

HIGHWAYS TECHNICAL NOTE

THE BROOKFIELD HOTEL, EMSWORTH

APP/23/00630 - Highways Response

Date: October 2023

Ref: 2023/7491/TN01

1 INTRODUCTION

1.1 RGP is commissioned to provide highways and transport input in support of proposed development at The Brookfield Hotel, Havant Road, Emsworth, PO10 7LF ("the site").

1.2 A planning application was submitted to Havant Borough Council in July 2023 under reference APP/23/00630, summarising the following proposals at the site:

"Remodelling of the existing entrance lobby, front extension, alterations to the front façade, external works to provide an outdoor seating area to the front including decking and associated landscaping, reconfiguration of the car park layout, and minor alterations to the rear elevation."

1.3 Hampshire County Council has been consulted on the planning application in its role as Local Highway Authority for the site, with comments received on 1st September 2023. The comments are attached hereto at **Appendix A**, with the pertinent points summarised as follows:

- The majority of trips to / from the site would be expected by car in light of the limited opportunities for public transport within the immediate locality;
- The proposed reduction in parking from the existing 59 spaces is of concern in respect of demand from the hotel and expanded restaurant / bar facilities post-development leading to an increased pressure on off-site parking (i.e. on-street);
- A survey should be undertaken to establish the demands for parking as existing which could hence be used to estimate the likely demands post-development;
- The site has historically served as a function space, hosting large events such as weddings. This should be considered in respect of the proposed parking provisions and associated demands, as above;

- Cycle parking should be provided in accordance with the locally adopted standards;
 - The proposed layout should be re-visited to ensure that space is maximised for parking purposes to minimise any shortfall against the existing provisions;
 - Relevant swept path analyses for the proposed layout should be provided, including refuse and servicing vehicles; and
 - A trip generation assessment should be undertaken to establish the likely impacts of the proposals in these terms.
- 1.4 Ultimately, the LHA is seeking the above elements to be addressed before its final recommendations can be provided.
- 1.5 This Technical Note has therefore been prepared to address the requests and supporting assessments and commentary is provided herein.

2 TRIP GENERATION ASSESSMENT

- 2.1 The proposed trip generation assessment is fundamentally linked to the parking demand forecast for the site. Typically, it is best practice to use site-specific survey data for a development such as that proposed to assess its existing and likely trip attraction, however this has not been possible as the site temporarily closed in September 2023.
- 2.2 Therefore, in lieu of any survey information for the site in its existing form, a desktop-based assessment has been undertaken to assess the likely implications of the proposed extension works in vehicular trip attraction terms. The industry-standard Trip Rate Information Computer System (TRICS) has hence been used.

Baseline Trip Generation

- 2.3 The TRICS database contains various categories for hotel and restaurant uses, including the 06 / H (Hotel, Food & Drink / Pub/Res + Hotel) category which combines trips across the respective uses at such sites. This is considered representative of the site and its typical operations, as there is likely to be a high degree of overlap between guest visits to the ancillary restaurant / bar facility during their stay. Trips by the general public are therefore likely to be lower than for a standalone restaurant / public house facility, for example.
- 2.4 This survey category has therefore been used to establish a baseline trip generation for the site which currently comprises 42 hotel bedrooms and 363sqm of restaurant / bar trade area. The most appropriate parameter for this category within the database for the respective trip rates is *per bedroom* which hence validates this use in establishing a baseline position.

- 2.5 The applicable surveys within the database have been further refined to represent the characteristics of the site, namely in respect of location to ensure that the majority of trips would likely be by vehicle, however there would also be scope for general public visitors from local residential areas.
- 2.6 The full TRICS output is attached hereto at **Appendix B** which includes the filtering parameters used, however also contains details of sites that have been excluded (owing to discrepancies such as general location characteristics) in the interests of providing a representative assessment. In the interests of robustness, separate trip rates have been extracted for a typical weekday and Saturday respectively, as the latter is likely to represent a period of higher demand for the respective uses at the site.
- 2.7 The table below summarises the extracted trip rates for the respective days. Consideration has been given to the respective traditional AM (08:00-09:00) and PM (17:00-18:00) weekday peak hours on the local highway network, alongside the Saturday 'peak' hour (17:00-18:00) and the respective daily totals. As noted, this is based on a parameter of 42 hotel bedrooms which hence is likely to be representative of the ancillary restaurant / bar facilities as existing.

Time Period	Trip Rate per Bedroom			Trip Generation – 42 Bedrooms		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Weekday						
AM Peak	0.130	0.292	0.422	5	12	18
PM Peak	0.314	0.249	0.563	13	10	24
Daily	3.127	3.055	6.182	131	128	260
Saturday						
Peak Hour	0.421	0.232	0.653	18	10	27
Daily	3.616	3.476	7.092	152	146	298

Baseline Vehicle Trip Generation – 42 Hotel Bedrooms & 363sqm Restaurant / Bar Trade Area

- 2.8 As indicated, the site in its current form could be expected to generate in the order of 260 two-way daily vehicle trips across the course of a typical weekday, comprising in the order of 18 and 24 trips across the respective peak hours. The 'peak' hour on the Saturday could generate in the order of 27 two-way trips, with a forecasted 298 across the course of the day.

Proposed Trip Generation

- 2.9 As noted, the parameter for the above trip rates concerns the number of hotel bedrooms, and as this quantum is not proposed to change post-development, factoring the trip rates to reflect the increase in trade area for the restaurant / bar would be unlikely to produce a representative assessment.

2.10 Therefore, RGP has sought a separate set of vehicle trip rates for the more conventional category for a standalone public house / restaurant, with a view to apply these trip rates to the net increase in trade area that the proposed development would give rise to. This is considered the most logical approach in light of the above assessment and will likely result in an overly-robust assessment due to the linking of hotel and restaurant / bar trips not being accounted for.

2.11 Trip rates have therefore been extracted for the 06 / C (Hotel, Food & Drink / Pub/Restaurant) category and filtered accordingly in consistency with the baseline assessment. The table below therefore summarises the extracted trip rates and subsequently applies them to the increase in trade area for the restaurant / bar post-extension of 106sqm. The Saturday peak hour is the same as that in the above assessment in the interests of comparative consistency. Full TRICS output is attached hereto at **Appendix C** for reference.

Time Period	Trip Rate per 100sqm			Trip Generation – 106sqm		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Weekday						
AM Peak	0.305	0.000	0.305	0	0	0
PM Peak	3.292	2.463	5.755	3	3	6
Daily	23.216	22.853	46.069	25	24	49
Saturday						
Peak Hour	2.863	3.492	6.355	3	4	7
Daily	32.804	33.574	66.378	35	36	70

Proposed Vehicle Trip Generation – Additional 106sqm Restaurant / Bar Trade Area

2.12 As forecasted, the proposed extension, based on this methodology, could generate in the order of 49 additional two-way vehicle trips across the course of a typical weekday, with six trips across the PM peak hour and a nominal number across the AM. This should not be considered a severe impact in light of the baseline figures as presented previously. Similarly, this would be the case for the Saturday with an additional 70 two-way trips forecasted.

2.13 Overall, it is not considered that the proposed extension would give rise to a significant impact in trip generation terms. Furthermore, the context of the extension should be considered in respect of this, with the external covers proposed likely to only be used during fair weather periods (mainly summer) and would unlikely be occupied during the winter when patrons would sit inside. As such, there would be temporal variation in the trip generation impact of the proposals throughout the year which further dilute the overall implications and results in the above being a 'worst-case' assessment.

3 CAR PARK LAYOUT

- 3.1 In response to the comments received regarding the 'efficiency' of the proposed car parking layout as presented in the initial proposals, RGP has undertaken a review in these terms and considers that additional spaces could be afforded which would minimise the overall reduction from the existing provision of 59 spaces.
- 3.2 The proposed Site Plan has therefore been updated to reflect a modified arrangement of the bays at the front of the site which would now be in a perpendicular orientation more akin to the existing layout. The plan is attached hereto at **Appendix D** and now illustrates a provision for 52 car parking spaces (hence an overall reduction of seven from the existing layout) which would significantly improve upon the layout efficiency when compared to the original proposal.
- 3.3 As shown, two additional spaces in the north-eastern corner of the car park are in front of gates that are very infrequently used for access. These spaces would therefore be available for use by customers for the majority of the time, however should access be required, site management would be advised in advance and the spaces coned-off or safeguarded accordingly.
- 3.4 Drawing **2023/7491/004**, attached hereto, illustrates that a standard car would be able to satisfactorily enter and exit the proposed spaces under this revised arrangement and hence demonstrates that they would be operationally viable.

4 PARKING DEMAND ASSESSMENT

Desktop Operational Assessment

- 4.1 As noted, the site has recently closed and hence it has not been possible to establish the existing demands for car parking under its current form. Therefore, a desktop assessment has been undertaken using the trip rates and generation as presented above which can therefore inform the likelihood of the site generating and off-site demands for parking (i.e. on-street).
- 4.2 A car parking accumulation forecast has been derived through the respective arrival and departure vehicle movements from the TRICS assessments. The 'existing' trip generation has been used to establish the parked vehicles per hour which would be associated with the hotel and the existing ancillary restaurant / bar space, whilst those from the secondary assessment have been added to this to reflect the additional demands (the 'proposed') post-extension from the additional trade area.

- 4.3 The table below summarises the parking accumulation from these assessments. For robustness, it has been assumed that 40 vehicles would be parked in the car park at the start of the assessment (i.e. overnight), reflective of hotel guest parking and any patrons' vehicles that may be left overnight. This is considered a highly-robust assumptions which doesn't account for guests car-sharing and travelling by alternative modes such as taxi (which wouldn't park overnight).
- 4.4 Furthermore, the end accumulation from the weekday assessment has been used as the starting accumulation for the Saturday assessment (i.e. a continuous assessment across the days) for further robustness.

	Weekday			Saturday		
	Existing	Proposed	Total	Existing	Proposed	Total
00:00-01:00	40	0	40	43	0	43
01:00-02:00	40	0	40	43	0	43
02:00-03:00	40	0	40	43	0	43
03:00-04:00	40	0	40	43	0	43
04:00-05:00	40	0	40	43	0	43
05:00-06:00	40	0	40	43	0	43
06:00-07:00	40	0	40	43	0	43
07:00-08:00	32	0	32	42	0	42
08:00-09:00	25	0	26	41	0	41
09:00-10:00	23	1	24	37	0	37
10:00-11:00	22	1	23	31	0	31
11:00-12:00	23	2	25	26	0	26
12:00-13:00	29	3	32	27	4	31
13:00-14:00	28	3	31	29	5	34
14:00-15:00	29	3	31	30	3	33
15:00-16:00	29	3	31	35	2	37
16:00-17:00	34	4	38	38	2	40
17:00-18:00	37	5	42	46	2	47
18:00-19:00	43	5	48	49	2	51
19:00-20:00	43	5	48	49	2	51
20:00-21:00	44	3	47	51	2	53
21:00-22:00	43	2	45	48	1	49
22:00-23:00	43	1	44	49	0	49
23:00-24:00	43	0	43	49	0	49

Car Parking Accumulation Assessments

- 4.5 As forecasted, the proposed provision of 52 car parking spaces would be sufficient to accommodate the weekday demands from the site post-extension, with the exception of the period between 20:00-21:00 at which time there would be a single vehicle above the on-site capacity. This should not however be considered a significant overspill and hence could likely be easily accommodated within the extents of the existing on-street provisions locally to the site. It is therefore not considered that further assessment of the on-street car parking capacities locally to the site are warranted.
- 4.6 As noted, this assessment is extremely robust in assuming the proposed additional trade area would be trip generating in its own right, whereas in reality the increase in external covers is likely to accommodate a proportion of existing patrons to the site, largely during periods of fair weather, as mentioned above. Furthermore, the trip generation assessment considers all vehicles within the TRICS output, and hence vehicles such as taxis (which would not park for a prolonged period of time) would not require a space.

Car Parking Standards

- 4.7 The adopted car parking standards relevant to the site are contained within the Havant Borough Council 'Parking' Supplementary Planning Document (SPD) which confirms that the following standards should be applied to the site in isolation for its respective uses:
- Hotel – 1 space per bedroom; and
 - Eating / Drinking Establishment – 1 space per 5sqm dining area/bar area/dance floor.
- 4.8 Overall, with the stringent application of these standards, the site would require 115 car parking spaces in its current form (42 hotel bedrooms and 363sqm trade area for the restaurant / bar), with an additional requirement for 22 spaces as a result of the proposed extension (additional 106sqm trade area).
- 4.9 RGP considers these requirements to be excessive, with the current layout for the site (59 car parking spaces) short of the prescribed standards as above. The proposed provision of spaces would conform to the requirement in terms of hotel bedrooms, with several additional spaces above this to accommodate members of the public, all of which have confirmed to be sufficient for the anticipated demands as forecasted in the above assessment.

5 PARKING MANAGEMENT MEASURES

- 5.1 As confirmed by The Applicant, the site would no longer hold large events and functions (as it has historically done) which in itself will reduce peak parking demands.
- 5.2 Several measures would be adopted to manage the demand for car parking at the site and hence reduce the need for any overspill parking on the local highway:

- All new and existing staff members will be encouraged to adopt alternative means of travel to / from the site, where feasible, in order to reduce the number of staff vehicles parked within the on-site parking spaces;
- Site management will encourage staff to car share where opportunity allows. An informal car share system will be explored to ascertain whether there would be scope for staff members to combine their visits to the site and hence reduce the number of vehicular trips and parking spaces required;
- Information regarding local public transport opportunities and local walking / cycling routes will be displayed within an area accessible to staff to encourage travel to / from the site via alternative means;
- Site management will explore the possibilities of investing in equipment to facilitate travel via sustainable modes, such as a puncture repair kit and high-visibility clothing which would be available for use by staff;
- Staff will ensure as far as reasonably possible that obstacles within the car park are removed and bays are kept clear at all times;
- Reasonable endeavours will be made to ensure that lighting is operated and maintained within the car park outside of daylight hours, particularly in the winter months as well as gritting the car park and access in the event of snow or ice;
- Staff will undertake regular patrols of the car park to ensure that all spaces are being used effectively and appropriately. This will be agreed amongst staff upon the commencement and during the necessary shift patterns;
- In order to discourage off-site parking, clear signage will be displayed at the site curtilage and within the car park to notify drivers that the spaces are not for use by the general public (unless visiting the public house); and
- Hotel guests will register their vehicle details at reception upon check-in to ensure that the only vehicles parked for long periods within the site are those authorised to do so.

6 SWEEP PATH ANALYSIS

- 6.1 As requested, the layout has been assessed for the manoeuvrability of various vehicles, with the following drawings attached hereto illustrating relevant swept path analyses:

2023/7491/001 – Refuse Vehicle

2023/7491/002 – Delivery Vehicle

2023/7491/003 – Fire Tender

2023/7491/004 – Standard Car

- 6.2 The drawings therefore demonstrate that the respective vehicles can manoeuvre into, out of and within the site unfettered and hence the layout as proposed should be considered acceptable in these terms.

7 CYCLE PARKING

- 7.1 The relevant cycle parking standards are contained within the Havant Borough Council 'Parking' SPD, confirming that eating and drinking establishments should provide:

- 1 long-stay space per 6 staff / 1 space per 40sqm GEA; and
- 1 short-stay space per 20sqm GEA.

- 7.2 As shown in the proposed Site Plan, attached hereto, a cycle shelter would be incorporated adjacent to the frontage of the building which would contain three racks and hence have capacity for six cycles to be stored. This is considered to be an appropriate provision in light of the accessibility of the site and the proposed uplift in trade area.

8 SUMMARY AND CONCLUSIONS

- 8.1 RGP is commissioned to provide highways and transport input in support of proposed development at The Brookfield Hotel, Havant Road, Emsworth, PO10 7LF.

- 8.2 Comments have been received from Hampshire County Council Highways which have requested further context and justification principally regarding the trip generation and parking implications of the proposed extension at the site. This report has assessed said elements and can draw the following pertinent conclusions:

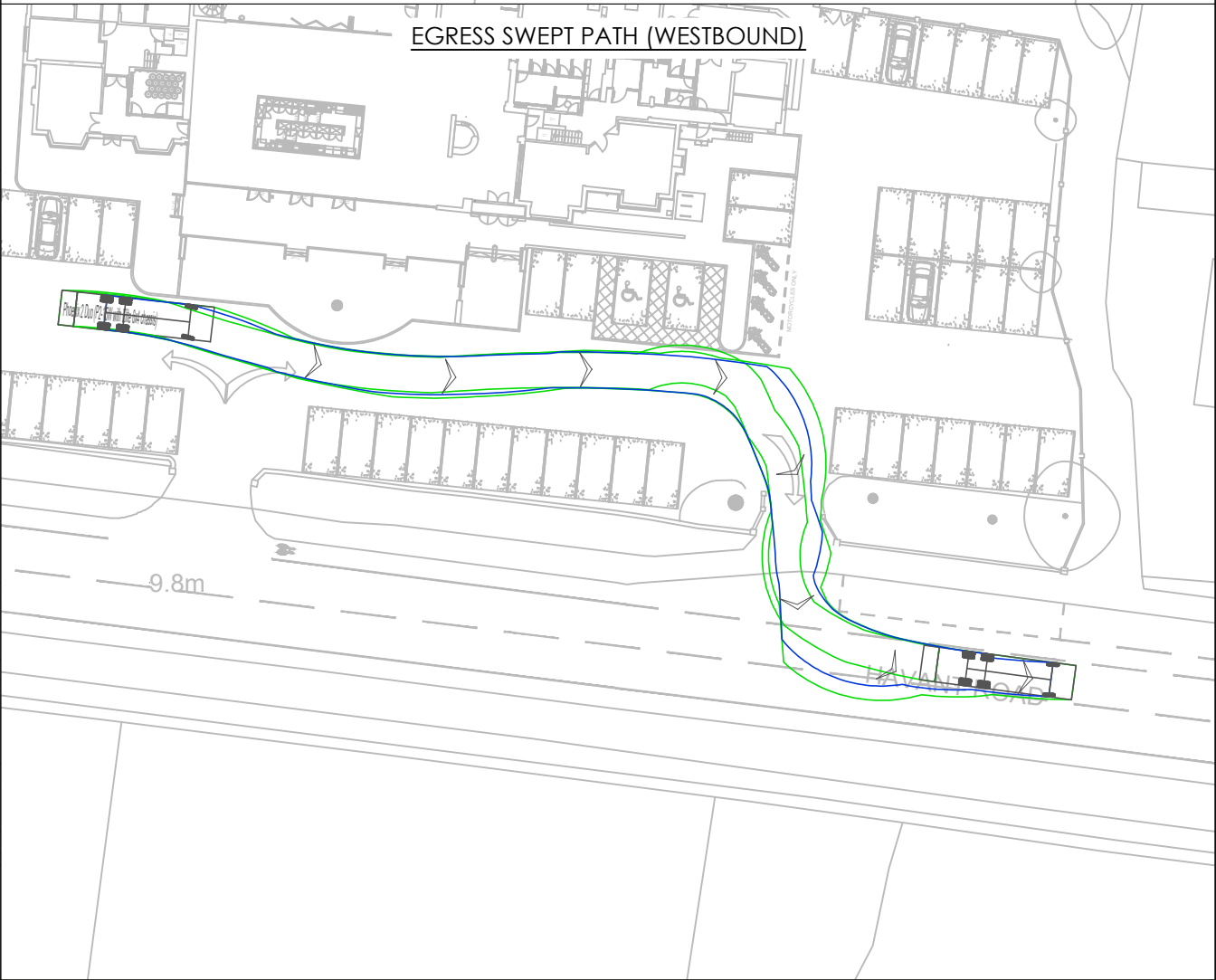
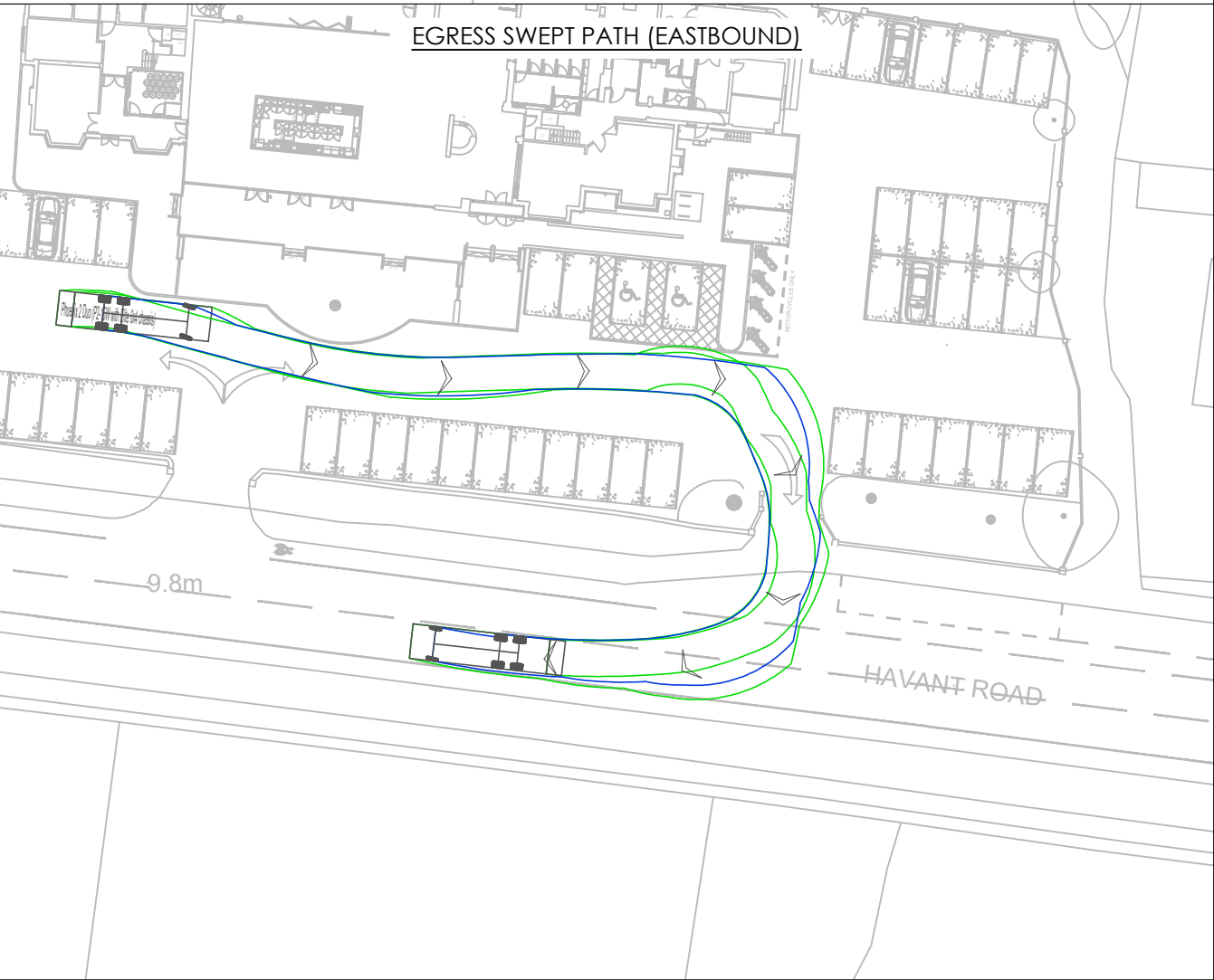
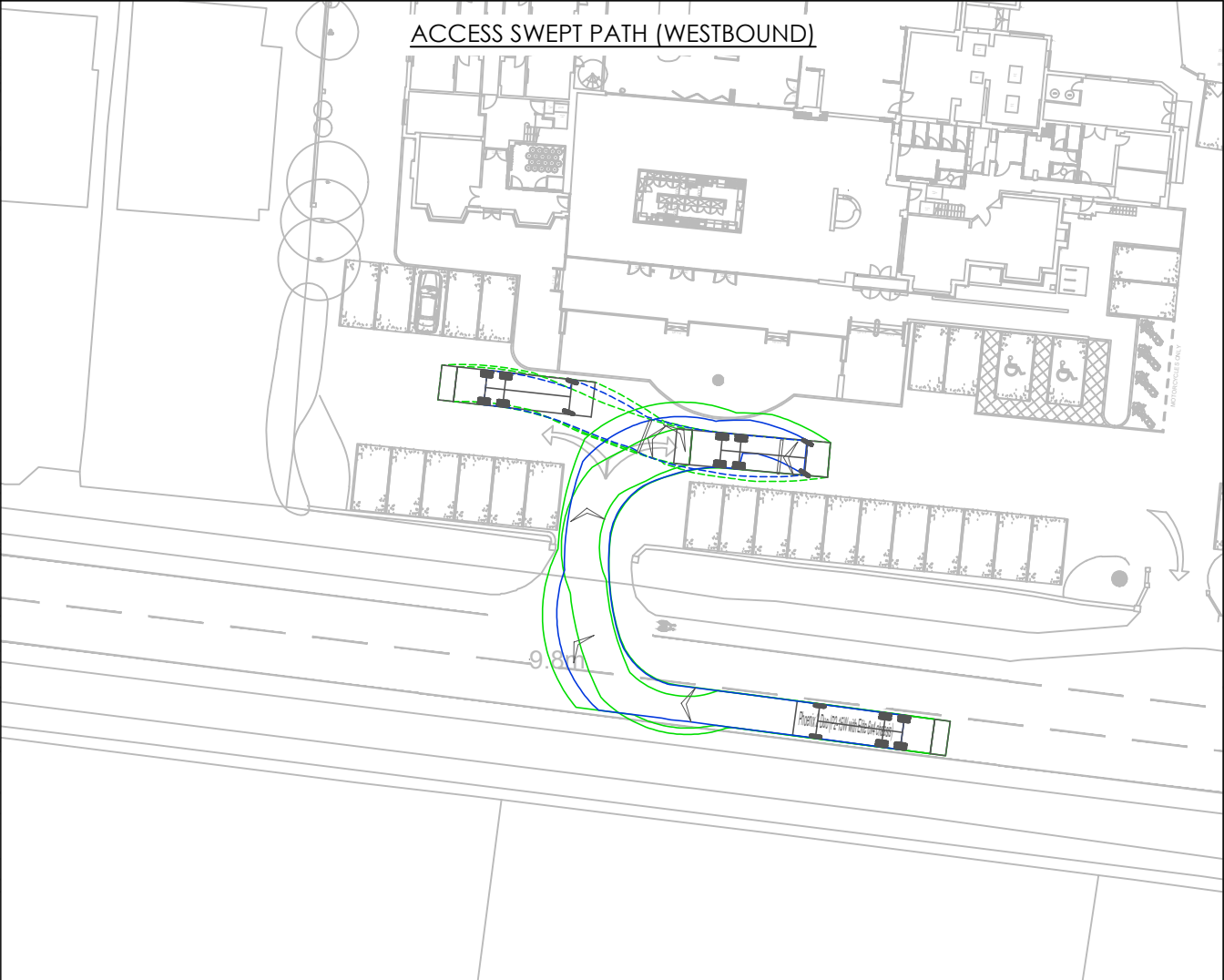
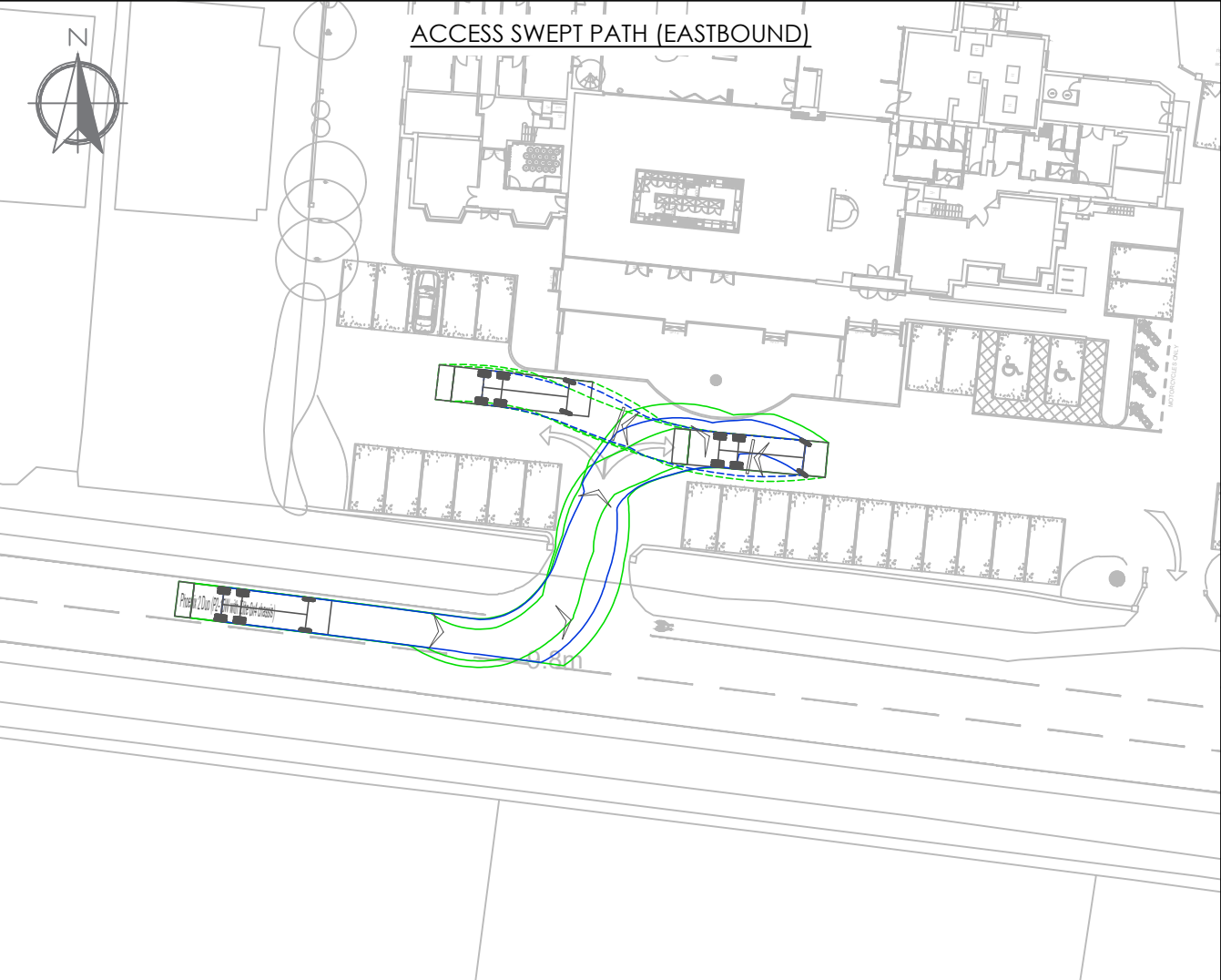
- The proposed quantum of parking has been increased to 52 spaces from that originally proposed to ensure that the proposed layout reflects the most efficient use of space for parking whilst ensuring the safe and efficient manoeuvring of vehicles;
- A desktop assessment indicates that the proposed extension works would not result in a substantial uplift in trips compared to those that could be experienced at the site in its current form;
- The trip generation associated with the proposed external extension (and additional covers) would largely be seasonal, with these areas more likely to be occupied during fair weather periods such as summer;
- The trip generation assessment has been used to inform the likely parking demands at the site, with the robust assessment indicating that the proposed provisions for cars to

park would be largely sufficient to accommodate guest and general public vehicles across the course of a weekday and a Saturday;

- Parking management measures would be adopted at the site to ensure the efficient and authorised use of the car park;
- Swept path analyses have been undertaken which demonstrate the acceptability of the proposed layout for various vehicles, also confirming the viability of the proposed car parking arrangement; and
- Cycle parking would be introduced at the site which could accommodate guest, visitor and staff cycles.

8.3 In light of the information and assessments contained within this report, it is demonstrated that the proposed development would be acceptable in highways and transport terms, with the Highways requests satisfactorily addressed. Hampshire County Council is therefore respectfully invited to confirm that this is the case.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.005
Kerb to Kerb Turning Radius	9.500m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P3	GE	LAYOUT UPDATED	26/10/23
P2	GE	LAYOUT UPDATED	13/10/23
P1	GE	FIRST ISSUE	10/10/23
Rev.	Drawn	Comments	Date

RGP

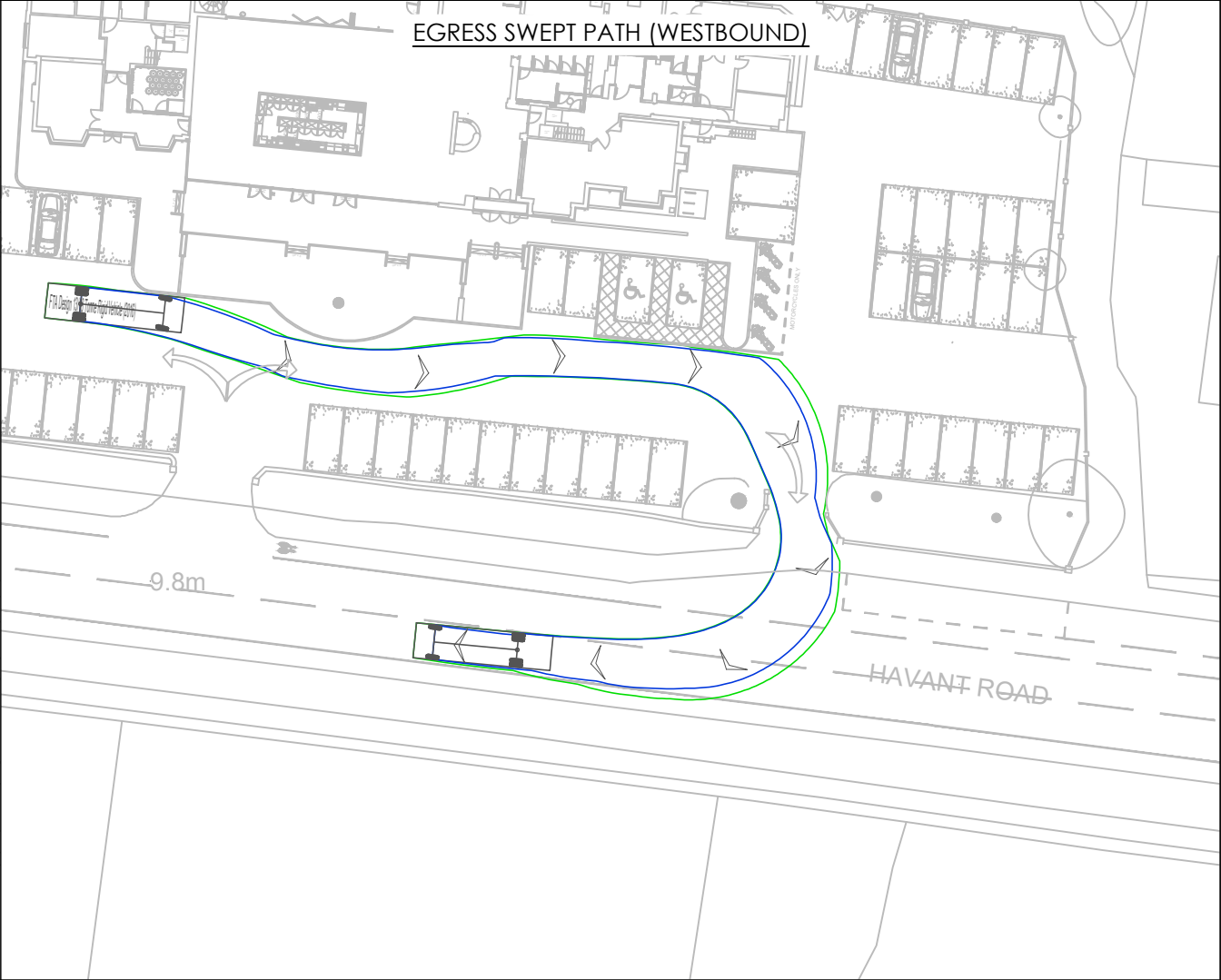
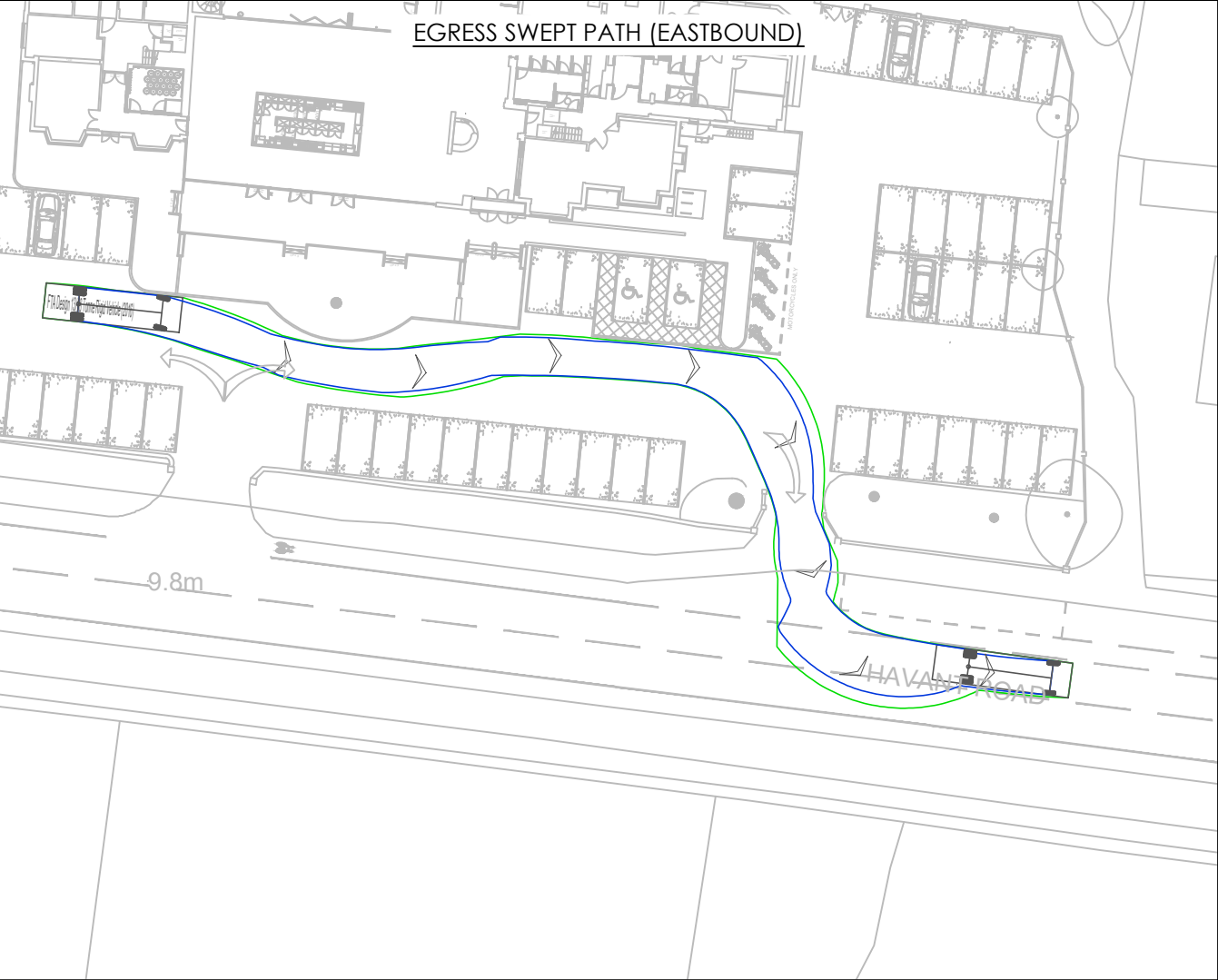
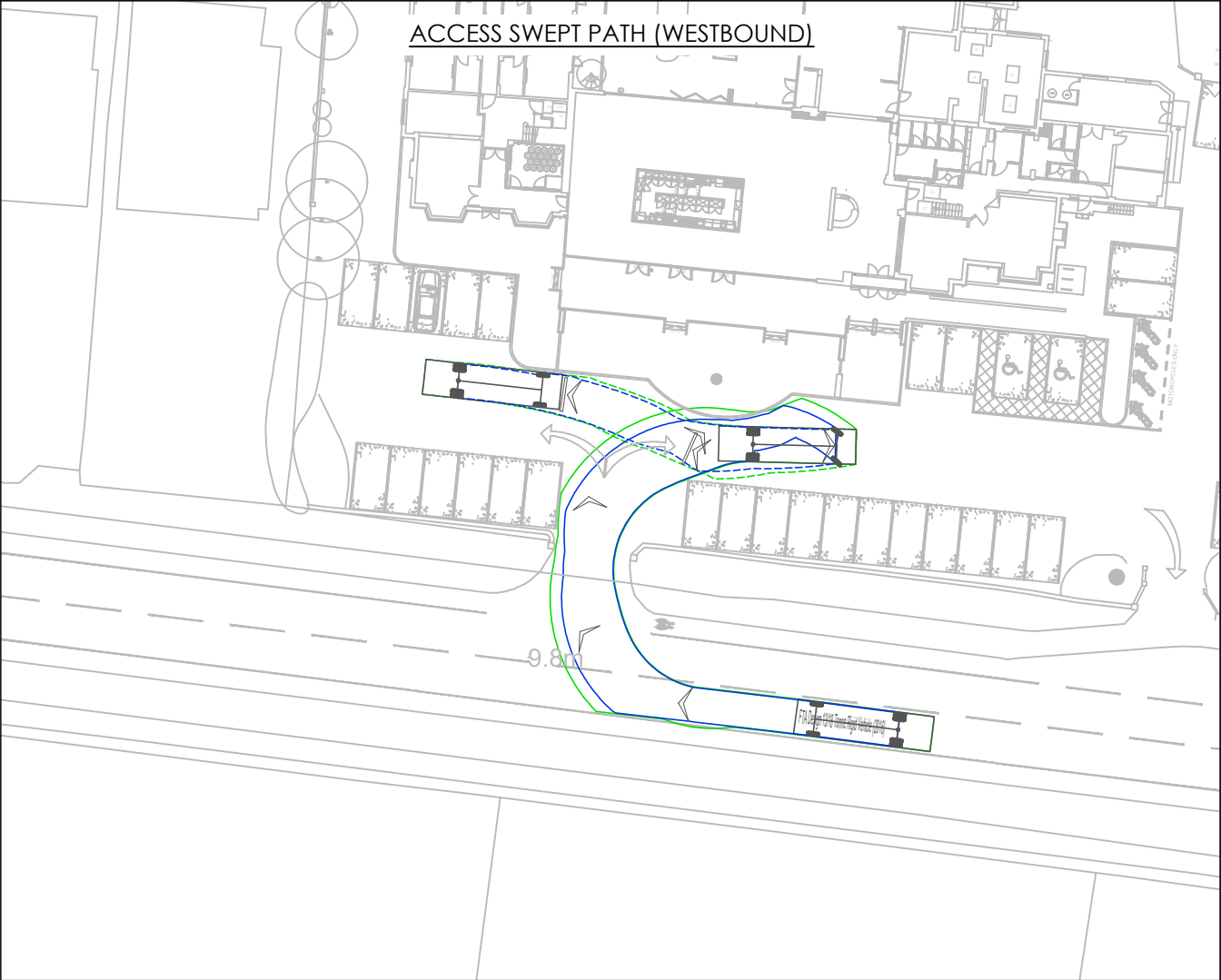
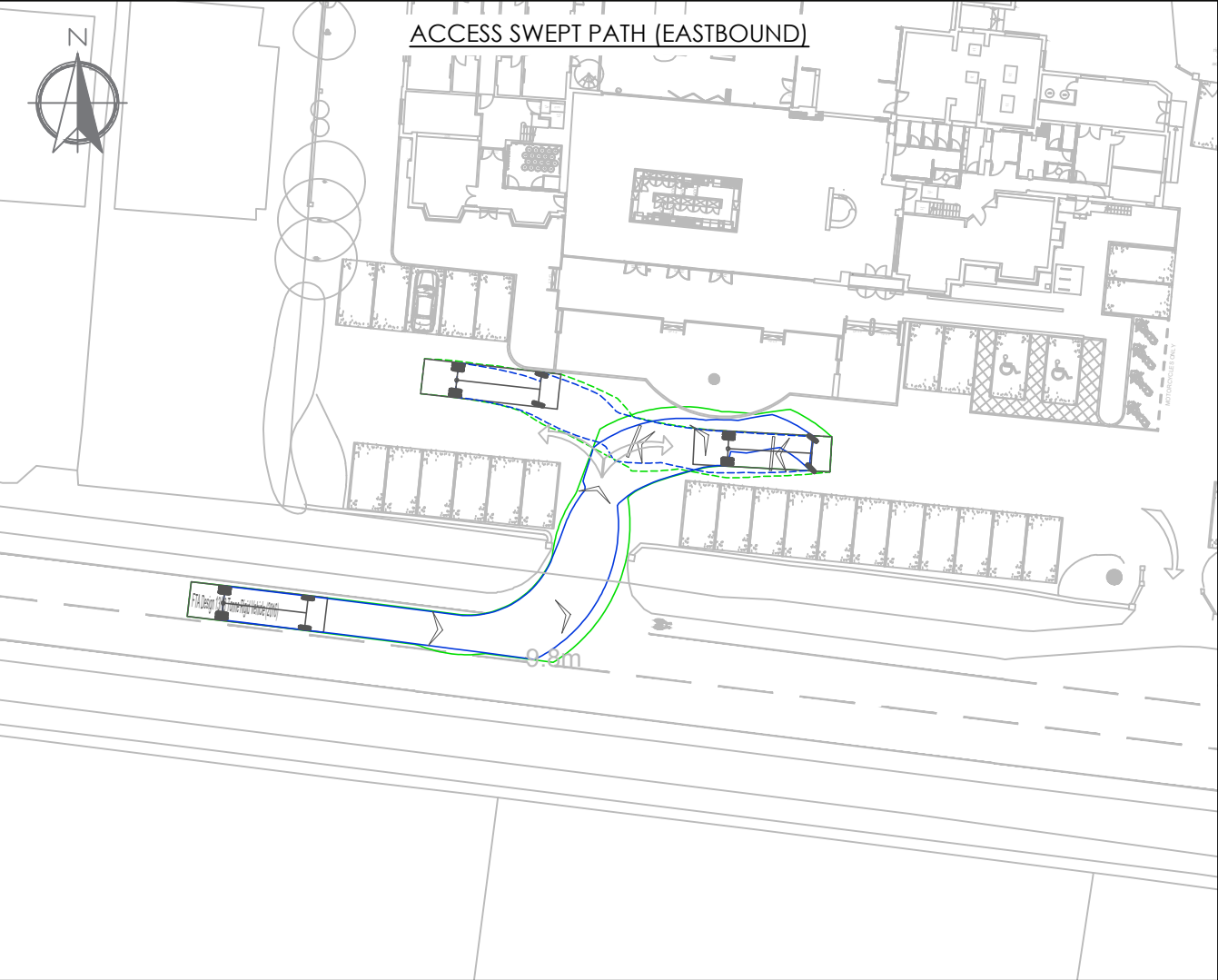
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client: Walsingham Planning

Project: Brookfield Hotel, Emsworth

Drawing Title: Sweep Path Analysis
Refuse Vehicle

Drawing No.	2023/7491/001	Rev.	P3
Scale	1:500	Drawn By	GE
		Checked By	JC
			A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length10.000m

Overall Width2.550m

Overall Body Height3.645m

Min Body Ground Clearance0.440m

Track Width2.470m

Lock to lock time3.00s

Kerb to Kerb Turning Radius11.000m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P3	GE	LAYOUT UPDATED	26/10/23
P2	GE	LAYOUT UPDATED	13/10/23
P1	GE	FIRST ISSUE	10/10/23
Rev.	Drawn	Comments	Date



RGP

Transport Planning and Infrastructure Design Consultants

Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY

1-2 Paris Garden, London, SE1 8ND

Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client

Walsingham Planning

Project

Brookfield Hotel, Emsworth

Drawing Title

Swept Path Analysis
Delivery Vehicle

Drawing No.

2023/7491/002

Rev.

P3

Scale

1:500

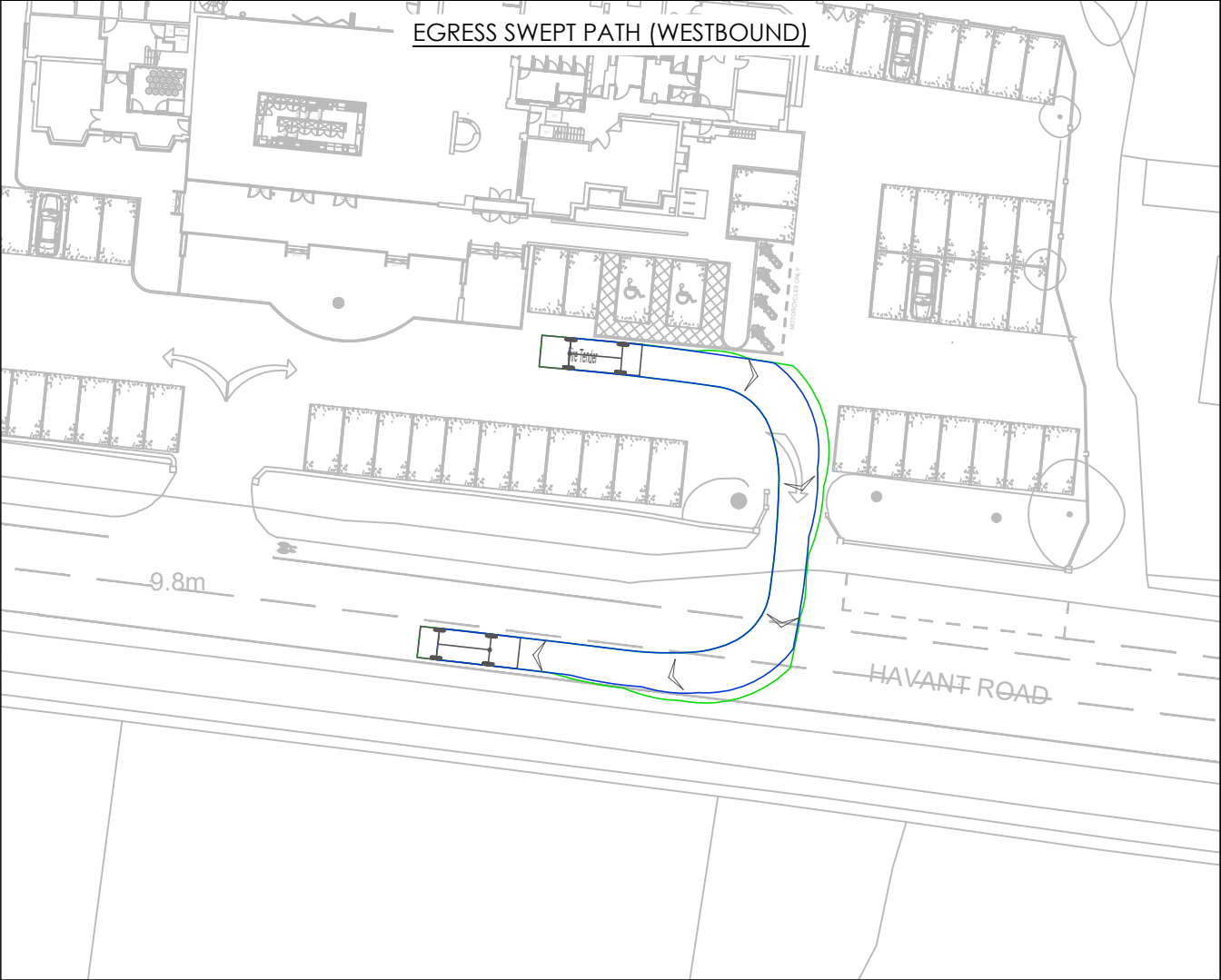
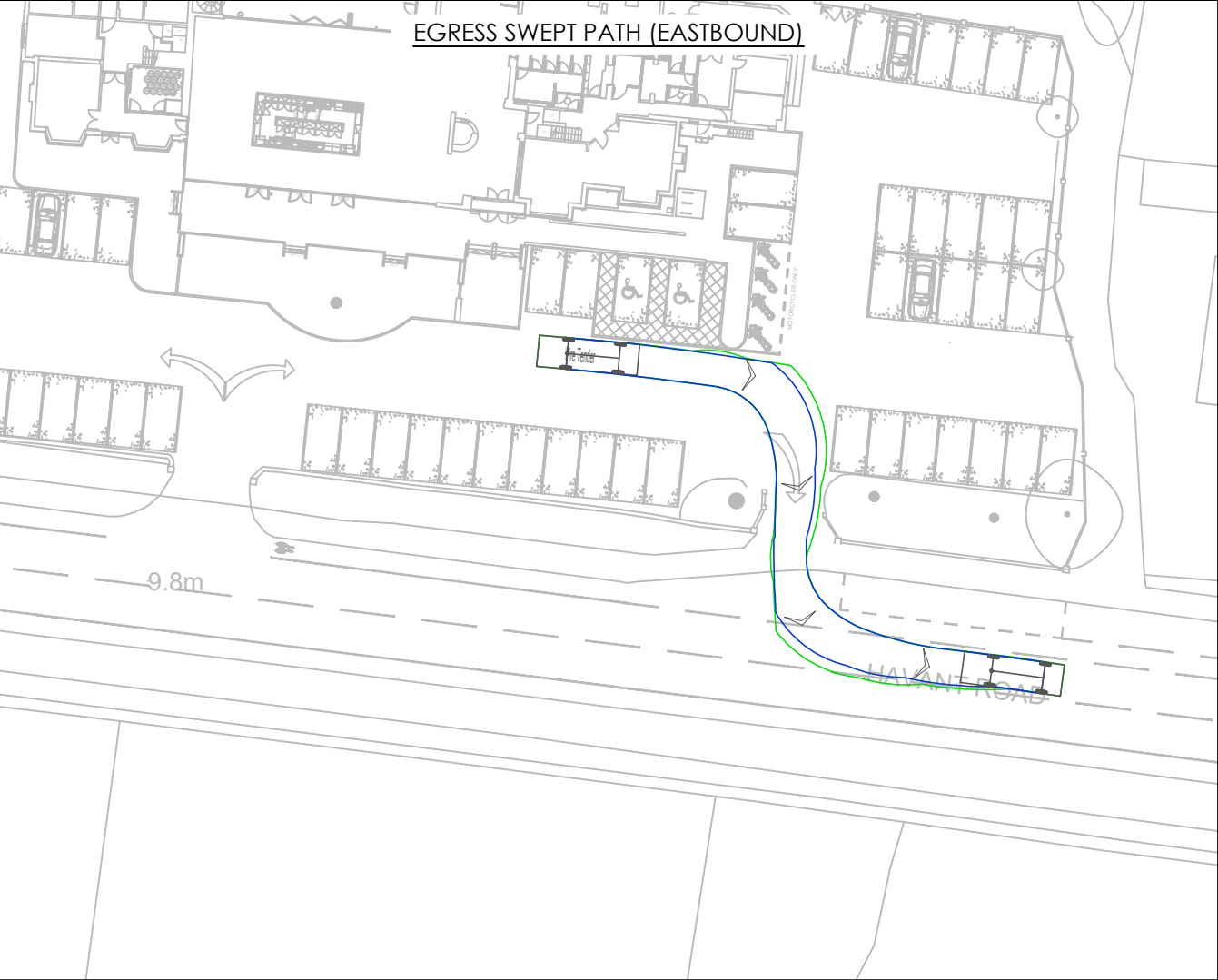
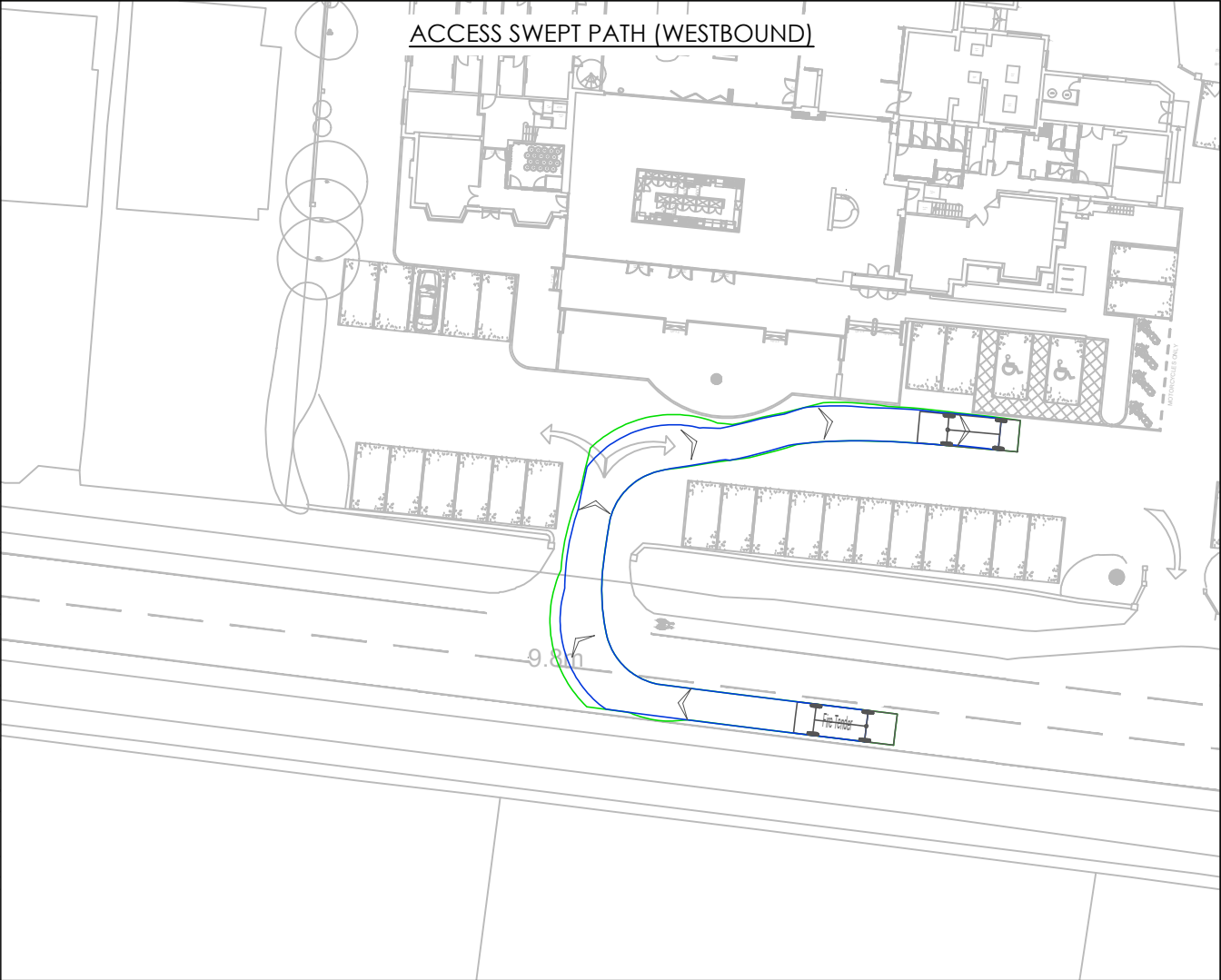
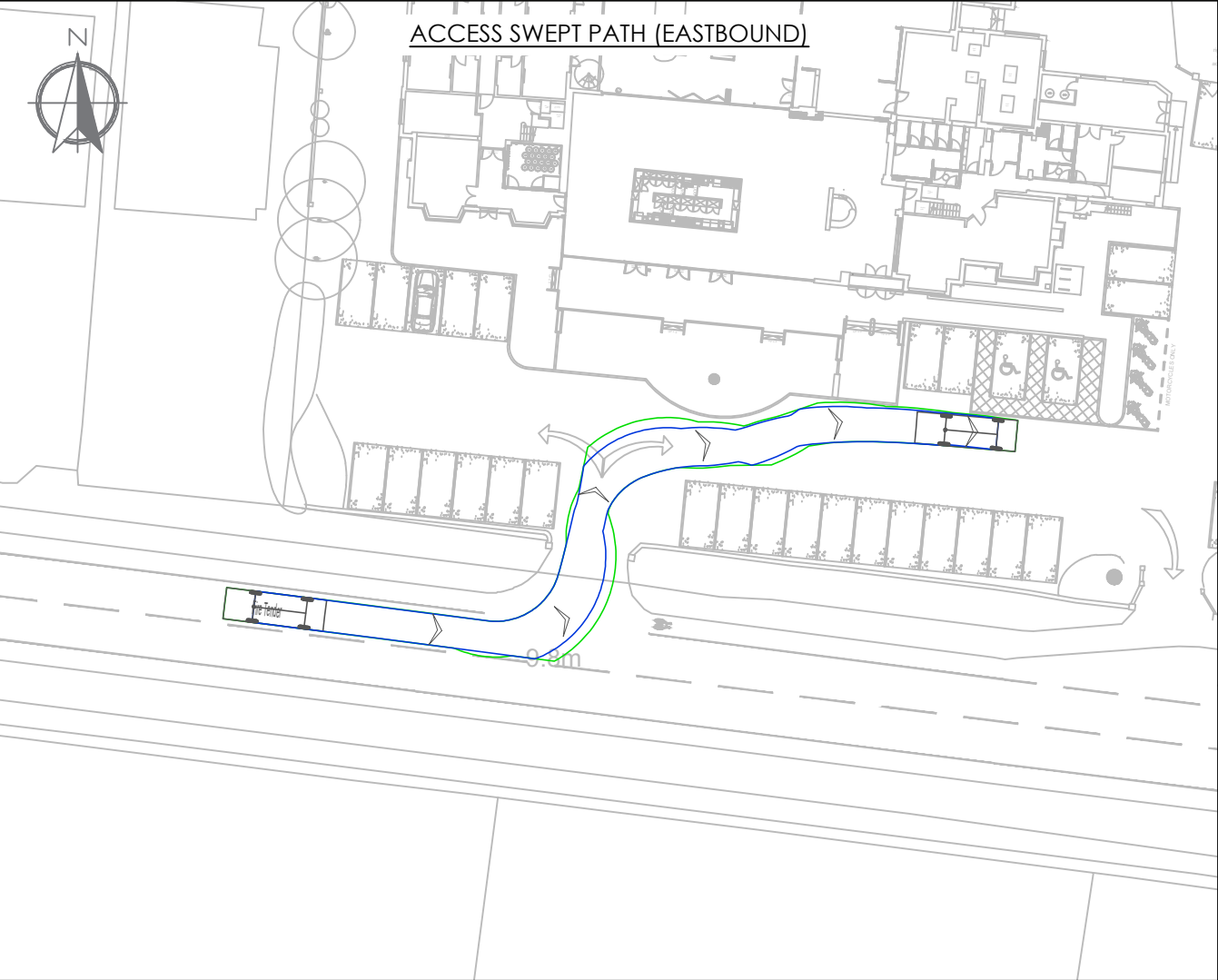
Drawn By

GE

Checked By

JC

A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

Fire Tender	7.334m
Overall Length	2.286m
Overall Width	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

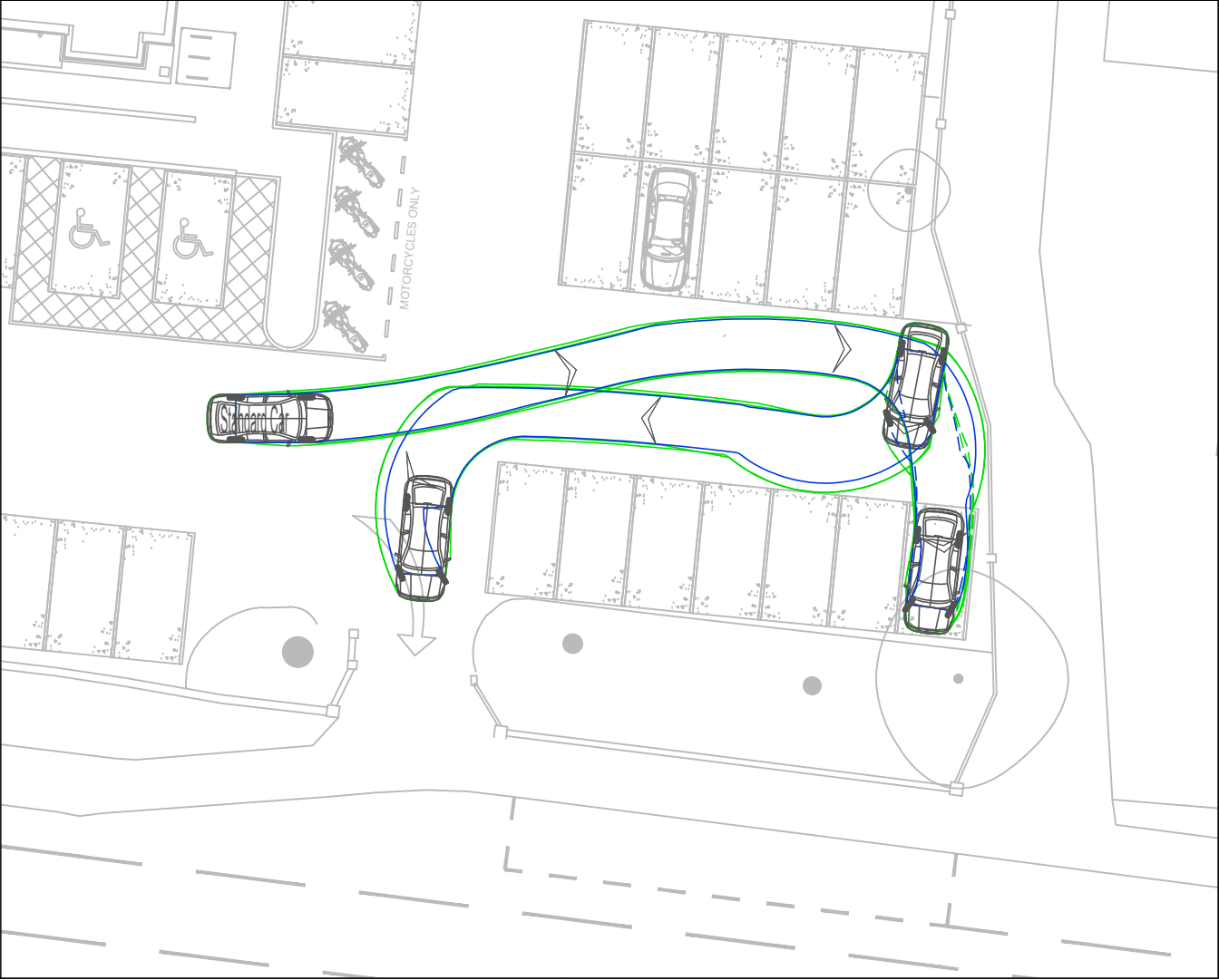
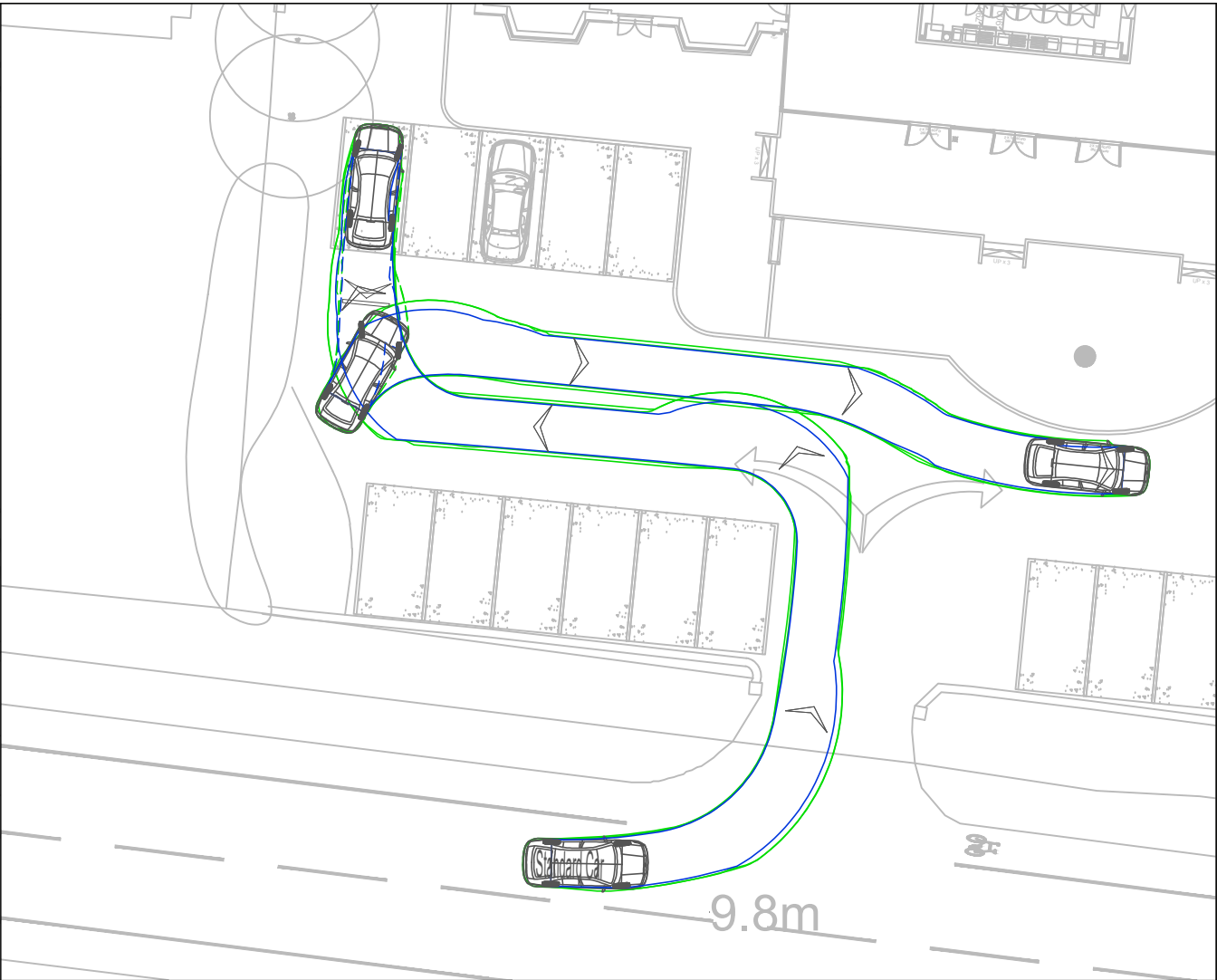
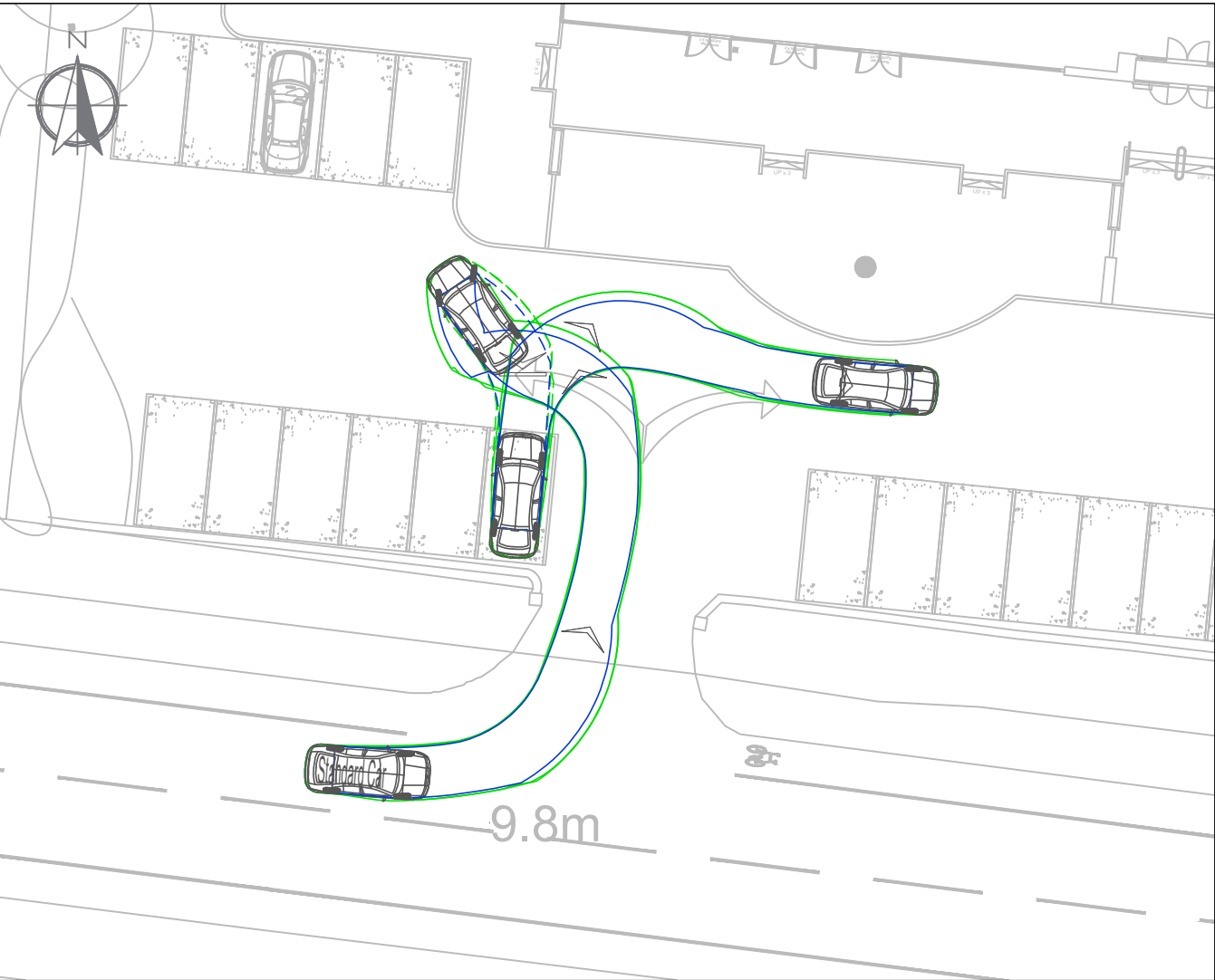
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P3	GE	LAYOUT UPDATED	26/10/23
P2	GE	LAYOUT UPDATED	13/10/23
P1	GE	FIRST ISSUE	10/10/23
Rev.	Drawn	Comments	Date

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Walsingham Planning		
Project	Brookfield Hotel, Emsworth		
Drawing Title	Swept Path Analysis Fire Tender		
Drawing No.	2023/7491/003	Rev.	P3
Scale	1:500	Drawn By	GE
		Checked By	JC
			A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

Standard Car	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123. RGP accept no liability for any inaccuracies with the data.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P3	GE	LAYOUT & SWEEP PATHS UPDATED	26/10/23
P2	GE	LAYOUT UPDATED	13/10/23
P1	GE	FIRST ISSUE	10/10/23
Rev.	Drawn	Comments	Date

RGP

Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Walsingham Planning		
Project	Brookfield Hotel, Emsworth		
Drawing Title	Swept Path Analysis Standard Car		
Drawing No.	2023/7491/004	Rev.	P3
Scale	1:250	Drawn By	GE
		Checked By	JC
			A3

APPENDIX A

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 1 September 2023

My reference 050727

Your reference APP/23/00630

Email havantdc@hants.gov.uk

Dear Ms Pickup,

Brookfield Hotel, 93-95 Havant Road, Emsworth, PO10 7LF

Remodelling of the existing entrance lobby, front extension, alterations to the front façade, external works to provide an outdoor seating area to the front including decking and associated landscaping, reconfiguration of the car park layout, and minor alterations to the rear elevation.

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments.

The applicant is proposing an extension of the existing hotel to provide additional covers for the restaurant use with the number of hotel rooms remaining unaltered. In order to facilitate this extension, the number of parking spaces are to be reduced by 19 spaces from 59 to 40.

The location of the hotel is circa 1.2km west of Emsworth Town Centre and is therefore not regarded to be in a highly accessible town centre location. The Highway Authority understand that the sustainable transport provision in the vicinity of the site is limited, and it is likely that this expansion will attract custom from outside of Emsworth where the private car will be utilised.

Parking

The Highway Authority have concerns with the parking quantum for the proposed extension due to the additional demand that this will create for external customers. Despite commentary within the Design and Access Statement, the proposed parking does not meet the minimum standards as laid out within Havant Borough Councils Parking SPD. Whilst one parking space has been provided for each hotel room, the

Director of Hampshire 2050
Gary Westbrook

standards explicitly state that should eating and drinking be available to non-residents then additional on-site parking should be provided. This has not been considered.

Whilst parking is a matter for Havant Borough Council to comment on as Local Parking Authority, the Highway Authority need to be satisfied that appropriate parking can be provided on site to ensure that overspill parking on the wider highway network does not occur. To justify the reduction in parking the applicant should undertake a parking survey to review the occupancy rate at different times of the day. This will assess the current parking demand and assess whether the reduction in parking is sufficient for the existing demand and whether there is spare capacity to accommodate the additional demand.

The Highway Authority understand that the hotel currently operates events such as weddings, and it is unclear how this parking demand will be accommodated within the revised layout following the addition of the proposed restaurant expansion.

Cycle parking provision has not been provided in accordance with the standards when considering the eating and drinking establishment on its own merits and therefore additional cycle parking should also be provided.

The proposed parking layout provides an inefficient use of the available space, and it is requested that this is revised to accommodate additional parking spaces where possible. The dimensions of the parking spaces should be confirmed to ensure that they meet the standards as laid out within Havant Borough Council's parking SPD.

Refuse/Servicing

Refuse and servicing arrangements should be confirmed, and tracking should be provided at 10mph for an 11.20m 'super large' refuse, fire tender and delivery vehicle navigating the proposed site layout to ensure that this can be undertaken in an appropriate manner. Distances for the refuse and fire tender should be confirmed and should comply with the standards as laid out within Manual for Streets.

Trip Generation

The applicant should undertake a trip generation assessment to assess the increase in covers at the restaurant within the hotel. This should be benchmarked against the existing restaurant operation to assess the additional number of vehicular trips proposed by this expansion.

Recommendations

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made.

Yours sincerely,

Director of Hampshire 2050
Gary Westbrook

Sophie Osborne
Transport Planner - Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook

APPENDIX B

Calculation Reference: AUDIT-728001-231009-1040

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : H - PUB/RES + HOTEL
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

RGP Mill Pool House Godalming

Licence No: 728001

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: 31 to 133 (units:)
 Range Selected by User: 4 to 133 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 06/11/21

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:

Wednesday 2 days
 Thursday 2 days
 Friday 1 days

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

Selected survey types:

Manual count 5 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) 3
 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
 Retail 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 5 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

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 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
100,001 to 125,000	1 days
125,001 to 250,000	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	3 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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DR-06-H-01	PREMIER INN & BEEFEATER	DONCASTER
	WILMINGTON DRIVE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Number of bedrooms:	66	
	Survey date: FRIDAY	24/09/21	Survey Type: MANUAL
2	DY-06-H-01	PUB/RES + HOTEL	DERBY
	KINGSWAY		
	DERBY		
	ROWDITCH		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Number of bedrooms:	35	
	Survey date: THURSDAY	12/07/18	Survey Type: MANUAL
3	FA-06-H-01	PREMIER INN & BEEFEATER	FALKIRK
	MAIN STREET		
	FALKIRK		
	CAMELON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of bedrooms:	31	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
4	NF-06-H-01	PREMIER INN & B. FAYRE	NORFOLK
	NORTH RIVER ROAD		
	GREAT YARMOUTH		
	RUNHAM		
	Edge of Town		
	No Sub Category		
	Total Number of bedrooms:	88	
	Survey date: THURSDAY	10/05/18	Survey Type: MANUAL
5	WL-06-H-01	PREMIER INN & TABLE TABLE	WILTSHIRE
	PEARCE WAY		
	SALISBURY		
	BISHOPDOWN		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:	133	
	Survey date: WEDNESDAY	19/09/18	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HI-06-H-02	Location
SF-06-H-01	Location

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GM-06-H-01	13/11/18	Time of Year
HE-06-H-02	22/10/13	Time of Year
MK-06-H-02	03/10/14	Time of Year

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

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	5	71	0.091	5	71	0.280	5	71	0.371
08:00 - 09:00	5	71	0.130	5	71	0.292	5	71	0.422
09:00 - 10:00	5	71	0.091	5	71	0.147	5	71	0.238
10:00 - 11:00	5	71	0.116	5	71	0.139	5	71	0.255
11:00 - 12:00	5	71	0.178	5	71	0.144	5	71	0.322
12:00 - 13:00	5	71	0.261	5	71	0.133	5	71	0.394
13:00 - 14:00	5	71	0.297	5	71	0.323	5	71	0.620
14:00 - 15:00	5	71	0.221	5	71	0.195	5	71	0.416
15:00 - 16:00	5	71	0.238	5	71	0.238	5	71	0.476
16:00 - 17:00	5	71	0.295	5	71	0.159	5	71	0.454
17:00 - 18:00	5	71	0.314	5	71	0.249	5	71	0.563
18:00 - 19:00	5	71	0.337	5	71	0.207	5	71	0.544
19:00 - 20:00	5	71	0.255	5	71	0.235	5	71	0.490
20:00 - 21:00	5	71	0.144	5	71	0.133	5	71	0.277
21:00 - 22:00	5	71	0.159	5	71	0.181	5	71	0.340
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.127			3.055			6.182

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

31 - 133 (units:)

Survey date date range:

01/01/12 - 06/11/21

Number of weekdays (Monday-Friday):

8

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

3

Surveys manually removed from selection:

2

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 show. 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-728001-231009-1043

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : H - PUB/RES + HOTEL
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	SG SOUTH GLOUCESTERSHIRE	1 days

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

RGP Mill Pool House Godalming

Licence No: 728001

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: 81 to 83 (units:)
 Range Selected by User: 4 to 133 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 06/11/21

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:

Saturday 2 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
 Residential Zone 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 X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

n/a 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.

Secondary Filtering selection (Cont.):

Population within 5 miles:
125,001 to 250,000 2 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

1	EX-06-H-01	PREMIER INN & BEEFEATER	ESSEX
	CAMBRIDGE ROAD		
	HARLOW		
	OLD HARLOW		
	Edge of Town		
	Industrial Zone		
	Total Number of bedrooms:	81	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
2	SG-06-H-01	PREMIER INN & BEEFEATER	SOUTH GLOUCESTERSHIRE
	WESTERLEIGH ROAD		
	BRISTOL		
	EMERSONS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of bedrooms:	83	
	Survey date: SATURDAY	06/11/21	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 & DRINK/H - PUB/RES + HOTEL
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

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	82	0.061	2	82	0.079	2	82	0.140
08:00 - 09:00	2	82	0.140	2	82	0.159	2	82	0.299
09:00 - 10:00	2	82	0.238	2	82	0.354	2	82	0.592
10:00 - 11:00	2	82	0.183	2	82	0.323	2	82	0.506
11:00 - 12:00	2	82	0.152	2	82	0.274	2	82	0.426
12:00 - 13:00	2	82	0.244	2	82	0.201	2	82	0.445
13:00 - 14:00	2	82	0.268	2	82	0.238	2	82	0.506
14:00 - 15:00	2	82	0.274	2	82	0.238	2	82	0.512
15:00 - 16:00	2	82	0.311	2	82	0.201	2	82	0.512
16:00 - 17:00	2	82	0.293	2	82	0.226	2	82	0.519
17:00 - 18:00	2	82	0.421	2	82	0.232	2	82	0.653
18:00 - 19:00	2	82	0.354	2	82	0.274	2	82	0.628
19:00 - 20:00	2	82	0.305	2	82	0.305	2	82	0.610
20:00 - 21:00	2	82	0.232	2	82	0.183	2	82	0.415
21:00 - 22:00	2	82	0.128	2	82	0.189	2	82	0.317
22:00 - 23:00	1	83	0.012	1	83	0.000	1	83	0.012
23:00 - 24:00	1	83	0.000	1	83	0.000	1	83	0.000
Total Rates:			3.616			3.476			7.092

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

81 - 83 (units:)

Survey date range:

01/01/12 - 06/11/21

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

2

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX C

Calculation Reference: AUDIT-728001-231011-1023

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	HC HAMPSHIRE	1 days
	RE READING	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	OT STOKE ON TRENT	1 days
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	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:

400 to 982 (units: sqm)

Range Selected by User:

112 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 04/05/23

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

3 days

Wednesday

1 days

Thursday

1 days

Friday

3 days

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

Selected survey types:

Manual count

8 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)

2

Edge of Town

4

Neighbourhood Centre (PPS6 Local Centre)

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

7

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

4 days - Selected

Servicing vehicles Excluded

8 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 8 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 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:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	5 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	4 days
1.1 to 1.5	4 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	8 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	8 days
-----------------	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	BH-06-C-01 HOVE STREET BRIGHTON HOVE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 460 sqm Survey date: FRIDAY 22/09/17	PUB / RESTAURANT	BRIGHTON & HOVE	Survey Type: MANUAL
2	GM-06-C-04 HELSMAN LANE ROCHDALE Edge of Town Residential Zone Total Gross floor area: 525 sqm Survey date: TUESDAY 20/10/15	HUNGRY HORSE	GREATER MANCHESTER	Survey Type: MANUAL
3	HC-06-C-06 SHETLAND ROAD BASINGSTOKE Edge of Town Residential Zone Total Gross floor area: 652 sqm Survey date: FRIDAY 10/09/21	PUB / RESTAURANT	HAMPSHIRE	Survey Type: MANUAL
4	NG-06-C-01 CLIFTON LANE NOTTINGHAM WILFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 450 sqm Survey date: TUESDAY 18/06/13	HARVESTER	NOTTINGHAM	Survey Type: MANUAL
5	OT-06-C-01 STONE ROAD STOKE-ON-TRENT TRENTHAM Edge of Town Residential Zone Total Gross floor area: 720 sqm Survey date: WEDNESDAY 23/10/13	HARVESTER	STOKE ON TRENT	Survey Type: MANUAL
6	RE-06-C-01 SOUTHCOTE LANE READING Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 520 sqm Survey date: THURSDAY 04/05/23	BEEFEATER	READING	Survey Type: MANUAL
7	TW-06-C-01 WHICKHAM HIGHWAY GATESHEAD Edge of Town Residential Zone Total Gross floor area: 400 sqm Survey date: FRIDAY 04/10/13	PUB / RESTAURANT	TYNE & WEAR	Survey Type: MANUAL
8	WK-06-C-02 POSEIDON WAY ROYAL LEAMINGTON SPA HEATHCOTE Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 982 sqm Survey date: TUESDAY 22/11/22	PUB / RESTAURANT	WARWICKSHIRE	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DR-06-C-01	Location
EX-06-C-02	Location
RF-06-C-01	Location
WM-06-C-02	Location

TRIP RATE for Land Use 06 - HOTEL, FOOD & 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	1	982	0.305	1	982	0.000	1	982	0.305
09:00 - 10:00	1	982	0.305	1	982	0.000	1	982	0.305
10:00 - 11:00	7	580	0.493	7	580	0.345	7	580	0.838
11:00 - 12:00	8	589	1.720	8	589	0.552	8	589	2.272
12:00 - 13:00	8	589	2.124	8	589	1.083	8	589	3.207
13:00 - 14:00	8	589	1.805	8	589	1.614	8	589	3.419
14:00 - 15:00	8	589	1.210	8	589	1.848	8	589	3.058
15:00 - 16:00	8	589	1.359	8	589	1.295	8	589	2.654
16:00 - 17:00	8	589	2.378	8	589	1.168	8	589	3.546
17:00 - 18:00	8	589	3.292	8	589	2.463	8	589	5.755
18:00 - 19:00	8	589	3.122	8	589	2.570	8	589	5.692
19:00 - 20:00	8	589	2.421	8	589	3.249	8	589	5.670
20:00 - 21:00	8	589	1.295	8	589	2.591	8	589	3.886
21:00 - 22:00	8	589	0.680	8	589	2.166	8	589	2.846
22:00 - 23:00	8	589	0.510	8	589	1.465	8	589	1.975
23:00 - 24:00	7	580	0.197	7	580	0.444	7	580	0.641
Total Rates:			23.216			22.853			46.069

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

400 - 982 (units: sqm)

Survey date range:

01/01/12 - 04/05/23

Number of weekdays (Monday-Friday):

8

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

4

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 show. 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-728001-231011-1051

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
	BD BRADFORD	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:

358 to 694 (units: sqm)

Range Selected by User:

112 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 04/05/23

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:

Saturday 3 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)

1

Edge of Town

1

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:

Industrial Zone

1

Village

1

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

X days - Selected

Servicing vehicles Excluded

7 days - Selected

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 (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

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 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	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

1	AK-06-C-01 PIONEER WAY CASTLEFORD	PUB/RESTAURANT	WAKEFIELD
	Edge of Town Industrial Zone Total Gross floor area:	694 sqm	
	Survey date: SATURDAY	20/05/17	Survey Type: MANUAL
2	BD-06-C-01 ROOLEY LANE BRADFORD	TOBY CARVERY	BRADFORD
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	430 sqm	
	Survey date: SATURDAY	08/12/12	Survey Type: MANUAL
3	SF-06-C-01 BROMFORD ROAD NEAR IPSWICH SPOUGHTON	PUB/RESTAURANT	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area:	380 sqm	
	Survey date: SATURDAY	13/07/13	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
FA-06-C-02	Remote Location
FU-06-C-01	Remote Location
GC-06-C-01	No Local Residential
LS-06-C-01	Adjacent Retail

TRIP RATE for Land Use 06 - HOTEL, FOOD & 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	1	380	0.263	1	380	0.000	1	380	0.263
10:00 - 11:00	3	477	1.397	3	477	1.746	3	477	3.143
11:00 - 12:00	3	477	1.397	3	477	0.978	3	477	2.375
12:00 - 13:00	3	477	5.028	3	477	1.536	3	477	6.564
13:00 - 14:00	3	477	4.888	3	477	4.050	3	477	8.938
14:00 - 15:00	3	477	3.142	3	477	4.749	3	477	7.891
15:00 - 16:00	3	477	2.514	3	477	3.841	3	477	6.355
16:00 - 17:00	3	477	3.352	3	477	2.863	3	477	6.215
17:00 - 18:00	3	477	2.863	3	477	3.492	3	477	6.355
18:00 - 19:00	3	477	2.654	3	477	2.444	3	477	5.098
19:00 - 20:00	3	477	3.282	3	477	3.003	3	477	6.285
20:00 - 21:00	3	477	1.187	3	477	1.816	3	477	3.003
21:00 - 22:00	3	477	0.628	3	477	1.536	3	477	2.164
22:00 - 23:00	3	477	0.209	3	477	0.978	3	477	1.187
23:00 - 24:00	2	369	0.000	2	369	0.542	2	369	0.542
Total Rates:			32.804			33.574			66.378

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:

358 - 694 (units: sqm)

Survey date range:

01/01/12 - 04/05/23

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

3

Number of Sundays:

0

Surveys automatically removed from selection:

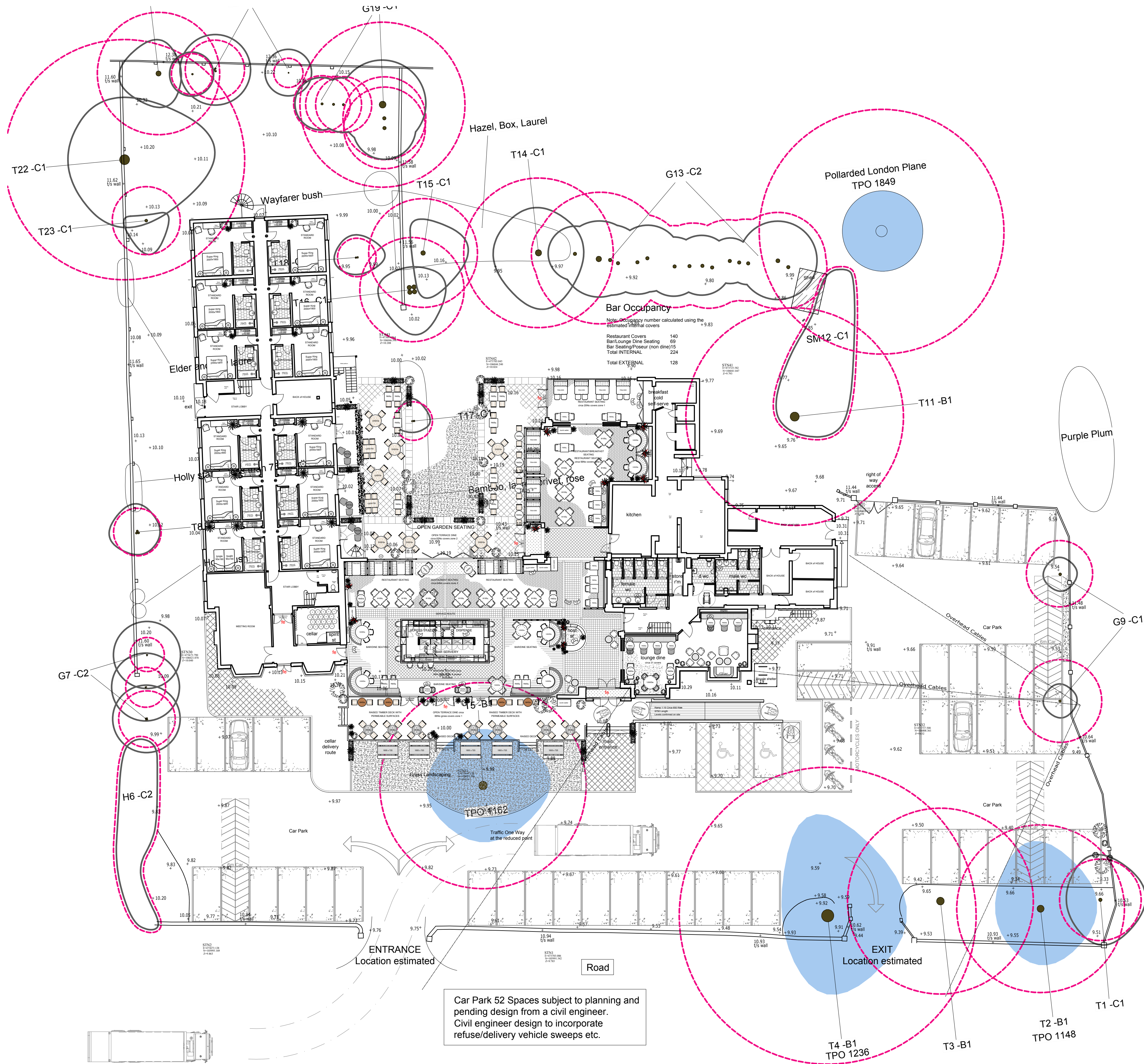
0

Surveys manually removed from selection:

4

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX D



This drawing, design & all information contained herein remains the sole copyright of CONCORDE BGW & reproduction in any form is strictly forbidden unless permission is obtained in writing.

NOTES:

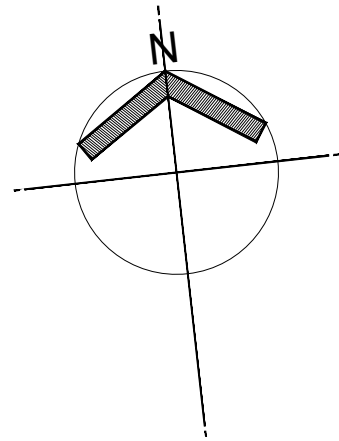
- Do not scale from this drawing, all dimensions must be checked on site. The contractor must verify all site dimensions, drawings, details & specifications. Any discrepancies must be reported to CONCORDE BGW prior to any commencement of work.
- Figure dimensions to take preference over those scaled.
- All specified items are to be installed in accordance with the manufacturers recommendations & instructions.

© Copyright

DISCLAIMER

A full and accurate measured survey has not been undertaken by Concorde BGW at this site. This drawing has been produced from information provided by others. Any dimensions indicated are for information only and must be checked on site prior to the commencement of any works

- Indicates areas of new structure
- Indicates wall to be removed



Rev: H	09.10.23	SB	External area updated to allow for existing TPO trees to be realigned to suit tree survey. Car parking bays to front boundary wall reconfigured. Site levels added to drawing
Rev: G	31.07.23	SB	External area updated to increase parking provision to 2no spaces. bicycle shelter added and area noted for x4 motorcycles
Rev: F	31.04.23	SB	Garden Room, Pergola, Sun Dial and associated landscaping/paving removed. Garden landscaping table layout amended to suit.
Rev: E	July2023	dn	Garden Room, Pergola, Sun Dial and associated landscaping/paving removed.
Rev: D	July2023	dn	DD Access moved to right of entrance, grass landscaping to TPO 116 extended, deck amended to suit & car park amended
Rev: C	July2023	dn	Grass landscaping to TPO 1162 extended
Rev: B	July2023	dn	DDA Access, deck added to main facade & car park amended
Rev: A	May 2023	dn	Refuse Vehicle sweep added
Rev:	Date:	Init:	Note: © Copyright

Stage: **PLANNING**

Project address:
**Brookfield Hotel
93 Havant Road
Emsworth
PO10 7LF**

Title: **PROPOSED SITE LAYOUT**

Scale:	1:200	Dwg size:	A1
Drawn by:..	dn	Date:	March/2023
Drawing no:	4893-02-02	Rev:	H

CONCORDE BGW GROUP

London
Thomas Ford House
23-24 Smithfield St
London
EC1A 9LF

Doncaster
Palmer Street
Hyde Park
Doncaster
DN4 5DD

Nottingham
Unit 3, The Glade
Business Centre
Forum Road
Nottingham
NG5 9RW

01302 361 024

concordebgw.com

Proposed Site Layout
Scale 1:200

