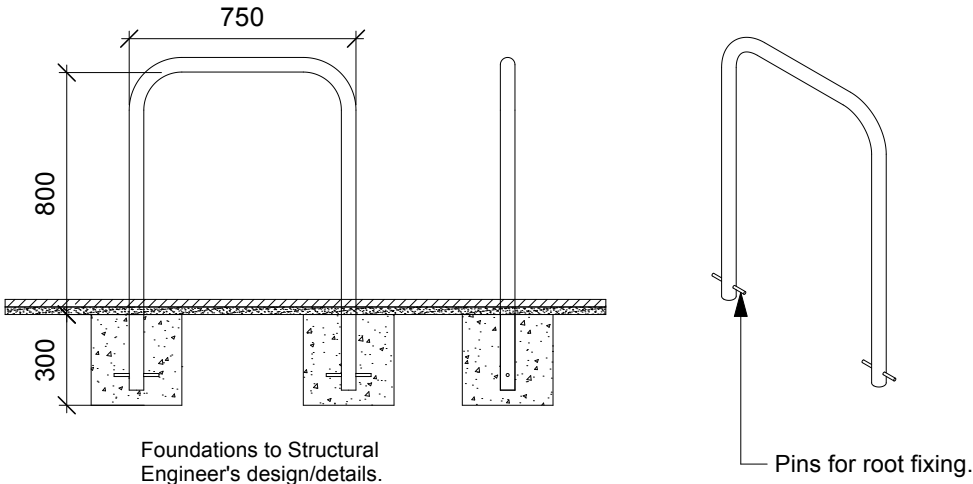
- Proposed Cycle stands: 2 stands
(4 cycles)
- Proposed cycle stands in total: 6 stands
(12 cycles)



2no. Sheffield Cycle Stand galvanised - Root Fixed



2 Plan
Scale: 1:25



3 Section
Scale: 1:25

Rev	Date	Description	By	Chk
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Drawing
Cycle stands

Scale 1:25 @ A3	Date 05/05/26	Drawn EA	Checked RW
Drawing No. 6213-P- 601		Revision	
Status PLANNING			



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