Proposed New B2 / B8 Industrial Units, Home Farm, Overton

Highways Technical Note 01

Prepared for: Mr T.J. Rosselli

May 2024

3647-01-HTN01a

1.0 INTRODUCTION

1.1 Preamble

1.1.1 Axis have been appointed by Mr T.J. Rosselli (the Applicant) to provide transport and highways advice in relation to a full planning application for the development of two new B2/B8 industrial units located at Home Farm, in Overton, Wrexham.

1.1.2 This Highways Technical Note (HTN) has been prepared to inform Wrexham County Borough Council (WCBC), which is the Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated transport and highway-related implications of the proposed development.

1.2 Pre-Application Scoping Discussions

1.2.1 Prior to preparing this planning application, in February 2023, the Applicant submitted a pre-application enquiry to WCBC in relation to the proposed development.

1.2.2 A response was subsequently received from the LPA, dated 03 April 2023 (reference ENQ/2023/0022). With respect to highways, the pre-application advice sets out that, in accordance with Policy T8 of the Wrexham Unitary Development Plan (UDP), details on vehicle parking spaces on site or nearby will be required in accordance with the Council's adopted parking standards.

1.2.3 A full copy of the pre-application response is contained in **Appendix A** to the rear of this report.

1.2.4 This HTN report has been prepared with due regard to the pre-application response from WCBC.

1.3 Report Structure

1.3.1 The remainder of this report will be structured as follows:

i) **Section 2** describes the existing condition on and around the site, including the site location, the local highway network, and a review of the local highway safety record;

ii) **Section 3** describes the proposed development, including the proposed site access and parking arrangements, and the forecast level of traffic that it is anticipated to generate; and

iii) **Section 4** summarises and concludes the report.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The application site is situated within Home Farm, which is located off the A528, approximately 1km to the north-west of Overton Village. It currently comprises a redundant grain silo and associated concrete yard.

2.1.2 The location of the site is shown on **Image 2.1** in a local context.

Image 2.1 – Site Location – Local Context



2.1.3 The site location is shown in a wider context on **Image 2.2**.

Image 2.2 – Site Location – Wider Context



2.2 Local Highway Network

A528

2.2.1 The A528 provides the primary means of access to the site and extends between the A525 in Marchwiel and the A495 in Wrexham.

2.2.2 Within the vicinity of the site the A528 comprises a single lane two-way carriageway with a width of approximately 6.0m. It is subject to the national speed limit (60mph).

2.3 Highway Safety

2.3.1 The online CrashMap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the application site for the most recently available complete 3-year period (2020-2022 inclusive). This is shown on **Image 2.3**.

Image 2.3 – CrashMap Extract (2020-2022 Inclusive)



2.3.2 Review of **Image 2.3** demonstrates that a total of two accidents have been recorded within the vicinity of the site between 2020 and 2022 (inclusive), as follows:

i) 1 'slight' severity accident at the A528 / Argoed Lane junction; and
ii) 1 fatal accident along the access to Lower Lodge.

2.3.3 Information regarding the reported 'fatal' accident has been derived from CrashMap and press reports of the inquest. Review of this information suggests that the reported incident involved a 36-year-old female who reportedly 'lost control' of the vehicle as she travelled around the sweeping right-hand bend along the A528, adjacent to Lower Lodge, and subsequently crashed into the dwelling. The Inquest heard that the driver was streaming video on her mobile phone at the time of the incident.

2.3.4 It should be noted that no other accidents have been recorded at this location, or within the vicinity of the Home Farm access within the past 10-year period (2013-2022 inclusive).

2.3.5 Based on the evidence presented above, the accident data within the vicinity of the site does not represent a cause for concern or indicate any accident clusters that could be exacerbated by the modest level of additional traffic generated as a result of the proposed development.

3.0 PROPOSED DEVELOPMENT

3.1 Overview

3.1.1 This planning application seeks planning permission for the development of two B1/B8 industrial units located at Home Farm, Overton, which will have a combined gross floor area (GFA) of 270m².

3.1.2 The proposed site plans are contained in **Appendix B**.

3.2 Proposed Site Access Arrangements

3.2.1 Access to the proposed development will be achieved via the existing access to Home Farm, off the A528. The site access track provides a number of existing passing places in order to facilitate two-way traffic movements.

3.3 Proposed Parking Arrangements

3.3.1 Policy SP11 of WCBC's Local Development Plan (LDP), adopted on 20th December 2023, states that proposals for new development will be supported where they *"provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring"*.

3.3.2 WCBC's currently adopted parking standards are set out in their *"Local Planning Guidance Note (LPGN) 16"* document. Of relevance to the proposed development are the following standards:

i) B2 General Industry – 1 car space per 50m² GFA; and
ii) B8 Storage and Distribution – 1 space per 100m² GFA.

3.3.3 Set against the context of the proposed development, this equates to a parking requirement of between 3 and 5 spaces.

3.3.4 As shown on the proposed site plan in **Appendix B**, the proposed development will provide a total of 5 car parking spaces and is therefore considered to be appropriate and in accordance with WCBC's currently adopted parking standards.

3.3.5 **Drawing Number 3647-01-ATR01** in **Appendix C** demonstrates the ability of a large car to safely and satisfactorily access the car parking spaces. It also demonstrates the ability of a 7.5T van to access, manoeuvre within the site, and egress in a forward gear for the purpose of servicing the site. This is anticipated to be the largest vehicle to require access to the site on a regular basis.

3.4 Traffic Impact

3.4.1 Policy SP11 (Transport and Accessibility) of WCBC's LDP states that *"Wrexham's transport network will be developed in a safe, efficient and sustainable manner"*, including through *"restricting development that would have an unacceptable impact on the safe and efficient operation of the transport network".*

3.4.2 With regards to the above, this section of the report sets out the average weekday peak hour traffic generation forecasts associated with the proposed development, with reference to average weekday trip rates obtained from the industry-standard TRICS Database (version 7.10.4).

3.4.3 The following search criteria has been selected within TRICS:

i) TRICS Land Use Category – "Employment – Commercial Warehouse";
ii) Mainland Britain sites only (excluding Greater London);
iii) Freestanding sites and sites in 'Edge of Town' locations have been selected; and
iv) Selection by GFA.

3.4.4 **Table 3.1** summarises the average weekday peak hour and daily vehicle trip rate (per 100m²) and the resultant vehicle trip generation when these trip rates are applied to the proposal for two units with a GFA of 270m². The full TRICS outputs are contained in **Appendix D**.

Table 3.1 – Trip Rates and Trip Generation Forecasts

Time Period	Trip Rates (per 100m² GFA)			Trip Generation (Proposed 270m² GFA)		
	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM Peak Hour (08:00-09:00)	0.492	0.109	0.601	1	0	2
Weekday PM Peak Hour (17:00-18:00)	0.273	0.601	0.874	1	2	2
Daily	4.427	4.588	9.015	12	12	24

3.4.5 **Table 3.1** demonstrates that the proposed development is forecast to generate a total of 2 two-way vehicle trips in the AM and PM peak hours, respectively. This equates to 1 two-way trip every 30 minutes, on average.

3.4.6 When assessed on a daily basis, the proposed development is forecast to generate a total of 24 two-way vehicle trips per day, on average.

3.4.7 With regards to the above, it is considered that the proposed development will not give rise to any unacceptable impacts on the local highway network and is therefore considered to be acceptable from a trip generation and traffic impact perspective.

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

4.1.1 Axis have been appointed by Mr T.J. Rosselli (the Applicant) to provide transport and highways advice in relation to a full planning application for the development of two new B2/B8 industrial units located at Home Farm, in Overton, Wrexham. The proposed units will have a combined GFA of 270m².

4.1.2 The application site is situated within Home Farm, which is located off the A528, approximately 1km to the north-west of Overton Village. It currently comprises a redundant grain silo and associated concrete yard.

4.1.3 The accident data within the vicinity of the site has been reviewed and does not represent a cause for concern or indicate any accident clusters that could be exacerbated by the modest level of additional traffic generated as a result of the proposed development.

4.1.4 The proposed development will be accessed via the existing access arrangements to Home Farm, and a total of 5 parking spaces will be provided on site which accords with WCBC's currently adopted parking standards.

4.1.5 The proposed development is forecast to generate just 2 two-way vehicle trips in the weekday AM and PM peak hours, respectively, which equates to just one two-way trip every 30 minutes, on average. When assessed on a daily basis, the proposed development is capable of generated 24 two-way trips per day, on average. It is considered that this level of trip generation is negligible and would not cause detriment to the safety or operation of the local highway network.

4.2 Conclusion

4.2.1 With regards to the evidence presented within this report, it is considered that there should be no reason to withhold planning permission from a transport perspective.

Appendix A – WCBC Pre-Application Response

Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam
Guildhall, Wrexham. LL11 1AY
Neuadd y Dref, Wrecsam. LL11 1AY
DX: 721924 - Wrexham 4
www.wrexham.gov.uk www.wrecsam.gov.uk

wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
wrecsam

Your Ref/Eich Cyf	
Our Ref/Ein Cyf	ENQ/2023/0022
Date/Dyddiad	03/04/2023
Ask for/Gofynner am	Amy Brittain
Direct Dial/Rhif Union	01978 298775
E-mail/E-bost	amy.brittain@wrexham.gov.uk

Dear Sir/Madam,

Town and Country Planning Act 1990

DEMOLISH REDUNDANT AGRICULTURAL GRAIN SHED AND ERECTION OF NEW STEEL BUILDINGS
BRYN Y PYS HOME FARM WREXHAM ROAD, OVERTON, WREXHAM.

I refer to your planning enquiry dated 20/02/2023.

I can confirm that I have assessed the information submitted by you and that I have determined in accordance with the above detailed legislation that a formal application for planning permission will be required.

Validation Requirements

A formal planning application must be accompanied by the following information in order to be validated:

- Completed full planning application forms;
- Site location plan with the land subject to the application edged red 1:1250 / 1:2500 scale;
- Detailed existing and proposed site / block plans showing parking area 1:200 / 1:500 scale;
- Proposed floor and elevation plans 1:100 / 200 scale;
- Preliminary Ecological Appraisal;
- Planning application fee

Relevant Planning Policy and Guidance

The following planning policies and supplementary planning guidance are applicable:

- Wrexham Unitary Development Plan Policies GDP1, T8, PS2, EC5 and E5;
- Local Planning Guidance Note No. 16: Parking;
- Wrexham Local Development Plan 2013 – 2028 Policies SP2, DM1 and EM4.

Case Officer Opinion

The application proposes the demolition of a redundant agricultural grain shed and grain bin plinths, and the erection of a steel stanchion building which will contain two storage units. Each unit will be available to rent. The application site lies within the open countryside.

Policy PS1 of the Wrexham Unitary Development Plan states that new development for housing, employment, and community services will be directed to within defined settlement limits.

Policy E5 of the Wrexham Unitary Development Plan states that small-scale employment development in the countryside will only be permitted through the conversion of an existing building where;

a) the proposal accords with Policy GDP1; and

b) the building is structurally sound and capable of conversion without extensive rebuilding tantamount to the erection of a new building; and

c) any inherent characteristics of merit in the building are retained; and

d) the building and resulting curtilage does not constitute an undesirable intrusion into the landscape, create access problems, nor require the provision of services at public cost.

The application proposes the erection of a new building and therefore, the proposal is contrary to Policy E5. As such, there is an in principle policy objection to the proposed development.

The Wrexham Local Development Plan (LDP) is at an advanced stage. Whilst the LDP is not yet adopted, it has reached a stage in its preparation where is can be considered as a material consideration in the determination of planning applications.

Policy EM4 of the emerging Local Development Plan states that new employment development outside settlement limits will on be permitted through; the conversion of an existing building, new developments which are required in connection with a rural enterprise or where it involves the extension of an existing employment site where the existing employment site is located within a settlement limit or employment area and proposes to expand onto land outside the settlement limit/employment area.

The proposed development is contrary to Policy EM4 of the emerging Local Development Plan and as such, there remains a principle policy objection.

<u>Visual Amenity</u>

The proposed building forms part of a complex of traditional and modern buildings originally built for agricultural use. Adjacent buildings have been progressively converted to business/light industrial uses. The primary use of the site would now be considered to be business/light industrial.

Policy GDP1 a) of the Wrexham UDP states that all development should ensure that in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality.

Policy EC5 of the Wrexham UDP states that within Special Landscape Areas, priority will be given to the conservation and enhancement of the landscape. Development, other than for agriculture, small-scale farm-based and other rural enterprises, and essential operational development by utility service providers, will be strictly controlled. Development will be required to conform to a high standard of design and landscaping, and special attention will be paid to minimising its visual impact both from nearby and distant viewpoints.

The proposed building is modern and is proposed to be constructed of steel. It is considered that the proposed building will be located beyond the form of the existing buildings. It is acknowledged that the building will be constructed in the place of existing, redundant agricultural structures however, these buildings fall outside of the existing limits of the development site. It is considered that the existing site is well constrained by a strong hedgerow to the south west and an existing farm track to the north east. Given the above, it is considered that the proposed new building will break the existing building pattern and result in an unacceptable intrusion into the open countryside.

Residential Amenity

There are two residential properties within reasonable proximity to the proposed development. Given the size and proposed use it is likely that the development will not give rise to any significant levels of noise. In addition to this, it is also unlikely that the proposed development will result in a significant increase in traffic.

Ecology

A formal response has been received from the Ecology Officer in relation to this enquiry. She states that any formal planning application should be supported by a Preliminary Ecological Assessment and a scheme of Biodiversity Net Benefit.

Highways

Policy T8 of the Wrexham UDP states that development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors as appropriate;

a) the availability of public transport nearby,
b) proximity to public car parking,
c) proximity to local services and facilities,
d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.

In line with Local Planning Guidance Note 16 in relation to parking standards, Class B8 development, Storage and Distribution will require 1 car parking space per 100m2 gross floor space.

If you require further pre-application advice in relation to highways you are advised to contact the Highway Authority directly at highwaysplanning@wrexham.gov.uk

Phosphates

The proposed application site sits within the buffer zone of the River Dee and Bala Lake Special Area of Conservation (SAC). In January 2021, Natural Resources

Wales (NRW) introduced stringent standards on the discharge of phosphorous into the SAC.

It would be expected that any foul water from the proposed development would be disposed of via a Private Waste Treatment Works. Where private treatment systems can be properly justified, small discharges to ground (<2m3/day) via a suitable drainage field, built in accordance with criteria set out within the below guidance, are preferred over direct discharges to watercourses as they are considered unlikely to have a pathway for phosphorous to enter the river environment and unlikely to have a significant effect on a SAC. Larger discharges to ground will need to be subject to an Appropriate Assessment.

An increase in phosphate discharges into the SAC would adversely impact upon the statutorily protected site (SAC), conflicting with the UDP Policy EC6, Planning Policy Wales, Future Wales and TAN5. For this reason, any application for planning permission that would result in an increase in phosphorous could not be supported.

For further guidance, NRW has set out planning advice for applications affecting riverine SACs here: Natural Resources Wales / Advice to planning authorities for planning applications affecting phosphorus sensitive river Special Areas of Conservation

Conclusion

The proposed development is contrary to Policy E5 of the Wrexham Unitary Development Plan and as such, there is an in principle objection to the proposed development. In addition to this, it is considered that the proposal would represent unacceptable encroachment into the open countryside and have a significant impact upon views from nearby and distant viewpoints. Given the above, it is considered that the proposed development is not likely to be supported.

Planning Process

Although I have advised you that I would not support your proposal, this does not preclude you from submitting a formal planning application. In the likely event that planning permission is subsequently refused, you will have the right to lodge a formal appeal to the Planning Inspectorate against that decision. You will be provided with further advice on how to do this at a later stage in the planning process.

Please note that the above advice has been based upon the details submitted, if any details have been altered, left out or are inaccurate then it may affect the validity of this response.

If you have any queries or require any further assistance, please do not hesitate to contact the office at the above address or telephone number.

Yours faithfully,



David Fitzsimon
Prif Swyddog Yr Economi a Chynllunio

Appendix B – Proposed Site Plan

PROPOSED INDUSTRIAL BUILDING

N

CONCRETE APRON AROUND PERIMETER OF BUILDING

LOOSE STONE TO PARKING AREA

PROPOSED BUILDING

Adjacent Building

RL 52.08

Adjacent Building

RL 51.06

RL 49.12

Dilapidated Wall

Concrete

A1 47.330

A2 46.732

A4 45.553

1 PROPOSED SITE PLAN

EXISTING BUILDING

PROPOSED BUILDING

PROPOSED PARKING AREA

B - 03 MAY 24 - DES. DEV'T
A - 27 MAR. 24 - FIRST ISSUE

InSite ARCHITECTURE
11A LOWER BRIDGE ST.
CHESTER
CH1 1RS
t. 01244 573282
mail@insitearchitecture.co.uk

BRYN-Y-PYS HOME FARM , LL13 0HG

PROPOSED INDUSTRIAL BUILDING

PROPOSED SITE PLAN

revision: B

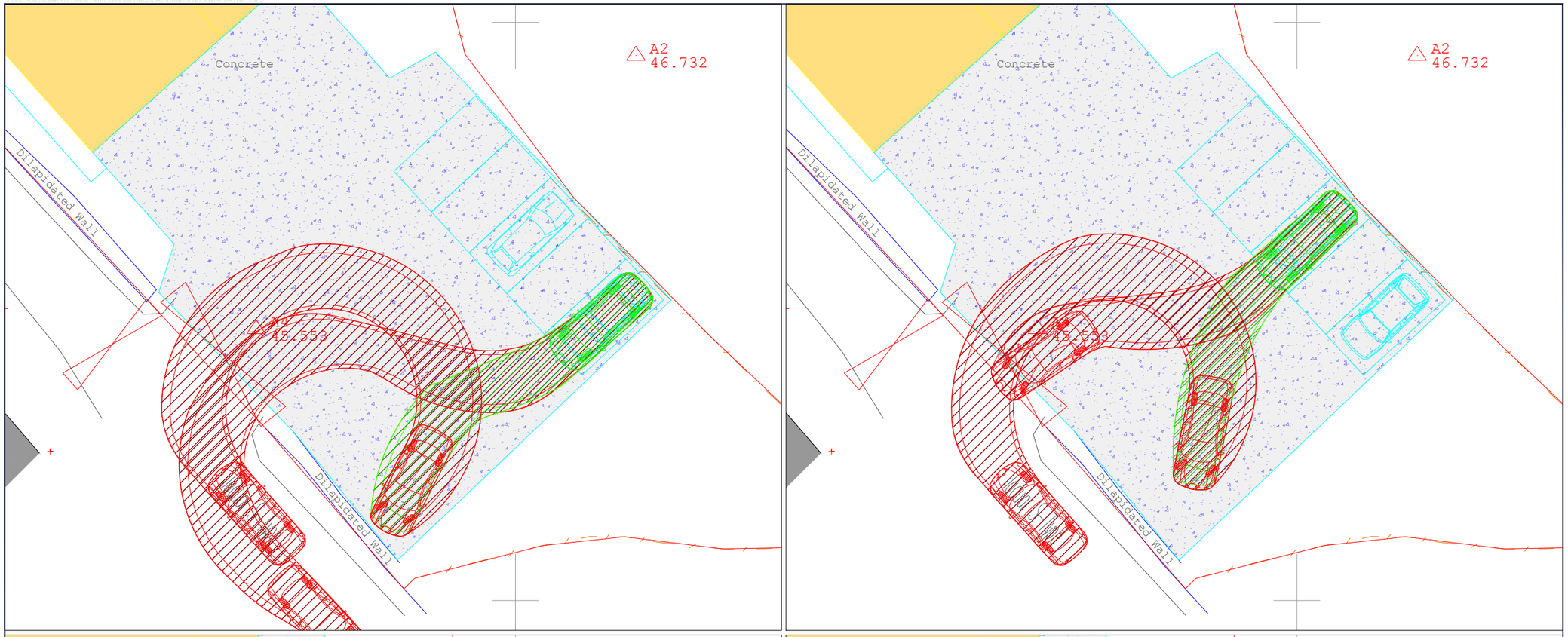
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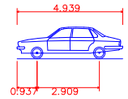
Appendix C – Drawing Number 3647-01-ATR01

Q:\3601-3650\3647-01 Home Farm, Overton\Dwgs\CAD\Drawing No.3647-01-ATR01.dwg

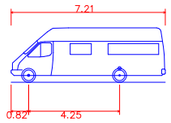


Site Boundary

Design Vehicles:



Jaguar S-Type	
Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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revision: desc: date:

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0344 8700 007
axis.co.uk

Client
Mr T.J. Rosselli

Project
Home Farm, Overton

Drawing Title
Swept Path Analysis

Scale
1:200 @A3

Status
Preliminary

Date
03-05-2024

Drawn
AB

Checked
--

Dwg no
3647-01-ATR01

Rev

Appendix D – TRICS Outputs

Calculation Reference: AUDIT-339901-240112-0108

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	TB	TORBAY	1 days
11	**SCOTLAND**		
	HI	HIGHLAND	1 days
	ML	MIDLOTHIAN	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	190 to 890 (units: sqm)
Range Selected by User:	190 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 29/03/19

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

Selected survey days:

Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	2 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	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	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	3 days

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

LIST OF SITES relevant to selection parameters

1 **HI-02-F-01** **WAREHOUSING** **HIGHLAND**
B9039
NEAR INVERNESS
DALCROSS IND. ESTATE
Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 890 sqm
Survey date: WEDNESDAY *24/05/06* *Survey Type: MANUAL*

2 **ML-02-F-01** **WINDOWS** **MIDLOTHIAN**
UNIT 53
DALKEITH
MAYFIELD IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 750 sqm
Survey date: WEDNESDAY *04/05/11* *Survey Type: MANUAL*

3 **TB-02-F-01** **OPTICS WAREHOUSE** **TORBAY**
ALDERS WAY
PAIGNTON

Edge of Town
Industrial Zone
Total Gross floor area: 190 sqm
Survey date: FRIDAY *29/03/19* *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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	3	610	0.164	3	610	0.273	3	610	0.437
08:00 - 09:00	3	610	0.492	3	610	0.109	3	610	0.601
09:00 - 10:00	**3**	**610**	**0.601**	3	610	0.437	3	610	1.038
10:00 - 11:00	3	610	0.383	3	610	0.383	3	610	0.766
11:00 - 12:00	3	610	0.492	3	610	0.437	3	610	0.929
12:00 - 13:00	3	610	0.437	3	610	0.546	3	610	0.983
13:00 - 14:00	3	610	0.546	3	610	0.546	**3**	**610**	**1.092**
14:00 - 15:00	3	610	0.437	3	610	0.546	3	610	0.983
15:00 - 16:00	3	610	0.383	3	610	0.328	3	610	0.711
16:00 - 17:00	3	610	0.164	3	610	0.273	3	610	0.437
17:00 - 18:00	3	610	0.273	**3**	**610**	**0.601**	3	610	0.874
18:00 - 19:00	3	610	0.055	3	610	0.109	3	610	0.164
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.427			4.588			9.015

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:	190 - 890 (units: sqm)
Survey date date range:	01/01/06 - 29/03/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	3	610	0.000	**3**	**610**	**0.273**	**3**	**610**	**0.273**
08:00 - 09:00	3	610	0.000	3	610	0.000	3	610	0.000
09:00 - 10:00	3	610	0.055	3	610	0.000	3	610	0.055
10:00 - 11:00	3	610	0.055	3	610	0.055	3	610	0.110
11:00 - 12:00	3	610	0.055	3	610	0.055	3	610	0.110
12:00 - 13:00	3	610	0.055	3	610	0.055	3	610	0.110
13:00 - 14:00	3	610	0.055	3	610	0.109	3	610	0.164
14:00 - 15:00	3	610	0.000	3	610	0.055	3	610	0.055
15:00 - 16:00	3	610	0.109	3	610	0.000	3	610	0.109
16:00 - 17:00	3	610	0.055	3	610	0.055	3	610	0.110
17:00 - 18:00	**3**	**610**	**0.164**	3	610	0.000	3	610	0.164
18:00 - 19:00	3	610	0.055	3	610	0.000	3	610	0.055
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.658			0.657			1.315

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.*