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## 1. INTRODUCTION

1.1 This Revised Technical Note (RTN) has been prepared by Paul Basham Associates on behalf of Odiham Bell Ltd to support a planning application for the conversion of The Bell pub into 2 x one-bed flats and a wine bar (66.6sqm), and an annexe into 1 x two-bed residential unit on Church Street, Odiham.

1.2 Two separate planning applications were previously submitted for the site, which were as follows:

- *Change of use of public house to form 2 x two-bedroom dwellings with associated internal and external alterations (following part demolition of external toilet block). (ref: 21/02877/FUL); and*
- *Change of use of outbuilding into a two-bedroom dwelling with associated internal/external alterations and first floor external balcony (following demolition of external deck/stairs and single storey extension). (ref: 22/00234/FUL).*

1.3 Both applications were refused in December 2022 and dismissed at appeal in October 2023 (Appeal Refs A & B: APP/N1730/Y/23/3322730 & APP/N1730/W/23/3322576) with parking outlined as a reason for refusal which is discussed later within this report. The appeal decision is attached within **Appendix A**. However, it is important to note that both applications received no highways objections from Hampshire Highways.

- 1.4 The site is positioned 140m (2-minute walk) from the High Street as showcased in **Figure 1**, with the proposed site plan attached within **Appendix B**.



**Figure 1:** Site Location

- 1.5 This Revised Technical Note has been prepared to support a single planning application for the conversion of The Bell pub into 2 x one-bed flats and a wine bar (66.6sqm), and an annexe into 1 x two-bed residential unit through emphasising the accessibility of the site, setting out the proposed development, analysing the existing car ownership levels in the area, detailing the existing on-street parking arrangement and outlining the net traffic impact of the proposed development. It is considered appropriate that addressing the comments raised by Hart District Council in relation to the previous applications will support the highways case for this current application, owing to the similar nature of the developments.

## 2. EXISTING SITE CONDITIONS AND ACCESSIBILITY

- 2.1 As previously set out, the site is currently occupied by The Bell pub, which has been closed since June 2020. The previous pub use also included a 4-bedroom residential apartment on the first floor. The site fronts onto Church Street to the south and is bound to the north, west and east by residential dwellings. To the front of the site, there is a parking court with 17 unrestricted spaces for use by the public, and that would have been previously utilised by The Bell pub. The existing conditions in the vicinity of The Bell pub are pictured in **Photographs 1** and **2** below.



**Photograph 1:** The Bell Existing Conditions



**Photograph 2:** The Bell On-Street Parking

### Local Road Network

- 2.2 To the west of The Bell, Church Street narrows to single-way working with double yellow lines present on both sides to prevent on-street parking from taking place. Approximately 50m south of the Church Street/High Street junction, the road widens to approximately 5.0m wide to enable two-way movement – though on-street parking can take place in parts which would reduce this back to single-way working.
- 2.3 Alternatively, to the east of The Bell, Church Street narrows to approximately 5.0m still allowing for two-way movement with double-yellow lines in place along both sides of the road. The existing conditions along Church Street are displayed within **Photographs 3** and **4** below.



**Photograph 3:** Church Street West of The Bell



**Photograph 4:** Church Street East of The Bell

2.4 As previously stated, High Street is situated 140m northwest of The Bell. High Street is a single carriageway road which measures approximately 7.5m wide. High Street is subject to a 30mph speed limit and is of an approximate east – west alignment, connecting onto a three-arm mini roundabout with Alton Road (B3349) and Dunsley Hill (B3349) 210m west of Church Street, and Farnham Road 400m east of Church Street.

2.5 High Street is subject to various parking restrictions, with double-yellow lines in place in parts as well as on-street parking spaces subject to restrictions. Most on-street spaces restrict parking to up to 2 hours between 8am and 6pm Monday – Saturday, with some areas preventing parking between 5am and 3pm on Fridays. The on-street arrangement parking along High Street is demonstrated within **Photographs 5 and 6**.



**Photograph 5:** High Street On-Street Parking



**Photograph 6:** On-Street Parking Restrictions

### **Pedestrian and Cycle Network**

2.6 There is excellent pedestrian infrastructure within the locality of the site, presenting the opportunity to encourage sustainable travel to existing and future residents. There is a footway along the eastern side of Church Street for the first 30m following the junction

with High Street measuring approximately 2.0m wide. The footway then terminates where the road narrows before re-forming along the site frontage measuring 2.5m wide and connecting into a pedestrian link between Church Street and The Bury to the east, preventing pedestrians from needing to walk along the carriageway on Church Street. The pedestrian footways along Church Street are shown in **Photographs 7** and **8** below.



**Photograph 7:** Church Street Footway



**Photograph 8:** Church Street to The Bury Pedestrian Link

- 2.7 High Street is also highly conducive to pedestrian movement with continuous and lit footways flanking both sides of the road measuring 2.5m – 3m wide. The footway on the southern side of High Street directly connects onto the footway along the eastern side of Church Street. In addition to the footways along High Street, there are also conveniently positioned pedestrian crossing points to further support safe pedestrian movement, with the most notable being a signalised crossing located 110m east of the Church Street junction composed of dropped kerbs with tactile paving and road markings. The pedestrian infrastructure along the High Street is pictured in **Photographs 9** and **10**.



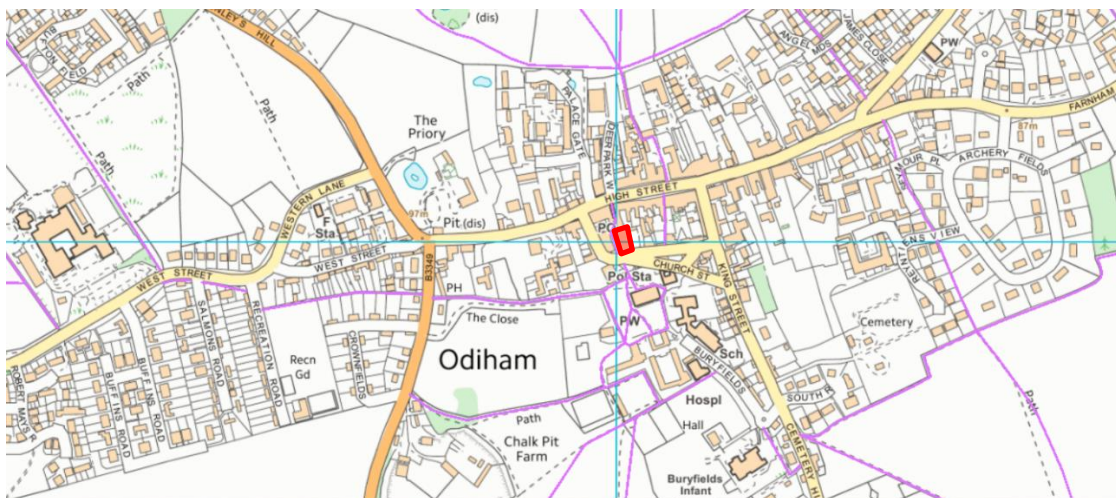
**Photograph 9:** High Street Footway



**Photograph 10:** High Street Signalised Crossing

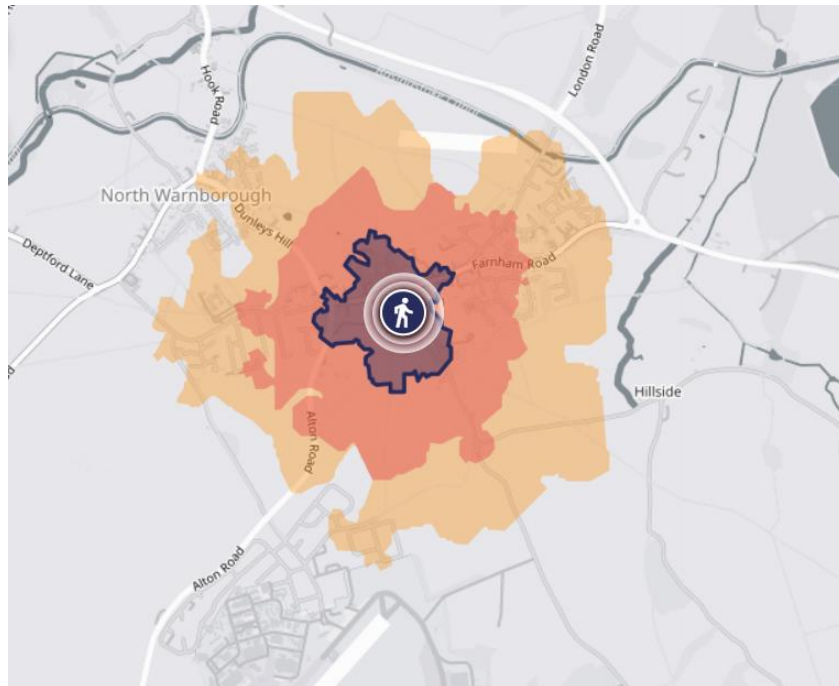
2.8 In addition to the footways within Odiham, there are also a number of Public Rights of Way (PRoW) that increase connectivity in the local area. There are several footpaths that connect the site onto High Street, with the first being Footpath 178/69/1 which is accessible 15m to the west of the site and runs between other residential dwellings and shops via an alleyway to connect onto High Street. The second is Footpath 178/61/1 which is accessible 45m to the east of the site and provides a similar connection.

2.9 Additionally, there is a key PRoW route on the southern side of Church Street accessible from All Saints Church that connects onto Alton Road measuring 300m in length and composed of a 2m – 2.5m wide footpath. This is a key route to connect future residents to the nearby bus stops along Alton Road. There are several other Public Rights of Way (PRoW) routes within the locality of the site, with all nearby PRoWs displayed within **Figure 2** below.



**Figure 2:** Public Rights of Way (PRoW) Map (Source: Hampshire County Council)

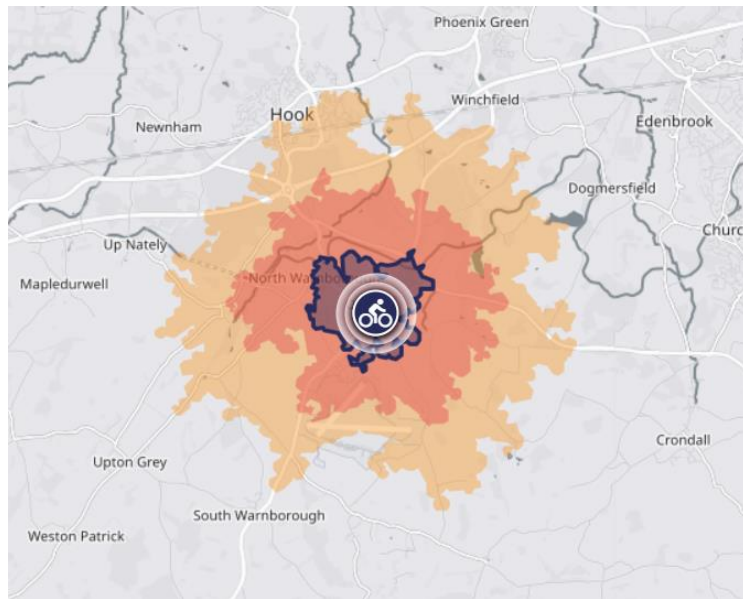
2.10 **Figure 3** below showcases the area surrounding the site which can be reached within a 5-minute (blue), 10-minute (orange) and 15-minute (yellow) walk.



**Figure 3:** Walking Isochrone Map (Source: Traveltime.com)

2.11 Church Street is also conducive to cycle activity as the road is lightly trafficked with low speeds, creating a safe environment for cyclists. Similarly, High Street is conducive to cycle movement as it is wide and predominantly straight, presenting good forward visibility and plenty of overtaking opportunities for drivers. There are also several cycle hoops located throughout the High Street for parking bicycles, presenting the opportunity to cycle to the local amenities. The aforementioned route between Church Street and Alton Road is also a dedicated cycle trail, presenting further cycle connections.

2.12 There are also a number of nearby destinations within cycle distance of Odiham such as North Warnborough (5-minute cycle) and Hook (15-minute cycle). Hook is of particular note due to containing various key amenities such as Hook railway station, which presents the opportunity for linked trips for further afield as discussed in further detail below. **Figure 4** displays the surrounding area which can be covered by a 5-minute (blue), 10-minute (orange) and 15-minute (yellow) cycle.



**Figure 4:** Cycling Isochrone Map (Source: Traveltime.com)

### Public Transport

- 2.13 Considering the location, there are excellent public transport links available to existing and future residents. The nearest bus stops to the site are positioned 300m west along Alton Road with both a north and southbound stop available. The northbound bus stop is formed of a single post with a flag and printed timetable, a raised kerb and road markings, Whilst the southbound bus stop is composed of a single post with a flag and printed timetable, sheltered seating and a raised kerb.
- 2.14 Both bus stops are served by the frequent 13 service, which runs hourly Monday – Saturday between Basingstoke and Alton and to Haslemere. A full breakdown of the 13 service with key stop locations is provided within **Table 1** below.

Service	Bus Stop Location	Bus Operator	Bus Route	Frequency		
				Mon-Fri	Sat	Sun
13	Alton Road	Stagecoach	Basingstoke Bus Station – Hook Rail Station – North Warnborough – Odiham – Alton High Street – Kingsley – Whitehill – Hammer – Haslemere	Hourly	Hourly	No Service

**Table 1:** Summary of Bus Services

- 2.15 As presented within **Table 1**, the 13 service offers the opportunity to travel sustainably to key destinations such as Hook (7-minutes), Basingstoke (21-minutes) and Alton (22-minutes), where various amenities and facilities are available.



- 2.16 In addition to bus travel, there is also the opportunity to travel via train, with Hook railway station easily accessible from the site either via the bus (7-minutes) or cycling (15-minutes). Hook railway station is formed of 2 platforms and is located on the South West Main Line, managed by South Western Railway. Key destinations directly accessible from Hook railway station are Woking (27-minutes), Clapham Junction (56-minutes) and London Waterloo (1 Hour 5 Minutes), with other major destinations including Winchester, Southampton, Bournemouth and Weymouth accessible by changing at Basingstoke station.
- 2.17 Overall, it is evident that there are excellent opportunities to travel sustainably from the site with the 13 bus service supporting shorter journeys to nearby towns and Hook railway station assisting in longer distance journeys to destinations further afield – most notably London. Therefore, there is the opportunity to promote sustainable travel for all needs and effectively reduce reliance on car ownership.

#### **Accessibility to Local Amenities**

- 2.18 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.
- 2.19 Furthermore, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' from 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15 minutes to 17 minutes.
- 2.20 The location of the site in proximity to the local amenities offers an excellent opportunity to develop a sustainable site. A summary of the amenities within the locality of the site is presented in **Table 2** below, applying the average walking speed of 1.4m/s as classified in CIHT's 'Providing for journeys on foot' (2000, Table 3.2).

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
All Saints Church	>10m	1 Minute	1 Minute
Mayhill Junior School	65m	1 Minute	1 Minute
The Optician Odiham	170m	2 Minutes	1 Minute
El Castello (Restaurant)	170m	2 Minutes	1 Minute
The Red Lion (Public House)	180m	2 Minutes	1 Minute
Fountains (Coffee Shop)	180m	2 Minutes	1 Minute
Odiham Health Centre	230m	3 Minutes	1 Minute
The Co-operative (Convenience Store)	300m	4 Minutes	1 Minute
Bus Stops	300m	4 Minutes	1 Minute
Post Office	300m	4 Minutes	1 Minute

**Table 2:** Proximity to Local Amenities

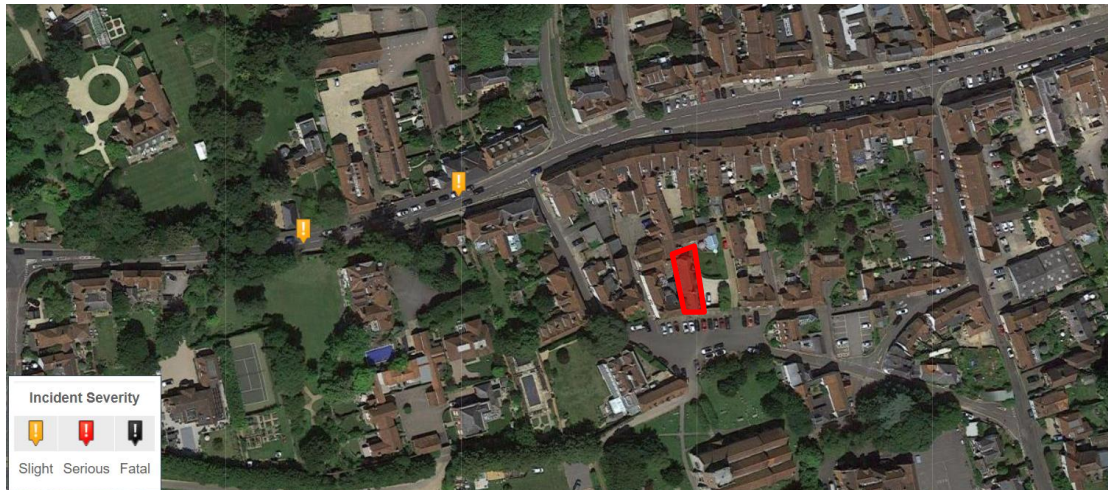
2.21 As presented within **Table 2**, there are several key amenities within walking distance of the site. Facilities such as the bus stops and Co-operative store would be of particular importance on a day-to-day basis. Furthermore, as previously set out, the local bus service provides frequent services to nearby towns such as Hook and Basingstoke where an abundance of other amenities are located.

2.22 Overall, it is evident that there is an excellent opportunity to promote sustainable travel from the proposed development in the future as there are several key amenities situated within walking distance of the site supported by excellent pedestrian infrastructure to ensure safe and convenient pedestrian movement. Additionally, the local bus network presents an excellent opportunity to promote sustainable travel due to the highly frequent services to key destinations including Hook, Basingstoke and Alton where further facilities are located.

**Personal Injury Accident (PIA) Data**

2.23 In order to assess the existing safety and operational situation of the local road network, Personal Injury Accident (PIA) data has been obtained from Crashmap for the most recently recorded 5-year period (2018 – 2022). Patterns in the data can be assessed with regards to the frequency, proximity and distribution of any accidents that have occurred in the locality of the site. **Figure 5** below pinpoints all incidents to have occurred within a 300m radius of the site during the most recently recorded five-year period (2018 – 2022).





**Figure 5:** Personal Injury Accident (PIA) Data 2018 – 2022 (Source: Crashmap)

- 2.24 As indicated within **Figure 5**, there have only been 2 incidents to have taken place inside a 300m radius of the site within the most recently recorded 5-year period (2018 – 2022), with both classified as 'slight' on the severity scale. Neither incident took place along Church Street, with both occurring along High Street.
- 2.25 Considering that no incidents occurred along Church Street and that the proposed development is expected to result in a significant reduction to vehicle and pedestrian traffic on the local road network (as detailed in **Section 4**), the PIA data does not suggest there to be any highways safety concerns that would impact or be impacted by future site users.

### 3. PROPOSED DEVELOPMENT

3.1 As previously detailed, the proposed development involves the conversion of The Bell pub into 2 x one-bed flats and a wine bar (66.6sqm), and an annexe into a two-bed dwelling accessed via Church Street, Odiham. The previous pub included a 4-bedroom dwelling on the first floor and therefore, there is no change to the residential occupancy level (1 x four-bed unit to 2 x one-bed and 1 x two-bed units) following the proposals.

#### Access

3.2 As the development will not provide any dedicated car parking (detailed further below), there will be no designated vehicular access for the proposed development. Pedestrians and cyclists will be able to access the site directly from Church Street.

3.3 The access arrangements are in keeping with the existing situation for The Bell pub, which generated a far higher number of vehicular and pedestrian movements (as detailed in **Section 4**). Considering the reduction in vehicle and pedestrian trips, in conjunction with the absence of any accident history on Church Street, these access arrangements are considered to be safe and suitable to support the minimal number of trips.

#### Parking Provision

3.4 As previously set out, the previous applications were refused by Hart District Council on the basis that:

*'The proposal would not provide appropriate car parking to meet the needs of the development and would be contrary to policy INF3 of the Hart Local Plan (Strategy & Sites) 2032 and 'saved' policy GEN1 of the Hart District Local Plan (Replacement) 1996 – 2006.'*

3.5 Policy INF3 of the Hart Local Plan (Strategy & Sites) 2032 does state that development proposals will be supported that:

*d) provide appropriate parking provision, in terms of amount, design and layout, in accordance with the Council's published parking standards, or as set out in Neighbourhood Plans;*

3.6 However, Policy INF3 also states that development proposals will be supported that:

*f) do not have a severe impact on the operation, safety or accessibility of the local or strategic highway networks;*

*g) mitigate impacts on the local or strategic highway networks, arising from the development itself or cumulative effects of development; and*

*h) protect and where possible enhance access to public rights of way.*

3.7 As the development does not propose a vehicular access and will result in a significant reduction in vehicle and pedestrian trips, it is concluded that the proposals will not have a severe impact on the operation, safety and accessibility and will also mitigate the impact on the local highway network. Furthermore, by not creating a vehicular access or additional parking, this will help to protect access to the nearby Public Rights of Way.

3.8 The overarching goal of Policy INF3 is that:

*‘Development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility services and support the transition to a low carbon future.’*

3.9 Therefore, by not providing any additional car parking, the development would be helping to encourage sustainable travel from the site through walking/cycling within Odiham or utilising the local bus service for other destinations. Consequently, the development would be abiding by Policy INF3’s overarching goal.

3.10 Additionally, Paragraph 115 of the NPPF (December 2023) 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.

3.11 As set out, there will be no dedicated parking spaces for the proposed residential units, with any residents or visitors that choose to drive able to park within the existing parking court adjacent to the site on Church Street, which is as per the previous arrangement for The Bell pub. Considering the proposals will result in a large decrease in vehicle movements, the existing parking area (17 spaces) is expected to be sufficient for the 3 residential units and wine bar proposed.

3.12 Additionally, it is key to note that the previous pub use included a 4-bedroom dwelling, and therefore would have generated residential parking demand in addition to the parking demand for the pub use.

3.13 It is also important to document that the local parking requirement for the proposals are significantly less than that of a public house. Hart District Council's (HDC's) 'Parking Provision Interim Guidance' (August 2008) sets out the local parking standards for the relevant residential development and public house within Zone 2. Both requirements are detailed within **Table 3** below.

Land Use	Parking Standard	Parking Requirement
Previous Use		
Zone 2 Residential – 4 or more Bedroom Units	3.5 spaces per unit	3.5 spaces (1 unit)
Eating and Drinking Establishments	1 space per 5sqm dining area/bar area/dance floor	52 spaces
Previous Parking Demand		56 spaces
Proposed Use		
Zone 2 Residential – 1 Bedroom Units	1.5 spaces per unit	3 spaces (2 units)
Zone 2 Residential – 2 Bedroom Units	2.5 spaces per unit	2.5 spaces (1 unit)
Eating and Drinking Establishments	1 space per 5sqm dining area/bar area/dance floor	13 spaces (66.6sqm)
Proposed Parking Demand		19 spaces
Net		-37 spaces

**Table 3:** HDC's Parking Standards – 'Parking Provision Interim Guidance (August 2008)'

3.14 **Table 3** demonstrates that the proposed development would result in a significant decrease in parking demand in comparison to the previous site uses, with 37 fewer spaces required.

3.15 Additionally, a key factor to consider is that the previous 4-bed accommodation would have generated a similar level of parking demand to the proposed application for 2 x 1-bed and 1 x 2-bed units, however, in addition would have generated a higher parking demand due to the pub use in comparison to the proposed wine bar. An alternative proposal from a community group also proposes new tenant accommodation is provided in the Coach House, while the pub continues to trade, again thus generating a similar level of parking demand to the residential aspects of the proposed application but also including the high parking demand associated with pub use. Therefore, the proposed

development would generate the least amount of parking demand when compared to the previous use and alternative proposal, and consequently result in the least on-street impact.

- 3.16 Furthermore, as previously described, the local area is conducive to support sustainable travel through an excellent pedestrian/cycle network and a frequent local bus service, therefore reducing the need to own a car. Further parking opportunities are available for visitors within close proximity of the site such as The Bury (12 spaces) located 80m east, in addition to the aforementioned restricted on-street parking along the High Street and Deer Park View (34 spaces) 300m north.
- 3.17 A cycle store will also be provided for the residential units in line with the required provision based on local standards.

#### **Servicing Arrangements**

- 3.18 The proposed development will be serviced from Church Street as per the previous arrangement with appropriate bin storage located within the curtilage of each dwelling and within the required Manual for Streets (MfS) carry distances for residents and operatives (30m and 25m respectively).

#### 4. TRIP GENERATION

4.1 The subsequent section of this Revised Technical Note (RTN) outlines the anticipated vehicle trip rate associated with the proposed development using a TRICS assessment.

4.2 The below TRICS parameters were deemed acceptable by the local highway authority at Hampshire County Council (HCC) as part of their No Highways Objection response to the previous applications.

##### Previous Trip Rate

4.3 To understand the likely vehicular impact of the previous public house and residential use, a TRICS assessment has been undertaken. Firstly, to establish the trip rate of the previous pub use, the following parameters agreed by Hampshire Highways have been applied:

- TRICS (V.7.7.4);
- 'Hotel, Food and Drink', 'Pub/Restaurant' Use Class;
- Sites in England and Wales (Excluding Greater London);
- 100-500sqm GFA;
- Weekday Surveys only; and
- 'Neighbourhood Centre' locations.

4.4 Whilst for the previous residential aspect, the following parameters have been applied as part of the TRICS assessment:

- TRICS (V.7.7.4);
- 'Residential', 'Houses Privately Owned' Use Class;
- Sites in England and Wales (Excluding Greater London);
- 0-10 units;
- Weekday Surveys only; and
- 'Neighbourhood Centre' and 'Suburban Area' locations.

4.5 The results of the TRICS assessment are demonstrated in **Table 4** with the full outputs included in **Appendix C**.



Previous Site Uses	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
<i>TRICS Trip Rate per 100sqm (Pub/Restaurant)</i>	0	0	0	4.835	3.956	8.791	61.210
Previous Pub (260sqm GFA)	0	0	0	13	10	23	159
<i>TRICS Trip Rate (Houses Privately Owned)</i>	0.200	0.440	0.640	0.240	0.120	0.360	4.720
Proposed Trip Rate (1 unit)	0	1	1	0	0	0	5
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>10</b>	<b>23</b>	<b>164</b>

**Table 4:** Previous Use Trip Generation (TRICS)

4.6 As demonstrated within **Table 4**, the previous pub use generated no trips during the AM peak (as pubs are not open at this time), approximately 23 trips in the PM peak and 159 trips across a 14-hour period (1000 – 2400). Whilst the residential unit was estimated to have generated 1 vehicle trip in the AM peak, 0 vehicle trips in the PM peak and 5 vehicle trips in total across a 12-hour period (0700 – 1900).

4.7 In total, the previous uses have been estimated to have generated 1 vehicle trip in the AM peak (0800 – 0900), 23 vehicle trips during the PM peak (1700 – 1800) and a total of 164 vehicle trips daily (0700 – 2400). This equates to approximately one trip every 3-minutes in the PM peak and an average of 10 trips each hour across the daily 17-hour period (0700 – 2400).

**Proposed Trip Rate**

4.8 To understand the likely vehicular impact of the proposed residential units and wine bar, a TRICS assessment was undertaken using the same parameters as above for both uses to consistency.

4.9 The results of the TRICS assessment are demonstrated in **Table 5**.



Proposed Site Uses	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
<i>TRICS Trip Rate per 100sqm (Pub/Restaurant)</i>	0	0	0	4.835	3.956	8.791	61.210
Proposed Wine Bar (66.6sqm GFA)	0	0	0	3	3	6	41
<i>TRICS Trip Rate (Houses Privately Owned)</i>	0.200	0.440	0.640	0.240	0.120	0.360	4.720
Proposed Trip Rate (3 units)	1	1	2	1	0	1	14
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>55</b>

**Table 5:** Proposed Use Trip Generation (TRICS)

4.10 As outlined within **Table 5**, the proposed development is anticipated to generate approximately 2 vehicle trips in the AM peak (0800 – 0900), 7 vehicle trips in the PM peak (1700 – 1800) and a total of 55 vehicle trips daily. This equates to one vehicle trip every 30 minutes in the AM peak, one vehicle trip every 9-minutes in the PM peak and an average of 3 vehicle trips per hour across a daily period (0700 – 2400).

**Net Impact**

4.11 To understand the likely net traffic impact of the proposed development, a comparison between the trip generations for the existing and proposed development was undertaken. Using the trip generations outlined in **Tables 4-5**, the net traffic impact is summarised within **Table 6**.

	AM	PM	Daily Total
Previous Site Uses (TRICS)	1	23	164
Proposed Site Uses (TRICS)	2	7	55
<b>Net Impact</b>	<b>+1</b>	<b>-16</b>	<b>-109</b>

**Table 6:** Net Impact

4.12 The proposed development is anticipated to generate 1 additional vehicle trip in the AM peak, 16 fewer vehicle trips in the PM peak and 109 fewer vehicle trips across a daily period. The proposals are therefore anticipated to lead to an overall betterment to the operation of the local road network. It should also be noted that the proposals will result in fewer pedestrian movements and is therefore considered to lead to a betterment to the operation of the surrounding pedestrian and road network. The net reduction in trips also supports that the existing on-street parking arrangement in the vicinity of the site is suitable to accommodate the reduced number of vehicles and therefore no designated parking is required.



## 5. SUMMARY AND CONCLUSIONS

- 5.1 This Revised Technical Note (RTN) has been prepared by Paul Basham Associates on behalf of Odiham Bell Ltd to support a single planning application for the conversion of The Bell pub into 2 x 1-bed flats and a wine bar (66.6sqm) and an annexe into 1 x 2-bed residential unit on Church Street, Odiham. Two previous planning applications were refused at committee, despite officer recommendations for approval and no objection from Highways consultation, and then dismissed at appeal in October 2023 (Appeal Refs A & B: APP/N1730/Y/23/3322730 & APP/N1730/W/23/3322576).
- 5.2 The site is located in a highly accessible area with excellent pedestrian infrastructure connecting the site to the High Street, where various key amenities are situated, through footways and Public Rights of Way routes, as well as a frequent local bus service that supports sustainable travel to several key nearby towns such as Basingstoke, Hook and Alton. Therefore, reducing the need to own a car and supporting the car free nature of the proposals.
- 5.3 The access arrangements are in keeping with the existing situation for The Bell pub, which generated a far higher number of vehicular and pedestrian movements. Considering the reduction in vehicle and pedestrian trips, in conjunction with the absence of any accident history on Church Street, these access arrangements are safe and suitable to support the minimal number of trips.
- 5.4 The proposed development will result in a betterment to the existing parking situation when comparing the demand generated by the proposed development and previous pub use. When considering this as well as the sustainability of the site and further opportunities for visitor parking within the vicinity of the site, the proposed parking arrangements are suitable to support the proposals without causing detriment to the operation or safety of the local road network.
- 5.5 The previous 4-bed tenant accommodation above would have generated a similar level of parking demand to the proposed residential elements for 2 x 1-bed and 1 x 2-bed units, however, would have generated a higher parking demand associated with the pub use in comparison to the proposed wine bar. The alternative proposal from a community group also proposes new tenant accommodation is provided in the Coach House, while the pub continues to trade, again thus generating a similar level of parking demand to the previous application and consequently higher than the proposed development.

Therefore, the proposed development would generate the least amount of parking demand when compared to the previous use and alternative proposal, and consequently result in the least on-street impact.

- 5.6 The proposed development will be serviced from Church Street as per the previous arrangement with appropriate bin storage located within the curtilage of each dwelling.
- 5.7 The proposed development is anticipated to generate 1 additional vehicle trip in the AM peak (0800 – 0900), 16 fewer vehicle trips in the PM peak (1700 – 1800) and 109 fewer vehicle trips across a daily period. The proposals are therefore anticipated to lead to an overall betterment to the operation of the local road network. It should also be noted that the proposals will result in fewer pedestrian movements and can therefore be considered to bring about a betterment to the operation of the surrounding pedestrian and road network. This also demonstrates that the existing on-street arrangement in the vicinity of the site is suitable to accommodate the expected number of vehicles and therefore no designated parking is required.
- 5.8 It is considered that the site accords with local policy outlined within Hart Local Plan (Strategy & Sites) 2032, with particular reference to Policy INF3 clauses F, G and H and is in line with the overall goal of Policy INF3 which is that *'Development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility services and support the transition to a low carbon future.'*
- 5.9 Additionally, Paragraph 115 of the NPPF (December 2023) advises 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.
- 5.10 We would therefore encourage the local planning and highway authority to look favourably upon this planning application in relation to highways particularly considering the modest proposals in comparison to the existing use.

## Appendix A



## Appeal Decisions

Hearing and site visit held on 19 September 2023

by **P Jackson B Arch (Hons) RIBA**

an Inspector appointed by the Secretary of State

Decision date: 20 October 2023

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### **Appeal Refs A & B: APP/N1730/Y/23/3322730 & APP/N1730/W/23/3322576**

#### **The Bell Public House, The Bury, Odiham, Hook RG29 1LY**

- The appeals are made under section 20 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (LBCA) against a refusal to grant listed building consent and under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeals are made by Paul Roger against the decisions of Hart District Council.
  - The applications Refs 21/02877/FUL & 21/02878/LBC, dated 1 November 2021, were refused by notices dated 23 December 2022.
  - The development proposed is change of use of public house to form two dwellings with associated single storey side extensions, demolition and internal and external alterations.
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### **Appeal Refs C & D: APP/N1730/Y/23/3323488 & APP/N1730/W/23/3323487**

#### **The Bell Public House, The Bury, Odiham, Hook RG29 1LY**

- The appeals are made under section 20 of the Planning (Listed Buildings and Conservation Areas) Act 1990 against a refusal to grant listed building consent and under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeals are made by Paul Rodger against the decisions of Hart District Council.
  - The applications Refs 22/00234/FUL and 22/00229/LBC, dated 2 February 2022, were refused by notices dated 23 December 2022.
  - The development proposed is conversion of outbuilding to 2B/4P dwelling.
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### **Preliminary matters**

1. The name of the appellant in each appeal is taken from the application forms. At the Hearing, it was confirmed that correct spelling is Paul Rodger. I have considered the appeals on this basis.

### **Decisions**

#### *Appeal Refs A & B*

2. The appeals are dismissed.

#### *Appeal Refs C & D*

3. The appeals are dismissed.

### **Main Issues**

4. The main issues are as follows:

### *Appeals A & C:*

- Whether the pub has been adequately marketed and whether it would be likely to be financially viable in the future; and
- Whether car parking would be adequate.

### *Appeals B & D:*

- The effect on the architectural character and historic interest of the building, which is listed at Grade II.

## **Reasons**

5. The Bell, subject of appeals A and B, is a two storey timber framed building erected around 1600, initially as a dwelling. It has been licensed as a public alehouse since at least 1660 and some representations suggest as early as 1508. Later extensions and alterations and the addition of a brick frontage have not compromised its architectural and heritage interest or its contribution to the character and appearance of the Odiham Conservation Area. It lies behind the High Street opposite All Saints Church in the oldest part of Odiham, which is also the former site of the local market. The Bury was the location of market before the focus of the town moved to the wider High Street.
6. A barn-like timber framed former garage building at the rear, subject of appeals C and D, forms part of the property and is agreed to be curtilage listed due to its attachment to the adjoining Webb House also listed Grade II. It has been used for ancillary purposes such as storage, entertainment and events.
7. Pub use ceased in March 2020 and the tenants decided to retire the following year, after running the establishment for 27 years. The Bell was designated an asset of community value (ACV) in June 2021. The premises have been largely stripped of equipment and fittings and remain empty and deteriorating. Failing brick infill at the rear of the building has been repaired following a listed building consent granted in 2017.

### *Policy background*

8. The development plan for the area includes the Hart Local Plan (Strategy and Sites) 2032 adopted in 2020 (LP), saved policies of the Hart Local Plan 2014-2032 (HLP) and the Odiham and North Warborough Neighbourhood Plan (NP).
9. LP policy INF5 advises that development proposals that would result in the loss of community facilities will only be supported if it is demonstrated that: (i) a suitable replacement facility of a similar or improved nature is provided that meets the needs of the local population or its current and intended users; or (ii) the existing premises are no longer required or viable. The explanatory text says that applicants will be expected to demonstrate that the community facility has been appropriately marketed for a period of at least 12 months and opportunities made for community groups and organisations to be made aware. Paragraphs 368-9 indicate that designation as an ACV is a material consideration as an indicator of local support and that the Council strongly supports retaining these facilities where they raise the quality of community life and help promote thriving, inclusive and sustainable communities.

10. LP policy INF3 has as its main objective that development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility to services and support the transition to a low carbon future. With respect to parking this means providing appropriate parking provision, in terms of amount, design and layout, in accordance with the Council's published parking standards, or as set out in Neighbourhood Plans.
11. Policy 13 of the NP advises that the loss of, or significant harm to, an ACV will be resisted, unless it can be clearly demonstrated that the operation of the asset, or the ongoing delivery of the community value of the asset, is no longer financially viable.
12. National Planning Policy Framework (NPPF) paragraph 84 advises that planning policies and decisions should enable amongst other things, (d) the retention and development of accessible local services and community facilities, such as public houses. In seeking to promote healthy and safe communities, paragraph 93 (c) of the NPPF states that planning policies and decisions should seek to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. Paragraph 93 (d) seeks to ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community.

#### *Marketing and viability*

13. The reasons for refusal refer to the loss of the community facility of the public house and the associated outbuilding which is integral to its function. The evidence indicates that the closure of The Bell has been keenly felt by the local community. It had been used by diverse local groups for many years (a very long list was presented as part of the third-party evidence) and representatives of the community and local organisations attested to this at the Hearing. I accept that alternative nearby venues in the town suggested by the appellant such as the Bel and the Dragon or The Red Lion target a different market and price point. The Waterwitch is further away and in any case as a Chef and Brewer franchise would be unlikely to have the same ambience as The Bell. The Anchor is in North Warnborough more than a kilometre from the centre of Odiham. Other similar venues are more difficult or impractical to reach. I am satisfied that The Bell provided for the community's day to day needs in the form of a 'basic' public house with a simple and affordable food offer at the centre of the village and that these needs are not being met in any other way. Other halls and venues such as school halls and church facilities are available but do not have the offering that a public house can provide. Whilst loss of The Bell would not be fatal to the community life and fabric of Odiham, there is not, in my opinion, in the words of policy INF5, a suitable replacement facility of a similar or improved nature, which would serve the community in the same way.
14. The Bell had been operated on a 'tied tenancy' basis relying on a single bar and a very limited food offering. No detailed accounts are available, but barrelage had declined year on year prior to 2020. With only 25 covers and limited space, plus substantial repairs and future maintenance for a listed building, it is unsurprising that there was initially little realistic interest in the property when it was marketed. Predicted likely low profit margins would mean the business would be unlikely to be able to meet interest and rent payments, resulting in



year-on-year losses. The appellant's consultants Savills have convincingly set out the disadvantages of ongoing commercial use of the property for the purposes of the appeal.

15. The property was first marketed between November 2020 and May 2021 with no bids except from the appellant. Despite interest and concern, no offers were forthcoming from the local community. It remains on the market and despite increasing local interest and some financial commitment, no firm offers have been made. The appellant has extended the deadline for the local community to raise the necessary funds beyond what is required by the Localism Act (2011) as a gesture of goodwill, and provided full access to the site. There is no evidence to indicate that marketing was inappropriate or inadequate. The lack of realistic offers reflects the professional view that the normally accepted minimal requirements for public house operators are buildings of approximately 280 - 650 square metres capable of accommodating in excess of 60 covers, to remain viable.
16. Notwithstanding the lack of firm offers at the time of the Hearing, it was very apparent that there remains a significant and well-supported and organised local movement in favour of retaining the premises as a pub. Fund raising efforts and grant applications had been actively explored with a view to running it as a community venture. In that case, 'normal' commercial criteria would not apply. The offers made informally thus far from the local residents group reflect a lower value based on the appellant's consultant Savill's valuation as a going concern (before stripping out) plus an allowance for inflation. Recognising that no firm offer has yet been put forward, the momentum behind the community's efforts has accelerated and the prospects of an offer for the building have significantly improved since the Council considered the proposal.
17. The representations of the local residents and groups as well as the local District Councillor and Parish Councillor at the Hearing were persuasive. Having reviewed all the evidence, I give significant weight to the residents' case that there is a realistic prospect of The Bell remaining as a community asset, run by and for local community. Financial contributions have been received or pledged and various formalities completed. The upper floor would be released for community and pub use. I saw that the kitchen area, whilst limited in size, was not so small that it could not be used for food preparation in accordance with up-to-date standards. Even allowing for the costs of repairs and modernisation, it has not been convincingly shown that it would not be financially viable on this basis. It has not been shown that the residents' group misunderstand the existing layout or have failed to appreciate the extent of the alterations and improvements required.
18. The retention of the public house complies with local development plan policies INF5 and NP policy 13 and clearly stated national advice. Its location at the centre of the village, heritage interest and unusually long history as a public house indicate strongly that this community asset should be retained as a pub.
19. The outbuilding, subject of appeals C and D, is a separate structure with its own entrance. The public house retains its own entrance and access/escape to the yard at the rear. I agree that it would be preferable to retain it as part of the pub operation as proposed by the local residents' group, partly as accommodation for a wheelchair accessible function room, offices and new disabled toilets, contributing to the viability of the public house as a going

concern. In observing this, I note that the appellant is willing to sell as two lots, in theory providing an opportunity to purchase and operate a public house separate from the rear outbuilding. The detailed financial implications on the viability assumptions of the residents' proposal mean that that possibility is beyond the scope of these appeals.

### *Appeals C & D*

20. In brief, the buildings' heritage significance stems mainly from their architectural and aesthetic value and historic interest derived from exceptionally longstanding communal use as a public house.
21. Planning Practice Guidance (PPG) indicates that the optimum viable use is the one likely to cause the least harm to the significance of the asset: and may not necessarily be the most economically viable one<sup>1</sup>. The change to residential would involve splitting the main building into 2 units, including significant changes to fabric to provide first floor access, achieve adequate sound insulation between the dwellings and two new rooflights. Whilst there is limited information on the residents' detailed proposals for continuing use as a pub, I do not doubt that the degree of harm to the asset would be significantly less than would occur due to conversion to residential. The most important public spaces on the ground floor would be restored and there would be greater public access to the first floor than there was before. The important signage and appearance as a pub would remain and its contribution to the character and appearance of the conservation area would be unaffected. The public benefit of retention of the public house use would be far in excess of the benefit of providing a net increase of two dwellings to the housing stock.
22. Similar considerations apply in respect of the outbuilding, where the residential conversion would involve more significant work and moreover a noticeable change to a less utilitarian building in this back yard area.
23. The appellant noted at the hearing that the Council's conservation officer had observed that the residential works to The Bell would be limited and reversible, but in my view the extent of the works, the division of title and separation of the cellar areas would almost certainly mean that there could never be a return to community use.
24. Were it to be firmly established that The Bell had no future as a pub, then conversion to residential might be the best way of preserving its heritage significance. That is not the case. I conclude on this matter that there would be a distinctly higher level of 'less than substantial' harm that would occur due to the proposed conversion to residential use, conflicting with the heritage protection objectives of LP policy NBE8, HLP saved policy GEN1, NP policy 6 and national guidance.

### *Parking*

25. The Bell is located within a town centre location with a medieval street pattern and does not benefit from any off-street parking. The rear yard is privately owned and there is no assurance that any parking would be available there. I saw at the site visit that there is constant pressure on parking in the Bury and

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<sup>1</sup> Paragraph: 015 Reference ID: 18a-015-20190723

note local representations on the increase in local car ownership and limited parking availability.

26. Although many customers would have walked to the pub when it was in operation, the business would have generated some demand for parking. As it is, the location is within a short walk of the High Street with access to most services and public transport. The proposal includes cycle parking which could be ensured by condition. The scheme would not meet the Council's standards in its Technical Advice Note of 2022, but I note that these are neither a maximum nor minimum, and need to be considered alongside the placemaking quality of development and the parking strategy for the site taking into account access to alternative modes of transport amongst other things. In the light of the need to provide for the conservation of the appeal buildings, any use of which is likely to lead to an increase in parking demand, I conclude on this issue that lack of designated parking does not constitute a reason to refuse the appeals.

### **Other matters**

27. With regard to the statutory duty in s72 of the LBCA, the existence of the pub with its associated signage and activity contributes a great deal to the character and appearance of The Bury at the centre of Odiham Conservation Area where traditional community events are often held. The Bell is a prominent and central building within The Bury character area<sup>2</sup>. The change of use to residential would remove its contribution to the character of the conservation area because the building would cease to have the appearance of a public house. Whilst the appellant is willing to accept a condition requiring the repair and maintenance of the cantilevered pub sign (in contrast to the detailed proposal, which indicated removal and making good) I have significant doubt that this unusually large and interesting projecting sign would be maintained in the long term by future occupiers, on grounds of public safety but also to avoid any confusion by visitors expecting to visit a pub. This matter weighs against the proposals.
28. Hart has a housing land supply well in excess of 5 years and whilst additional housing units are a benefit, this matter carries no significant weight in these appeals.

### **Conclusion**

29. National and local policies resist the loss of community facilities. Whilst concluding that lack of parking provision does not count against the schemes, I have found that the realistic prospect of a viable working community model of operating the business together with the increased level of harm that would occur to the heritage interest of the buildings, means that the appeals should fail.

*Paul Jackson*

INSPECTOR

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<sup>2</sup> Odiham character zone 5

## **APPEARANCES**

### FOR THE APPELLANT:

Richard Murray  
Paul Rodger

Murray Planning Associates  
The Odiham Bell Ltd

### FOR THE LOCAL PLANNING AUTHORITY:

Pippa Moore

Team Leader Hart DC

### INTERESTED PERSONS:

John Kennet  
Helen Tyler

Ward Member for Odiham  
Parish Councillor

A group of local residents

## Appendix B

NOTES

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NORTH



- - - GF GIA (GF residential unit) : 54.3sqm
- - - GF GIA (1F residential unit) : 1.6sqm
- - - GF GIA (Wine Bar) : 31.9sqm

- - - 1F GIA (Residential) : 56.4sqm
- - - 1F GIA (Wine Bar) : 34.7sqm



A GROUND FLOOR

B FIRST FLOOR

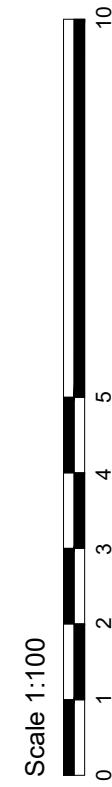
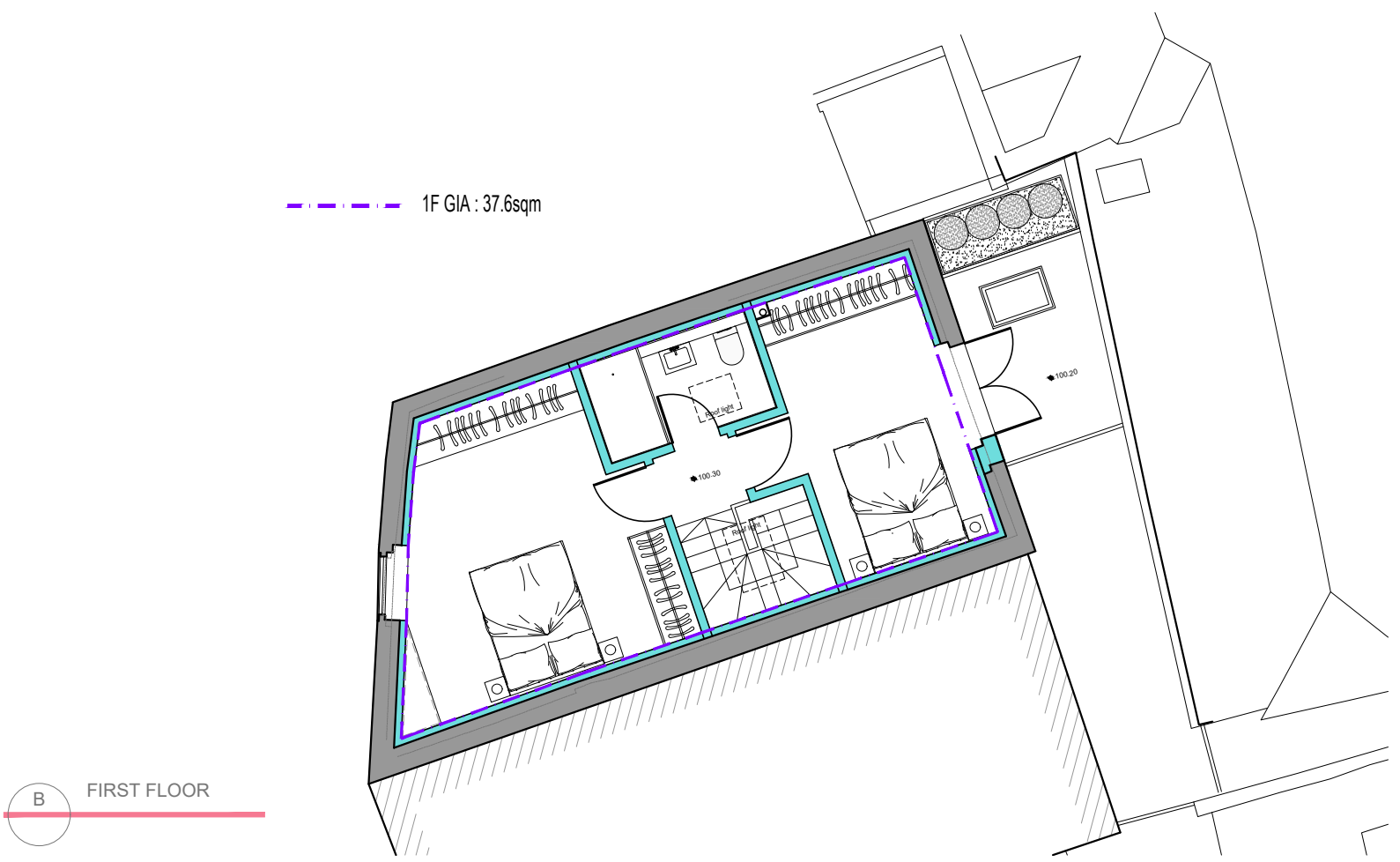
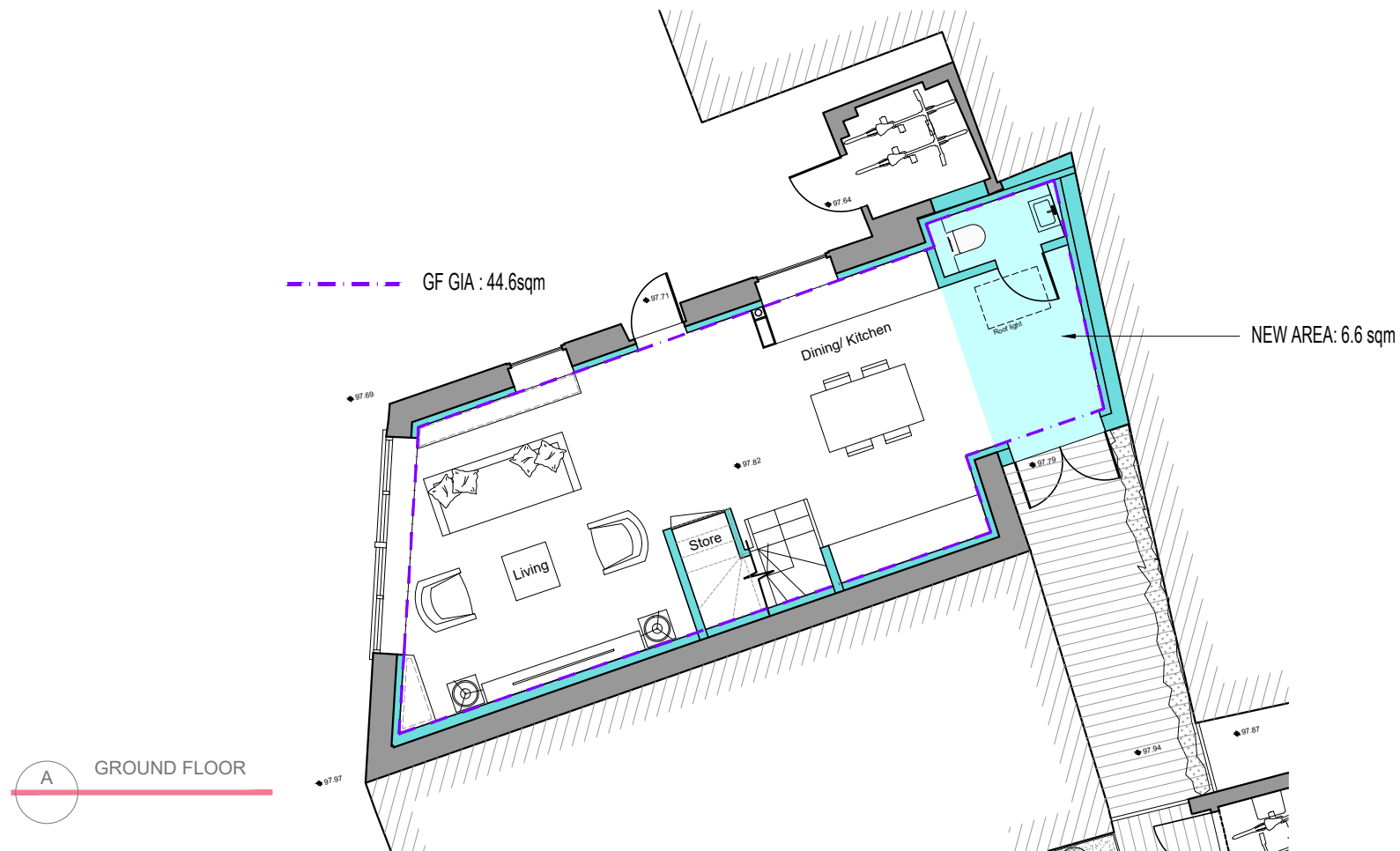


FOR PLANNING

REV	DESCRIPTION	BY	CHK	DATE
D	Issued for review	BC	RH	20/02/24
C	Issued for review	BC	RH	29/01/24
B	Issued for review	BC	RH	17/01/24
A	Issued for review	BC	RH	08/01/24

NOTES

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FOR PLANNING

REV	DESCRIPTION	BY	CHK	DATE
C	Issued for review	BC	RH	29/01/24
B	Issued for review	BC	RH	17/01/24
A	Issued for review	BC	RH	11/01/24

## Appendix C



Calculation Reference: AUDIT-247601-210301-0331

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: No of Dwellings  
 Actual Range: 7 to 10 (units: )  
 Range Selected by User: 0 to 10 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 22/09/17

*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
Wednesday	1 days
Friday	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:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

*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
Village	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:

C3 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
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	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	2 days
1.6 to 2.0	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 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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	3	8	0.160	3	8	0.440	3	8	0.600
08:00 - 09:00	3	8	0.200	3	8	0.440	3	8	0.640
09:00 - 10:00	3	8	0.160	3	8	0.240	3	8	0.400
10:00 - 11:00	3	8	0.080	3	8	0.080	3	8	0.160
11:00 - 12:00	3	8	0.040	3	8	0.080	3	8	0.120
12:00 - 13:00	3	8	0.320	3	8	0.200	3	8	0.520
13:00 - 14:00	3	8	0.240	3	8	0.280	3	8	0.520
14:00 - 15:00	3	8	0.160	3	8	0.200	3	8	0.360
15:00 - 16:00	3	8	0.200	3	8	0.080	3	8	0.280
16:00 - 17:00	3	8	0.360	3	8	0.240	3	8	0.600
17:00 - 18:00	3	8	0.240	3	8	0.120	3	8	0.360
18:00 - 19:00	3	8	0.080	3	8	0.080	3	8	0.160
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.240</b>			<b>2.480</b>			<b>4.720</b>

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:	7 - 10 (units: )
Survey date range:	01/01/12 - 22/09/17
Number of weekdays (Monday-Friday):	3
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.

Calculation Reference: AUDIT-247601-210301-0312

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD &amp; DRINK

Category : C - PUB/RESTAURANT

## TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
05	EAST MIDLANDS	
	NT	NOTTINGHAMSHIRE 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:	450 to 460 (units: sqm)
Range Selected by User:	100 to 500 (units: sqm)

Parking Spaces Range:	All Surveys Included
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Public Transport Provision:

Selection by:	Include all surveys
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Date Range:	01/01/12 to 10/11/17
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*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

*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:

Neighbourhood Centre (PPS6 Local Centre)	2
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*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
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*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:

AA	2 days
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*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	
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## Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
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*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

1.1 to 1.5	2 days
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*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
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*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
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*This data displays the number of selected surveys with PTAL Ratings.*

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/C - PUB/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	2	455	0.659	2	455	0.440	2	455	1.099
11:00 - 12:00	2	455	1.209	2	455	0.330	2	455	1.539
12:00 - 13:00	2	455	2.527	2	455	1.429	2	455	3.956
13:00 - 14:00	2	455	2.198	2	455	2.088	2	455	4.286
14:00 - 15:00	2	455	1.319	2	455	1.538	2	455	2.857
15:00 - 16:00	2	455	0.330	2	455	1.099	2	455	1.429
16:00 - 17:00	2	455	3.297	2	455	1.429	2	455	4.726
17:00 - 18:00	2	455	4.835	2	455	3.956	2	455	8.791
18:00 - 19:00	2	455	4.396	2	455	3.736	2	455	8.132
19:00 - 20:00	2	455	4.396	2	455	4.945	2	455	9.341
20:00 - 21:00	2	455	2.637	2	455	3.846	2	455	6.483
21:00 - 22:00	2	455	0.989	2	455	2.747	2	455	3.736
22:00 - 23:00	2	455	0.879	2	455	3.077	2	455	3.956
23:00 - 24:00	2	455	0.220	2	455	0.659	2	455	0.879
<b>Total Rates:</b>			<b>29.891</b>			<b>31.319</b>			<b>61.210</b>

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:	450 - 460 (units: sqm)
Survey date range:	01/01/12 - 10/11/17
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.