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# Transport Statement

Client: Westbourne Leisure Ltd  
Project: Alvechurch Social Club  
Date: April 2023

## Document Control Form

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# Contents

<b>1.</b>	<b>Introduction .....</b>	<b>5</b>
1.1	Background	5
1.2	Purpose of Report	6
1.3	Planning History & Pre-app Scoping	6
1.4	Structure of Report	7
<b>2.</b>	<b>Existing Situation .....</b>	<b>8</b>
2.1	Introduction	8
2.2	Site Description and Location	8
2.3	Public Parking Facilities – Alvechurch Village	9
	Public Car Park - Tanyard Lane	9
	On-Street Parking - The Square	9
	On-Street Parking - Bear Hill	9
	Alvechurch Sports & Social Club (the site)	9
2.4	Parking Survey	9
2.5	Local Highway Network	11
	Radford Road	11
	Birmingham Road / Red Lion Street / Swan Street / Redditch Road	11
	The Square	11
2.6	Sustainable Transport	11
	Walking	11
	Cycling	12
	Bus Services	13
	Train Services	14
2.7	Highway Safety Audit	15
2.8	Summary	17
<b>3.</b>	<b>Policy Context.....</b>	<b>18</b>
3.1	Introduction	18
3.2	National Policy	18
3.3	Local Policy	19
	Bromsgrove District Plan (BDP)	20
3.4	Summary	21
<b>4.</b>	<b>Development Proposals.....</b>	<b>22</b>
4.1	Introduction	22
4.2	Development Description	22
4.3	Access Arrangements	22
	Vehicular Access	22
	Pedestrian/Cycle Access	22

4.4	Parking	22
	Guidance	22
	Proposed Parking	23
4.5	Servicing Arrangements	23
4.6	Conclusions	23
<b>5.</b>	<b>Traffic Generation and Impact .....</b>	<b>24</b>
5.1	Introduction	24
5.2	Traffic Generation – Consented	24
	Hotel, Food and Drink – Public House (without restaurant)	24
5.3	Traffic Generation – Proposed	25
	Hotels – Bed and Breakfast	25
5.4	Net Traffic Impact	26
<b>6.</b>	<b>Parking Assessment .....</b>	<b>27</b>
6.1	Introduction	27
6.2	Parking Accumulation	27
	Proposed Development	27
<b>7.</b>	<b>Summary and Conclusion.....</b>	<b>29</b>
7.1	Summary	29
7.2	Conclusion	29

Table 2.1	Car Park Survey	10
Figure 2.3	Local Cycle Infrastructure	13
Table 2.2	Red Lion Street – Summary of Bus Services	13
Figure 2.4	Public Transport 45-minute Isochrone	15
Table 5.1	Trip Rates and Generation – ‘Hotel, Food and Drink – Public House (No Restaurant)’	24
Table 5.2	Person Trip Rates and Person Generation – ‘Hotels’	25
Table 5.3	Vehicle Trip Rates and Vehicle Generation – ‘Hotels’	26
Table 5.4	Net Traffic Generation	26
Table 6.1	Weekday Car Trip Rates, Trips and Parking Accumulation – Proposed Development	27

Figure 1.1	Site Location	5
Figure 2.1	Local Context	8
Figure 2.2	Existing Parking Accumulation	10
Figure 2.5	Personal Injury Accident Data	16

Appendix A	WCC Highways Comments / Pre Application
Appendix B	CrashMap Reports
Appendix C	Proposed Site Layout
Appendix D	Vehicle Tracking
Appendix E	TRICS

# 1. Introduction

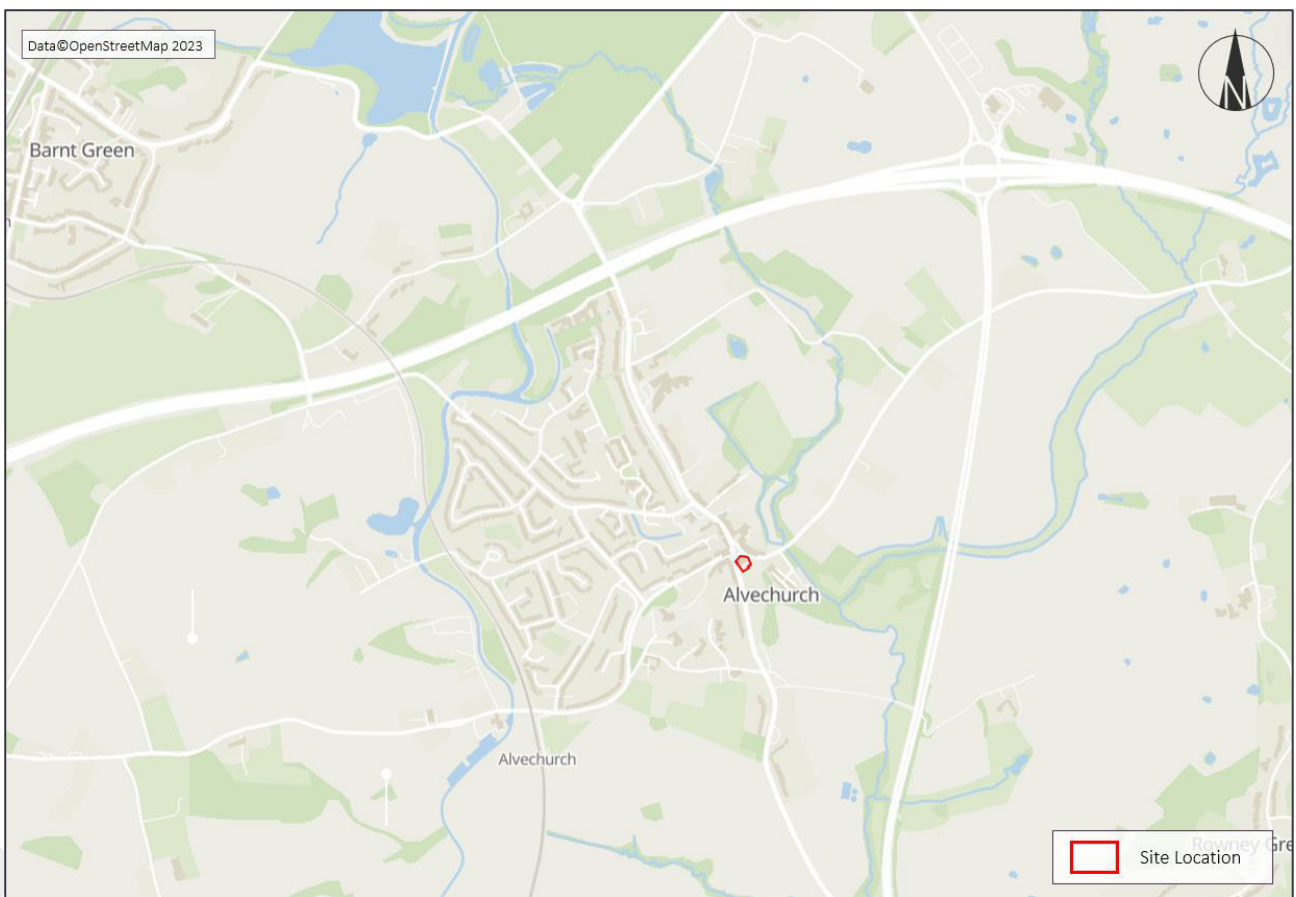
## 1.1 Background

This Transport Statement (TS) has been prepared by The Transportation Consultancy ('ttc') on behalf of Westbourne Leisure Limited (the applicant), to accompany a Full Planning Application for the erection of a two-storey extension to provide bed and breakfast accommodation (Use Class C1) at Alvechurch Sports & Social Club, Alvechurch, located within District of Bromsgrove.

The site benefits from extant use (Sui Generis) as a Sports & Social Club with members lounge, bar and function room. The development proposals will retain the building and Ground Floor bars and include the conversion of the First Floor function room/facilities to provide 8 no. ensuite bedrooms and construction of a two storey extension to provide 20 no. ensuite bedrooms.

The location of the proposed development site is shown in **Figure 1.1**.

**Figure 1.1 Site Location**



Source: <https://www.ordnancesurvey.co.uk/>

## 1.2 Purpose of Report

This TS has been prepared to accompany a Full Planning Application in relation to the construction of a two-storey extension to provide a bed and breakfast accommodation and evaluates the impact of the development proposals on the local highway network.

The aim of the report is to identify the transport characteristics of the development site and surrounding area and examine the likely transport implications of the proposed development.

This TS has been prepared with reference to the National Planning Policy Framework (NPPF) 2021, Planning Practice Guidance (PPG) and comments received from Worcestershire County Council (WCC).

PPG states that a TS should address the following:

- *the planning context of the development proposal;*
- *appropriate study parameters (i.e., area, scope and duration of study);*
- *assessment of public transport capacity, walking/cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.*

This report seeks to demonstrate that the development site is well located in terms of access to public transport opportunities that will enable access by sustainable transport modes.

## 1.3 Planning History & Pre-app Scoping

A Full Planning Application was submitted to Bromsgrove District Council (BDC) in December 2021 (Application Ref: 21/01845/FUL) for the ‘erection of a three-storey extension to provide bed and breakfast accommodation (30 no. ensuite bedrooms)’; however, this was withdrawn in April 2022.

Consultee comments were made by WCC in their capacity as the Local Highways Authority (LHA) as part of the original planning application. A copy of the LHA comments is provided in **Appendix A** for reference.

A summary of the comments is outlined below:

- Provision of a Transport Statement;
- Provision of a parking beat survey; and,
- Confirm location of electric charging points, motorcycle parking, disabled parking and cycle parking.

Following the withdrawal of the planning application, a pre-application request was submitted to BDC which considered revised development proposals for the ‘erection of a two-storey extension to provide 28 no. ensuite bedrooms’. With regard to transport and highways, the pre-application letter dated 12<sup>th</sup> December 2022, states:

*“As the proposals will result in a change to the number of car parking spaces and will introduce a new use, it is recommended that pre-application advice is sought. As a minimum, the comments made on the withdrawn application (ref: 21/01845/FUL) should be reviewed and comments made addressed as part of the planning application.”*

*“Overall, the principle of the development is supported...This conclusion is reached on the basis that this is subject to there being no objection from County Council Highways Authority.”*

## 1.4 Structure of Report

The remainder of the report is structured as follows:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as any existing highway safety concerns;
- **Chapter 3:** Determines the National and Local Policy context in relation to the proposed development;
- **Chapter 4:** Describes the proposed development including access arrangements;
- **Chapter 5:** Outlines the extant traffic generation, anticipated traffic generation from the proposed development and impact on the local highway network;
- **Chapter 6:** Outlines the parking accumulation exercise; and,
- **Chapter 7:** Presents the summary and conclusions of the report.

## 2. Existing Situation

### 2.1 Introduction

This section of the TS outlines the existing conditions, sustainable transport links and the local road network, as well as a review of highway safety within the vicinity of the site.

### 2.2 Site Description and Location

The proposed development site currently operates as a Sport & Social Club with multiple rooms, lounge/bars, snooker room and function room with stage for hire. The existing site provides parking for 48 no. vehicles (1 no. disabled space). The Club serves the local population of Alvechurch and is a key local amenity.

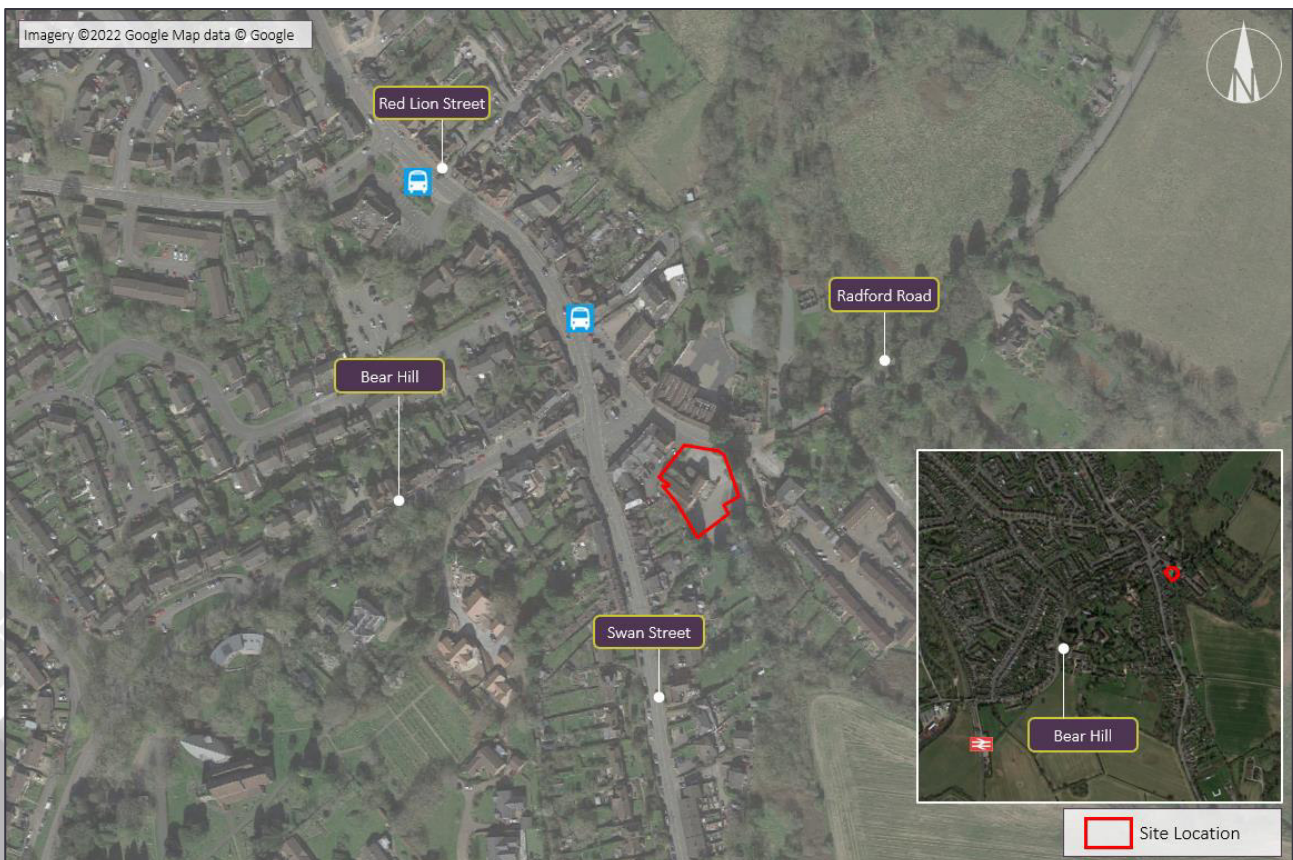
The site comprises of a total area of 2,215sq.m, with the Sport & Social Club occupying c.614sq.m GIFA of this. The existing Ground Floor encompasses 333sq.m whilst First Floor encompasses 281sq.m.

The proposed development site is bound by Radford Road to the north, a medical clinic to the east, and residential plots to the south and west.

Strategically, the proposed development site is located approximately 2.4km and 5.2km from Barnt Green village, and Redditch Town Centre respectively.

Figure 2.1 illustrates the proposed development in the local context.

Figure 2.1 Local Context





## 2.3 Public Parking Facilities – Alvechurch Village

Parking for services and amenities within Alvechurch are provided via on-street arrangement (The Square), Bear Hill, the Public Car Park at Tanyard Lane or at Alvechurch Sports & Social Club. Details on the existing public parking facilities are outlined below.

### Public Car Park - Tanyard Lane

45 no. parking spaces (includes 3 no. disabled spaces) are provided at Tanyard Lane Public Car Park. The car park is managed by BDC, is lit and protected by CCTV. Parking at this location is free of charge. This car park is situated c.230m walk distance of the proposed development.

### On-Street Parking - The Square

14 no. parking spaces (includes 1 no. disabled space) are provided at this location. A further 7 no. parking spaces are provided to the north of The Square (21 no. spaces in total). Parking is free of charge however, restricted to 1-hour between the hours of 08:00-18:00 with no return within 2-hours. Signs for additional parking at Tanyard Lane Public Car Park are present within The Square. Parking is situated c.90m walk distance of the proposed development.

### On-Street Parking - Bear Hill

6 no. parking spaces (includes 1 no. disabled space) are provided at Bear Hill. Parking is free of charge however, restricted to 30-minutes between the hours of 08:00-18:00 with no return with 1-hour. Parking is situated c.200m walk distance of the proposed development.

### Alvechurch Sports & Social Club (the site)

48 no. parking spaces are provided at the site. An agreement between Alvechurch Parish Council and Alvechurch Sports & Social Club was in place to offer use of the Sports & Social Club's car park during daytime hours free of charge. This agreement ceased in December 2022 and will not be renewed in 2023. Development proposals will result in a reduction of vehicle parking.

Excluding the Sports & Social Club parking, a total of 72 no. parking spaces are provided within Alvechurch for public use. This also excludes unrestricted on-street parking available on Swan Street and Bear Hill.

## 2.4 Parking Survey

In response to comments raised by WCC (see **Section 1.3** and **Appendix A**), a parking beat survey was undertaken in April 2022 at the proposed development to establish existing parking demand for the Sports & Social Club.

The parking beat survey was undertaken during the following time periods to capture the peak demand during a typical weekday and weekend:

- Weekday: 10:00 – 12:00 and 19:00 – 21:00; and,
- Weekend (Saturday): 10:00 – 12:00 and 19:00 – 21:00

**Table 2.1** shows the existing car park occupancy for 60-minute time intervals over the survey period.

Results should be treated with some caution as it was not been possible to determine if the recorded vehicles parked at the site did so exclusively for the Sports & Social Club use or as part of a shopping/retail trip to the

village centre, as per the parking agreement in place at the time of survey. The results outlined below should be considered worst-case and robust when the local parking agreement was in place and operational.

The existing car park provides 48 no. spaces.

**Table 2.1 Car Park Survey**

Time Period	Total (no. Vehicles)	Occupancy %
<b>Weekday</b>		
10:00	25	52%
11:00	27	56%
12:00	26	54%
19:00	22	46%
20:00	15	31%
21:00	12	25%
<b>Weekend</b>		
10:00	24	50%
11:00	29	60%
12:00	26	54%
19:00	34	71%
20:00	29	60%
21:00	25	52%

Figure 2.2 provides a visual representation of the proposed parking accumulation (based on the information above) indicating that existing parking demand is accommodated on site however, as noted above, there is no distinction between Sports & Social Club use and retail/other uses.

**Figure 2.2 Existing Parking Accumulation**



## 2.5 Local Highway Network

Within the vicinity of the proposed development, the local highway network is managed and maintained by WCC.

### Radford Road

Radford Road is a two-way single carriageway road which runs on a northeast-southwest alignment. The road provides access to the local highway network for the proposed development.

In the vicinity of site, Radford Road is subject to a 30mph speed limit with street lighting and pedestrian footways provided on both sides of the carriageway. A traffic calming feature in the form of 'Priority over oncoming vehicles' build-out is situated to the east of the proposed development on Radford Road. Pedestrian footway provision terminates at this location in the vicinity of the priority junction with Mill Court, a private road serving residential access. To the north-east of this location, the speed limit changes to a de-restricted national speed limit. Radford Road has a continuous carriageway width of c.5.2m.

### Birmingham Road / Red Lion Street / Swan Street / Redditch Road

The Birmingham Road / Red Lion Street / Swan Street / Redditch Road is a continuous two-way single carriageway road which runs on a north to south alignment through Alvechurch.

The road is subject to a 20mph speed limit through Alvechurch with street lighting and pedestrian footways provided on both sides of the carriageway. A signal-controlled pedestrian crossing is provided in the village, close to 'The Square' and to the north of the village, close to the mini-roundabout with Tanyard Lane. Traffic calming in the form of buildouts are present upon entry to Alvechurch from the north and south. The road measures c.7.9-8.4m wide.

A Traffic Regulation Order (TRO) in the form of double yellow lines prohibits parking and waiting on roads within the centre of Alvechurch.

### The Square

The Square connects Radford Road to Swan Street and provides access to a small parade of retail amenities. The road is two-way single carriageway road with pedestrian footways on both sides of the carriageway. Two uncontrolled dropped kerb crossings with tactile paving are present where The Square transitions to Radford Road.

## 2.6 Sustainable Transport

### Walking

Guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation (CIHT) document, *Providing for Journeys on Foot* (2000). The guidelines indicate that a walking distance of 400m is acceptable for trips to bus stops and local shops, with 800m being the preferred maximum. The corresponding walking distances for trips to work are given as 500m with a preferred general maximum walking distance of 2000m is identified.

The *Manual for Streets* (MfS) reinforces this advice, stating that "walkable neighbourhoods" should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

With regards to walking, the proposed development site is situated within a c.1-minute walk of various amenities and services surrounding Alvechurch. As previously mentioned, Radford Road provides suitable footways and pedestrian crossings at important junctions, with this provision remaining consistent across Alvechurch's built-up area. Within a 500m radius of the site, there are several PRow's that provide suitable access to neighbouring smaller villages – most notably the 581(C) and 588(C) to Rowney Green, which can be accessed c.400m south of proposed development from the access to Lodge Farm via Redditch Road.

## Cycling

Cycling provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating “The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, many trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).”

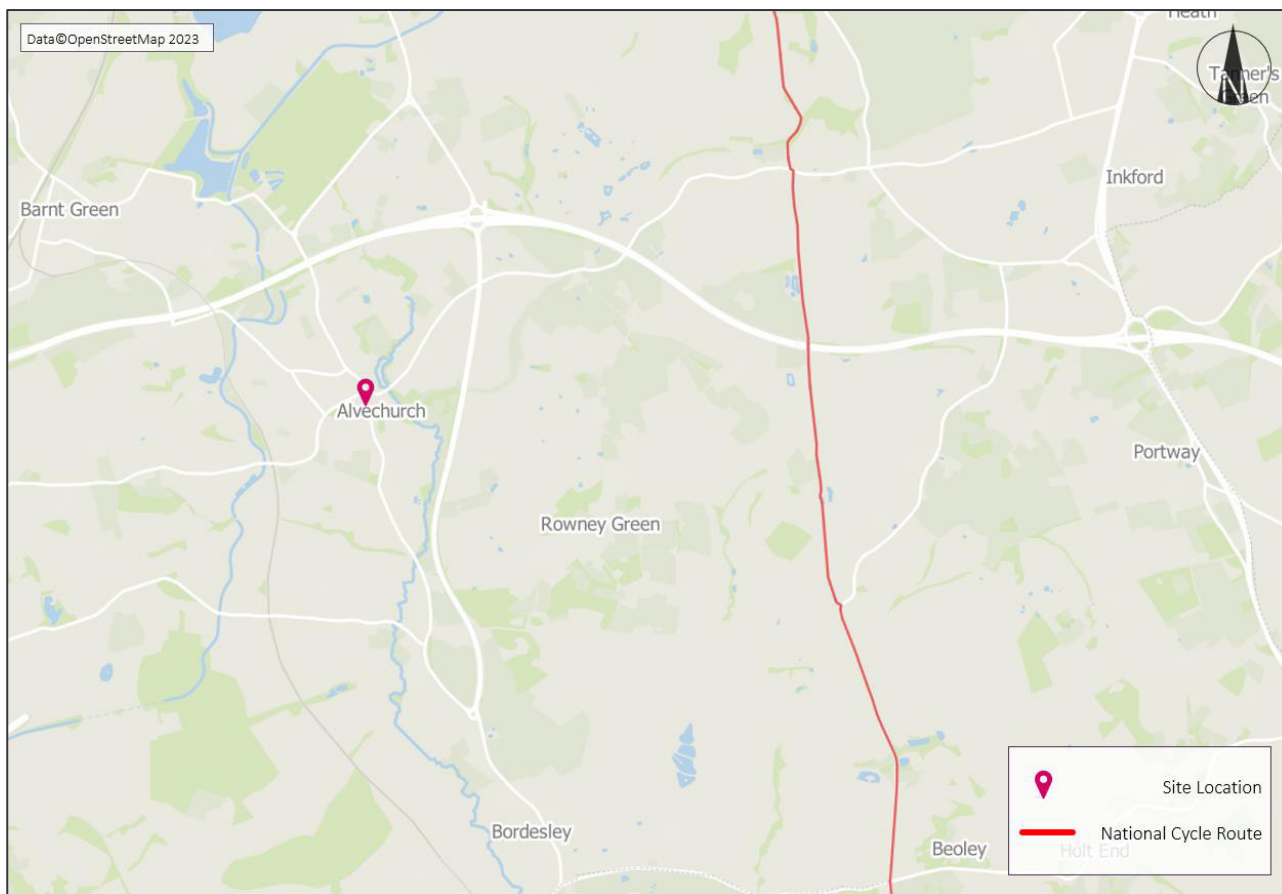
In respect of acceptable cycle distances, *Local Transport Note 1/20: Cycle Infrastructure Design* published by DfT, states that “two out of every three personal trips are less than five miles [8km] in length – which is an achievable distance to cycle for most people”.

In terms of cycling, the local highway network accommodates cyclists within the carriageway. The National Cycle Network (NCN) Route 55 is situated c.4.4km (c.16-minute bicycle journey) to the east of the proposed development, provides access to Redditch and the southern extent of Birmingham can be accessed via Redditch Road and Storage Lane respectively.

Subsequently, the proposed development site is situated to provide excellent access to facilities and services for staff and allow for sustainable access for future users of the site.

**Figure 2.3** below illustrates the proposed development site in relation to surrounding cycle infrastructure.

Figure 2.3 Local Cycle Infrastructure



### Bus Services

The closest bus stops to the proposed development are situated on Red Lion Street at a distance of c.130m for southbound services and c.250m for northbound services. The southbound bus stop is characterised by bus flag only whilst the northbound bus stop by is has a bus shelter and layby with a timetable board.

The stops collectively provide 5 no. bus services (three two-way and two northbound) which provide access to destinations across northern Worcestershire and the southern extents of Birmingham. A summary of the service and frequencies is presented in **Table 2.2** below.

Table 2.2 Red Lion Street – Summary of Bus Services

Stop	Service	Route	Monday-Saturday Frequency	Sunday Frequency
Red Lion Northbound (Red Lion Street) Stop ID: wocwdmp	182	Redditch – Bromsgrove via Barnt Green	Once (PM)	No Service
	183	Redditch – Bromsgrove via Barnt Green	Once (AM)	No Service
	885	Catshill – King Edwards VI Five Ways via Bromsgrove	2 per day (AM-PM Schooldays)	No Service
	S45	Alvechurch – South Bromsgrove High School via Rubery	1 per day (AM Schooldays)	No Service
	S83	Redditch – North Bromsgrove High School via Barnt Green	2 per day (AM-PM Schooldays)	No Service

Stop	Service	Route	Monday-Saturday Frequency	Sunday Frequency
The Square Southbound (Red Lion Street) Stop ID: wocdwdmt	182	Bromsgrove – Redditch via Barnt Green	Once (AM)	No Service
	183	Bromsgrove – Redditch via Barnt Green	Once (PM)	No Service
	S83	North Bromsgrove High School – Redditch via Barnt Green	2 per day (AM-PM Schooldays)	No Service

Source: <https://bustimes.org/>

**Table 2.2** shows the site is situated within in proximity to a number of bus services.

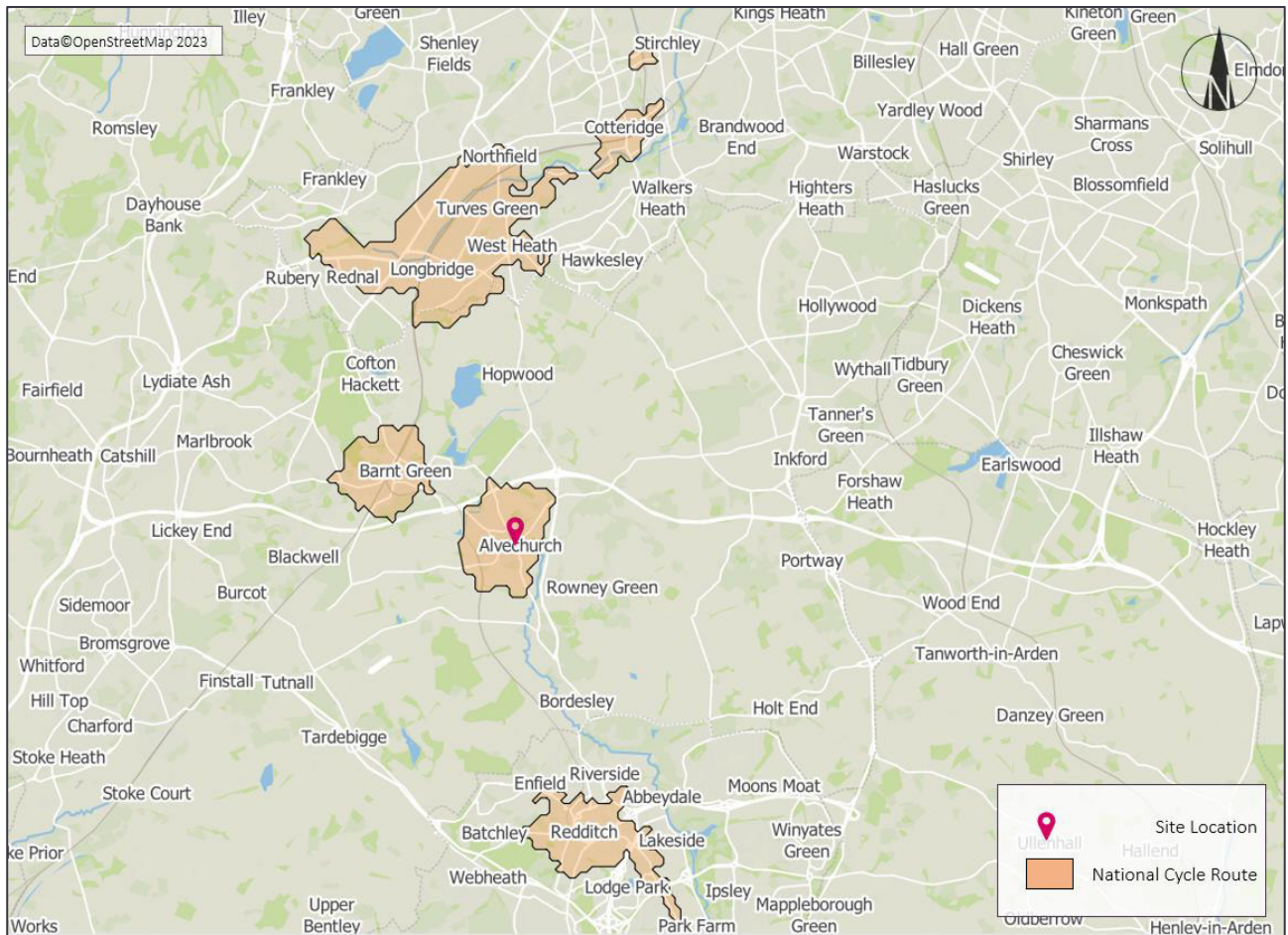
Specifically, Services No. 182 and No. 182 collectively provide 2 no. two-way trips to Redditch and Bromsgrove via journey time of 15-19 minutes and 34-35 minutes respectively from the proposed development. Redditch and Bromsgrove are the closest regional centres to the site, which could be used by potential staff and users of the proposed development to access employment, leisure, education, and transport hubs without the need to rely on a private vehicle.

### Train Services

Alvechurch Train Station is situated within a 15-minute walk from the proposed development and accessed via Bear Hill. The existing pedestrian footway network provides a continuous walk route between the site and the station. The station is served by the No. 182, No. 183 bus services which operate Monday – Friday. The station is situated on the Cross-City Line, with half-hourly two-way services between Redditch and Four Oaks via Birmingham New Street.

**Figure 2.4** illustrates the destinations accessible by public transport from the proposed site in a 45-minute journey time.

Figure 2.4 Public Transport 45-minute Isochrone



## 2.7 Highway Safety Audit

Personal Injury Accident (PIA) data has been extracted from Crashmap ([www.crashmap.com](http://www.crashmap.com)), the data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport (DfT) each year.

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal:** any death that occurs within 30 days from causes arising out of the accident.
- **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

This assessment considered the following key links and junctions:

- Junctions:
  - ▶ 1) The Square

- Links:
  - ▶ 1) Radford Road;
  - ▶ 2) Red Lion Street; and,
  - ▶ 3) Swan Street

The search area has been defined as the links or junctions concerned within proximity to the proposed development site over the latest available 5-year period (2016-2021), which is displayed in **Figure 2.5**.

**Figure 2.5 Personal Injury Accident Data**



Data source: [www.crashmap.com](http://www.crashmap.com) Mapping Source: <https://www.google.co.uk/maps>

A total of three PIAs were recorded within the 5-year search period. This consists of two ‘slight’ and one ‘serious’ PIAs. Crashmap records of the PIAs are provided in **Appendix B** for reference. All three PIAs within the search cordon involved vulnerable road users (cyclist, pedestrian). A summary of each PIA is presented below.

- ‘Serious’ PIA (2020) – Recorded at Red Lion Street / Meadow Lane simple priority junction. Caused by an <3.5tonne van turning left into Meadow Lane struck the cyclist who was proceeding southbound on Red Lion Street. The PIA occurred during daylight hours.
- ‘Slight’ PIA (2018) – Recorded at Swan Street / Bear Hill simple priority junction. Caused by a cyclist turning right into Bear Hill in front of the path of an oncoming <3.5tonne van. The PIA occurred during daylight hours.
- ‘Slight’ PIA (2019) – Recorded at Swan Street / Bear Hill simple priority junction. A pedestrian was crossing the road from The Square to the west side of Swan Street and was struck by a light vehicle. The PIA occurred during daylight hours.



The primary causation factor of the recorded PIAs can be attributed to driver/cyclist/pedestrian error and not the existing highway infrastructure or highway design.

Based on the low frequency of collisions within the study period, it is therefore considered that there are no pre-existing highway safety issues on the local highway network that the proposed development would be expected to exacerbate, and no further assessment is required.

## 2.8 Summary

To summarise:

- The site is currently occupied by a Sports & Social Club;
- The site is well connected to the surrounding highway, footway, and cycleway network;
- There are public transport connections situated within reasonable proximity to the site that provide regular access to key local destinations; and,
- No highway safety concerns have been identified with the operation of the local highway network.

## 3. Policy Context

### 3.1 Introduction

This chapter of the TS outlines the relevant National and Local policy guidance that the proposed development contributes to.

### 3.2 National Policy

#### National Planning Policy Framework (July, 2021)

In July 2021 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan making and decision taking. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that *'opportunities to promote walking, cycling and public transport use are identified and pursued.'*

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 104 - 113). Within this section of the NPPF it is recognised that transport policies have an important role to play in facilitating sustainable development and contribute to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choice, and to locate developments that generate significant movement where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The NPPF sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and a Travel Plan (Paragraph 111), the latter being identified as a key tool to deliver sustainable transport objectives.

Paragraph 110, pg. 31 identifies that plans and decisions should take account of whether:

- *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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 46; 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.'*

Paragraph 112, pg.32 identifies those developments should be located and designed where practical to:

- *'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

With regards to impacts on highways, Paragraph 111, states:

*'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 would be severe.'*

Paragraph 113 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines and this TS demonstrates that the above objectives would be satisfied by the development proposals.

### **National Planning Policy Guidance (2018)**

The NPPG was published in 2012 and most recently revised in 2018. The updated guidance aims to facilitate the development of a robust and well thought out site, enabling an assessment of the transport impacts of both existing and proposed developments. The guidance can inform sustainable approaches to transport. A strong assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Creating a choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and
- Supporting local businesses and the regional economy.

## **3.3 Local Policy**

Local policies in respect of transport are set out in the documents outlined below.

## Local Transport Plan for Worcestershire (LTP4)

Worcestershire Local Transport Plan 4 2018 - 2030 was adopted in November 2017. The document sets out the Council's focuses and priorities for attracting and supporting economic investment and growth by delivering transport infrastructure and services to tackle congestion and improve quality of life.

The plan seeks to provide an affordable, low carbon, accessible, integrated, efficient and reliable transport network to deliver a prosperous Worcestershire, and thus achieve a more competitive economy and better connected, more active and healthy communities. In support of this aim, a series of objectives are identified as follows which align with the key themes of wider national aspirations:

- *Improve the condition of local roads, footways and cycleways, including resilience to climate change;*
- *Improve accessibility to work, education and services and thus optimise quality of opportunity for all residents with desired outcome of creating fairer society;*
- *Secure infrastructure and services improvement to deliver a safe , reliable and effective transport network that supports future growth;*
- *Reduce transport-related environmental impacts, particularly air and noise pollution, and thus enhance the street environment ;*
- *Promote a healthy and natural environment to enhance the quality of life for Worcestershire citizens; and*
- *Encourage the use of sustainable modes of transport, including walking and cycling, and thus improve the public health and wellbeing*

In order to improve the connectivity of local communities and provide suitable network capacity to accommodate the future growth, a comprehensive package of service and infrastructure improvements in a mixture of Transport and Parking Strategy, Active Travel Schemes and Network Capacity Enhancements are encompassed within the Local Plan.

## Bromsgrove District Plan (BDP)

The BDP is a planning policy document that provides a framework for how local issues will be challenged and how growth will be achieved and sustained in the district until 2030. Adopted in 2011, the BDP contains visions and objectives that are articulated in within strategy points and direct policies.

One such area that is identified as key component of challenging local issues and sustaining growth is Sustainable Transport. Issues relating to transport and accessibility are ingrained into the deliverance of development and largely centre around the encouraging of more sustainable and active modes of transport at the expense of private, single car use. **Paragraph 8.117** defines this:

*'Sustainable transport will be a fundamental part of new development. This is founded on the basic principles of reducing the need to travel and, where travel is necessary, increasing in the use of sustainable transport modes. From the outset the planning and design of all new developments should consider all modes of transport, in particular access to and use of walk, cycle and passenger transport and enhance them wherever possible.'*

This issue is enveloped in **Policy BDP16 Sustainable Transport:**

- *'BDP16.1 Development should comply with the Worcestershire County Council's Transport policies, design guide and car parking standards<sup>23</sup>, incorporate safe and convenient access and be well related to the wider transport network.*

- **BDP16.2** Financial contributions from developers will be sought for new development in respect of investment in public transport, pedestrian, cycle and highways infrastructure as detailed by the draft Bromsgrove Infrastructure Delivery Plan in conjunction with policy BDP6 Infrastructure Contributions.
- **BDP16.3** The Council will support the use of low emission vehicles including electric cars through encouraging the provision of charging points in new developments.
- **BDP16.4** The Council will continue to work with key stakeholders to support significant improvements in, and increase usage of, passenger transport, for example, ensuring an integrated and regular bus service is provided which will connect residential areas to the railway station, with the Town Centre acting as the focal hub and supporting the enhancement of railway infrastructure and the relocation and improvement of facilities at Bromsgrove Railway Station.
- **BDP16.5** The improvement of car parking and cycling provision at stations will be supported where appropriate and in accordance with other policies contained within this Plan.
- **BDP16.6** Infrastructure for pedestrians and cyclists, for example access routes and cycle parking, will be provided in a safe and sustainable environment within the context of green infrastructure, as an integral feature of proposed development. Developments which would worsen walking and cycling access and exacerbate motor vehicle dependence should not be permitted.
- **BDP16.7** Retail and employment development should make proper provision for freight delivery and collections and should consider using sustainable methods of freight transport.
- **BDP16.8** The Council will encourage the use of travel plans where applicable to secure the provision of sustainable travel choices, both to new developments and to extensions of existing sites, regardless of use.
- **BDP16.9** Developments which generate significant travel demands must include a transport statement or transport assessment, being fully informed by guidance, and have easy access to existing or proposed public transport links.’

### 3.4 Summary

The planning policy described above collectively seeks to ensure that development is located to ensure future users of the proposed development are provided with genuine modal choice by situating development in locations that reduce the need to travel, reduces average journey lengths and benefits from local infrastructure to enable use of modes of transport other than the single occupancy private car.

Furthermore, the planning policy considered also seeks to ensure that the impacts of the development are properly considered and mitigated via the preparation of appropriate transportation reports to accompany the planning application and where necessary the provision of mitigation in order to temper the impacts of a given development, to ensure that any residual impacts are not "severe".

As covered in detail in **Chapter 2**, the proposed development is well located in terms of proximity to sustainable transport links, which can be accessed by foot, bicycle or public transport. A development in this location is therefore compliant with NPPF and current Local Policy.

This TS has been prepared in line with current best practice guidance, policy and methodology.

## 4. Development Proposals

### 4.1 Introduction

This chapter of the TS describes the proposed development quantum, vehicle access and servicing arrangements, and parking requirements for the site.

### 4.2 Development Description

The development proposals will provide the following quantum of development:

- Retention of Ground Floor facilities including bar, kitchen, toilets and store with minor reconfiguration.
- Construction of a two-storey extension with associated parking and servicing area consisting of:
  - ▶ 20 no. ensuite bedrooms (includes 1 no. disabled bedroom)
- Reconfiguration of First Floor of existing building to provide 8 no. ensuite bedrooms with managers accommodation and lounge.
- Re-provision of existing car park to provide 34 no. vehicle spaces (includes 2 no. disabled spaces) – to be controlled and enforced by ANPR (Automatic Number Plate Recognition).

A plan illustrating the proposed layout is provided in **Appendix C**.

### 4.3 Access Arrangements

#### Vehicular Access

Vehicular access for the proposed development will be afforded utilising the existing access point from Radford Road. The access point has operated safely and efficiently for the existing usage with no history of accidents.

#### Pedestrian/Cycle Access

Pedestrian and cycle access will be afforded in line with the existing arrangements from Radford Road. Pedestrians benefit from a continuous footway along Radford Road, whilst cyclists are aided by a dropped kerb access.

### 4.4 Parking

#### Guidance

The NPPF requires local authorities to set car parking standards for new development, considering:

- The development's accessibility;
- Development type and mix;
- Availability of/opportunity to provide public transport;
- Local car ownership levels; and,

- Overall need to reduce the use of high-emission vehicles.

No parking standards for the proposed development use class are found in the WCC *Streetscape Design Guide*. In regard to commercial / industrial (non-residential) developments the *Streetscape Design Guide* states:

*Car parking need is a subjective matter particularly in the mind of neighbours; the applicant should provide a minimum parking provision for each development along with an evidence base to demonstrate the appropriateness of the provision. Trip rates accumulation should either be derived from first principles or from existing data, for example; TRICS or comparison to facilities of similar size and geographic circumstance.*

## Proposed Parking

A total of 34 no. parking bays are proposed for the existing retained Ground Floor Sports & Social club and proposed bed and breakfast uses. This is considered adequate and robust in consideration of the site's proximity to available public parking within vicinity of the site (outlined in **Section 2.4**), proximity to bus and rail services and an extensive pedestrian footway network which is conducive to supporting journeys on foot.

Parking will comprise of 1 no parking space per bedroom (28 no. spaces in total). There will be no distinction or demarcation of bays for 'Hotel' use or 'Sports & Social Club' use. The applicant has committed that the car park will be controlled by ANPR to enforce the proposed car park arrangement.

Notwithstanding, attention should be drawn to the nature of the retained development which serves the local community where sustainable trips replace private vehicle trips. Furthermore, as outlined in **Section 2.4**, 72 no. vehicles spaces are accessible within c.230m of the proposed development site. This equates to a walk journey time of 2-minutes 44 seconds (based on an average walking speed of approximately 1.4 m/s as identified within CIHT *Providing Journeys on Foot* (2000) para 3.30 pg.48).

All vehicle bays will measure 2.4m x 4.8m in accordance with WCC standards.

Vehicle tracking for a private estate vehicle within the proposed car park is illustrated within **Drawing 210611-001** (contained within **Appendix D**).

Safe, secure, and covered cycle storage will be provided on site.

## 4.5 Servicing Arrangements

The arrangement of refuse collection at the proposed development site is to continue in its existing operation. The current servicing arrangements operate in a safe and efficient way through kerbside collection from Radford Road.

## 4.6 Conclusions

It has been demonstrated that safe and suitable access has been provided to the proposed development. Parking provision is considered to be adequate and robust as supported by the parking accumulation survey in **Section 6**.

## 5. Traffic Generation and Impact

### 5.1 Introduction

This section of the TS sets out the existing and proposed vehicle generation at the proposed development site and assesses the impact of the proposals on the local highway network considering the traffic generated.

To establish the potential impact of development proposals, an assessment for the consented land use has been undertaken alongside the trip generation of the proposed 'Use Class C1' to provide a comparison of the traffic generation and a net traffic impact assessment.

### 5.2 Traffic Generation – Consented

Whilst there is no 'Sports & Social Club' use class within the TRICS database, in order to provide a robust assessment, a 'Public House (no restaurant)' is the most relevant land use contained within the database. Trip rate data has been extracted from TRICS (v.7.9.1) for 06 'Hotel, Food and Drink – I) Public House (without restaurant)' (bars, lounges, and snooker room) to determine the likely current traffic generation for the existing site use.

Caution should be applied here, given that the existing Sports & Social Club is not a typical 'Public House' therefore, the traffic generated in this section for the existing use is considered worst-case and robust. In reality, traffic generated by the existing development would be much lower in volume.

#### Hotel, Food and Drink – Public House (without restaurant)

This TRICs assessment includes the existing Ground Floor which provides two bars, lounges, kitchen (not restaurant) and snooker room (two tables). For robustness, the First Floor is omitted from the calculations as this is typically used for function hire only.

The following survey selection parameters were utilised:

- Surveys exclude Greater London, Wales, Scotland and Northern Ireland;
- Surveys conducted for sites between 120 and 700 sq.m; and,
- Surveys conducted at weekdays and weekends.

The TRICS outputs are provided in **Appendix E** with a summary of the trip rates and trip generations provided in **Table 5.1** below.

**Table 5.1 Trip Rates and Generation – 'Hotel, Food and Drink – Public House (No Restaurant)'**

Time Range	Trip Rate		Trip Generation (333 sq.m)		
	Arrive	Depart	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	Na	Na	Na	Na	Na
PM Peak Period (17:00 – 18:00)	2.458	2.011	8	7	15
Daily	20.845	22.707	69	76	145



As shown in **Table 5.1**, the Public House element of the existing development might be expected to generate in the region of 17 two-way trips in the PM peak hour. Due to operating hours for this element, no AM peak hour trips occur.

### 5.3 Traffic Generation – Proposed

The development proposals are for the construction of a two-storey extension and retention of the existing Ground Floor bar and games room. The existing First Floor function room will be converted to provide 8 no. bedrooms and a breakfast room for the proposed ‘Bed and Breakfast’ element.

For robustness, the traffic generation methodology will retain the ‘Public House (no restaurant)’ element for the existing Ground Floor use (333 sq.m). The traffic generated by this element will remain largely unchanged as outlined in **Table 5.1**.

The use class ‘06 Hotel, food, Drink – A ‘Hotels’ has been applied to the proposed two-storey extension and First Floor conversion.

#### Hotels – Bed and Breakfast

Person trip rate data has been extracted from the TRICS database for ‘Hotel, Food and Drink – Hotels’ to determine the likely current traffic generation for proposed development site. The following survey selection parameters were utilised:

- Surveys exclude Greater London, Wales, Scotland and Northern Ireland;
- Surveys selected by number of bedrooms between 25 and 100; and,
- Survey locations containing ‘edge of town’ selected.

TRICS outputs can be found in **Appendix E**, whilst a summary of the person trip rates and person trip generations for the proposed ‘Bed and Breakfast’ element are provided in **Table 5.2** below.

**Table 5.2 Person Trip Rates and Person Generation – ‘Hotels’**

Time Range	Person Trip Rate (per bedroom)			Total Persons (28 no. bedrooms)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	0.038	0.356	0.394	1	10	11
PM Peak Period (17:00 – 18:00)	0.183	0.144	0.327	5	4	9
Daily	2.673	2.366	5.039	75	66	141

As shown in **Table 5.2**, the ‘hotel’ (bed and breakfast) element of the proposed development is forecast to generate 11 and 9 two-way person trips in the respective AM and PM peak period.

A summary of the vehicle trip rates and trip generation is for the proposed ‘Bed and Breakfast’ is provided in **Table 5.3** below.

**Table 5.3 Vehicle Trip Rates and Vehicle Generation – ‘Hotels’**

Time Range	Vehicle Trip Rate (per bedroom)			Total Vehicles (28 no. bedrooms)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	0.019	0.183	0.202	1	5	6
PM Peak Period (17:00 – 18:00)	0.058	0.058	0.116	2	2	4
Daily	0.981	0.953	1.934	27	27	54

As shown in **Table 5.3**, the ‘hotel’ (bed and breakfast) element of the proposed development is forecast to generate 6 and 4 two-way vehicle trips in the respective AM and PM peak period.

Given the existing Ground Floor is to be retained and will be largely unchanged, the traffic generated by the existing ‘Public House’ element remains unchanged from the vehicle trips presented in **Table 5.1**.

## 5.4 Net Traffic Impact

**Table 5.2** demonstrates the proposed the ‘hotel’ (bed and breakfast) element of the proposed development is forecast to generate 6 and 4 two-way trips in the respective AM and PM peak period. This level of traffic is considered negligible and would therefore not have a material impact on the operation or safety of the highway network.

Further to this, given the current lawful use of the site as a Sports & Social club, the total net traffic is outlined within **Table 5.4** below.

**Table 5.4 Net Traffic Generation**

Time Range	Existing Use			Proposed Bed & Breakfast			Net Increase		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	Na	Na	Na	1	5	6	+1	+5	+6
PM Peak Period (17:00 – 18:00)	8	7	15	2	2	4	+2	+2	+4

The site could generate a total of 6 and 19 two-way vehicle movements in the AM and PM peak period. As outlined in **Table 5.3** above, this equates to 6 and 4 new vehicle trips in the respective peak periods, associated with the bed and breakfast proposals.

## 6. Parking Assessment

### 6.1 Introduction

As outlined in **Section 4.4** no specific parking standards are given for the proposed or existing Use Classes; however, provision is afforded under an evidence-based assessments to determine specific demands for different developments.

A total of 34 no. parking bays are proposed for the existing retained Ground Floor Sports & Social Club and proposed bed and breakfast uses. This is considered adequate and robust in consideration of the site's proximity to available public parking within vicinity of the site (outlined in **Section 2.4**), proximity to bus and rail services and an extensive pedestrian footway network.

A parking accumulation exercise has been undertaken using the TRICS database (v 7.9.1) in order to assess the accumulation at the site for the proposed use.

### 6.2 Parking Accumulation

#### Proposed Development

A parking accumulation review has been undertaken using the TRICS Database (v 7.9.1) in order to assess the parking accumulation associated with the proposed development.

The hourly parking accumulation profile for a weekday based on available car TRICS trip rates is outlined in **Table 6.2**. The assessment assumes the proposed bed and breakfast parking provision of 28 no. spaces will be fully occupied to present a worst-case scenario (considers overnight parking for a fully booked hotel).

**Table 6.1 Weekday Car Trip Rates, Trips and Parking Accumulation – Proposed Development**

Time Period	Arrival Trip Rate	Departure Trip Rate	Sports & Social Club – B&B		
			Vehicle Arrivals	Vehicle Departures	Accumulation
07:00-08:00	0	0.115	0	3	28
08:00-09:00	0.019	0.183	1	5	23
09:00-10:00	0.048	0.135	1	4	21
10:00-11:00	0.029	0.058	1	2	20
11:00-12:00	0.067	0.058	2	2	20
12:00-13:00	0.01	0.038	0	1	20
13:00-14:00	0.01	0.01	0	0	20
14:00-15:00	0.096	0.038	3	1	21
15:00-16:00	0.096	0.058	3	2	22
16:00-17:00	0.135	0.058	4	2	24
17:00-18:00	0.058	0.058	2	2	24

Time Period	Arrival Trip Rate	Departure Trip Rate	Sports & Social Club – B&B		
			Vehicle Arrivals	Vehicle Departures	Accumulation
18:00-19:00	0.115	0.058	3	2	26
19:00-20:00	0.163	0.038	5	1	30
20:00-21:00	0.106	0.038	3	1	31
21:00-22:00	0.029	0.01	1	0	32

**Table 6.2** demonstrates that the maximum weekday accumulation is expected to occur between 21:00-22:00 when 32 no. vehicles are envisaged to be parked on site associated with the development proposals. The exercise has assumed that all 28 no. bedrooms are fully booked.

The proposed level of parking at the is considered appropriate in consideration of the proposed parking accumulation and available parking facilities within walking vicinity of the site.

## 7. Summary and Conclusion

### 7.1 Summary

This Transport Statement has been prepared by The Transportation Consultancy on behalf of Westbourne Leisure Limited (the applicant), to accompany a Full Planning Application for the erection of a two-storey extension to provide bed and breakfast accommodation (Use Class C1) at Alvechurch Sports & Social Club, Alvechurch.

The site benefits from extant use (Sui Generis) as a Sports & Social Club with members lounge, bar and function room.

As a result of the information and evidence presented within this Transport Statement, it can be concluded that:

- The proposed development site is situated within proximity of existing public transport arrangements and a connected footway network with controlled pedestrian crossings on Red Lion Street and Swan Street.
- There are no outstanding highway safety issues on the surrounding local highway network, which the proposed development site would be expected to exacerbate.
- Development traffic has been calculated culminating in traffic forecasts of 6 and 4 new two-way vehicle movements in the AM and PM peak hour.
- The anticipated trip generation of the proposed development will not result a detrimental impact on the operation or safety of the local highway network.
- The existing vehicle access onto Radford Road will be utilised.
- A parking accumulation exercise concludes that the level of proposed on-site parking is considered adequate and robust for the site's operational needs.
- There is ample free of charge public parking situated within <3-minute walk (c.230m) of the proposed development which could be used by existing users of the Sports & Social Club.
- The proposed development is supportive of both National and Local Transport policy.

### 7.2 Conclusion

On the basis of the information presented in this report, it is considered that the proposed development and existing site use can be comfortably accommodated within the local area. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 111 of the NPPF, which states that *'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 would be severe'*

# Appendix A

## WCC Highways Comments / Pre Application



**Bromsgrove**  
District Council  
www.bromsgrove.gov.uk



Westbourne Leisure  
C/O Spring Planning Ltd  
3rd Floor, Castle House  
Castle Street  
Sheffield  
S3 8LS

**Case Officer:** Rosie Paget  
**Tel:** 01527 881184  
**Email:** rosie.paget@bromsgroveandredditch.gov.uk

**Please reply to:**  
Town Hall, Walter Stranz Square, Redditch, Worcestershire,  
B98 8AH

12th December 2022

Dear Westbourne Leisure

**Application Reference:** 22/01101/PREAPP (**Please quote this in all communications**)  
**Application Type:** Pre Application Enquiry  
**Proposal:** Pre-Application advice request in regard to proposed extension of the site to provide for hotel accommodation.  
**Location:** Alvechurch Sports And Social Club, Radford Road, Alvechurch, Birmingham

Thank you for your pre-application enquiry at Alvechurch Sports And Social Club, Radford Road, Alvechurch, Birmingham for Pre-Application advice request in regard to a proposed extension of the site to provide for hotel accommodation.

### **Planning History**

A planning application (ref: 21/01845/FUL) for the 'erection of a three storey extension to provide bed and breakfast accommodation' was withdrawn April 2022 following a recommendation to refuse the application by Officers.

### **Pre-Application**

The proposal submitted as part of this pre-application request includes principally a two storey side extension to include 20no.bedrooms and internal works on the first floor to accommodate a managers living area, and a further 8no bedrooms. The bar area on the ground floor will be used for the serving of breakfast. The proposals include the introduction of windows or changes to openings on all elevations as well as fenestration details in the form of headers and sills. Any windows on the rear elevations have been proposed as obscured glazing.

The proposal would result in the loss of the function room on the first floor. The ground floor bar and lounge area would remain unchanged.

The proposals would reduce the number of available car parking spaces from 49 to 34. The pre-application states that the agreement with the Council on the use of the car park for local residents or visitors to Alvechurch comes to an end shortly and there are no plans in place to renew this. At this point the car park will only serve the existing and proposed uses on site.

Access, vehicular and pedestrian, is taken from Radford Road which would remain unchanged.

The pre-application proposals are said to be necessary for the business needs of the site in order to secure the operational future of the Social Club.

The existing building comprises both single storey and two storey development. The car park that serves the Club and the surrounding area is located to the south-east of the building. The site is within the Conservation Area and near to several heritage assets. The Village Square is located to the northwest, a mixture of uses to include residential development surrounds the site.

### **Development Plan Policy and Advice**

BDP1 (Sustainable Development Principles) of the Bromsgrove District Plan requires all development to consider matters such as: impacts on the historic and natural environment, visual amenity, economic benefits, compatibility with adjoining uses and impacts of residential amenity.

BDP12 (Sustainable Communities) of the Bromsgrove District Plan seeks to retain services and facilities that meet a local need and supports new facilities where a need is identified and supports improvements at existing facilities to enable them to adapt to changing needs. This policy also resists the loss of existing facilities unless it is demonstrated that:

- i) There is no realistic prospect of the use continuing for operational and/or viable purposes;
- ii) The service or facility can be provided effectively in an alternative manner or on a different site;
- iii) The site has been actively marketed for a period of not less than 12 months or made available for a similar or alternative type of service or facility that would benefit the local community;
- iv) There are overriding environmental benefits in ceasing the use of the site.

BDP15 (Rural Renaissance) supports development that satisfies social and economic needs of rural communities including limited extension(s), alteration or replacement of existing buildings where the extension(s) or alterations are not disproportionate to the size of the original building.

Alvechurch Neighbourhood Plan Policy BSS4 (New Business Development in the Parish) supports new developments that strengthens the local economy and amongst other criteria respects character by way of: building scale, design, impact on landscape, surrounding residential amenity, road safety.

The site is located within the residential area of Alvechurch, within the Conservation Area and outside the Local Centre. The Club is an Asset of Community Value.

The Agent has confirmed that the introduction of bed and breakfast will support the viability of the Social Club's future. The proposals will result in the loss of the function room at first floor; however, the Agent has confirmed that it was used on a sporadic basis and functions provided within this space can be accommodated on the ground floor. The principle of the proposals, including improvements to the existing facilities and diversification of the Club to enable it to be viable is supported, alongside the site being adjacent to the local centre on previously developed land. The Club is as an Asset of Community Value and its retention and longer term viability is therefore important. It would be helpful as part of the application submission to provide more details on the use, lack of, of the function room and how the inclusion of B&B will contribute towards the retention of this community facility.

BDP19 (High Quality Design) of the Bromsgrove District Plan requires development, amongst other matters, to enhance the character and distinctiveness of the local area. Bromsgrove High Quality Design SPD provides further supplementary detailed guidance on how high standards of design could be achieved in new development. Alvechurch Neighbourhood Plan Policy HDNE1 requires developments to respond to the distinctive local built character and HDNE3 refers Applicants to the Parish Design Statement for design guidance and principles.

BDP20 (Managing the Historic Environment) which amongst other things, states that development affecting heritage assets, including alterations or additions as well as development within the setting of heritage assets, should not have a detrimental impact on the character, appearance or significance of the heritage asset or heritage assets.



The building was erected in the 1960s and is modern in appearance, and clearly at odds with the character of the Conservation Area. The pre-application proposals include a two storey side extension with the first floor being contained in the roof space and the rooms at this level having dormer windows.

The extension is considered to be a subservient addition, not adding to the dominance of the building, and the proposed changes to the appearance of the existing building are welcomed. It is also proposed to change the fenestration on the existing building, as well as the addition of headers and sills, which would improve the overall appearance of the existing building.

The Council's Conservation Officer has provided comments, which are set out in full under separate cover. In conclusion, the Officer considers the pre-application proposals to be a much improved scheme, and subject to agreeing fenestration and material details, the proposals would hopefully have a neutral impact on the significance of the Conservation Area and would comply with the requirements of the relevant legislation and above policies.

A Heritage Statement would need to accompany the planning application which addresses planning policy nationally and locally, including the Neighbourhood Development Plan and supporting documents.

BDP1 (Sustainable Design Principles) of the Bromsgrove District Plan requires all proposals for development to consider, amongst other matters, compatibility with adjoining uses and the impact on residential amenity, and the impact on visual amenity.

A submitted plan identifies a minimum separation distance of 30m to the properties on Radford Road and a minimum of 18m to the properties on Swan Street. The High Quality Design SPD sets out separation distances for new dwellings and whilst the proposal is not for a new dwelling, it will include residential accommodation, and the separation distances are therefore considered appropriate as a guide.

4.2.48 of the SPD sets out that overlooking may be a problem if new development allows views into the private amenity (including outdoor space) or living space of a neighbouring property. 4.2.49 recommends a separation distance of 21m between opposing faces to achieve a degree of privacy between habitable rooms of two-storey dwellings. The separation distance to the properties on Swan Street does not meet the separation distance guidance in the SPD. The proposed windows on the rear elevation are proposed to be obscure glazed. There is no confirmation as to whether the windows will be openable or on a restrictor. There would be overlooking and some loss of privacy to the properties on Swan Street and their gardens owing to the introduction of openings and the distance between the buildings. The inclusion of obscure glazing will help to mitigate overlooking; however, it is considered that the windows should be fixed non-openable or if required for ventilation on a restrictor to mitigate overlooking further. Notwithstanding this, a perception of overlooking is likely to remain.

BDP21 (Natural Environment) of the Bromsgrove District Plan sets out policy to manage the natural environment and BDP19 (High Quality Design) of the Bromsgrove District Plan specifically looks to retain all appropriate trees and integrate them within new developments. Alvechurch Neighbourhood Plan Policy HDNE2 looks to preserve, promote and enhance locally distinctive characteristics and part 3d. requires, wherever possible, that all trees providing visual screening from business establishments should be preserved.

The Tree Officer has visited the site and has no objection to the submitted pre-application proposals. The Officer has observed that the reduce footprint still creates a slight incursion into the Root Protection Area of the Lawsons Conifer in the car park but to such a low level that this also is acceptable and would not adversely affect this tree.

The Tree Officer has also provided the following observation in respect of the canopy of the Ash tree in the grounds of the property in Swan Street; which would need to be lifted but this needs doing now as the canopy is already touching the existing building and the level of work envisaged will not have a detrimental influence on this tree. As this tree is within the Conservation Area, a notice will be necessary if works are to commence prior to the planning application.

A Tree Survey and Arboricultural Impact Assessment will be necessary to support a planning application. A landscaping scheme, Arboricultural Method Statement and Tree Protection Plan can also be submitted or conditioned.

Worcestershire County Council conduct their own pre-application advice service. As the proposals will result in a change to the number of car parking spaces and will introduce a new use, it is recommended that pre-application advice is sought. As a minimum, the comments made on the withdrawn application (ref: 21/01845/FUL) should be reviewed and comments made addressed as part of the planning application. I am unable to comment on submission requirements on the County Council's behalf.

The Lead Local Flood Authority would be a consultee to any planning application. The site is located in flood zone 1 and the Environment Agency's mapping service suggests that the risk from surface water flooding is low. Minimal drainage details were provided with the previous withdrawn scheme and either a surface water drainage strategy should be submitted with the application, or a planning condition is likely to be required. The matter of drainage generally was raised by local residents, and it is recommended that a high level strategy is included within the D&A for surface water and foul disposal.

I would draw your attention to the comments on the withdrawn scheme from Worcestershire Archive and Archaeology and their recommended planning conditions. This information can be submitted as part of the application or conditioned.

#### Addition Application Requirements

As a minimum, applicants will need to submit a location plan that shows the application site in relation to the surrounding area. A planning fee and completed application form will also need to be submitted for validation. As the site is located within the Conservation area, a Design and Access Statement will need to be submitted.

Additional plans and drawings will be necessary to describe the proposed development, as required by legislation. This could include: existing and proposed site plan, floor plans, elevations and sections. Owing to the change in levels across the site, existing and proposed levels and sections would also be of assistance.

I am unable to comment on submission requirements on the County Council's behalf in respect of highways.

#### **Conclusion**

Overall, the principle of the development is supported. The improvements to the existing building are welcomed and the proposals would result in a neutral impact on the significance of the Conservation Area. There will be some loss of privacy and overlooking, actual or perceived, as a result of the proposals and there will be conflicts with BDP1, BDP19 and the SPD. Based on the proposals being demonstrated as necessary for the retention and longer term viability of the club, an Asset of Community Value, together with the improvements to the existing building, the proposals can be supported. The recommendations set out by the Conservation Officer and further mitigation to reduce a loss of privacy and overlooking should also be incorporated into a future application.

This conclusion is reached on the basis that this is subject to there being no objection from County Council Highways Authority.

**Please note that the above comments are given on an informal basis and are made without prejudice to the consideration of any future application for planning permission.**

Yours sincerely

Rosie Paget  
**Case Officer**

**From:** Rosie Paget <rosie.paget@bromsgroveandredditch.gov.uk>  
**Sent:** 23 Feb 2022 08:40:20  
**To:** NewPlan2@bromsgroveandredditch.gov.uk  
**Cc:**  
**Subject:** FW: Further info request - - 21/01845/FUL Alvechurch Social Club  
**Attachments:**

**From:** Agimal, Sukvinder (BEC) <SAgimal@worcestershire.gov.uk>  
**Sent:** 04 February 2022 18:20  
**To:** Rosie Paget <rosie.paget@bromsgroveandredditch.gov.uk>  
**Subject:** RE: Further info request - - 21/01845/FUL Alvechurch Social Club  
**Importance:** High

**This email originated from outside of the Organisation**  
**STOP: Were you expecting this Email? Does it look genuine?**  
**THINK: Before you CLICK on links or OPEN any attachments.**

Dear Rosie

I have now considered this planning application further and it is recommended the applicant provides a Transport Statement which should include beat survey of the car park, this would determine if the loss of the proposed 7 car parking spaces is acceptable. It is noted from the objector’s email a parking agreement is in place for the use of the existing car park by people other than the social club users, can this please be confirmed by the applicant.

Applicant also to confirm on a plan the location of the recommended omitted electric vehicle charging points, motorcycle parking, disabled parking spaces; and the cycle parking, the locations of these spaces would determine if more than 7 car parking spaces will be lost.

The applicant needs to provide evidence why the proposed car parking spaces on site are deemed to be sufficient for this proposed development, this should take staff parking, number of bedrooms on site and customers parking on the site consideration.

Kind Regards  
**Sukvinder S Agimal FIHE MCIHT**  
Development Control Engineer  
Development Management  
Transport Planning Unit  
Worcestershire County Council  
County Hall, Spetchley Road, Worcester, WR5 2NP

Advice relating to the Pre Application process, the Streetscape Design Guide and the Construction Specification can be found on the Transport Guidance for Developers page on Worcestershire County Councils website which can be accessed [here](#).



\*\*\*\*\*

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# Appendix B

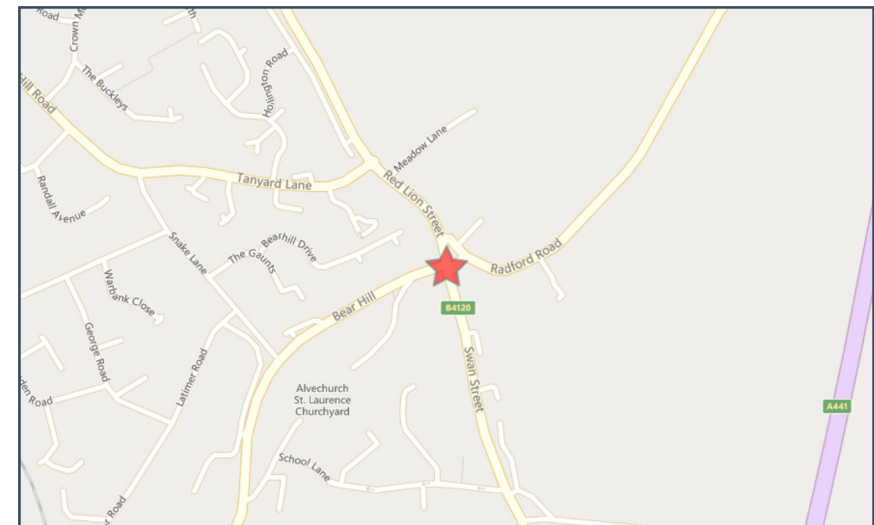
## CrashMap Reports



**Validated Data**

**Crash Date:** Wednesday, March 07, 2018      **Time of Crash:** 7:05:00 AM      **Crash Reference:** 2018220282955

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B4120	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Worcestershire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Bromsgrove District			<b>OS Grid Reference:</b>	402851 272629
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	11	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Commuting to/from work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

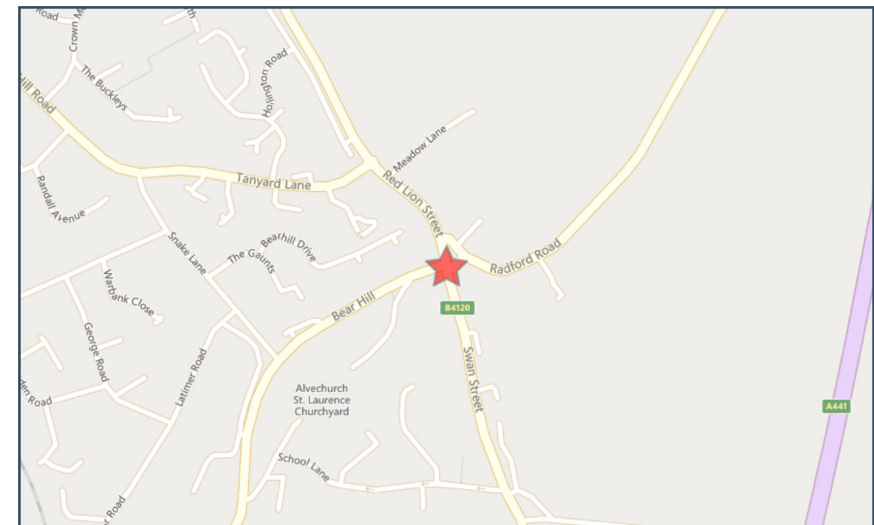
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Crash Date:** Thursday, January 17, 2019      **Time of Crash:** 3:30:00 PM      **Crash Reference:** 2019220355478

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Worcestershire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	402852 272622
<b>Local Authority:</b>	Bromsgrove District				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Crossroads				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)





**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	Unknown	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



### Validated Data

**Crash Date:** Sunday, August 30, 2020      **Time of Crash:** 3:40:00 PM      **Crash Reference:** 2020220977714

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Worcestershire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Bromsgrove District			<b>OS Grid Reference:</b>	402766 272765
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				

Tile server timeout: The tile server took longer than 10000 milliseconds to respond.

Tile server timeout: The tile server took longer than 10000 milliseconds to	Tile server timeout: The tile server took longer than 10000 milliseconds to	Tile server timeout: The tile server took longer than 10000 milliseconds to
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For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
 To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	26 - 35	Vehicle is in the act of turning left	Front	Other	None	None
2	Pedal cycle	-1	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

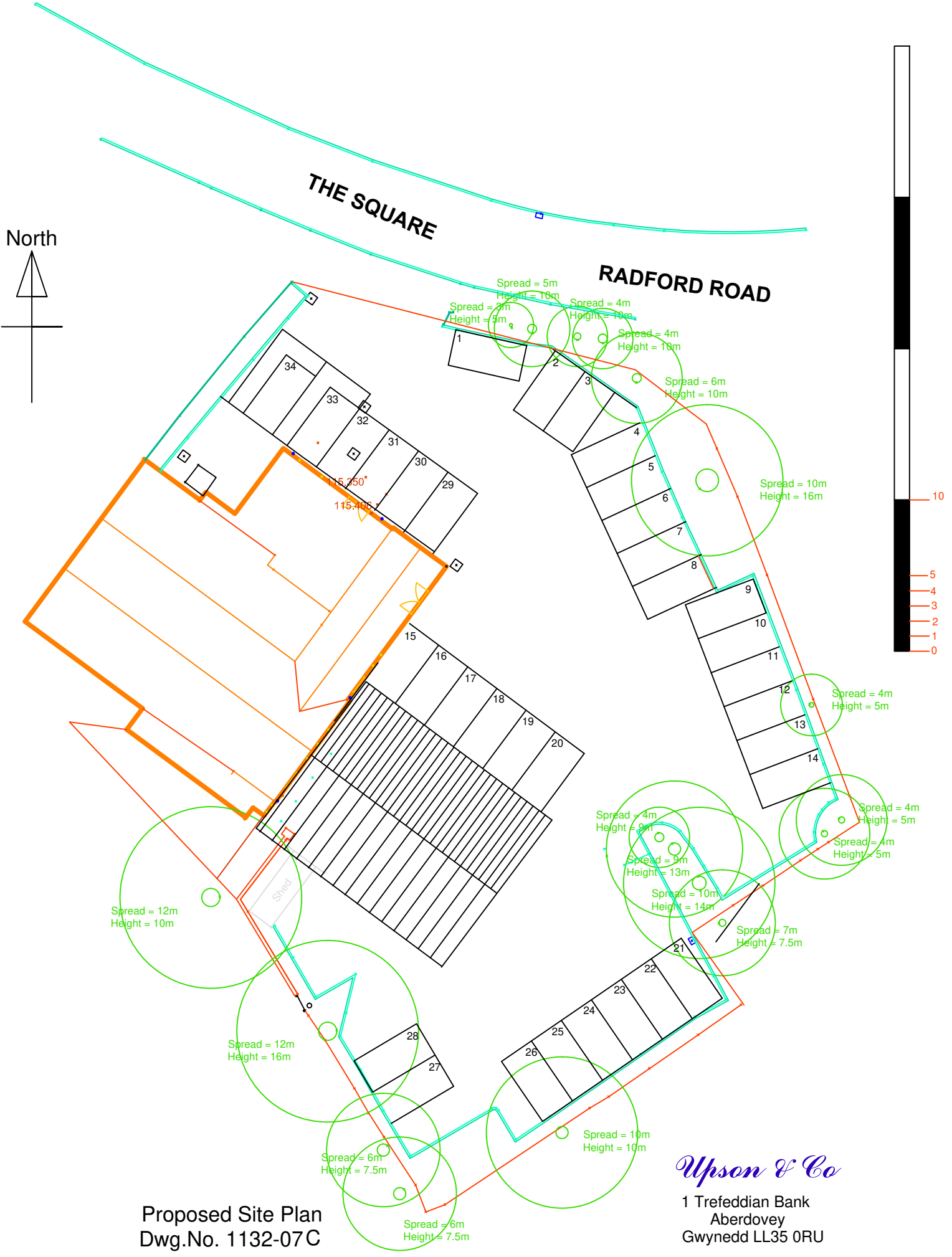
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

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# Appendix C

## Proposed Site Layout



Proposed Site Plan  
Dwg.No. 1132-07C

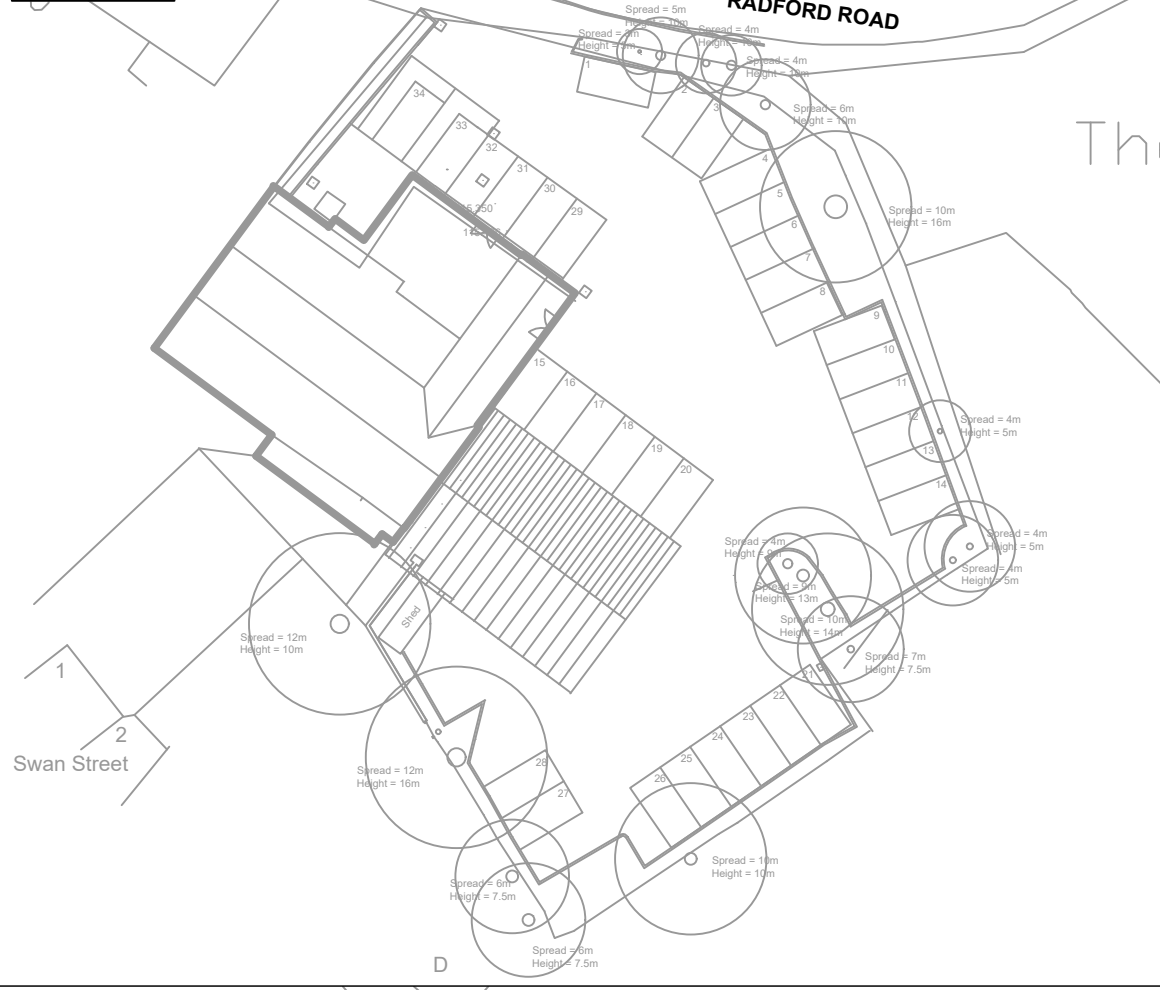
*Upton & Co*  
1 Trefeddian Bank  
Aberdovey  
Gwynedd LL35 0RU

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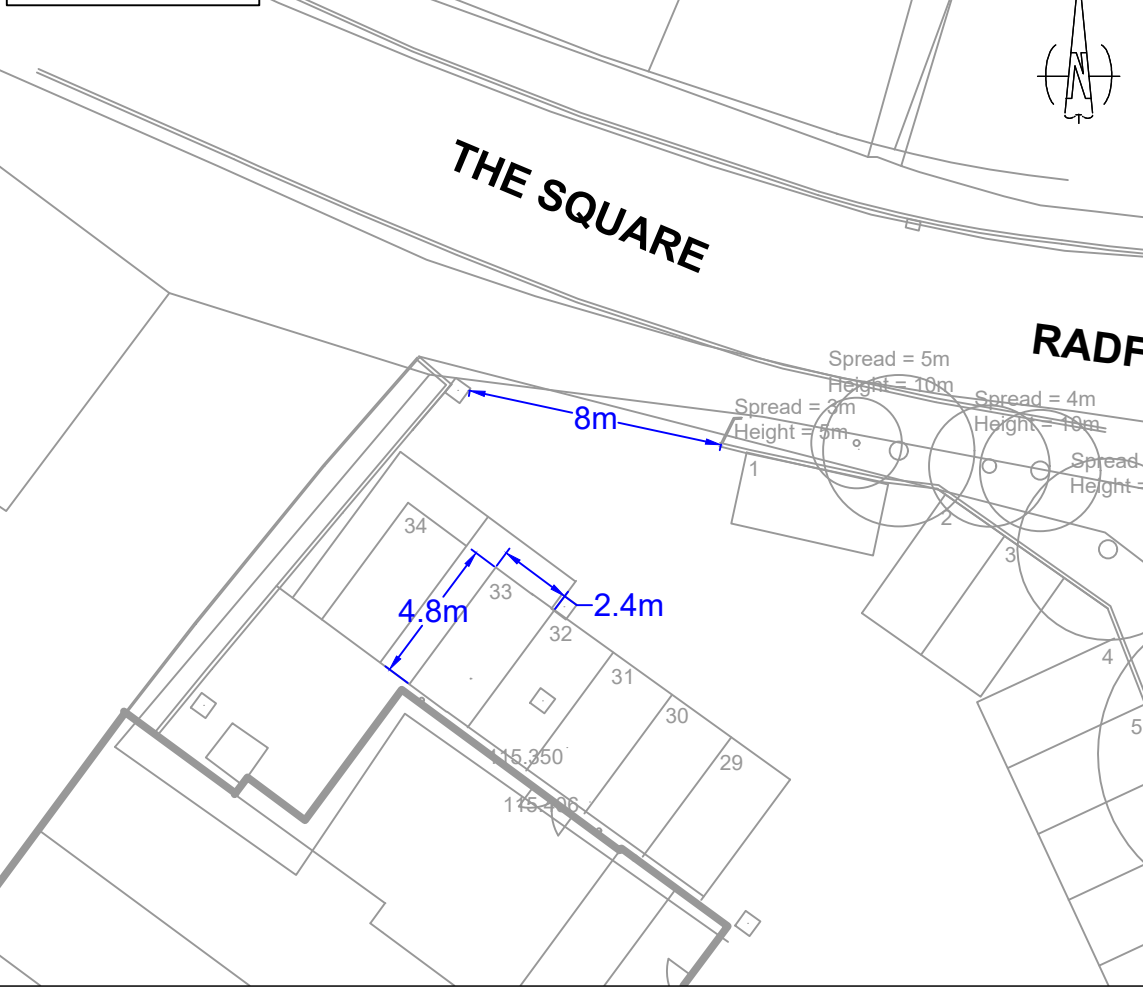
# Appendix D

## Vehicle Tracking

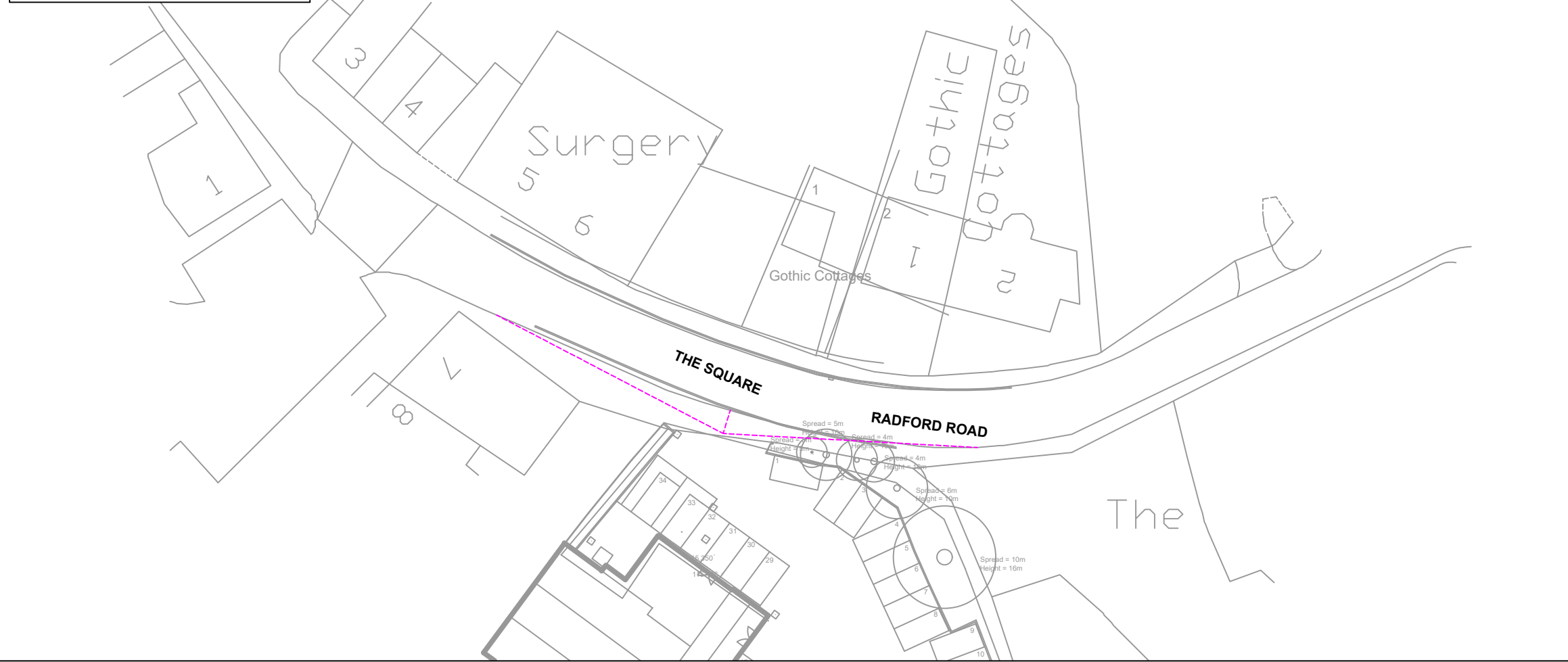
Overview



Key Dimensions



Visibility Splays (2.4m x 25m)



Date of 1st Issue 10/03/23	Description First Issue	Drawn by BH	Checked by AS
-------------------------------	----------------------------	----------------	------------------

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Note added regarding ANPR	AS	20/04/23	AS

- Key:
- OS Base and Proposed Site Layout
  - Key Dimensions
  - Visibility Splays (2.4m x 25m)

- Notes:
1. Visibility Splays based on the posted speed limit within the site access (20mph), in line with MfS Guidance (2.4m x 25m)
  2. All dimensions are in metres unless noted otherwise
  3. Car Park to be controlled and enforced by ANPR

A3 SCALE  
As Shown

Drawing Title  
**Alvechurch Social Club  
General Arrangement & Visibility Splays  
Sheet 1 of 2**

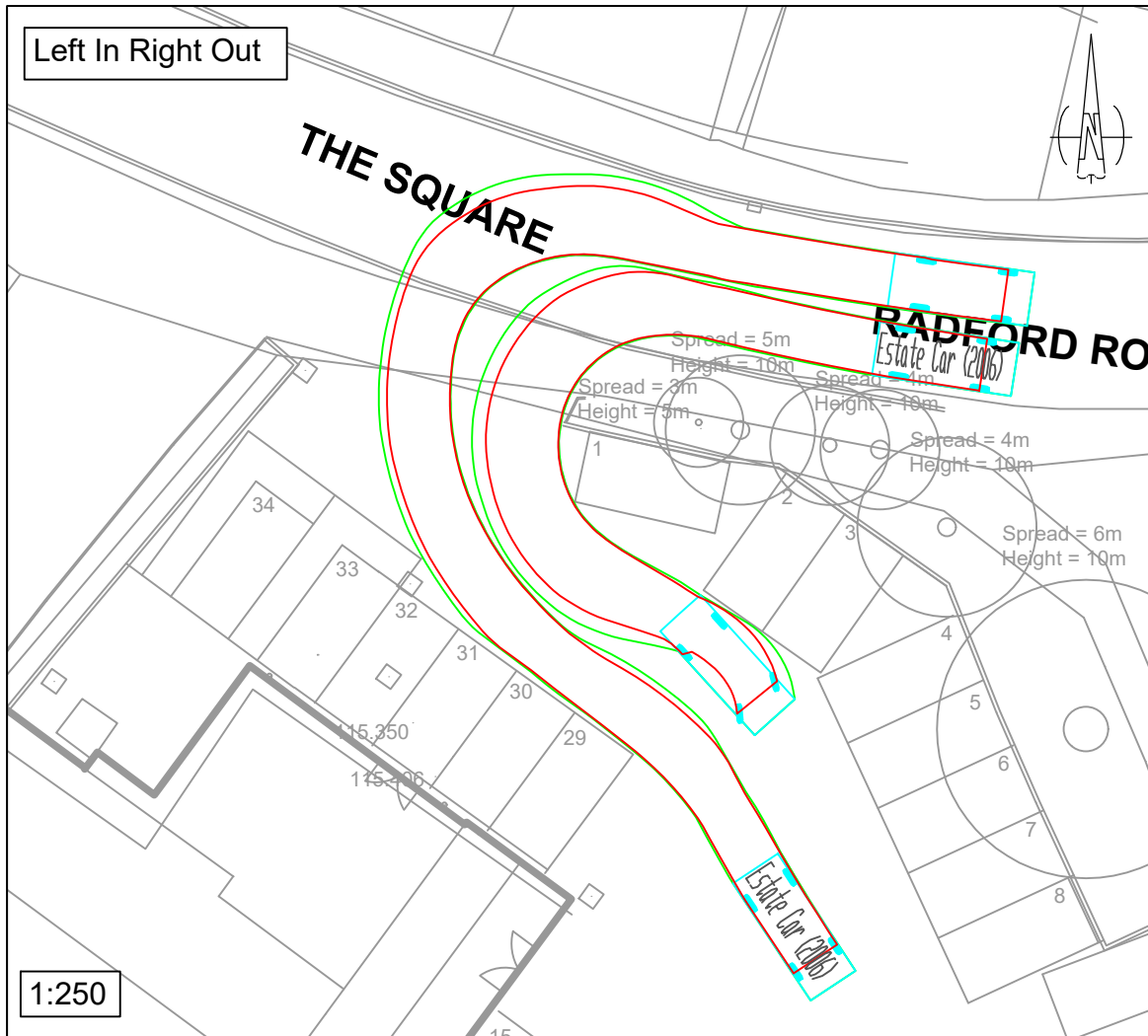
Architect  
**Planning**

Drawing Status  
**Planning**

27 Park Street  
Leamington Spa  
CV32 4QN  
E: info@ttc-transportplanning.com

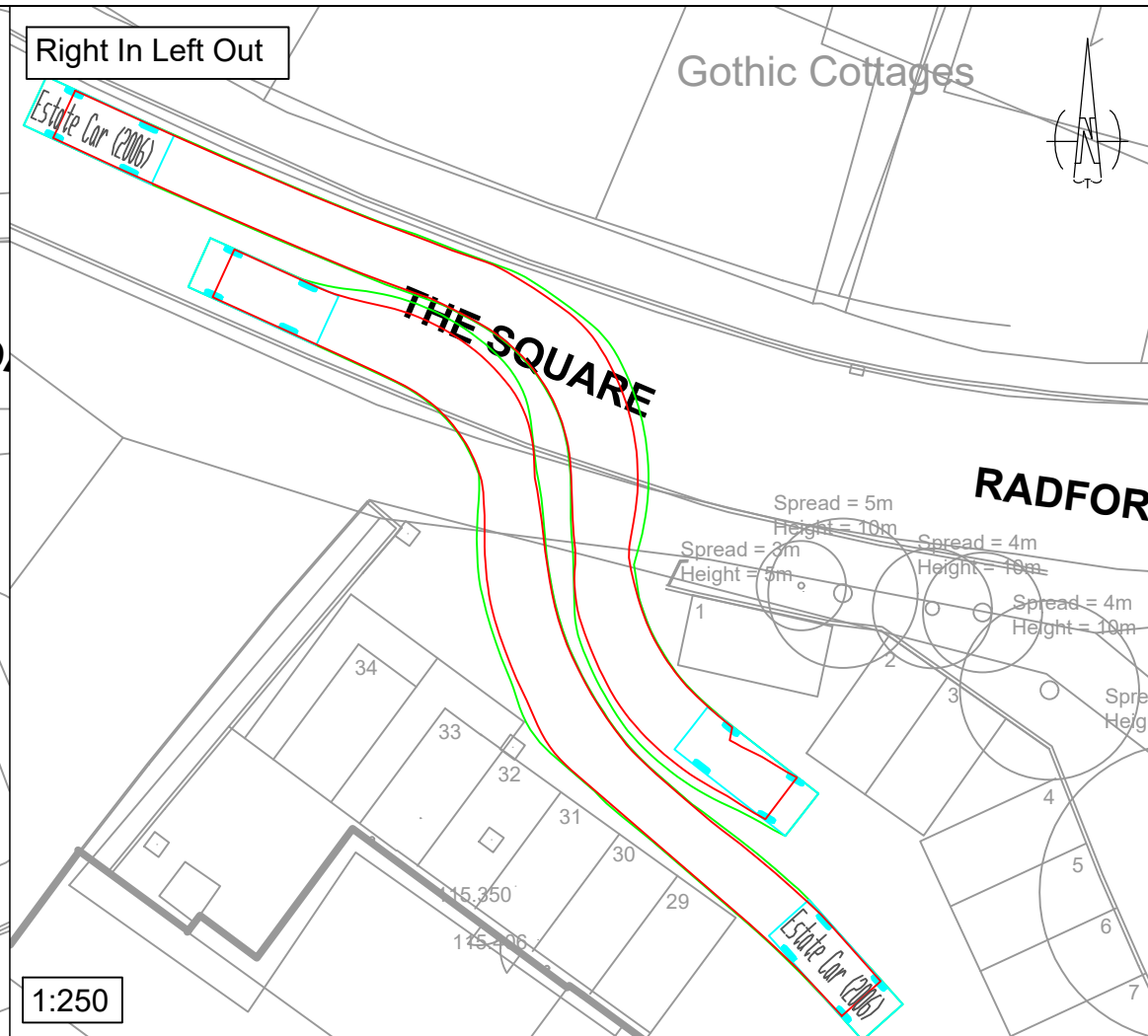
Drawing Number <b>210611-01</b>	Revision <b>A</b>
------------------------------------	----------------------

Left In Right Out



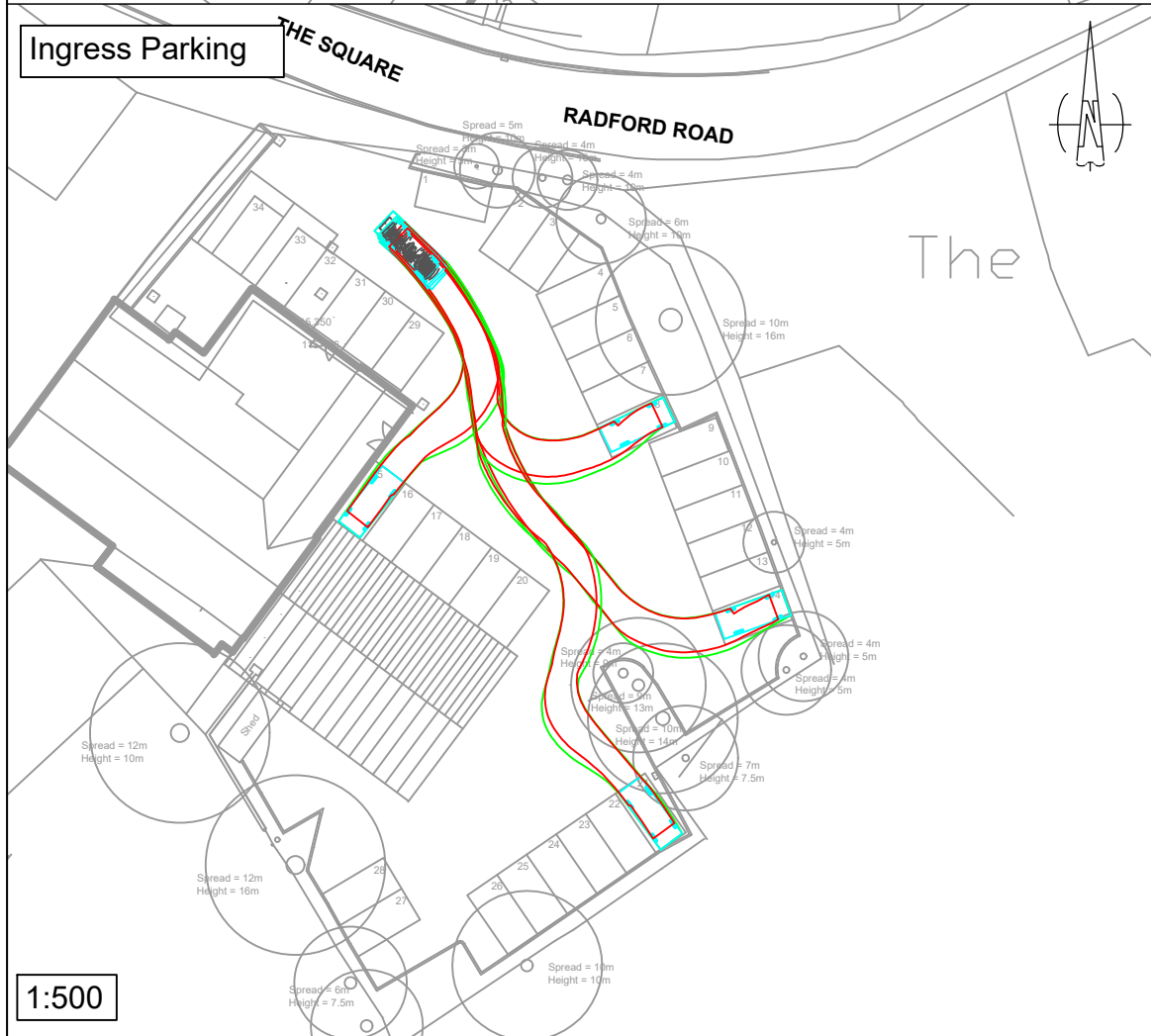
1:250

Right In Left Out



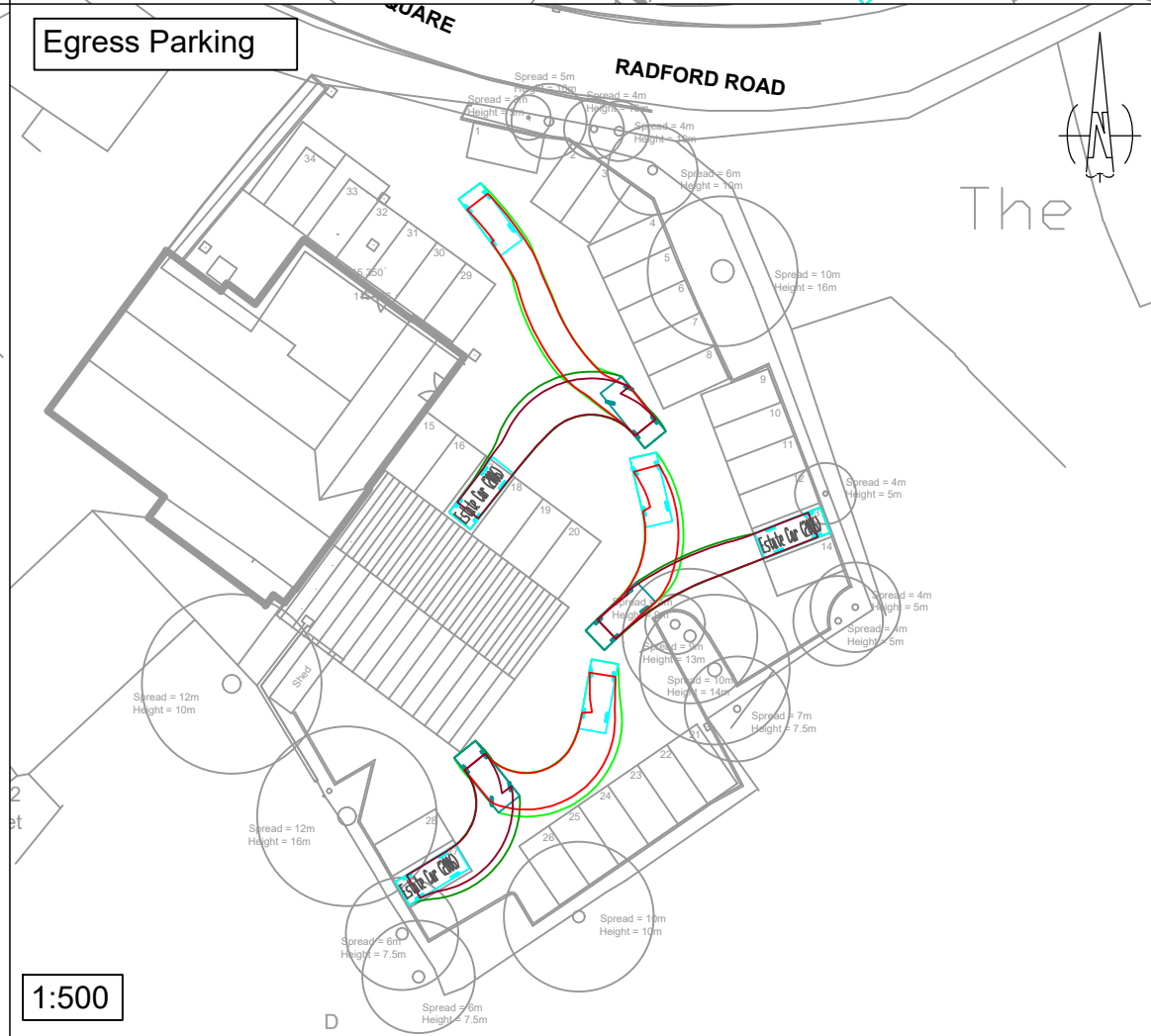
1:250

Ingress Parking



1:500

Egress Parking



1:500

Date of 1st Issue 10/03/23	Description First Issue	Drawn by BH	Checked by AS
-------------------------------	----------------------------	----------------	------------------

REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Note added regarding ANPR	AS	20/04/23	AS

- Key:
- Proposed Site Layout
  - Vehicle Body
  - Vehicle Wheels

- Notes:
- Visibility Splays based on the posted speed limit within the site access (20mph), in line with MfS Guidance (2.4m x 25m)
  - All dimensions are in metres unless noted otherwise
  - Car Park to be controlled and enforced by ANPR

A3 SCALE As Shown

Alvechurch Social Club Swept Path Analysis Sheet 2 of 2

Architect

Drawing Status **Planning**

27 Park Street  
Leamington Spa  
CV32 4QN  
E: info@ttc-transportplanning.com

Drawing Number	210611-01	Revision	A
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# Appendix E

## TRICS

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : A - HOTELS

**MULTI-MODAL TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>	
HC HAMPSHIRE	1 days
<b>06 WEST MIDLANDS</b>	
WO WORCESTERSHIRE	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of bedrooms  
 Actual Range: 40 to 64 (units: )  
 Range Selected by User: 25 to 100 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 12/11/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Thursday	1 days
Friday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town	2
--------------	---

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone	1
Out of Town	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	X days - Selected

**Secondary Filtering selection:**Use Class:

C1 2 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

10,001 to 15,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

25,001 to 50,000 1 days

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 2 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 2 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>HC-06-A-07</b>	<b>TRAVELODGE</b>	<b>HAMPSHIRE</b>
	COVE ROAD		
	FLEET		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:	40	
	Survey date: THURSDAY	09/09/21	Survey Type: MANUAL
<b>2</b>	<b>WO-06-A-04</b>	<b>PREMIER INN</b>	<b>WORCESTERSHIRE</b>
	GROVEWOOD ROAD		
	MALVERN		
	Edge of Town		
	Industrial Zone		
	Total Number of bedrooms:	64	
	Survey date: FRIDAY	12/11/21	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

**MULTI-MODAL TOTAL VEHICLES****Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	52	0.010	2	52	0.221	2	52	0.231
08:00 - 09:00	2	52	0.048	<b>2</b>	<b>52</b>	<b>0.260</b>	2	52	0.308
09:00 - 10:00	2	52	0.106	2	52	0.212	<b>2</b>	<b>52</b>	<b>0.318</b>
10:00 - 11:00	2	52	0.058	2	52	0.077	2	52	0.135
11:00 - 12:00	2	52	0.067	2	52	0.087	2	52	0.154
12:00 - 13:00	2	52	0.019	2	52	0.038	2	52	0.057
13:00 - 14:00	2	52	0.019	2	52	0.029	2	52	0.048
14:00 - 15:00	2	52	0.173	2	52	0.058	2	52	0.231
15:00 - 16:00	2	52	0.144	2	52	0.077	2	52	0.221
16:00 - 17:00	2	52	0.192	2	52	0.067	2	52	0.259
17:00 - 18:00	2	52	0.125	2	52	0.106	2	52	0.231
18:00 - 19:00	2	52	0.173	2	52	0.106	2	52	0.279
19:00 - 20:00	<b>2</b>	<b>52</b>	<b>0.212</b>	2	52	0.077	2	52	0.289
20:00 - 21:00	2	52	0.125	2	52	0.077	2	52	0.202
21:00 - 22:00	2	52	0.038	2	52	0.019	2	52	0.057
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.509			1.511			3.020

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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**Parameter summary**

Trip rate parameter range selected:	40 - 64 (units: )
Survey date date range:	01/01/14 - 12/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/A - HOTELS

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 1 BEDRMS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.67

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	52	0.019	2	52	0.308	2	52	0.327
08:00 - 09:00	2	52	0.038	<b>2</b>	<b>52</b>	<b>0.356</b>	2	52	0.394
09:00 - 10:00	2	52	0.173	2	52	0.327	2	52	0.500
10:00 - 11:00	2	52	0.144	2	52	0.096	2	52	0.240
11:00 - 12:00	2	52	0.106	2	52	0.163	2	52	0.269
12:00 - 13:00	2	52	0.029	2	52	0.067	2	52	0.096
13:00 - 14:00	2	52	0.038	2	52	0.029	2	52	0.067
14:00 - 15:00	2	52	0.260	2	52	0.135	2	52	0.395
15:00 - 16:00	2	52	0.260	2	52	0.087	2	52	0.347
16:00 - 17:00	2	52	0.337	2	52	0.135	2	52	0.472
17:00 - 18:00	2	52	0.183	2	52	0.144	2	52	0.327
18:00 - 19:00	2	52	0.288	2	52	0.173	2	52	0.461
19:00 - 20:00	<b>2</b>	<b>52</b>	<b>0.394</b>	2	52	0.183	<b>2</b>	<b>52</b>	<b>0.577</b>
20:00 - 21:00	2	52	0.317	2	52	0.144	2	52	0.461
21:00 - 22:00	2	52	0.087	2	52	0.019	2	52	0.106
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.673			2.366			5.039

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)

**TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>		
HF	HERTFORDSHIRE	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
WY	WEST YORKSHIRE	1 days
<b>08 NORTH WEST</b>		
GM	GREATER MANCHESTER	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

**Primary Filtering selection:**

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 120 to 600 (units: sqm)  
 Range Selected by User: 120 to 625 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/07/16

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Tuesday	1 days
Friday	1 days
Sunday	1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town Centre	1
Edge of Town	2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

**Secondary Filtering selection:**Use Class:

Sui Generis 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 3 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 3 days

*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

<b>1</b>	<b>GM-06-I-01</b> SYKE ROAD ROCHDALE	<b>PUBLIC HOUSE</b>	<b>GREATER MANCHESTER</b>
	Edge of Town Residential Zone		
	Total Gross floor area:	175 sqm	
	Survey date: <i>TUESDAY</i>	25/11/14	Survey Type: <i>MANUAL</i>
<b>2</b>	<b>HF-06-I-01</b> CAMBRIDGE ROAD SAWBRIDGEWORTH	<b>PUBLIC HOUSE</b>	<b>HERTFORDSHIRE</b>
	Edge of Town Residential Zone		
	Total Gross floor area:	120 sqm	
	Survey date: <i>SUNDAY</i>	10/07/16	Survey Type: <i>MANUAL</i>
<b>3</b>	<b>WY-06-I-01</b> HALIFAX ROAD LIVERSEDGE	<b>PUBLIC HOUSE</b>	<b>WEST YORKSHIRE</b>
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	600 sqm	
	Survey date: <i>FRIDAY</i>	25/04/14	Survey Type: <i>MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

**TOTAL VEHICLES****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	120	0.833	1	120	1.667	1	120	2.500
11:00 - 12:00	2	148	0.339	2	148	0.339	2	148	0.678
12:00 - 13:00	3	298	0.782	3	298	0.447	3	298	1.229
13:00 - 14:00	3	298	1.453	3	298	0.670	3	298	2.123
14:00 - 15:00	3	298	1.229	3	298	1.117	3	298	2.346
15:00 - 16:00	3	298	2.011	3	298	1.453	3	298	3.464
16:00 - 17:00	3	298	2.235	3	298	1.788	3	298	4.023
17:00 - 18:00	<b>3</b>	<b>298</b>	<b>2.458</b>	3	298	2.011	3	298	4.469
18:00 - 19:00	3	298	1.117	3	298	1.788	3	298	2.905
19:00 - 20:00	3	298	1.676	3	298	2.011	3	298	3.687
20:00 - 21:00	3	298	2.458	3	298	2.235	<b>3</b>	<b>298</b>	<b>4.693</b>
21:00 - 22:00	3	298	1.453	3	298	1.899	3	298	3.352
22:00 - 23:00	3	298	2.123	3	298	2.570	3	298	4.693
23:00 - 24:00	2	148	0.678	<b>2</b>	<b>148</b>	<b>2.712</b>	2	148	3.390
Total Rates:			20.845			22.707			43.552

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.

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**Parameter summary**

Trip rate parameter range selected:	120 - 600 (units: sqm)
Survey date range:	01/01/14 - 10/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.