



COTSWOLD  
TRANSPORT  
PLANNING

## TJ MORRIS LIMITED

Application for Alteration to Existing Units and  
Change of Use at Holt Street, Wrexham

Transport Statement

November 2018



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## DOCUMENT REGISTER

|                      |                                                                                                   |
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| <b>CLIENT:</b>       | <b>TJ MORRIS LIMITED</b>                                                                          |
| <b>PROJECT:</b>      | <b>APPLICATION FOR ALTERATION TO EXISTING UNITS AND<br/>CHANGE OF USE AT HOLT STREET, WREXHAM</b> |
| <b>PROJECT CODE:</b> | <b>CTP-18-561</b>                                                                                 |

|                      |                            |              |                      |
|----------------------|----------------------------|--------------|----------------------|
| <b>REPORT TITLE:</b> | <b>TRANSPORT STATEMENT</b> |              |                      |
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|                       |                    |
|-----------------------|--------------------|
| <b>REPORT STATUS:</b> | <b>FINAL ISSUE</b> |
|-----------------------|--------------------|

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# 1 Introduction

- 1.1 Cotswold Transport Planning Ltd has been instructed by TJ Morris Limited to prepare a Transport Statement in support of a planning application for modifications to the existing unit and a change of use at Unit 2, Holt Street, Wrexham.
- 1.2 The site is currently occupied by two units. Unit 1 is occupied by Home Bargains, whilst Unit 2 is occupied by Simply Gym. The proposals are to allow the creation of a single retail unit at the site that will be occupied by an extended Home Bargains store. The site benefits from its own dedicated car parking with a total of 241 spaces
- 1.3 No changes are proposed to the car park as part of this planning application.
- 1.4 These modifications, together with a widening of the retail uses to include 30% provision for the sale of food and drink across the enlarged unit, will enable the site to be occupied by a larger Home Bargains store.
- 1.5 Pre-application discussions and scoping have taken place with officers at Wrexham County Borough Council (WCBC) as the Local Highway Authority, and key issues that need to be addressed/reviewed within this Transport Statement are:
  - i) Assessment of site location and composition;
  - ii) Review of local highway network;
  - iii) Site accessibility and opportunities for sustainable travel;
  - iv) Review and justification of proposed site development in terms of access, internal layout and parking;
  - v) Review of local highway safety; and
  - vi) Forecast trip generation (net comparison with existing uses) and predicted impact upon the operation of the local highway network.
- 1.6 The Transport Statement concludes that the proposed development is acceptable in highway and transportation terms and there are no reasons that should prevent the highway authority or planning authority from recommending planning approval of this application.



## 2 The Site and Adjacent Highway Network

### Site Location and Composition

- 2.1 The application site comprises land to the south of Holt Street within Wrexham town centre. The location of the site is shown in **Figure 1**.



**Figure 1: Site Location Plan**

- 2.2 The site is bound by Holt Street to the north, the A5152 and its roundabout with Holt Street to the east, Market Street to the west and a parade of shops on the A5152 to the south.
- 2.3 As the site is currently occupied, it is classified as brownfield and currently generates traffic movements. Trip generation is considered in further detail in **Section 5**.
- 2.4 The site currently benefits from two points of vehicular access and egress with the local highway network. The main point of access is via Holt Street approximately 30m to the west of the roundabout with the A5152. This access is for use by customer vehicle only and an island is used to separate entering and exiting vehicles and prevent access by



larger service vehicles. Visibility for exiting vehicles is sufficient due to the wide footway on Holt Street.

- 2.5 The second point of access is via Market Street and is located directly opposite the access to the Ty Pawb Multi Storey car park. This access is used by both customers and service vehicles. Again, visibility for exiting vehicles is sufficient due to the wide footway on Market Street.

### **Local Highway Network**

- 2.6 The local highway network reflects the town centre location of the site with frequent access points, controlled and uncontrolled pedestrian crossing points and sections of one-way carriageway.
- 2.7 Holt Street is a short section of single carriageway road that runs from the roundabout with the A5152 in the west. To the east Holt Street turns through 90 degrees and becomes Chester Street, a north-south road that provides a route to residential areas to the north of the town centre. On-street waiting is prohibited at all times along the majority of Holt Street, with loading prohibited on the northern side. Directly opposite the site access on the northern side, a lay-by is provided which allows parking for up to 30 minutes.
- 2.8 Market Street runs north-south between Holt Street and the A5152. Market Street provides access to a number of car parks including the site, Ty Pawb multi-storey and a car park to the rear of retail units on Charles Street and Yorke Street. Bus stops are located on both sides of Market Street adjacent to the site.
- 2.9 The A5152 is a north-south route that runs between Junctions 3 and 6 on the A483 and forms a main route around Wrexham Town Centre. In the vicinity of the site, the A5152 joins with Holt Street at a five-arm roundabout that also provides access to the adjacent Tesco store and Border Retail Park.
- 2.10 To the south, the A5152 form a gyratory at the St Georges Crescent car park. Controlled pedestrian crossing points are provided at this gyratory to facilitate pedestrian movements.

### **Local Highway Safety**

- 2.11 Personal Injury Collision (PIC) data has been obtained from CrashMap for the most recent five year period available.



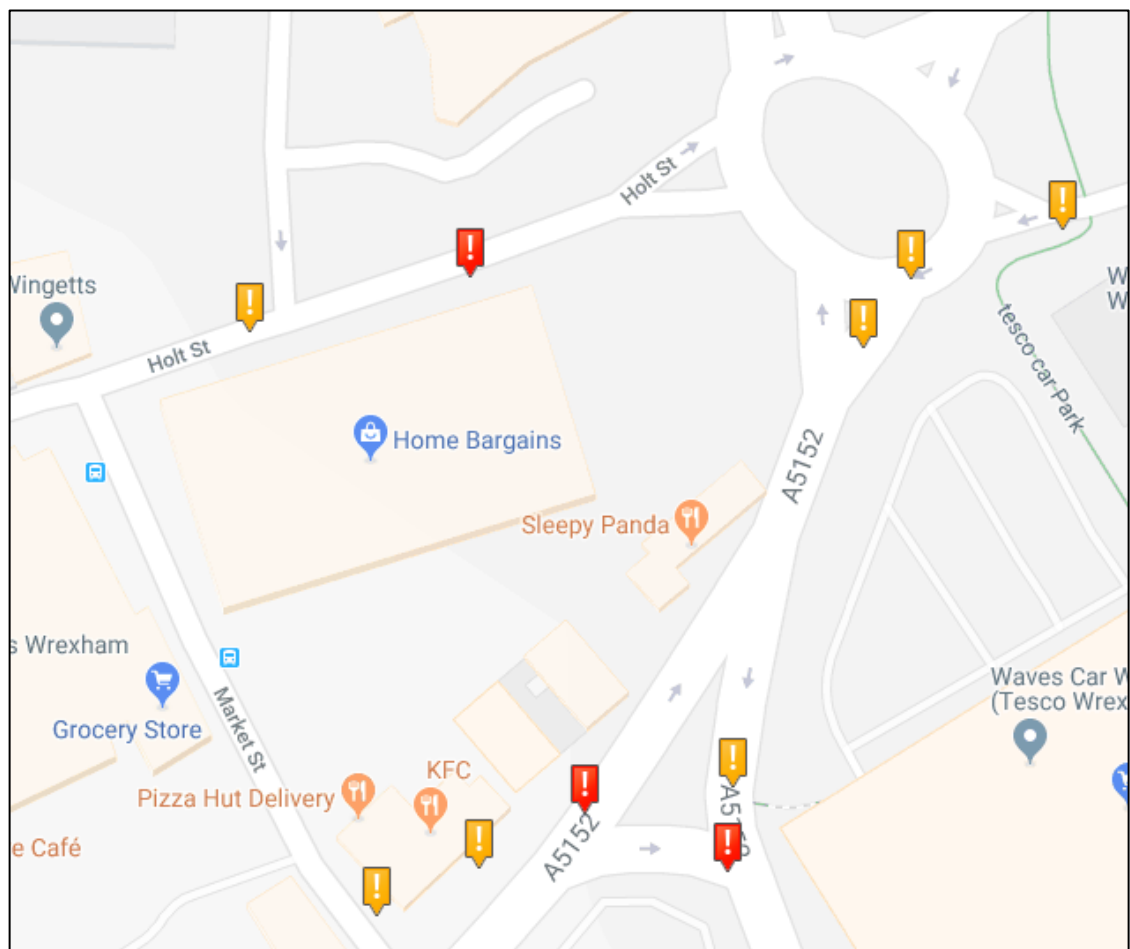
2.12 The search area included the following:

- i. The site accesses and internal parking layout; and
- ii. Holt Street, Market Street and the A5152 bordering the site.

2.13 An extract from Crashmap is provided below in **Figure 2**. Examination of this information has identified that ten PICs occurred within the study area, which three of which were classified as serious and the remaining seven as slight.

2.14 Two of the serious PICs occurred at the gyratory on the A5152 at the St Georges Crescent car park to the south-east of the site whilst the third occurred on Holt Street to the west of the site access.

2.15 The remaining slight PICs occurred at various locations within the study area. No collisions occurred at the site access junctions or within the internal car park. There are no discernible patterns in the locations of these PICs.



**Figure 2 – Crashmap Extract (most recent 5 year period)**



- 2.16 Cotswold Transport Planning's assessment is that there are no existing highway safety patterns or concerns within the vicinity of the site, and with the low level of traffic generation resulting from the development (further detail in **Section 5**), this is expected to continue.



### **3 Site Accessibility**

3.1 In order to ensure that the site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in close proximity of the site, which may assist in promoting linked trips.

3.2 As the site is currently occupied by retail and gym uses and is located within a wider town centre, it can be considered a sustainable location and so a detailed assessment of facilities for non-car travel is not required. A summary of existing local provisions is set out below.

#### **Proximity to Local Services and Amenities**

3.3 There are a large number of service and amenities within Wrexham Town Centre, all of which are within walking distance of the site. Eagles Meadow Shopping Centre is located approximately 300m to the south of the site, whilst the Tesco Extra superstore (200m) and Borders Retail Park (400m) are located to the east of the site. To the north, the Asda Superstore is within 500m of the site. There are also further retail opportunities within the wider town centre.

3.4 These services and amenities are anticipated to attract a high level of linked trips to the enlarged Home Bargains store since customers will simply seek to combine trips to existing destinations with a visit to Home Bargains, if they are not already visiting the existing store. This would not create new trips on the wider highway network but would simply result in visitors to the existing store and / or town centre staying for longer as they visit more destinations.

3.5 In addition to these local services and amenities, bus stops are located within close proximity of the site on Market Street.

#### **Walking and Cycling**

3.6 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. From the development site some of the residential areas of Wrexham are within a 10 minute (800m) walking distance.



- 3.7 In addition, the site is within a comfortable 5km catchment of a large number of residential areas including Rhos-Ddu and Acton to the north, Rhosnesni to the east and Hightown to the south. There is therefore significant potential for staff and visitors to the site to be drawn from these areas, where travel by non-car modes is a realistic prospect.

#### **Public Transport Accessibility**

- 3.8 The nearest bus stops in relation to the development site are located on the Market Street immediately to the west of the site.
- 3.9 These bus stops provide access to a number of services including the 5 gold, 7, 41A, 146 and X46 routes. These routes combine to provide regular connections to areas within Wrexham and further afield.
- 3.10 Wrexham bus and railway stations are also located approximately 650m and 800m walking distance from the site respectively, providing access to further public transport services.

#### **Summary**

- 3.11 Cotswold Transport Planning assesses the site to be sustainably located with accessibility to a wide range of local services and amenities to promote linked trips, supported by local public transport services. Future employees and visitors will therefore be presented with a range of suitable travel choices to access the site.



## 4 Development Proposals

- 4.1 The site is currently occupied by two units. These are currently occupied by Home Bargains and Simply Gym. A schedule of the existing areas and uses is summarised in **Table 4.1** below.

| Unit   | Level           | Gross Internal Area |
|--------|-----------------|---------------------|
| Unit 1 | Ground floor    | 1,431 sqm           |
| Unit 2 | Ground floor    | 1,482 sqm           |
|        | Mezzanine level | 470 sqm             |
| Total  |                 | 3,383 sqm           |

**Table 4.1: Existing Accommodation Schedule**

- 4.2 A planning application is to be submitted for a number of alternations to the existing units together with a change of use to create a single retail unit for the sale of both non-food and food items.
- 4.3 The proposed site layout is shown on the Architect's plan at **Appendix B**. This includes the following key amendments to the existing retail unit:
- Removal of all internal walls to create a single retail unit;
  - Removal of the mezzanine level in Unit 2;
  - Creation of a single entrance and exit at the south-west corner of the unit; and
  - Creation of a new goods-indoor in the south-east corner adjacent to the loading area.
- 4.4 No changes to the car parking layout are proposed as part of the development.
- 4.5 The single retail unit created as a result of these amendments will have a Gross Internal Area of 3,108 sqm.
- 4.6 The proposed amendments and change of use are sought to allow the occupation of the site by a larger Home Bargains store.
- 4.7 Home Bargains operates on the basis of approximately 70% of floor space dedicated to non-food products, and 30% for the sale of ancillary food and drink products ( $\pm 5\%$ ). It is important to note that the nature of the food and drink items on sale do not mirror the typical offerings associated with conventional food-based retailers (fresh foods etc), and therefore they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.



### **Access and Servicing**

- 4.8 No changes are proposed to the access and egress arrangements for the main customer car park or service yard. These will continue to be accessed from Holt Street and Market Street as at present. These access arrangements are considered appropriate and suitable to satisfactorily serve the site as they do at present.
- 4.9 Servicing currently takes place in the south-east corner of the site. Three large roller-shutter doors provide access for deliveries. The area of the car park to the front of these doors is reserved for the parking and turning of service vehicles. This area is primarily used by the existing Home Bargains store.
- 4.10 As outlined above, it is proposed to amend the servicing area, removing the three roller-shutter doors and replacing them with a single goods-in door. Service vehicle will continue to park and turn within the area of the car park to the front of the goods-in door as at present.

### **Parking**

- 4.11 No changes are proposed to the parking layout at the site. The car park provides a total of 140 spaces, made up of 126 standard marked bays, five disabled spaces and nine unmarked parking spaces.
- 4.12 Parking at the site is free of charge, however a 2 hour maximum stay is enforced. The car park is also advertised as being for customers only.
- 4.13 Due to the town centre location of the site and free parking, it is likely that the car park is not used solely by customers of the existing Home Bargains store or gym, or that Home Bargains customers are not simply driving to the site, visiting the store and driving home.
- 4.14 To understand the existing use of the car park, a parking survey was undertaken on Friday 5<sup>th</sup> October between 15:00 – 19:00 and Saturday 6<sup>th</sup> October between 10:00 – 16:00. This survey recorded the occupancy of the car park every 30 minutes. The maximum levels of car park occupancy recorded were 106 spaces (76%) at 16:30 on Friday and 133 spaces (95%) at 14:30 on Saturday. This demonstrates that the car park is currently well used during peak shopping periods.
- 4.15 An assessment of the car parking provision for the enlarged retail unit against WCBC adopted parking standards has been undertaken. Parking standards are set out in '*Local Planning Guidance Note No. 16- Parking Standards*' which was adopted in July 2018.



- 4.16 For sites within Wrexham Town Centre, the parking standards state that:
- “developments involving the change of use (but not to residential) of existing buildings will be adequately served by existing public car parks or will be easily accessible on foot, bicycle and by public transport. Additional on-site parking or contributions towards transport infrastructure will not normally therefore be required.*
- 4.17 Based on the above, the existing parking provision at the site is suitable to serve the larger Home Bargains store, given the town centre location and proximity of other parking locations.
- 4.18 Notwithstanding the above, the parking standards set out how for non-food retail (in excess of 300sqm floorspace), a maximum parking provision of 1 car space per 20sqm is permitted. Based on a total floor area of 3,108sqm, this would equate to a maximum provision of 155 spaces. Given the parking provision at the site, at 140 spaces is 14 spaces below the maximum, the development can be considered to be policy compliant and sufficient to serve the site.



## 5 Forecast Trip Generation and Net Trip Impact on Local Highway Network

- 5.1 In order to assess the overall net trip impact of the proposed reoccupation of the site, it is necessary to consider both the extant and proposed occupation of the site. This section considers the trip generation associated with both the extant and proposed site uses using trip rates derived from the TRICS database and provides an overall net trip comparison to assess any changes of impact predicted on the local highway network.
- 5.2 Based on the retail uses at the site, it is suggested that net-impact trip generation assessments for the following scenarios would be appropriate:
- Weekday PM peak (1700-1800); and
  - Saturday Peak hour (time period to be derived from operational peak).
- 5.3 Available TRICS sites were filtered to provide a comparable assessment to that proposed based on the following selection criteria:
- Sites located in England, Scotland, Wales, excluding Greater London;
  - Sites with a similar GFA, as appropriate to each land use;
  - Weekday and Saturday surveys, where impact of the proposed development would be greatest; and
  - Sites located in town centre and edge of town centre locations.

### **Extant Use – Home Bargains and Simply Gym**

- 5.4 As outlined above, the site is currently occupied by a Home Bargains store (1,431sqm), and Simply Gym (1,952sqm).
- 5.5 As outlined in Section Four, Home Bargains operates on the basis of approximately 70% of floor space dedicated to non-food products, and 30% for the sale of ancillary food and drink products.
- 5.6 Forecast trip generation for the non-food element (1,002sqm) will be based on trip rates for sites within the TRICS category '*other individual non-food superstore*'. The food sales element (429sqm) will be based on sites contained within the *discount food store* category. Whilst it is noted that discount food store trip rates are typically associated with retailers such as Aldi and Lidl, which are still considered to attract a higher rate of visitors than the food and drink offerings at a Home Bargains store, this is considered to



be the closest comparison available to use. On that basis, the results set out below in terms of the overall net traffic impact are considered to be robust.

5.7 Trip generation for the existing gym will be considered based on sites within the TRICS category '*fitness clubs (private)*'.

5.8 A summary of resulting trip rates and predicted traffic generation in relation to the existing use of the site is presented in **Table 5.1**, with a copy of the associated TRICS output provided at **Appendix C**.

| Proposed Development        | Time Period                 | Trip Rate per 100sq.m |            |        | Trip Generation |            |       |
|-----------------------------|-----------------------------|-----------------------|------------|--------|-----------------|------------|-------|
|                             |                             | Arrivals              | Departures | Total  | Arrivals        | Departures | Total |
| Non-food retail (1,002 sqm) | PM Peak (1700 – 1800)       | 0.922                 | 1.078      | 2.000  | 9               | 11         | 20    |
|                             | Saturday Peak (1400 – 1500) | 5.379                 | 5.69       | 11.069 | 54              | 57         | 111   |
| Food-retail (429 sqm)       | PM Peak (1700 – 1800)       | 3.603                 | 3.943      | 7.546  | 15              | 17         | 32    |
|                             | Saturday Peak (1400 – 1500) | 5.649                 | 5.497      | 11.146 | 24              | 24         | 48    |
| Gym (1,902 sqm)             | PM Peak (1700 – 1800)       | 2.301                 | 1.309      | 3.610  | 45              | 26         | 70    |
|                             | Saturday Peak (1400 – 1500) | 0.200                 | 0.600      | 0.800  | 4               | 12         | 16    |
| Total Development           | PM Peak (1700 – 1800)       | n/a                   | n/a        | n/a    | 70              | 53         | 123   |
|                             | Saturday Peak (1400 – 1500) | n/a                   | n/a        | n/a    | 82              | 92         | 174   |

**Table 5.1: Extant Use Trip Rates and Estimated Trip Generation**

5.9 **Table 5.1** indicates that the current permitted use of the site has the potential to generate 123 vehicle movements in the weekday PM peak and 174 during the Saturday peak hour.

#### **Proposed Use – Mixed non-food/food retail**

5.10 To estimate trips generated by the proposed use of the site for a larger Home Bargains store, the trip rates for non-food and discount food retail presented above have again been used. These have been applied to the proposed larger retail unit, again on the basis that 30% of the floor area will be used for the sale of food and drink, with the remaining 70% being non-food retail products.

5.11 The estimated trip generation for the proposed use is presented in **Table 5.2**.



| Proposed Development            | Time Period                 | Trip Rate per 100sq.m |            |        | Trip Generation |            |       |
|---------------------------------|-----------------------------|-----------------------|------------|--------|-----------------|------------|-------|
|                                 |                             | Arrivals              | Departures | Total  | Arrivals        | Departures | Total |
| 70% non-food retail (2,176 sqm) | PM Peak (1700 – 1800)       | 0.922                 | 1.078      | 2.000  | 20              | 23         | 44    |
|                                 | Saturday Peak (1400 – 1500) | 5.379                 | 5.69       | 11.069 | 117             | 124        | 241   |
| 30% food-retail (932 sqm)       | PM Peak (1700 – 1800)       | 3.603                 | 3.943      | 7.546  | 34              | 37         | 70    |
|                                 | Saturday Peak (1400 – 1500) | 5.649                 | 5.497      | 11.146 | 53              | 51         | 104   |
| Total Development               | PM Peak (1700 – 1800)       | n/a                   | n/a        | n/a    | 54              | 60         | 114   |
|                                 | Saturday Peak (1400 – 1500) | n/a                   | n/a        | n/a    | 170             | 175        | 345   |

**Table 5.2: Proposed Use Trip Generation**

- 5.12 The trip generation presented above does not consider the location of the site within the wider town centre, or the fact that Home Bargains currently occupy part of the site. Trips to the larger store will include existing town centre shoppers that will visit the larger Home Bargains store as part of their current shopping trip, thereby not creating a new vehicle trip on the highway network.
- 5.13 In addition, the larger store will also lead to existing Home Bargains shoppers spending more in store due to the greater range of products on offer and therefore will also not result in a 'new trip'.
- 5.14 As a result, the number of trips generated by the proposals will not be a pro-rata increase in relation to the floor area as presented in **Table 5.2** above.
- 5.15 Evidence of combined trips at retail destinations has been provided via surveys conducted at retail parks in Newbury and Oxford. These surveys showed that on average approximately 40% of customers arriving at the retail park visited both the food and non-food retail units. This evidence was considered within a successful planning appeal for a proposed Tesco store in Exeter (Ref: SW/P/5177/220/10/P5). The appeal decision can be viewed at **Appendix D**.
- 5.16 Further evidence is provided in TRICS Research Report 14-1. This indicates that the level of linked trips in town centres (and particularly with food stores) is typically between 40-60%.
- 5.17 Based on this evidence, it is clear that a high proportion of trips to the site will be combined with existing trips to both the site and town centre, including the nearby foods stores (Tesco and Asda). In light of this, it is proposed to apply a combined trip factor of



40% to the proposed development trips during the Saturday peak period to present a more realistic trip generation estimate. This combined trips factor has not been applied to Friday PM peak trips since there are likely to be fewer shopping trips to multiple destinations during this period.

- 5.18 The resulting trip generation for the proposed development is set out in **Table 5.3** below.

| Time Period                    | Trip Generation |            |       |
|--------------------------------|-----------------|------------|-------|
|                                | Arrivals        | Departures | Total |
| PM Peak<br>(1700 – 1800)       | 54              | 60         | 114   |
| Saturday Peak<br>(1400 – 1500) | 102             | 105        | 207   |

**Table 5.3: Proposed Use Trip generation incorporating Saturday Peak Combined Trips Factor**

- 5.19 It can be seen from **Table 5.3** that the proposed development is estimated to generate 114 vehicle trips during the Friday PM peak and 207 during the Saturday peak.

#### Net Trip Impact Assessment

- 5.20 In order to consider the overall net trip impact of the reoccupation on the local highway network, a comparison of the forecast trips set out above, is provided in **Table 5.4** below.

| Proposed Development    | Time Period                    | Trip Generation |            |       |
|-------------------------|--------------------------------|-----------------|------------|-------|
|                         |                                | Arrivals        | Departures | Total |
| Current Use             | PM Peak<br>(1700 – 1800)       | 70              | 53         | 123   |
|                         | Saturday Peak<br>(1400 – 1500) | 82              | 92         | 174   |
| Proposed Use            | PM Peak<br>(1700 – 1800)       | 54              | 60         | 114   |
|                         | Saturday Peak<br>(1400 – 1500) | 119             | 123        | 241   |
| Total Development (B-A) | PM Peak<br>(1700 – 1800)       | -16             | 7          | -9    |
|                         | Saturday Peak<br>(1400 – 1500) | 20              | 13         | 33    |

**Table 5.4: Net Trip Impact Assessment**

- 5.21 **Table 5.4** indicates that the proposals will result in no discernible change in vehicle trips generated at the site during the weekday PM peak, with a reduction of 9 vehicles predicted. This is primarily due to the loss of trips associated with the existing gym.
- 5.22 During the Saturday peak hour, the proposals are predicted to result in an additional 33 trips at the site. At approximately one additional vehicle movement every two minutes on



average across the peak hour, this will represent a negligible increase in traffic on the local highway network.

- 5.23 As set out above, this is considered a robust assessment due to the town centre location of the site, which will mean that the majority of trips will form part of a wider shopping trip to other destinations. In addition, as Home Bargains currently occupies part of the site, the development will also result in these customers spending more in store, rather than generating additional dedicated trips.
- 5.24 Notwithstanding this, the net traffic impact identified above will have an imperceptible impact on existing traffic flows and will not have a severe impact on the safety or operation of the local highway network.



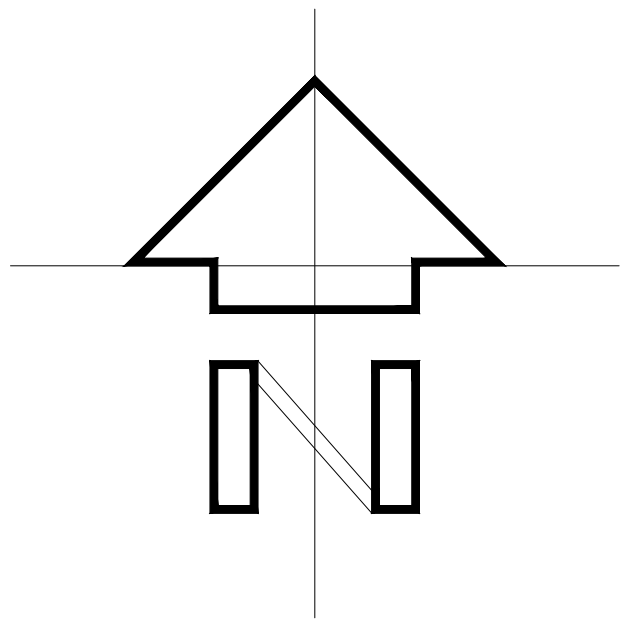
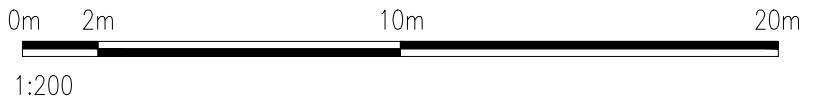
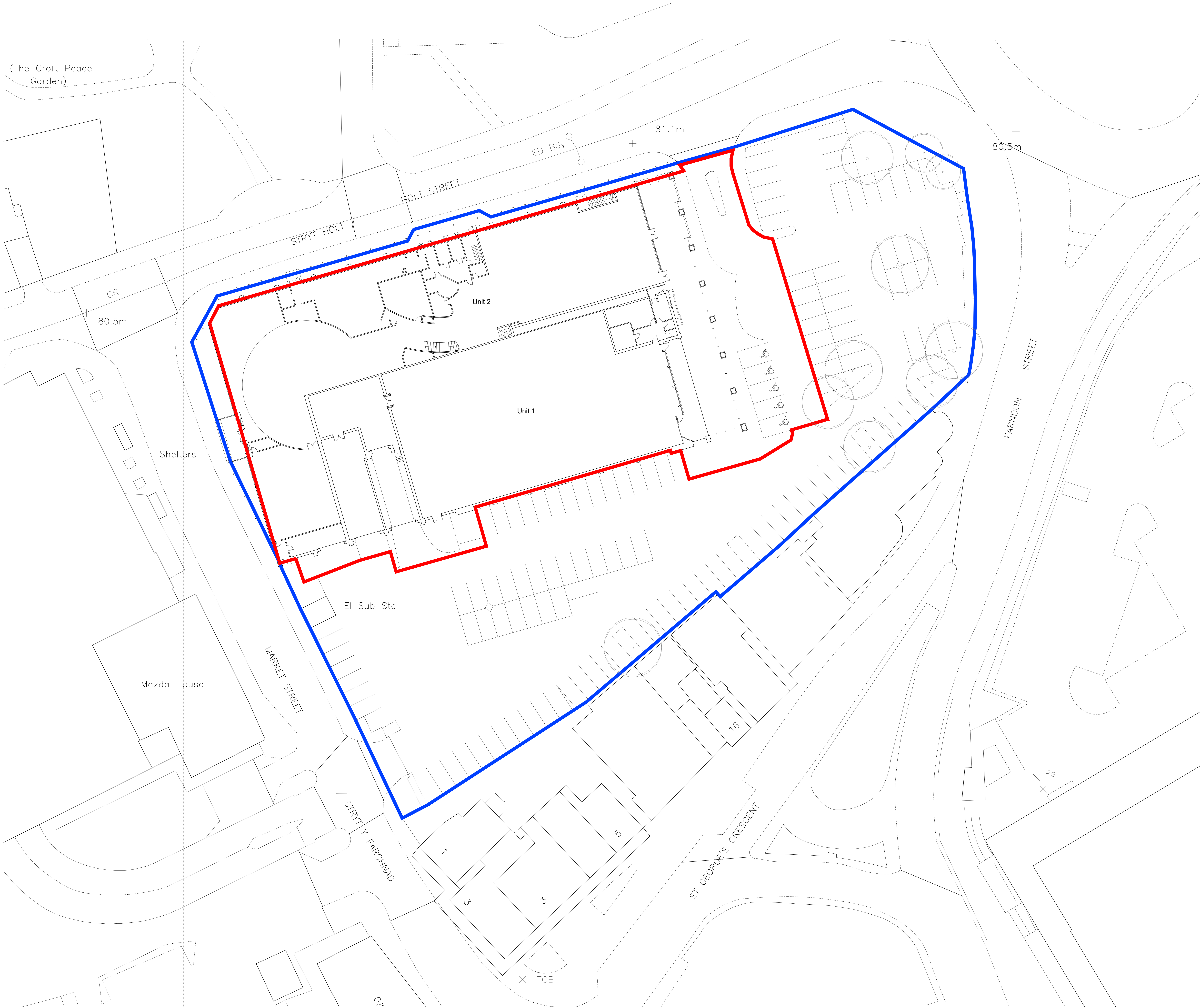
## 6 Summary and Conclusion

- 6.1 Cotswold Transport Planning Ltd has been instructed by TJ Morris Limited to prepare a Transport Statement in support of planning application for modifications to the existing unit and a change of use relating to the site at Holt Street, Wrexham. The site is currently occupied by a Home Bargains store and Simply Gym. The proposed development will create a single retail unit that will be occupied by a larger Home Bargains store.
- 6.2 The proposed retail unit will have a Gross Internal Area of 3,108sqm. The site benefits from its own dedicated car parking with a total of 140 spaces. No changes to the parking provision are proposed as part of this planning application.
- 6.3 The Transport Statement has demonstrated the following:
- A review of the local highway network and accident data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways.
  - The site is sustainably located and accessible to a range of services and amenities in addition to public transport linkages.
  - Access to the site will be retained via the existing access arrangement from Holt Street and Market Street. These access points conform to prevailing standards and are considered safe and suitable to serve all users of the future development.
  - The proposed parking provision is considered suitable to serve the development and accords with WCBC parking standards given the sustainable location of the site
  - Forecast trip generation indicates only potential small increases in traffic movements, with no anticipated material impact on the local network, compared to the current occupation of the site.

### Conclusion

- 6.4 Cotswold Transport Planning concludes that the proposed redevelopment of the site to create a single retail unit that would be occupied by Home Bargains will not have a material impact upon the safety or operation of the surrounding local highway network and as such, there are no significant highways and transportation matters that would preclude the Local Planning Authority from approving this planning application.

## **APPENDIX A: Existing Site Layout Plan**



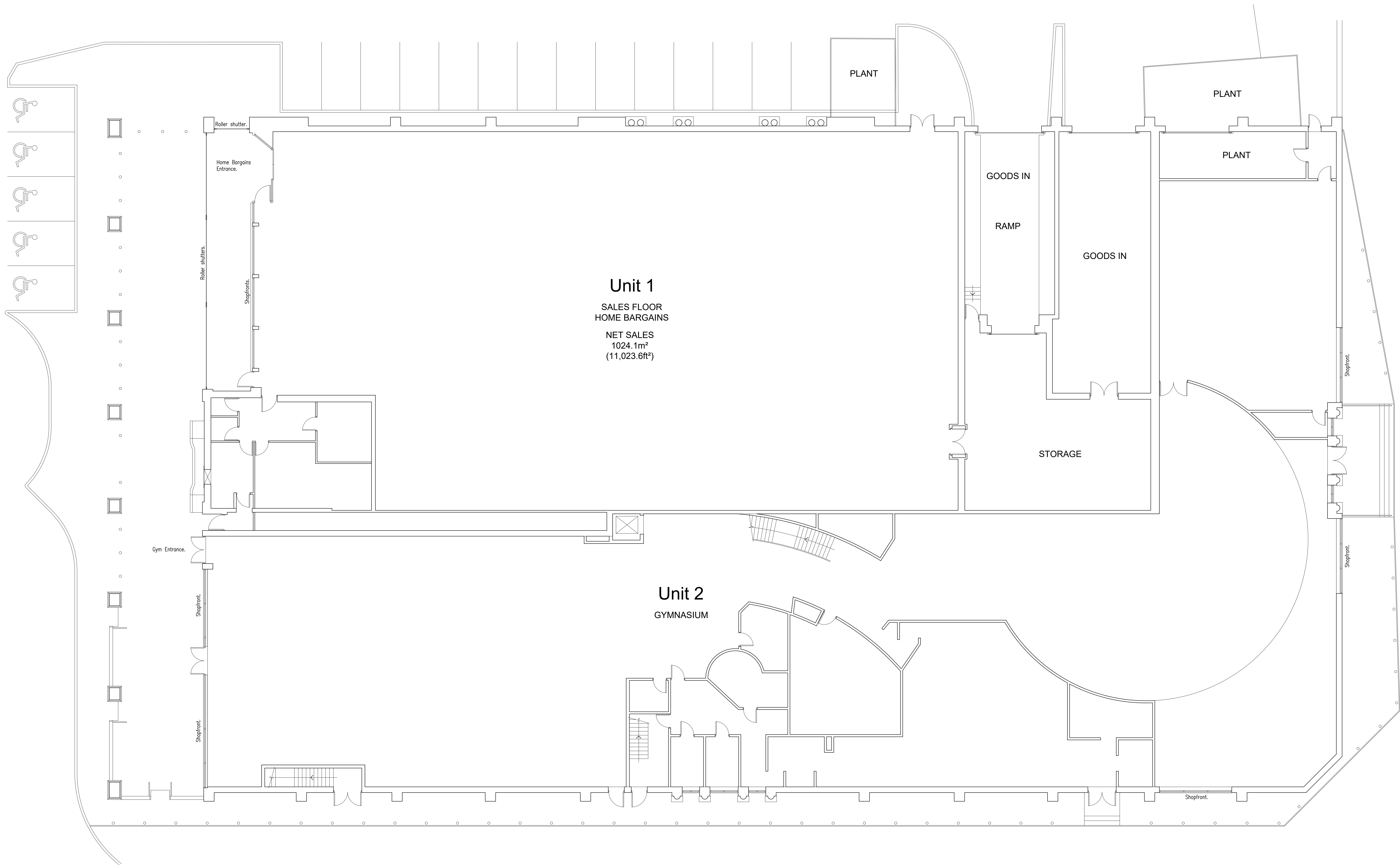
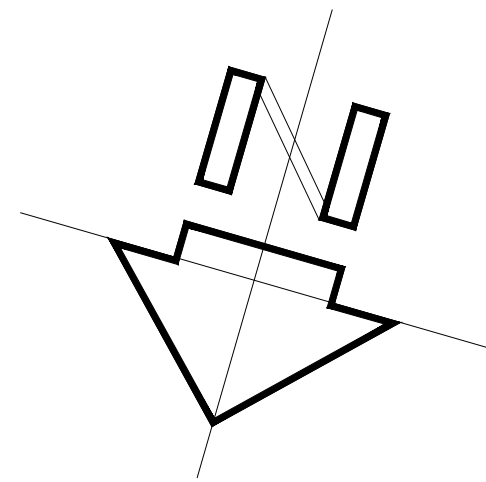
home

bargains

TOP BRANDS · BOTTOM PRICES

Planning

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| REV.                                                                                                                                                                                                                                | DATE        | AMENDMENT |
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| <div><div><div>WPL</div></div><div><div>WPL Consulting LLP</div><div>1 Airport West · Lancaster Way · Leeds · LS19 7ZA</div><div>Tel: 0113 202 9444 Fax: 0113 202 9333</div><div>E-mail: mail@wplconsulting.co.uk</div></div></div> |             |           |
| <div><div>PROJECT TITLE</div><div>Retail Unit Refurbishment</div><div>Holt Street</div><div>Wrexham</div><div>LL13 8DH</div><div>for Home Bargains</div></div>                                                                      |             |           |
| <div><div>DRAWING TITLE</div><div>Existing Site Plan</div></div>                                                                                                                                                                    |             |           |
| PROJECT No:                                                                                                                                                                                                                         | DRAWING No: | REVISION: |
| 8850                                                                                                                                                                                                                                | 109         |           |
| SCALE:                                                                                                                                                                                                                              | DATE:       | DRAWN BY: |
| 1:200@A0                                                                                                                                                                                                                            | 19.10.18    | ISB       |
| CHECKED BY:                                                                                                                                                                                                                         | DATE:       |           |
|                                                                                                                                                                                                                                     |             |           |



GROUND FLOOR PLAN

| Schedule of Existing Areas |      |                      |                         |
|----------------------------|------|----------------------|-------------------------|
| Site Area                  |      | 0.834Ha              |                         |
| GIA                        |      |                      |                         |
| UNIT 1                     | GF   | 1431.2m <sup>2</sup> | 15,406.2ft <sup>2</sup> |
| UNIT 2                     | GF   | 1481.8m <sup>2</sup> | 15,951.0ft <sup>2</sup> |
|                            | MEZZ | 469.3m <sup>2</sup>  | 5,052.5ft <sup>2</sup>  |
| Car Parking                |      | N/A                  |                         |

0m1m5m10m  
1:100

home bargains

TOP BRANDS - BOTTOM PRICES

Planning

B  
A  
REV

15.10.18  
02.10.18  
DATE

Unit 2 completed, annex added.  
Units 2 and 3 floor layouts amended.  
AMENDMENT

WPL

WPL Consulting LLP  
1 Airport West - Lancaster Way - Leeds LS19 7ZA  
Tel: 0113 202 9444 Fax: 0113 202 9333  
E-mail: mail@wplconsulting.co.uk

PROJECT TITLE  
Retail Unit Refurbishment  
Holt Street  
Wrexham  
LL13 8DH  
for Home Bargains

DRAWING TITLE  
Existing Ground Floor Plan

PROJECT No: 8850  
SCALE: 1:100@A0

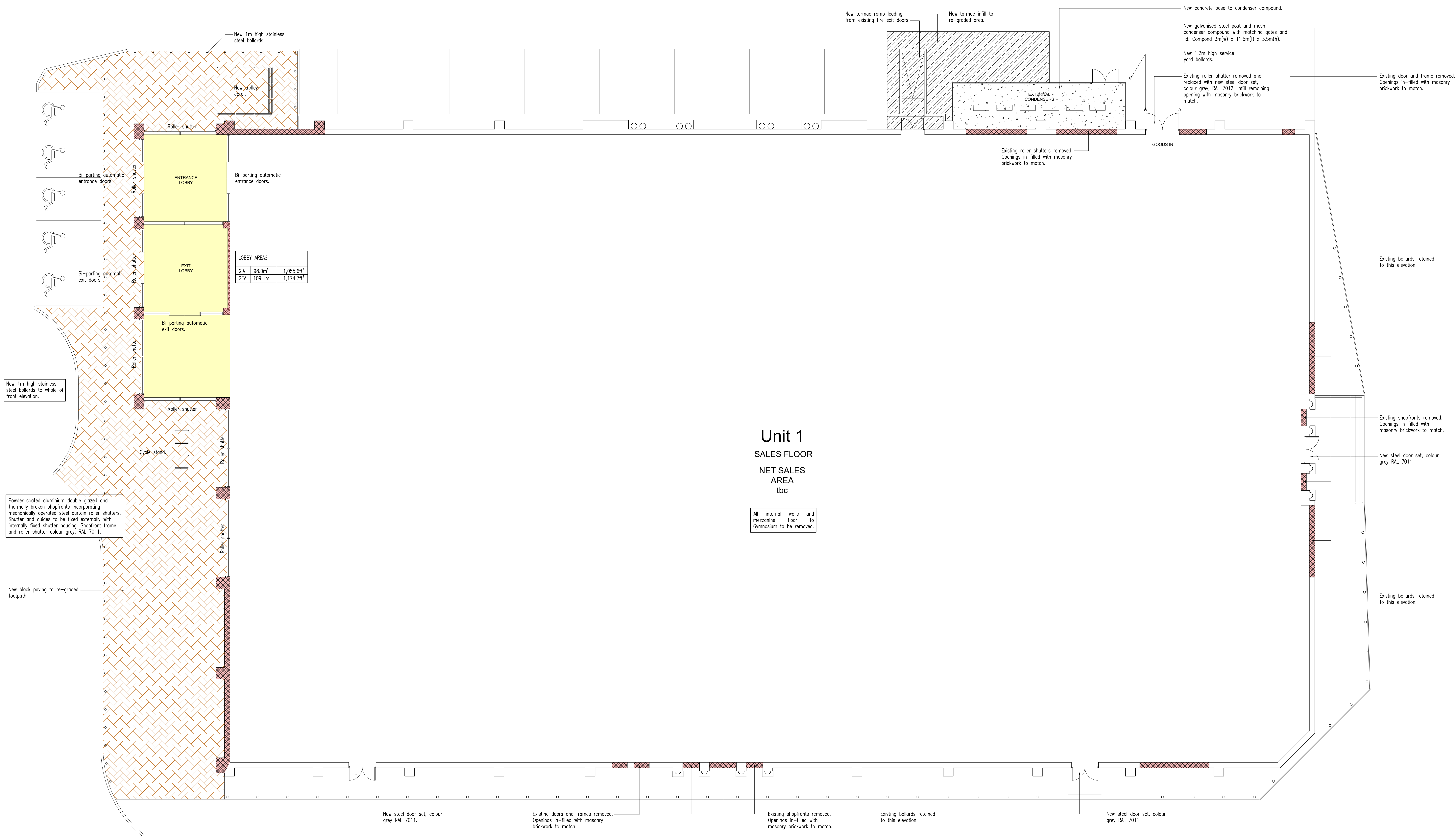
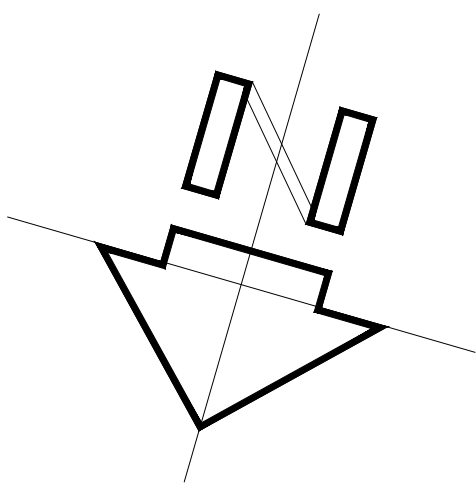
DRAWING No: 101  
DATE: 21.09.18

REVISION: B  
DRAWN BY: ISB  
DATE:

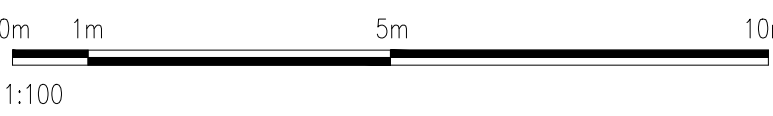
CHECKED BY:

DATE:

## **APPENDIX B: Proposed Site Layout Plan**



| Schedule of Proposed Areas |    |                       |                         |
|----------------------------|----|-----------------------|-------------------------|
| Site Area                  |    | 0.834Ha               |                         |
| GIA                        | GF | 3108.12m <sup>2</sup> | 33,456.6ft <sup>2</sup> |
| Car Parking                |    | N/A                   |                         |





TOP BRANDS · BOTTOM PRICES

Planning

|                                                                                                                                                  |                              |                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------------------------------------------------------|
| 8<br>A<br>REV.                                                                                                                                   | 08.10.18<br>28.09.18<br>DATE | Additional notes added and openings infilled.<br>Additional notes added.<br>AMENDMENT |
|                                                             |                              |                                                                                       |
| WPL Consulting LLP<br>1 Airport West, Lancaster Way, Leeds LS19 7ZA<br>Tel: 0113 202 9444 Fax: 0113 202 9333<br>E-mail: mail@wplconsulting.co.uk |                              |                                                                                       |
| PROJECT TITLE<br>Retail Unit Refurbishment<br>Holt Street<br>Wrexham<br>LL13 8DH<br>for Home Bargains                                            |                              |                                                                                       |
| DRAWING TITLE<br>Proposed Ground Floor Plan                                                                                                      |                              |                                                                                       |
| PROJECT No:<br>8850                                                                                                                              | DRAWING No:<br>104           | REVISION:<br>B                                                                        |
| SCALE:<br>1:100@A0                                                                                                                               | DATE:<br>21.09.18            | DRAWN BY:<br>ISB                                                                      |
| CHECKED BY:                                                                                                                                      |                              | DATE:                                                                                 |

## **APPENDIX C: TRICS Reports**

Calculation Reference: AUDIT-701101-180924-0932

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE  
 VEHICLES

Selected regions and areas:

|    |                 |        |
|----|-----------------|--------|
| 05 | EAST MIDLANDS   |        |
|    | LN LINCOLNSHIRE | 1 days |
| 08 | NORTH WEST      |        |
|    | CH CHESHIRE     | 1 days |
| 09 | NORTH           |        |
|    | CB CUMBRIA      | 1 days |

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

## Secondary 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: 1000 to 2500 (units: sqm)  
 Range Selected by User: 290 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 06/11/17

*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 | 1 days |
| Friday  | 1 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 3 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                     |   |
|---------------------|---|
| Town Centre         | 1 |
| Edge of Town Centre | 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:

|               |   |
|---------------|---|
| Retail Zone   | 1 |
| Built-Up Zone | 2 |

*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.*

## Secondary Filtering selection:

Use Class:

|             |        |
|-------------|--------|
| A1          | 1 days |
| Sui Generis | 2 days |

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 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:

|                    |        |
|--------------------|--------|
| 50,001 to 75,000   | 1 days |
| 125,001 to 250,000 | 2 days |

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

Car ownership within 5 miles:

|             |        |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0  | 1 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.*

Petrol filling station:

|                                           |        |
|-------------------------------------------|--------|
| Included in the survey count              | 0 days |
| Excluded from count or no filling station | 3 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

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 | CB-01-G-02              | STAPLES      | CUMBRIA             |
|   | JAMES STREET            |              |                     |
|   | CARLISLE                |              |                     |
|   | Edge of Town Centre     |              |                     |
|   | Built-Up Zone           |              |                     |
|   | Total Gross floor area: | 2500 sqm     |                     |
|   | Survey date: FRIDAY     | 05/02/10     | Survey Type: MANUAL |
| 2 | CH-01-G-02              | MAGNET       | CHESHIRE            |
|   | KING EDWARD STREET      |              |                     |
|   | MACCLESFIELD            |              |                     |
|   | Town Centre             |              |                     |
|   | Built-Up Zone           |              |                     |
|   | Total Gross floor area: | 1000 sqm     |                     |
|   | Survey date: MONDAY     | 06/11/17     | Survey Type: MANUAL |
| 3 | LN-01-G-01              | PETS AT HOME | LINCOLNSHIRE        |
|   | TRITTON ROAD            |              |                     |
|   | LINCOLN                 |              |                     |
|   | TRITTON RETAIL PARK     |              |                     |
|   | Edge of Town Centre     |              |                     |
|   | Retail Zone             |              |                     |
|   | Total Gross floor area: | 1600 sqm     |                     |
|   | Survey date: TUESDAY    | 31/10/17     | 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.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE  
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       |          |          |               |            |          |               |          |          |               |
| 07:00 - 08:00       | 2        | 1750     | 0.143         | 2          | 1750     | 0.057         | 2        | 1750     | 0.200         |
| 08:00 - 09:00       | 3        | 1700     | 0.529         | 3          | 1700     | 0.392         | 3        | 1700     | 0.921         |
| 09:00 - 10:00       | 3        | 1700     | 1.569         | 3          | 1700     | 1.118         | 3        | 1700     | 2.687         |
| 10:00 - 11:00       | 3        | 1700     | 1.431         | 3          | 1700     | 1.176         | 3        | 1700     | 2.607         |
| 11:00 - 12:00       | 3        | 1700     | 1.353         | 3          | 1700     | 1.451         | 3        | 1700     | 2.804         |
| 12:00 - 13:00       | 3        | 1700     | 1.294         | 3          | 1700     | 1.216         | 3        | 1700     | 2.510         |
| 13:00 - 14:00       | 3        | 1700     | 1.020         | 3          | 1700     | 1.255         | 3        | 1700     | 2.275         |
| 14:00 - 15:00       | 3        | 1700     | 1.255         | 3          | 1700     | 0.941         | 3        | 1700     | 2.196         |
| 15:00 - 16:00       | 3        | 1700     | 1.000         | 3          | 1700     | 1.078         | 3        | 1700     | 2.078         |
| 16:00 - 17:00       | 3        | 1700     | 1.333         | 3          | 1700     | 0.882         | 3        | 1700     | 2.215         |
| 17:00 - 18:00       | 3        | 1700     | 0.922         | 3          | 1700     | 1.078         | 3        | 1700     | 2.000         |
| 18:00 - 19:00       | 2        | 2050     | 0.902         | 2          | 2050     | 1.488         | 2        | 2050     | 2.390         |
| 19:00 - 20:00       | 2        | 2050     | 0.585         | 2          | 2050     | 1.098         | 2        | 2050     | 1.683         |
| 20:00 - 21:00       | 2        | 2050     | 0.000         | 2          | 2050     | 0.268         | 2        | 2050     | 0.268         |
| 21:00 - 22:00       |          |          |               |            |          |               |          |          |               |
| 22:00 - 23:00       |          |          |               |            |          |               |          |          |               |
| 23:00 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>13.336</b> |            |          | <b>13.498</b> |          |          | <b>26.834</b> |

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:           | 1000 - 2500 (units: sqm) |
| Survey date range:                            | 01/01/10 - 06/11/17      |
| Number of weekdays (Monday-Friday):           | 3                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 0                        |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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-701101-180924-0940

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE  
 VEHICLES

Selected regions and areas:

|    |                 |        |
|----|-----------------|--------|
| 03 | SOUTH WEST      |        |
|    | DC DORSET       | 1 days |
| 10 | WALES           |        |
|    | DB DENBIGHSHIRE | 1 days |

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

## Secondary 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: 800 to 2100 (units: sqm)  
 Range Selected by User: 290 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 06/11/17

*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:

Saturday 2 days

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

Selected survey types:

Manual count 2 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 undertaken using machines.*

Selected Locations:

Edge of Town Centre 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:

Commercial Zone 1  
 Built-Up Zone 1

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

## Secondary Filtering selection:

Use Class:

A1 2 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |

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

Population within 5 miles:

|                  |        |
|------------------|--------|
| 25,001 to 50,000 | 1 days |
| 50,001 to 75,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 1.1 to 1.5 | 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.*

Petrol filling station:

|                                           |        |
|-------------------------------------------|--------|
| Included in the survey count              | 0 days |
| Excluded from count or no filling station | 2 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

|    |        |
|----|--------|
| No | 2 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 | 2 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                         |           |                     |
|---|-------------------------|-----------|---------------------|
| 1 | DB-01-G-01              | BRANTANO  | DENBIGHSHIRE        |
|   | GREENFIELD PLACE        |           |                     |
|   | RHYL                    |           |                     |
|   | Edge of Town Centre     |           |                     |
|   | Commercial Zone         |           |                     |
|   | Total Gross floor area: | 800 sqm   |                     |
|   | Survey date: SATURDAY   | 22/10/11  | Survey Type: MANUAL |
| 2 | DC-01-G-02              | THE RANGE | DORSET              |
|   | GREAT WESTERN ROAD      |           |                     |
|   | DORCHESTER              |           |                     |
|   | Edge of Town Centre     |           |                     |
|   | Built-Up Zone           |           |                     |
|   | Total Gross floor area: | 2100 sqm  |                     |
|   | Survey date: SATURDAY   | 17/09/16  | Survey Type: MANUAL |

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

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

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       |          |          |               |            |          |               |          |          |               |
| 07:00 - 08:00       | 1        | 2100     | 0.095         | 1          | 2100     | 0.000         | 1        | 2100     | 0.095         |
| 08:00 - 09:00       | 2        | 1450     | 0.724         | 2          | 1450     | 0.483         | 2        | 1450     | 1.207         |
| 09:00 - 10:00       | 2        | 1450     | 2.172         | 2          | 1450     | 1.828         | 2        | 1450     | 4.000         |
| 10:00 - 11:00       | 2        | 1450     | 4.034         | 2          | 1450     | 3.241         | 2        | 1450     | 7.275         |
| 11:00 - 12:00       | 2        | 1450     | 4.448         | 2          | 1450     | 3.759         | 2        | 1450     | 8.207         |
| 12:00 - 13:00       | 2        | 1450     | 5.172         | 2          | 1450     | 5.276         | 2        | 1450     | 10.448        |
| 13:00 - 14:00       | 2        | 1450     | 4.724         | 2          | 1450     | 4.655         | 2        | 1450     | 9.379         |
| 14:00 - 15:00       | 2        | 1450     | 5.379         | 2          | 1450     | 5.690         | 2        | 1450     | 11.069        |
| 15:00 - 16:00       | 2        | 1450     | 5.241         | 2          | 1450     | 5.517         | 2        | 1450     | 10.758        |
| 16:00 - 17:00       | 2        | 1450     | 3.414         | 2          | 1450     | 3.793         | 2        | 1450     | 7.207         |
| 17:00 - 18:00       | 2        | 1450     | 2.000         | 2          | 1450     | 2.690         | 2        | 1450     | 4.690         |
| 18:00 - 19:00       | 2        | 1450     | 0.897         | 2          | 1450     | 1.241         | 2        | 1450     | 2.138         |
| 19:00 - 20:00       | 2        | 1450     | 0.655         | 2          | 1450     | 0.690         | 2        | 1450     | 1.345         |
| 20:00 - 21:00       | 2        | 1450     | 0.414         | 2          | 1450     | 0.483         | 2        | 1450     | 0.897         |
| 21:00 - 22:00       | 1        | 2100     | 0.000         | 1          | 2100     | 0.286         | 1        | 2100     | 0.286         |
| 22:00 - 23:00       |          |          |               |            |          |               |          |          |               |
| 23:00 - 24:00       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>39.369</b> |            |          | <b>39.632</b> |          |          | <b>79.001</b> |

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:           | 800 - 2100 (units: sqm) |
| Survey date range:                            | 01/01/10 - 06/11/17     |
| Number of weekdays (Monday-Friday):           | 0                       |
| Number of Saturdays:                          | 2                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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-701101-180924-0907

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : C - DISCOUNT FOOD STORES  
VEHICLES

## Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 05 | EAST MIDLANDS                  |        |
|    | LN LINCOLNSHIRE                | 1 days |
|    | NR NORTHAMPTONSHIRE            | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 11 | SCOTLAND                       |        |
|    | HI HIGHLAND                    | 1 days |
|    | PK PERTH & KINROSS             | 1 days |
|    | SR STIRLING                    | 1 days |

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

## Secondary 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: 1300 to 2624 (units: sqm)  
Range Selected by User: 700 to 2703 (units: sqm)

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/10/17

*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  | 5 days |
| Thursday | 1 days |

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

## Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 6 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 undertaken using machines.*

## Selected Locations:

|                     |   |
|---------------------|---|
| Edge of Town Centre | 6 |
|---------------------|---|

*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:

|                  |   |
|------------------|---|
| Residential Zone | 1 |
| Retail Zone      | 1 |
| Built-Up Zone    | 3 |
| 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.*

## Secondary Filtering selection:

## Use Class:

|    |        |
|----|--------|
| A1 | 6 days |
|----|--------|

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 2 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 2 days |

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

Population within 5 miles:

|                   |        |
|-------------------|--------|
| 5,001 to 25,000   | 2 days |
| 25,001 to 50,000  | 1 days |
| 50,001 to 75,000  | 1 days |
| 75,001 to 100,000 | 2 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 | 4 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.*

Petrol filling station:

|                                           |        |
|-------------------------------------------|--------|
| Included in the survey count              | 0 days |
| Excluded from count or no filling station | 6 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

|    |        |
|----|--------|
| No | 6 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 | 6 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                         |          |                     |
|---|-------------------------|----------|---------------------|
| 1 | HI-01-C-02              | LIDL     | HIGHLAND            |
|   | CAMANACHD CRESCENT      |          |                     |
|   | FORT WILLIAM            |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | Retail Zone             |          |                     |
|   | Total Gross floor area: | 1300 sqm |                     |
|   | Survey date: TUESDAY    | 17/06/14 | Survey Type: MANUAL |
| 2 | LN-01-C-01              | LIDL     | LINCOLNSHIRE        |
|   | RICHMOND DRIVE          |          |                     |
|   | SKEGNESS                |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | Built-Up Zone           |          |                     |
|   | Total Gross floor area: | 2398 sqm |                     |
|   | Survey date: TUESDAY    | 19/07/16 | Survey Type: MANUAL |
| 3 | NR-01-C-02              | LIDL     | NORTHAMPTONSHIRE    |
|   | NEWTON ROAD             |          |                     |
|   | RUSHDEN                 |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | Residential Zone        |          |                     |
|   | Total Gross floor area: | 2624 sqm |                     |
|   | Survey date: TUESDAY    | 19/07/16 | Survey Type: MANUAL |
| 4 | NY-01-C-02              | LIDL     | NORTH YORKSHIRE     |
|   | STATION ROAD            |          |                     |
|   | THIRSK                  |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | No Sub Category         |          |                     |
|   | Total Gross floor area: | 1527 sqm |                     |
|   | Survey date: TUESDAY    | 11/10/11 | Survey Type: MANUAL |
| 5 | PK-01-C-02              | ALDI     | PERTH & KINROSS     |
|   | GLASGOW ROAD            |          |                     |
|   | PERTH                   |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | Built-Up Zone           |          |                     |
|   | Total Gross floor area: | 1450 sqm |                     |
|   | Survey date: TUESDAY    | 17/06/14 | Survey Type: MANUAL |
| 6 | SR-01-C-01              | LIDL     | STIRLING            |
|   | PLAYERS ROAD            |          |                     |
|   | STIRLING                |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | Built-Up Zone           |          |                     |
|   | Total Gross floor area: | 2442 sqm |                     |
|   | Survey date: THURSDAY   | 01/06/17 | 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.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES  
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 | 2        | 2511     | 0.159     | 2          | 2511     | 0.040     | 2        | 2511     | 0.199     |
| 07:00 - 08:00 | 5        | 2043     | 0.411     | 5          | 2043     | 0.225     | 5        | 2043     | 0.636     |
| 08:00 - 09:00 | 6        | 1957     | 2.027     | 6          | 1957     | 1.448     | 6        | 1957     | 3.475     |
| 09:00 - 10:00 | 6        | 1957     | 3.279     | 6          | 1957     | 2.513     | 6        | 1957     | 5.792     |
| 10:00 - 11:00 | 6        | 1957     | 3.739     | 6          | 1957     | 3.194     | 6        | 1957     | 6.933     |
| 11:00 - 12:00 | 6        | 1957     | 4.216     | 6          | 1957     | 4.046     | 6        | 1957     | 8.262     |
| 12:00 - 13:00 | 6        | 1957     | 3.620     | 6          | 1957     | 3.901     | 6        | 1957     | 7.521     |
| 13:00 - 14:00 | 6        | 1957     | 3.577     | 6          | 1957     | 3.756     | 6        | 1957     | 7.333     |
| 14:00 - 15:00 | 6        | 1957     | 4.097     | 6          | 1957     | 3.381     | 6        | 1957     | 7.478     |
| 15:00 - 16:00 | 6        | 1957     | 4.165     | 6          | 1957     | 4.318     | 6        | 1957     | 8.483     |
| 16:00 - 17:00 | 6        | 1957     | 3.978     | 6          | 1957     | 4.497     | 6        | 1957     | 8.475     |
| 17:00 - 18:00 | 6        | 1957     | 3.603     | 6          | 1957     | 3.943     | 6        | 1957     | 7.546     |
| 18:00 - 19:00 | 6        | 1957     | 2.836     | 6          | 1957     | 3.032     | 6        | 1957     | 5.868     |
| 19:00 - 20:00 | 6        | 1957     | 2.078     | 6          | 1957     | 2.538     | 6        | 1957     | 4.616     |
| 20:00 - 21:00 | 5        | 2088     | 1.360     | 5          | 2088     | 1.963     | 5        | 2088     | 3.323     |
| 21:00 - 22:00 | 4        | 2229     | 0.707     | 4          | 2229     | 1.133     | 4        | 2229     | 1.840     |
| 22:00 - 23:00 | 3        | 2488     | 0.054     | 3          | 2488     | 0.322     | 3        | 2488     | 0.376     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          | 43.906   |           |            | 44.250   |           |          |          | 88.156    |

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:           | 1300 - 2624 (units: sqm) |
| Survey date range:                            | 01/01/10 - 28/10/17      |
| Number of weekdays (Monday-Friday):           | 6                        |
| Number of Saturdays:                          | 0                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 1                        |
| Surveys manually removed from selection:      | 0                        |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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-701101-180924-0951

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : C - DISCOUNT FOOD STORES  
VEHICLES

## Selected regions and areas:

|    |                     |        |
|----|---------------------|--------|
| 05 | EAST MIDLANDS       |        |
|    | LN LINCOLNSHIRE     | 1 days |
|    | NR NORTHAMPTONSHIRE | 1 days |
| 09 | NORTH               |        |
|    | NB NORTHUMBERLAND   | 1 days |
| 11 | SCOTLAND            |        |
|    | SR STIRLING         | 1 days |

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

## Secondary 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: 2398 to 2624 (units: sqm)  
Range Selected by User: 700 to 2703 (units: sqm)

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/10/17

*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:

Saturday 4 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 undertaken using machines.*

## Selected Locations:

Edge of Town Centre 4

*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:

|                  |   |
|------------------|---|
| Residential Zone | 1 |
| Built-Up Zone    | 2 |
| 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.*

## Secondary Filtering selection:

## Use Class:

A1 4 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 75,001 to 100,000  | 2 days |
| 125,001 to 250,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 1.1 to 1.5 | 4 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.*

Petrol filling station:

|                                           |        |
|-------------------------------------------|--------|
| Included in the survey count              | 0 days |
| Excluded from count or no filling station | 4 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

|     |        |
|-----|--------|
| Yes | 1 days |
| 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 | 4 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                         |          |                     |
|---|-------------------------|----------|---------------------|
| 1 | LN-01-C-01              | LIDL     | LINCOLNSHIRE        |
|   | RICHMOND DRIVE          |          |                     |
|   | SKEGNESS                |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | Built-Up Zone           |          |                     |
|   | Total Gross floor area: | 2398 sqm |                     |
|   | Survey date: SATURDAY   | 16/07/16 | Survey Type: MANUAL |
| 2 | NB-01-C-01              | LIDL     | NORTHUMBERLAND      |
|   | SCHALKSMUHLE ROAD       |          |                     |
|   | BEDLINGTON              |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | No Sub Category         |          |                     |
|   | Total Gross floor area: | 2450 sqm |                     |
|   | Survey date: SATURDAY   | 10/06/17 | Survey Type: MANUAL |
| 3 | NR-01-C-02              | LIDL     | NORTHAMPTONSHIRE    |
|   | NEWTON ROAD             |          |                     |
|   | RUSHDEN                 |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | Residential Zone        |          |                     |
|   | Total Gross floor area: | 2624 sqm |                     |
|   | Survey date: SATURDAY   | 16/07/16 | Survey Type: MANUAL |
| 4 | SR-01-C-01              | LIDL     | STIRLING            |
|   | PLAYERS ROAD            |          |                     |
|   | STIRLING                |          |                     |
|   | Edge of Town Centre     |          |                     |
|   | Built-Up Zone           |          |                     |
|   | Total Gross floor area: | 2442 sqm |                     |
|   | Survey date: SATURDAY   | 03/06/17 | 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.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES  
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 | 2        | 2511     | 0.219     | 2          | 2511     | 0.080     | 2        | 2511     | 0.299     |
| 07:00 - 08:00 | 4        | 2479     | 0.514     | 4          | 2479     | 0.121     | 4        | 2479     | 0.635     |
| 08:00 - 09:00 | 4        | 2479     | 2.401     | 4          | 2479     | 1.674     | 4        | 2479     | 4.075     |
| 09:00 - 10:00 | 4        | 2479     | 3.076     | 4          | 2479     | 2.865     | 4        | 2479     | 5.941     |
| 10:00 - 11:00 | 4        | 2479     | 4.519     | 4          | 2479     | 3.803     | 4        | 2479     | 8.322     |
| 11:00 - 12:00 | 4        | 2479     | 5.870     | 4          | 2479     | 5.306     | 4        | 2479     | 11.176    |
| 12:00 - 13:00 | 4        | 2479     | 5.578     | 4          | 2479     | 5.588     | 4        | 2479     | 11.166    |
| 13:00 - 14:00 | 4        | 2479     | 5.820     | 4          | 2479     | 5.699     | 4        | 2479     | 11.519    |
| 14:00 - 15:00 | 4        | 2479     | 5.649     | 4          | 2479     | 5.497     | 4        | 2479     | 11.146    |
| 15:00 - 16:00 | 4        | 2479     | 5.447     | 4          | 2479     | 5.870     | 4        | 2479     | 11.317    |
| 16:00 - 17:00 | 4        | 2479     | 4.862     | 4          | 2479     | 5.265     | 4        | 2479     | 10.127    |
| 17:00 - 18:00 | 4        | 2479     | 3.934     | 4          | 2479     | 4.025     | 4        | 2479     | 7.959     |
| 18:00 - 19:00 | 4        | 2479     | 2.169     | 4          | 2479     | 3.248     | 4        | 2479     | 5.417     |
| 19:00 - 20:00 | 4        | 2479     | 1.674     | 4          | 2479     | 2.148     | 4        | 2479     | 3.822     |
| 20:00 - 21:00 | 4        | 2479     | 0.989     | 4          | 2479     | 1.110     | 4        | 2479     | 2.099     |
| 21:00 - 22:00 | 4        | 2479     | 0.565     | 4          | 2479     | 0.666     | 4        | 2479     | 1.231     |
| 22:00 - 23:00 | 4        | 2479     | 0.101     | 4          | 2479     | 0.343     | 4        | 2479     | 0.444     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 53.387    |            |          | 53.308    |          |          | 106.695   |

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:           | 2398 - 2624 (units: sqm) |
| Survey date range:                            | 01/01/10 - 28/10/17      |
| Number of weekdays (Monday-Friday):           | 0                        |
| Number of Saturdays:                          | 4                        |
| Number of Sundays:                            | 0                        |
| Surveys automatically removed from selection: | 0                        |
| Surveys manually removed from selection:      | 0                        |

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

## **APPENDIX D: Combined Trips Appeal Decision**



# The Planning Inspectorate

*An Executive Agency in the Department of the Environment,  
Transport and the Regions, and the Welsh Office*

REPORT ON  
A CALLED-IN  
APPLICATION

BY

TESCO STORES AND EXETER CITY COUNCIL

AND

APPEALS BY

CHELVERTON WEST LIMITED

AND

THE TRUSTEES OF C ARDEN (DECEASED)

Inspector :

T Cookson DipTP MRTPI

Inquiry Dates :

15-29 April 1998

Reference :

SW/P/5177/220/10/P5

APP/Y/1110/A/98/292406

APP/Y1110/A/98/292426

way. They would give rise to two separate commercial nodes, and would have a less satisfactory relationship between residential and commercial areas with less satisfactory effects on residential amenity. The juxtaposition of the family theme pub and the existing mobile home park is an unfortunate consequence of these proposals and would inevitably affect residential amenity more than the alternative of housing development. The Chelverton proposals in these respects fail to relate well to their surroundings contrary to Policy 24S of the Exeter Local Plan First Alteration and Policy SHP1 of the Structure Plan Third Alteration.

#### **Public Transport**

8.16 The Digby area, as a whole, can be regarded as being accessible by public transport. Subject to finalisation of the details, the Tesco proposals would provide appropriate arrangements to support public transportation in accordance with Structure Plan First Review Policies T2 and T6 and the guidance in PPG13 (para 4.24), and would also provide satisfactory access by a choice of means of transport. This conclusion was accepted by the Secretary of State in his previous decision. This conclusion is still valid.

#### **Linked Trips**

8.17 The optimal pattern of land use in the Digby area comprises non-food retail development adjacent to the existing Tesco store and housing on the former school annex site. These findings are consistent with the views expressed by the Secretary of State in his letter of 4 March 1997. He stated that non-food retail on the Tesco site development complies with the advice in paragraph 1.17 of PPG6, which provides guidance on maximising access by means other than the car. He stated also that the Digby area provides a major opportunity for new residential development to be provided in reasonable proximity to a railway station.

8.18 Survey work undertaken supports the proposition that: first, car travel between food and non-food stores is minimised if the food and non-food stores are close together; and second that housing located close to public transport facilities will lead to greater use of these facilities than housing located further away.

8.19 Paragraph 3.2 of PPG13 states that structure plan policies should promote land for housing in locations capable of being well served by rail or other public transport. Paragraph 3.2 of PPG13 goes on to deal with local plans, repeating the advice that housing should be located in areas well served by public transport with further guidance on the juxtaposition of employment and residential land uses. Paragraph 1.17 of PPG6 provides advice on the location of out-of-centre retail development. It recommends that such development should be combined with existing developments so as to increase the number of linked trips. The advice also deals with public transport enhancements to serve development.

8.20 PPG13 "A Guide to Better Practice" also supports the proposition that such development should be located on the Tesco site with housing development on the Chelverton site. Retail surveys were undertaken at retail parks at Newbury and Oxford. These showed that, on average, almost 40% of shoppers arriving by car visited both the food and non-food retail development at the retail parks. Specific details are:

|          | Newbury   |         |           | Oxford    |         |           |
|----------|-----------|---------|-----------|-----------|---------|-----------|
|          | January % | March % | Average % | January % | March % | Average % |
| Friday   | 51.4      | 38.8    | 45.1      | 41.9      | 43.7    | 42.8      |
| Saturday | 34.3      | 25.0    | 29.7      | 36.1      | 36.7    | 36.4      |
| Average  | 42.9      | 31.9    | 37.4      | 39.0      | 40.2    | 39.6      |

8.21 The following table shows the proportion of those making linked trips who chose to either walk or drive between the food and non-food retail stores on the retail parks:

|     | Newbury |      |       |      |         |      | Oxford  |      |       |      |         |      |
|-----|---------|------|-------|------|---------|------|---------|------|-------|------|---------|------|
|     | January |      | March |      | Average |      | January |      | March |      | Average |      |
|     | Car     | Walk | Car   | Walk | Car     | Walk | Car     | Walk | Car   | Walk | Car     | Walk |
| Fri | 93.6    | 6.4  | 97.9  | 2.1  | 95.8    | 4.2  | 35.4    | 44.6 | 61.7  | 38.3 | 58.6    | 41.5 |
| Sat | 88.7    | 11.3 | 86.1  | 13.9 | 87.4    | 12.6 | 51.5    | 48.5 | 41.9  | 58.1 | 46.7    | 53.3 |
| Ave | 91.1    | 8.9  | 92.0  | 8.0  | 91.6    | 8.5  | 53.5    | 46.5 | 51.8  | 48.2 | 52.7    | 47.4 |

The results show that although the overall level of trip linkage was similar at both the Newbury and Oxford retail parks, the level of linked trips on foot at Oxford was much higher than at Newbury. At the latter the vast majority of linked trips were undertaken by car.

8.22 The following table compares the time taken to walk between the food and the non-food stores at Newbury and Oxford, and between the existing Tesco store at Digby and the appeals sites.

|                              | Oxford | Newbury | Site 1 (Tesco)           | Site 2 (Chelverton) |
|------------------------------|--------|---------|--------------------------|---------------------|
| Shortest horizontal distance | 175m   | 350m    | 155m                     | 670-870m            |
| Walk time (1)                | 146s   | 292s    | 143s-180s <sup>(2)</sup> | 558s-725s           |

(1) Assumes walk speed of 1.2m/s. No allowance for delays crossing roads.

(2) Includes time taken to use slope or steps plus 10 second penalty to represent perceived and actual effort to negotiate difference in levels.

8.23 From the comparison of walking times, the level of linked trips on foot between the Digby Tesco store and the non-food retail development at the Tesco site would be similar to

that observed at Oxford, ie approaching 50% of all linked trips. In contrast, the level of linked trips on foot between the Digby Tesco store and Chelverton development would be negligible. Those linked trips between the Digby Tesco store and non-food retail development at the Tesco site undertaken by car would be shorter than linked trips from the Chelverton site. Since the majority of trips to the non-food retail development would be from the south, the Tesco site is better located to minimise additional car travel on Rydon Lane.

8.24 Between 3,000km and 4,500km of car travel could be saved per week by locating the development at the Tesco site rather than the Chelverton site as a result of minimising car journey lengths and maximising opportunities to undertake linked trips on foot. However, the Chelverton site is more accessible by park and ride and rail services than the Tesco site. The following table summarises the distances between the two sites and the park and ride and rail facilities.

|                       | Site 1 (Tesco) |             | Site 2 (Chelverton) |            |
|-----------------------|----------------|-------------|---------------------|------------|
|                       | To P & R       | To Rail     | To P & R            | To Rail    |
| Closest part of site  | 440m(450m)     | 600m(630m)  | 270m(280m)          | 310m(460m) |
| Site centre           | 600m(615m)     | 750m(795m)  | 370m(370m)          | 460m(550m) |
| Furthest part of site | 800m(855m)     | 950m(1035m) | 480m(500m)          | 560m(680m) |

[Note: Distances are "crow fly" measured from OS base

() indicates approximate or estimated walk distance]

8.25 Research indicates that beyond a walking distance of 350m, levels of bus use decline. Beyond a walking distance of 600m levels of bus use are low. The following table summarises the population in relation to the two appeal sites in these distance bands from the park and ride, and shows that the Chelverton site is better located to benefit from the bus services operating from the park and ride site.

| Distance to P & R | Population         |                     |
|-------------------|--------------------|---------------------|
|                   | Site 1 (Tesco)     | Site 2 (Chelverton) |
| < 350m            | 0                  | 100                 |
| 350m - 600m       | 115 <sup>(1)</sup> | 66 <sup>(2)</sup>   |
| > 600m            | 51                 | 0                   |

<sup>(1)</sup> Closest resident 440m from P & R

<sup>(2)</sup> Furthest resident 480m from P & R