

APPENDIX 1



Ordnance Survey

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This map was created with Promap

SH/11845/3

07/00381/AVE

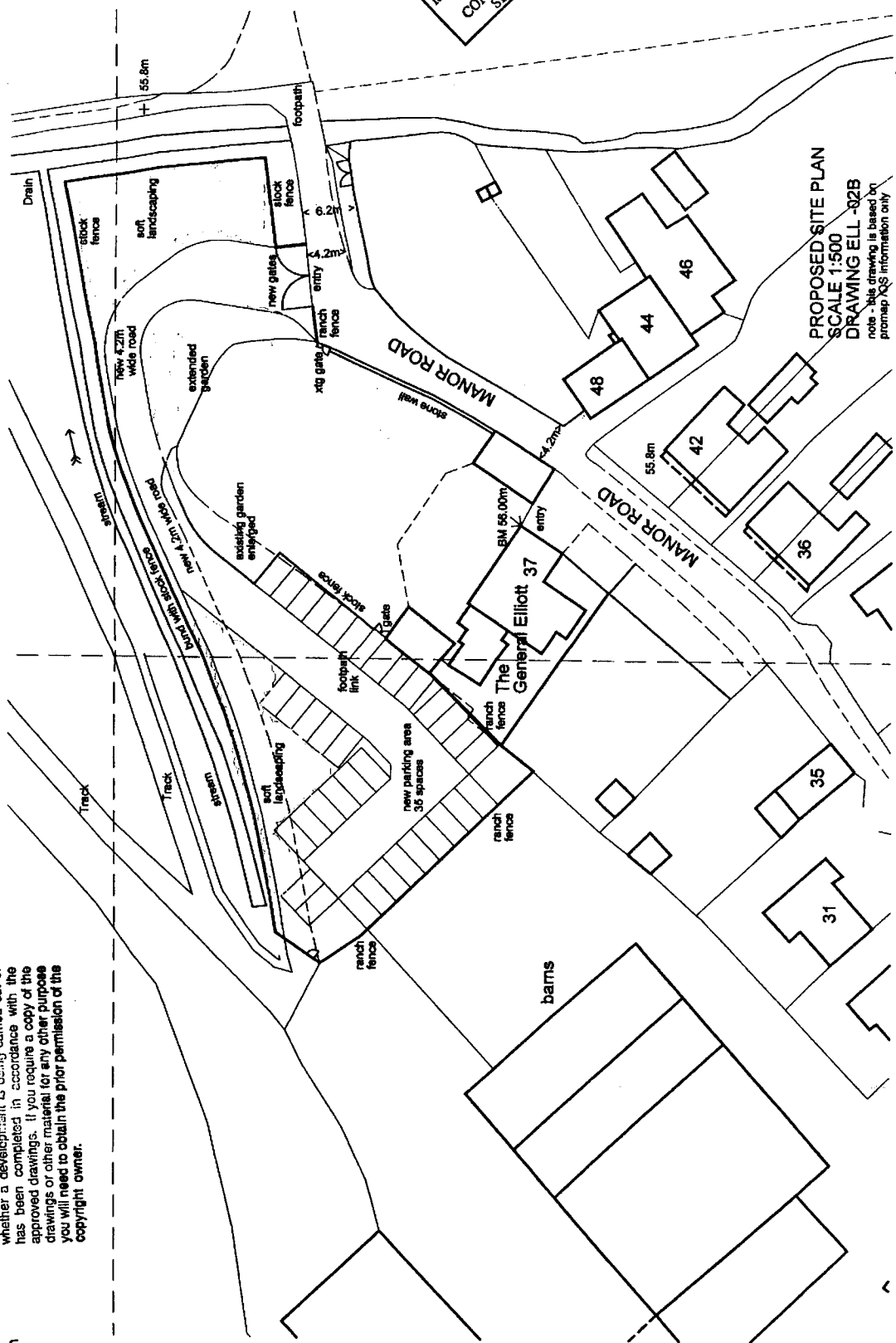
VALLEY OF WHITE HORSE DISTRICT COUNCIL
 RECEIVED 21 FEB 2007
 CORPORATE POSTAL SERVICES - 2

VALLEY OF WHITE HORSE DISTRICT COUNCIL
 RECEIVED 17 MAR 2007
 CORPORATE POSTAL SERVICES - 2

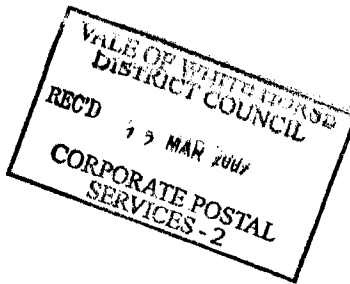
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- 1:50 = 3m
- 1:100 = 6m
- 1:200 = 12m
- 1:500 = 30m
- 1:1250 = 75m
- 1:2500 = 150m



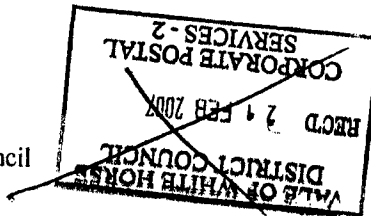
PROPOSED SITE PLAN
 SCALE 1:500
 DRAWING ELL-02B
 note - this drawing is based on promap A25 information only



Jake Collinge
4 Arnold Way
Thame
Oxfordshire
OX9 2QA

01844 214631

Mr S Walker
Planning Department
Vale of White Horse District Council
Abbey House
Abbey Close
Abingdon
Oxfordshire
OX14 3JE



6th March 2007

Dear Mr Walker

The General Elliot Public House, Manor Road, South Hinksey, Oxon.

Further to our recent discussion, please find enclosed an application for full planning permission for alterations to the existing access and formation of a car park at The General Elliot Public House, Manor Road, South Hinksey, Oxfordshire. The application is accompanied by the following

- Completed Planning Application Forms
- Completed Certificate of Ownership
- Site Location Plan (1:1250)
- Plan ELL-02B – Proposed Site Plan (1:500)
- 114 Signatory Petition
- 5 Letters of Support
- Design and Access Statement
- Cheque for £135 as the relevant planning application fee (car park construction)

Background and Proposal:

The General Elliot Public House was acquired by the Vale Brewery Company, a privately owned microbrewery based near Thame, Oxfordshire, approximately 15 months ago from a company called New Wood Inns. New Wood Inns purchased The General Elliot as part of a package of pubs from Greene King, who retained the land to the south-west of the pub (formerly in use as a car park associated with the pub) and have since been seeking residential permission on the site. Unfortunately, the loss of the car park and the unwillingness of Greene King to consider selling the land has resulted in a significant shortage of parking that not only threatens the viability of

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The General Elliot, but also causes considerable inconvenience to local residents especially when there are functions in the village hall and church.

As a result, The General Elliot benefits from only a small area of car parking located to the east of the building and providing approximately 4/5 parking spaces. At least two of these available spaces are used continuously by employees of the pub. As a consequence, the pub receives very little car-borne trade and relies on the existing population within the village for trade which, unfortunately, has proved insufficient to sustain the pub as a viable enterprise.

To demonstrate this, details of the trading position over the last twelve months are attached. This shows that the pub made a very small profit (£3,650) on a turnover of £162,000 – an insufficient return for the level of investment involved. Furthermore, generating this small profit has been solely reliant on the efforts of the tenant, John Westerdorp, who during this period has worked for more than 100 hours a week and earned an average of £304 per month. This is a position that can not be sustained in the longer term unless an investment is made that has the ability to substantially increase car-borne trade. Indeed, over this period it has become evident that the key constraint to increasing turnover is the lack of available car parking and, without the provision of such parking, any other investment in the business will not provide the necessary returns to maintain the viability and hence future of the last remaining village pub.

In order to address this issue, the Vale Brewery Company have acquired a small section of land to the north-east of the public house and adjacent to the existing farm buildings and hardstanding associated with Manor Farm. It is proposed to provide a 35 space car park on this land, with pedestrian access through the existing pub garden to the pub itself. The car park would be accessed via a new access way that would extend around the existing Public House garden from the existing gated access off Manor Road. The provision of the car park would significantly improve the prospect of increasing trade and thereby maintain the viability of the pub in the longer term.

Consultation:

In addition to the pre-application discussions with the District Council, the proposals have been discussed with South Hinksey Parish Council, local residents and users of the pub. You will see from the attached documentation that the Parish Council fully support the proposal, and that there is overwhelming support from within the village for the creation of the car park to facilitate the on-going viability of the public house.

Planning Implications:

As you know, the site is located in the Oxford Green Belt wherein Policy GS3 of the adopted Local Plan sets out the type of development considered appropriate in the Green Belt. The opening paragraph to the Policy indicates that the change of use of land and engineering and other operations may be permitted if it does not conflict with the purposes of including land in the Green Belt and if it preserves its openness and the special character of Oxford and its landscape setting.

In this case, the proposal involves both a material change of use of the land and engineering operations associated with the formation of the car park. Subject to the implications on the purposes of the Green Belt and the effect on openness, such works could be considered appropriate and acceptable development in the Green Belt. Having regard to the purposes of the Green Belt and those features that contribute to the openness of the immediately surrounding

area, the layout and form of the proposed car park has been carefully considered to ensure that any impact is minimised. In particular, the area of parking has been located close to the existing built-up edge of neighbouring uses (the public house and Manor Farm), thereby ensuring any visual impact is viewed wholly in the context of the intensively developed neighbouring activities. Furthermore, parking spaces have been sited away from the more sensitive (northern and eastern) boundaries of the site, providing scope for soft landscaping and planting that will further mitigate any potential visual impact. Together with 'rural' stock fencing around the site and appropriate 'rural' surfacing materials to the car park, it is considered that the impact on the openness of the Green Belt would be minimised. Furthermore, the creation of a car park on this land would not undermine the purposes of including land in the Green Belt. On this basis I hope that you too will conclude that the proposals represent an appropriate and acceptable form of development in the Green Belt.

Even if that were not the case, we do believe that there are very special circumstances that would justify an exception to Policy. As set out previously and in the accompanying financial statement, the provision of the car park is essential for the purposes of securing the long term future and viability of the public house. Without it, the pub will not be viable and another community facility will be lost.

Reference in this regard should be made to the CAMRA document 'Public House Viability Test'. Although this is aimed at assessing proposals for the change of use of public houses, much of its content is relevant to assessing the factors that affect the on-going viability of pubs. In addition to the population characteristics of the locality (which in this case is limited to South Hinksey) and their effect on viability, one of the key factors to determining long term viability is the attractiveness of the pub across a wider catchment area. As is highlighted in the CAMRA document, the key to this is the availability of parking spaces and the scope for expanding parking provision. It is exactly this issue that currently undermines the viability of the pub, and without parking expansion, none of the other factors in the CAMRA document that increase viability (such as attracting car-borne custom, tourism and incorporating multiple uses) will be achieved. We therefore consider that the contribution of additional parking to maintaining the viability of the pub as a community facility is, itself, a very special circumstance that justifies the proposal in the context of Green Belt policy.

In addition, it should be noted that a number of the accompanying letters of support refer to parking problems in Manor Road, especially at times when the village hall and church are in use, and the fact that this has been compounded by the loss of parking associated with the pub. The proposed car park could also accommodate these parking pressures and therefore be beneficial to the on-going viability of other community facilities in the village. I hope you agree that this adds further weight in support of the proposal.

Whilst we are aware that the site is also located in the floodplain, it is not proposed to alter existing ground levels. Accordingly there are no significant implications for the capacity of the floodplain. Furthermore, surface water drainage could be controlled by planning condition. Finally, given the low levels of traffic on the section of Manor Road between The General Elliot and the proposed access to the car park, we do not believe there are any significant highway issues associated with the development.

Conclusion

The General Elliot is unviable as it stands and is likely to close unless alternative ways of attracting trade can be found. The largest single constraint to attracting additional trade to make

the pub viable is the lack of available parking. This proposal seeks to provide the additional parking that will secure the long term viability of the pub and maintain this as a community facility in South Hinksey. Although located in the Green Belt, the siting and layout of the proposed car park would not compromise the openness or purposes of the Green Belt and, in so doing, the proposed change of use and associated engineering operations would represent appropriate development in the Green Belt. Even if that is not considered to be the case, the need for the car park to maintain the viability of the pub is considered to be a very special circumstance that justifies the development. Further, the car park would be available to the wider community and address parking problems in the locality. In addition, there would be no other planning constraints.

On this basis I look forward to receiving your approval in due course. However, should you have any queries or require any further clarification, please contact me.

Yours Sincerely

A black rectangular redaction mark covering the signature of Jake Collinge.

Jake Collinge

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DESIGN AND ACCESS STATEMENT

1.0 Introduction

- 1.1 This Design and Access Statement accompanies an application submitted to the Vale of White Horse District Council for full planning permission for alterations to the existing access and the formation of a car park. Whilst the Statement has been written to take account of the advice in Circular 01/06, the scope of the Statement is necessarily restricted by the nature of the proposal.

2.0 Assessment

- 2.1 The General Elliot Public House is located on the edge of the village of South Hinksey and currently comprises a detached two-storey building with a range of outbuildings set within the grounds of the property. Access to the pub is off Manor Road, with a small parking area located to the front of the building, and separating the pub from the garden area on the north-eastern section of the site.
- 2.2 Existing residential development is located to the south and east of the site, with a farm (Manor Farm) and associated buildings to the west. Adjoining the site to the north-west and north-east is an area of open land.
- 2.3 The site and surroundings are located in the Oxford Green Belt. As such, one of the key issues raised by the proposals concerns the compatibility with Green Belt policy, particularly policy GS3 of the adopted Local Plan. This states that engineering and other operations may be appropriate development in the Green Belt provided that it preserves the openness of the Green Belt and the special character of Oxford and its landscape setting. Other issues concern the highways and access arrangements, the impact on the floodplain and the likely effect on neighbouring amenity.

3.0 Involvement

- 3.1 The proposals have been the subject of a pre-application meeting and discussion with Mr Stuart Walker of the Council's Planning Department. In these discussions, Mr Walker has clarified that the key issue concerns the impact of the proposed development on the Green Belt. In addition, the proposals have been discussed with South Hinksey Parish Council who have confirmed their support for the scheme.

4.0 Design

- 4.1 The proposal involves the creation of a 35 space car park on the land to the north-east of the existing public house, with a new pedestrian access from the car park through the existing pub garden to the pub itself. The car park would be accessed via a new access way that would extend around the existing Public House garden from the existing gated access off Manor Road. The parking area would be laid out informally, utilising materials appropriate to the rural context, and providing scope for soft landscaping and appropriate boundary treatment.

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07/00381/A

- 4.2 The layout of the proposed scheme has been specifically designed to ensure that the works do not impact on the openness of the Green Belt or the landscape setting of Oxford. In particular, the parking spaces would be provided to the immediate north-west of the public house, with hardstanding associated with Manor Farm immediately adjoining the parking area to the south-east. This would provide a built-up context to the car park, such that the areas of hardsurfacing and vehicle parking would not intrude in to the landscape setting of the village or the Green Belt.
- 4.3 Combined with the scope provided in the layout of the car park for additional soft landscaping and through the use of appropriate surfacing materials (which could be controlled by planning condition) the parking area would not have an adverse impact on the openness of the Green Belt. In so doing, it is considered the proposals would represent appropriate development in accordance with the requirements of Policy GS3 of the Local Plan.
- 4.4 Furthermore, the design of the access way has been carefully considered to ensure appropriate intervisibility within the site, and on entering and leaving the site. The position of the car park, away from neighbouring residential properties, would minimise the impact on neighbouring amenity. Indeed, there is likely to be a material improvement in this regard since, at present, some parking associated with the pub occurs on Manor Road, with the consequential inconvenience and noise and disturbance to existing residents. In addition, it is not proposed to raise ground levels such that there would be no impact on the capacity of the floodplain whilst, with controls over the surfacing materials, surface water discharge will be largely unaffected.
- 4.5 On this basis, it is considered the proposals fully comply with relevant Development Plan policies.

5.0 Access

- 5.1 It is proposed to alter the existing access off Manor Road to facilitate access to the proposed car park. As noted in the preceding paragraphs, appropriate intervisibility would be provided whilst, given that there are no (or limited) vehicle movements associated with the final section of Manor Road that would provide access to the car park, there is unlikely to be any conflict with existing traffic movements.
- 5.2 Parking would be provided within the site for the mobility impaired. At present, the tight parking arrangements within the site do not allow for ease of use for the mobility impaired. By providing additional parking with greater manoeuvring ability, the attractiveness and usability of the site by the mobility impaired will be enhanced.
- 5.3 Furthermore, there would be a reasonably level access from the car park to the public house, which would again facilitate and enable use by the mobility impaired.

6.0 Conclusion

- 6.1 This Statement has demonstrated that the proposals take account of the key planning issues and provide for a form of development that would comply with Development Plan policy.



**Vale
of White Horse**

05/01195/FUL
Mr Stuart Walker
DCREFULZ(P23)2/03

TOWN AND COUNTRY PLANNING ACT 1990

NOTICE OF REFUSAL

To

Greene King Plc
c/o The John Phillips Planning Consultancy
Bagley Croft
Hinksey Hill
Oxford
OX1 5BS

Application No: **SHI/19261**

Proposal;

Erection of 3 x 2 bedroom dwellings.

Address:

Land Between 34 And The General Elliot PH Manor Road South Hinksey
Oxford Oxon

DATE OF DECISION:

6th October 2005

The Vale of White Horse District Council, in pursuance of powers under the Above Act, hereby **REFUSE** to permit the above development in accordance with the plans and application submitted by you, for the reasons specified hereunder:

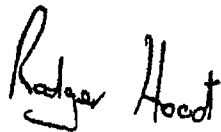
1 The proposed development of three dwellings is not limited infilling and, therefore, represents inappropriate development in the Green Belt for which no very special circumstances have been advanced. As such, the proposal is contrary to Policies G1 and G4 of the adopted Vale of White Horse Local Plan, Policy GS3 of the Vale of White Horse Local Plan 2011 Second Deposit Draft and Policy G4 of the adopted Oxfordshire Structure Plan. It is also contrary to advice contained in PPG2 Green Belts.

2 On the basis of the information submitted with the application, the District Planning Authority is not persuaded that the site is no longer part of the planning unit for the adjoining public house. As such, the proposed development of three houses is likely to have a harmful impact on the future viability of the adjoining General Elliot Public House due to the loss of the area for car parking.

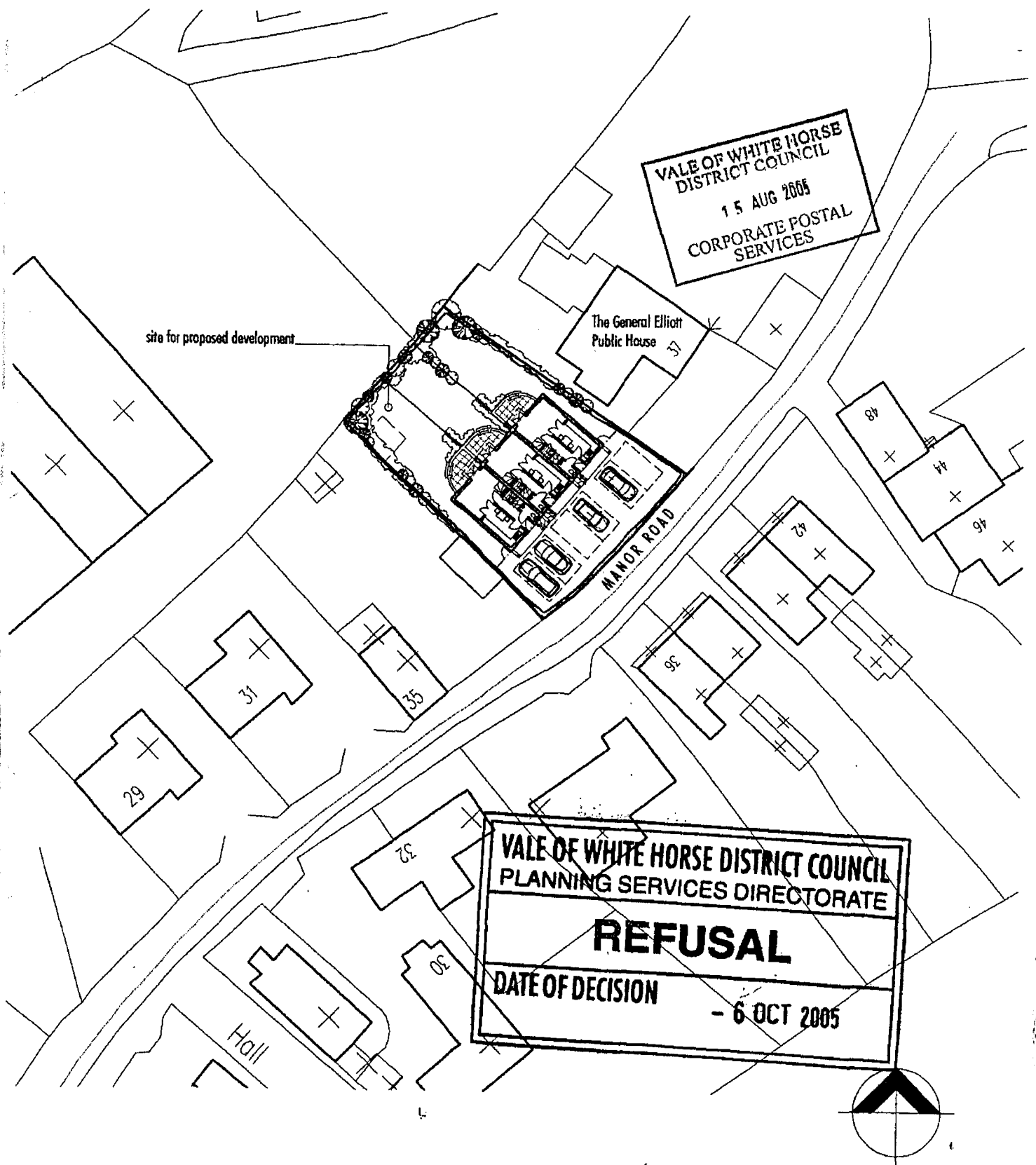


In addition the proposed development results in The General Elliot Public House having sub-standard parking provision in a less accessible location and reduces the potential for additional parking to be provided for the pub in the future. Furthermore the loss of the site is harmful operationally to Pubic House deliveries in that the land was used for the manoeuvring of drays. As such the proposal is contrary to policy S27 of the adopted Vale of White Horse Local Plan, Policy CF5 of the Vale of White Horse Local Plan 2011 Second Deposit Draft, and advice in PPS7, "Sustainable Development in Rural Areas", in that it is likely to undermine the potential for the existing Public House to continue to make a positive contribution to the local economy and community.

3 The site lies within an area liable to flood and as such the proposed development would be at direct risk of flooding and would increase the risk of flooding elsewhere. In addition, the lack of a dry pedestrian access would adversely affect the safety of residents, and would add to the burden on emergency services, during periods of flood. As such, the proposal is contrary to Policy D16 and D3 of the adopted Vale of White Horse Local Plan and Policy DC13 and DC5 of the Vale of White Horse Local Plan 2011 Second Deposit Draft.



Rodger Hood
Assistant Director (Planning)

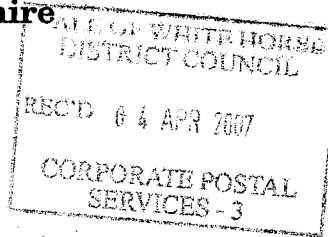


SH1/19261

The ANDERSON ORR Partnership The Studio, 70, Church Road, Wheatley, OXON, OX33 1LZ t: 01865 873936	scale 1:500	client GREENE KING	
	date AUG '05	drawing LOCATION PLAN AS PROPOSED	
PROJECT RESIDENTIAL DEVELOPMENT, LAND ADJOINING THE GENERAL ELLIOT, MANOR ROAD, SOUTH HINKSEY	drawn TW	no. 05086-P01	
	job 05086	rev	

South Hinksey Parish Council

Oxfordshire



Telephone:
Daytime (01869) 241782
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Clerk to the Council:
D. E. WILKINS
Cedar Gables
North Aston Road
Duns Tew
Bicester
Oxon. OX25 6JF

2nd April 2007.

Mr. Stuart Walker,
Planning Department,
Vale of White Horse District Council,
Abbey House,
Abingdon,
Oxon.
OX14 3JE

Dear Mr. Walker,

The General Elliot
SH1/11845/3

Although my Council are in favour of the establishment of a car park for this public house, they are very concerned about several aspects of the application.

The proposed site is in the green belt and therefore if the application is approved then the car park should be shielded by appropriate trees/shrubs.

It is not now certain that the proposed new car park will be made available for free use to persons using the Village Hall, therefore if approval is given, then this must be a condition of same and not the whim of the then landlord.

It is noted that Councillor Bernard Auton, states, that the path to Oxford called the Devils Backbone, is for use by cyclists. This route is only a footpath and not a bridle way.

There is concern by my Council about the safety aspect of having an entrance/exit to the car park onto an unmade footpath. There could be extreme dangers to walkers, jogger's etc from vehicles thinking they have priority and travelling too fast. Two-way traffic is a definite no-no. Obviously vehicles leaving the site need to be told to "stop" before proceeding onto the footpath.

There is blind bend to the right when approaching the proposed entry to the site.

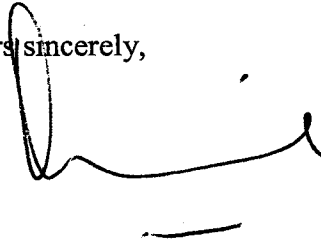
The Council considers the entrance/exit should be via the existing entrance by the side of the public house and run down the inner south facing wall or across the front of the public house.

My Council are concerned that preliminary work has already started on the site, before permission has been given. My Council has in the past felt dismayed about certain retrospective planning decisions.

In the same vein if the business fails then the car park should be removed if the premises are no longer used as a public house/restaurant.

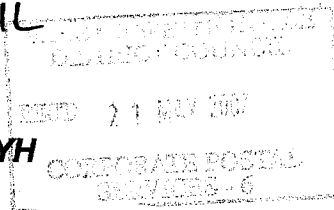
There are several inaccuracies to the details on the planning application, which need to be re-addressed. To this end my Council attaches to this letter various comments raised by parishioners, which should be read with this letter.

Yours sincerely,

A handwritten signature in black ink, consisting of a large, stylized initial 'L' followed by a horizontal line and a small flourish at the end.

SOUTH HINKSEY PARISH COUNCIL

Parish Clerk: Anne Wilson BA Hons, AHCIMA
91 Hornbeam Road, Southwold, Bicester, Oxon OX26 3YH
Tel: 07923 658059



Stuart Walker
Planning Department
Vale of White Horse DC
Abbey House
Abingdon
OX14 3JN

17th May 2007

Dear Mr Walker,

Re: General Elliott Public House, South Hinksey

Following our telephone conversation this afternoon I am writing to express further concerns of the Parish Council with regard to the application recently submitted to yourselves for an additional car park for the General Elliott.

- No notification notice has been seen posted on or near the General Elliott notifying residents of the pending application
- There are concerns about the land ownership of the proposed access route to the site
- The landlord is threatening to open the site to travellers if he does not get the planning permission and therefore the Parish Council ask that this is either put in as a "no go clause" if the application is refused or that it is made very clear that nothing alternative can be done to the site without planning permission

We would be grateful for a formal response to this letter.

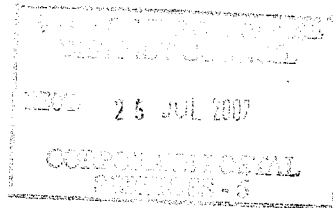
Yours/sincerely,

Anne Wilson
Parish Clerk

Our Ref: JAN/gec

23rd July 2007

Mr Stuart Walker
Vale of White Horse District Council
Abbey House
Abingdon
Oxford
OX14 3JE



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Bristol: 01273 820000
Company Limited by Guarantee
4 Roger Street, London EC4A 3DF
Registered in England No. 4222887

Dear Mr Walker

**Planning application: SHI/11845/3 – Formation of car park on adjoining land
The General Elliott, 37 Manor Road, South Hinksey, Oxfordshire OX1 5AS**

I refer to your letter of 5th June and my response of 21st June and for completeness copies of these are included at Appendix 1.

The instruction from the Council is for me to provide them with an independent assessment of the potential viability of The General Elliot with and without the proposed car park to assist them in assessing the planning application, which is in respect of the formation of a car park with some 35 spaces on adjoining land.

This report does not represent any formal opinion of value, either rental or capital and it is not compliant with RICS guidelines and is mainly based on my experience of some 35 years involvement and specialisation in the field of licensed property and hotels.

I inspected the property on 17th July, accompanying me was my assistant Ross Petar M.Sc. The tenant Mr John Westerndorp showed us over the property and the only verbal enquiries that I have made with regard to this report were of Mr Westerndorp with regard to the nature of the trade that was currently being carried on.

Background

My Bristol office was instructed by Greene King in 2002 to offer informally a package of nine of their properties, six freeholds and three leaseholds of which The General Elliott was one of the freeholds. The sale was to be on a discreet basis and a full inspection of the property was precluded, therefore we only produced very brief sale particulars, a copy is included in at Appendix 2. I understand that this package had been put together following the acquisition by Greene King of Morrells and was regarded as part of the tail end of the estate, and in common with many such acquisitions at that time Greene King wanted to churn the estate and sell these properties off as they were not core properties to retain within the Greene King estate.

You will note from our particulars that the property was tenanted at that time on the basis of a tenancy at will and there was no rent received. You will also note the level of barrelage 159 beer barrels for 2001 and 2002, the wine, spirits and minerals throughput and finally the machine income. All three of these figures are at very low levels. Obviously I am not aware of all of the relevant facts at that time but the conclusion that I would draw is that with such a low throughput and nominal machine income the freeholder at that time, either Greene King or Morrells just prior to that were happy to let the tenant occupy the property on a rent free basis as long as they received the benefit of the wholesale profit from the supply of their wet products. This is very much a short-term holding situation to keep the property open and to preserve the license. Therefore at that time as far as Greene King was concerned the property was not a viable asset within their estate.

We subsequently sold the group to a company called New Wood Securities for a total sum slightly in excess of [REDACTED] however, I have no knowledge of what sum was ascribed to this property.

Subsequently the property was acquired by the Vale Brewery Company from New Wood Securities, I have no details of this transaction.

I have little knowledge of the Vale Brewery Company, they appear to be a niche micro brewery and their current website indicates that they own or operate four public houses including the General Elliot.

Location and Description

South Hinksey is located to the south of Oxford, immediately adjacent to the main A34, with regard to vehicular traffic it can only be accessed and exited via the A34.

It is at the end of Manor Road and is the only pub in the village. The main building which is not over large is detached of traditional stone construction, there is limited residential accommodation on the first and mansard floors. There is an adequate size single bar on the ground floor, which is adequately furnished and decorated for the style of trade, and clientele that it attracts. The accommodation is basic but clean, there is no disabled persons WC. Cellarage is just about adequate, as is the kitchen. The toilets and kitchen are effectively contained within a flat roofed addition, which is not particularly in keeping with the original building.

Overall the property is just about in a reasonable state of repair and decoration, however, in the short to medium term it is going to require quite substantial capital expenditure to bring it up to modern standards required by current statutes. Externally there is of course very limited parking for say three to four vehicles on the Manor Road frontage and perhaps space for another six or seven on the forecourt to the front. There is a good sized beer garden from which there is a pleasant aspect.

Viability of The General Elliot without the proposed car park

With your letter of 5th June there was certain background information including an un-audited profit and loss account in respect of The General Elliot for the year ended February 2007. I have not undertaken any due diligence with regard to these figures. This is included at Appendix 3.

With regard to the wet income the figure is very much in line with the barrelage that is reproduced on our sale particulars, especially taking into account that nationally annual beer barrelage has been declining year on year since then. The split between food and liquor is realistic and it is immediately apparent to me that without the food offer the property would have probably closed long before now. The gross profits on food and liquor are what I would expect of this type of property. The rent shown is [REDACTED]. I would think this rent has been put in place more as a required return on the asset value rather than an economic rent for the property. An average tied rent for this type of property, and I only refer to rent percentages on the basis of a general range, would be in the region of 12 – 13%. Thus I would expect a rent of [REDACTED] to result in a turnover of say [REDACTED] per annum. The current turnover falls well short of this range, therefore it is inevitable that the bottom line profit will only be a nominal sum and not an economic return in respect of the input of the tenant.

Consideration has to be given of course to alternative methods of operation. Houses trading at this level could not be considered as a managed house. The only alternative would be to operate it as a freehold free house in possession. Purchasers for this type of operation also acquire for reasons other than an economic return, these properties are termed lifestyle properties. The General Elliot in my opinion falls far short of the description of a lifestyle property and therefore I cannot foresee a viable purchaser of The General Elliot with regard to the long-term continuation in trade as a public house.

My conclusion therefore is that The General Elliot without the proposed car park is not a viable proposition as a public house.

Viability of The General Elliot with the proposed car park

The location of the property dictates that the trade will come from the inhabitants of the village, and the remainder will be destination. Passing trade is extremely unlikely. Mr Westerndorp informed me that in his opinion the vast majority of the trade was destination led from the city of Oxford.

If the trade of this house is to increase to make it viable then this can only be achieved in one way, the destination trade has to increase, the inhabitants of a village the size of South Hinksey cannot support the public house on its own.

We have researched our database with regard to public houses with an Oxfordshire postcode where we have either been involved with regard to a sale, a rental or capital valuation since the year 2000. I have excluded public houses within major conurbations, also all managed houses. I have scheduled at Appendix 4, a total of 21 that all fall within the very broad category of a village, a rural or locals public house.

Before making further comment on this Appendix it will be immediately apparent to you to that the current level of trade of The General Elliot, around [REDACTED] per annum would put it at the bottom with regard to the amount of turnover. You will also note that there is only one other property, at Banbury, with a turnover of less than [REDACTED].

For reasons of confidentiality I have had to exclude the actual name of each property, however, at Appendix 5 is a brief description of each property. Excluding those properties with less than 20 parking spaces a simple average of the number of parking spaces per property is 36. The General Elliot, it is proposed, will have an additional 35, however, it might well be a condition of a planning permission that the present parking on the frontage and adjoining on Manor Road will have to cease. Therefore I will assume 35 spaces for The General Elliot, which is very much in line with the simple average of 36 spaces.

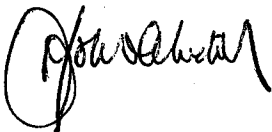
The average turnover of the 21 properties after allowing for inflation at the rate of 3% per annum since our involvement results in an average turnover of [REDACTED]. This can be compared to the average of the 12 properties with 20 or more parking spaces of [REDACTED].

The above is of course not intended to be an in-depth statistical analysis, however, it would not be unrealistic in my opinion for the trade at The General Elliot with the benefit of the proposed car park to achieve a fair maintainable trade of say around [REDACTED] per annum. Coupled with this it will be essential for there to be capital expenditure on the property to upgrade and improve the back of house facilities such as the toilets, kitchen and cellarge and also to ensure that it is compliant with all current legislation including the Disability and Discrimination Act.

If this level of turnover can be achieved, coupled with competent management and realistic levels of gross profit then I would expect the net profit before rent to be in the region of 25% which should be a sufficient sum to share between the landlord and tenant in respect of rent and a viable return to the tenant. At this level of trade the property would not be suitable as a managed house, however, it would be a most attractive proposition as a freehold free house.

Subject to the above comments therefore I am of the opinion that with the benefit of the proposed car park The General Elliot will be viable as a public house.

Yours sincerely



John A. Nicholl FRICS