Proposed New B1 / B8 Industrial Units, Home Farm, Overton

Highways Technical Note 01

Prepared for: Mr T.J. Rosselli

February 2025

3647-01-HTN01b

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 B1/B8 industrial units located at Home Farm, in Overton, Wrexham.

1.1.2 A planning application for the proposed development was submitted to the Local Planning Authority (LPA) at Wrexham County Borough Council (WCBC) in December 2024 (reference P/2024/1674). The planning application was accompanied by a Highways Technical Note (HTN), dated May 2024, also prepared by Axis (document reference 3647-01-HTN01a).

1.1.3 Following the submission of the planning application, the Local Highway Authority (LHA) at WCBC provided a consultation response, dated 27 January 2025. A full copy of the LHA's response is contained in **Appendix A** to the rear of this report.

1.1.4 This revised HTN (document reference 3647-01-HTN01b) has been prepared to set out the anticipated highways and transport-related implications associated with the proposed development, and to address the highway-related comments received from the LHA at WCBC.

1.1.5 **Table 1.1** provides a summary of the comments received from the LHA, and reference to where each comment is addressed within this HTN.

Table 1.1 – LHA Comments Received from the LHA

Summary of LHA Comment, dated 27 January 2025	Report Reference
Clarify the proposed use and floor area of the proposed development	This HTN report now refers to the proposed development, which is for 2No. B1/B8 units which have a combined gross floor area (GFA) of 246m²
LPGN16 required a minimum of 10% parking provision to mobility standards	See **Section 3.3** (paragraph 3.3.4) and **Appendix C**
Consider any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16 eg/ cycle parking / shelters	See **Section 3.3** (paragraphs 3.3.6 and 3.3.7)
Traffic generation analysis to be updated	See **Section 3.4**

1.2 Pre-Application Scoping Discussions

1.2.1 Prior to submitting the 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 B** to the rear of this report.

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 (2021-2023 inclusive). This is shown on **Image 2.3**.

Image 2.3 – CrashMap Extract (2021-2023 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 2021 and 2023 (inclusive), as follows:

i) 1 'slight' severity accident at the A528 / Argoed Lane junction;

ii) 1 'slight' severity accident along the A528, approximately 320m to the east of the existing access to Home Farm; and

iii) 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 only 1 other accident has been recorded within 500m of the Home Farm access within the past 10-year period (2014-2023 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. This has also been acknowledged by the LHA within their consultation response (see **Appendix A**).

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 246m².

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

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) B1 Business and Light Industry – 1 car space per 30m² 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 8 spaces. LPGN16 also required 10% of all car spaces to be provided to mobility standard.

3.3.4 As shown on the proposed site plan in **Appendix C**, the proposed development will provide a total of 5 car parking spaces, including 1 mobility standard space, and is therefore considered to be appropriate and in accordance with WCBC's currently adopted parking standards for B1 and B8 uses.

3.3.5 **Drawing Number 3647-01-ATR01 Rev A** in **Appendix D** 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.

3.3.6 LPGN16 outlines cycle parking standards for new developments. For B1 developments, the standard is one cycle space per 300m², and for B8 developments, the standard is one cycle space per 1,000m². The proposed development, comprising a total floor area of 246m², therefore falls below the thresholds that would typically trigger the requirement for cycle parking provision. Given this relatively small size and the nature of the proposed development, and it's rural location, the likelihood of significant numbers of employees or visitors arriving by bicycle is considered to be minimal.

3.3.7 Notwithstanding the above, any occasional cycle parking demand that may arise could be accommodated internally within the development.

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 7.11.4).

3.4.3 Within Axis' previous HTN which accompanied the planning application (3647-01-HTN01a), the following selection criteria was selected within TRICS (version 7.10.4):

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;
iv) Selection by GFA (selected range – between 190m² and 1,000m²); and
v) Date range – between 01/01/2006 and 29/03/2019.

3.4.4 This provided three comparator sites as follows:

i) TRICS Site Ref. HI-02-F-01 – Free Standing Site with a GFA of 890m², surveyed on 24/05/2006;
ii) TRICS Site Ref. ML-02-F-01 – Edge of Town Site with a GFA of 750m², surveyed on 04/05/2011; and
iii) TRICS Site Ref. TB-02-F-01 – Edge of Town Site with a GFA of 190m², surveyed on 29/03/2019.

3.4.5 The resultant average vehicle trip rates (per 100m²) and the associated total vehicle trip generation when these trip rates are applied to the proposed development (246m²) are set out in **Table 3.1**.

Table 3.1 – Trip Rates and Trip Generation Forecasts

Time Period	Trip Rates (per 100m² GFA)			Trip Generation (Proposed 246m² GFA)		
	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM Peak Hour (08:00-09:00)	0.492	0.109	0.601	1	0	1
Weekday PM Peak Hour (17:00-18:00)	0.273	0.601	0.874	1	1	2
Daily	4.427	4.588	9.015	11	11	22

3.4.6 Using the trip rates set out in Axis' previous HTN, the proposed development is forecast to generate a total of 22 two-way trips per day, on average. During the peak hours, 1 two-way vehicle trip is forecast in the AM peak hour and 2 two-way trips are forecast in the PM peak hour.

3.4.7 However, within the LHA's consultation response (see **Appendix A**), they have requested that the assessment is updated to account for the following:

i) The assessment should include a larger sample set of similar floor areas to the proposed development;
ii) Any assessment should exclude surveys of sites located in 'Edge of Town' sites; and
iii) The assessment should exclude surveys of sites undertaken over 8 years ago.

3.4.8 A review of the TRICS database (version 7.11.4) indicates that there are surveys of four "Employment – Commercial Warehouse" sites of a similar location type to the application site (i.e. free-standing sites located in Mainland Britain and outside of Greater London). These sites are summarised in **Table 3.2**.

Table 3.2 – Free Standing "Employment – Commercial Warehouse" Surveys in TRICS

TRICS Site Ref		Location Type	GFA (m²)	Most Recent Survey
DV-02-F-03	Lidl Distribution Centre, Near Exeter	Free-Standing	49,081	22/11/2021
HI-02-F-01	Warehousing, Near Inverness		890	24/05/2006
NW-02-F-02	Amazon Depot, Newport		4,836	25/11/2020
WR-02-F-01	Warehouse, Near Wrexham		9,000	18/01/2011

3.4.9 Review of **Table 3.2** demonstrates that all of the free-standing sites have a considerably larger GFA compared to the proposed development. The most similarly sized site is HI-02-F-01, however the survey was undertaken over 8 years ago, in 2006.

3.4.10 Axis have therefore undertaken a similar review of surveyed sites within the "Employment – Industrial Unit" TRICS land use category. **Table 3.3** summarises all surveys within this land use category, which are free-standing and located in Mainland Britain (outside of Greater London).

Table 3.3 – Free Standing "Employment – Industrial Unit" Surveys in TRICS

TRICS Site Ref.	Site Name and Location	Location Type	GFA (m²)	Most Recent Survey
DC-02-C-03	Industrial Unit, Near Wimborne Minster	Free-Standing	1,626	15/05/2001
LE-02-C-01	Commercial Vehicle Services, Near Loughborough		175	17/06/2022
NY-02-C-02	Animal Feeds, Near Sherburn in Elmet		9,835	19/04/2005
RF-02-C-01	Computer Factory, Near Glasgow		10,000	27/04/1989
SC-02-C-02	Furniture Manufacturer, Weybridge		8,864	09/10/1997
TV-02-C-01	Electronics Co., Near Billingham		21,841	02/10/2001
WS-02-C-02	Aviation Company, Near Horsham		11,375	23/01/2014

3.4.11 Review of **Table 3.3** demonstrates that there is one surveyed site which is of a similar size to the proposed development, and which has been surveyed within the last 8 years (i.e. TRICS site reference LE-02-C-01).

3.4.12 Having regard to the LHA's consultation response, it is considered that TRICS site LE-02-C-01 is the most representative survey within the TRICS database in terms of it being of a similar size and location to the proposed development, and having been recently surveyed.

3.4.13 Whilst it is noted that the LHA have requested that a larger set of sites are included within the assessment, this would require altering the selection criteria related to GFA, location, and survey dates.

3.4.14 Moreover, the TRICS Good Practice Guide 2025 states the following with regards to sample size:

"It is considered better practice to have a lower yet practical number of surveys acceptable to the selection criteria than to have a larger data set that is not."

3.4.15 With respect to the LHA's consultation response and guidance contained in the TRICS Good Practice User Guide 2025, trip rates have been obtained for TRICS site LE-02-C-01. **Table 3.4** summarises the total vehicle trip rates (per 100m²) and the associated total vehicle trip generation when these trip rates are applied to the proposed development (246m²). The full TRICS outputs are contained in **Appendix E**.

Table 3.4 – Trip Rates and Trip Generation Forecasts – Using TRICS Site LE-02-C-01

Time Period	Trip Rates (per 100m² GFA)			Trip Generation (Proposed 246m² GFA)		
	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM Peak Hour (08:00-09:00)	0	0	0	0	0	0
Weekday PM Peak Hour (17:00-18:00)	0.571	0.571	1.142	1	1	3
Daily	3.997	4.57	8.567	10	11	21

3.4.16 Using the TRICS site LE-02-C-01 as a point of comparison, **Table 3.4** demonstrates that the proposed development could generate a total of 21 two-way vehicle trips per day on average, with no trips in the AM peak hour and 3 two-way trips in the PM peak hour.

3.4.17 Based on the above trip generation analysis, the proposed development is expected to have no unacceptable impacts on the local highway network.

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 B1/B8 industrial units located at Home Farm, in Overton, Wrexham. The proposed units will have a combined GFA of 246m².

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 (including 1 disabled space) will be provided on site which accords with WCBC's currently adopted parking standards.

4.1.5 The proposed development is forecast to generate approximately 21 two-way vehicle trips per day, with up to around 3 two-way vehicle trips in any peak hour. 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 – LHA Consultation Response, 27 January 2025

MEMORANDUM

From:	Chief Officer, Environment & Technical	**To:**	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/PP/P/2024/1674	**Your Ref:**	P/2024/1674
Date:	27/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL: ADEILADU UNED DDIWYDIANNOL (DOSBARTH B1/B8) GAN GYNNWYS DARPARIAETH BARCIO / ERECTION OF INDUSTRIAL UNIT (CLASS B1/B8) INCLUDING PARKING PROVISION

LOCATION: BRYN Y PYS HOME FARM, WREXHAM ROAD, OVERTON, WREXHAM, LL13 0HG

I refer to your consultation / email dated 20/12/2024 in respect of the above.

General

The development site comprises the erection of 2 no. B2 / B8 Industrial Units located at Home Farm, Overton. The proposed development site is located on the Bryn y Pys Home Farm industrial estate which is accessed off a private driveway off the A528 Overton Road (Classified Road).

Access

The proposed development site is located on the Bryn y Pys Home Farm industrial estate served by a private driveway accessed off the A528 Overton Road. The A528 Overton road is a classified road subject to a 60mph speed limit.

Based on typical speeds of 60mph, any proposed / existing access would require visibility splays of 2.4 x 215m in both directions measured to the nearside edge of the adjoining highway. Visibility from the existing access serving the development site is adequate providing splays in excess of the above requirements. Although the required splay in the westerly direction cuts across a section of land on the opposite side of the road, it was previously understood that the applicant owns the land over which the splay passes and can be controlled accordingly.

The existing access is approximately 20m wide at the main entrance and is surfaced with hard bound materials. The site access road leading to the industrial units reduces in width but provides a number of passing places to facilitate two-way vehicle movements.

It is understood that the proposed industrial units will typically include vehicle movements by car and 7.5T panel van which will be 7.2m in length. Vehicles visiting the site could be limited in size by a suitable Service Delivery Management Plan (SDMP).

The proposed internal access serving the site is approximately 7m wide.

Parking & Turning Provision
Adequate parking & turning provision must be provided within the curtilage if the site. In terms of parking provision, the Local Highway Authority (LHA) would recommend that maximum LPGN 16 standards are provided within the curtilage of the site.

The submitted application refers to Class B1/B8 use whereby the submitted Highway Technical Note refers to Class B2/B8 Use. The LHA recommends the applicant clarifies this issue.

The proposed gross floor area of the units is stated as being 246m^2 on layout plan (Drg. No. ISA 511P 202 Rev B) whereas the Highways Technical Note refers to the gross floor area as being 270m^2. The LHA recommends the applicant clarifies this issue and amends the submitted information accordingly.

The submitted layout plan indicates the provision of 5 no. parking spaces. However, LPGN 16 requires a minimum of 10% parking provision to mobility standards. **This detail needs to be indicated on a revised layout plan.**

Swept Path Details

The submitted swept path details indicate the turning movements of a large car and 7.2m long panel van within the curtilage of the site. Although, these movements appear achievable with the 5 no. proposed parking spaces, **the LHA would need to confirm the actual class use of the development / number of parking spaces required before confirming acceptance.**

Service Delivery Management Plan (SDMP)

Given the layout of the industrial estate and access road, it may be considered appropriate to include a condition for a SDMP to control the size of delivery vehicles servicing the site.

Active Travel

The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16 eg/ cycle parking / shelters. **Any such requirements once discussed / agreed will need to be referenced / indicated on a revised layout.**

Sustainability

The development site is located on a rural, classified road along which there is limited footway provision and no lighting provision. There are no local facilities / services available that are easily accessible other than by car. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for employees / customers to walk safely to local facilities and public transport stops.

I have spoken with our Transport Section who have advised that there is no public bus service running along the A528 providing a sevice between Wrexham and Overton.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require developments to provide safe walking and cycling routes to local facilities and public transport stops.

Traffic Generation

The submitted Highways Technical Note includes TRICs data for the proposed industrial units. However, the submitted data only includes 3 no. sites ranging in gross floor areas of 190 – 890m^2 whereas the actual site is either 246 or 270m^2 gfa. **The LHA recommend that any review includes a larger sample set of similar floor areas to the proposed development.**

The location categories for the selected sites include 2 no. edge of town sites and 1 no. freestanding. The LHA do not consider the existing site to be in an edge of town location. **The LHA recommend that any review includes sites of comparable locations.**

TRICS survey data must be no more than 8 years old. **Two out of three of the selected sites included survey data that exceeds 8 yrs.**

It is unclear how representative the submitted data selected is.**The LHA request the applicant submits further details to address the above.**

Accident Data

The submitted Transport Statement indicates that a review of the most recent 10 year period in the vicinity of the main access confirms that a total of two accidents have been recorded 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.

The Technical Note concludes that the accident data 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.

However, a review of Crashmap indicates the following accidents in the 10yrs between 2013 – 2023:-

i) 1 slight severity accident on the A528 approximately half way between the main access to the industrial estate and Argoed Lane junction (15/01/2023)

ii) 1 serious severity accident on the A528 approximately half way between the main access to the industrial estate and Argoed Lane junction 03/10/2019)

iii) 1 fatal accident along the access to Lower Lodge (03/02/2021)

However, after reviewing the above data, it is agreed that the data does not indicate any accident clusters that could be exacerbated by the likely modest level of additional traffic generated as a result of the proposed development (traffic generation to be reviewed).

Service Delivery Management Plan (SDMP)

It may be considered appropriate to include a condition requiring the submission of a Service Delivery Management Plan (SDMP) prior to commencement, which limits delivery vehicles / HGVs visiting the site to a maximum size / length.

Refuse Collection / Recycling

It is assumed that the proposed business will be serviced by a private contractor.

In conclusion, the LHA request the following information:-

- **Parking & Turning Provision**
  Adequate parking & turning provision must be provided within the curtilage if the site. In terms of parking provision, the Local Highway Authority (LHA) would recommend that maximum LPGN 16 standards are provided within the curtilage of the site.

  The submitted application refers to Class B1/B8 use whereby the submitted Highway Technical Note refers to Class B2/B8 Use. The LHA recommends the applicant clarifies this issue.

  The proposed gross floor area of the units is stated as being 246m^2 on layout plan (Drg. No. ISA 511P 202 Rev B) whereas the Highways Technical Note refers to the gross floor area as being 270m^2. The LHA recommends the applicant clarifies this issue and amends the submitted information accordingly.

  The submitted layout plan indicates the provision of 5 no. parking spaces. However, LPGN 16 requires a minimum of 10% parking provision to mobility standards. **This detail needs to be indicated on a revised layout plan.**

- Swept Path Details

  The submitted swept path details indicate the turning movements of a large car and 7.2m long panel van within the curtilage of the site. Although, these movements appear achievable with the 5 no. proposed parking spaces, **the LHA would need to confirm the actual class use of the development / number of parking spaces required before confirming acceptance.**

- Active Travel

  The LHA recommend that the applicant liaises with our Strategic Transport Manager – Gwen Thomas on Tel: 01978 729667 (or email: gwen.thomas@wrexham.gov.uk) in respect of any specific requirements for the proposed development that may be required under the Active Travel Act Guidance / LPGN 16 eg/ cycle parking / shelters. **Any such requirements once discussed / agreed will need to be referenced / indicated on a revised layout.**

- **Traffic Generation**

  The submitted Highways Technical Note includes TRICs data for the proposed industrial units. However, the submitted data only includes 3 no. sites ranging in gross floor areas of 190 – 890m^2 whereas the actual site is either 246 or 270m^2 gfa. **The LHA recommend that any**

review includes a larger sample set of similar floor areas to the proposed development.

The location categories for the selected sites include 2 no. edge of town sites and 1 no. freestanding. The LHA do not consider the existing site to be in an edge of town location. **The LHA recommend that any review includes sites of comparable locations.**

TRICS survey data must be no more than 8 years old. **Two out of three of the selected sites included survey data that exceeds 8 yrs.**

It is unclear how representative the submitted data selected is.**The LHA request the applicant submits further details to address the above.**



On behalf of Chief Officer, Environment & Technical

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

1. *Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
2. *Use of a parking space for a set down/delivery area;*
3. *Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
4. *If any lane closure or obstruction of the highway is required for a crane or similar;*
5. *Protection against dust and debris blowing onto the public highway*
6. *Construction traffic parking locally avoiding nuisance to others;*
7. *If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*

8. *Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
9. *A section 278 agreement works agreement is required for more significant alterations to the existing highway*
10. *Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
11. *For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

    - *No surface water from the applicants site should be allowed to drain onto the public highway,*
    - *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
    - *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

    **The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.

Appendix B – 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.

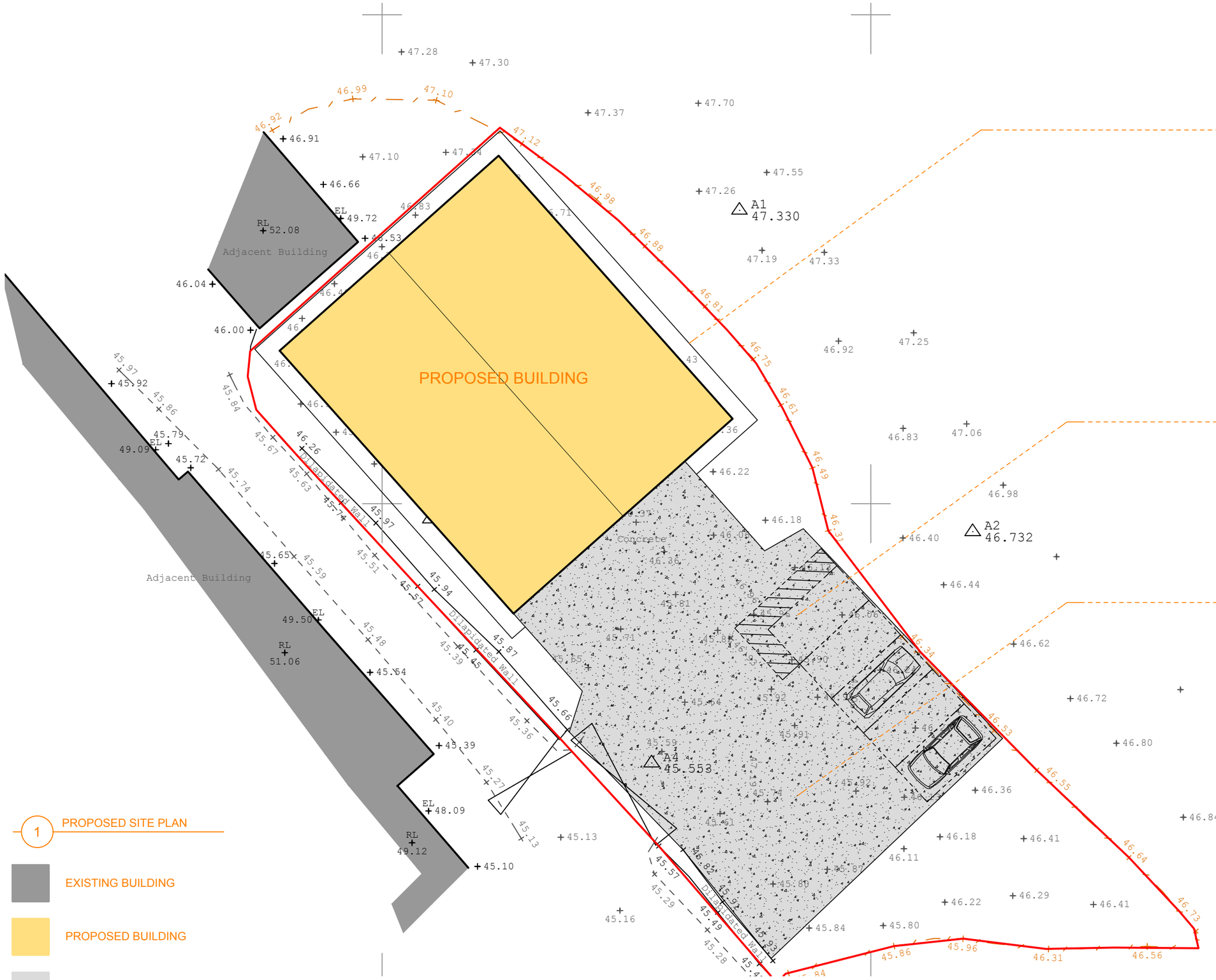
Yours faithfully,



David Fitzsimon
Prif Swyddog Yr Economi a Chynllunio

Appendix C – Proposed Site Plan

PROPOSED INDUSTRIAL BUILDING



1 PROPOSED SITE PLAN

EXISTING BUILDING

PROPOSED BUILDING

PROPOSED PARKING AREA

C - 12 FEB. 25 - DIS'D PARKING ADDED
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

HOME FARM, WREXHAM RD , LL13 0HG

PROPOSED INDUSTRIAL BUILDING

PROPOSED SITE PLAN

SCALE 1:200 @ A3

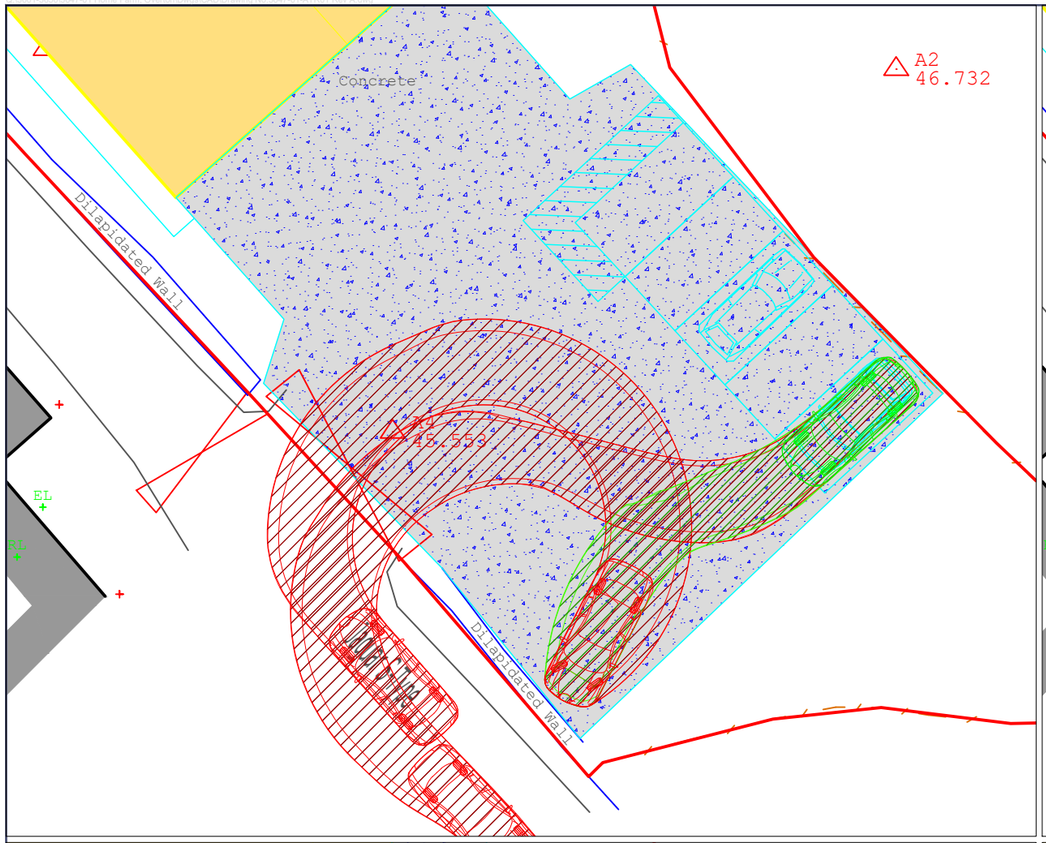
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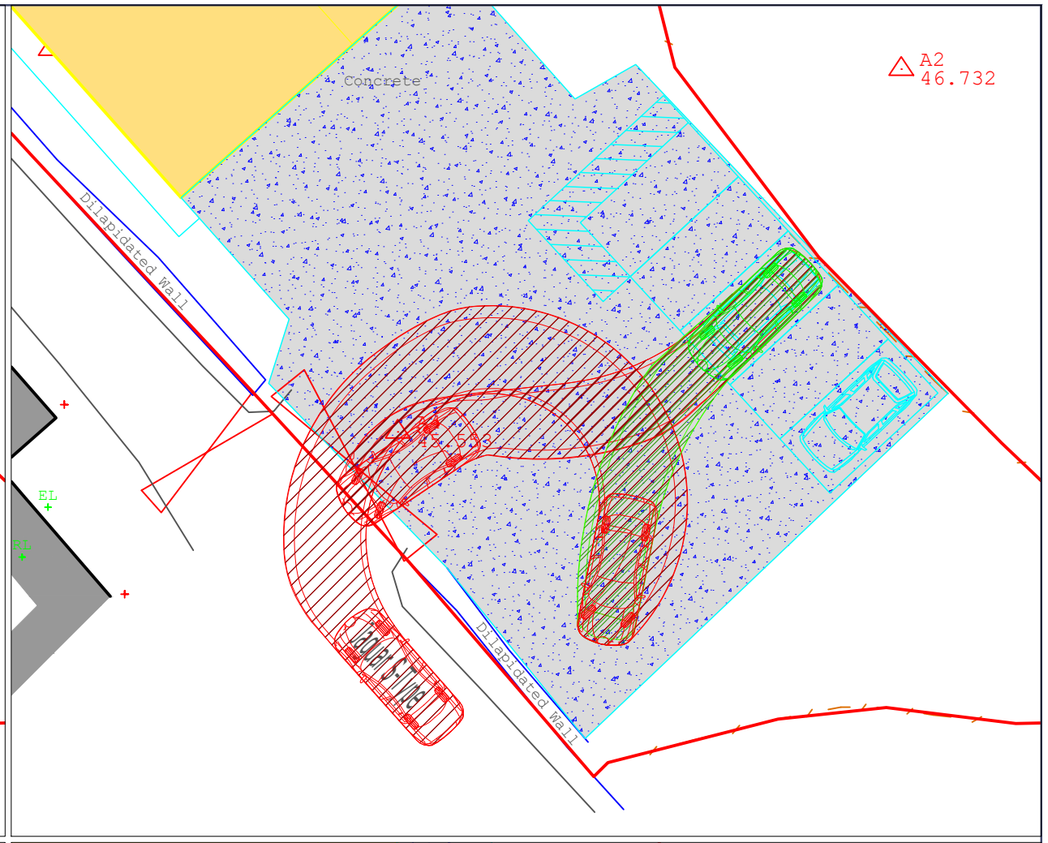
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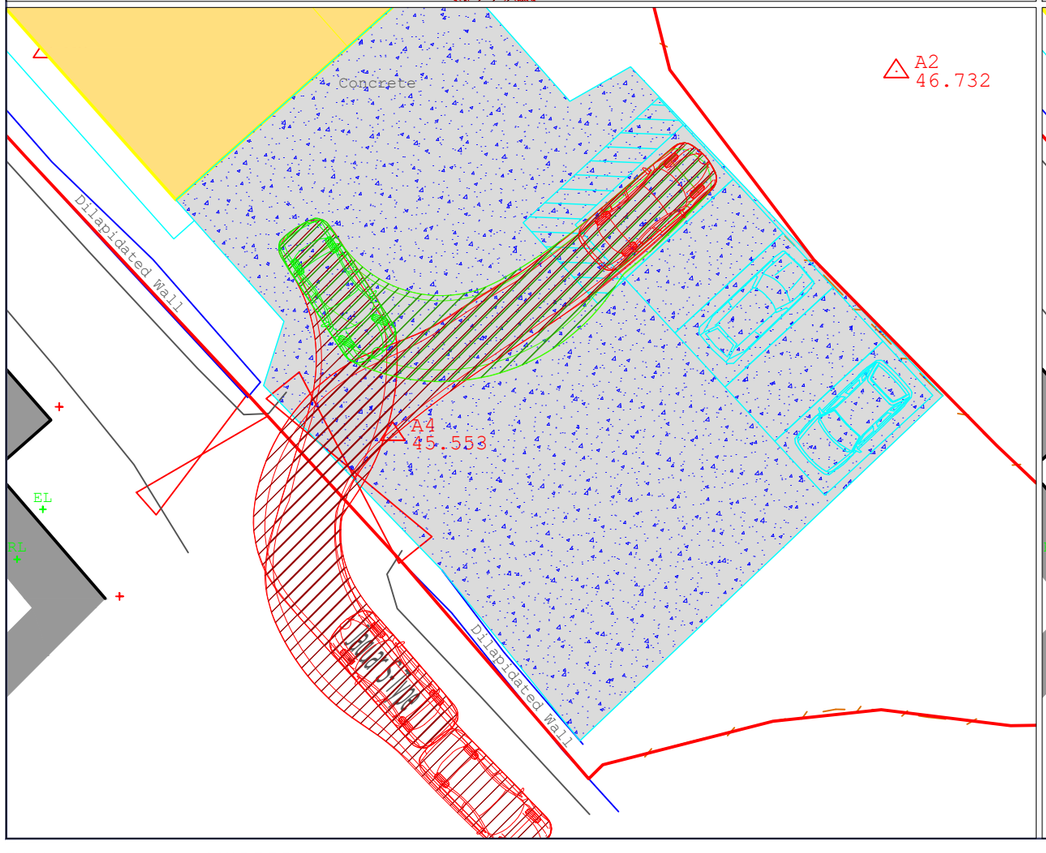
WARNING: DO NOT SCALE FROM PRINTS – WORK FROM FIGURED DIMENSIONS ONLY
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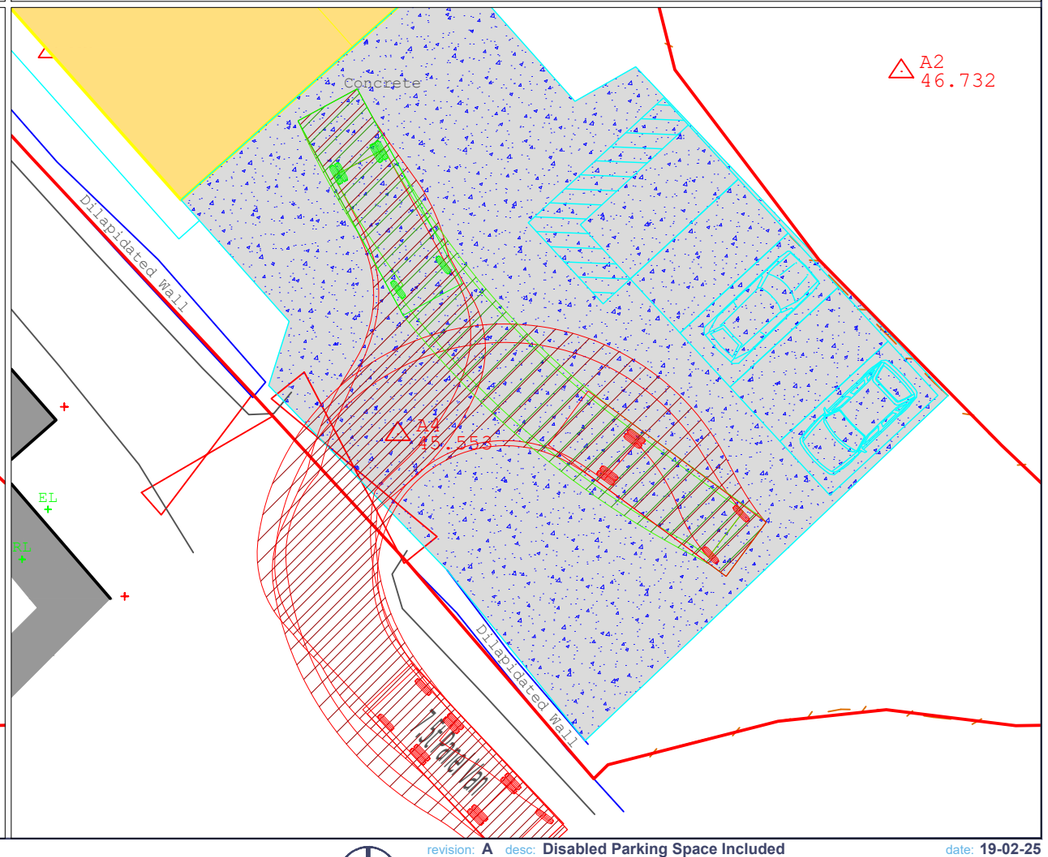
Appendix D – Drawing Number 3647-01-ATR01 Rev A

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



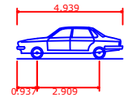




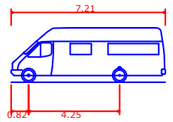


Site Boundary

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: A desc: Disabled Parking Space Included date: 19-02-25



0344 8700 007
axis.co.uk

Client
Mr T.J Rosselli

Project
Home Farm, Overton

Drawing Title
Swept Path Analysis

Scale	Status
1:200 @A3	Preliminary

Date	Drawn	Checked
03-05-2025	AB	AB

Dwg no	Rev
3647-01-ATR01	A

Appendix E – TRICS Outputs

Calculation Reference: AUDIT-339901-250219-0225

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:
05 EAST MIDLANDS
LE LEICESTERSHIRE 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:	175 to 175 (units: sqm)
Range Selected by User:	150 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 17/06/22

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:

Friday	1 days

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

Selected survey types:

Manual count	1 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:

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	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	1 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:
1,001 to 5,000 1 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

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

Car ownership within 5 miles:
1.1 to 1.5 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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 LE-02-C-01 COMMERCIAL VEHICLE SERVICES LEICESTERSHIRE
WYMESWOLD ROAD
NEAR LOUGHBOROUGH
BURTON ON THE WOLDS
Free Standing (PPS6 Out of Town)
Industrial Zone
Total Gross floor area: 175 sqm
Survey date: FRIDAY *17/06/22* *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/C - INDUSTRIAL UNIT

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**	**175**	**0.571**	1	175	0.000	1	175	0.571
06:00 - 07:00	1	175	0.000	1	175	0.000	1	175	0.000
07:00 - 08:00	1	175	0.571	1	175	0.000	1	175	0.571
08:00 - 09:00	1	175	0.000	1	175	0.000	1	175	0.000
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.571	1	175	0.571
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.571	1	175	0.571	1	175	1.142
14:00 - 15:00	1	175	0.571	**1**	**175**	**1.143**	**1**	**175**	**1.714**
15:00 - 16:00	1	175	0.571	1	175	0.000	1	175	0.571
16:00 - 17:00	1	175	0.000	1	175	0.000	1	175	0.000
17:00 - 18:00	1	175	0.571	1	175	0.571	1	175	1.142
18:00 - 19:00	1	175	0.000	1	175	1.143	1	175	1.143
19:00 - 20:00	1	175	0.571	1	175	0.571	1	175	1.142
20:00 - 21:00	1	175	0.000	1	175	0.000	1	175	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.997			4.570			8.567

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:	175 - 175 (units: sqm)
Survey date date range:	01/01/16 - 17/06/22
Number of weekdays (Monday-Friday):	1
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/C - INDUSTRIAL UNIT

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	175	0.000	1	175	0.000	1	175	0.000
06:00 - 07:00	1	175	0.000	1	175	0.000	1	175	0.000
07:00 - 08:00	1	175	0.000	1	175	0.000	1	175	0.000
08:00 - 09:00	1	175	0.000	1	175	0.000	1	175	0.000
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	**1**	**175**	**0.571**	1	175	0.571
14:00 - 15:00	**1**	**175**	**0.571**	1	175	0.571	**1**	**175**	**1.142**
15:00 - 16:00	1	175	0.000	1	175	0.000	1	175	0.000
16:00 - 17:00	1	175	0.000	1	175	0.000	1	175	0.000
17:00 - 18:00	1	175	0.000	1	175	0.000	1	175	0.000
18:00 - 19:00	1	175	0.000	1	175	0.000	1	175	0.000
19:00 - 20:00	1	175	0.000	1	175	0.000	1	175	0.000
20:00 - 21:00	1	175	0.000	1	175	0.000	1	175	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.571			1.142			1.713

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CARS

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	175	0.000	1	175	0.000	1	175	0.000
06:00 - 07:00	1	175	0.000	1	175	0.000	1	175	0.000
07:00 - 08:00	**1**	**175**	**0.571**	1	175	0.000	1	175	0.571
08:00 - 09:00	1	175	0.000	1	175	0.000	1	175	0.000
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	1	175	0.000	1	175	0.000
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.000	1	175	0.000	1	175	0.000
14:00 - 15:00	1	175	0.000	1	175	0.000	1	175	0.000
15:00 - 16:00	1	175	0.000	1	175	0.000	1	175	0.000
16:00 - 17:00	1	175	0.000	1	175	0.000	1	175	0.000
17:00 - 18:00	1	175	0.571	1	175	0.571	1	175	1.142
18:00 - 19:00	1	175	0.000	**1**	**175**	**1.143**	**1**	**175**	**1.143**
19:00 - 20:00	1	175	0.571	1	175	0.571	1	175	1.142
20:00 - 21:00	1	175	0.000	1	175	0.000	1	175	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.713			2.285			3.998

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

LGVS

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**	**175**	**0.571**	1	175	0.000	**1**	**175**	**0.571**
06:00 - 07:00	1	175	0.000	1	175	0.000	1	175	0.000
07:00 - 08:00	1	175	0.000	1	175	0.000	1	175	0.000
08:00 - 09:00	1	175	0.000	1	175	0.000	1	175	0.000
09:00 - 10:00	1	175	0.000	1	175	0.000	1	175	0.000
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	1	175	0.000	**1**	**175**	**0.571**	1	175	0.571
12:00 - 13:00	1	175	0.000	1	175	0.000	1	175	0.000
13:00 - 14:00	1	175	0.571	1	175	0.000	1	175	0.571
14:00 - 15:00	1	175	0.000	1	175	0.571	1	175	0.571
15:00 - 16:00	1	175	0.571	1	175	0.000	1	175	0.571
16:00 - 17:00	1	175	0.000	1	175	0.000	1	175	0.000
17:00 - 18:00	1	175	0.000	1	175	0.000	1	175	0.000
18:00 - 19:00	1	175	0.000	1	175	0.000	1	175	0.000
19:00 - 20:00	1	175	0.000	1	175	0.000	1	175	0.000
20:00 - 21:00	1	175	0.000	1	175	0.000	1	175	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.713			1.142			2.855

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.*