Transport Statement

The Oaks,
Wrexham Industrial Estate

Client: FI Real Estate Management



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	Name	**Position**
Written By	Vanessa Blackburn	Senior Transport Planner
Checked & Approved By	David Schumacher	Director

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1 INTRODUCTION

1.1 Purpose of Report

1.1.1 This Transport Statement (TS) considers the highway and transportation implications associated with a full planning application for a green eco-heritage park and single employment unit with integral offices, new vehicular access, car and HGV parking, servicing and storage, landscaping, heritage and ecology mitigation and ancillary development, on land to the south of Oak Road in Wrexham Industrial Estate (WIE). The proposed development has been designed to suit the operational requirements of 'HIAB', who will be the preferred operator of the site. The circa 79,000sqft unit will be predominantly manufacturing led with some warehouse space and ancillary office space.

1.1.2 Wrexham County Borough Council (WCBC) is the local highway authority and local planning authority for the area. Prime Transport Planning ('Prime') has produced this TS on behalf of the applicant, FI Real Estate Management ('FIREM').

1.1.3 The document has been prepared in accordance *with Planning Policy Wales* and *Technical Advice Note 18: Transport* as well as a number of local policy documents. It considers the accessibility of the site and safety for all modes of travel with an emphasis on walking, cycling and public transport.

1.1.4 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.

1.1.5 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.

1.1.6 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 An email based scoping exercise outlining the proposed methodology of the TS was undertaken with WCBC on 11th July 2024. A response (ref: PRE/2024/015) was received from WCBC on 29th August 2024 which stated '*there are no objections in principle to the proposals'* subject to clarification on trip generation, parking and the proposed access strategy. A copy of the original scoping note and pre-application response is contained within Appendix A.

1.2.2 A 'Draft for Consultation' version of the TS was submitted to WCBC as part of a DMO pre-application submission. It is understood that the applicant did not receive any feedback from WCBC Highways following this submission, therefore the following TS remains largely unchanged other than the inclusion of the latest site plan and minor updates to date sensitive information.

1.2.3 The remainder of this report is structured as follows:

- **Section 2** describes the relevant local and national transport policy and guidance;

- **Section 3** describes the existing situation in terms of the site, local highway network and traffic conditions whilst also reviewing the five-year accident records for the local highway network;
- **Section 4** details the development proposal including the proposed access strategy;
- **Section 5** details access to the site by sustainable modes of travel which includes walking, cycling and public transport;
- **Section 6** describes the methodology behind the forecasting of the proposed level of trip generation and the likely impact the scheme will have on the adjacent highway network; and
- **Section 7** concludes the findings of the TS.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

2.1.1 It is important that any new developments conform to and compliment national and local planning policy. This section details the policies that are relevant to this development.

2.2 Planning Policy Wales

2.2.1 The document Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes (TANs). The most recent version of PPW is Edition 12, published in February 2024.

2.2.2 Transport is considered in Chapter 2, Chapter 3, Chapter 4 and Chapter 5 of PPW. The document sets out a primary objective:

> *'to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.'*

2.2.3 Chapter 2 emphasises the importance of '*maximising well-being and creating sustainable places through placemaking'*. The chapter goes on to state:

> *'Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated.'*

2.2.4 Chapter 3 outlines the importance of strategic placemaking, with early decisions having the greatest impact on contributing towards a sustainable development. The chapter states:

> *'As well as ensuring all services needed for the expectant levels of growth are provided, an important consideration will be minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.'*

2.2.5 The chapter addresses place-making within rural areas, with it being acknowledged that for rural areas:

> *'opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas.'*

2.2.6 Chapter 4 highlights the importance of cohesive communities, with such considerations through placemaking contributing towards a 'prosperous', 'resilient', 'healthier' and 'equal' Wales. The chapter discusses transport in detail, with the need for the people to access jobs and services through:

'shorter, more efficient and sustainable journeys, by walking, cycling and public transport'.

2.2.7 Chapter 4 also addresses the following:

- Integrated planning and transport strategies;
- Sustainable transport and reduction in private car reliance;
- Active/social streets designed to be publicly orientated;
- Active travel and the encouragement of walking/cycling;
- Public transport and its availability;
- The encouragement of ultra-low emission vehicles;
- Traffic management and improved forecasting;
- The availability of car parking; and
- Transport Assessments as an important mechanism for considering traffic impact.

2.2.8 Chapter 5 discusses the economic components of placemaking and the creation of '*productive and enterprising places*'. The chapter continues to state that such enterprising places are '*designed and sited to promote healthy lifestyles*' with this being done by making them '*easy to walk and cycle to and around*', and easy to access by public transport.

2.2.9 Transport infrastructure is discussed in detail, with the importance of such infrastructure towards sustainable development stated below:

'The provision of sustainable transport infrastructure is essential in order to build prosperity, tackle the climate emergency, reduce airborne pollution and to improve the social, economic, environmental and cultural well-being of Wales. The planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and facilitates and increases the use of active and sustainable transport.'

2.2.10 Accordingly, this TS has been structured to include an assessment of accessibility by sustainable modes including walking, cycling and public transport, road safety and the impacts of the development on the local highway network.

2.3 Technical Advice Note 18: Transport

2.3.1 TAN 18 (2007) outlines the need for, and the required content of TAs, for some classifications and scales of development in Wales. The document outlines the following aims to be considered when producing a TA/TS:

- Understand the transport impacts of the development;
- Clearly communicate the impacts to assist the decision-making process;

- Demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
- Mitigate negative transport impacts through the design process and secure through planning conditions or obligations; and
- Maximise the accessibility of the development by non-car mode.

2.3.2 TAN 18 provides detailed guidance on visibility standards, and essentially provides for visibility to be based upon the standards in the Design Manual for Roads and Bridges (DMRB) for roads where actual road speeds are unknown or where the speed limit is >60kph (37mph), and the standards in Manual for Streets (MfS) where speeds are known and are <60kph (37mph).

2.3.3 In relation to accessibility, TAN 18 emphasises the utility of using '*accessibility profiles*', which consider whether a site has the potential to minimise travel by the private car. In accordance with this the site's accessibility by walking, cycling and public transport has been considered.

2.4 North Wales Joint Local Transport Plan 2015

2.4.1 As of March 2025, the Welsh Government states on their website that all local transport plans have been replaced by Regional Transport Plans (RTP), of which the draft plan pertaining to North Wales will be discussed in Section 2.5 below. The North Wales region covers Anglesey, Conwy, Denbighshire, Flintshire, Gwynedd and Wrexham.

2.4.2 Considering that the RTP is in draft form, the North Wales Joint LTP has been used as a policy reference for this report.

2.4.3 The North Wales Joint Local Transport Plan (LTP) was prepared by the North Wales Local Authorities in response to the Welsh Government requirement for LTPs to be submitted by the end of January 2015. The LTP's stated 'vision' is to:

> *'remove barriers by delivering safe, sustainable, affordable and effective transport networks'.*

2.4.4 The LTP aims to address the following key issues for North Wales:

- The ability of the strategic road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and other services; and

- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

2.4.5 This Plan therefore provides the strategic baseline for considering developments that have a transportation element within the wider area. In terms of the proposed/refurbished industrial and retail units within this application, consideration will be made of the wider integration within the highways network and access by sustainable modes.

2.5 Regional Transport Plan for North Wales

2.5.1 The Regional Transport Plan (RTP) for North Wales is currently a drafted plan that contains a framework for which future investment related to regional transport systems and infrastructure improvements will be determined. The RTP feeds into the Welsh Government's transport strategy, *Llwybr Newydd*, and will aid the local highway authorities to *'address current and future local and regional transport issues over the next 5 years (2025-2030).'*

2.5.2 Public consultation for the draft RTP was undertaken in late Winter 2024 and early Spring 2025, with the Ambition North Wales website stating that the next steps are reviewing the responses and submitting a final version of the RTP to the Welsh Government in July 2025.

2.6 Wrexham Local Development Plan 2 (2013-2028)

2.6.1 The Local Development Plan 2 (LDP2) was adopted by WCBC in December 2023, but the decision was subject to legal challenge and the Court of Appeal in December 2024 ruled that the Council was not legally obligated to adopt the plan; an appeal to the Supreme Court against the ruling was dismissed. The effect is the vote to adopt the LDP2 is nullified with a new vote anticipated during 2025. Currently, WCBC states on its website that the LDP2 is the adopted Development Plan for development management purposes; as such we give full weight to the policies of the LDP2 until and unless the Council directs otherwise.

2.6.2 The LDP2 was prepared to replace the Unitary Development Plan, and has been prepared in line with Planning Policy Wales, setting out the local authority's vision for the council up to 2028. The following policies are particularly pertinent to this report:

Policy T1: Managing Transport Impacts

2.6.3 In line with national policy, Policy T1 sets out a preference for developments which support the transport hierarchy, stating that new developments will be supported where they:

> *"Facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle."*

2.6.4 The policy also covers some of the more traditional aspects of development transport planning such as acceptable levels of trip generation, stating that development proposals will be supported where they:

> *"Do not compromise the safe, effective and efficient use of the highway network and do not have an adverse impact on highway safety or create unacceptable levels of traffic generation."*

2.6.5 Parking and vehicular access are also covered by this policy which states that developments should:

> *"Provide appropriate levels of parking and ensure access arrangements for the site to allow for safe manoeuvring."*

Policy T2: Active Travel

2.6.6 This policy seeks to improve Wrexham's active travel network by encouraging developers to contribute towards the provision of quality pedestrian and cycling infrastructure. It sets out that development proposals will be supported where the:

> *"Walking and cycling infrastructure is an integral part of the overall design of the scheme and makes a positive contribution to the distinctiveness of communities and places."*

Policy SP9: Wrexham Industrial Estate

2.6.7 This policy is targeted specifically at setting out the importance of WIE which is a key regional employment area. LDP2 states that:

> *"Approx. 80% of the employment land take-up in the County Borough since 2006 has been on land at the WIE."*

2.6.8 With this in mind, Policy SP9 seeks to promote WIE as the County Borough's Key Business Sector area and states that WIE will be the primary focus of the delivery of B1, B2 and B8 employment land.

2.7 Wrexham Unitary Development Plan (1996-2011)

2.7.1 Given the LDP2 is in a state of flux, the Unitary Development Plan (UDP) 1996 – 2011 has also been referenced within this report. The UDP reflects the council's corporate vision for the County Borough's future based on:

- Aspiring city status, with Wrexham centre as its civic hub;
- Rural revitalised distinct towns and villages and attractive viable hinterland;
- Modern robust economy across all sectors;
- Improve quality of life for residents with an emphasis on supporting access to a variety of education and employment opportunities; and
- Institutions of growing stature: for example, the Council itself.

2.7.2 Strategic Polices relevant to this development include:

- ***Policy PS1*** *New development for housing, employment, and community services will be directed to within defined settlement limits/employment areas;*
- ***Policy PS3*** *Development should use previously developed brownfield land comprising vacant, derelict or underused land in preference to the use of greenfield land, wherever possible, particularly so where greenfield land is of ecological, landscape or amenity value, or comprises agricultural land of grades 1, 2 or 3a quality; and*
- ***Policy PS4*** *Development should maintain the existing settlement pattern and character and be integrated with the existing transport network to help reduce the overall need to travel and encourage the use of alternatives to the car.*
- ***Policy PS8*** *The transport network will be developed by providing an integrated range of travel options to and from principal residential, commercial, employment and education centres by making the best use of the existing road and rail network, including, where necessary, the provision of facilities for both passenger and freight interchange and by the encouragement of public transport, cycling and walking.*

2.8 Wrexham Connected: Our Sustainable Urban Mobility Plan

2.8.1 The *Wrexham Connected* document sets a clear vision for the future of transport for the area. It brings together the Council's overall direction of transport planning.

2.8.2 The document outlines the importance of the council's Sustainable Urban Mobility Plan (SUMP). This is discussed in specific reference to WIE, and the Council's concern for the public's ability to connect in and around the town centre, as well as corridors outside of the town.

2.8.3 Stated within the document are the Wrexham Connected objectives, which are set to maximise how the Council can contribute to the national well-being goals contained within the Future Generations Act, being that they support a cohesive Wales and more resilient Wales. The objectives are as follows:

- Safer Places – working with partners to create safer environments for people to live, work and play;
- Sustainable Places – will embrace a 'sustainable', transport-first approach to new development;
- Healthy Places – reduce the impacts of air and noise pollution;
- Affordable Places – stimulate inward investment and regeneration that leads to job creation; and
- Well Connected Places – enhance connectivity to, from and within Wrexham to improve the attractiveness and quality of the area.

2.9 Local Planning Guidance Note 16

2.9.1 In line with Wrexham's Development Plan policy, a series of guidance notes published by WCBC offer specific technical guidance for developers. Local Planning Guidance Note 16 (LPG16) covers parking standards and sets out WCBC's requirements on parking dimensions and the quantum of parking spaces considered appropriate for different land use classes.

2.10 Summary

2.10.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements the other policies and guidance described above is discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

3.1.1 The application site currently has no existing usage, consisting of woodland, scrub and unused buildings. The site has approximately 300m frontage with Oak Road, split between 200m to the north of the site and 100m to the north-east. The site is bound by open scrub to the south, with industrial units/ HMP Berwyn to the west and southwest. Some smaller industrial units exist to the east.

3.1.2 WIE is circa 3.5km east from Wrexham town centre, circa 4km north from Bangor-on-Dee and approximately 6km south-west from Farndon.

3.1.3 The location of the site in the context of WIE and the local highway network is illustrated in Figure 3.1 below.

Image 3.1: Site Location and Local Highway Network



3.2 Local Highway Network

Oak Road/Redwither Road

3.2.1 Oak Road is single carriageway, running on a generally east to west alignment, measuring circa 7m-8m in width. The road is subject to a 40mph speed limit across the site's frontage. Footways exist

along both the northern and southern verge of the road with these varying in width between 2m. The footway ceases to exist circa 200m east of the eastern section of site frontage.

3.2.2 Oak Road transitions to Redwither Road at the site frontage's western boundary. Redwither Road, similarly to Oak Road, has footways provided within both the southern and northern verge, at a circa 2m width. The road is subject to a 40mph speed limit and provides a route through to the remainder of WIE. The road is facilitated with street lighting in the vicinity of the site.

Bryn Lane

3.2.3 Bryn Lane meets with Oak Road at a ghost island right turn priority junction. Bryn Lane provides a route through to the north of WIE, is subject to a 40mph speed limit, with a carriageway of circa 7m-8m width. Circa 2m wide footways are located either side of the carriageway for approximately 500m north of the Bryn Lane/ Oak Road junction, at which point the footway in the eastern verge terminates and a traffic free cycle route in the form of a 3m wide shared cycle/footway is provided in the western verge up to the Industrial Estate Road/Abenbury Way/Ash Road North roundabout. The road is facilitated with street lighting.

3.3 Existing Traffic Conditions

Existing Vehicle Speeds and flows

3.3.1 360TSL, a specialist traffic survey and data collection company, were appointed to undertake an Automated Traffic Count (ATC) on Oak Road to provide an assessment of the highway network along the site frontage.

3.3.2 The ATC survey was collected over a 7-day period from Tuesday 20th February 2024 to Monday 26th February 2024 to provide an indication of traffic speeds and flows along Oak Road in the vicinity of the site. The average and 85th percentile speed results are summarised in Table 3.1 below and the observed traffic flows along Oak Road are shown in Table 3.2. The raw data is available on request.

Table 3.1: Recorded Speeds on Oak Road in the vicinity of the proposed site access

Direction	Combined Speed (mph)	
	Average	85th %ile
Eastbound	31.8	40.0
Westbound	31.9	39.7

Table 3.2: Weekday Average Link Flows along Oak Road

Direction	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Flow	Direction %	Flow	Direction %
Eastbound	107	51%	167	67%
Westbound	103	49%	84	33%
Two-Way	**210**	**100%**	**251**	**100%**

3.3.3 The results of the speed survey show both the 85th percentile speeds are in line with the existing 40mph speed limit along Oak Road, with average speeds far below this. The traffic flow volumes suggest that Oak Road is not heavily trafficked, and is proportionally split between east and west in the AM peak, with a higher proportion travelling east, out of the Industrial Estate in the PM peak.

On-site Observations

3.3.4 A number of site visits have been undertaken to WIE. Each time, traffic was observed to move freely throughout the Estate with no issues noted at the majority of the key junctions. Both the Cefn Road route and the A525 towards Wrexham (via Marchwiel) were quiet, suggesting there would appear to be spare capacity on the highway network to accommodate additional development. No safety concerns with the operation of the existing highway network were noted.

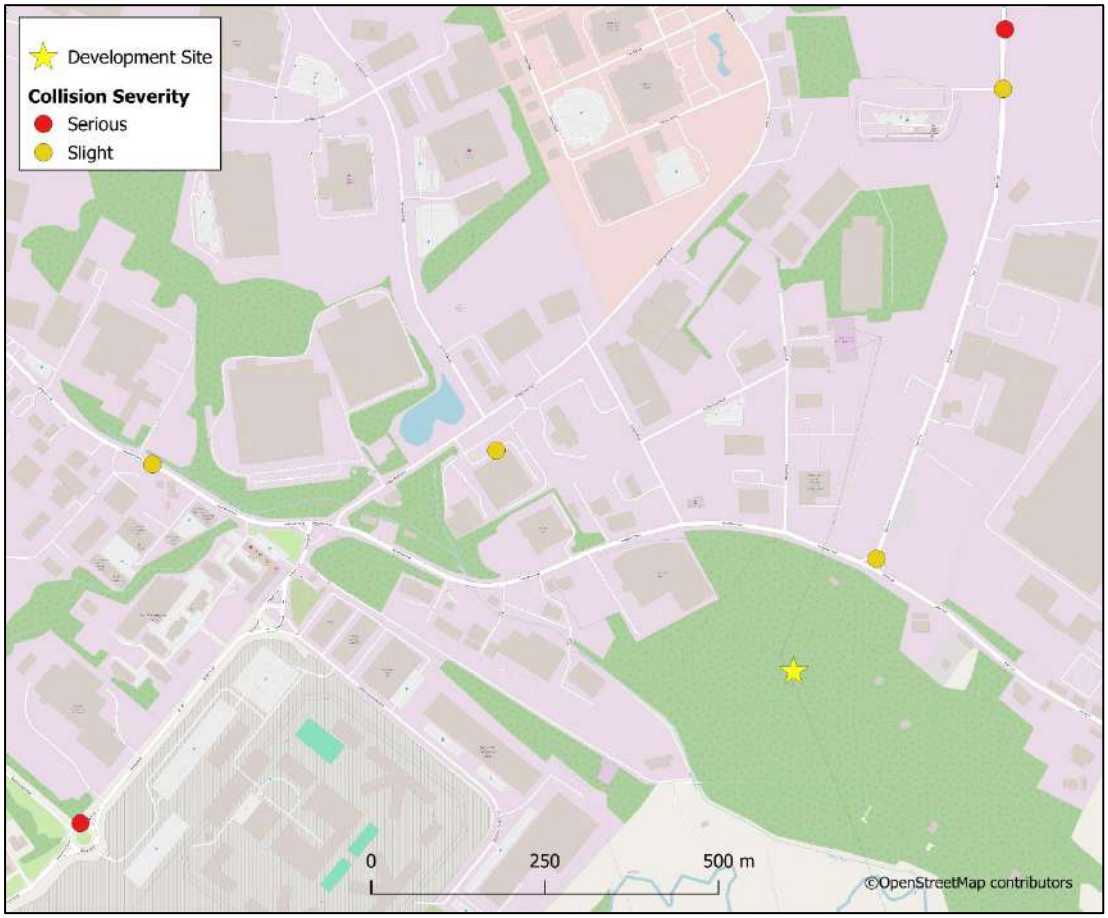
3.4 Road Safety

3.4.1 A road safety review of the local highway network has been conducted which has focused on the roads in the vicinity of the site including:

- Oak Road;
- Bryn Lane; and
- Bridge Road;

3.4.2 Personal injury collision data was obtained from CrashMap (CrashMap) to cover the period from 2019 to 2023 (inclusive), this being the latest 5-years available data. Image 3.2 below shows the collisions that have occurred within the site's vicinity during the study period.

Image 3.2: Collisions in Vicinity of Site



3.4.3 The above shows that only one collision occurred at the Oak Road/ Bryn Lane junction during the study period, this being a collision between two cars in 2023 which resulted in slight injuries being sustained by a passenger.

3.4.4 Two collisions resulting in serious injuries occurred within the study area. The first of these occurred in 2020 at the Bridge Road/Bridge Road South roundabout when two cars collided resulting in injuries being sustained to one driver. The other serious accident occurred in 2022 on Bryn Lane when a pedestrian who was walking along in the carriageway with their back to traffic was hit by a car.

3.4.5 The full CrashMap outputs for both serious collisions are presented in Appendix B. It's worth noting that whilst they have been included in this collision analysis for the sake of robustness, these serious collisions did not occur particularly close to the site (circa 1.1km away and circa 800m away respectively).

3.4.6 In addition to the above, the following three slight collisions were recorded during the study period:

- A collision between a car and a goods vehicle off Bridge Road North;
- A collision involving a goods vehicle on Coed Aben Road; and
- A collision between two cars on Bryn Lane.

3.4.7 Again, these three collisions did not occur particularly close to the site, and they resulted in slight injuries.

Summary of Collision Analysis

3.4.8 Evidently, the development site is located in a safe area of the highway network. Very few collisions within the study area took place during the five-year study period which reflects the generally low speeds and lightly trafficked nature of the roads in the site's immediate vicinity.

3.4.9 Throughout the five-year study period only one collision occurred along Oak Road with this collision resulting in slight injuries.

3.4.10 The above would therefore suggest that there are no deficiencies in the highway network, or existing safety issues in the vicinity of the site, that would be exacerbated by these development proposals.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 FIREM is seeking planning permission on behalf of HIAB for the delivery of a circa 79,000sqft self-contained employment development on land to the south of Oak Road. The proposed development has been designed to suit the operational requirements of HIAB, who will be the preferred operator of the site. It is understood that the purpose of the proposed development is to consolidate HIAB's current UK operations, with the site becoming the main distribution base within the UK.

4.1.2 Given the sites existing ecological and heritage value, it is FIREM's intention to maintain and enhance the existing habitats and greenspace on the majority of the site. The proposed bespoke unit will be predominantly manufacturing led (B2) with some warehouse (B8) and ancillary office space. The unit will be located towards the north-western edge of the site, with access and operations concentrated within a relatively small area, with the remainder of the site preserved for ecology. This approach also meets HIAB's aspirations for a sustainable and environmentally friendly approach to development.

4.1.3 A site masterplan drawing has been produced by MCAU architects and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore to avoid conflicting and superseded layouts being submitted within the various planning documents, it is omitted from this report. The planning documents should be available via the LPA's planning portal.

4.2 Site Access

4.2.1 Two new access points will be provided from Oak Road however the eastern access will be reserved for inbound movements only, while all outbound movements will be concentrated to the western exit. The separate ins and outs approach has been agreed with HIAB and suits their operational requirements by improving circulation through the site. Security gates will be provided at both the access and egress.

4.2.2 The eastern access will consist of an 8.5m wide carriageway including two inbound lanes, 15.0m radii and 2m footways, with the western footway extending into the site and through the car park. The western egress will also consist of an 8.5m wide carriageway including two outbound lanes, 15.0m radii and 3m shared footway/ cycleways which provide a crossing over the egress. The alignment of the egress road has been designed to avoid the root protection area of oak tree T39.

4.2.3 The inbound eastern access will be located approximately 50m east of the Abbey Road S junction and has been positioned to avoid the overhead cables which run through the site from Oak Road. The western outbound exit will be positioned circa 50m to the west of Abbey Road S and circa 100m to the east of Dunster Road. Drawing P24012-001D in Appendix C shows 4.5m x 120m visibility splays in accordance with TAN 18 for a 40mph are deliverable within the adopted highway from the western

exit. The existing vegetation along the site frontage which falls within the visibility splays will be cut back/ removed to ensure a suitable level of visibility can be achieved.

4.2.4 It is worth noting this form of priority junction in the western position was previously agreed with Highways Officers at WCBC for a much larger scheme (Planning Ref: P/2019/0877).

4.2.5 The LHA raised concerns within the pre-application response that the provision of two accesses will create potential conflict points on the public highway. The two accesses are positioned 100m apart which is in keeping with multiple other accesses along Oak Road and is often accepted as being sufficient spacing for accesses located on the same side of the road. Just to the west of the site, there is an access located approximately 100m west of Dunster Road which provides access to a number of units, and there are four separate accesses within a 130m stretch on Redwither Road. As discussed in Section 3.4 of this report, no accidents have occurred in this area for 5 years, and a further interrogation of Crashmap suggests that no accidents have occurred along this stretch of road for over 10 years. Furthermore, the low volumes of traffic passing the site as demonstrated in Table 3.2 above, and low levels of trips expected to be generated by the site as demonstrated in Section 6.2 of this report, suggest that a dual access strategy in this location should not be cause for concern. The ingress and egress will be clearly signed, and appropriate road markings will be provided to ensure staff and visitors adhere to the one-way proposals. Given the above, there does not appear to be a highways safety reason why a dual access strategy should not be appropriate in this location.

4.3 Proposed Pedestrian/Cycle Access

4.3.1 The existing footway along the site frontage will be widened to a 3m combined footway/cycleway, with a pedestrian/ cycle connection into the site provided between the two vehicular access points. The proposed cycleway will meander through landscaping and the proposed car park, providing access to the proposed cycle store and main entrance.

4.3.2 Dropped kerbs and tactile paving will be provided over each access and through the car park to delineate safe pedestrian movements along the site frontage and within the site itself. Dropped kerb crossing points will also be provided over Oak Road to enhance pedestrian connections to the closest bus stops.

4.4 Internal Site Circulation

4.4.1 A loop style arrangement will be provided through the site for both the service yard and the car park. The eastern access will continue southwards, providing access to the eastern service yard, which will then loop around the southern end of the proposed unit, before continuing north through the western service yard to the western exit.

4.4.2 Access to the car park will be provided circa 30m south of the eastern access, providing a one-way route through the proposed car park to the western exit. The car park access/ exit will consist of a 6m carriageway and appropriate junction radii to enable vehicular movements through the circulatory.

4.4.3 Signage and road markings will be provided throughout the site and at the entrance/ exit to ensure drivers adhere to the one-way circulatory.

4.5 Swept Path Analysis

Site Access

4.5.1 To demonstrate that the above mentioned access/egress will be safe to serve the site for HIAB's intended purposes, a swept path analysis using the industry approved AutoTrack software package has been undertaken. Whilst it is anticipated smaller articulated HGVs and rigid trucks are likely to be the largest vehicles that will regularly require access to the site, the site access and egress has been assessed with a 16.5m articulated HGV to represent a worst case. Drawing P24012-002A contained in Appendix C demonstrates that this vehicle can safely access and egress the site in forward gear using the in/out arrangement.

Internal Arrangements

4.5.2 A swept path analysis has also been undertaken showing the access to the car park and HGV docking bays in both service yards. Drawing P24012-003A in Appendix C shows a large car accessing and circulating around the car park, while Drawing P24012-004A shows a 16.5m articulated HGV accessing and circulating around the service areas. The drawings demonstrate that the vehicles utilising the proposed car park and servicing area can safely enter and exit these facilities in forward gear.

4.6 Parking Provision

Trailer Parking

4.6.1 A total of 70 trailer parking bays will be provided, this being in accordance with HIAB's current requirements.

Car Parking

4.6.2 A total of 82 car parking spaces, including 5 accessible bays will be provided, this being accordance with HIAB's operational requirements. Whilst it is recognised this falls below WCBC 'maximum' standards for B2 usage, the proposed level of parking has been based on HIABs specific requirements, and reflects local and national policy which aims to reduce car dependency.

4.6.3 Should it be deemed necessary to provide additional parking in the future for a different end user, two areas have been identified which can be converted to parking if required: one via the extension of the northern car park aisle; and another via the extension of the eastern aisle down the eastern

side of the proposed building, resulting in a slight reduction of trailer parking bays. The combined areas identified are large enough to accommodate an additional 66 spaces, resulting in a total of 148 car parking spaces, with this level of parking aligning with WCBC's *'Local Planning Guidance Note No.16'* maximum parking standards for a 100% B2 unit.

4.6.4 An indicative 'Additional Parking' layout produced by MCAU is provided in Appendix D of this report. As mentioned previously, the 82 spaces currently shown are in accordance with HIAB's specific requirements and are based on their current operations, however the above exercise has been undertaken to demonstrate to WCBC Highways that the site could accommodate additional parking if required in the future.

4.6.5 The applicant is willing to provide an appropriate level of electric vehicle charging facilities within the car park, compliant with WCBC standards and The Building Regulations 2010 Approved Document S (Infrastructure for the charging of electric vehicles).

Cycle Parking

4.6.6 16 cycle parking spaces in the form of 8 sheffield stands are also to be provided within a safe and secure cycle shelter, this being in accordance with WCBC's standards of 1 space per 500sqm and in line with HIAB's aspirations to promote sustainable travel. The cycle stands will be located near to the entrance of the proposed unit.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

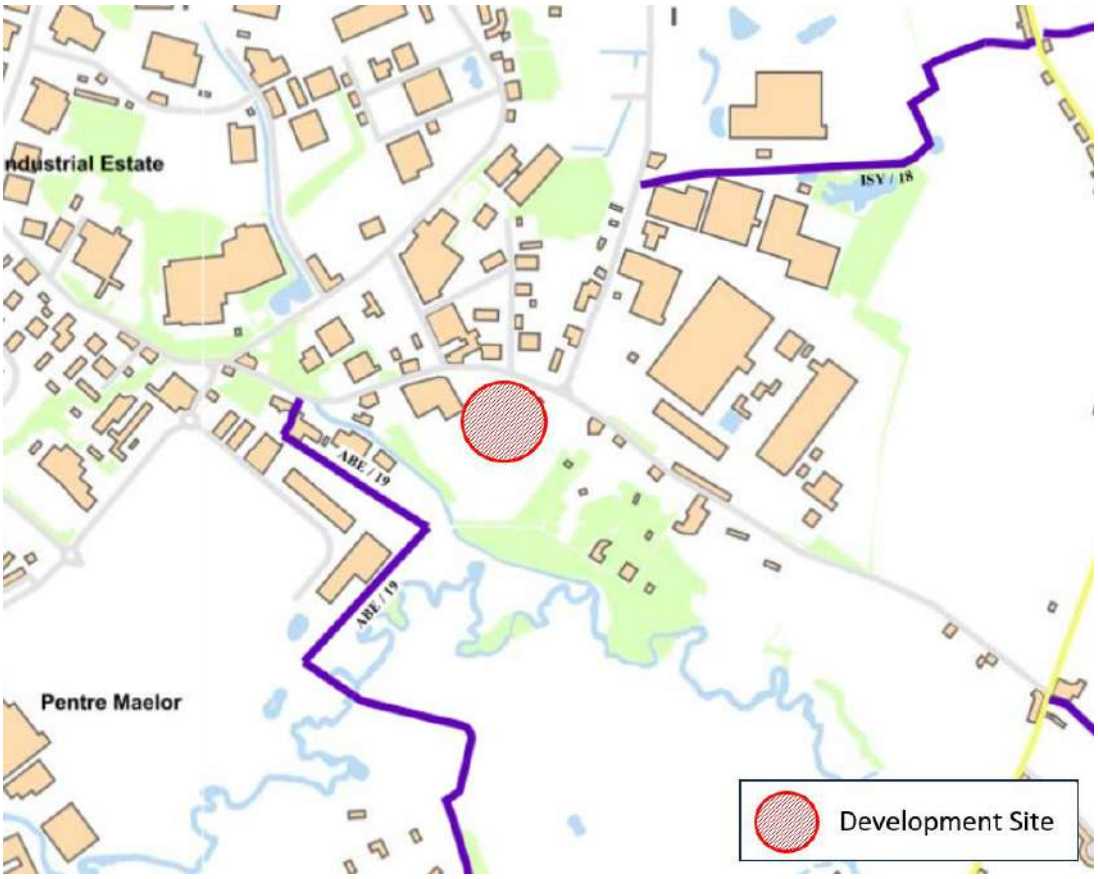
5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel or where sustainable modes of travel can be introduced. These sustainable modes include walking, cycling, public transport, car sharing and use of low emission vehicles (electric/hybrid).

5.1.2 Walking, cycling and public transport are commonly regarded as the most sustainable modes of transportation. This section of the report will describe how accessible the site is by these modes.

5.2 Access by Foot

5.2.1 As discussed in section 3, the roads connecting the proposed development to the adjacent highway network are well facilitated with footways, pedestrian crossings and street lighting. There are also two Public Rights of Way (PRoW) that run near the site. These are illustrated below in image 5.1.

Image 5.1: PRoW Near Site



Source: [Public rights of way | Wrexham County Borough Council]

5.2.2 The above shows that ABE/19 and ISY/18 are the two PRoW in the site's immediate vicinity. ABE/19 runs south from Redwither Road and into the open countryside to the south of WIE before terminating whilst ISY/18 runs east from Bryn Lane and through open countryside to the B5130 where it connects to the wider PRoW network.

5.2.3 Research has indicated that acceptable walking distances depend on several factors, including the quality of the street environment, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' (2000) suggests walking distances which are relevant to this application. These distances are shown below in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

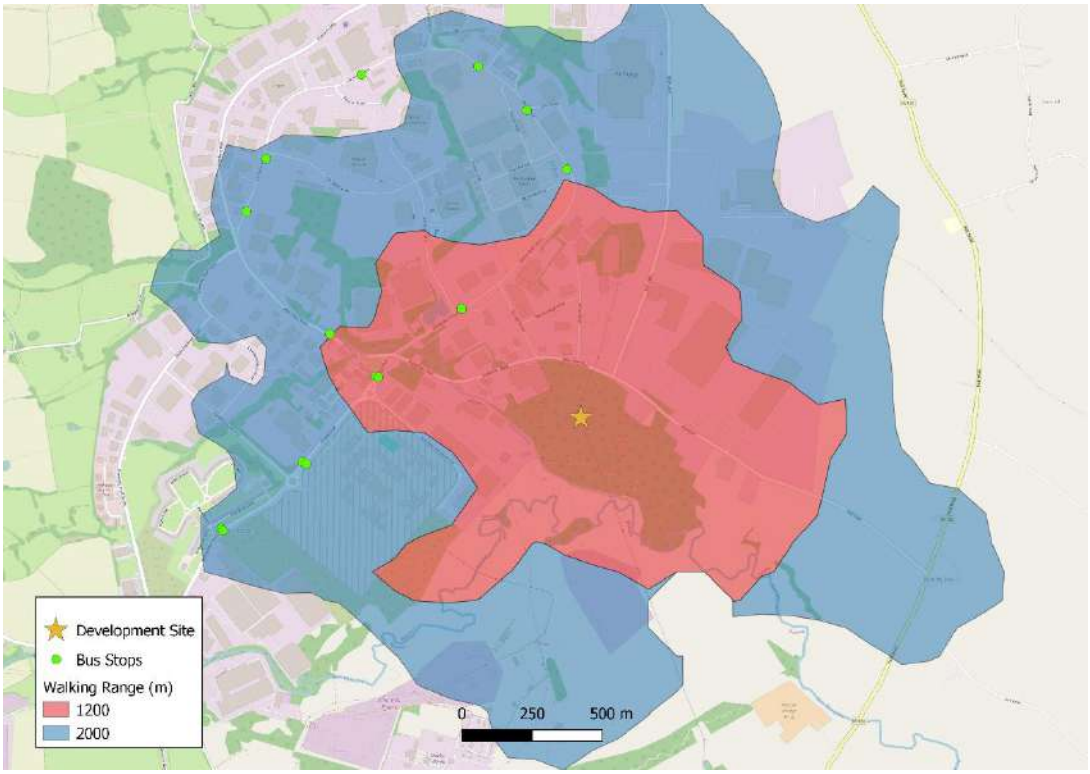
Criteria	Commuting (m)	Local Services (m)
Desirable	500	400
Acceptable	1000	800
Preferred Maximum	2000	1200

Source: CIHT Document *'Providing for Journeys on Foot'* (2000)

5.2.4 In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Basemap TRACC. To provide an accurate representation of the future highway network the site's proposed access points has been manually added to the network used for the isochrone.

5.2.5 It should be noted that the accessibility distance is based on an origin/destination point in the approximate centre of the proposed development. Image 5.2 represents the site's walking catchment with the CIHT's 'Preferred Maximum' walking distances of 1,200m for local services and 2,000m for commuting journeys illustrated.

Image 5.2: Walking Isochrone



5.2.6 A number of local amenities such as a Greggs bakery, Nora Johns' café and a Nisa Local convenience store sit within the CIHT's recommended 1200m walking range and can be easily accessed via the footways on the surrounding road network. These have recently been refurbished as per planning application P/2022/0065. Having such local amenities reduces the trip numbers and distances for ancillary retail use, such as lunchtime meals, tea/coffee breaks and convenience shopping, which is more sustainable than staff and visitors having to travel further distances, particularly by car, for such trip types.

5.2.7 The Maes Brenin/Pilgrim Way residential access to the south-west of the site falls within an approximate 2000m walking range. The amenities associated with this residential area, i.e. Post Office and Rise and Shine Day Nursery, are also within a convenient walking distance of the site.

5.2.8 The local bus stops to the site are also illustrated in Image 5.2. The services provided by these bus stops are further detailed in Section 5.3 below.

5.2.9 Given the evidence presented above, walking can be considered a realistic method of travel from the site to access the surrounding industrial, manufacturing and residential areas of WIE, and vice versa.

5.3 Access by Cycle

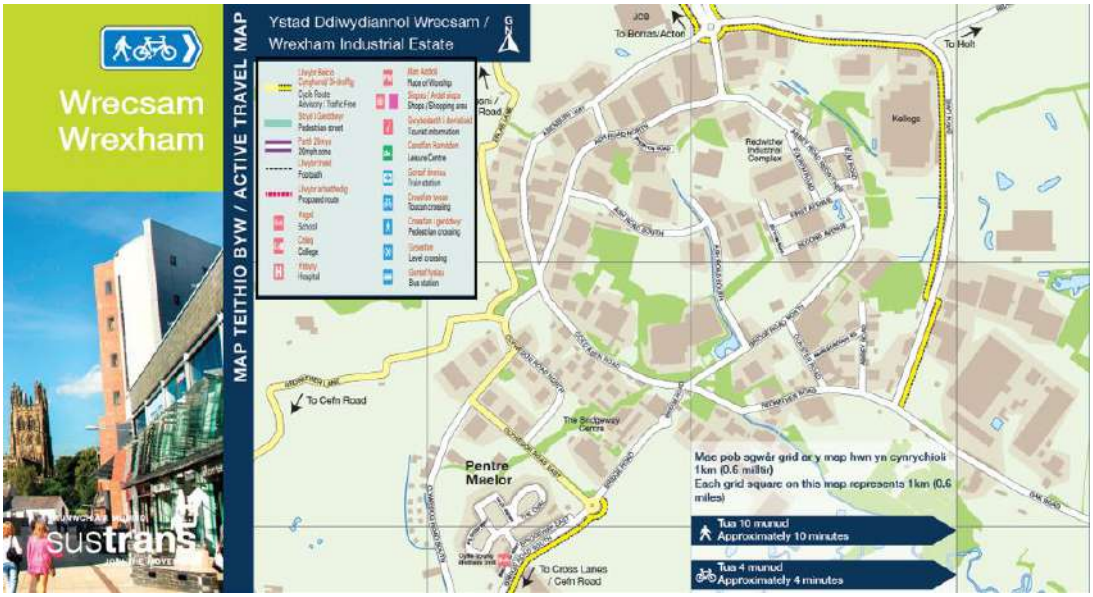
5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, and also as part of longer journeys by public transport.

5.3.2 The DfT's Local Transport Note 2/08 Cycle Infrastructure Design states that:

> *'The road is the most basic (and important) cycling facility available, and the preferred way of providing for cyclists is to create conditions on the carriageway where cyclists are content to use it, particularly in urban areas.'*

5.3.3 In terms of cycling, there are both on-road and off-road/ traffic free cycle routes within WIE, these being highlighted in Image 5.3 below. There is an on-road/ advisory cycle route running along the western side of WIE (depicted in pale yellow on Image 5.3) which runs via Erlas Lane, onto Redwither Lane leading south to Cefn Road. There is also an on-road / advisory route from Erlas Lane, via Clywedog Road South and Clywedog Road East towards Cefn Road and Cross Lanes. This route then meets with the traffic free route on Bridge Road South (shown in bright yellow, with dotted black edges in Image 5.3). The cycling map also shows the traffic free route along Bryn Lane which provides a connection north towards Wrexham.

Image 5.3: Cycling map / route from Sustrans Website



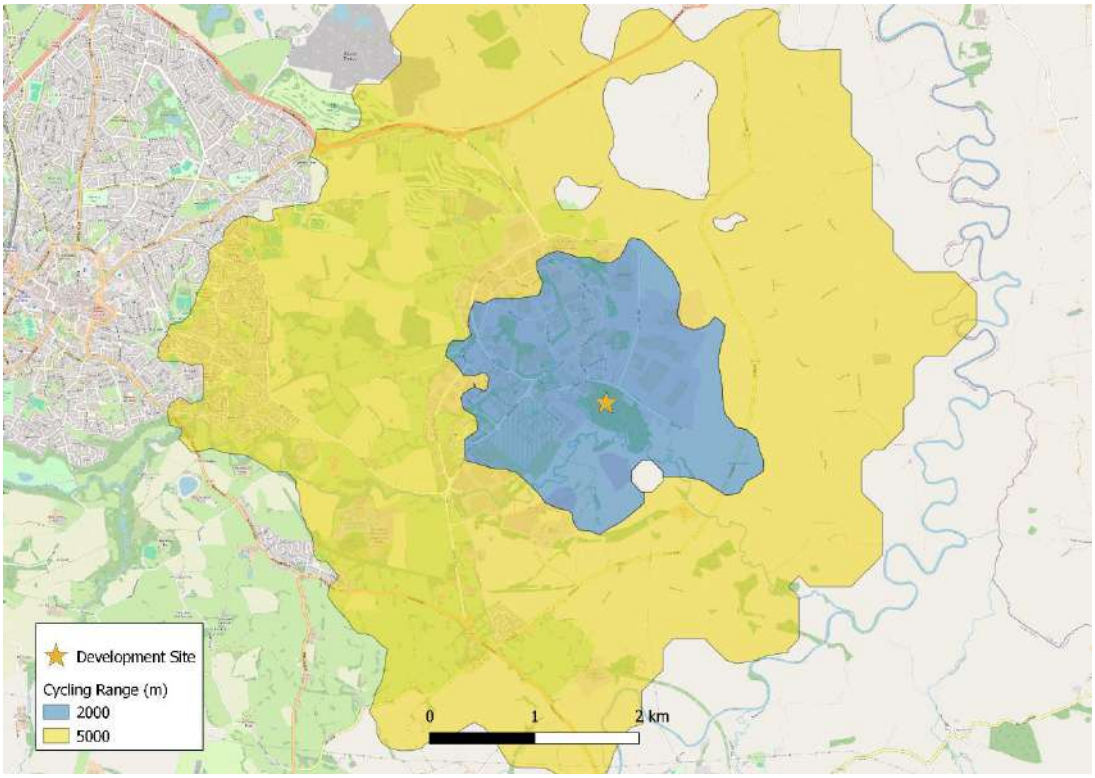
Source: [wrexham-web-2014.pdf (sustrans.org.uk)]

5.3.4 There were signposts to the on-road and traffic free routes observed during the site visit, particularly around Clywedog Road South and East, nearby the residential dwellings of Maes Brenin/Pilgrim Way. In addition to the localised routes, there are a number of National Cycle Network Routes (NCNs) relatively close to WIE. Regional Route 70 is an on-road route, this being located circa 5km to the east of WIE. This links with NCN 45 to the east of the site and continues northwards towards Chester and southwards towards Whitchurch and beyond.

5.3.5 A cycling isochrone showing the site's catchment has also been produced using TRACC and is shown as below in image 5.4. The figure illustrates 2000m and 5000m catchment ranges, which equate to 10-minute and 25-minute journey times respectively which are based on the somewhat conservative

cycle speed of 12kph. Commuting cyclists are in fact more typically considered to travel at speeds between 15-20kph, so a greater catchment may be more realistic.

Image 5.4: Cycling Isochrone



5.3.6 In addition to all of the amenities that are within walking range of the site, the above demonstrates that the eastern boundary of Wrexham also fall within a 5000m cycling range. This has the potential to create employment opportunities for the residents of the nearby residential areas of Hightown and Rhosnesni which fall within the 5000m cycling range.

5.3.7 Additionally, the smaller residential village of Marchwiel falls within the 5000m cycling range as well as Cross Lanes and the smaller hamlets of Hugmore and Bowling Bank.

5.3.8 Due to the accessible location of the site, and the cycling infrastructure provided in close proximity to the site, it is considered that commuting to the site via cycling is a viable option for future employees and no additional off-site cycling measures are considered to be necessary.

5.4 Access by Public Transport

5.4.1 The CIHT document *'Planning for Public Transport in Developments'* (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately 1.4m/s walking speed.

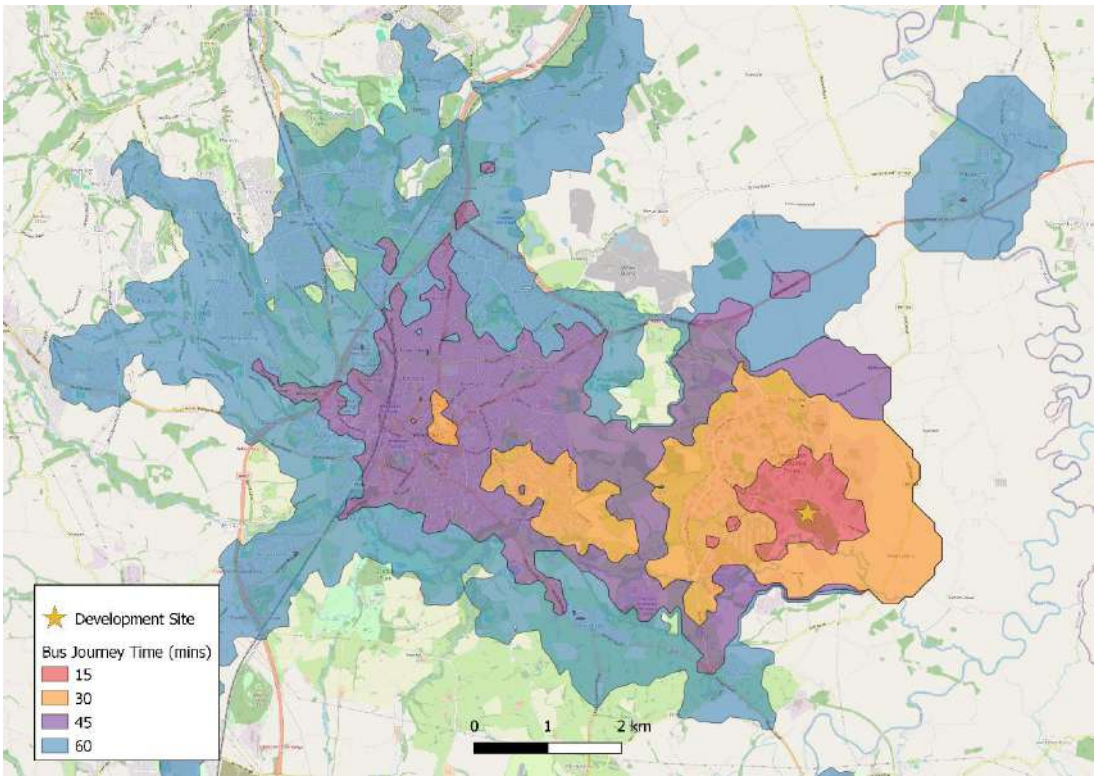
5.4.2 The nearest bus stops to the site are '*Bridge Road nr Barclays Bank, Pentre Maelor*' and '*Bridge Road nr Barclays Bank, Ridley View*' located circa 600m from the site frontage. It is acknowledged that this

stop is outside of the recommended CIHT distance, however the route between the stop and the site consists of good quality footways with decent width and can be considered conducive to walking.

5.4.3 From these stops, passengers can access the 41 bus service. The 41 is an hourly service which provides a connection between WIE and Wrexham town centre every day of the week except Sunday. On route, the 41 passes through large residential areas, meaning potential future employees will be able to access the site without relying on a private vehicle. The 41 terminates at Wrexham bus station where passengers can connect to a significant number of other services.

5.4.4 Again, TRACC has been used to produce a bus travel isochrone from the site which is presented below in image 5.5.

Image 5.5: Bus Isochrone



5.4.5 The above demonstrates that almost all of Wrexham is accessible from the site in under an hour by bus and most is accessible in under 45 minutes. A number of neighbouring settlements, such as Farndon, will also be able to access the site in under an hour by transferring at Wrexham bus station.

5.4.6 Wrexham's two railway stations can be reached as part of a multi-modal journey including the use of the above-mentioned bus services and a short walk from Wrexham Bus Station These stations provide access to a wide range of locations, with Cardiff Central, Holyhead, Bidston, Birmingham International, Shrewsbury, Chester and Manchester all having services from this station. These stations are also facilitated with bicycle storage and car parking spaces.

5.4.7 In summary both bus and rail services (combined with walk / cycle as part of a multi modal commute) are likely to provide a realistic travel option for commuters and visitors at the proposed development at both peak times and throughout the day.

5.5 Summary

5.5.1 This section of the report has demonstrated that the site is in a reasonably sustainable location where access to public transport is available and where local amenities fall within reasonable walking and cycling distances. The vast majority of WIE falls within a reasonable walking distance, indicating that the site itself is accessible within the local area and is commutable from the Maes Brenin/Pilgrim Way residential site. The local bus service provides connections both locally around WIE and towards Wrexham town centre at traditional working times and throughout the day, making bus travel a viable option to and from the proposed development. Therefore, the development proposals accord with the philosophy set out in '*Wrexham Connected: Our Sustainable Urban Mobility Plan'* (2016) and the *'Wrexham Local Development Plan 2'* (2013-2028).

5.5.2 Chapter 3 of PPW, sets out the aim of '*maximising opportunities for people to make sustainable and healthy travel choices*'. The document states that these aims can be achieved in numerous ways, such as reducing the need to travel and developing/maintaining places that support healthy active lifestyles. Given the location of the site and the existing walking, cycling and public transport infrastructure it is considered that there are good opportunities for access to the site by sustainable modes.

6 TRIP GENERATION

6.1 Introduction

6.1.1 In light of the size and location of the development proposals no junction capacity assessments are considered to be required as part of the planning submission. Notwithstanding this, a vehicular trip generation exercise has been undertaken for the proposed development in order to forecast the vehicular demand associated with the proposals. This section sets out the methodology and findings of the trip generation exercise.

6.1.2 Guidance on Transport Statement (GTA) suggests that an increase of 30 two-way trips is a useful point of reference regarding traffic impact at junctions, implying that any increase in trips less than this figure is unlikely to cause a detrimental impact. In absence of any more recent/local guidance as to when a capacity assessment is required, this has been applied as an appropriate threshold as the basis for assessment.

6.2 Vehicular Trip Generation

6.2.1 The industry approved TRICS database has been used to forecast the likely number of vehicular trips (HGVs included) that the development will generate. Whilst the unit will be predominantly manufacturing led (B2) with some warehouse space (B8), average trip rates have been derived for a solely B2 unit in order to provide a robust assessment.

6.2.2 These trip rates have then been applied to the proposed gross floor area (GFA) of 7,340 sqm, with the resultant trip generation for total vehicles presented in Table 6.1 below. The TRICS reports that contain details of the sample selection process is provided in Appendix E.

Table 6.1: Forecast Trip Rates & Generation

Time	Trip Rates			Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.450	0.044	0.494	33	3	36
08:00-09:00	**0.421**	**0.087**	**0.508**	**31**	**6**	**37**
09:00-10:00	0.255	0.165	0.420	19	12	31
10:00-11:00	0.212	0.209	0.421	16	15	31
11:00-12:00	0.122	0.162	0.284	9	12	21
12:00-13:00	0.168	0.206	0.374	12	15	27
13:00-14:00	0.212	0.255	0.467	16	19	35
14:00-15:00	0.139	0.171	0.310	10	13	23
15:00-16:00	0.093	0.223	0.316	7	16	23
16:00-17:00	0.058	0.389	0.447	4	29	33
17:00-18:00	**0.058**	**0.279**	**0.337**	**4**	**20**	**24**
18:00-19:00	0.042	0.193	0.235	3	14	17
Daily (12hr)	**2.230**	**2.383**	**4.613**	**164**	**174**	**338**
Time	**Average HGV Trip Rates**			**Average HGV Trip Generation**		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.029	0.015	0.044	2	1	3
16:00-17:00	0.009	0.015	0.024	1	1	2
Daily (12hr)	0.230	0.222	0.452	17	16	33

6.2.3 Based on the above, the proposed development can be expected to generate 37 two-way vehicular trips in the AM peak and 24 in the PM peak. It should be noted that no allowance has been made for any future reduction in car travel based or any potential increased use of sustainable modes of travel, therefore the trip generation figures are considered to be robust. As mentioned previously, these figures have been based on a solely B2 unit as a worst case scenario, and can therefore be considered overly robust given a proportion of the site will be dedicated to warehouse storage.

6.2.4 Using the traffic flow proportions recorded during the ATC survey in Table 3.2, an estimate of the trip distribution from the site access can be determined as shown in Table 6.2.

Table 6.2: Distribution From Proposed Site Access

Direction	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Flow	Direction %	Dev Traffic	Flow	Direction %	Dev Traffic
Eastbound	107	51%	19	167	67%	16
Westbound	103	49%	18	84	33%	8
Two-Way	**210**	**100%**	**37**	**251**	**100%**	**24**

6.2.5 The above demonstrates a maximum of 19 vehicular trips are likely to travel east from the site access, and 18 are likely to travel west. Based on this level of trip generation and distribution, and the advice contained in GTA, no capacity assessment of the local highway network will be required.

6.3 Summary

6.3.1 The above demonstrates that the proposed new unit would generate low volumes of traffic during the peak periods and throughout the day. As such, it is expected that the proposed development will not have a detrimental impact on the surrounding road network, particularly when distributed from the site access.

7 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 FIREM is seeking planning permission on behalf of HIAB for the delivery of a circa 79,000sqft self-contained employment development on land to the south of Oak Road. The proposed development has been designed to suit the operational requirements of HIAB, who will be the preferred operator of the site. It is understood that the purpose of the proposed development is to consolidate HIAB's current UK operations, with the site becoming the main distribution base within the UK.

7.1.2 This document has been prepared in accordance with Planning Policy Wales and Technical Advice Note 18: Transport as well as a number of local policy documents. It considers the accessibility of the site and safety for all modes of travel from the private car to more sustainable modes such as walking, cycling and public transport.

7.1.3 Given the sites existing ecological and heritage value, it is FIREM's intention to maintain and enhance the existing habitats and greenspace on the majority of the site. The proposed bespoke unit will be located towards the north-western edge of the site, with access and operations concentrated within a relatively small area, with the remainder of the site preserved for ecology. This approach also meets HIAB's aspirations for a sustainable and environmentally friendly approach to development. The unit will be predominantly manufacturing led with some warehouse space and ancillary office space

7.1.4 Access into the site is proposed via an inbound two-lane access towards the eastern edge of the site frontage with Oak Road and an outbound two-lane egress to the west of Abbey Road S. The separate ins and outs approach has been agreed with HIAB and suits their operational requirements by improving circulation through the site. Whilst WCBC raised concerns regarding the dual access strategy, the TS has demonstrated there are no highways safety reasons for refusal.

7.1.5 82 car parking spaces, including 5 accessible spaces along with 16 cycle spaces will be provided in accordance with HIAB's operational requirements. An area within the site boundary has been identified which can be converted to additional parking spaces if required.

7.1.6 A review of personal injury collisions that have occurred on the local highway network has been undertaken for the most recent five-year period. An analysis of those collisions showed that there does not appear to have been a significant number of collisions on the highway network in the immediate vicinity of the proposed development, suggesting that highway safety is not an issue that would preclude the development of the site.

7.1.7 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist to access the site on foot, by cycle and by public transport. This demonstrates that potential employees and visitors to the development can access the proposed development by sustainable modes of transport.

7.1.8 A trip generation exercise demonstrates that the proposed development would produce low volumes of traffic during the peak periods and throughout the day. As such, it is expected that the proposed development will not have a detrimental impact on the adjacent highway network.

7.2 Conclusion

7.2.1 This report and the associated appendices conclude that that there are no highway safety concerns that would preclude the delivery of the development proposals, the site is accessible by a variety of modes of transport, an appropriate level of car and cycle parking will be provided, and that the development will have a negligible impact on the operation of the surrounding highway network.

7.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should the highway authority have any concerns, we are happy to consult further with them.

APPENDIX A

SCOPING

SCOPING CHECKLIST FOR: Wrexham Industrial Estate, Wrexham – The Oaks_Rev A

HIGHWAY AUTHORITY: Wrexham County Borough Council (WCBC)

DATE PREPARED: 10/07/2024

Of Ref	Item	Intention	LHA Comments
1	Level of planning approval sought? e.g. outline, full.	Full	
2	Size and description of development proposals	Circa 6,000sqm self-contained employment development on the western part of The Oaks site on Wrexham Industrial Estate (WIE). The unit will be predominantly manufacturing led (B2) with some warehouse (B8) and ancillary office space.	
3	Description of existing land uses, existing trip distribution	The existing site forms part of an ecology zone within WIE – no existing trips assumed	
4	Does the development involve the relocation of an existing use?	No	
5	What transport based supporting documents will be produced?	Transport Statement and Travel Plan	
6	Are traffic surveys of the existing conditions available or required?	No off-site or access junction capacity assessments required (See point 7 below in relation to trip generation low level of traffic expected to be generated by the site).	
7	How will vehicular trip generation be derived for the proposal?	Average trip rates have been derived from the TRICS database using an 80:20 B2:B8 split between 'industrial unit' and 'commercial warehousing' categories based on a total GFA of 6,300sqm including a mezzanine level. The TRICS outputs are attached, and the resultant trip generation is provided below.	

Time	B2 Trip Generation			B8 Trip Generation			Combined Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	23	2	25	3	1	4	26	3	29
08:00-09:00	**21**	**4**	**25**	**3**	**1**	**4**	**24**	**5**	**29**
09:00-10:00	13	8	21	3	1	4	16	9	25
10:00-11:00	11	11	22	2	2	4	13	13	26
11:00-12:00	6	8	14	2	2	4	8	10	18
12:00-13:00	8	10	18	2	2	4	10	12	22
13:00-14:00	11	13	24	2	2	4	13	15	28
14:00-15:00	7	9	16	2	2	4	9	11	20
15:00-16:00	5	11	16	2	3	5	7	14	21
16:00-17:00	**3**	**20**	**23**	**1**	**3**	**4**	**4**	**23**	**27**
17:00-18:00	3	14	17	1	3	4	4	17	21
18:00-19:00	2	10	12	0	2	2	2	12	14
Daily (12hr)	**113**	**120**	**233**	**23**	**24**	**47**	**136**	**144**	**280**

Time	Average B2 HGV Trip Generation			Average B8 HGV Trip Generation			Combined HGV Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	**1**	**1**	**2**	**0**	**1**	**1**	1	2	3
16:00-17:00	**0**	**1**	**1**	**1**	**0**	**1**	**1**	**1**	**2**
Daily (12hr)	**10**	**10**	**20**	**7**	**6**	**13**	**17**	**16**	**33**

The above table demonstrates that the proposed development would generate low volumes of traffic during the traditional peak hours and throughout the day. Experience on similar sites suggests there is usually a higher proportion of B8 usage therefore the 80:20 B2:B8 split provides a robust assessment.

Due to low levels of traffic being generated it is proposed that no capacity assessments will be required at the site access or any off-site junctions. Please confirm acceptance of the above trip rates.

8	How will non-car mode trip generation be derived for the proposal?	Method of Travel to Work information is to be used from 2011 Census data, alongside the TRICS derived trips, to determine the likely number of non-car movements generated by the development.	
9	Would traffic from adjacent sites be attracted to the site? Pass-by traffic?	100% newly generated trips.	
10	What is the extent of the accident study area to be considered?	Crashmap will be used to review accident records over the latest 5-year period for the eastern section of WIE including Oak Road, Bryn Lane and Bridge Road. Please confirm if this is acceptable.	
11	Is a new or modified highway access likely?	It is proposed that the site would be accessed via a separate inbound and outbound arrangement with two new access points from Oak Road, both consisting of 8.5m wide carriageways and 15m radii. See Drawing P24012-001B attached for details. It is intended the eastern access will be limited to inbound movements entry and the western access will be limited to outbound movements in line with the end user's operational requirements. The positioning of the egress has been carefully considered to avoid opposite junctions (minimum 50m junction spacing) and enable the delivery of 2.4m x 120m visibility splays within the extent of adopted highway. It is worth noting this form of priority junction in the western position was previously agreed with Highways Officers at WCBC for a much larger scheme (Planning Ref: P/2019/0877). Comments welcome on suggested access arrangements at an early stage	
12	What level of car parking is required?	78 car parking spaces including 5 accessible bays will be provided in accordance with operator's requirements.	
13	Are special provisions required	A 3m shared cycleway to be provided along site frontage and into the site. Cycle storage will also be provided. Please advise if WCBC have any aspirations in relation to sustainable transport along Oak Road	

	for cyclists, pedestrians, those with a disability or public transport?		
14	What planning policy should the development comply with?	• Planning Policy Wales (Edition 11 - 2021); • TAN 18: Transport • North Wales Joint Local Transport Plan • Wrexham Unitary Development Plan (1996-2011) • Wrexham Local Development Plan 2 (2013-2028) • Local Planning Guidance Note 16 – Parking Standards • Wrexham Connected: Our Sustainable Urban Please advise if any more documents should be taken into account.	
15	Are there any other special circumstances relevant to this proposal?	Please advise	

Cyngor Bwrdeistref Sirol Wrecsam/ Wrexham County Borough Council
Neuadd y Dref, Wrecsam. LL11 1AY
Guildhall, Wrexham. LL11 1AY
www.wrecsam.gov.uk www.wrexham.gov.uk
Cyfnewid Testun/Text Relay: 18001

Prime TP
9 Hurricane Court
Liverpool International Business Park
Estuary Boulevard
Liverpool
L24 8RL

Eich Cyf/Your Ref	
Ein Cyf/Our ref	PRE/2024/015
Dyddiad/Date	29/08/24
Gofynner am/Ask for	Ms M Zenner
Rhif Cyswllt/Contact No	01978 729687
E-bost/E-mail	Michelle.zenner @wrexham.gov.uk

FAO Vanessa Blackburn

Dear Vanessa

Proposed 6,300 sqm self contained employment development on the western part of The Oaks site on Wrexham Industrial Estate.

Further to your letter dated 25/07/2024 and submitted drawings / information relating to the proposals above, the LHA can provide the following comments:

It is the LHA's understanding that the proposals are for a proposed approx. 6,300 sqm self contained employment development on the western part of The Oaks site on Wrexham Industrial Estate. The updated scoping statement indicates that the site will compromise approximately 80% B2 manufacturing floorspace (5040 sq m) and 20% B8 warehouse floorspace (1260 sqm) and some ancillary office space.

On the basis of this floorspace the site would require the provision of a Transport Assessment and a Travel Plan.

The updated trip generation data indicates 280 trips over a 12 hour period being generated from the site, although the full TRICS data has not be supplied to verify and therefore the LHA can't comment on how robust the data is or whether any off-site assessments are required as a result.

The submitted trip data indicates that there would be 29 two-way trips in the AM peak and 21 two-way trips in the PM peak, this is calculated off 80% B2 and 20% B8 trips.

The methodology proposed includes using travel to work data from the 2011 census data alongside TRICS derived trips which is seen as acceptable. The submitted information states that the data assumes 100% newly generated trips, which is realistic and robust.

The crashmap accident investigation proposals are acceptable.

In terms of the proposed access points, the LHA is concerned that the provision of two accesses will create two potential conflict points on the public highway, which is not deemed acceptable on highway safety grounds. The submission states that the western access was previously agreed with Highways Officers at WCBC for a previously larger scheme as part of P/2019/0877, the LHA would recommend that this is used as the access to the site for both inbound and outbound traffic.

Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.
We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.

The visibility splay demonstrated of 2.4m x 120m for a 40mph road at the western access is acceptable.

Swept paths for appropriate sized vehicles should be provided within the TA.

The WCBC standards for parking are set out in Local Planning Guidance Note No 16, based on the floorspace percentages / levels listed above the provision of 113 car parking spaces should be provided. Further details on accessible parking and car parking space design are found in the aforementioned document.

The provision of 12 cycle car parking spaces should be provided in a secure long stay covered arrangement.

At the proposed site access junction the provision of dropped kerbs and tactile paving across Oak Road will be required to ensure that routes to local bus services are accessible. It is noted that a 3m shared cycle / footway is proposed to be provided along the site frontage. The Councils Active Travel team should be contacted to discuss wider active travel requirements. Gwen.Thomas@wrexham.gov.uk is the appropriate contact. Further to this, the applicant should refer to the Wales Transport Strategy 2021 and the Active Travel Act Guidance. In addition to the policy already referred to.

There are no objections in principle to the proposals, subject to the comments provided above.

Yours faithfully,



On behalf of the Chief Officer, Environment & Technical

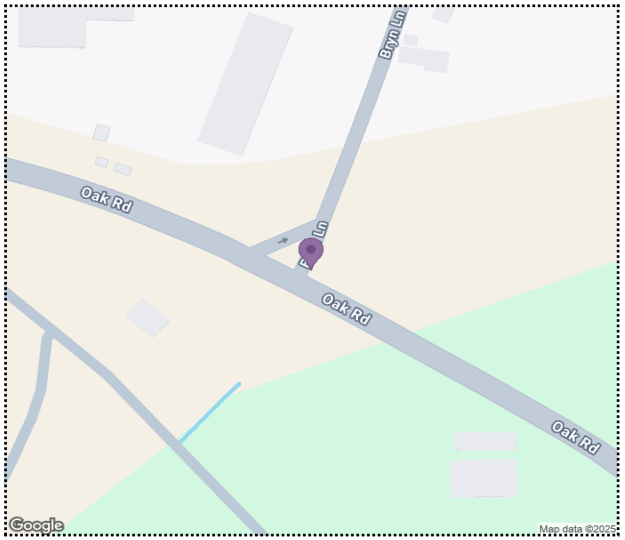
APPENDIX B

CRASHMAP OUTPUT

crashmap.co.uk

Validated Data

Crash Date:	Monday, November 6, 2023	**Time of Crash:**	17:10:00	**Crash Reference:**	202360A177319
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	338771 349454
Weather Description:	Other				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Crash Date: Monday, November 6, 2023 **Time of Crash:** 17:10:00 **Crash Reference:** 202360A177319

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	21	Female	21 - 25	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	2	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

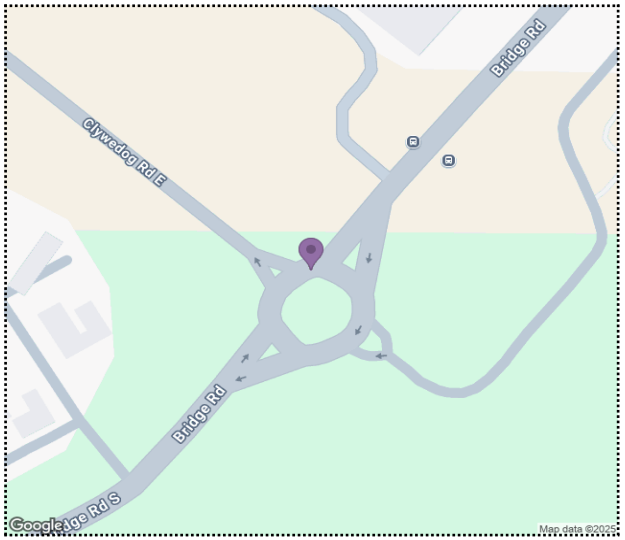
To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Monday, August 17, 2020	**Time of Crash:**	13:11:00	**Crash Reference:**	202060Y120493
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	337621 349095

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	40
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Roundabout
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Roundabout
Junction Control:	Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Monday, August 17, 2020 **Time of Crash:** 13:11:00 **Crash Reference:** 202060Y120493

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Motorcycle of unknown engine capacity (2011 onwards)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

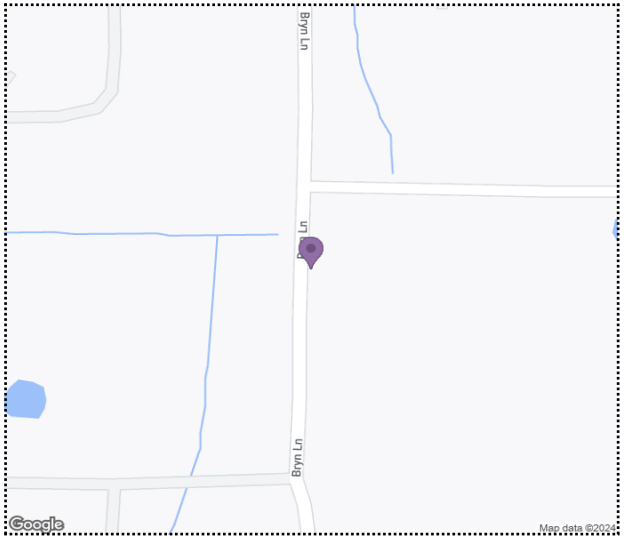
For more information about the data please visit: www.crashmap.co.uk/home/faq

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crashmap.co.uk

Validated Data

Crash Date:	Tuesday, October 18, 2022	**Time of Crash:**	18:15:00	**Crash Reference:**	202260B158304
Highest Injury Severity:	Serious	**Road Number:**	U0	**Casualties:**	2
Highway Authority:	Wrexham			**Vehicles:**	2
Local Authority:	Wrexham			**OS Grid Reference:**	338968 350224
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Tuesday, October 18, 2022 **Time of Crash:** 18:15:00 **Crash Reference:** 202260B158304

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is waiting to turn right	Did not impact	Unknown	None	None
2	Ridden horse	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Pedestrian	Male	26 - 35	In carriageway, not crossing	Walking along in carriageway - back to traffic
2	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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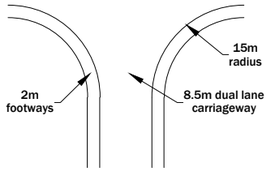
APPENDIX C

TECHNICAL DRAWINGS

KEY

- OWNERSHIP BOUNDARY
- 4.5 x 120m VISIBILITY SPLAY (BASED ON DMRB AT 40mph)
- HIGHWAY BOUNDARY (Sourced from: http://www.wrexham.gov.uk/english/leisure_tourism/prow/adopted_roads_map.htm)

Access Dimensions



WESTERN EGRESS - EXIT ONLY

PROPOSED DROPPED KERB CROSSING OVER OAK ROAD

3m SHARED CYCLEWAY ALONG SITE FRONTAGE

PROPOSED DROPPED KERB CROSSING OVER OAK ROAD

TREES/ VEGETATION TO BE REMOVED/ TRIMMED TO FACILITATE VISIBILITY SPLAYS

EASTERN ACCESS - ENTRY ONLY

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9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

Rev	Date	By	Revision notes
D	16.05.25	RO	SITE LAYOUT UPDATED
C	06.02.25	VB	ISSUE FOR PAC
B	09.05.24	VB	ISSUE FOR SCOPE
A	25.04.24	VB	ACCESS NOT TIED IN WITH INTERNALS

DISCLAIMER

- PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
- PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
- PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
- DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
- THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

Project

THE OAKS, WREXHAM INDUSTRIAL ESTATE

Title

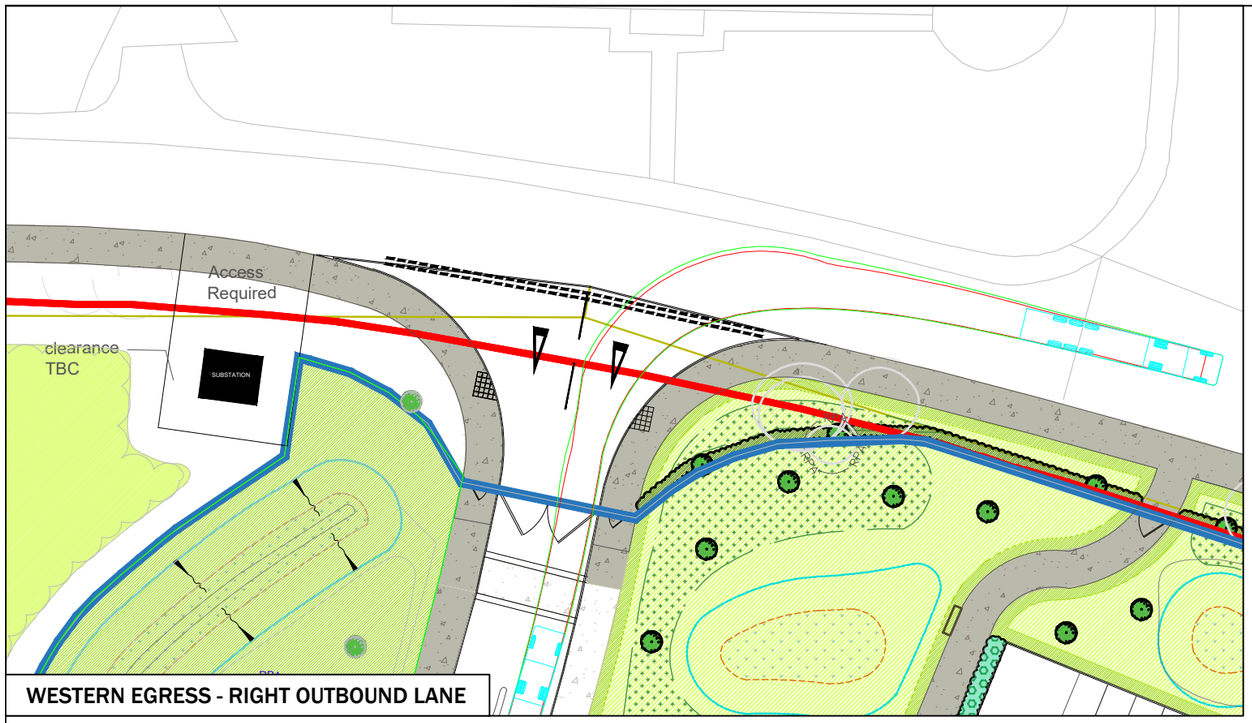
PROPOSED ACCESS STRATEGY

Drawn by	Issue date
VB	16 APR 2024

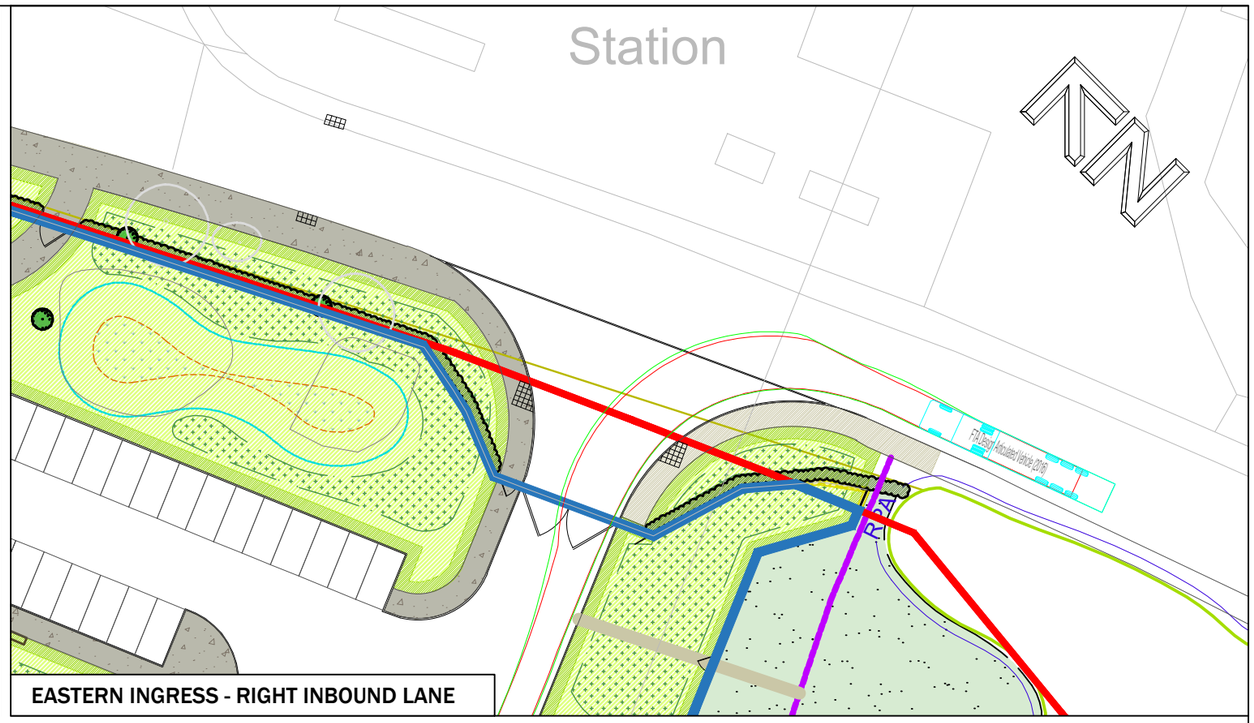
Scale(s): 1:1000 @ A3

Drawing No: P24012-001D

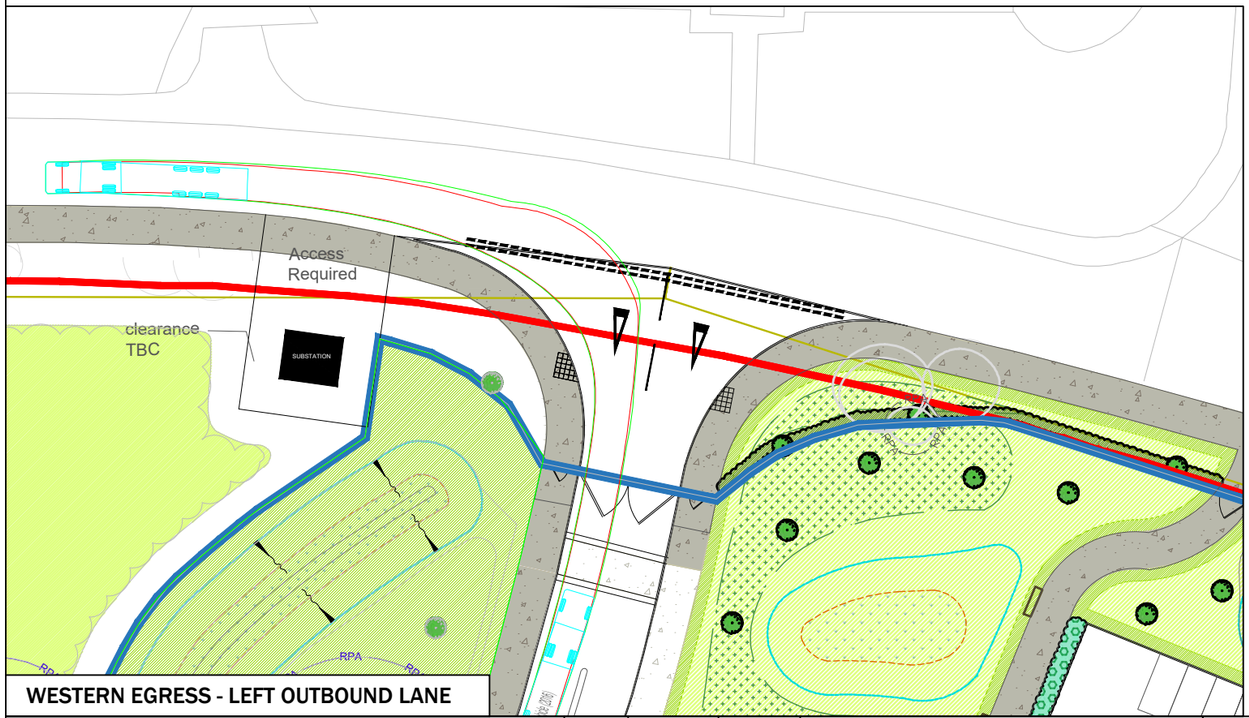
Status: FINAL



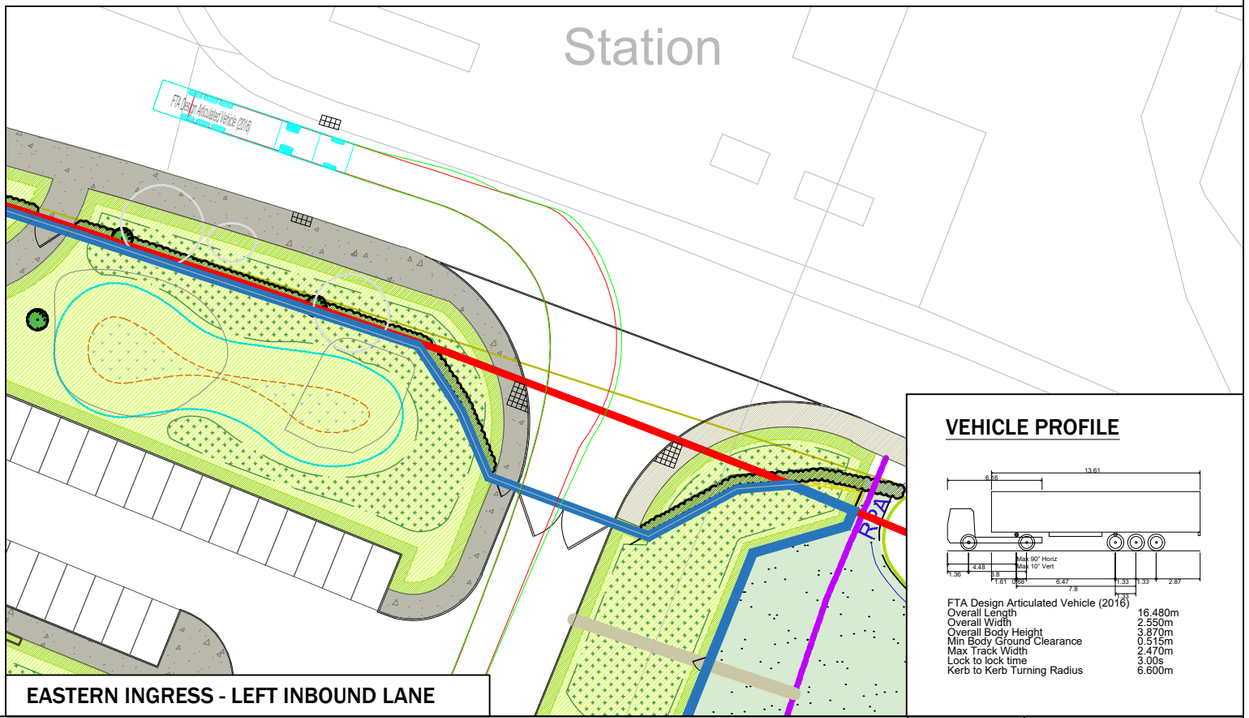
WESTERN EGRESS - RIGHT OUTBOUND LANE



EASTERN INGRESS - RIGHT INBOUND LANE



WESTERN EGRESS - LEFT OUTBOUND LANE



EASTERN INGRESS - LEFT INBOUND LANE

VEHICLE PROFILE

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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Rev	Date	By	Revision notes
A	16.05.25	RO	SITE LAYOUT UPDATED

DISCLAIMER

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Project

THE OAKS, WREXHAM INDUSTRIAL ESTATE

Title

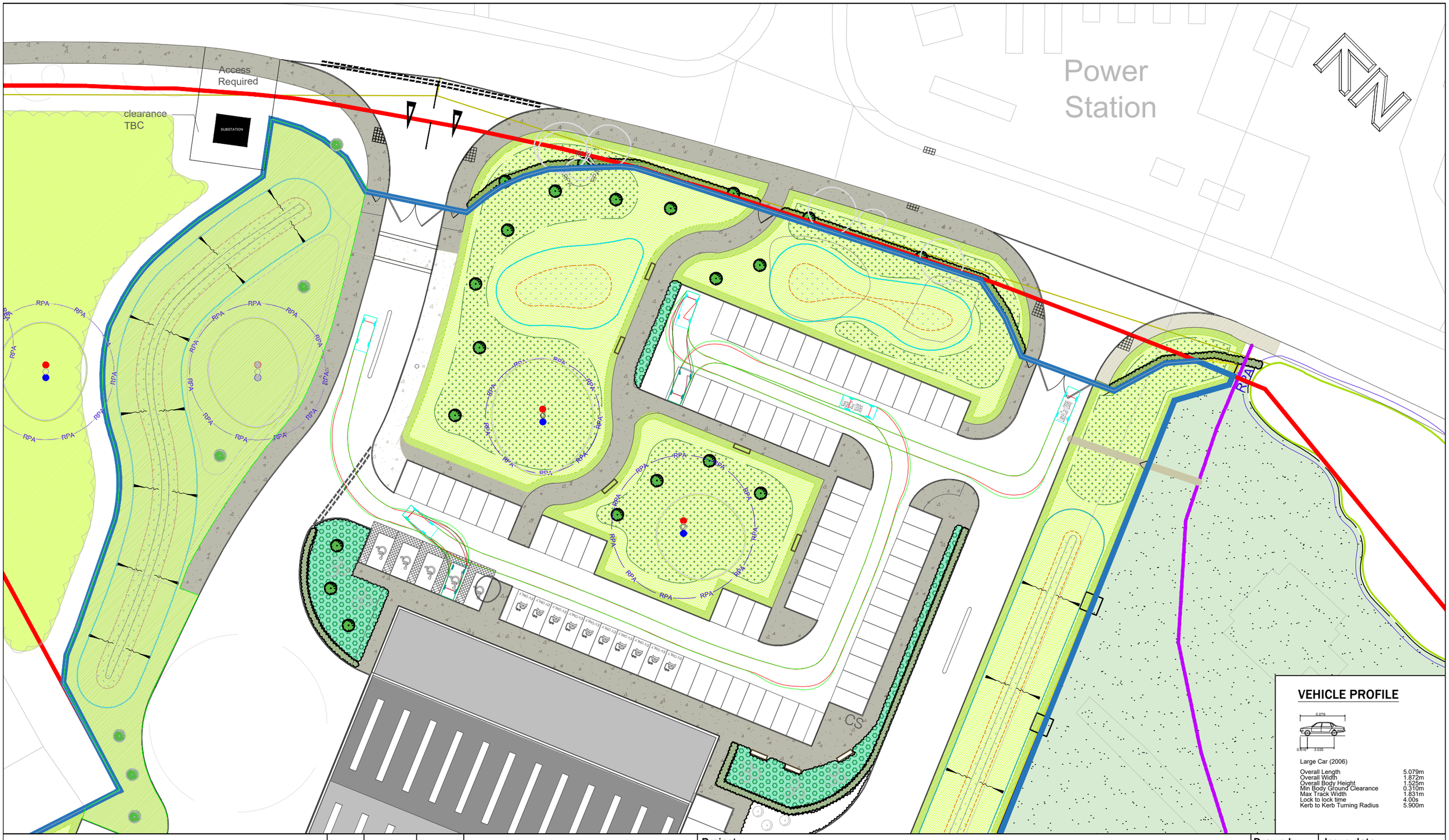
SWEPT PATH ANALYSIS
INGRESS/ EGRESS

Drawn by	Issue date
VB	06 FEB 2025

Scale(s)
1:500 @ A3

Drawing No
P24012-002A

Status
INFORMATION



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Rev	Date	By	Revision notes
A	16.05.25	RO	SITE LAYOUT UPDATED

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Project

THE OAKS, WREXHAM INDUSTRIAL ESTATE

Title

SWEPT PATH ANALYSIS
CAR PARK - LARGE CAR

Drawn by	Issue date
VB	06 FEB 2025

Scale(s)
1:500 @ A3

Drawing No
P24012-003A

Status
INFORMATION



VEHICLE PROFILE

FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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Rev	Date	By	Revision notes
A	16.05.25	RO	SITE LAYOUT UPDATED

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- THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

Project

THE OAKS, WREXHAM INDUSTRIAL ESTATE

Title

SWEPT PATH ANALYSIS SERVICE YARD - ARTICULATED LORRY

Drawn by	Issue date
VB	06 FEB 2025

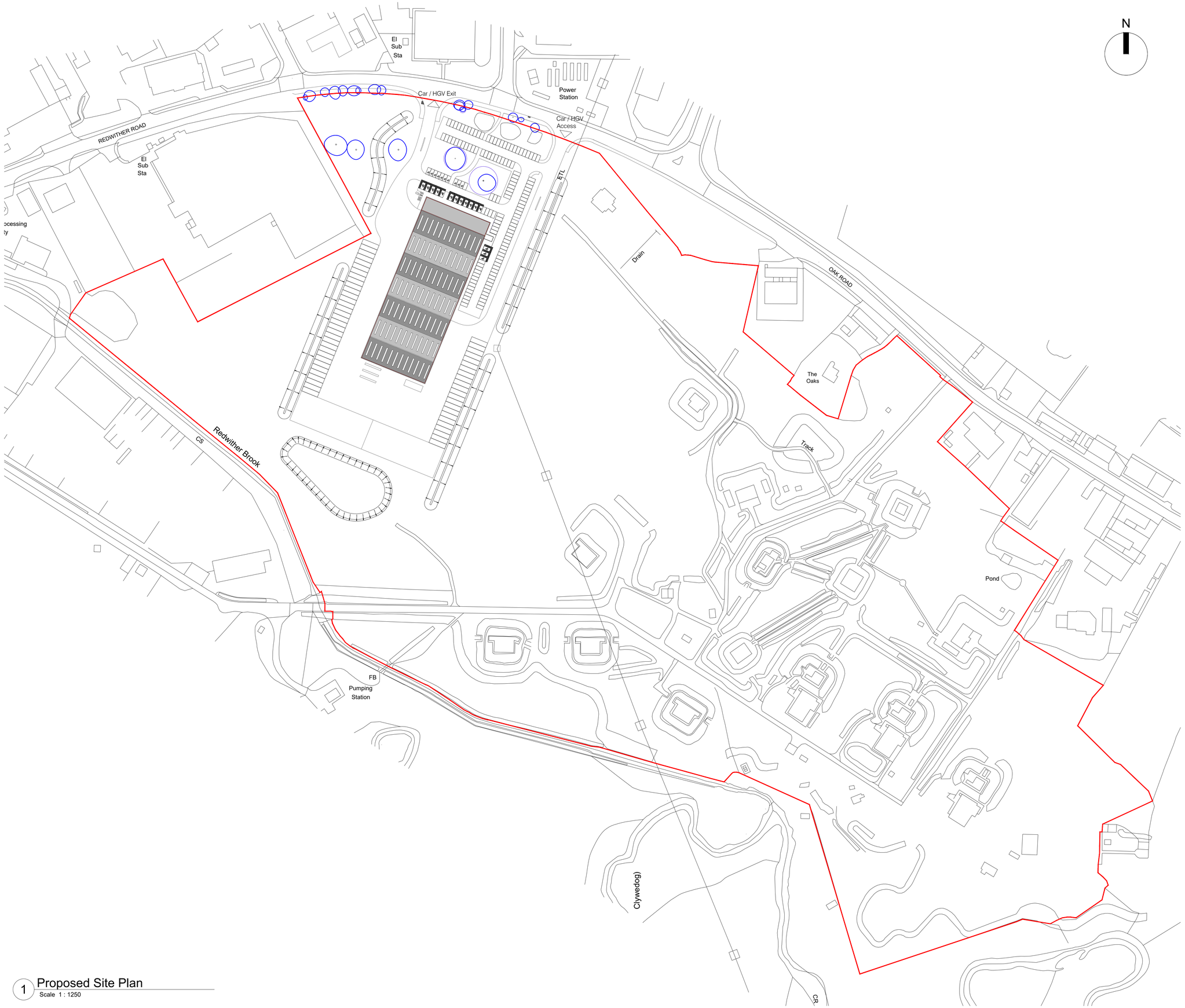
Scale(s): 1:1000 @ A3

Drawing No: P24012-004A

Status: INFORMATION

APPENDIX D

INDICATIVE ADDITIONAL PARKING LAYOUT



1 Proposed Site Plan
Scale 1 : 1250

N

	Description	By	Date
P1	First Issue	LM	05.03.24

FI Ownership

Parking Spaces - 148

0 10 20 40 60m
Scale 1:1250

MCAU
Modern City Architecture & Urbanism

Avenue HQ
17 Mann Island
Liverpool
L3 1BP

t: 0161 974 7203
e: info@mcau.co.uk
www.mcau.co.uk

Client
F.I Real Estate Management

Project
The Oaks
Wrexham

Description
Proposed Site Plan
Additional Parking

Status
Information

Drawn By
LM

Job Number
1256-MCAU

Scale
1:500@A1

Date
Feb 25

Drawing Number
P.02-00-003

Revision
P1

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APPENDIX E

TRICS OUTPUT

Calculation Reference: AUDIT-753001-240703-0710

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	BP	BLACKPOOL	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	FU	WESTMORLAND & FURNESS	1 days
11	SCOTLAND		
	FI	FIFE	1 days
	SR	STIRLING	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 9216 (units: sqm)
Range Selected by User:	0000 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 04/10/13 to 04/10/23

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	7 days
Friday	2 days

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

Selected survey types:

Manual count	14 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	13
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	14

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	14 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	2 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	11 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	14 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	14 days

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

LIST OF SITES relevant to selection parameters

1 AC-02-C-02 INDUSTRIAL MATERIALS CHESHIRE WEST & CHESTER
JUPITER DRIVE
CHESTER
CHESTER W. EMP. PARK
Edge of Town
Industrial Zone
Total Gross floor area: 8100 sqm
Survey date: WEDNESDAY 19/11/14 Survey Type: MANUAL

2 BP-02-C-01 POWDER COATINGS BLACKPOOL
CHORLEY ROAD
BLACKPOOL
LITTLE CARLETON
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey date: THURSDAY 20/06/19 Survey Type: MANUAL

3 BR-02-C-02 STAINLESS FITTINGS BRISTOL CITY
SOUTH LIBERTY LANE
BRISTOL

Edge of Town
Industrial Zone
Total Gross floor area: 1475 sqm
Survey date: TUESDAY 22/09/15 Survey Type: MANUAL

4 CU-02-C-01 STEEL FABRICATION CUMBERLAND
BLACKDYKE ROAD
CARLISLE
KINGSTOWN IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 715 sqm
Survey date: FRIDAY 15/10/21 Survey Type: MANUAL

5 FI-02-C-02 GLASS SPECIALISTS FIFE
DICKSON STREET
DUNFERMLINE

Edge of Town
Industrial Zone
Total Gross floor area: 1240 sqm
Survey date: THURSDAY 20/04/23 Survey Type: MANUAL

6 FU-02-C-01 DOMINO'S PIZZA WESTMORLAND & FURNESS
COWPER ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY 10/06/14 Survey Type: MANUAL

7 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

8 LC-02-C-06 STEEL FABRICATION LANCASHIRE
TOLLGATE ROAD
BURSCOUGH

Edge of Town
Industrial Zone
Total Gross floor area: 700 sqm
Survey date: THURSDAY 21/04/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 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

10 NF-02-C-03 SHEET METAL CONTRACTOR NORFOLK
ELVIN WAY
NORWICH
HELLESDON
Edge of Town
Industrial Zone
Total Gross floor area: 260 sqm
Survey date: THURSDAY 07/11/19 Survey Type: MANUAL

11 NY-02-C-03 WORKWEAR MANUFACTURER NORTH YORKSHIRE
WETHERBY ROAD
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY 29/06/23 Survey Type: MANUAL

12 PB-02-C-01 STEEL FABRICATOR PETERBOROUGH
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Total Gross floor area: 1772 sqm
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

13 SR-02-C-01 SPECIALIST MODEL MAKING STIRLING
BORROWMEADOW ROAD
STIRLING

Edge of Town
Industrial Zone
Total Gross floor area: 2350 sqm
Survey date: MONDAY 16/06/14 Survey Type: MANUAL

14 WK-02-C-01 MACHINE ENGINEERING WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 9216 sqm
Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-C-01	Undertaken during Covid-19
EC-02-C-02	Undertaken during Covid-19
GS-02-C-02	Undertaken during Covid-19
LC-02-C-05	Undertaken during Covid-19
VG-02-C-01	Undertaken during Covid-19

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	4	3260	0.100	4	3260	0.000	4	3260	0.100
06:00 - 07:00	6	2772	0.162	6	2772	0.012	6	2772	0.174
07:00 - 08:00	14	2462	0.450	14	2462	0.044	14	2462	0.494
08:00 - 09:00	14	2462	0.421	14	2462	0.087	14	2462	0.508
09:00 - 10:00	14	2462	0.255	14	2462	0.165	14	2462	0.420
10:00 - 11:00	14	2462	0.212	14	2462	0.209	14	2462	0.421
11:00 - 12:00	14	2462	0.122	14	2462	0.162	14	2462	0.284
12:00 - 13:00	14	2462	0.168	14	2462	0.206	14	2462	0.374
13:00 - 14:00	14	2462	0.212	14	2462	0.255	14	2462	0.467
14:00 - 15:00	14	2462	0.139	14	2462	0.171	14	2462	0.310
15:00 - 16:00	14	2462	0.093	14	2462	0.223	14	2462	0.316
16:00 - 17:00	14	2462	0.058	14	2462	0.389	14	2462	0.447
17:00 - 18:00	14	2462	0.058	14	2462	0.279	14	2462	0.337
18:00 - 19:00	13	2556	0.042	13	2556	0.193	13	2556	0.235
19:00 - 20:00	4	3260	0.054	4	3260	0.061	4	3260	0.115
20:00 - 21:00	4	3260	0.023	4	3260	0.031	4	3260	0.054
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.569			2.487			5.056

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 - 9216 (units: sqm)
Survey date date range:	04/10/13 - 04/10/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

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.