

# Highways Note Addendum

Units 27 – 29 Abenbury Way, Wrexham Industrial Estate

Client: Body Tech Fitness Ltd



| Document Control      |                                                                                              |                    |
|-----------------------|----------------------------------------------------------------------------------------------|--------------------|
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| Client                | Body Tech Fitness Ltd                                                                        |                    |
|                       | Name                                                                                         | Position           |
| Written By            | Anthony Morley                                                                               | Associate          |
| Checked & Approved By | Dave Stoddart                                                                                | Associate Director |

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# 1 INTRODUCTION

## 1.1 Preamble

- 1.1.1 Prime Transport Planning Ltd (herein referred to as 'Prime') have prepared this Highways Note Addendum (HNA) on behalf of Body Tech Fitness Ltd to support their Full planning application seeking a change of use from industrial units to a gym (fitness club) facility.
- 1.1.2 The application consists of 3 adjoining units, 27 – 29 Abenbury Way, Wrexham Industrial Estate (WIE).
- 1.1.3 The application is currently live and was assigned the reference P/2024/0231 by Wrexham County Borough Council (WCBC), who are the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area.
- 1.1.4 WCBC Highways have provided comments on the application via a formal planning response and in relation to Prime's Highways Note (HN) that has previously been submitted. Prime were able to engage with WCBC Highways regarding the comments. It should be remembered that any highways scenarios which are perceived to already exist, and which proposed developments are not proven to exacerbate enough to be considered a 'severe' impact, are not reasons for refusal. WCBC comments are provided in Appendix A. The purpose of this HNA is to address these comments.

## 2 WCBC COMMENTS

### 2.1 Introduction

- 2.1.1 As stated above WCBC Highways has provided formal comments on the development proposal for planning application P/2024/0231. The below section of this HNA has been written to address these comments. For ease of reference and clarity, WCBC comments have been provided in ‘**black**’ bold font, with the Prime response provided in ‘red’ text below this.

### 2.2 WCBC Comments

- 2.2.1 WCBC’s first comment is provided below:

**The submitted TA [HN] details that 32 car parking spaces are proposed for the use but the LHA is concerned that the proposed car parking spaces do not all fall within the designation of the units 27-29 specified. The TA has detailed parking being provided by Unit 30 and Unit 33 (with the provision of an additional 20 car parking spaces increasing the proposed car parking up to 52 at off-peak times). The LHA is concerned that these car parking spaces could not be secured should there be a change of operator at Units 30 and 33 and as there are no ways to formally [re]strict the opening hours. Therefore, any parking provision needs to either be on site or off-site (and close by) on land under the applicants control. A site visit was undertaken by the LHA and high levels of parking were noted on-street in the vicinity of the site and therefore concern remains that the shortfall from parking could exacerbate the existing parking pressures in the vicinity of the site.**

For clarity, the 32 parking spaces proposed consist of 27 spaces within the curtilage for units 27-29, with 5 spaces provided to the front of unit 30 (a marked improvement from what currently exists). From review of the parking accumulation exercise provided with the previously submitted HN, the development could only be expected to generate a peak parking demand of circa 33 vehicles for 1 hour of the day between 1700-1800. This is a time when the majority of businesses on WIE could be expected to be closed/closing, with the demand for on street parking expected to notably drop around this time. For all other times of the day the anticipated parking demand is notably less than the aforementioned 27 spaces. The applicant has confirmed, that from their experience, the level of parking to be provided is enough to meet their anticipated demand.

It is more logical and environmentally sustainable to make use of existing available infrastructure than to provide more parking on undeveloped land. Members of the public are likely to choose to park as close to the gym as possible (i.e self-contained within the site), away from Abenbury Way.

Nevertheless, the applicant is happy to accept a condition for a Car Park Management Plan (CPMP). This CPMP would run for a period of time to be agreed with WCBC and would involve repeat car parking surveys during a typical working day. The surveys would present the current on street parking demand and highlight any associated demand which the proposed facility could be contributing.

Dependent upon the level highlighted, an appropriate mitigation strategy could be derived. Some example measures could be Traffic Regulation Order (TRO) implementation on street, Travel Plans or other proposed strategies.

2.2.2 WCBC's second comment is provided below:

**The proposals indicate the provision of 10 cycle parking spaces which would appear to meet the car parking standards, although these are proposed in a short stay arrangement which would not be attractive for staff to use who will need secure long stay provision, further clarification is required to this end.**

Secure cycle storage for staff will be facilitated internally to the units. The finer detail of these facilities can be secured via condition.

2.2.3 WCBC's third comment is provided below:

**The TA details a survey of similar sites via the TRICS system which has been used to indicate the level of trip generation at the site leading to a car parking accumulation exercise. There is concern that the submitted data is older than ten years, the default cut off for TRICS in 2015 and it appears this has been overridden in this case, but it is not clear why. The submitted information also indicates that two sites have been discounted as they're not deemed to be representative, therefore the assessment includes just four sites, which is a small sample which gives the LHA some concerns over the robustness of the data assessments undertaken and how representative this is.**

TRICS does not state a limit on any 'cut-off' for the date range, but leaves flexibility in the selection process to allow the practitioner to consider what is appropriate based on their experience. Whilst the site selection data parameter range was set from 20/11/2012-19/11/22, only one site was undertaken more than 10 years ago, this being surveyed on 10/6/14, just one month beyond when the HN was prepared.

When reviewing the TRICS database for the land use type in question (i.e. Leisure / Fitness Club), the amount of surveys available is limited. This is even more apparent when parameters are amended, i.e. floor area, location of surveys. The assessment period was extended beyond 2015 in an attempt to accumulate a greater range of survey sites. There should be no reason as to why the trip generation for a fitness facility in 2012 should differ when compared to the same (or other) facility in 2015.

When applying the methodology referenced by WCBC, i.e. no surveys older than 2015, 5 sites are available. Removing the non-representative sites (as previously completed and not referenced as an issue by WCBC) only 3 sites are available.

As seen from Table 1.1, when applying WCBC comments and limiting the survey period to only those in 2015 or newer (keeping all other parameters the same as previously) the AM trip generation remains the same, with 5 less trips forecast in the PM peak.

**Table 1.1: Original Trip Generation / Trip Generation in Relation to WCBC Comments**

| Time        | Trip Generation (Original Assessment) |            |        | Trip Generation (2015 Cut-off) |            |        |
|-------------|---------------------------------------|------------|--------|--------------------------------|------------|--------|
|             | Arrivals                              | Departures | Totals | Arrivals                       | Departures | Totals |
| 08:00-09:00 | 9                                     | 5          | 14     | 10                             | 4          | 14     |
| 17:00-18:00 | 31                                    | 19         | 50     | 28                             | 17         | 45     |

As stated previously, the survey selection within TRICS for the land use type assessed (Leisure / Fitness Club) is limited. This is why a wider time frame has been utilised to secure a greater volume of surveys as part of the assessment. When adhering to WCBC's query (i.e. a cut off at 2015) a lower trip generation is derived. Prime's methodology is therefore considered to be robust. The TRICS outputs for both scenarios are provided in Appendix B.

If the revised trip rates were used, then the level of max parking accumulation would reduce to 31 in the PM peak hour for between 1700-1800. This would bring the potential exceedance in parking demand to only 4 vehicles. Again, a minor exceedance of parking, for 1 hour of the day, is not considered to be a 'severe' highways impact.

2.2.4 WCBC's fourth comment is provided below:

**The LHA previously requested information regarding servicing at the site, although it is anticipated that the servicing requirements may not be extensive, clarification is required about the arrangements and how they will be undertaken.**

The development site consists of existing vacant units on an active part of Wrexham Industrial Estate (WIE). Other occupied units within this part of WIE, which utilise the same site access, have their own servicing arrangements. These arrangements, given the industrial nature of these units, are likely to be more onerous than that of a gym facility. As far as Prime are aware, no issues have been raised, or exist, regarding servicing of the existing units, or other units. The access is wide and is otherwise designed to accommodate industrial vehicles. The largest service vehicles required are likely to be in the form of standard WCBC refuse collection wagons, which is either a continuation of the existing arrangement for the units, or the start of a likely less onerous one.

2.2.5 WCBC's fifth comment is provided:

**There is an area marked out for motorcycles but no secure locking points are detailed, this would be beneficial.**

The applicant is happy to provide locking points for the motorcycle parking spaces and is happy for the finer details of which to be secured via condition.

2.2.6 WCBC's sixth comment is provided below:

**Five Sheffield stands are shown on the frontage which appear to meet the Councils standards for short stay cycle parking, but these are not appropriate for long stay parking for staff and therefore further provision within the building should be made for staff.**

Secure cycle storage for staff will be facilitated internally. The finer detail of these facilities can be secured via condition.

2.2.7 WCBC's seventh comment is provided below:

**In terms of access on foot, the proposed access would be through the car parking aisles which does not provide a designated safe route in terms of access for all. There are two different access points to the building, a main entrance and a 24 hour entrance, both accessed from aisles within the car park.**

The parking area, as shown on Drawing P24052-001A in Appendix C, is proposed to move 1.0m northwards to facilitate a pedestrian route. One entrance is proposed to be closed, so that pedestrians will only access/egress from the main access.

## 2.3 Conclusion

2.3.1 The highway comments provided by WCBC are considered to be addressed appropriately within the above response. The same conclusions can be drawn from the above as with the HN, that being the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible.

## APPENDIX A

### WCBC COMMENTS

# MEMORANDUM



---

|                 |                                        |                  |                                  |
|-----------------|----------------------------------------|------------------|----------------------------------|
| <b>From:</b>    | Chief Officer, Environment & Technical | <b>To:</b>       | Chief Officer Economy & Planning |
|                 |                                        | <b>FAO::</b>     | Sharon Holman                    |
| <b>Our Ref:</b> | ET/DC/MZ/P/2024/0231                   | <b>Your Ref:</b> | P/2024/0231                      |
| <b>Date:</b>    | 30/07/2024                             |                  |                                  |

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## TOWN AND COUNTRY PLANNING ACT 1990

### **NEWID DEFNYDD ADEILAD O UNEDAU DIWYDIANNOL I GAMPFA / CHANGE OF USE OF BUILDING FROM INDUSTRIAL UNITS TO GYM UNITS 27 - 29 ABENBURY WAY WREXHAM INDUSTRIAL ESTATE WREXHAM**

**Grid Ref: E 337336.02 N 350408.25**

I refer to your consultation with additional information in respect of the above.

It is the LHA's understanding that the proposals are for the change of use of building from industrial units to gym, three units are proposed to be used within the Wrexham Industrial Estate on Abenbury Way.

The proposed unit is stated to be 1248 sq m of gross floor area in size. Planning Policy Wales Technical Advice Note 18 for Transport sets out that for a leisure facility over 1000 sq m of gross floor area that a Transportation Assessment should be provided. Therefore the applicant has submitted a Transportation Assessment for review.

Local Planning Guidance Note no 16 sets out the required car parking and cycle parking within Wrexham. For D2 Assembly and leisure uses there is a requirement for 1 car parking space per 15 sq m and 1 cycle parking space per 150 sq m gross floor space. Therefore on the basis of the floorspace proposed the provision of 83 car parking spaces are required and the provision of 8 cycle parking spaces should be provided. The design of cycle parking spaces should be Sheffield stands for short stay parking and should be 750mm high, 700mm long and set at least 250mm into the ground, they should be spaced a minimum of 800mm apart and be no closer than 500mm to a building or blank wall.

For long stay cycle parking for staff developers should provide more secure parking facilities in the form of cycle cages or lockable bicycle shelters. Alternatively secure compounds within buildings may be acceptable providing that they are located at ground floor level and are accessible. All cycle parking areas should be located in well lit areas that are overlooked from the building they serve.

The submitted TA details that 32 car parking spaces are proposed for the use but the LHA is concerned that the proposed car parking spaces do not all fall within the designation of the units 27-29 specified. The TA has detailed parking being provided by Unit 30 and Unit 33 (with the provision of an additional 20 car parking spaces increasing the proposed car parking upto 52 at off-peak times). The LHA is concerned that these car parking spaces could not be secured should there be a

change of operator at Units 30 and 33 and as there are no ways to formally strict the opening hours. Therefore any parking provision needs to either be on site or off-site (and close by) on land under the applicants control. A site visit was undertaken by the LHA and high levels of parking were noted on-street in the vicinity of the site and therefore concern remains that the shortfall from parking could exacerbate the existing parking pressures in the vicinity of the site.

The proposals indicate the provision of 10 cycle parking spaces which would appear to meet the car parking standards, although these are proposed in a short stay arrangement which would not be attractive for staff to use who will need secure long stay provision, further clarification is required to this end.

The TA details a survey of similar sites via the TRICS system which has been used to indicate the level of trip generation at the site leading to a car parking accumulation exercise. There is concern that the submitted data is older than ten years, the default cut off for TRICS in 2015 and it appears this has been overridden in this case, but it is not clear why. The submitted information also indicates that two sites have been discounted as they're not deemed to be representative, therefore the assessment includes just four sites, which is a small sample which gives the LHA some concerns over the robustness of the data assessments undertaken and how representative this is.

The data submitted does indicate a peak in users within 5-6pm which corresponds to visits on the way home from work, with a peak accumulation of 33 vehicles. No details have been provided in relation to on-street parking within the vicinity of the site.

The LHA previously requested information regarding servicing at the site, although it is anticipated that the servicing requirements may not be extensive, clarification is required about the arrangements and how they will be undertaken.

Technical drawings are supplied in the rear of the TA which indicate 25 standard car parking spaces provided within the site frontage extents alongside 2 disabled car parking spaces. The dimensions shown meet the Councils required car park dimension standards and there are adequate aisle widths and circulation space for the disabled spaces.

There is an area marked out for motorcycles but no secure locking points are detailed, this would be beneficial.

Five Sheffield stands are shown on the frontage which appear to meet the Councils standards for short stay cycle parking, but these are not appropriate for long stay parking for staff and therefore further provision within the building should be made for staff.

In terms of access on foot, the proposed access would be through the car parking aisles which does not provide a designated safe route in terms of access for all. There are two different access points to the building, a main entrance and a 24 hour entrance, both accessed from aisles within the car park.

In its current form the LHA is concerned that the proposals constitute a large shortfall from the required car parking standards and the proposed car parking that is not under the direct control of the applicant is not acceptable. There are concerns that visitors in the peak hour of 5-6pm will visit on their way home from work and there will be inadequate car parking provision to provide for them, at a location that is currently experiencing high levels of on-street car parking, the proposals could further exacerbate this and compromise highway safety in the vicinity of the site.

The proposals also do not provided dedicated and safe access for pedestrians, secure cycle parking for staff or secure motorcycle parking points within the site.

There are also concerns over the trip generation and car parking accumulation data provided which might not provide a robust indication of what may occur at the site.

Therefore in its current form the LHA is unable to support the application.

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end.

Chief Officer, Environment & Technical

## APPENNDIX B

### TRICS OUTPUT

Calculation Reference: AUDIT-753001-240801-0810

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : K - FITNESS CLUB (PRIVATE)  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BH BRIGHTON & HOVE             | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 09 | NORTH                          |        |
|    | TW TYNE & WEAR                 | 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: 404 to 1600 (units: sqm)  
Range Selected by User: 404 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:  
Selection by: Include all surveys

Date Range: 01/01/15 to 26/11/23

*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:  
Tuesday 1 days  
Wednesday 1 days  
Thursday 1 days

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

Selected survey types:  
Manual count 3 days  
Directional ATC Count 0 days

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

Selected Locations:  
Suburban Area (PPS6 Out of Centre) 2  
Edge 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:  
Development Zone 1  
Residential Zone 1  
No Sub Category 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 1 days - Selected  
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:  
n/a 1 days  
E(d) 2 days

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

Population within 500m Range:  
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 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 |
| 125,001 to 250,000 | 1 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 | 2 days |
| 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 | 3 days |
|----|--------|

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 3 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                    |                   |                     |
|---|------------------------------------|-------------------|---------------------|
| 1 | BH-07-K-01                         | CORAL FITNESS     | BRIGHTON & HOVE     |
|   | ORCHARD ROAD                       |                   |                     |
|   | BRIGHTON                           |                   |                     |
|   | HOVE                               |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Residential Zone                   |                   |                     |
|   | Total Gross floor area:            | 1600 sqm          |                     |
|   | Survey date: WEDNESDAY             | 27/09/17          | Survey Type: MANUAL |
| 2 | NY-07-K-01                         | FITNESS CLUB      | NORTH YORKSHIRE     |
|   | RIVER VIEW ROAD                    |                   |                     |
|   | RIPON                              |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | No Sub Category                    |                   |                     |
|   | Total Gross floor area:            | 404 sqm           |                     |
|   | Survey date: TUESDAY               | 27/09/16          | Survey Type: MANUAL |
| 3 | TW-07-K-01                         | DW SPORTS FITNESS | TYNE & WEAR         |
|   | TIMBER BEACH ROAD                  |                   |                     |
|   | SUNDERLAND                         |                   |                     |
|   | CASTLETOWN                         |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Development Zone                   |                   |                     |
|   | Total Gross floor area:            | 1380 sqm          |                     |
|   | Survey date: THURSDAY              | 06/04/17          | 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 |
|------------|------------------------|
| NM-07-K-01 | low trip rates         |
| PS-07-K-01 | low trip rates         |

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)  
TOTAL VEHICLES  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 3        | 1128     | 0.355     | 3          | 1128     | 0.030     | 3        | 1128     | 0.385     |
| 07:00 - 08:00 | 3        | 1128     | 0.414     | 3          | 1128     | 0.207     | 3        | 1128     | 0.621     |
| 08:00 - 09:00 | 3        | 1128     | 0.798     | 3          | 1128     | 0.355     | 3        | 1128     | 1.153     |
| 09:00 - 10:00 | 3        | 1128     | 1.537     | 3          | 1128     | 0.739     | 3        | 1128     | 2.276     |
| 10:00 - 11:00 | 3        | 1128     | 1.123     | 3          | 1128     | 1.005     | 3        | 1128     | 2.128     |
| 11:00 - 12:00 | 3        | 1128     | 0.680     | 3          | 1128     | 0.739     | 3        | 1128     | 1.419     |
| 12:00 - 13:00 | 3        | 1128     | 0.857     | 3          | 1128     | 0.827     | 3        | 1128     | 1.684     |
| 13:00 - 14:00 | 3        | 1128     | 0.887     | 3          | 1128     | 0.857     | 3        | 1128     | 1.744     |
| 14:00 - 15:00 | 3        | 1128     | 0.916     | 3          | 1128     | 0.650     | 3        | 1128     | 1.566     |
| 15:00 - 16:00 | 3        | 1128     | 0.916     | 3          | 1128     | 1.300     | 3        | 1128     | 2.216     |
| 16:00 - 17:00 | 3        | 1128     | 1.300     | 3          | 1128     | 1.359     | 3        | 1128     | 2.659     |
| 17:00 - 18:00 | 3        | 1128     | 2.246     | 3          | 1128     | 1.389     | 3        | 1128     | 3.635     |
| 18:00 - 19:00 | 3        | 1128     | 1.566     | 3          | 1128     | 2.069     | 3        | 1128     | 3.635     |
| 19:00 - 20:00 | 3        | 1128     | 0.946     | 3          | 1128     | 1.743     | 3        | 1128     | 2.689     |
| 20:00 - 21:00 | 3        | 1128     | 0.325     | 3          | 1128     | 1.064     | 3        | 1128     | 1.389     |
| 21:00 - 22:00 | 3        | 1128     | 0.030     | 3          | 1128     | 0.443     | 3        | 1128     | 0.473     |
| 22:00 - 23:00 | 2        | 1002     | 0.050     | 2          | 1002     | 0.200     | 2        | 1002     | 0.250     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 14.946    |            |          | 14.976    |          |          | 29.922    |

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:

404 - 1600 (units: sqm)

Survey date date range:

01/01/15 - 26/11/23

Number of weekdays (Monday-Friday):

3

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

2

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.

Calculation Reference: AUDIT-753001-240604-0643

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
Category : K - FITNESS CLUB (PRIVATE)  
TOTAL VEHICLES

|                                    |                                |        |
|------------------------------------|--------------------------------|--------|
| <u>Selected regions and areas:</u> |                                |        |
| 02                                 | SOUTH EAST                     |        |
|                                    | BH BRIGHTON & HOVE             | 1 days |
| 07                                 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|                                    | NY NORTH YORKSHIRE             | 1 days |
| 09                                 | NORTH                          |        |
|                                    | FU WESTMORLAND & FURNESS       | 1 days |
|                                    | TW TYNE & WEAR                 | 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:

404 to 1600 (units: sqm)

Range Selected by User:

404 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 20/11/12 to 19/11/22

*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:

Tuesday 2 days

Wednesday 1 days

Thursday 1 days

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

Selected survey types:

Manual count 4 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:

Suburban Area (PPS6 Out of Centre) 2

Edge of Town 2

*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

Development Zone 1

Residential Zone 1

No Sub Category 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 1 days - Selected

Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days

E(d) 3 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®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 3 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    | 2 days |
| 125,001 to 250,000 | 1 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 | 2 days |
| 1.1 to 1.5 | 2 days |

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

Travel Plan:

|    |        |
|----|--------|
| No | 4 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 | 4 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                    |                   |          |     |                       |
|---|------------------------------------|-------------------|----------|-----|-----------------------|
| 1 | BH-07-K-01                         | CORAL FITNESS     |          |     | BRIGHTON & HOVE       |
|   | ORCHARD ROAD                       |                   |          |     |                       |
|   | BRIGHTON                           |                   |          |     |                       |
|   | HOVE                               |                   |          |     |                       |
|   | Suburban Area (PPS6 Out of Centre) |                   |          |     |                       |
|   | Residential Zone                   |                   |          |     |                       |
|   | Total Gross floor area:            |                   | 1600     | sqm |                       |
|   | Survey date:                       | WEDNESDAY         | 27/09/17 |     | Survey Type: MANUAL   |
| 2 | FU-07-K-01                         | FITNESS CLUB      |          |     | WESTMORLAND & FURNESS |
|   | COWPER ROAD                        |                   |          |     |                       |
|   | PENRITH                            |                   |          |     |                       |
|   | GILWILLY IND. ESTATE               |                   |          |     |                       |
|   | Edge of Town                       |                   |          |     |                       |
|   | Industrial Zone                    |                   |          |     |                       |
|   | Total Gross floor area:            |                   | 650      | sqm |                       |
|   | Survey date:                       | TUESDAY           | 10/06/14 |     | Survey Type: MANUAL   |
| 3 | NY-07-K-01                         | FITNESS CLUB      |          |     | NORTH YORKSHIRE       |
|   | RIVER VIEW ROAD                    |                   |          |     |                       |
|   | RIPON                              |                   |          |     |                       |
|   | Edge of Town                       |                   |          |     |                       |
|   | No Sub Category                    |                   |          |     |                       |
|   | Total Gross floor area:            |                   | 404      | sqm |                       |
|   | Survey date:                       | TUESDAY           | 27/09/16 |     | Survey Type: MANUAL   |
| 4 | TW-07-K-01                         | DW SPORTS FITNESS |          |     | TYNE & WEAR           |
|   | TIMBER BEACH ROAD                  |                   |          |     |                       |
|   | SUNDERLAND                         |                   |          |     |                       |
|   | CASTLETOWN                         |                   |          |     |                       |
|   | Suburban Area (PPS6 Out of Centre) |                   |          |     |                       |
|   | Development Zone                   |                   |          |     |                       |
|   | Total Gross floor area:            |                   | 1380     | sqm |                       |
|   | Survey date:                       | THURSDAY          | 06/04/17 |     | 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 |
|------------|------------------------|
| NM-07-K-01 | Low trip rates         |
| PS-07-K-01 | Low trip rates         |

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)  
TOTAL VEHICLES  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 4        | 1009     | 0.793     | 4          | 1009     | 0.074     | 4        | 1009     | 0.867     |
| 07:00 - 08:00 | 4        | 1009     | 0.446     | 4          | 1009     | 0.645     | 4        | 1009     | 1.091     |
| 08:00 - 09:00 | 4        | 1009     | 0.744     | 4          | 1009     | 0.372     | 4        | 1009     | 1.116     |
| 09:00 - 10:00 | 4        | 1009     | 1.611     | 4          | 1009     | 0.744     | 4        | 1009     | 2.355     |
| 10:00 - 11:00 | 4        | 1009     | 1.116     | 4          | 1009     | 1.165     | 4        | 1009     | 2.281     |
| 11:00 - 12:00 | 4        | 1009     | 0.645     | 4          | 1009     | 0.744     | 4        | 1009     | 1.389     |
| 12:00 - 13:00 | 4        | 1009     | 0.768     | 4          | 1009     | 0.793     | 4        | 1009     | 1.561     |
| 13:00 - 14:00 | 4        | 1009     | 0.917     | 4          | 1009     | 0.818     | 4        | 1009     | 1.735     |
| 14:00 - 15:00 | 4        | 1009     | 0.917     | 4          | 1009     | 0.669     | 4        | 1009     | 1.586     |
| 15:00 - 16:00 | 4        | 1009     | 0.942     | 4          | 1009     | 1.190     | 4        | 1009     | 2.132     |
| 16:00 - 17:00 | 4        | 1009     | 1.463     | 4          | 1009     | 1.463     | 4        | 1009     | 2.926     |
| 17:00 - 18:00 | 4        | 1009     | 2.454     | 4          | 1009     | 1.487     | 4        | 1009     | 3.941     |
| 18:00 - 19:00 | 4        | 1009     | 1.611     | 4          | 1009     | 2.157     | 4        | 1009     | 3.768     |
| 19:00 - 20:00 | 4        | 1009     | 1.041     | 4          | 1009     | 1.834     | 4        | 1009     | 2.875     |
| 20:00 - 21:00 | 4        | 1009     | 0.372     | 4          | 1009     | 1.215     | 4        | 1009     | 1.587     |
| 21:00 - 22:00 | 4        | 1009     | 0.025     | 4          | 1009     | 0.446     | 4        | 1009     | 0.471     |
| 22:00 - 23:00 | 2        | 1002     | 0.050     | 2          | 1002     | 0.200     | 2        | 1002     | 0.250     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 15.915    |            |          | 16.016    |          |          | 31.931    |

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:

404 - 1600 (units: sqm)

Survey date date range:

20/11/12 - 19/11/22

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

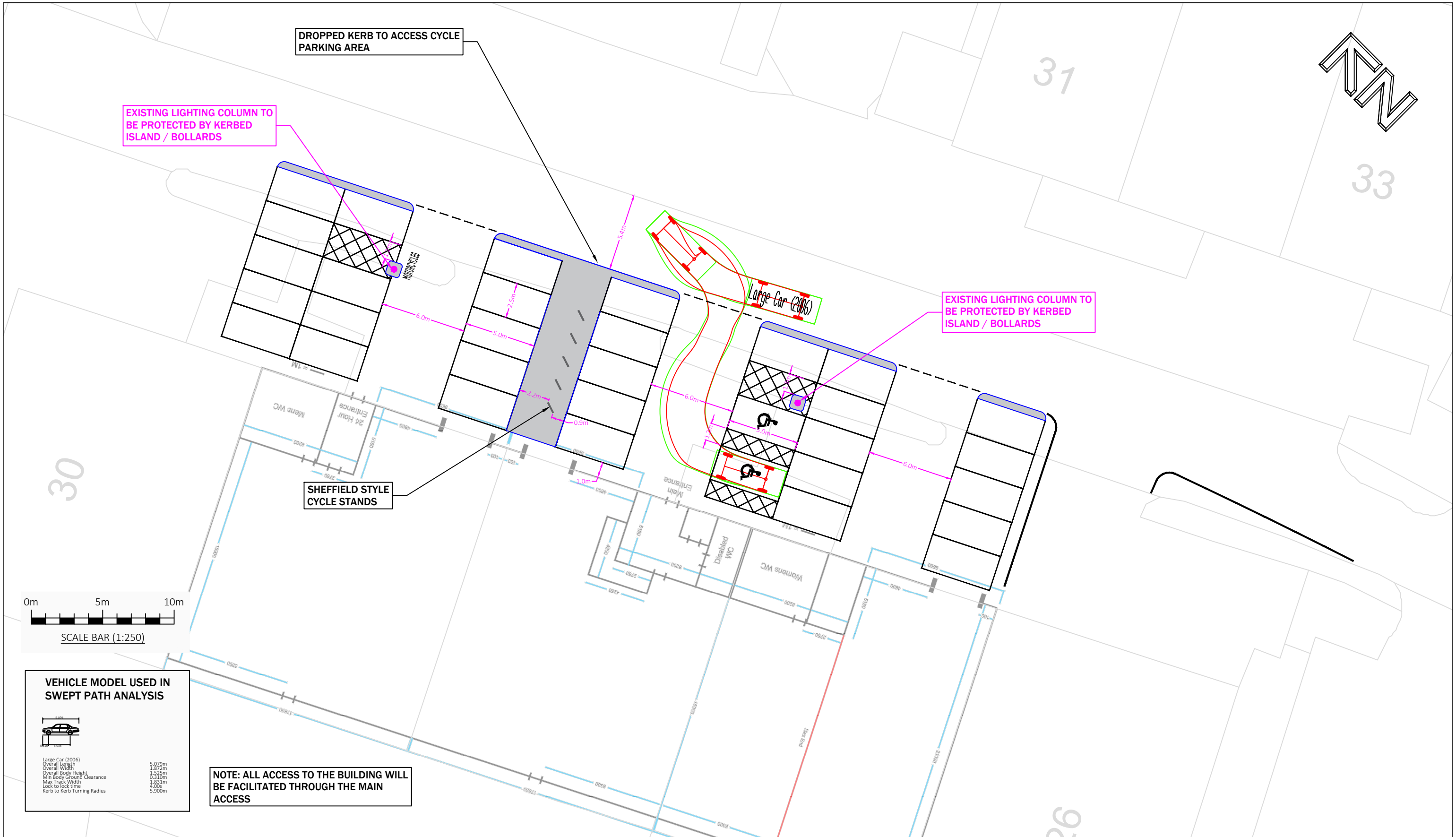
Surveys manually removed from selection:

2

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.

## APPENDIX C

### TECHNICAL DRAWING



|                                                                                                                                                                                                                                                 |                           |        |    |                        |                                                  |                               |                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------|----|------------------------|--------------------------------------------------|-------------------------------|----------------------------|
| <div><p>9 Hurricane Court<br/>Liverpool International Business Park   Estuary Boulevard   Liverpool   L24 8RL<br/>www.primetp.co.uk   0151 728 1860</p></div> | A                         | 8.8.24 | RO | AMENDED TO LHA COMMENT | Project<br><br>UNITS 27-29 ABENBURY WAY, WREXHAM | Drawn by<br>RO                | Issue date<br>06 JUNE 2024 |
|                                                                                                                                                                                                                                                 | Rev                       | Date   | By | Revision notes         |                                                  | Scale(s)<br><br>1:250 @ A3    |                            |
|                                                                                                                                                                                                                                                 | Status<br><br>INFORMATION |        |    |                        | Title<br><br>CAR PARK ARRANGEMENT                | Drawing No<br><br>P24052-001A |                            |
|                                                                                                                                                                                                                                                 |                           |        |    |                        |                                                  |                               |                            |