



PROPOSED DOMINOS PIZZA UNIT, 39 WEST STREET, HAVANT, TECHNICAL NOTE 01 (2472)

Introduction

Croft have been instructed by Geo & R Carrell Properties Ltd to advise on the traffic and transportation issues relating to the proposals for the conversion of number 39 West Street in Havant from A2 Bank to a A5 hot food take-away.

A planning application for a change of use from a bank (A2) to a hot food takeaway (A5) was submitted in July 2018 and was refused planning permission a Planning Committee in October 2018 (Planning Ref: APP/18/00706) with the following reason for refusal cited:

"The proposed change of use of the premises would give rise to additional vehicular movements to and from the site, and due to the limited parking facilities available would be detrimental to the amenity of nearby residential properties, particularly during the evening period. It is therefore contrary to Policies DM5, DM10, DM11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework."

During the determination of the planning application, the local highways authority (Havant Borough Council) provided several consultation responses which offered no objection, subject to planning conditions being attached These consultation responses together with the Planning Officer's Committee Report is contained within **Appendix 1**.

It should be noted that the planning application was also recommended for approval by the local planning authority.

Reasons for Refusal

The following section of this Technical Note will consider the development proposals in relation to the local planning policies referenced within the reason for refusal.



Havant Borough Council Local Plan (Core Strategy) 2011 – Policy DM5

Policy DM5 of the Adopted Local Plan is primarily concerned with controlling the provision of A3/A4/A5 Food and Drink Establishment Uses in the Local Plan area. The elements of this Policy which are of relevance to the highway/transport elements of the development proposals is detailed below;

4. The development would not result in indiscriminate customer parking and/or traffic movement that would be likely to create hazards for traffic or pedestrians.

There are currently parking restrictions on West Street in the vicinity of the application site, double yellow markings prohibiting parking are located on the northern side and southern side of the carriageway between its junction with and B2149 Park Road South to the east and Union Road to the west.

Parking restrictions are located on B2149 Park Road South in the form of double yellow markings and the Zig Zag markings associated with Toucan crossing. Further parking restrictions in the form of single yellow and double yellow markings are located on Brockhampton Lane.

On-street parking in the vicinity of the site is provided in the parking layby located on the southern side of West Street adjacent to the application site. This layby parking, which has capacity for 7 vehicles is subject to a 30 minute parking limit Monday to Saturday between 0800 hours and 1800 hours with no return within 30 minutes.

To ascertain the existing parking demand in the vicinity of the application site a car parking beat survey was taken on a typical Friday evening outside of the school holidays to ensure that neutral conditions were observed. The beat survey was undertaken on Friday 9th November 2018 between 1630 and 2000 hours, these hours were selected as they include when the proposed unit will be at its busiest and when demand generated by local residents will be at its highest.



The survey area also included the areas of West Street which are subject to the double yellow markings to ascertain whether illegal parking occurs and also the southern section Central Retail Park. It is noted that this parking area is under private ownership and subject to parking control but it does offer the opportunity for customers of the proposed development to use this area when collecting orders. This parking area is located 150 metres from the application site and therefore within walking distance of the site.

It should be noted that the distance of 200 metres is referred to as an acceptable walking distance from car parking in a Planning Appeal Decision for a Domino's unit in Bristol (APP/Z0116/A/12/2176015) (Contained within **Appendix 1** of this document).

The results for the period 1630 hours to 2000 hours are summarised within Table 1 below, and the full results contained within **Appendix 2**. The table also summarises the capacity of the parking provision as calculated by the independent survey company.





Time Beginning	Number of Occupied Spaces					Total Parking in Zones A&B
	Zone A 17 Spaces	Zone B 7 Spaces	Zone C	Zone C *	Zone D	
1630	11	5	6	4	0	16
1645	8	5	4	4	0	13
1700	10	6	3	3	0	16
1715	9	6	3	2	0	14
1730	6	7	2	1	0	13
1745	4	6	3	1	0	10
1800	4	6	4	1	0	10
1815	6	6	4	1	0	12
1830	5	7	4	1	0	12
1845	5	6	4	1	0	11
1900	3	7	3	1	0	10
1915	3	6	3	1	0	9
1930	2	4	2	1	0	6
1945	2	3	1	1	0	5
2000	2	2	1	1	0	4

Table 1 – Summary of Car Parking Survey Results – Havant (Zone C* Vehicles Parked Whilst Displaying Blue Badge Permit)

As can be seen in Table 1, at its busiest period the Central Retail car park operates with a maximum accumulation of 11 spaces which represents 65% occupancy. The survey results also show that after 1800 hours when the Domino's unit will be at its busiest, at least 11 spare parking spaces will be available.





With regard to the layby adjacent to the application site, the parking survey indicates that the layby is well used. During the survey period the layby reaches capacity 3 times, however, this is for a short period of time i.e. does not exceed the 15 minute period. For the remainder of the survey period there is spare capacity for between 1 and 5 vehicles to park within the layby.

It is noted that during the survey period, parking occurs on the double yellow markings on the northern side of the West Street carriageway. A proportion of these vehicles are Blue Badge Holders who are permitted to park on the double yellow marking, however, a large proportion of these vehicles are parked illegally.

The surveys indicate that number of vehicle parking on the double yellow markings reduces to just 1 vehicle by the end of the survey period. This indicates that those parking in this location are not residents of West Street as you would expect the number of parked vehicles to increase as residents arrive home from work etc.

This clearly demonstrates that the parking restrictions on West Street are not being enforced but this is an issue outside of the planning process. The issue of illegal parking has recently been considered in an Appeal for Domino's unit on High Street in Treorchy (APP/L6940/A/18/3193479) with the Appeal Decision stating the following in paragraph 5; (The Appeal Decision is contained within **Appendix 2**)

"There are parking restrictions in place to prevent illegal parking and to safeguard provision for residents. From the representations received it would appear that these parking restrictions are not being fully enforced, but that is a separate matter for the relevant enforcement authority. It remains the case that there are provisions in place to ensure the effective control of parking."

Based on the above it is concluded that the planning application proposals are unlikely to result in any increase in illegal car parking within the vicinity of the site and that those customers driving to the unit will park in locations which are safe and legal.

With regard to the likely demand for parking, Domino's ensures that traffic impact is kept to a minimum by taking the majority of orders by telephone or via the internet and delivering them to the customers addresses, minimising the number of visitors to the shop.



The proposed Domino's store will be operated by a franchise that already operates stores nationwide. Information from the franchisee indicates that on average, approximately 61% of the total trade are deliveries whilst the remaining 39% of trade are store collections. Given the sites location within a designated town centre and in close proximity to residential properties a large proportion of store collections will be undertaken on foot as part of linked trips to the centre and not by designated car journeys.

Based on experience of other Domino's units, the worst case scenario in terms of parking demand would be the requirement for 2 to 3 spaces at any one time This level of scenario was accepted by the Inspector at the Treochy Appeal who stated the following in paragraph 4;

"Evidence from the appellant however substantiates that a worst case scenario would be a parking requirement of 2-3 spaces at any one time."

It is important to note that this scenario includes both delivery drivers and customers. However, the application site benefits from 3 parking spaces to the rear which will be used solely by delivery drivers. Therefore, the worst case demand for customer parking is likely to be around 1 or 2 spaces which based on the car parking surveys can be accommodated within the existing local parking provision.

With regard to the delivery drivers, on average a driver's visit to a store is between 2 to 3 minutes, therefore based on this, the likelihood that there will be more than two vehicles on site at the same time will be extremely rare. To prevent illegal parking both within the car park and on the local highway network delivery drivers and other staff will be advised of where to park when they commence employment to ensure that they don't park in the prohibited locations.

Within the reason for refusal, reference is made to proposed development resulting in an increase in vehicle movements when compared to the previous A2 land-use. However, the consented A2 unit could be lawfully used as Class A1 unit such as a convenience store without the need for planning permission as changes of use from Class A2 to Class A1 fall under permitted development. If occupied as Class A1 use, there are no conditions in planning terms which restrict the use or present constraints to the site, i.e. deliveries and opening hours. In addition, such a use would generate demand for car parking provision on the surrounding highway network at any time.



The following section will provide a comparison of levels of traffic for an A1 retail unit and the proposed development. This fall-back position was considered and accepted at the High Street, Treorchy Planning Appeal discussed previously. (Paragraph 4 of Appeal Decision in Appendix 2)

To calculate the level of traffic that an A1 unit could generate, reference has been made to the TRICS database in the field of 'Retail – Convenience Store' for all sites of less than 500 square metres excluding London or Ireland sites. Table 2 below summarises the daily trip rates and traffic flows for the retail land-use.

Peak Period	Trip Rate (per 100sqm)		Number of Trips	
	Arr	Dep	Arr	Dep
Daily	106.968	106.477	184	183

Table 2 - Summary of Consented Retail Trip Rates and Trips (172sqm)

Trip rates for the pizza delivery of the type proposed have been derived using the TRICS database in the field 'Hotel, Food and Drink - Take-Away Shops' for all sites. Table 3 below summarises the daily trip rates and traffic flows for the proposed Take-away unit.

Peak Period	Trip Rate (per 100sqm)		Number of Trips	
	Arr	Dep	Arr	Dep
Daily	82.023	81.923	141	141

Table 3 - Summary of Proposed Take-away Unit Trip Rates and Trips (172sqm)





As can be seen clearly in Tables 2 and 3, the proposed land-use is forecast in a slight reduction in daily traffic flows when compared to the potential A1 land-use, which in turn would result in a reduction in parking demand on the surrounding highway network when compared to the consented land-use which could open at any point without requiring planning consent.

Based on the above it is concluded that there is sufficient parking both in the vicinity and within the application site to accommodate the likely demand for parking generated by the proposed development. In addition, there are parking controls within the vicinity of the application site which will prevent illegal parking. It is therefore concluded that proposals will not result in indiscriminate customer parking and/or traffic movement that would be likely to create hazards for traffic or pedestrians and is therefore in accordance within Policy DM5 of the Havant Local Plan.

Havant Borough Council Local Plan (Core Strategy) 2011 – Policy DM10

Policy DM10 titled 'Pollution' is concerned with controlling the impact of proposed development on Pollution. Following consideration of this Policy there are no elements of this Policy that refer to traffic and transportation. Therefore, no further consideration of this Policy has been undertaken as part of this Transport Note.

Havant Borough Council Local Plan (Core Strategy) 2011 – Policy DM11

Policy DM11 'Planning for Sustainable Transport' is concerned with ensuring that developments encourage and facilitate sustainable transport and states that the local authority will seek to ensure the following;

- 1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.*
- 2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.*
- 3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.*
- 4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.*



5. *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.*

The proposed unit is situated within the designated town centre of Havant and therefore benefits from being located in close proximity to a wide range of local amenities. The application site can be accessed via the extensive pedestrian infrastructure located within the vicinity of the site and public transport provision is located on Park Road South approximately 150 metres from the site.

As previously stated the proposed development will not result in a negative impact on the operation and safety of the local highway network. Nor will it have a negative impact on the amenity of residents living within the vicinity of the application.

Based on the above it is concluded that the site is located within a sustainable location and in accordance with Policy DM11 of the Local Plan.

Havant Borough Council Local Plan (Core Strategy) 2011 – CS16

Policy CS16 of the Adopted Local Plan is primarily concerned with promoting High Quality Design through the planning process, the element of this Policy which are of relevance to the highways is detailed below;

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. *Responds to, draws inspiration from and respects local context and:
d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible;*

As previously stated, given the sites location within the designated town centre it benefits from being highly accessible by sustainable transport modes. Pedestrian footways are located on West Street which link with the footway provision on Park Road South, including the Toucan crossing which provides access to the pedestrianised section of the town centre.



Based on the above it is concluded that the proposed development is well connected to sustainable modes of transport and is therefore in accordance of Policy CS16.

Summary

This report has considered the traffic and transportation issues relating to the proposals for the conversion of number 39 West Street in Havant from an A2 Bank to an A5 hot food take-away, which will be operated by Domino's Pizza.

The following conclusions have been drawn with regard to the proposed development;

- Parking restrictions are in place in the vicinity of the site, which prohibits illegal parking for customers and delivery drivers.
- Due to the site being located within the Havant town centre, on-street and off-street parking opportunities are located within a short walk of the application site.
- Parking surveys and on-site observations have indicated that there is sufficient capacity to accommodate the demand for parking generated by customers.
- Three car parking spaces are provided to the rear of the unit and these parking spaces will be sufficient to accommodate the demand generated by delivery drivers at all times.
- The site could be occupied as A1 Convenience Store under permitted development rights and this land-use would result in an increased demand for car parking when compared to proposed hot food take-away.

Based on the above it is concluded that the development is not contrary to the Policies contained within the Havant Borough Local Plan (Core Strategy) 2011 and is in accordance with the NPPF, as the residual cumulative impacts of the development cannot be considered severe and there remains no material reason why the proposed development should not be granted planning consent on highways or transportation grounds

APPENDICES

APPENDIX 1

Planning Appeal Decisions



Appeal Decision

Site visit made on 13 November 2012

by Peter Willows BA DipUED MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 29 November 2012

Appeal Ref: APP/Z0116/A/12/2176015
92 Bedminster Parade, Bristol, BS3 4HL

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Dominos Pizza UK and Ireland Ltd against the decision of Bristol City Council.
 - The application Ref 11/05363/F, dated 20 December 2011, was refused by notice dated 28 February 2012.
 - The development proposed is change of use from Class A3 (Restaurants) to Class A5 (takeaway); erection of new shopfront; and installation of extraction duct/ventilation to the rear.
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Decision

1. The appeal is allowed and planning permission is granted for change of use from Class A3 (Restaurants) to Class A5 (takeaway); erection of new shopfront; and installation of extraction duct/ventilation to the rear at 92 Bedminster Parade, Bristol, BS3 4HL in accordance with the terms of the application, Ref 11/05363/F, dated 20 December 2011, subject to the conditions in the attached schedule.

Main Issue

2. The main issue is the effect of the development on road safety and the safety of pedestrians.

Reasons

3. The appeal building is currently vacant. The previous use of the building is not clear, although planning permission for change of use to a restaurant was granted in 2007. The Council's concerns regarding the use now proposed focus on the possibility of indiscriminate parking on the main road near to the unit, where the Council considers that vehicles could obstruct the nearby light-controlled pedestrian crossing and thereby compromise road safety.
4. It is clear that spaces on the main road outside the appeal unit are very limited, the section of road closest to the unit falling within the controlled area for the crossing. Yet the key trading hours for a takeaway use are likely to be in the evening and the appellant estimates that there are around 145 spaces available within 200m of the site after 18.30. From the information before me and my inspection of the area, I have no reason to doubt that figure. In my judgement, many people would not consider this an unreasonable distance to park from the unit. While I appreciate that local residents will wish to park in

many of the available spaces in the evening, most shops will have ceased trading by that time of day, which would ease pressure on spaces. Thus while the local parking situation is not ideal, it does not strike me as being unduly restrictive in a town centre location of this type.

5. Turning to the question of demand for spaces, the appellant advises that an existing Dominos store at Whiteladies Road, Bristol, generated around 86 orders during the peak trading hour when surveyed recently. Yet this translated into only 23 over-the-counter orders and 42 visiting customers on account of the large number of orders for home delivery. Moreover, over half of those visiting the outlet did so on foot, with only 29% driving and 7% travelling as car passengers.
6. I treat this comparison with a degree of caution, since I have only limited information regarding the Whiteladies Road outlet. Nevertheless, I understand that it is in a location with some similarities with the appeal site and I regard it as the clearest evidence before me regarding likely trading at the proposed unit. While planning permissions run with the land, it appears probable that Dominos would use the appeal unit at least in the first instance. Accordingly, I attach some weight to this evidence. In particular, it seems probable to me that a Dominos at the appeal unit would rely heavily on home delivery, thus limiting visits to the premises and the demand for parking spaces there.
7. Moreover, the appeal unit is in a sustainable location within an established centre, with bus stops directly opposite. Consequently, it appears probable to me that a significant number of customers would walk or travel via public transport. The survey at the Whiteladies Road unit suggests that such a view is not unrealistic. It also seems to me that a central location of this type accords with policy BSC10 of the adopted Core Strategy inasmuch as the policy encourages development to be located where sustainable travel patterns can be achieved.
8. Of course, some people might be tempted to park as close as possible to the unit, ignoring traffic restrictions. Yet the appellant's evidence indicates that customers spend about 5-10 minutes within a Dominos unit on average. It seems to me that most people would be reluctant to park in a hazardous location for this length of time, given that there appear to be reasonable opportunities to park in the general area.
9. I have noted the Council's concerns that delivery vehicles, which the appellant indicates would be mopeds, could pose an additional hazard at the front of the building. However, the unit has a rear service yard which delivery vehicles could use, notwithstanding that it is reached via a cobbled road surface. I agree with the appellant that a management plan could satisfactorily control deliveries, including ensuring that the rear access is used, and could be required by a planning condition.
10. I appreciate that the Council's Policy Advice Note 17 (PAN17) expressly rules out hot food takeaway uses such as this where they are close to pedestrian crossing facilities. However, the document was published in 1999, prior to the National Planning Policy Framework and the Council's Core Strategy, and I have no details regarding how the document was prepared or whether it was subject to public consultation. Accordingly, I attach only limited weight to it, and have considered the proposal before me on its merits.

11. Overall the evidence before me does not show that the change of use proposed would result in excessive numbers of car visits to the unit or parking in unsuitable locations on the road outside it. I therefore conclude that the development would not compromise road safety or the safety of pedestrians. Consequently, I find no conflict with policies M1 (Transport) or S8 (Food and Drink Uses) of the adopted Bristol Local Plan, or with policy BSC10 (Transport and Access Improvements) of the adopted Bristol Development Framework Core Strategy.

Other matters

12. The proposal includes a new shop front and other physical works. However, the Council raises no objection to the proposal on this basis and I see no reason to come to a contrary view. Accordingly, I conclude that the Bedminster Conservation Area, within which the appeal property lies, would be preserved, as would the setting of the adjacent Grade II listed Nat West bank.

Conclusion

13. For the reasons set out above I conclude that the appeal should be allowed. I have attached a condition specifying the approved plans for the avoidance of doubt and in the interests of proper planning. Conditions 3, 4, 5 and 6 are necessary to protect the living conditions of nearby residents. Conditions 7 and 8 are imposed in the interests of road safety.
14. The evidence before me does not show that the use or machinery associated with it is likely to generate excessive noise. Therefore, given the unit's town centre location and the restriction of opening hours in Condition 6, I am not persuaded that further conditions relating to noise assessment and mitigation are necessary. Nor do I consider an odour management plan to be needed, given the requirements of Condition 3.

Peter Willows

INSPECTOR

CONDITIONS

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 4711-A5-01 A; 4711-A5-02 A; 4711-BP08 AA; 4711-BP09.
- 3) Before the commencement of any works, a scheme showing details of the means of ventilation and dispersal of cooking odours/fumes from the premises, sound attenuation measures associated with the means of ventilation and odour/fume extraction, the position and finish of any external flues or external air conditioning plant and a programme of operation and equipment maintenance for all installed equipment shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be installed in its entirety before the first use of the premises hereby permitted and thereafter shall be retained, maintained and operated in accordance with the approved details
- 4) The use hereby permitted shall not commence until the area proposed for storing refuse/recyclable materials has been completed in accordance with the approved plans. Thereafter all refuse and recyclable materials associated with the development shall be stored within this dedicated area or within the building.
- 5) The collection of refuse and recyclable materials and the tipping of empty bottles into external receptacles shall only take place between 08.00 - 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.
- 6) The use hereby permitted shall not be open to customers outside 09.00 to midnight, 7 days a week.
- 7) The use hereby permitted shall not commence until a delivery management plan, to include details of the method of deliveries to customers, delivery vehicle types and arrangements for accessing the appeal property and parking at it, has been submitted to and approved in writing by the local planning authority. Deliveries from the property shall be managed in full accordance with the approved delivery management plan at all times.
- 8) The use hereby permitted shall not commence until details of the proposals for servicing and refuse collection at the unit have been submitted to and approved in writing by the local planning authority. Servicing and refuse collection shall be carried out in full accordance with the approved details at all times thereafter.

Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 23/04/18

gan P J Davies BSc (Hons) MA MRTPI
Arolygydd a benodir gan Weinidogion Cymru
Dyddiad : 10 Mai 2018

Appeal Decision

Site visit made on 23/04/18

by P J Davies BSc (Hons) MA MRTPI
an Inspector appointed by the Welsh Ministers
Date : 10 May 2018

Appeal Ref: APP/L6940/A/18/3193479

Site address: HSBC, 11 High Street, Treorchy, CF42 6AG

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by PTB Properties Ltd against the decision of Rhondda Cynon Taf County Borough Council.
 - The application Ref 16/1066/10, dated 27 September 2016, was refused by notice dated 24 July 2017.
 - The development proposed is a change of use from bank (A2) to hot food takeaway (Class A3) and installation of extraction / ventilation equipment.
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Decision

1. The appeal is allowed and planning permission is granted for a change of use from bank (A2) to hot food takeaway (Class A3) and installation of extraction / ventilation equipment at HSBC, 11 High Street, Treorchy, CF42 6AG in accordance with the terms of the application, Ref 16/1066/10, dated 27 September 2016, subject to the conditions set out in the attached schedule.

Main Issue

2. The main issue is the effect of the proposal on highway safety, having particular regard to the demand for parking.

Reasons

3. The appeal property is a former bank situated in Treorchy town centre adjacent to a main junction that is subject to high volumes of traffic. It is also on a strategic route for traffic connecting from various settlements in the Rhondda Valley. Within the vicinity of the site, there are double yellow line parking restrictions around the signal controlled junction and extending along High Street on both sides of the road. There are also parking restrictions and residential permit zones on adjoining streets. The closest available parking for customers of the proposed development would be on a short section of Chapel Street, which is limited to one hour waiting between 9am and 5.30pm for non-permit holders. Parking provision is therefore very limited close to the site and I observed a high demand for spaces.
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4. I share the view that take away customers will generally try and park as close to the premises as possible because they are encouraged by the short term nature of the visit and a desire to keep food hot. Nonetheless, any retail or office use of the building would generate parking demand, and services such as cashpoints or a general convenience store can also attract short term visits. Using TRICS trip rate database, the appellant has made a comparison between trip rates for A1/A2 and A3 uses and concludes that a permitted A1 use would be likely to generate an equal or potentially higher number of vehicular trips. This is not challenged by the Council and I have no reason to disagree with this assessment. In terms of parking demand, the Council does not quantify what it considers to be a greater intensity of short-term on-street parking arising from the proposal. Evidence from the appellant however substantiates that a worst case scenario would be a parking requirement of 2 -3 spaces at any one time. There are also other considerations affecting parking behaviour and demand that should be weighed in the balance.
5. There are parking restrictions in place to prevent illegal parking and to safeguard provision for residents. From the representations received it would appear that these parking restrictions are not being fully enforced, but that is a separate matter for the relevant enforcement authority. It remains the case that there are provisions in place to ensure the effective control of parking. Moreover, because of the busy traffic flows on High Street and having regard to the signal controlled junction, it would be clearly obvious to most drivers that parking on the restricted sections of the highway would cause serious obstruction to the free flow of traffic in an illegal and anti-social manner. In my view, this would be a significant deterrent for most drivers. Similarly, whilst the Council provide a photo of a large HGV delivering to another Domino premises, the highway and parking conditions would deter deliveries by large vehicles. For these reasons I consider that most drivers would be discouraged from parking on the double yellow lines near the site, even for a very short time. I note the advice in 4.13 of Technical Advice Note (TAN) 18 'Transport' that permission should be refused for developments where despite controlled parking, unacceptable road safety or congestion issues will probably remain. However this is aimed at new development whereas the proposal before me concerns an existing building where any use will generate parking demand.
6. The appeal property is within a shopping centre with a public car park approximately 200 metres away. It is a short level walk to the appeal property with formal pedestrian crossings over High Street, and I have no reason to believe that most customers would not use it. Some customers are likely to share trips to the take away facility with other journeys to the centre, and given its proximity to a residential area, it is also not unreasonable to expect some journeys to be made locally on foot. Moreover, the provision of a delivery service would be likely to reduce car journeys to the site. The evidence indicates that Friday, Saturday and Sunday evenings around 7-8pm are busiest for other similar take away facilities operated by the appellant and I have no reason to doubt that this would not be typical of most take away providers generally. During these times when many shops will be closed, there would invariably be less demand for the on street parking spaces that exist on High Street a short distance from the appeal site. The appeal property also benefits from a small service yard to the rear for some albeit limited off-street parking for staff.
7. On balance I consider that it has not been demonstrated that the proposal would result in any material increase in the demand for parking or cause any significant risk to highway safety or residential amenity arising from poor parking behaviour. I therefore find no conflict with the objectives of Policy AW5 of the Rhondda Cynon Taf Local Development Plan.

Conditions

8. I have had regard to the Council's suggested conditions. In addition to the time commencement and plans compliance conditions, I have attached conditions relating to HGV deliveries and an amendment to a Traffic Regulation Order in the interests of highway safety. Conditions relating to odour/fume control and waste fats/oil disposal are also necessary to ensure that there is no detriment to residential or environmental amenity.

Other Matters

9. In reaching my decision, I have taken account of the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by section 8 of the WBFG Act.

Conclusions

10. For the above reasons and having regard to all other matters raised, the appeal is allowed.

P J Davies

INSPECTOR

Schedule of Conditions

- 1) The development shall begin not later than five years from the date of this decision.
- 2) The development shall be carried out in accordance with the following approved plans and documents: B9217-AEW-16063-ZZ-DR-0003; B9217-AEW-16063-ZZ-DR-0004; B9217-AEW-16063-XX-DR-0005; B9217-AEW-16063-XX-DR-0006.
- 3) No HGV delivery shall take place between the hours of 0700-1000 and 1500 – 1900 on any day of the week.
- 4) The development shall not be brought into beneficial use until an amendment to the Traffic Regulation Order (TRO) along Chapel Street to safeguard access to the rear parking area has been completed in accordance with details to be approved in writing by the local planning authority.
- 5) Prior to the commencement of the use hereby permitted, a scheme of odour/effluvia/fume control shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved details.
- 6) Prior to the commencement of the use hereby permitted, details of a system to prevent waste cooking oil, fats, grease and solid waste from entering the foul drainage system shall be submitted to and agreed in writing by the local planning authority. The use shall thereafter be carried out in accordance with the approved details.



Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 23/04/18

gan **P J Davies BSc (Hons) MA MRTPI**
Arolygydd a benodir gan Weinidogion Cymru
Dyddiad : 10 Mai 2018

Appeal Decision

Site visit made on 23/04/18

by **P J Davies BSc (Hons) MA MRTPI**
an Inspector appointed by the Welsh Ministers
Date : 10 May 2018

Cyf yr apêl: APP/L6940/A/18/3193479

Cyfeiriad y safle: HSBC, 11 Stryd Fawr, Treorci, CF42 6AG

Mae Gweinidogion Cymru wedi trosglwyddo'r awdurdod i benderfynu ar yr apêl hon i mi fel yr Arolygydd penodedig.

- Gwneir yr apêl o dan adran 78 Deddf Cynllunio Gwlad a Thref 1990 yn erbyn gwrthod rhoi caniatâd cynllunio.
 - Gwneir yr apêl gan PTB Properties Ltd yn erbyn y penderfyniad gan Gyngor Bwrdeistref Sirol Rhondda Cynon Taf.
 - Gwrthodwyd y cais, Cyf 16/1066/10, dyddiedig 27 Medi 2016, drwy hysbysiad dyddiedig 24 Gorffennaf 2017.
 - Y datblygiad a gynigir yw newid defnydd o fanc (A2) i siop fwyd poeth tecawê (Dosbarth A3) a gosod offer tynnu aer / awyru.
-

Penderfyniad

1. Caniateir yr apêl a rhoddir caniatâd cynllunio ar gyfer newid defnydd o fanc (A2) i siop fwyd poeth tecawê (Dosbarth A3) a gosod offer tynnu aer / awyru yn HSBC, 11 Stryd Fawr, Treorci, CF42 6AG yn unol â thelerau'r cais, Cyf 16/1066/10, dyddiedig 27 Medi 2016, yn amodol ar yr amodau a osodir allan yn y rhestr atodedig.

Prif Fater

2. Y prif fater yw effaith y cynnig ar ddiogelwch ar y ffyrdd, gan roi sylw arbennig i'r galw am barcio.

Rhesymau

3. Mae eiddo'r apêl yn fanc blaenorol wedi'i leoli yng nghanol tref Treorci ger prif gyffordd lle ceir llawer iawn o draffig. Hefyd, mae ar lwybr strategol ar gyfer traffig sy'n cysylltu gwahanol aneddiadau yng Nghwm Rhondda. Yng nghyffiniau'r safle, ceir cyfyngiadau parcio ar ffurf llinellau melyn dwbl o amgylch y gyffordd a reolir gan signalau ac mae'r rhain yn ymestyn ar hyd y Stryd Fawr ar ddwy ochr y ffordd. Yn ogystal, ceir cyfyngiadau parcio a pharthau trwyddedau preswyl mewn strydoedd cyfagos. Ceir y mannau parcio agosaf a fyddai ar gael i gwsmeriaid y datblygiad a gynigir ar ran fer o Chapel Street, sy'n gyfyngedig i un awr o aros rhwng 9am a 5.30pm ar gyfer pobl heb drwyddedau. Felly, mae'r ddarpariaeth barcio yn gyfyngedig iawn ger y safle a sylwais fod galw mawr am leoedd.
-

4. Rwy'n rhannu'r farn y bydd cwsmeriaid, yn gyffredinol, yn ceisio parcio mor agos i'r safle ag y bo modd oherwydd cânt eu hannog gan natur fyrdymor yr ymweliad ac awydd i gadw bwyd yn boeth. Serch hynny, byddai unrhyw ddefnydd manwerthu neu swyddfa yn yr adeilad yn creu galw am barcio, ac mae gwasanaethau fel peiriannau arian parod neu siop gyfleustra gyffredinol yn gallu denu ymweliadau tymor byr hefyd. Gan ddefnyddio cronfa ddata cyfraddau teithiau TRICS, mae'r apelydd wedi gwneud cymhariaeth rhwng cyfraddau teithiau ar gyfer defnyddiau A1/A2 ac A3 a daw i'r casgliad y byddai defnydd A1 a ganiateir yn debygol o achosi nifer cyfartal neu o bosibl nifer mwy o deithiau cerbydau. Nid yw'r Cyngor yn herio hyn ac nid oes gennyf unrhyw reswm i anghytuno â'r asesiad hwn. O ran y galw am barcio, nid yw'r Cyngor yn mesur yr hyn y maent yn ei ystyried fel dwysedd uwch o barcio ar y stryd yn y tymor byr a fyddai'n deillio o'r cynnig. Fodd bynnag, mae tystiolaeth gan yr apelydd yn cadarnhau mai'r senario gwaethaf fyddai gofyniad parcio am 2 -3 o leoedd ar unrhyw adeg. Hefyd, mae ystyriaethau eraill sy'n effeithio ar ymddygiad parcio a'r galw am barcio a dylid pwysu a mesur y rhain.
5. Mae cyfyngiadau parcio ar waith i atal parcio anghyfreithlon ac i ddiogelu darpariaeth ar gyfer trigolion. O'r sylwadau a dderbyniwyd, mae'n ymddangos nad yw'r cyfyngiadau parcio'n cael eu gorfodi'n llawn, ond mae hyn yn fater ar wahân ar gyfer yr awdurdod gorfodi perthnasol. Mae'n parhau'n wir fod darpariaethau ar waith i sicrhau rheolaeth effeithiol ar barcio. Ar ben hynny, oherwydd y llifoedd prysur o draffig ar y Stryd Fawr a gan ystyried y gyffordd a reolir gan signalau, byddai'n hollol eglur i'r rhan fwyaf o yrwyr y byddai parcio ar y rhannau cyfyngedig o'r briffordd yn achosi rhwystr difrifol i lif rhydd y traffig mewn ffordd anghyfreithlon a gwrthgymdeithasol. Yn fy marn i, byddai hyn yn rhwystr sylweddol i'r rhan fwyaf o yrwyr. Yn yr un modd, er bod y Cyngor wedi darparu llun o gerbyd nwyddau trwm mawr yn cyflenwi adeilad Domino arall, byddai'r amgylchiadau o ran ffyrdd a pharcio yn rhwystro cyflenwi gan gerbydau mawr. Am y rhesymau hyn, rwyf o'r farn y byddai'r rhan fwyaf o yrwyr yn penderfynu peidio â pharcio ar y llinellau melyn dwbl ger y safle, hyd yn oed am gyfnod byr iawn. Nodaf y cyngor ym mharagraff 4.13 Nodyn Cyngor Technegol (TAN) 18 'Trafnidiaeth' y dylid gwrthod caniatâd ar gyfer datblygiadau lle mae'n debyg y bydd materion annerbyniol yn ymwneud â diogelwch y ffordd neu dagfeydd heb eu datrys o hyd er gwaethaf parcio rheoledig. Fodd bynnag, cyfeiria hyn at ddatblygiadau newydd, ond mae'r cynnig sydd ger fy mron yn ymwneud ag adeilad sy'n bodoli lle byddai unrhyw ddefnydd yn creu galw am barcio.
6. Mae eiddo'r apêl o fewn canolfan siopa gyda maes parcio cyhoeddus tua 200 metr i ffwrdd. Mae'n daith gerdded fer a gwastad i eiddo'r apêl gyda chroesfannau ffurfiol ar gyfer cerddwyr ar draws y Stryd Fawr, ac nid oes gennyf unrhyw reswm i gredu na fyddai'r rhan fwyaf o gwsmeriaid yn ei ddefnyddio. Mae rhai cwsmeriaid yn debygol o rannu teithiau i'r cyfleuster tecawê â theithiau eraill i'r ganolfan, ac o ystyried yr agosrwydd at ardal breswyl, nid yw'n afresymol i ddisgwyl i rai teithiau gael eu gwneud yn lleol ar droed. Ar ben hynny, byddai darparu gwasanaeth cyflenwi yn debygol o leihau teithiau ceir i'r safle. Mae'r dystiolaeth yn dangos mai nosweithiau Gwener, Sadwrn a Sul o gwmpas 7-8pm sydd fwyaf prysur i gyfleusterau bwyd tecawê tebyg a weithredir gan yr apelydd ac nid oes gennyf unrhyw reswm i amau na fyddai hyn yn nodweddiadol i'r rhan fwyaf o ddarparwyr bwyd tecawê yn gyffredinol. Yn ystod yr amseroedd hyn pan fydd nifer o siopau ar gau, mae'n anochel y bydd llai o alw am y manau parcio ar y stryd sy'n bodoli ar y Stryd Fawr ychydig bellter o safle'r apêl. Hefyd, mae gan eiddo'r apêl iard wasanaeth fach yn y cefn sydd â nifer cyfyngedig o fannau parcio oddi ar y stryd ar gyfer staff.

7. Yn gyffredinol, rwyf o'r farn na ddangoswyd y byddai'r cynnig yn arwain at unrhyw gynnydd sylweddol yn y galw am barcio nac yn achosi unrhyw risg sylweddol i ddiogelwch ar y ffyrdd neu i amwynder preswyl a fyddai'n deillio o ymddygiad parcio gwael. Felly, nid welaf unrhyw wrthdaro ag amcanion Polisi AW5 Cynllun Datblygu Lleol Rhondda Cynon Taf.

Amodau

8. Rwyf wedi ystyried yr amodau a awgrymir gan y Cyngor. Yn ogystal â'r amodau yn ymwneud ag amser cychwyn a chydymffurfio â chynlluniau, rwyf wedi atodi amodau sy'n ymwneud â chyflenwi gan gerbydau nwyddau trwm a diwygiad i Orchymyn Rheoleiddio Traffig er budd diogelwch ar y ffyrdd. Hefyd, mae amodau yn ymwneud â rheoli arogl/mygdarth a braster gwastraff/gwaredu olew yn angenrheidiol er mwyn sicrhau na fydd unrhyw amharu ar amwynderau preswyl neu amgylcheddol.

Materion Eraill

9. Wrth wneud fy mhenderfyniad, rwyf wedi ystyried gofynion adran 3 ac adran 5 Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015. Ystyriaif fod y penderfyniad hwn yn unol ag egwyddor datblygu cynaliadwy'r Ddeddf trwy ei gyfraniad tuag at un neu fwy o amcanion llesiant Gweinidogion Cymru a osodir allan fel sy'n ofynnol gan adran 8 y Ddeddf.

Casgliadau

10. Am y rhesymau uchod ac ar ôl ystyried yr holl faterion eraill a godwyd, caniateir yr apêl.

P J Davies

AROLYGYDD

Rhestr o Amodau

- 1) Cychwynnir y datblygiad heb fod yn hwyrach na phum mlynedd o ddyddiad y penderfyniad hwn.
- 2) Gweithredir y datblygiad yn unol â'r cynlluniau a dogfennau cymeradwy canlynol: B9217-AEW-16063-ZZ-DR-0003; B9217-AEW-16063-ZZ-DR-0004; B9217-AEW-16063-XX-DR-0005; B9217-AEW-16063-XX-DR-0006.
- 3) Ni chaniateir unrhyw gyflenwi gan gerbydau nwyddau trwm rhwng oriau 0700 – 1000 a 1500 – 1900 ar unrhyw ddiwrnod o'r wythnos.
- 4) Ni chaiff y datblygiad ei ddefnyddio'n fuddiol hyd nes y cwblheir diwygiad i'r Gorchymyn Rheoleiddio Traffig ar hyd Chapel Street er mwyn diogelu mynediad i'r man parcio yn y cefn, yn unol â manylion i'w cymeradwyo'n ysgrifenedig gan yr awdurdod cynllunio lleol.
- 5) Cyn cychwyn ar y defnydd a ganiateir drwy hyn, rhaid i gynllun ar gyfer rheoli arogleuon/drewdod/mygdarth gael ei gyflwyno i'r awdurdod cynllunio lleol a'i gymeradwyo'n ysgrifenedig ganddynt. Wedi hynny, gweithredir y datblygiad yn unol â'r manylion a gymeradwyir.
- 6) Cyn cychwyn ar y defnydd a ganiateir drwy hyn, rhaid i fanylion system ar gyfer atal olew coginio, brasterau, sailm a gwastraff solet rhag mynd i mewn i'r system ddraenio dŵr budr gael eu cyflwyno i'r awdurdod cynllunio lleol a'u cytuno'n ysgrifenedig ganddynt. Wedi hynny, gweithredir y datblygiad yn unol â'r manylion a gymeradwyir.

APPENDIX 2

Car Park Surveys

SURVEY CONTROL

Client: Croft Transport Planning & Design

Client Contact: Tom Bentley

Survey Location: Havant

Date(s) of Survey: Friday 9 November 2018

Notes:

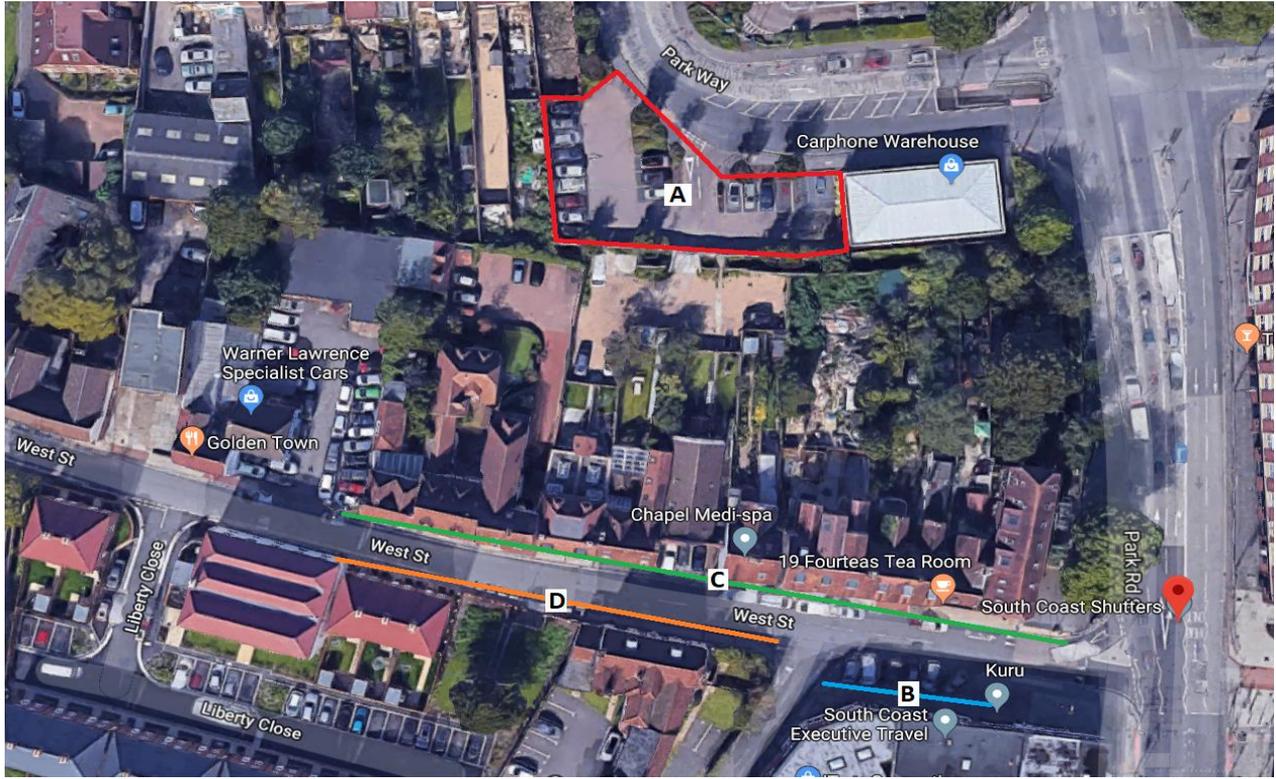
On Site Supervisor: David Cheng

Data Checking: David Cheng

Survey Reference: 2018.162 Havant

Status: Final

Date of Issue: 12 November 2018



2018.162 Havant - TOTAL NUMBER OF SPACES

Total Number of Spaces				
Zone	S	D	P&C	Total
A	16	1	0	17
B	7	0	0	7
C	0	0	0	0
D	0	0	0	0
Total	23	1	0	24

S- Standard Spaces

D - Disabled Spaces

P&C - Parent & Child Spaces

NB See Map for Locations of Zones

Time Beginning	Havant - Friday 9 November 2018					
	Number of Occupied Spaces					
	Zone					Total
	A	B	C	C*	D	
1630	11	5	6	4	0	22
1645	8	5	4	4	0	17
1700	10	6	3	3	0	19
1715	9	6	3	2	0	18
1730	6	7	2	1	0	15
1745	4	6	3	1	0	13
1800	4	6	4	1	0	14
1815	6	6	4	1	0	16
1830	5	7	4	1	0	16
1845	5	6	4	1	0	15
1900	3	7	3	1	0	13
1915	3	6	3	1	0	12
1930	2	4	2	1	0	8
1945	2	3	1	1	0	6
2000	2	2	1	1	0	5

Key: C* indicates the number of vehicles parking in zone C that used disabled blue badges

APPENDIX 3

TRICS Outputs

Calculation Reference: AUDIT-851401-170719-0744

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	GC GLASGOW CITY	1 days

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

Secondary 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: 45 to 500 (units: sqm)
 Range Selected by User: 30 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 23/11/09

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	4 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	4

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	5
Retail Zone	1
Built-Up 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.

Secondary Filtering selection:

Use Class:

A3	1 days
A5	8 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 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	4 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	9 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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-06-G-01 EARLE STREET	FISH AND CHIPS		CESHIRE
	CREWE Edge of Town Centre Retail Zone Total Gross floor area:		45 sqm	
	Survey date: FRIDAY		17/10/08	Survey Type: MANUAL
2	CH-06-G-02 CREWE ROAD	CHINESE		CHESHIRE
	WINTERLEY NEAR CREWE Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area:		90 sqm	
	Survey date: FRIDAY		28/11/08	Survey Type: MANUAL
3	FA-06-G-01 MAGGIE'S WOOD LOAN	DOMINOS PIZZA		FALKIRK
	FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		200 sqm	
	Survey date: THURSDAY		26/04/07	Survey Type: MANUAL
4	GC-06-G-01 POLLOKSHAW STREET	PIZZA HUT		GLASGOW CITY
	STRATHBUNGO GLASGOW Suburban Area (PPS6 Out of Centre) High Street Total Gross floor area:		250 sqm	
	Survey date: TUESDAY		17/06/08	Survey Type: MANUAL
5	GM-06-G-01 WELLINGTON RD SOUTH	SUBWAY		GREATER MANCHESTER
	STOCKPORT Edge of Town Centre Built-Up Zone Total Gross floor area:		500 sqm	
	Survey date: MONDAY		23/11/09	Survey Type: MANUAL
6	HF-06-G-01 COURTLANDS DRIVE	CHIP SHOP		HERTFORDSHIRE
	WATFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		100 sqm	
	Survey date: MONDAY		14/07/08	Survey Type: MANUAL
7	LE-06-G-01 HIGHCROFT AVENUE	FISH BAR		LEICESTERSHIRE
	OADBY LEICESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		75 sqm	
	Survey date: FRIDAY		19/06/09	Survey Type: MANUAL
8	NR-06-G-01 OCCUPATION ROAD	CHIP SHOP		NORTHAMPTONSHIRE
	CORBY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		100 sqm	
	Survey date: WEDNESDAY		19/11/08	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-06-G-01	FISH SALOON	WEST MIDLANDS
	HOLYHEAD ROAD		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	65 sqm	
	Survey date: FRIDAY	28/09/07	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/G - TAKE-AWAY SHOPS (eg. fish bars etc)

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	1	500	0.000	1	500	0.000	1	500	0.000
08:00 - 09:00	1	500	0.400	1	500	0.000	1	500	0.400
09:00 - 10:00	1	500	0.800	1	500	1.000	1	500	1.800
10:00 - 11:00	4	215	1.047	4	215	0.581	4	215	1.628
11:00 - 12:00	7	162	2.115	7	162	1.938	7	162	4.053
12:00 - 13:00	7	162	8.370	7	162	7.665	7	162	16.035
13:00 - 14:00	7	162	7.665	7	162	7.401	7	162	15.066
14:00 - 15:00	7	162	3.524	7	162	3.700	7	162	7.224
15:00 - 16:00	8	154	2.105	8	154	2.267	8	154	4.372
16:00 - 17:00	9	147	4.679	9	147	4.151	9	147	8.830
17:00 - 18:00	9	147	9.736	9	147	10.038	9	147	19.774
18:00 - 19:00	9	147	9.509	9	147	9.811	9	147	19.320
19:00 - 20:00	9	147	9.887	9	147	10.113	9	147	20.000
20:00 - 21:00	9	147	7.925	9	147	8.000	9	147	15.925
21:00 - 22:00	8	103	8.364	8	103	8.848	8	103	17.212
22:00 - 23:00	7	111	5.897	7	111	6.410	7	111	12.307
23:00 - 24:00	4	129	0.000	4	129	0.000	4	129	0.000
Total Rates:			82.023			81.923			163.946

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.

Parameter summary

Trip rate parameter range selected:	45 - 500 (units: sqm)
Survey date date range:	01/01/01 - 23/11/09
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 0 - CONVENIENCE STORE
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	2 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	2 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	EB CITY OF EDINBURGH	1 days

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

Secondary 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: 70 to 469 (units: sqm)
 Range Selected by User: 70 to 500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 07/04/17

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:

Monday	4 days
Wednesday	4 days
Thursday	3 days
Friday	6 days

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

Selected survey types:

Manual count	17 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:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	4

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:

Commercial Zone	1
Residential Zone	12
Built-Up Zone	3

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:

A1 17 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 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	2 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
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	6 days
500,001 or More	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	9 days
1.1 to 1.5	8 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	17 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 17 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 17 days

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

LIST OF SITES relevant to selection parameters (Cont.)

10	NF-01-O-01 DEREHAM ROAD	TESCO EXPRESS	NORFOLK
	NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 298 sqm <i>Survey date: FRIDAY 26/10/12</i>		<i>Survey Type: MANUAL</i>
11	NY-01-O-02 COLD BATH ROAD	SAINSBURY'S LOCAL	NORTH YORKSHIRE
	HARROGATE Edge of Town Centre Residential Zone Total Gross floor area: 220 sqm <i>Survey date: MONDAY 10/12/12</i>		<i>Survey Type: MANUAL</i>
12	NY-01-O-03 FOREST ROAD	CO-OPERATIVE	NORTH YORKSHIRE
	NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 305 sqm <i>Survey date: MONDAY 19/09/16</i>		<i>Survey Type: MANUAL</i>
13	SY-01-O-01 DIVISION STREET	SAINSBURY'S LOCAL	SOUTH YORKSHIRE
	SHEFFIELD Town Centre Built-Up Zone Total Gross floor area: 219 sqm <i>Survey date: WEDNESDAY 12/12/12</i>		<i>Survey Type: MANUAL</i>
14	SY-01-O-02 ECCLESALL ROAD	SAINSBURY'S LOCAL	SOUTH YORKSHIRE
	SHEFFIELD Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 306 sqm <i>Survey date: FRIDAY 14/12/12</i>		<i>Survey Type: MANUAL</i>
15	TW-01-O-02 ETHEL TERRACE CASTLETOWN SUNDERLAND	CO-OPERATIVE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 330 sqm <i>Survey date: FRIDAY 07/04/17</i>		<i>Survey Type: MANUAL</i>
16	WL-01-O-01 THE CIRCLE	ONE STOP	WILTSHIRE
	SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 292 sqm <i>Survey date: FRIDAY 23/09/16</i>		<i>Survey Type: MANUAL</i>
17	WY-01-O-01 KEIGHLEY ROAD	SAINSBURY'S LOCAL	WEST YORKSHIRE
	BRADFORD Edge of Town Residential Zone Total Gross floor area: 400 sqm <i>Survey date: THURSDAY 06/12/12</i>		<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
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	1	400	0.500	1	400	0.000	1	400	0.500
06:00 - 07:00	7	297	3.657	7	297	2.743	7	297	6.400
07:00 - 08:00	17	309	6.522	17	309	5.857	17	309	12.379
08:00 - 09:00	17	309	7.169	17	309	7.017	17	309	14.186
09:00 - 10:00	17	309	6.484	17	309	6.370	17	309	12.854
10:00 - 11:00	17	309	5.724	17	309	5.609	17	309	11.333
11:00 - 12:00	17	309	6.693	17	309	6.503	17	309	13.196
12:00 - 13:00	17	309	8.614	17	309	8.138	17	309	16.752
13:00 - 14:00	17	309	6.370	17	309	6.389	17	309	12.759
14:00 - 15:00	17	309	7.416	17	309	7.093	17	309	14.509
15:00 - 16:00	17	309	7.777	17	309	7.967	17	309	15.744
16:00 - 17:00	17	309	8.234	17	309	7.720	17	309	15.954
17:00 - 18:00	17	309	9.051	17	309	8.747	17	309	17.798
18:00 - 19:00	17	309	9.584	17	309	10.154	17	309	19.738
19:00 - 20:00	17	309	6.902	17	309	7.720	17	309	14.622
20:00 - 21:00	15	326	3.104	15	326	3.941	15	326	7.045
21:00 - 22:00	14	334	2.202	14	334	2.651	14	334	4.853
22:00 - 23:00	3	415	0.965	3	415	1.608	3	415	2.573
23:00 - 24:00	1	400	0.000	1	400	0.250	1	400	0.250
Total Rates:			106.968			106.477			213.445

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:	70 - 469 (units: sqm)
Survey date date range:	01/01/09 - 07/04/17
Number of weekdays (Monday-Friday):	17
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.