

Highway Technical Note

Project: Ridleywood Farm, Holt Road, Ridley Wood, Wrexham, LL13 9US

Planning Ref: P/2023/0598

Date: 14th July 2025

This Technical Note provides additional information to address comments raised by Wrexham Council (WC) in their consultation response dated 11th May 2026 for the above planning application.

WC: The revised Transport Statement includes an ATC traffic survey which was carried out between 7th Nov – 13th Nov 2024. This determined 85th percentile speeds of 47.2mph for vehicles travelling northbound. However, no data was included for vehicles travelling in the southbound direction. The LHA recommends the applicant provides this detail. It is noted that the 85th percentile values quoted within the table in para. 3.2.4. do not reflect 85th percentile value(s) in the submitted data. The LHA recommends the applicant clarifies this anomaly.

- 1.1.1 Automatic Traffic Counts (ATC) were originally carried out in November but these were scrapped due to a malfunction with the counter equipment. The ATC was then redone between 12th Feb and 19th Feb 2025 as agreed with the highway officer Phil Palmer. The correct ATC results are presented in **Appendix TN1**.
- 1.1.2 The 85th percentile speeds quoted in Section 3.2 of the Transport Statement are those from the February 2025 ATCs.
- 1.1.3 The highway officer at the time accepted the proposed visibility splays on 26 February 2025 stating:

“WCBC would accept the values of 98.5m ssd and 105.9m ssd indicated as desirable minimum values.”

Main Access (to North East)

The LHA understand that this access serves the main farmhouse, provides milk tanker access and the majority of vehicle movements associated with the farm.

Visibility from this access is currently inadequate in the north easterly direction providing a splay of approximately 2.4 x 70m measured to the nearside edge of the adjoining highway. Visibility is impeded by the existing hedgerow.

Visibility in the south westerly direction is adequate providing a splay in excess of 2.4 x 120m measured to the nearside edge of the adjoining highway.

- 1.1.4 The highway officer at the time accepted the proposed visibility splays on 26 February 2025 as stated in paragraph 1.1.3.

The access is approximately 14m wide reducing to 6.3m wide at 5.3m behind the adjoining carriageway where it is gated. The access is paved with hard bound materials. The LHA would typically recommend that such an access is gated at a minimum distance of 10m behind the adjoining highway or greater if a larger vehicle is utilizing the access.

- 1.1.5 This is accepted and can be conditioned.

The LHA would not be able to support any proposed development that is likely to result in any significant increase in vehicle movements utilizing this sub-standard access.

- 1.1.6 The traffic levels are low during the peak periods. Further details provided further into this note.

Proposed Commercial Use via Main Access

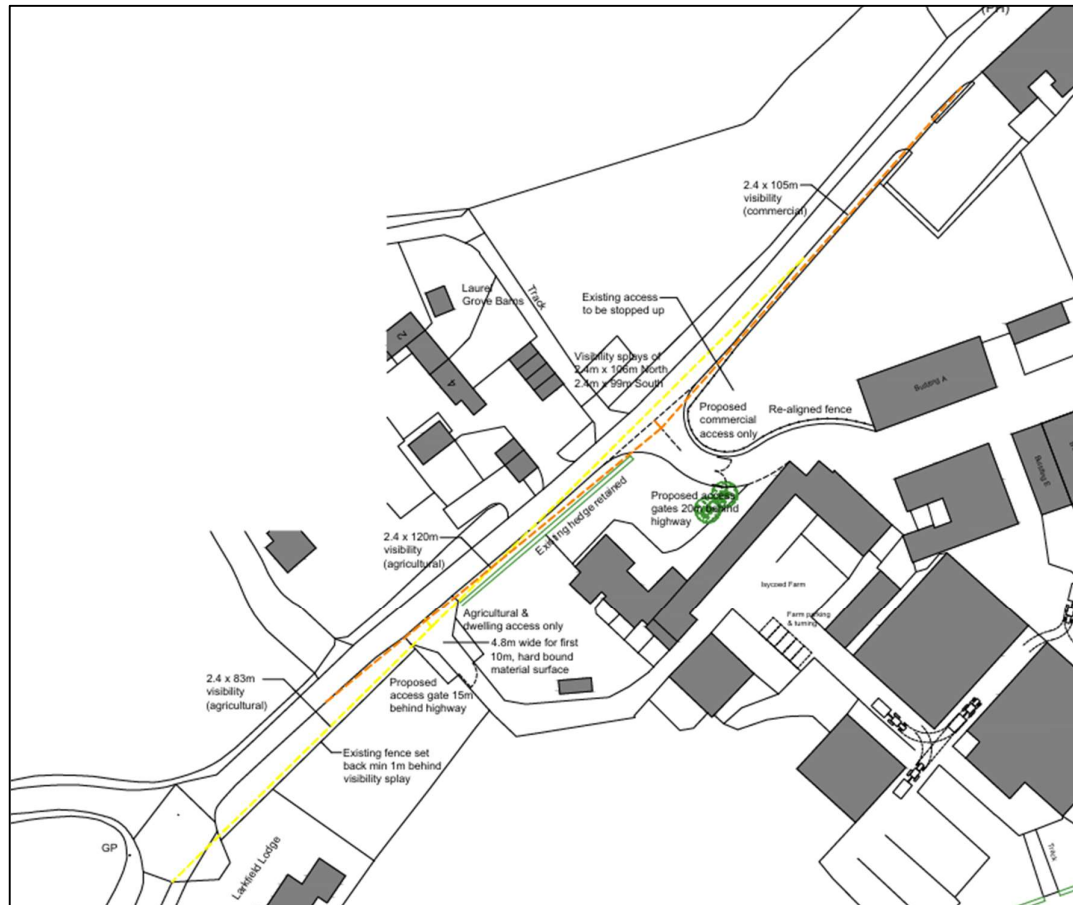
The LHA understand that all existing agricultural activity through this access will cease and any remaining agricultural activity will utilize the south easterly access. The main access will only be used to serve the proposed 5 no. business units.

Given the limited available visibility in the northerly direction, it is proposed to re-locate the main access approximately 17m in the southerly direction to improve visibility in the northerly direction. Any new access will require s.184 / 171 consent to form the new access and reinstate the kerb / verge at the original access point.

The submitted layout plan (Drg. No. 77362 / RJC / 004 Rev F) indicates proposed visibility splays of 2.4 x 105m and 2.4 x 99m to the south west measured to a point 1m off the nearside kerbline. The LHA do not accept visibility splays measured to 1m off the nearside kerbline. A maximum offset of 0.5m would be accepted in this instance. This detail will require amended plans.

- 1.1.7 An extract of Drg. No. 77362 / RJC / 004 Rev F is provided in **Figure 1**. The visibility splays have been measured to the nearside kerb and not 1m from it, therefore, should be acceptable.

Figure 1: Visibility Splays



The proposed visibility splay in the north easterly direction is limited in that the required splay would need to cut across 3rd party land. As indicated above, it is not possible to comment on the northbound visibility requirement as the southbound speeds have not been included with the latest submitted ATC survey data.

Based on the submitted ATC survey (85th percentile speed of 47.2mph), a visibility splay of 2.4 x 134m would be required in the southerly direction. The proposed visibility splay in the south westerly direction is 2.4 x 99m measured to a point 1m off the nearside kerbline which is considered inadequate. The submitted layout plan (Drg. No. 977362/RJC/006 Rev A) appears to indicate the blue line ownership boundary which would appear to cover any potential required splay from the access in the southerly direction. The LHA recommends the applicant confirms this land is within their control.

- 1.1.8 The visibility splay to the south cuts through the adopted highway not third party land.

Swept Path Details The latest Swept Path Plan Drg. No. 77362/RJC/003 Rev D indicates swept paths of a 16.5m articulated lorry entering the site. This would require either no gates being erected or gates setback 20m behind the adjoining highway. It is proposed to setback the gates at this access to 20m from the highway boundary. If all agricultural activity is ceasing through this access, then I would query why such small businesses would require such a large delivery vehicle to visit the site given the relatively small size of the proposed industrial units. Clarification is required on this detail.

- 1.1.9 If a 20m gate is required this can be conditioned.
- 1.1.10 In regards to tracking, the highway authority previously requested tracking for artic vehicles entering and leaving the site as the proposal was for flexible use to include B8. It is unlikely that large artic vehicles service the site.

Swept Path Plan (Drg. No. 002)

This plan indicates the swept path movements of a 16.5m long HGV entering the proposed commercial access from the south west, turning within the site and exiting the access in the south westerly direction. The swept paths do not appear to have been carried out with standard swept path software. This detail needs to be provided including the software used to demonstrate the tracking. The LHA recommend the applicant submits all inbound & outbound movements in both directions on separate plans.

- 1.1.11 The tracking has been carried out using the UK industry standard Autoturn software. Link provided below.

<https://www.transoftsolutions.com/uk/civil-and-transportation/software/swept-path-analysis/autoturn/>

- 1.1.12 **Appendix TN2** provides the full tracking drawings.

Given the proposed horizontal alignment of the main access, it is unlikely to be capable of accommodating the simultaneous passage of 2 vehicles (HGV / car) in its current form which unacceptable.

- 1.1.13 As previously stated, it is unlikely that any artic vehicles will serve the site. **Figures 2 and 3** shows a large 10m and car passing at the site access in each direction respectively.

Figure 1: Visibility Splays

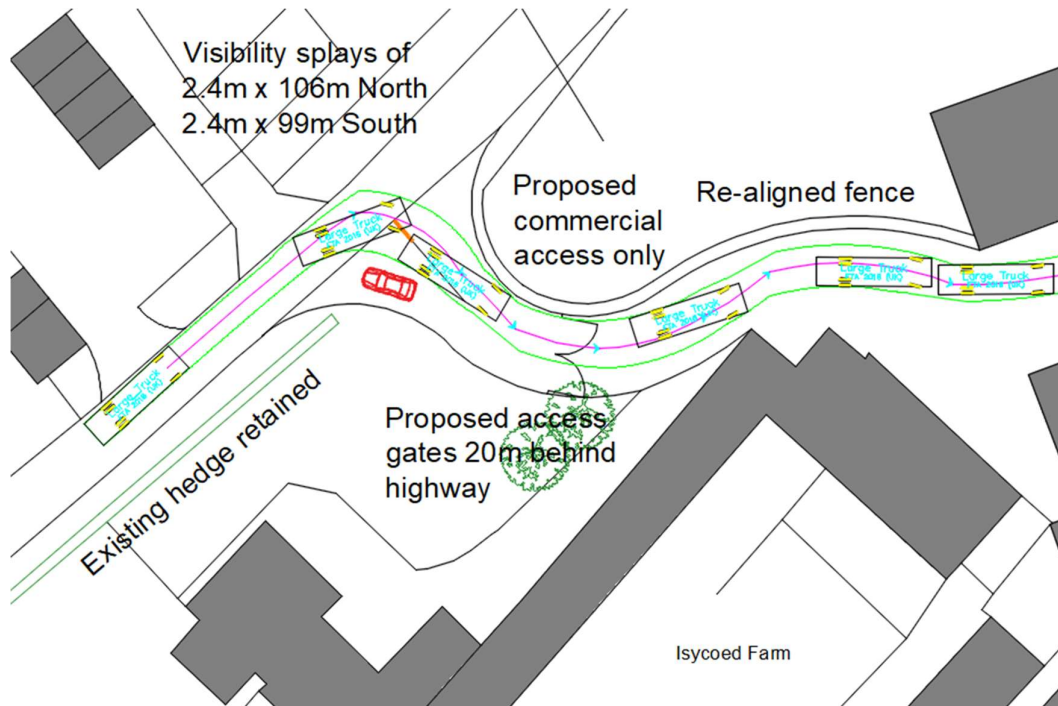
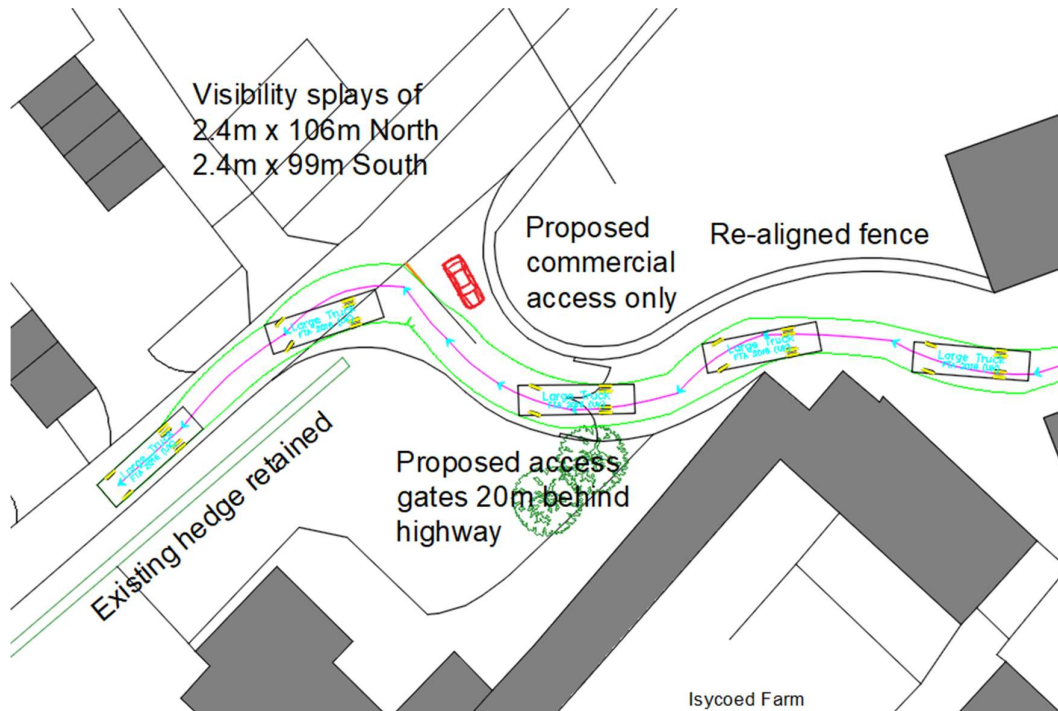


Figure 1: Visibility Splays



Highways Plan / Swept Path Plan (Drg. no. 77362/RJC/004 Rev F)

This plan indicates the swept path movements of a 9.2m long tractor plus trailer turning within the site. However, no details of how it enters and exits the proposed agricultural access have been provided. The swept paths do not appear to have been carried out with standard swept path software. This detail needs to be provided including the software used to demonstrate the tracking.

- 1.1.14 This is the existing agricultural site layout which shows the current arrangement. The tractor and trailer paths are for illustration only done by the architects to show current movements within the site. As this layout is existing no formal swept path analysis has been done.

Parking & Turning Provision

Adequate parking and turning provision will need to be provided for the proposed 5 no. commercial units. As previously highlighted, the LHA recommends the applicant provides details of the precise LPGN 16 Class Use (eg/ B1, B2 , B8) along with the individual allocated floor areas of each unit (A-G) in order to assess parking provision. The submitted plans indicate the provision of 37 spaces in total for the 5no. commercial units. I await the requested information.

- 1.1.15 The Wrexham car parking standards are set out in **Table 1**. The proposed GFA is 1,056m².

Table 1: Car and Cycle Parking Standards

	Car Parking	Car Parking for 1,056m ²
	1 space per sqm	
B8	100	10
B2	50	20

- 1.1.16 The proposal is for flexible use, therefore, when assessed using the worstcase (all industrial use) the proposed 37 spaces would more than be sufficient to accommodate the demand.

Traffic Generation

The submitted TRICs data indicates 14 no. sites for Class B2 Use and 14 no. sites for Class B8 Use. The proposed development also includes Class B1 Use but no TRICs information on this class use has been provided. The LHA recommends this information is provided.

In terms of the submitted TRICs information, the LHA comment as follows:-

- *Some of the survey data is more than 8 years old. Survey data must be no more than 8 years old.*
- *A number of the selected sites are significantly greater in size (gfa) than the proposed commercial development which are considered unlikely to reflect the characteristics of the proposed development.*
- *The majority of the sites have selected locations which are considered unlikely to reflect the characteristics of the proposed development. Any proposed sites located in Ireland should also be excluded from the survey.*
- *The selected Class B2 Use data appears to have been copied from the KSS 3 Eutopia Site on the edge of Wrexham Industrial Estate (Bryn Lane). This site is not considered to have similar characteristic to the proposed development site.*

1.1.17 As the B2 and B8 trip rates was agreed for KSS3, this was originally used. Revised trip rates have now been ascertained for smaller sites outside of town centres and edge of town centres.

1.1.18 **Appendix TN3** provides the TRICS data and Table 2 and 3 summarises the trip generations for B2 and B8 respectively.

Table 2: B2 Trips

	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.47	0.2	0.67	0.129	0.384	0.513	3.43	3.381	6.811
Trips	5	2	7	1	4	5	36	36	72

Table 3: B8 Trips

	AM Peak			PM Peak			Daily (AADT)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	0.327	0.282	0.609	0.015	0.163	0.178	4.463	4.529	8.992
Trips	3	3	6	0	2	2	47	48	95

1.1.19 The trip assessment shows that the proposed development whether occupied by B2 or B8 uses would generate minimal traffic levels.

The summary of proposed development trips does not include an overall trip summary based on the combined Class B1, B2 & B8 Use for the overall development (ie/ 1056m2 gfa).

1.1.20 The tables above show both B2 and B8 total trips.

It is stated that currently both accesses are used to serve the farming enterprise. The existing Dairy Enterprise movements when roughly calculated on a daily basis only equate to approximately 8.2 movements per day (of which 3.6 movements relate to HGVs), which is relatively low.

The revised Transport Statement does not include any details relating to the existing or proposed daily vehicle movements anticipated at the remaining farm / agricultural element of the site which will utilise the southerly access. The LHA recommends the applicant provides this information.

- 1.1.21 The applicant confirms that there are approximately 12 vehicle movements per day with 4 being HGVs. This is low and would not have an impact on the highway network.

Public footpath - PROW, Isycoed no. 8 passes alongside the south western boundary of the site and must not be interfered with. The LHA recommends that the applicant liaises with our Public Rights of Way Section to discuss the proposed development. Please contact Mr. Sean Hanratty on Tel: 01978 729761.

- 1.1.22 The PROW is not affected or interfered with.

If supported, it may be considered appropriate to include a condition for a SDMP to control the type/ size / frequency of delivery vehicles to the site. The latest Transport Statement indicates that only car / vans will typically visit the proposed commercial units.

- 1.1.23 This is agreed.

If supported, in order to construct the proposed scheme, the applicant will need to submit a Construction Traffic Management Plan including details of contractor parking for further approval. This could be included as a planning condition.

- 1.1.24 This is agreed.

Appendices

Appendix TN1 – ATC Data

Westham A/C

Report Id: 051025
Site Name: Site 1 of 1
Description: BS130, 175m east of Ridley Wood Road
Direction: Westbound

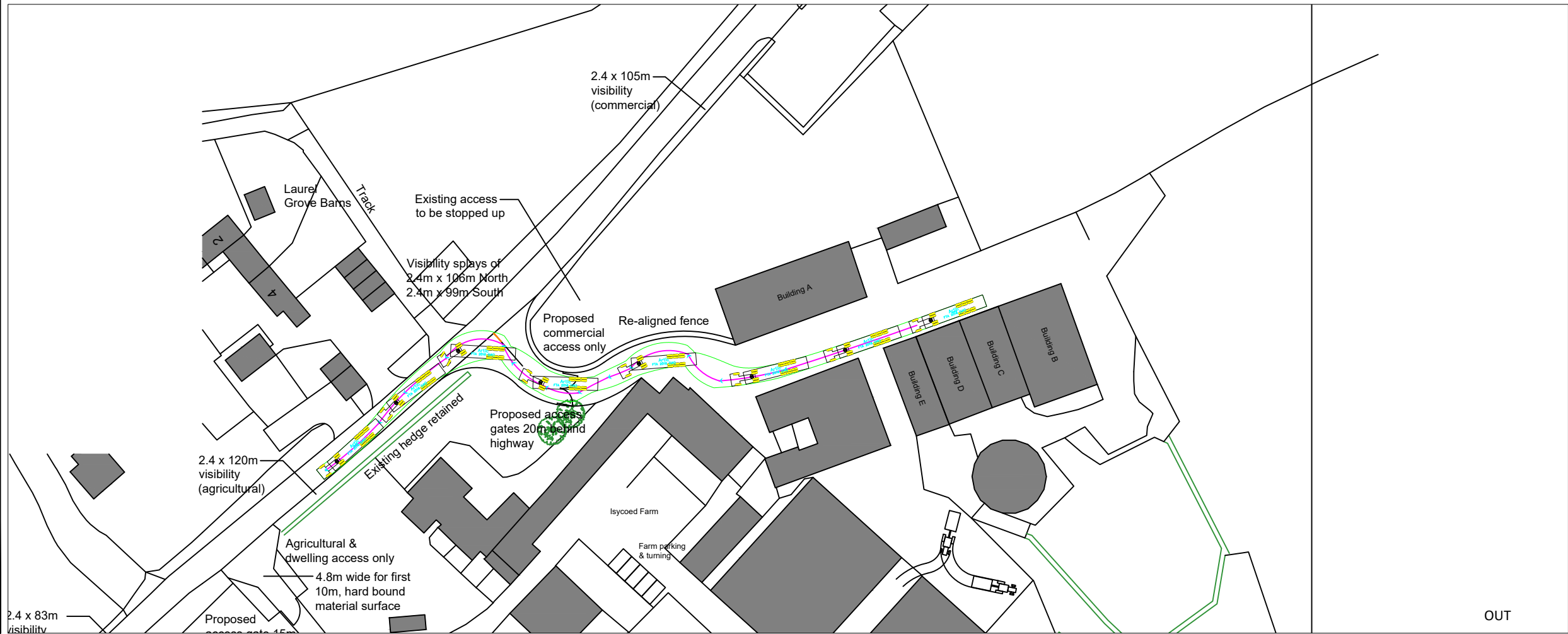
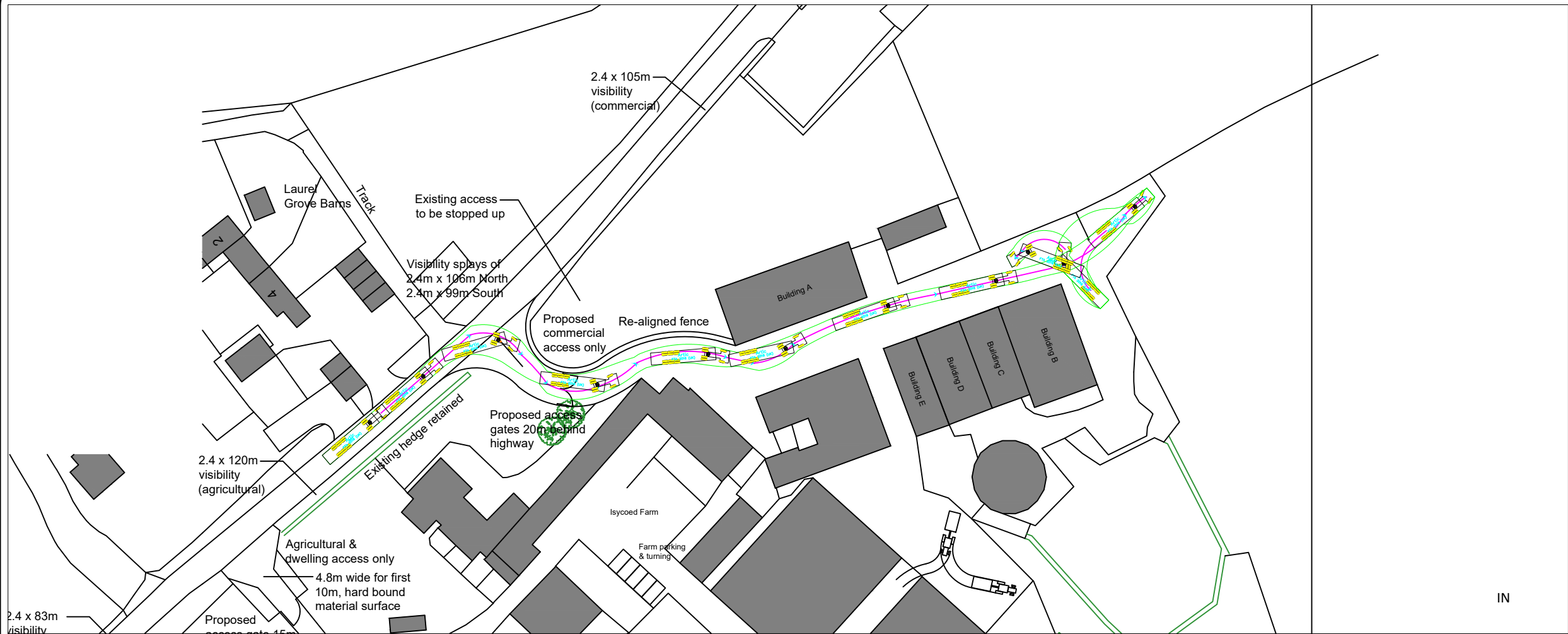
Wednesday 12 February 2025

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor	Car	Car Van Towns	2 Axle Van Lowry	Number Vehicle Classes ARX Scheme					Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 80%	Average Speed	Standard Deviation						
		1 Aule Rigid	2 Aule Rigid	3 Aule Artic	4 Aule Artic						5 Aule Artic	6 Aule Artic	MPH <10mph	MPH 10-15	MPH 15-20			MPH 20-25	MPH 25-30	MPH 30-40	MPH 40-45	MPH 45-50	MPH 50-55	MPH 55-60	MPH 60-65	MPH 65-70	MPH 70-75	MPH 75-80										
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
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0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400-0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.0	38.0	0.0		
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0600-0700	29	2	7	7	13	0	0	0	0	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	35.2	7.7	
0700-0800	136	15	23	45	43	0	3	108	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.0	37.7	5.1	
0800-0900	138	48	35	29	26	1	1	117	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	36.3	7.5	
0900-1000	49	15	13	9	9	1	0	36	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	35.1	8.2	
1000-1100	40	9	11	12	8	2	0	31	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	32.6	7.8	
1100-1200	29	8	5	9	9	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	35.3	8.1	
1200-1300	45	13	9	11	12	1	0	33	0	7	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	34.4	8.8
1300-1400	52	10	13	12	10	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	33.4	9.1
1400-1500	52	10	14	17	11	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	33.7	6.0	
1500-1600	69	6	15	12	13	0	0	46	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	36.2	8.6
1600-1700	72	17	15	24	16	0	0	59	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	35.8	9.6
1700-1800	116	17	18	11	12	1	0	48	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	38.4	8.9
1800-1900	40	9	13	7	11	1	0	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	35.8	9.0
1900-2000	18	4	8	5	1	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.0	37.4	7.3
2000-2100	11	4	3	2	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	38.9	8.4
2100-2200	10	2	2	3	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	34.5	9.7
2200-2300	6	1	1	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	36.0	4.6
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Thursday 13 February 2025

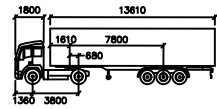
Time	Hourly Totals	00-15	15 Minute Bin Drops				45-00	Cycles	Motor Cycles	Car Van	Car Van Towns	Number Vehicle Classes ARX Scheme						Vehicle Speed														P-Tile 80%	Average Speed	Standard Deviation					
			2 Axle Van Lowry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic						4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10-15	MPH 15-20	MPH 20-25	MPH 25-30	MPH 30-40mph	MPH 40-45	MPH 45-50	MPH 50-55	MPH 55-60	MPH 60-65	MPH 65-70	MPH 70-75	MPH 75-80	MPH 80-85				MPH 85-90				
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
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0700-0800	124	11	19	43	51	0	0	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	36.7	6.8	
0800-0900	132	43	38	22	29	0	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	38.2	5.0	
0900-1000	49	12	12	18	7	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	36.6	8.7	
1000-1100	43	13	13	5	12	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	35.3	7.7	
1100-1200	39	10	10	10	10	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.0	34.9	7.1
1200-1300	35	6	8	8	13	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	34.7	6.5
1300-1400	18	15	12	10	10	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	34.2	7.4
1400-1500	48	8	16	11	13	1	0	0	0	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	36.8	7.1
1500-1600	7	11	17	12	42	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	35.7	7.3
1600-1700	68	13	15	19	21	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.0	35.9	6.8
1700-1800	58	17	18	10	15	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	38.9	7.6
1800-1900	10	16	13	11	13	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	35.2	8.0
1900-2000	22	4	6	5	7	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.7	37.8	9.6
2000-2100	6	3	6	5	7	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	40.8	4.8
2100-2200	10	1	5	0	4	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	38.0	8.6
2200-2300	1	2	1	1	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	40.5	6.5
2300-0000	4	1	1	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.8	44.3	6.3
0000-0100	748	111	183	168	215	5	2	0	0	640	6	0	0	3	4	1	0	0	6	3	5	14	24	72	156	288	142	0	0	0	0	0	0	0	0	0	42.5	36.4	6.8
0100-0200	814	174	196	163	234	6	4	0	0	686	7	0	0	0	0	0	0	0	2	6	7	15	06	77	77	190	288	144	43	8	1	1	0	0	0	43.7	35.4	7.0	
0200-0300	823	183	209	186	225	6	4	0	0	765	6	82	3	5	1	0	0	0	0	2	6	15	26	77	200	282	157	45	9	3	1	0	0	0	0	43.8	36.5	7.0	
0300-0400	841	183	213	189	243	6	8	0	0	723	7	82	3	5	1	0	0	0	0	2	6	15	26	78	200	282	157	45	9	3	1	0	0	0	0	43.8	36.5	7.0	

Appendix TN1 – TRACKING



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Artic

Tractor Width	mm : 2250	Lock to Lock Time	: 6.0
Tractor Width	: 2250	Steering Angle	: 42.7
Tractor Track	: 2550	Articulating Angle	: 75.0
Trailer Track	: 2550		

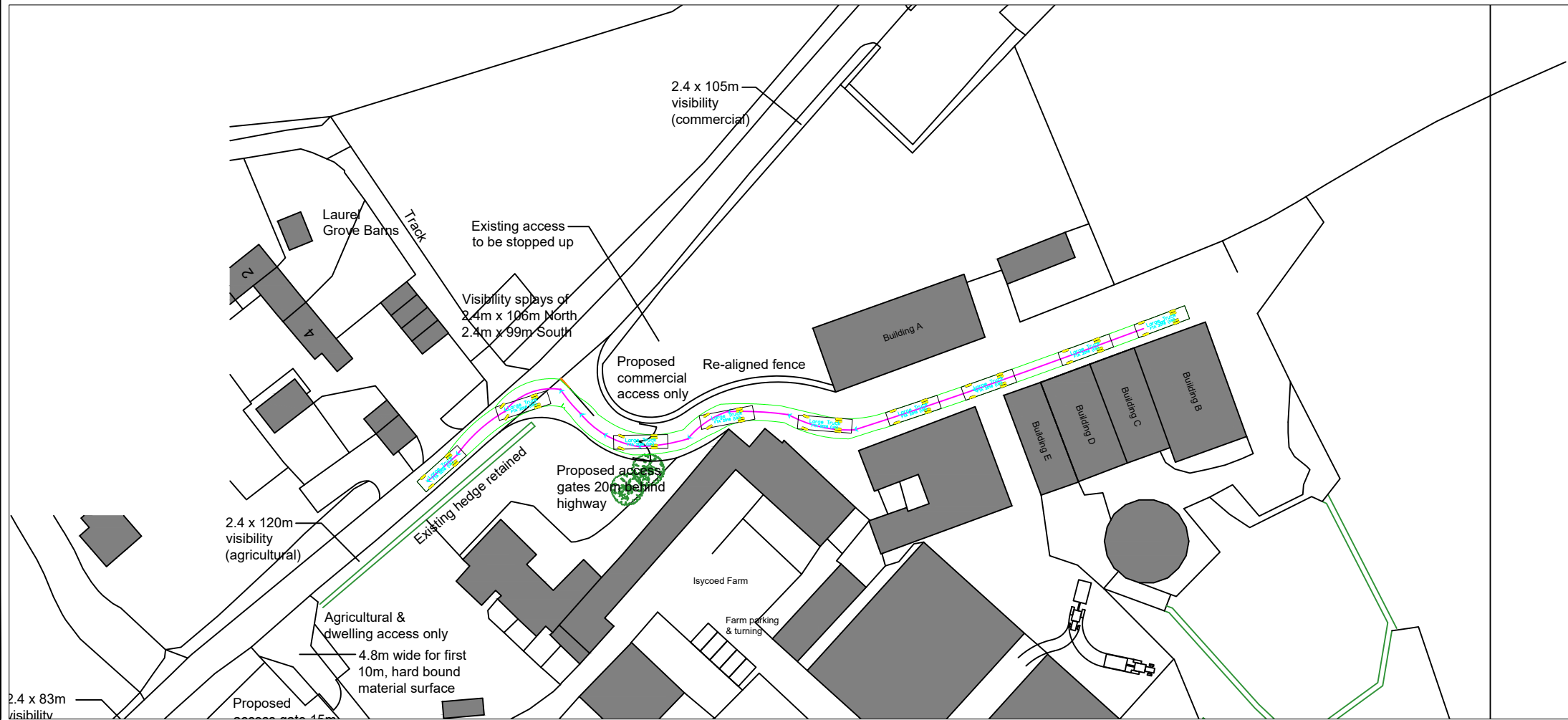
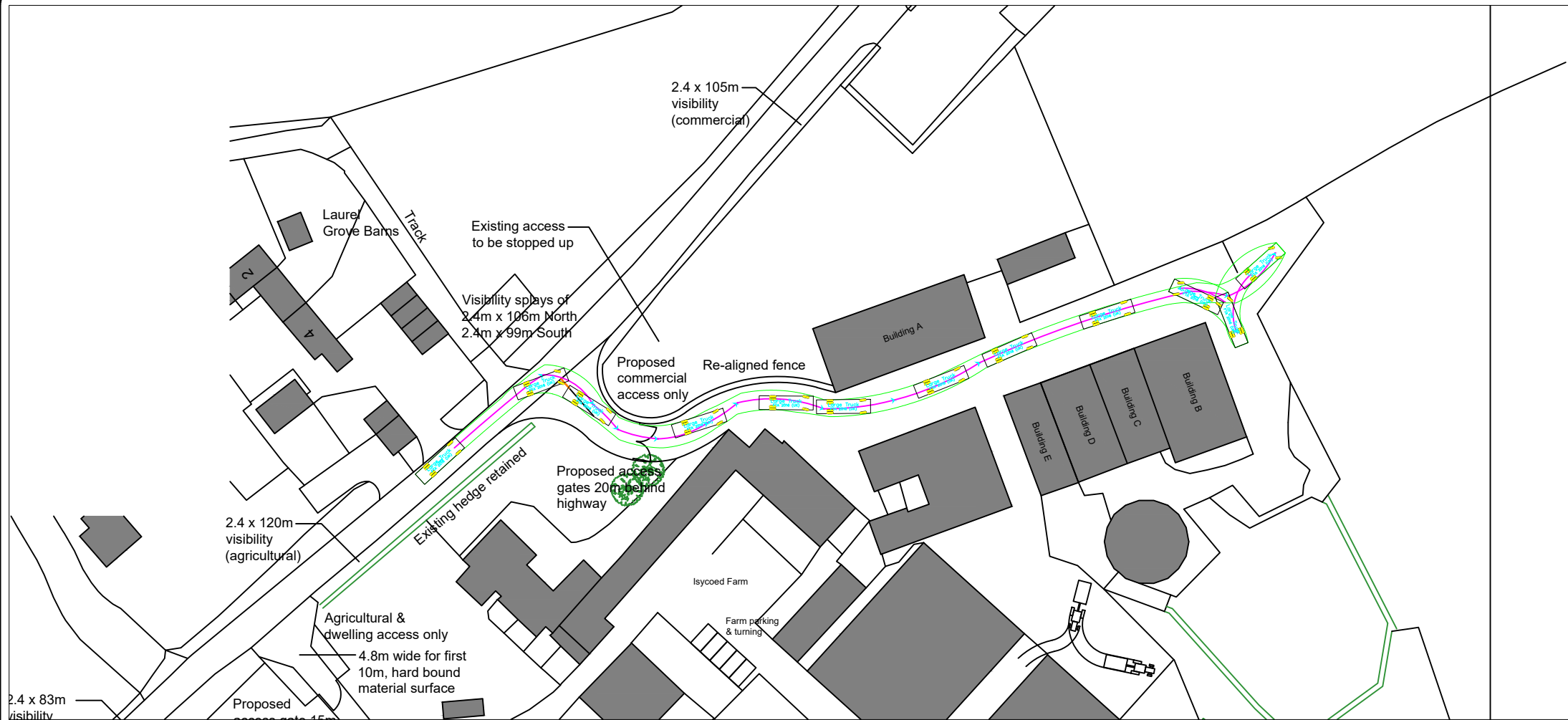
Rev	Date	Description	Ckd	By
-----	------	-------------	-----	----

Cora^{iHt}

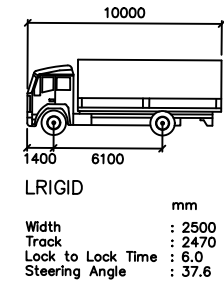
Adamson House, Towers Business Park
Wilmslow Road
Manchester
M20 2YJ

Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client	TSM & TR Lunt			
Project	Ridley Wood Farm Wrexham			
Title	Proposed Access Arrangement Tracking			
Drawing Status				
Job No.	16-3076			
Drawn MC	Checked TC	Scale at A3 1:1000	Date 10/04/25	Issue Date -
Drawing No.	002			-



- Notes:**
1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Rev	Date	Description	Ckd	By

Cora^{iHt}

Adamson House, Towers Business Park
Wilmslow Road
Manchester
M20 2YU

Tel: 0161 955 4422
Email: manchester@coraiht.com
Web: www.coraiht.com

Client

TSM & TR Lunt

Project

Ridley Wood Farm
Wrexham

Title

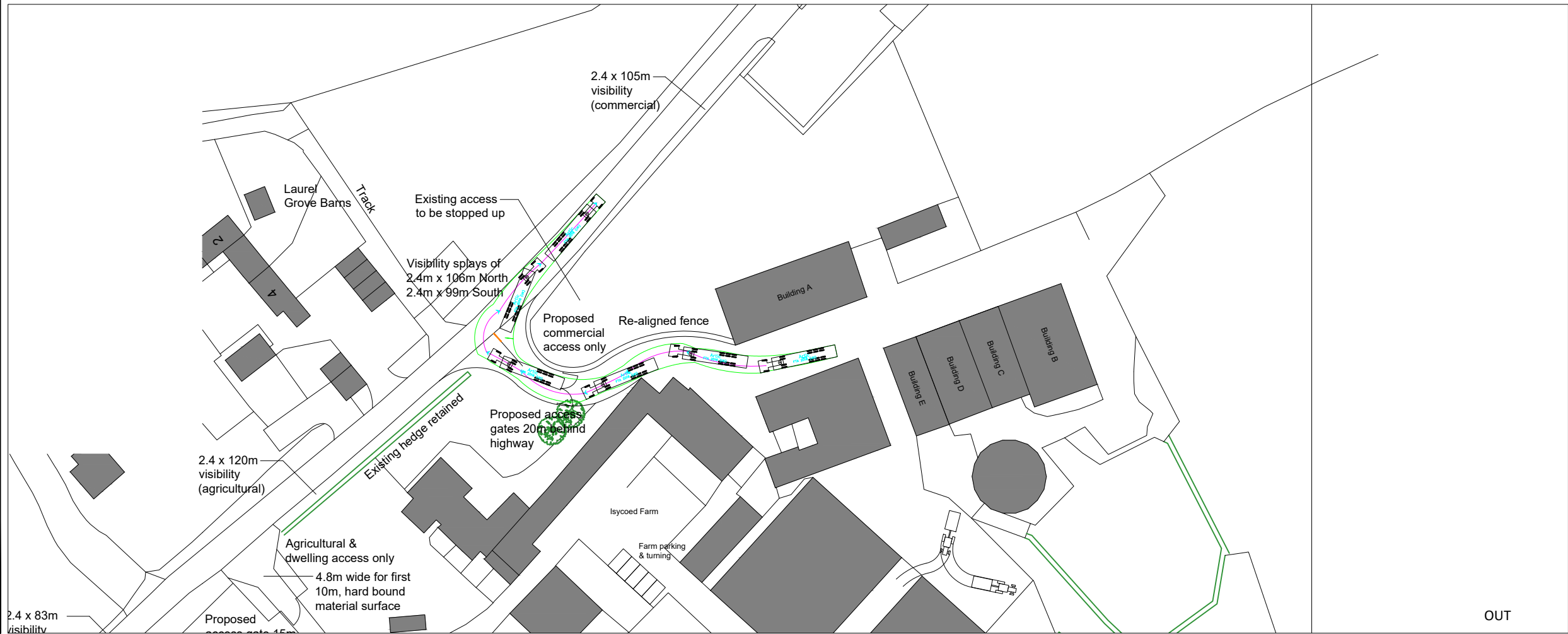
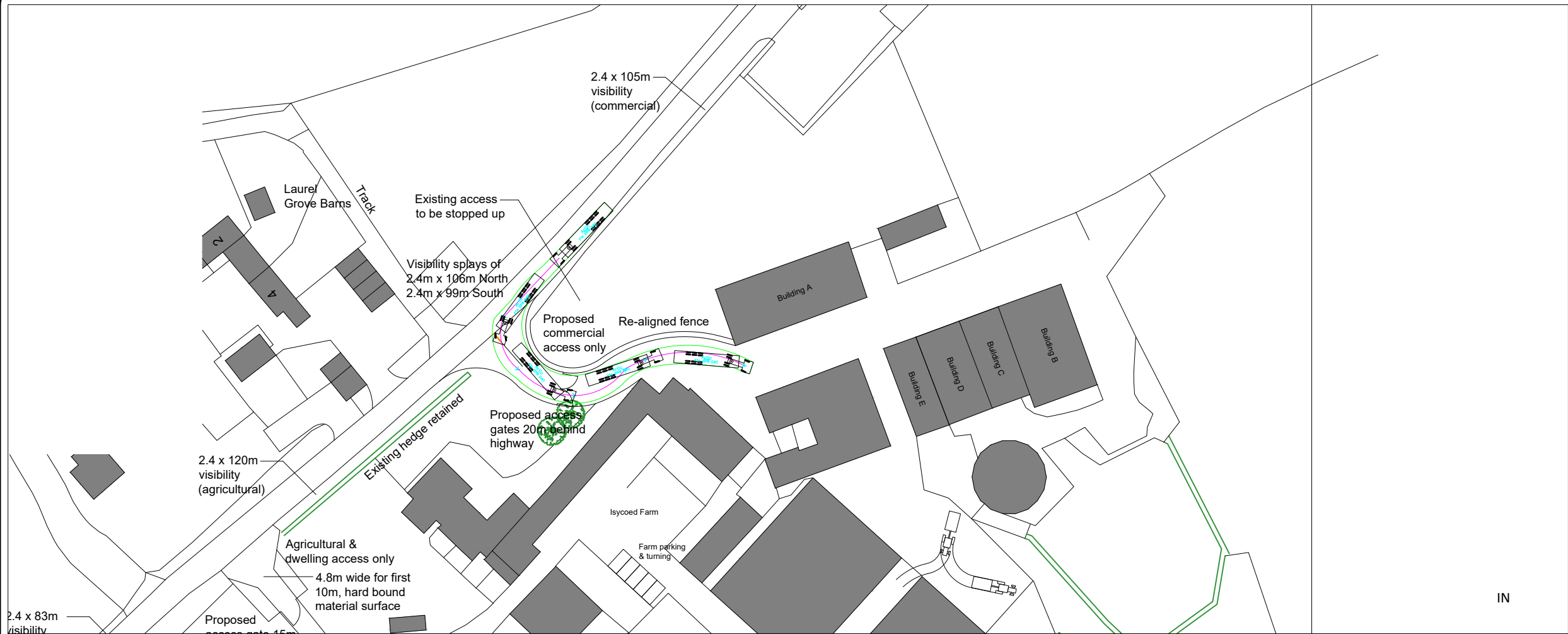
Proposed Access
Arrangement
Tracking

Drawing Status

Job No. 16-3076

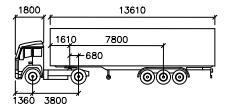
Drawn MC	Checked TC	Scale at A3 1:1000	Date 10/04/25	Issue Date -
-------------	---------------	-----------------------	------------------	-----------------

Drawing No. 003



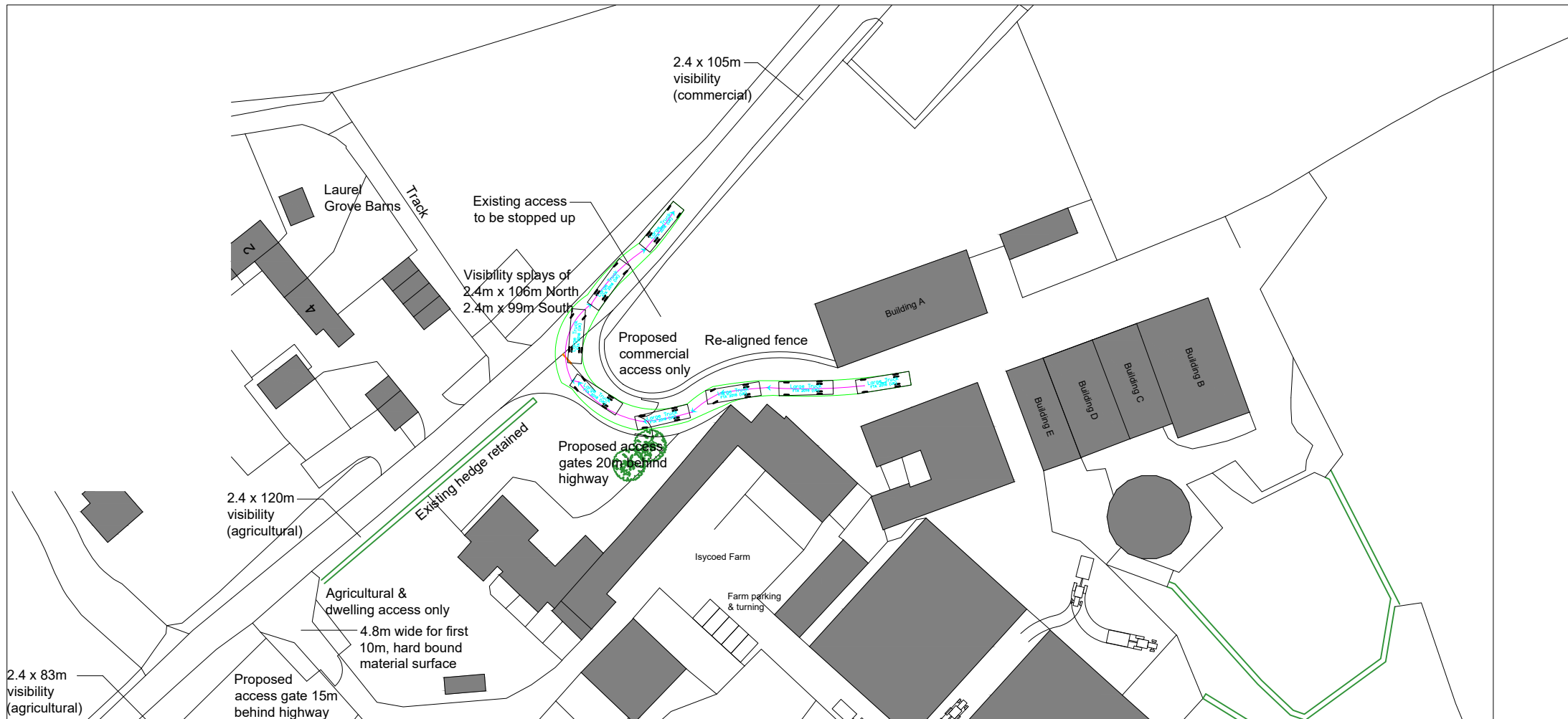
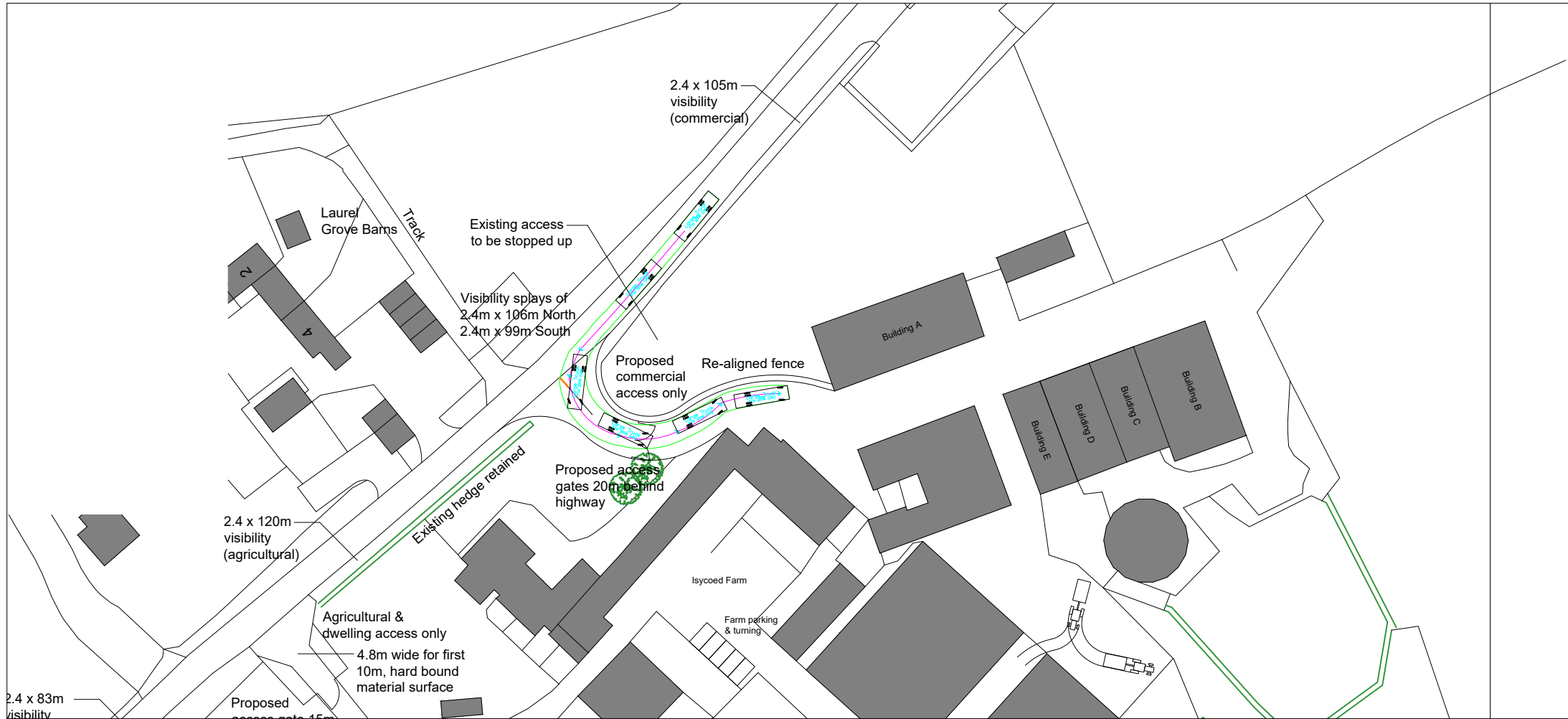
Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

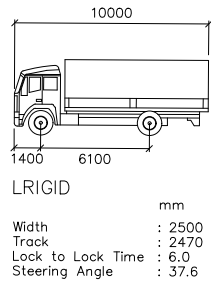


Artic	mm	Lock to Lock Time	: 6.0
Tractor Width	: 2550	Steering Angle	: 42.7
Tractor Track	: 2550	Articulating Angle	: 70.0
Trailer Track	: 2550		

Rev	Date	Description	Ckd	By
Cora^{iHt}				
Adamson House, Towers Business Park Wilmslow Road Manchester M20 2YJ				
Tel: 0161 955 4422 Email: manchester@coraiht.com Web: www.coraiht.com				
Client				
TSM & TR Lunt				
Project				
Ridley Wood Farm Wrexham				
Title				
Proposed Access Arrangement Tracking				
Drawing Status				
Job No. 16-3076				
Drawn MC	Checked TC	Scale at A3 1:1000	Date 14/07/26	Issue Date -
Drawing No. 004				-



- Notes:**
1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Rev	Date	Description	Ckd	By
Cora iHt Adamson House, Towers Business Park Wilmslow Road Manchester M20 2YY Tel: 0161 955 4422 Email: manchester@coraiht.com Web: www.coraiht.com				
Client				
TSM & TR Lunt				
Project				
Ridley Wood Farm Wrexham				
Title				
Proposed Access Arrangement Tracking				
Drawing Status				
Job No. 16-3076				
Drawn MC	Checked TC	Scale at A3 1:1000	Date 14/07/26	Issue Date -
Drawing No. 005				-

Appendix TN3 – TRICS

Audit Code: eee37566-a9db-4f64-8362-0fc6bbb8d130

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	WH	WANDSWORTH 1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
	SE	SHEFFIELD 1 day
10	WALES	
	PE	PEMBROKESHIRE 1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL 1 day

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

Audit Code: eee37566-a9db-4f64-8362-0fc6bbb8d130

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	331 to 1750 (units:sqm)
Range Selected by User:	331 to 2000 (units:sqm)
Parking Spaces Range:	4 - 1192

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/22 to 10/03/26

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	3 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:	
Manual count	6
Direction ATC Count	0

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:	
Suburban Area	3 days
Edge of Town	2 days
Neighbourhood Centre	1 days

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

Selected Location Sub Categories:	
Industrial Zone	4 days
No Sub Category	1 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	3 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	1 days

Audit Code: eee37566-a9db-4f64-8362-0fc6bbb8d130

Secondary Filtering Selection:

Use Class:

B8	6 surveys
----	-----------

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

Population within 500m Range:

77 - 3711

Population within 1 mile:

1,001 to 5,000	2 surveys
5,001 to 10,000	1 surveys
25,001 to 50,000	1 surveys
100,001 or More	2 surveys

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 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
500,001 or More	2 surveys

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	1 surveys
1.1 to 1.5	5 surveys

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.



Audit Code: eee37566-a9db-4f64-8362-0fc6bbb8d130

Petrol filling station:

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	1 surveys
No	5 surveys

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:

1b - Very poor	1 surveys
No PTAL Present	5 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: eee37566-a9db-4f64-8362-0fc6bbb8d130

1	DN-02-F-01	WAREHOUSING & DISTRIBUTION	DONEGAL
DRUMLONAGHER DONEGAL Edge of Town No Sub Category Gross floor area: 900.00 sqm Survey date: Tuesday 10/03/2026			
		Survey Type: Manual	
2	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
GRIMBALD CRAG CLOSE KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1750.00 sqm Survey date: Monday 19/06/2023			
		Survey Type: Manual	
3	PE-02-F-01	WAREHOUSING & DISTRIBUTION	PEMBROKESHIRE
A4115 NEAR NARBERTH TEMPLETON Neighbourhood Centre Village Gross floor area: 950.00 sqm Survey date: Monday 20/11/2023			
		Survey Type: Manual	
4	SE-02-F-01	WAREHOUSING & DISTRIBUTION	SHEFFIELD
PRESIDENT PARK SHEFFIELD Suburban Area Industrial Zone Gross floor area: 1125.00 sqm Survey date: Monday 09/09/2024			
		Survey Type: Manual	
5	WH-02-F-01	WAREHOUSING & DISTRIBUTION	WANDSWORTH
LINFORD STREET NINE ELMS Suburban Area Industrial Zone Gross floor area: 1676.00 sqm Survey date: Tuesday 24/06/2025			
		Survey Type: Manual	
6	WK-02-F-01	WAREHOUSING & DISTRIBUTION	WARWICKSHIRE
POSEIDON WAY WARWICK HEATHCOTE Suburban Area Industrial Zone Gross floor area: 331.00 sqm Survey date: Wednesday 25/09/2024			
		Survey Type: Manual	

Audit Code: eee37566-a9db-4f64-8362-0fc6bbb8d130

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	4	1163	0.022	0.000	0.022
06:00-07:00	4	1163	0.043	0.000	0.043
07:00-08:00	6	1122	0.357	0.163	0.520
08:00-09:00	6	1122	0.327	0.282	0.609
09:00-10:00	6	1122	0.297	0.208	0.505
10:00-11:00	6	1122	0.654	0.594	1.248
11:00-12:00	6	1122	0.416	0.431	0.847
12:00-13:00	6	1122	0.564	0.594	1.158
13:00-14:00	6	1122	0.460	0.520	0.980
14:00-15:00	6	1122	0.535	0.505	1.040
15:00-16:00	6	1122	0.416	0.475	0.891
16:00-17:00	6	1122	0.357	0.579	0.936
17:00-18:00	6	1122	0.015	0.163	0.178
18:00-19:00	6	1122	0.000	0.015	0.015
19:00-20:00	3	1234	0.000	0.000	0.000
20:00-21:00	3	1234	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.463	4.529	8.992

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: eee37566-a9db-4f64-8362-0fc6bbb8d130

Parameter Summary:

Trip rate parameter range selected:	331 - 2000 (units: sqm)
Survey date date range:	19/06/2023 - 10/03/2026
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 334f1362-baf1-4ecb-89d3-becd2b580e91

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST	
	GS	GLOUCESTERSHIRE
		1 day
04	EAST ANGLIA	
	PB	PETERBOROUGH
		1 day
05	EAST MIDLANDS	
	DS	DERBYSHIRE
		1 day
06	WEST MIDLANDS	
	WO	WORCESTERSHIRE
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
		1 day
08	NORTH WEST	
	LC	LANCASHIRE
		1 day
11	SCOTLAND	
	FI	FIFE
		1 day

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

Audit Code: 334f1362-baf1-4ecb-89d3-becd2b580e91

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	530 to 1772 (units:sqm)
Range Selected by User:	500 to 2000 (units:sqm)
Parking Spaces Range:	5 - 1377

Public Transport Provision:	
Selection by:	All Surveys Included

Date Range:	01/01/22 to 03/06/25
-------------	----------------------

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	4 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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:

Suburban Area	1 days
Edge of Town	5 days
Neighbourhood Centre	1 days

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

Selected Location Sub Categories:

Industrial Zone	6 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	5 days

Audit Code: 334f1362-baf1-4ecb-89d3-becd2b580e91

Secondary Filtering Selection:

Use Class:

Not Known

7 surveys

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

Population within 500m Range:

0 - 1600

Population within 1 mile:

5,001 to 10,000

3 surveys

10,001 to 15,000

3 surveys

50,001 to 100,000

1 surveys

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 surveys

75,001 to 100,000

2 surveys

100,001 to 125,000

2 surveys

125,001 to 250,000

2 surveys

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

1 surveys

1.1 to 1.5

6 surveys

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.

Audit Code: 334f1362-baf1-4ecb-89d3-becd2b580e91

Petrol filling station:

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 7 surveys

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 7 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 334f1362-baf1-4ecb-89d3-becd2b580e91

1 STONEGRAVELS LANE CHESTERFIELD Suburban Area Industrial Zone Gross floor area: 530.00 sqm Survey date: Wednesday 04/10/2023	DS-02-C-02	GLASS SPECIALISTS	DERBYSHIRE Survey Type: Manual
2 DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Gross floor area: 1240.00 sqm Survey date: Thursday 20/04/2023	FI-02-C-02	GLASS SPECIALISTS	FIFE Survey Type: Manual
3 HURRICANE ROAD NEAR GLOUCESTER BROCKWORTH Neighbourhood Centre Village Gross floor area: 1565.00 sqm Survey date: Wednesday 03/05/2023	GS-02-C-03	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE Survey Type: Manual
4 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Gross floor area: 700.00 sqm Survey date: Thursday 21/04/2022	LC-02-C-06	STEEL FABRICATION	LANCASHIRE Survey Type: Manual
5 WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1500.00 sqm Survey date: Thursday 29/06/2023	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE Survey Type: Manual
6 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Gross floor area: 1772.00 sqm Survey date: Thursday 29/09/2022	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH Survey Type: Manual
7 FREDERICK ROAD KIDDERMINSTER Edge of Town Industrial Zone Gross floor area: 1200.00 sqm Survey date: Tuesday 03/06/2025	WO-02-C-01	INDUSTRIAL UNIT	WORCESTERSHIRE Survey Type: Manual

Audit Code: 334f1362-baf1-4ecb-89d3-becd2b580e91

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

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	3	1155	0.000	0.000	0.000
06:00-07:00	4	1176	0.383	0.021	0.404
07:00-08:00	7	1215	0.670	0.071	0.741
08:00-09:00	7	1215	0.470	0.200	0.670
09:00-10:00	7	1215	0.306	0.247	0.553
10:00-11:00	7	1215	0.317	0.376	0.693
11:00-12:00	7	1215	0.223	0.247	0.470
12:00-13:00	7	1215	0.282	0.341	0.623
13:00-14:00	7	1215	0.212	0.270	0.482
14:00-15:00	7	1215	0.223	0.188	0.411
15:00-16:00	7	1215	0.247	0.364	0.611
16:00-17:00	7	1215	0.047	0.788	0.835
17:00-18:00	7	1215	0.035	0.165	0.200
18:00-19:00	5	1347	0.015	0.074	0.089
19:00-20:00	3	1155	0.000	0.029	0.029
20:00-21:00	3	1155	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.430	3.381	6.811

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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Audit Code: 334f1362-baf1-4ecb-89d3-becd2b580e91

Parameter Summary:

Trip rate parameter range selected:	500 - 2000 (units: sqm)
Survey date date range:	21/04/2022 - 03/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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