



# **Proposed Change of Use from Care Home to Over 50's Apartments**

**Trewythen Hall, Vicarage Lane,  
Gresford**

## **Transport Statement**

**Prepared for**

**Trewythen Hall Limited**

**July 2023  
3485-01-TS-01**



# Document Control

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## 1.0 INTRODUCTION

### 1.1 Overview

- 1.1.1 Axis have been appointed by Trewythen Hall Limited to provide highways and transport advice in relation to a full planning application for the change of use of a care home and coach house to over 50's apartments, alongside an ancillary fitness studio and consultation rooms, on land located at Trewythen Hall, Gresford.
- 1.1.2 This Transport Statement (TS) has been prepared to inform Wrexham County Borough Council (WCBC), which is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transport-related implications associated with the proposed development.

### 1.2 Pre-application

- 1.2.1 The proposed development was the subject of a recent formal pre-application submission to the LPA at WCBC. A formal pre-application response was received from WCBC, dated 5 April 2023. A full copy of the pre-application response is contained in **Appendix A** and a summary of the comments contained within the response from the LHA are summarised as follows:
- i) The LHA have stated that they would normally be unable to support any proposed development at the site which would result in any significant increase in vehicle movements served off the existing access without providing adequate visibility (i.e. 2.4m x 43m visibility in both directions measured to the nearside edge of the adjoining highway);
  - ii) The LHA have stated that the site would not appear to meet the requirements of the settlement policies (Accessible Housing Development 3.4 & 3.6) detailed in Technical Advice Note 18 (TAN18). These policies require residential development to provide safe walking and cycling routes to local facilities and public transport stops;
  - iii) The LHA have recommended the submission of a detailed Transport Statement for a development of this nature, including details of existing/proposed daily vehicle movements along with details of existing and anticipated pedestrian movements at the site;



- iv) The LHA have advised that adequate parking and turning provision will be required within the curtilage of the site, alongside sufficient vehicular parking provision in line with Local Planning Guidance Note 16; and
- v) With regards to vehicle parking, the LHA have advised that special regard will be paid to the availability of public transport nearby, the proximity to public car parking and local services and facilities, and road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.

1.2.2 This TS has been prepared in accordance with the pre-application response from the LHA at WCBC and the relevant sections of TAN18.

### **1.3 Report Structure**

1.3.1 The remainder of this TS is structured as follows:

- i) Chapter 2 describes the existing conditions on and around the site, including reference to the existing site, the local planning history, access arrangements, the local highway network, and an analysis of the safety record on the local highway network;
- ii) Chapter 3 provides a high-level review of the accessibility of the site by non-car modes of transport;
- iii) Chapter 4 describes the proposed development in detail, including the proposed site access, parking and servicing arrangements;
- iv) Chapter 5 forecasts the multi-modal traffic generation associated with the existing use of the site and the proposed development; and
- v) Chapter 6 summarises the report and concludes that there are no transportation or highway-related reasons why the proposals should not be granted planning permission.

## 2.0 EXISTING CONDITIONS

### 2.1 Introduction

2.1.1 This section of the TS describes the existing conditions on and around the application site, focussing on the site location, its existing use, access arrangements and the local highway network, including its accident record.

### 2.2 Site Location

2.2.1 The application site is located on the south-western side of Gresford and approximately 4.6km to the north-east of Wrexham City Centre.

2.2.2 **Image 2.1** shows the site location in relation to the local highway network.

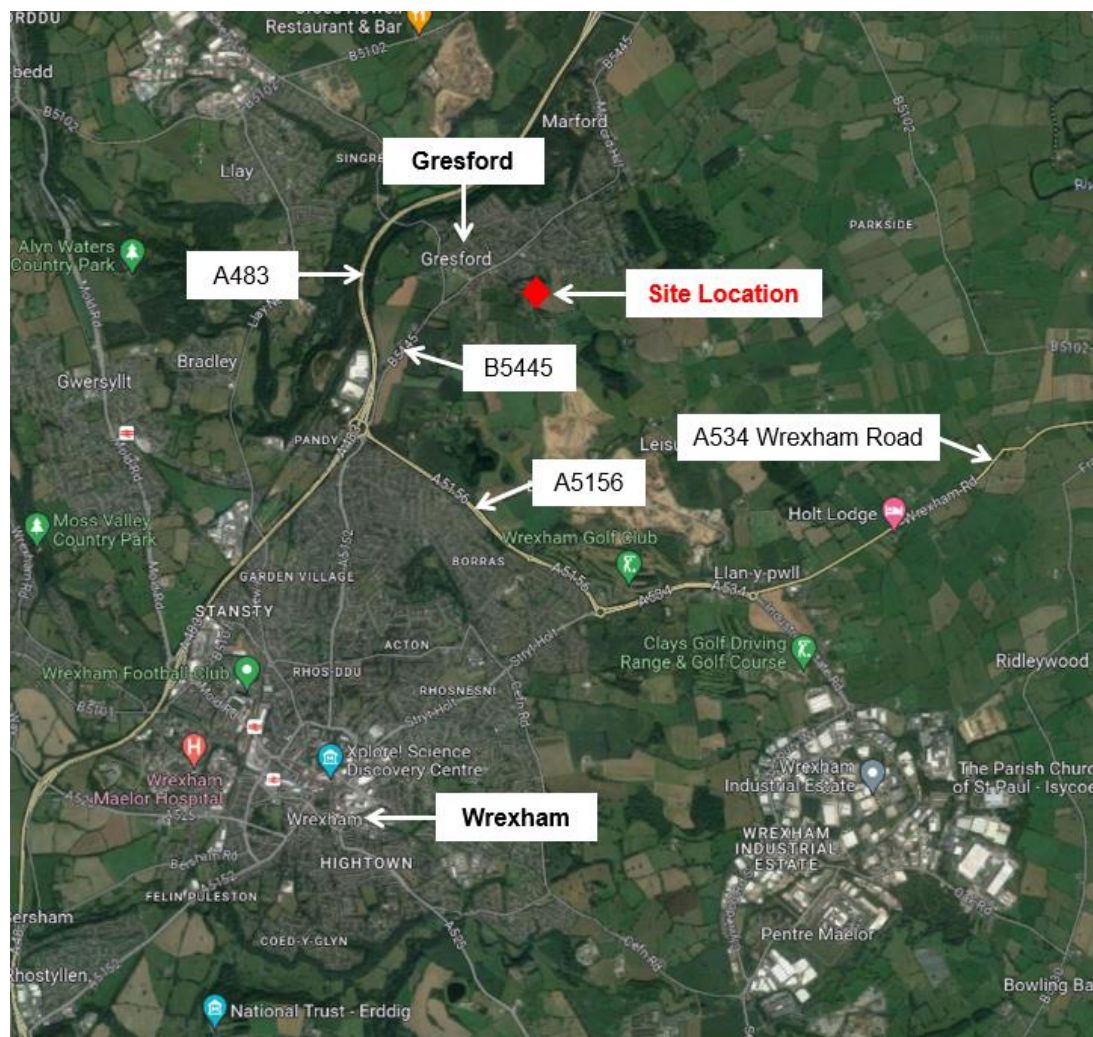
**Image 2.1 – Site Location – Local Context**



2.2.3 **Image 2.2** shows the site location in relation to the wider highway network.



**Image 2.2 – Site Location – Wider Context**



## 2.3 Existing Use and Access Arrangements

- 2.3.1 The application site currently comprises Trewythen Hall and Coach House, which were most recently occupied by a 30-bedroom care home. The care home provided respite care and long-term residential care for the elderly and those with early stages of dementia.
- 2.3.2 Access to the site is currently achieved via a single-track access road which connects to Vicarage Lane via a priority-controlled junction.
- 2.3.3 The access also serves Trewythen Park, which is located to the east of the application site and comprises 20 privately-owned retirement bungalows.



## 2.4 Local Planning History

### *Trewythen Care Home Appeal*

- 2.4.1 An Appeal was lodged in 2015 in relation to the refusal of planning permission for a 20-unit extra care facility consisting of 20 self contained bungalows, the creation of an internal access road and associated works on land adjacent to the site (planning application reference P/2014/0815).
- 2.4.2 Although the appeal was dismissed on 25 November 2015 (appeal reference APP/H6955/A/15/3095184), this was not on highway grounds. It was concluded by the Inspector that the proposal would not harm highway safety.
- 2.4.3 As the appeal concerned land adjacent to the application site which is accessed through the same access, some relevant observations were made regarding the site access onto Vicarage Lane.
- 2.4.4 The Inspector's full decision is contained in **Appendix B**, whilst paragraphs 22 – 24 of the Appeal Decision are reproduced below regarding pedestrian/vehicular interaction and associated highway safety along Vicarage Lane:

*“22. There are no footpaths along Vicarage Lane and there is a high level of onstreet parking between the site and the junction with Chester Road to the north. The Council is concerned that this does not provide a safe route for pedestrians from the site to the local shops and bus stops on Chester Road. It is clear from the discussion at the hearing that existing residents on the site walk or use mobility scooters between the site and Chester Road and I observed staff from the Hall and local residents walking along Vicarage Lane as I also did. Whilst it would be preferable to segregate pedestrians from the main highway the Council confirmed this was not possible.*

*23. Notwithstanding this, the route is within a 30mph area and the nature of the road together with the parked cars actively slow vehicles. Pedestrians do have to be more aware of the traffic when using a shared surface rather than when there is a dedicated footway and I accept that some residents may choose not to walk to local services. However, I do not consider the situation to be significantly different from numerous roads in rural settlements. Furthermore, I do not consider that the increase in the use of Vicarage Lane by pedestrians as a result of the proposed development would be so significant as to be detrimental to highway safety.*



*24. I therefore conclude that, subject to the provision of the stated visibility splays, the proposal would not harm highway safety, in accord with Policy GPD1(d) of the UDP."*

***Proposed Residential Development on Land West of Vicarage Lane***

2.4.5 An appeal was lodged in 2019 in relation to the refusal of planning permission P/2018/1063 for the residential development of 44 dwellings location on the western side of Vicarage Lane, opposite the subject site.

2.4.6 The appeal was dismissed on 24 April 2020 (appeal reference APP/H6955/A/19/3240973), and one of the reasons related to the effect of the proposed development on pedestrian and highway safety. Specifically, the Inspector concluded that due to the number of dwellings proposed, the level of pedestrian movements would be significantly increased, thereby increasing the potential for vehicle/pedestrian conflict.

2.4.7 Paragraphs 29 – 31 of the Appeal Decision reads as follows:

*29. Although pedestrians, cars and lorries have used Vicarage Lane for years, in my view the development of the site for residential purposes means that the nature of vehicular and pedestrian activity would change significantly. A development of predominantly family housing is likely to mean more activity throughout the day and evening and more pedestrians, including children, mothers pushing prams, elderly people, dog walkers etc. These factors differentiate this scheme from that considered in appeal decision reference APP/H6955/A/15/3095184.*

*30. Whilst I accept that the time spent in the shared section of the highway would be of short duration so that the actual time for potential for conflict between pedestrians and vehicles would be very short but, in my judgement, given the number of dwellings proposed, the number of additional pedestrians using this route throughout the day would be significantly increased and so the potential for conflict would be greater. Along this stretch of shared highway vehicles are likely to have to impinge on the pedestrian margin if another vehicle is coming in the other direction. Although drivers would be travelling slowly, the more activity generated the more pedestrians are likely to feel intimidated and there would be few areas where they could feel safely out of the way.*



*31. Although acceptable changes could be made to Vicarage Lane, there are significant shortcomings and safety issues relating to pedestrian safety for the level of housing proposed. It is an existing public highway, but the scale of the development proposed increases the potential for vehicle/pedestrian conflict. As such I find that the proposal would not provide safe links to public transport stops, local shops and facilities as required by TAN 18. Neither would it be consistent with UDP Policy GDP1(d) which seeks to ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.*

### **Comparison of the Above Appeals**

- 2.4.8 In the case of the 2015 appeal, the Inspector accepted that an increase in 20 retirement bungalows would not represent a material increase from a highway perspective, but ultimately dismissed the appeal for green barrier impact reasons.
- 2.4.9 On the other hand, in the case of the 2019 appeal, the Inspector found that the intensification in pedestrian movement along Vicarage Lane from 44 houses would be too onerous, despite the fact that new footway mitigation measures were proposed, where feasible, at that time.
- 2.4.10 It can therefore be concluded that the overall highway related outcome of the previous planning applications / appeals within the vicinity of the site was that any **material** intensification in pedestrian movements along Vicarage Lane would be resisted by both the LPA and the Planning Inspectorate, a stance that has been upheld and reflected in the recent pre-application advice (see **Section 1.2** and **Appendix A**).
- 2.4.11 The above observations are considered to be applicable to this planning application and have therefore been considered in the assessment of the transport and highway-related impacts of the proposals, as set out in **Chapter 4** and **Chapter 5** of this TS.

## **2.5 Local Highway Network**

### ***Vicarage Lane***

- 2.5.1 The proposed development would be served from the existing access to the site from Vicarage Lane. The road extends along an approximate north-west/south-east alignment, linking the site to Gresford Village Centre.



- 2.5.2 Vicarage Lane is a single lane, two-way road with a typical carriageway width of approximately 5m – 6m along to the north-eastern site boundary. Heading south-eastwards, the carriageway narrows as Vicarage Lane becomes more rural.
- 2.5.3 Heading south-east from the signalised junction with the B5445, Vicarage Lane is subject to a 30mph speed restriction. However, adjacent to the existing access to the site, the speed limit increases to 60mph as it continues south-east to a T-junction with Wynnstay Lane.
- 2.5.4 On-street parking occurs along Vicarage Lane, predominantly along the northern side, outside the existing properties. There is currently no footway provision, although some street lighting is present.

### ***B5445 Chester Road***

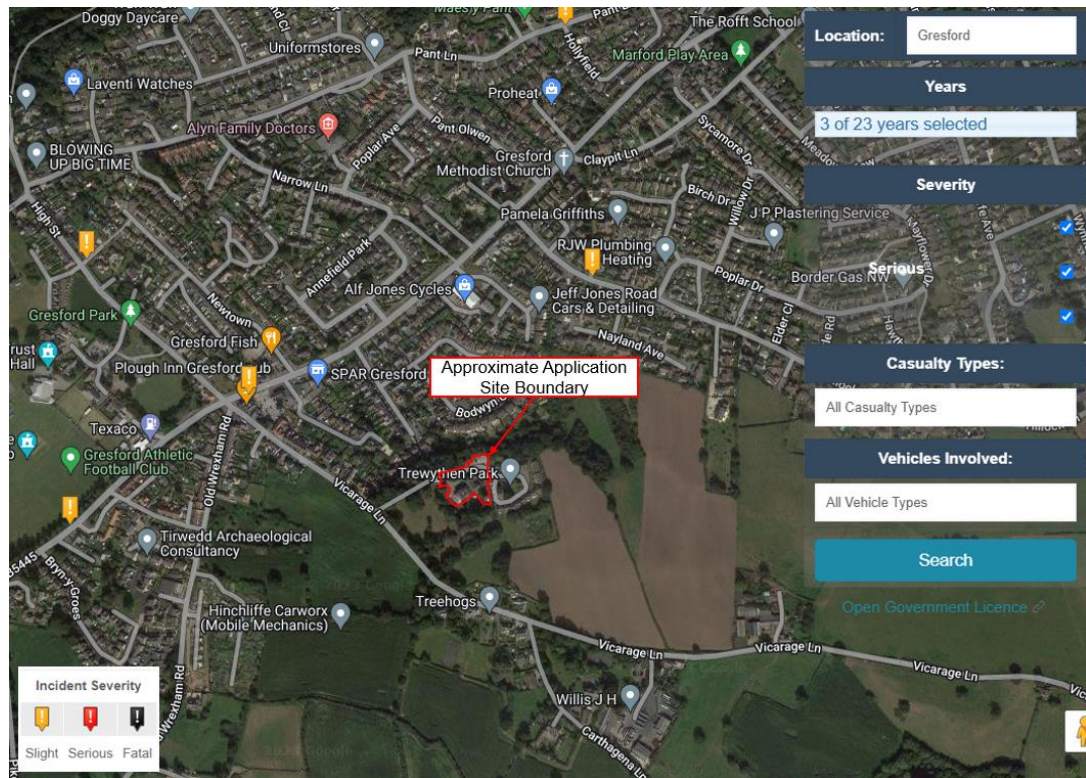
- 2.5.5 The B5445 Chester Road forms a signalised junction with Vicarage Lane approximately 140m from the north-west corner of the site. The road extends along an approximate north-east/south-west alignment; linking Gresford to Rossett in the north and Wrexham in the south.
- 2.5.6 In the vicinity of the signalised junction with Vicarage Lane, the B5445 Chester Road forms a single lane, two-way road with a typical carriageway width of approximately 9m. There are crossing points with dropped kerbs and tactile paving at the junction, in addition to a pedestrian refuge island within 30m to the south-west.
- 2.5.7 There are bus laybys situated within 50m of the north-eastern and south-western arms of the signalised junction, complete with shelters. A combination of advisory/offroad cycle provision also extends along the carriageway throughout south-western areas of Gresford.
- 2.5.8 Footways are present along both sides of the road, and the B5445 Chester Road is lit with street lighting.

## **2.6 Highway Safety**

- 2.6.1 The online CrashMap resource ([www.crashmap.co.uk](http://www.crashmap.co.uk)) has been used to obtain personal injury accident (PIA) data on the highway network local to the application site for the most recently available complete 3-year period (2019-2021 inclusive). This is shown on **Image 2.3**.



**Image 2.3 – CrashMap Extract (2019-2021 Inclusive)**



- 2.6.2 **Image 2.3** indicates that no accidents have been recorded along Vicarage Lane between 2019 and 2021 (inclusive) and the nearest accident to the site has been recorded to the east of the Vicarage Lane / B5445 Chester Road / High Street signalised junction, which was classified as being 'slight' in severity.
- 2.6.3 Further afield, one 'slight' severity accident has been recorded along High Street, approximately 280m to the north of the B5445 Chester Road, and one 'slight' accident has been recorded along the B5445 Chester Road, approximately 260m to the west of Vicarage Lane.
- 2.6.4 The accident record within the general vicinity of the application site is not considered to present a material concern in the context of the proposed development.

### **3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL**

#### **3.1 Introduction**

- 3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the private car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 3.1.2 This section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes of travel:
- i) Accessibility on foot;
  - ii) Accessibility on cycle; and
  - iii) Accessibility by public transport (bus and rail).

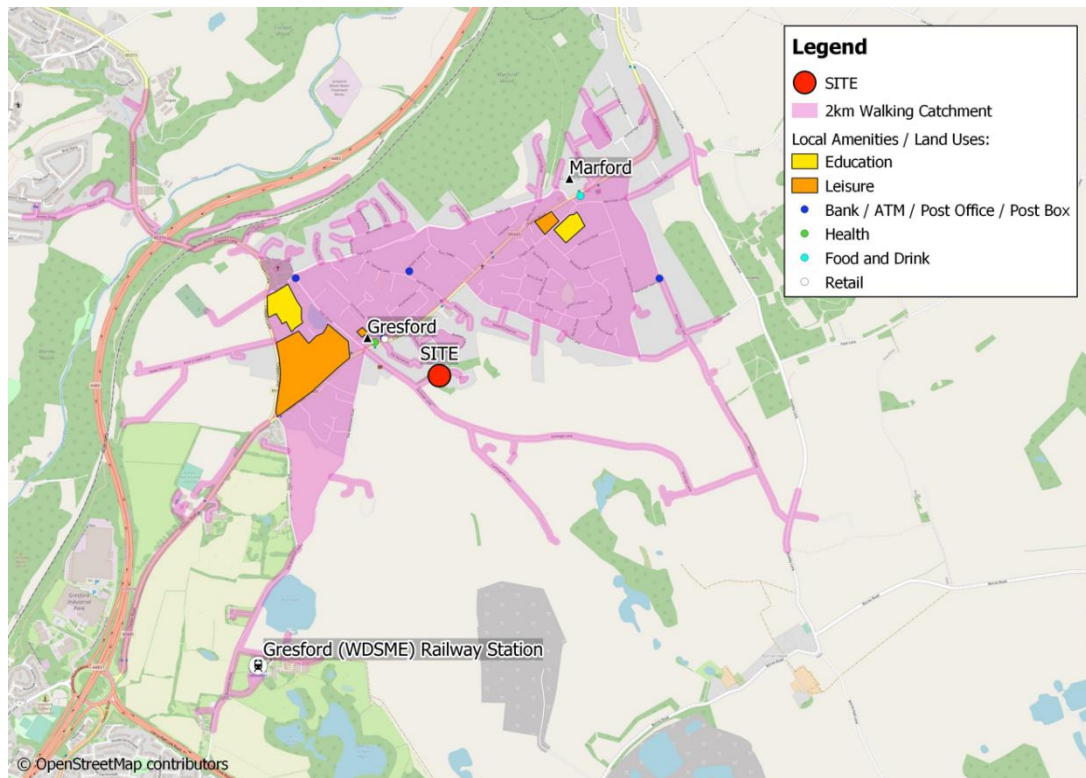
#### **3.2 Accessibility on Foot**

- 3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.
- 3.2.2 To assist in summarising the accessibility of the site on foot, an indicative pedestrian catchment plan has been produced and is illustrated on **Image 3.1**.





**Image 3.1 – 2km Walking Catchment**

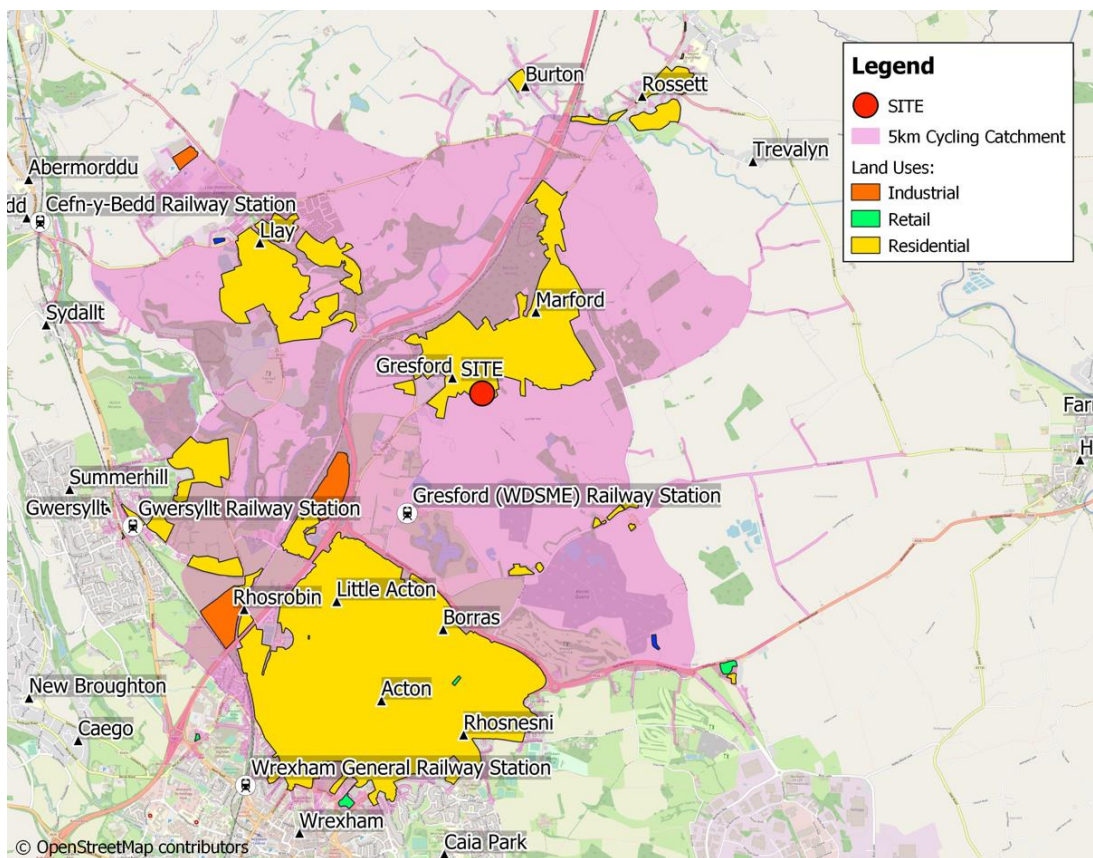


- 3.2.3 **Image 3.1** illustrates that the 2km catchment incorporates the majority of Gresford and Marford, alongside a range of local amenities including Gresford Branch Library, All Saints Church, Gresford Methodist Church and Gresford Health Centre. There is also a row of local shops along the A5445 Chester Road which includes convenience stores (including a food store), an ATM, Post Office facilities, eating / drinking establishments, a pharmacy and a hair and beauty facility.
- 3.2.4 Whilst it is acknowledged that there is no footway provision along Vicarage Lane, this is not considered to present a material highway safety concern when having regard to the 30mph speed limit and general nature of the road. Moreover, it is acknowledged that large parts of the road network within Gresford and other similar villages within Wrexham Borough, simply do not have any footway provision. However, this should not, by definition, lead to significant highway safety concerns or act to discourage the use of walking as an alternative mode of travel to the private car.
- 3.2.5 The site is therefore considered to be accessible on foot.

### 3.3 Accessibility by Cycle

- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 3.3.2 In order to determine the accessibility of the site by cycle, **Image 3.2** shows a 5km cycle catchment from the centre of the site.

**Image 3.2 – 5km Cycling Catchment**



- 3.3.3 **Image 3.2** shows that the 5km catchment incorporates the whole of Gresford and Marford, alongside parts of Wrexham, Rossett, Burton, Llay, Rhosrobin, Acton and Rhosnesni, amongst others.
- 3.3.4 Gresford Railway Station is also situated within the catchment area, therefore the potential for a longer journey by cycle and rail is a possibility for prospective residents.
- 3.3.5 With regards to the above, the site is considered to be accessible by cycle.

### 3.4 Accessibility by Public Transport

#### *By Bus*

- 3.4.1 The nearest bus stops to the site are located approximately 420m from the centre of the site along the B5445 Chester Road. **Table 3.1** details the service number 1 that calls at these stops and its associated frequencies.

**Table 3.1 – Summary of Bus Service Frequencies from Chester Road**

Bus Service	Route	Typical Frequency (One Way)		
		Mon - Fri	Sat	Sun/Hols
1	Wrexham – Chester via Gresford – Marford – Rossett – Chester Business Park	15 mins	15 mins	30 mins

- 3.4.2 Bus service number 1 provides regular access to key residential, leisure and employment destinations across Wrexham and its surrounding areas including Wrexham Town Centre itself, Chester and Chester Business Park.
- 3.4.3 The service also offers regular access to these areas on the weekends. It is considered that the site is accessible by bus.

### 3.5 By Rail

- 3.5.1 Wrexham General and Wrexham Central Railway Stations are both located approximately 5km – 6km to the south-west of the site. Whilst these are outside of typical walking catchments, it is considered that some future residents could travel by rail as part of a multi-modal trip (e.g. by cycle). In addition, Gwersyllt, Cefn-yBedd, Caergwrle and Hope stations are also within an 8km cycling distance.
- 3.5.2 The number 1 bus service terminates at Wrexham Bus Station, which is within 250m walk of Wrexham Central and approximately 500m walk of Wrexham General.
- 3.5.3 Wrexham General offers a wider range of services, with regular destinations such as Cardiff Central, Bidston and Llandudno. These services provide access to a variety of key employment, leisure and residential areas across Wales and England including:
- i) Shrewsbury

- ii) Rhyl
- iii) Hereford
- iv) Newport
- v) Caergwrle
- vi) Heswall
- vii) Flint
- viii) Buckley
- ix) Ludlow
- x) Shotton

3.5.4 The site is therefore considered to be highly accessible by rail.

### **3.6 Accessibility Summary**

3.6.1 In summary, the site is considered to be accessible by various modes of transport. There are public transport opportunities within walking distance of the site, and there are everyday facilities situated within typical walking and cycling catchments. Accordingly, it is evident that the site is accessible by sustainable transport modes.



## 4.0 PROPOSED DEVELOPMENT

### 4.1 Overview

- 4.1.1 This planning application seeks planning permission for the change of use of Trewythen Hall and Coach House from a 30-bed care home to 21no. over 50's residential apartments, alongside an ancillary fitness studio and consulting rooms.
- 4.1.2 The proposed site plan is contained in **Appendix C** to the rear of this report.

### 4.2 Proposed Site Access Arrangements

- 4.2.1 The proposed development will be accessed via the existing access off Vicarage Lane.
- 4.2.2 Within WCBC's pre-application response, the LHA commented as follows:
- 'I would normally be unable to support any proposed development at the site which would result in any significant increase in vehicle movements served off this substandard access without providing adequate visibility.'*
- 4.2.3 As set out in **Chapter 5** of this TS, the proposed development is actually forecast to result in a net **reduction** in the number of vehicular trips that is generated by the site. This will thereby improve the overall safety and operation of the junction and there should therefore be no requirement for any improvements to the site access, especially when set against the context of the excellent accident record along Vicarage Lane.

### 4.3 Proposed Car Parking Arrangements

- 4.3.1 WCBC's currently adopted parking standards are set out in their "*Local Planning Guidance Note (LPGN) 16*" document. Within the LPGN 16 it is stated that for a 1-bedroom C3 dwelling 1.5 spaces will be required per unit and, for a 2-bedroom C3 dwelling 2 spaces will be required per unit.
- 4.3.2 Based on the proposed development, which comprises 17no. 1-bedroom apartments and 4no. 2-bedroom apartments, this equates to a total parking requirement of 33.5 spaces (rounded up to 34).
- 4.3.3 As shown on the proposed site plan in **Appendix C**, the proposed development includes 34 spaces and is therefore compliant with LPGN 16.



- 4.3.4 **Drawing Number 3485-01-ATR01** in **Appendix D** shows the ability of a large car to safely and satisfactorily access all car parking spaces located within the application site, without encroaching onto nearby bays. This therefore demonstrates that all car parking spaces would be accessible at any one time.

#### 4.4 **Proposed Cycle Parking Arrangements**

- 4.4.1 A total of 40 cycle parking spaces will be provided within two safe and secure storage areas, as shown on the proposed site plan (**Appendix C**). This equates to 1.9 spaces per apartment, on average, and is considered to facilitate travel to the site by cycle.

#### 4.5 **Proposed Servicing Arrangements**

- 4.5.1 **Drawing Number 3485-01-ATR02** in **Appendix D** demonstrates the ability of a large 11.2m refuse vehicle to safely and satisfactorily access the site in a forward gear, turn around within the site and egress in a forward gear for the purpose of servicing the site.



## 5.0 TRAFFIC FORECASTS AND HIGHWAY IMPACT

### 5.1 Introduction

5.1.1 This Chapter of the report considers the average weekday peak hour traffic generation forecasts associated with the current use of the site and the proposed development.

### 5.2 Forecast Trip Generation – Current Use

5.2.1 The level of trips that the current use of the site as a care home is capable of generating has been estimated through reference to average weekday peak hour trip rates obtained from surveys of schemes of a similar location and nature contained within the industry standard TRICS Database (version 7.10.1).

5.2.2 The following search criteria has been selected within TRICS:

- i) TRICS category – “Health – Care Home (Elderly Residential)”;
- ii) Mainland Britain sites only (excluding Greater London);
- iii) Weekday surveys only;
- iv) Sites in ‘Edge of Town Centre’ and ‘Suburban Areas’ have been selected;
- v) Selection by number of residents; and
- vi) All multi-modal surveys undertaken between 01/01/2000 and 13/06/2022 have been included in order to maximise the number of available comparator surveys.

5.2.3 **Table 5.1** summarises the average weekday peak hour and daily trip rates (per 1 resident) and the resultant total multi-modal trips generated when these trip rates are applied to the current care home use of the site (30 residents). The full TRICS outputs are contained in **Appendix E**.

**Table 5.1 – Trip Rates and Trip Generation Forecasts – Current Use**

Mode	Time Period	Trip Rates (per 1 resident)		Current Use Trip Generation (30 residents)	
		Arrive	Depart	Arrive	Depart
Total Vehicles	08:00-09:00	0.062	0.042	2	1
	17:00-18:00	0.05	0.097	2	3
	Daily	0.928	0.931	28	28
Cyclists	08:00-09:00	0.003	0.003	0	0
	17:00-18:00	0.008	0.005	0	0
	Daily	0.043	0.041	1	1
Pedestrians	08:00-09:00	0.031	0.034	1	1
	17:00-18:00	0.006	0.014	0	0
	Daily	0.358	0.385	11	12

5.2.4 **Table 5.1** demonstrates that the current care home use of the site is capable of generating approximately 3 two-way vehicle trips in the AM peak hour and 5 two-way vehicle trips in the PM peak hour, on average. When assessed on a daily basis, the current use of the site is capable of generating 56 two-way vehicle trips.

5.2.5 In terms of pedestrian trips, the site's current use generates approximately 2 two-way trips in the AM peak hour, no trips in the PM peak hour and 23 two-way trips per day. With regards to cyclists, the current use of the site generates approximately 2 two-way cyclist trips per day.

5.2.6 This is therefore the 'fallback' position in planning and traffic generation terms, against which the impact of the proposed development is assessed by comparison.

### 5.3 Forecast Traffic Generation – Proposed Use

5.3.1 For the purpose of obtaining trip rates for the proposed development of 21no. over 50's apartments, the following search criteria has been applied within the TRICS database:

- i) TRICS category – "Residential – Retirement Flats";
- ii) Mainland Britain sites only (excluding Greater London);
- iii) Weekday surveys only;
- iv) Sites in 'Edge of Town Centre' and suburban locations have been selected;
- v) Selection by number of units; and
- vi) All multi-modal surveys undertaken between 01/01/2015 and 21/11/2022 have been included in order to maximise the number of available comparator surveys.

5.3.2 The full TRICS outputs are contained in **Appendix E** and **Table 5.2** summarises the weekday peak hour trip rates (per 1 dwelling) and the resultant multi-modal trip generated when these trip rates are applied to the proposed development (21 units).

**Table 5.2 – Trip Rates and Trip Generation Forecasts – Proposed Development**

Mode	Time Period	Trip Rates (per 1 units)		Proposed Use Trip Generation (21 units)	
		Arrive	Depart	Arrive	Depart
Total Vehicles	08:00-09:00	0.056	0.091	1	2
	17:00-18:00	0.061	0.043	1	1
	Daily	1.088	1.101	23	23
Cyclists	08:00-09:00	0.009	0	0	0
	17:00-18:00	0	0	0	0
	Daily	0.017	0.016	0	0
Pedestrians	08:00-09:00	0.035	0.039	1	1
	17:00-18:00	0.035	0.026	1	1
	Daily	0.504	0.511	11	11

5.3.3 As shown in **Table 5.2**, the proposed development is forecast to generate a total of 3 two-way vehicle trips in the weekday AM peak hour and 2 two-way trips in the weekday PM peak hour. When assessed on a daily basis, the proposed development could generate 46 two-way vehicle trips.

5.3.4 In terms of pedestrian trips, the proposed development is forecast to generate approximately 2 two-way trips in the AM and PM peak hours, respectively, and 22 two-way trips per day.

5.3.5 The proposed development is not forecast to generate any cyclists trips.

5.3.6 No account has been made for the proposed fitness studio and consulting rooms as it is considered that these uses will be ancillary to the parent residential use in terms of trip generation and car parking demand.

## 5.4 Net Forecast Traffic Generation of the Proposed Development

5.4.1 The net operational impact of the proposed development is effectively the difference between the predicted total new trip demand anticipated to be generated by the proposed over 50's apartments and the trip demand associated with the current care home use of the site, as summarised in **Table 5.3**.



**Table 5.3 – Net Forecast Trip Generation of the Current and Proposed Uses**

	Total Vehicles			Cyclists			Pedestrians		
	08:00-09:00	17:00-18:00	Daily	08:00-09:00	17:00-18:00	Daily	08:00-09:00	17:00-18:00	Daily
Current Use Trip Generation	3	5	56	0	0	2	2	0	23
Proposed Use Trip Generation	3	2	46	0	0	0	2	2	22
Net Difference	0	-3	-10	0	0	-2	0	+2	-1

- 5.4.2 Review of **Table 5.3** demonstrates that the proposed development is forecast to generate a net decrease of 10 two-way vehicle trips per day, a net decrease of 2 cyclist trips per day and a net decrease of 1 daily pedestrian trip.
- 5.4.3 On the basis of the above, it can be demonstrated that the proposed development will have an overall net benefit to the safety and operation of the local highway network, and that there should therefore be no requirement to bring forward any off-site highway-related mitigation measures.
- 5.4.4 Moreover, when the forecast difference in pedestrian movements is considered against the key highway-related outcome of the previous planning applications / appeals on land surrounding the application site (as set out in **Chapter 2** of this TS), where it has been shown that any material intensification in pedestrian movements along Vicarage Lane would be viewed unfavourably by the LPA and Planning Inspectorate, there should therefore be no reason why the proposals should not be acceptable from a highways perspective.

## **6.0 SUMMARY AND CONCLUSIONS**

### **6.1 Summary**

- 6.1.1 Axis have been appointed by Trewythen Hall Limited to provide highways and transport advice in relation to a full planning application for the change of use of a care home and coach house to over 50's apartments, alongside an ancillary fitness studio and consultation rooms, on land located at Trewythen Hall, Gresford.
- 6.1.2 The application site is located on the south-western side of Gresford and approximately 4.6km to the north-east of Wrexham City Centre.
- 6.1.3 Prior to the submission of the planning application the proposed development was the subject of a formal pre-application submission to the LPA at WCBC. A formal pre-application response was received from WCBC, dated 5<sup>th</sup> April 2023, which included a series of comments from the LHA. This TS has been prepared in accordance with the pre-application response and the relevant sections of TAN18.
- 6.1.4 The application site currently comprises Trewythen Hall and Coach House, which were most recently occupied by a 30-bedroom care home. The care home provided respite care and long-term residential care for the elderly and those with early stages of dementia.
- 6.1.5 Axis have undertaken a review of the local planning applications / appeals within the vicinity of the site, which has demonstrated that where any development would result in a material intensification in pedestrian movements along Vicarage Lane, then this would be resisted by both the LPA and the Planning Inspectorate.
- 6.1.6 PIA data has been analysed using Crashmap which indicates that the accident record within the general vicinity of the site is not considered to present a material concern in the context of the proposed development, with no accidents having been recorded along Vicarage Lane between 2019-2021 (inclusive).
- 6.1.7 The site benefits from being accessibility by the main non-car modes of transport, being within walking and cycling distance of various everyday facilities and public transport opportunities.



- 6.1.8 The proposed development will be accessed via the existing access off Vicarage Lane and will provide 34 car parking spaces in accordance with WCBC adopted parking standards, alongside 40 cycle parking spaces.
- 6.1.9 Swept path analysis also demonstrates that a large refuse vehicle will be able to safely and satisfactorily access and egress the site in a forward gear for the purpose of servicing the site.
- 6.1.10 The proposals are considered to be acceptable when having regard to the fact that the proposed development is forecast to result in an overall net decrease in vehicular trips when compared against the current use of the site as a care home.
- 6.1.11 Specifically, the proposed development is forecast to generate a net decrease of 10 two-way vehicle trips per day, a net decrease of 2 cyclist trips per day and a net decrease of 1 daily pedestrian trip.
- 6.1.12 It is on the basis of the above that it is considered that the proposed development will have an overall net benefit to the safety and operation of the local highway network and that there should be no requirement to bring forward any off-site highway-related mitigation measures.

## **6.2 Conclusions**

- 6.2.1 It is considered that there should be no reason to withhold planning permission from a traffic and transportation perspective.



# Appendix A – WCBC Pre-Application Response



CATHY OWEN  
OFF THE WALL ARCHITECTS  
8 PEARL LANE  
VICARS CROSS  
CHESTER  
CH3 5NX

Your Ref/Eich Cyf  
Our Ref/Ein Cyf  
Date/Dyddiad  
Ask for/Gofynner am  
Direct Dial/Rhif Union  
E-mail/E-bost

ENQ/2023 /0002  
05/04/2023  
Amy Brittain  
01978 298775  
[amy.brittain@wrexham.gov.uk](mailto:amy.brittain@wrexham.gov.uk)

Dear Sir/Madam,

**Town and Country Planning Act 1990**

**CHANGE OF USE FROM CARE HOME AND COACH HOUSE TO OVER 50,S  
APARTMENTS AND NEW BUILD FITNESS STUDIO AND CONSULTATION  
ROOMS  
TREWYTHEN HALL VICARAGE LANE, GRESFORD, WREXHAM.**

I refer to your planning enquiry dated 05/01/2023.

I can confirm that I have assessed the information submitted by you and that I have determined in accordance with the above detailed legislation that a formal application for planning permission will be required.

**Validation Requirements**

A formal planning application must be accompanied by the following information in order to be validated:

- Completed full planning application forms;
- Site location plan with the land subject to the application edged red 1:1250 / 1:2500 scale;
- Detailed existing and proposed site / block plans showing the proposed extensions, bin storage and parking areas etc. 1:200 / 1:500 scale;
- Existing and proposed floor and elevation plans 1:100 / 200 scale;
- Planning application fee;
- Preliminary Ecological Assessment;
- Pre-application Consultation;
- Tree Survey;
- Design and Access Statement.

**Relevant Planning Policy and Guidance**

The following planning policies and supplementary planning guidance are applicable:

- Wrexham Unitary Development Plan Policies GDP1, T8 and PS2;
- Local Development Plan Policies
- Local Planning Guidance Note No. 16: Parking;

### **Case Officer Opinion**

The proposed development includes the change of use from care home and coach house to over 50's apartments and new build fitness studio and consultation rooms.

### **Principle of Development – Proposed Change of Use from Care Home and Coach House to Over 50's Apartments**

Policy PS1 of the Wrexham Unitary Development Plan states that new development for housing, employment, and community services will be directed to within defined settlement limits/employment areas. Trewythen Hall is located within the settlement limit of Gresford/Marford. As such, there is no in principle policy objection to the change of use of the care home and coach house to over 50's accommodation.

The Wrexham Local Development Plan (LDP) is at an advanced stage. Whilst the LDP is not yet adopted, it has reached a stage in its preparation where it can be considered as a material consideration in the determination of planning applications.

The proposed application site is located within the settlement limits of Gresford/Marford identified as a Tier 2 key Settlement within the emerging Local Development Plan. The proposed change of use from care home and coach house to over 50's apartments would therefore be acceptable in principle.

### **Visual Amenity**

Policy GDP1 a) states that all new development should ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality.

Although the proposed development site is not a Listed Building and is not within a Conservation Area, it is a period property which holds strong architectural merits. The proposal involved extensive works to the building including; a number of two-storey, flat roof extensions, single storey extensions, glazed link ways between the original Trewythen Hall, later extension and the Coach House, and a significant glazed canopy.

It is noted that the design has sought to create a stronger connection between the original Trewythen Hall and the more modern extension however, from the proposed plans I have concerns in relation to the design and how well it assimilates into the existing building.

Firstly, I consider that the proposed glazed canopy to the rear of the building, overwhelms the existing features of merit, and as part of a formal planning application should be removed from the proposal. In addition to this, I have concerns about the design of the two-storey element which will house apartments 3, 4, 14 and 15. In order to ensure that the proposed alterations and extensions assimilate well into the existing building I would strongly suggest the proposed materials are

selected to ensure that they present a sympathetic design both in material and colour.

Within any formal planning application I would suggest the provision of illustrative plans detailing the proposed extensions and works.

### **Residential Amenity**

Based on the proposed plans and given the existing use of the proposed development site, I have no immediate concerns in respect of the impact of the proposed development on the amenity of future residents and surrounding properties.

### **Highways**

Comments have been received from the Highway Authority in response to the proposed development, these comments are as follows;

*The development site is located on Vicarage Lane which is a classified road subject to a 30mph speed limit west of the Trewythen Hall access and 60mph east of this access.*

*Based on typical speeds of 30mph, and proposed/existing access in this location would normally be required to provide visibility splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway in accordance with the Manual for Streets.*

*Visibility for the existing access serving Trewythen Hall is adequate in the north westerly direction providing a splay in excess of 2.4 x 43m measured to the nearside edge of the adjoining highway. However, visibility in the south easterly direction is inadequate providing a splay of approximately 2.4 x 16m measured to the nearside edge. Visibility is impeded in this direction by the existing boundary wall/hedgerow/embankment/mature trees. However, adequate visibility could be provided in this direction by removing these features.*

*The existing access is approximately 16m wide reducing to 5m in width, 5.9m behind the adjoining carriageway. The access is paved with hard bound materials.*

***I would normally be unable to support any proposed development at the site which would result in any significant increase in vehicle movements served off this substandard access without providing adequate visibility.***

*Although the village centre is only a relatively short distance from the development site, there are no existing footways between the site and the junction with Chester Road to the north west. There is no scope to construct a new footway alongside the existing carriageway leading to the village centre given the limited available carriageway width between the existing properties along this section. Residents/staff/visitors walking from the proposed development site would have to walk in order of 250m along Vicarage Lane without the benefit of any footway provision to reach any existing footway provision within the village which is considered unacceptable.*

*Some of the existing properties along this section of Vicarage Lane do not have adequate off-street parking provision which results in vehicles being parked along the highway. Parked vehicles typically affect vehicle flows along this section and can*

result in pedestrians walking along the road having to walk around these vehicles which is not ideal.

*I understand that a previously conducted traffic count along Vicarage lane measured average two way daily flows (12 hour flows) of 766 movements, which included both cars and HGVs. I have visited the site on a number of occasions and witnessed a significant number of vehicles parked along this section of Vicarage Lane on both sides of the road. I have witnessed both milk tankers and tractor trailers trying to negotiate between these parked vehicles on a number of occasions.*

**The proposed development site would therefore not appear to meet the requirements of the settlement policies (Accessible Housing Development 3.4 & 3.6) detailed in TAN18. These policies require residential development to provide safe walking and cycling routes to local facilities and public transport stops.**

*A recent appeal decision on land opposite the site on Vicarage Lane was dismissed (ref: P/2018/1063 – erection of 44 dwellings). The inspector considered that safe pedestrian access links were not provided to public transport stops, local shops and facilities.*

*A recent appeal decision on land off Old Wrexham Road was dismissed (ref: P/2019/0336 – Erection of 8 Dwellings). The inspector considered that a significant proportion of this section of Old Wrexham Road is not served by a pedestrian footway. It is also material to note that a number of the existing dwellings located along this route do not benefit from off-street parking, meaning that parked vehicles materially reduce the width of the carriageway and constitute an obstruction to pedestrians.*

*I would normally recommend the submission of a detailed Transport Statement for a development of this nature including details of existing/proposed daily vehicle movements along with details of existing and anticipates pedestrian movements at the site.*

*I understand that Trewythen Hall is a care home which typically provides accommodation for older people some of whom require medical care. I assume that the number of vehicle and pedestrian movements associated with the existing use would be significantly less than what could potentially be generated by the proposed development. The proposed development not only appears to be intended for over 50's accommodation but also includes a new built fitness studio and consulting rooms. It is not clear whether the fitness studio and consulting rooms are intended for resident use only or for public use which could potentially generate increased vehicle/pedestrian movements along Vicarage Lane.*

*The development appears to be retaining the existing 20. No assisted living bungalows at the rear of the site and changing the use of the care home and coach house to over 50's apartments along with a new building to house a fitness studio and consultation rooms. It is not clear if the fitness studio is purely for resident use or what the consulting rooms are proposed for. **This detail needs clarification.***

**The development of the care home would appear to comprise 11. No 1 bedroom apartments and 4. No 2 bedroom apartments, with the coach house being converted into 6 No. 1 bedroom apartments.**

***I would request further details indicating typical traffic generation figures of the existing/proposed uses of both buildings and new build.***

*Adequate parking and turning provision will be required within the curtilage of the site. Details of the proposed LPGN 16 class use of the proposed fitness studio and consulting rooms (including gross floor areas) will need to be provided.*

Within any formal planning application it will need to be demonstrated that there is sufficient vehicular parking provision in line with Local Planning Guidance Note 16 in relation to parking. Within LPGN 16 it is stated that for a 1 bedroom C3 dwelling 1.5 car spaces per unit will be required, for a 2 bedroom C3 dwelling 2 spaces per unit will be required.

Policy T8 of the Wrexham UDP states that development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Councils current parking standards. Special regard will be paid to the following factors as appropriate;

- a) The availability of public transport nearby;
- b) Proximity to public car parking;
- c) Proximity to local services and facilities;
- d) Road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.

## **Ecology**

Comments have been received from the Council Ecologist in response to the proposed development, the Ecologist states that any formal planning application should be accompanied by a Preliminary Ecological Assessment (PEA). In addition to this, should tree removal or internal changes within roof spaces be proposed, the application should also contain a bat and nesting bird survey.

## **Trees**

Comments have been received from the Council Arboricultural Officer in response to the proposed development. The Arboricultural Officer has stated that in principle they have no Arboricultural objections and would agree with the findings of the submitted Arboricultural Report. Should a formal planning application receive consent, then a more detailed, site specific method statement may be required subject to planning condition. In addition to this, mitigation for the loss of all trees proposed for removal will be required and extra heavy standards (20 – 24cm girth) would be the preferred nursery sizes of all new trees to be agreed within a submitted landscaping scheme.

## **Phosphates**

The proposed application site sits within the buffer zone of the River Dee and Bala Lake Special Area of Conservation (SAC). In January 2021, Natural Resources Wales (NRW) introduced stringent standards on the discharge of phosphorous into the SAC.

It would be expected that foul water from the proposed development would be disposed of via the mains sewerage system which connects to Gresford Waste Water Treatment Works (WWTW). There is potential for the proposed development to result in an increase in foul wastewater flows to the WWTW, increasing phosphate discharges into the SAC. This increase would then adversely impact upon the statutorily protected site (SAC), conflicting with UDP policy EC6, PPW, Future Wales



and TAN5. For this reason, an application for planning permission could not be supported.

Within a formal planning application, it is suggested that you provide details of the existing and proposed capacity of the development site.

For further guidance, NRW has set out planning advice for applications affecting riverine SAC's here: [Advice to Planning Authorities for planning applications affecting phosphorous sensitive river Special Areas of Conservation](#)

### **Developer Contributions to Education**

Wrexham UDP Policy GDP2 states that where the capacity of infrastructure, including community facilities, is likely to be deficient as a consequence of new development, a planning agreement/obligation will be negotiated whereby the developer provides the additional capacity either on or off-site, and/or provides funding for the Council to provide the additional capacity itself. Requirements will be fairly and reasonably related to scale and the kind of proposed development.

Local Planning Guidance Note 27 in relation to Developer Contributions to Schools amplifies Policy GDP2 of the Wrexham UDP and identifies the circumstances and locations in which developer contributions to the provision of education facilities, such as additional classrooms, will be necessary. No contributions will be sought for dwellings which only have one bedroom however, it is recommended that prior to submitting a formal planning application you liaise directly with Lisa Vaughan or Wendy Clifton in the Education team to establish whether contributions will be required due to the proposal including 4, two-bedroom apartments.

### **Proposed Fitness Studio and Consultation Rooms**

In regard to your query as to whether it would be possible for a formal planning application for the fitness studio to be submitted as a separate application, prior to the submission of the proposed works and extensions to Trewythen Hall and the Coach House, whilst the erection of the studio is acceptable in principle as it is within the settlement boundary of Gresford/Marford, there appears to be insufficient parking provision to accommodate the fitness studio as an independent development.

Based on the proposed number of apartments (11. No 1 bedroom apartments and 4. No 2 bedroom apartments, with the coach house being converted into 6 No. 1 bedroom apartments) and based on guidance within LPGN16, there is a requirement for 33.5 car spaces to serve the proposed over 50's flats.

Due to the proposed parking provision (shown to be 30 spaces on the proposed site plan) having a shortfall of 3.5 spaces, it is considered that there is limited opportunity for the fitness studio to provide separate parking provision that would be required in the event that separate consent was sought. If the proposed fitness studio and consultation building is included within the application for the Change of Use, works and extensions to Trewythen Hall, it is likely that the building would be viewed as ancillary and as such, there would be no additional parking requirement.

However, if you did wish to submit the proposed fitness studio prior to the submission of the main works to Trewythen Hall, we would require justification as to the shortfall in parking provision.

In regard to the design of the proposed fitness studio and consultation rooms, granted the materials respect the wider area, I have no immediate concerns.

In relation to the proposed impact upon residential amenity, it is considered due to the offset angle of the fitness building and the proposed separation distance, there would be no unacceptable impact upon the privacy of the habitable rooms of apartments 5 and 6.

## **Conclusion**

The proposed change of use from care home and coach house to over 50's apartments and new build fitness studio and consultation rooms is considered to be acceptable in principle in line with both Wrexham Unitary Development Plan and the emerging Local Development Plan. However, as stated above I have concerns in relation to the proposed design and how well it respects and assimilates into the existing building. In addition to this, significant concerns have been raised by the Highway Authority.

In regard to the proposed fitness studio and consultation rooms, there are no immediate concerns in relation to design dependent upon the proposed materials. However, consideration will need to be given to the parking requirements if you choose to proceed with submitting a separate application prior to the submission of an application for the change of use from care home and coach house to over 50's apartments and new build fitness studio and consultation rooms.

Based on the above information, if an appropriate design and solution to the highways concerns can be achieved, we are likely to support your planning application.

## **Planning Process**

Once your formal application has been submitted to the Local Planning Authority and I have confirmed that the application is valid, I will consult with your local community council (and any other relevant parties such as the highway authority) requesting their comments on the merits of your proposed development. I will also notify the occupiers of the neighbouring properties and your elected local member.

Should I receive any objections to your proposed development from any of the above mentioned consultees, I may need to report your application to the planning committee who will make the decision as to whether planning permission should be granted. The planning committee meet on the first Monday of each month and you will have the opportunity to speak to the planning committee in support of your application. Please note that in order to speak you must register with me by 16.00 hours on the Friday preceding the meeting.

Please note that the above advice has been based upon the details submitted, if any details have been altered, left out or are inaccurate then it may affect the validity of this response.

If you have any queries or require any further assistance, please do not hesitate to contact the office at the above address or telephone number.

Yours faithfully,



David Fitzsimon  
Prif Swyddog Yr Economi a Chynllunio  
Chief Officer Economy and Planning

# **Appendix B – Trewythen Care Home Appeal Decision**



## Penderfyniad ar yr Apêl

Gwrandawriad a gynhaliwyd ar 27/10/15  
Ymweliad â safle a wnaed ar 27/10/15

**gan Kay Sheffield BA(Hons) DipTP  
MRTPI**

**Arolygydd a benodir gan Weinidogion Cymru**  
**Dyddiad: 25/11/15**

## Appeal Decision

Hearing held on 27/10/15  
Site visit made on 27/10/15

**by Kay Sheffield BA(Hons) DipTP MRTPI**

**an Inspector appointed by the Welsh Ministers**  
**Date: 25/11/15**

**Appeal Ref: APP/H6955/A/15/3095184**

**Site address: Land adjoining Trewythen Hall Care Home, Vicarage Lane,  
Gresford, Wrexham, LL12 8US**

**The Welsh Ministers have transferred the authority to decide this appeal to me as the  
appointed Inspector.**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for planning permission.
- The appeal is made by Trewythen Hall Limited against Wrexham County Borough Council.
- The application Ref P/2014/0815, is dated 31 October 2014.
- The development proposed is the siting of extra care facility, creation of internal access road and associated works.

### Decision

1. The appeal is dismissed.

### Main Issues

2. The main issues are: whether the proposal would comply with local and national policies designed to protect the green barrier from harm and if not; whether there are very exceptional circumstances sufficient to outweigh the harm; the effect of the development on highway safety; and also on protected species.

### Reasons

3. The Council confirmed that had it been able to determine the application it would have refused permission. The areas of concern it identified are reflected in the main issues. The Council also identified the policies of Wrexham Unitary Development Plan, 2005 (UDP) which it considered relevant to the appeal. However, in discussion at the hearing, it was agreed that Policy EC1 had been omitted and Policy EC3 was not relevant. The Appellant asked for regard to be given to Policy H11 which addresses elderly persons' residential care homes, nursing homes and development for specialist health care facilities.
4. The proposed extra care facility would consist of twenty self-contained bungalows designed for independent living with the Appellant providing a rapid response service in times of emergency. The scheme would be similar to the existing self-contained units to the east of the Hall. It was evident that the Appellant monitors existing residents in these units and alerts relatives of any concerns. Although reference was

made to the possibility of facilities at the existing Care Home being made available to future residents of the proposed units, no firm plans were put forward in evidence. Whilst I accept that the rapid response service and close presence of the staff at the Care Home may give residents the confidence and support necessary to live independently for longer, I am not convinced that the level of support proposed amounts to the residential, nursing or specialist health care services stated in the policy. I am therefore in agreement with the Council that Policy H11 of the UDP is not relevant in this instance.

### *Green barrier*

5. The site lies between Vicarage Lane and Trewythen Hall. It is an area of open land outside but adjoining the settlement boundary of Gresford which also form part of the green barrier as identified in the UDP. Policy EC1 of the UDP only permits development within green barriers if it is for *"agriculture, forestry, essential facilities for outdoor sport and recreation, cemeteries and other uses of land which maintain the openness of the Green Barrier and do not conflict with the purpose of including land within it"*.
6. For the purposes of national policy the designation of green barrier is synonymous with the term green wedge. Planning Policy Wales (PPW) makes a presumption against inappropriate development in green wedges. The circumstances under which buildings in a green wedge may not be inappropriate are identified in paragraph 4.8.17 and include those set out in Policy EC1 of the UDP. The proposal does not fall within any of the specific uses listed in Policy EC1 or PPW.
7. Other uses are allowed in the green barrier where openness is maintained. Openness and permanence are recognised in paragraph 4.8.5 of PPW as the most important attributes of Green Belts and although local designations such as green barriers do not convey the permanence of a Green Belt, openness is still considered an important attribute. Although PPW does not specifically define openness, it is generally accepted to be the absence of urban sprawl and encroachment into the countryside.
8. Openness is not primarily about visual impacts but about the absence of development that would cause urban sprawl. The Appellant considered that the openness of the site would not be compromised by the development as the site is enclosed by its landscaped boundaries. Despite the low density of the proposal, the erection of twenty bungalows would result in a significant amount of built development. Although the access roads and car parking may have a limited effect, overall the proposal would fail to maintain the openness of the site.
9. The purposes of the green barrier set out in paragraph 5.2 of the UDP reflect those in PPW and include: to prevent the coalescence of urban areas and villages with other settlements; assist in safeguarding the countryside from encroachment; and to protect the setting of an urban area. The location of the site on the edge of the settlement is significant in safeguarding the countryside from encroachment and although the size of the development may limit its effect, I am nevertheless of the opinion that to allow the development would conflict with the purposes of including the land within the green barrier as well as failing to maintain openness.
10. The evidence therefore leads me to conclude that the proposal would constitute inappropriate development within the green barrier which would also fail to maintain openness and conflict with the purposes of including land within it, contrary to Policy EC1 of the UDP and PPW. This carries substantial weight against the appeal.

*Very exceptional circumstances*

11. PPW states in paragraph 4.8.15 that inappropriate development should not be granted planning permission *"except in very exceptional circumstances where other considerations clearly outweigh the harm which such development would do to the Green Belt or green wedge"*. The very exceptional circumstances advanced by the Appellant include the current supply of housing land and the identified need and suitability of the site for the type of accommodation proposed.
12. The most recent published figures indicate the Council has a 3.1 year housing land supply. The proposal in providing suitable accommodation into which older people could move would help satisfy a recognised need for housing for the elderly and the release of larger properties as a consequence of the development would help increase housing supply. In circumstances where a Council is unable to demonstrate a five year housing land supply paragraph 6.2 of Technical Advice Note 1: Joint Housing Land Availability Studies states the need to increase supply *"should be given considerable weight when dealing with planning applications, provided that the development would otherwise comply with national planning policies"*.
13. The provision of housing solely for occupation by the elderly would complement the existing accommodation provided at the Care Home and the existing bungalows associated with it. The design of the units would also allow future occupants to live independently. However, with no firm proposals for increased levels of care other than the possibility of transfer to the Care Home, the level of support proposed is limited to the close presence of the staff of and an emergency rapid response service operated by the Care Home. The Council expressed concern about the availability of such services if the Care Home ceased to operate. Whilst the speed of response may be faster than other telephone systems available to the elderly, I consider that the level of support proposed does not essentially require a location adjacent to the existing Care Home.
14. The Council expressed concern that to allow development of this site could set a precedent for the release of similar sites in the green barrier which lie on the edge of a settlement. It is the particular circumstances of housing schemes for the elderly which sets them apart from other residential developments. I am not convinced that the proposed development with the only confirmed planned support being an emergency rapid response service would be sufficiently different for it to be reasonable to anticipate that other schemes of a similar nature may not come forward.
15. Although the site adjoins the settlement boundary to the north and east and is bounded to the west by Vicarage Lane, it is nevertheless within the countryside with no physical boundary with the adjoining open land to the south. There is also open land to the west of the road. The development would infill the area between the Hall and Vicarage Lane which would have the effect of extending the built development further along the road frontage. It would also reduce the gap between the settlement and the cluster of properties to the south. I accept that views into the site from Vicarage Lane and other local vantage points are restricted by the mature tree planting along the road frontage and within the area generally. In addition the bungalows would be set back from the road in landscaped grounds and being single storey would be relatively low lying. Although there may only be glimpsed views of the proposal through the trees, it would still represent an extension of the settlement into the countryside.



16. The Council stated that the site is within an area classed as Grade 2 agricultural land whereas the Appellant described the site as parkland in association with the Hall. The mature trees within the site include not only native species, but also species including the Monkey Puzzle which are associated with planned landscapes such as parklands. Whilst the land may not be used productively at present, I have no substantive evidence that the land is not Grade 2 agricultural land or that it could not revert to such use.
17. I am aware that the Council has been asked to consider the appeal site as a candidate site in both the emerging Local Development Plan (LDP2) and the earlier version of the plan (LDP1), withdrawn in 2012. In its consideration of the site as part of LDP1 the Council concluded that the site displayed significant constraints which could not be overcome to allow development in this location. With the exception of insufficient school capacity, the constraints identified by the Council relevant to this development include the presence of protected trees, the ecology of the site and highway safety issues. These are addressed in other sections of the decision.
18. The LDP2 is at an early stage and the current timetable indicates the plan will not be ready for adoption until 2018. The status of the site should be a matter addressed as part of LDP2 and the Council is of the opinion that the importance of the site's current purpose and function as a green barrier is still regarded as relevant and material. It is clear from paragraph 4.8.11 of PPW that green wedges should be established through development plans. I accept that in paragraph 4.8.13 there is a need for local planning authorities to ensure that "*a sufficient range of development land is available which is suitably located in relation to the existing urban edge and the proposed green wedge*". However, there are several impediments to the site's development.
19. The lack of a five year housing land supply carries considerable weight. Moreover the site is located in a sustainable location on the edge of the settlement and the proposed dwellings would contribute towards the supply of housing. Whilst the dwellings would provide accommodation which would allow the elderly occupants to live independently, the type of support proposed does not necessarily require a site adjacent to the existing Care Home. Furthermore the development would represent an encroachment into the countryside with the potential to set a precedent for the release of other sites in similar locations. Therefore I conclude that in this case the considerations do not clearly outweigh the harm to the green barrier. Looking at the case as a whole, I consider that very exceptional circumstances to justify the development have not been demonstrated.

#### *Highway safety*

20. The Council initially indicated that visibility splays of 2.4m by 56m were required at the access onto Vicarage Lane. However, based on the results of a traffic survey undertaken by the Appellant, the Council revised its requirements and confirmed to the hearing that visibility of 2.4m by 40m measured to the nearside kerb in both directions would be acceptable. Assessment of the situation during the site visit confirmed that a short section of the stone boundary wall impinged on the required visibility to the south east. However, I am satisfied that the required visibility could be provided and it is a matter which could satisfactorily be addressed by condition.
21. The Appellant opined that due to the nature of the road and the recorded speed and volume of traffic the visibility splay could be measured to the centre line. Although in some instances it may be appropriate for visibility splays to be measured other than along the nearside edge, it is more usual for the nearside wheel track to be used as an

alternative. Whilst the volume of traffic using Vicarage Lane may not be high, it includes tankers from the nearby milk depot as well as cyclists and pedestrians and, as evidenced at the hearing, people using mobility scooters. I accept that there is no evidence of any recorded accidents on this stretch of road, nevertheless given those using the road, I do not consider it would be acceptable to reduce the visibility requirements below those requested by the Council which accord with Technical Advice Note 18: Transport.

22. There are no footpaths along Vicarage Lane and there is a high level of on-street parking between the site and the junction with Chester Road to the north. The Council is concerned that this does not provide a safe route for pedestrians from the site to the local shops and bus stops on Chester Road. It is clear from the discussion at the hearing that existing residents on the site walk or use mobility scooters between the site and Chester Road and I observed staff from the Hall and local residents walking along Vicarage Lane as I also did. Whilst it would be preferable to segregate pedestrians from the main highway the Council confirmed this was not possible.
23. Notwithstanding this, the route is within a 30mph area and the nature of the road together with the parked cars actively slow vehicles. Pedestrians do have to be more aware of the traffic when using a shared surface rather than when there is a dedicated footway and I accept that some residents may choose not to walk to local services. However, I do not consider the situation to be significantly different from numerous roads in rural settlements. Furthermore, I do not consider that the increase in the use of Vicarage Lane by pedestrians as a result of the proposed development would be so significant as to be detrimental to highway safety.
24. I therefore conclude that, subject to the provision of the stated visibility splays, the proposal would not harm highway safety, in accord with Policy GPD1(d) of the UDP.

#### *Effect on protected species*

25. The ecological appraisal submitted as part of the application included an Extended Phase 1 Habitats Survey which dated from 2013. The proposed layout of the development shown within the report differs slightly from the scheme before me. The appraisal concluded that the site has the potential to support roosting, foraging and commuting bats as well as badger, reptiles and various species of nesting birds. Habitats with the potential to support these protected species were reported to have been found within the development footprint and to have the potential to be impacted on by the scheme. The appraisal concluded that, without mitigation, the scheme would have the potential to result in a number of adverse impacts on the biodiversity value of the site, in particular potential impacts to the use of the site by bats. It was recommended that bat surveys be undertaken to establish the use of those trees lost to the scheme by roosting bats and to assess the overall value of the site to foraging and commuting bats.
26. It was also recommended that reasonable avoidance measures be undertaken to avoid harm to reptiles, badgers and nesting birds during construction works. Enhancement measures and the creation of a habitat management plan were also proposed to ensure that no long term adverse impacts on the biodiversity value and interest of the site would result from the scheme. The parties were agreed that reasonable avoidance measures with regard to badgers, reptiles and nesting birds could be satisfactorily addressed by condition and I have no reason to disagree.

27. A further report was submitted as part of the Appellant's final comments on the appeal. A daytime survey of the trees identified within the initial survey as having low to high potential to support a bat roost found no evidence of a bat roost located within the trees. Based on this lack of evidence the report concluded that bat activity surveys were not considered necessary. Whilst the likelihood of bats foraging across the site and their use of boundary tree belts as foraging and commuting habitat was recognised, the report considered that the trees to be felled would not result in the loss of important habitat for bats, the connectivity would not be broken and the foraging and commuting habitat would be maintained by the retention of the majority of trees on the site and the boundary tree belts. In addition new garden facilities would provide more suitable bat foraging habitat compared to the species poor grassland which is currently present.
28. Whilst this report was submitted at a late stage in the process the Council was able to consider its contents and presented written comments to the hearing. The Council remained concerned that there was insufficient evidence to confirm that the proposal would not have an adverse effect on bats. Whilst the roost assessment gave an indication of the potential value of the trees, the Council was concerned that fissures within the canopy might remain unseen. Indeed the report stated that bat absence is very difficult to prove definitively due to their mobility and size and that bats can rest in tiny spaces such as behind bark or within dense ivy. The Council was also concerned that the assessment failed to demonstrate how the site as a whole would be used for foraging, swarming, mating, feeding or commuting bats at various times of the year. It was anxious that the effect of the development on all these activities should be established as they would all have the potential to impact on the conservation of the species at a local level.
29. I accept that the later report did not identify any bat activity and the author was of the opinion that tree felling and tree treatment could proceed without the need for further bat survey work or bat mitigation. However, I am not convinced that the survey work undertaken is sufficient to ensure there would be no adverse impact on the conservation of the species. I am aware that the protection afforded by the legislation relates to any structure or place which any wild animal of a listed species uses for shelter or protection at any time even when the animal is not there. However paragraph 6.2.1 of Technical Advice Note 5: Nature Conservation and Planning (TAN 5) states that the presence of a protected species is a material consideration when considering a development that, if carried out, would be likely to result in disturbance or harm to the species or its habitat. It is essential that the presence or otherwise of protected species, and the extent to which they may be affected by the proposed development, is established before planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision.
30. Paragraph 6.2.1 of TAN 5 also states that consultation should take place with the Countryside Council for Wales, now Natural Resources Wales (NRW), before granting planning permission. NRW objected to the planning application unless it could be satisfied by the submission of additional information to show that the development would not have adverse effects on the favourable conservation status of bats. It was confirmed to the hearing that NRW had not been made aware of the later report. I am concerned that NRW would be prejudiced by the lack of opportunity to consider whether the contents of the report overcame the concerns it had raised.

31. I therefore conclude that insufficient evidence has been submitted to ensure that the development would not result in an adverse impact on the conservation of protected species, contrary to Policy EC6 of the UDP.

*Other material considerations*

32. The development would necessitate the removal of several trees some of which are protected by a Tree Preservation Order. The submitted evidence confirms that the protected trees to be removed have a limited life span. Moreover, it is proposed that suitable replacements would form part of a comprehensive scheme for the landscaping of the site. Given the condition of the existing mature protected trees and subject to the planting of suitable replacements as part of the landscaping of the site, which can be addressed by condition, I consider the loss of the trees to be insufficient reason to dismiss the appeal.
33. An intermediate pressure gas pipeline runs from Vicarage Lane along the roadside boundary of the site before turning towards the north east. The submitted drawings indicate that the pipeline would skirt the bungalows and in crossing the gardens to three of them would be within approximately 5m of those properties. The parties confirmed to the hearing that the pipeline operator, Wales and West, raised no objection to the development. However it did indicate that its apparatus may be at risk during construction works. In its response the Health and Safety Executive (HSE) stated that the risk of harm to future occupants of the development was sufficient to refuse permission on safety grounds.
34. I accept that the assessment undertaken by the HSE only took account of the basic details of the scheme and its response indicated that additional information might overcome its concerns. However, the parties confirmed to the hearing that no further details had been provided. Moreover, HSE also indicated that it was prepared to provide the necessary support in the event of an appeal. I have been advised that the HSE were not notified of the appeal.
35. The parties were of the opinion that the presence of a gas pipeline in close proximity to residential properties did not prevent the development from taking place. They agreed that precautionary measures would be needed during the construction phase and future occupants would need to be made aware of its presence in the use of their gardens. The parties were also in agreement that these issues could be satisfactorily addressed by way of a condition requiring a Construction Method Statement.
36. Whilst such a condition may be appropriate in some circumstances I consider that to impose such a condition would require a greater degree of certainty that the safety of residents would not be affected. Given that no further details were submitted to the HSE in response to its recommendation that the application be refused I am not convinced by the evidence that the safety of residents would not be compromised. Moreover, to reach a positive decision on the proposal without the HSE being aware of the appeal would, in my opinion, constitute prejudice.
37. In addition to the issues already covered, local residents expressed concern about loss of outlook. However, I am satisfied that the separation distance between the proposed bungalows and nearby residential properties, together with the orientation of the bungalows would ensure that there would be no unacceptable level of harm to the living conditions of the occupiers of nearby dwellings with regard to outlook or privacy.

## Conclusions

38. The proposal would be inappropriate development in the green barrier which would also fail to maintain openness and there are no very exceptional circumstances sufficient to outweigh this harm. In addition I have identified potential harm to protected species and issues of safety regarding the proximity to the gas pipeline. Whilst I am satisfied that issues relating to highway safety and the loss of TPO trees are matters which can be satisfactorily addressed, these do not overcome the concerns I have raised. For these reasons, and having had regard to all other matters raised, the appeal is dismissed and planning permission is refused.

*Kay Sheffield*

Inspector

## APPEARANCES

### FOR THE APPELLANT:

Jamie Bradshaw BA(Hons) MSc MRTPI	Planning Consultant, Owen Devenport Ltd
Berwyn Owen DipTP MRTPI MRICS	Director, Owen Devenport Ltd
Julie Barr BA DipLA CMLI	Principal, Tirlun Barr Associates
Jon Addy BSc MSC MCILT	Principal Transport Planner, SCP
Peter Haycox	Of Trewythen Hall Limited, the Appellant

### FOR THE LOCAL PLANNING AUTHORITY:

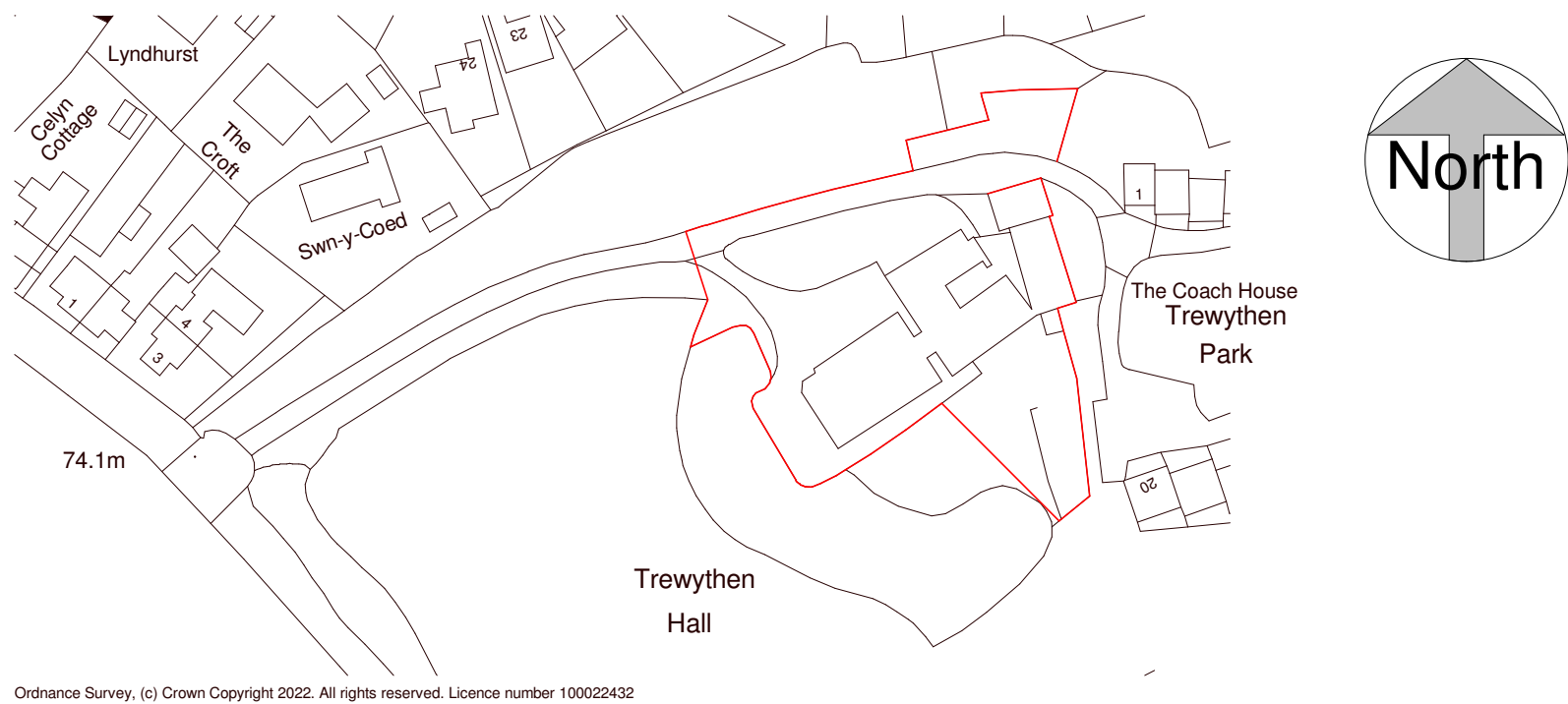
Janet Sutherberry	Senior Planning Officer
Emma Broad	Ecology Officer

## DOCUMENTS

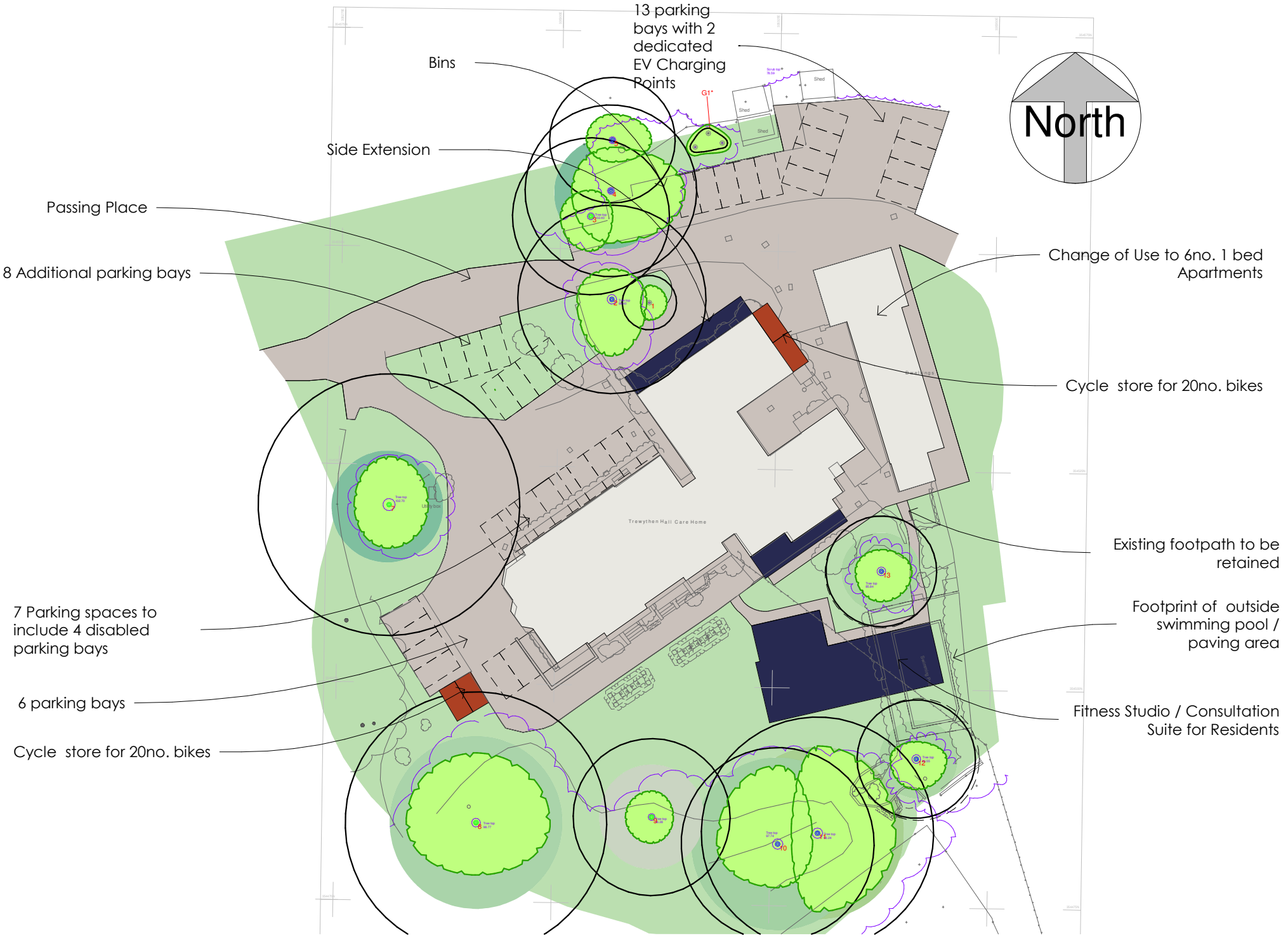
1. Council's letter of 23 September 2015 regarding the arrangements for the hearing.
2. List of suggested conditions submitted by the Council.
3. Copy of Policy EC1 of the Wrexham Unitary Development Plan.
4. Additional comments from the Ecology Officer on behalf of the Council.
5. Additional highway comments on behalf of the Council.
6. Plan showing the route of the gas pipeline.
7. Historical map of the site submitted by the Appellant.
8. Colour copy of the plan forming part of the Tree Preservation Order provided by the Council.

# Appendix C – Proposed Site Plan





**Location Plan**  
1 : 1250



**Proposed Site Plan**  
1 : 500

A	Amendments to parking	20.07
REV	DESCRIPTION	BY DATE



OFF THE WALL - Architectural Services



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C: 07772 113 971  
E: cathy@offthewallarchitectural.com



LABIC  
Landscape Architecture  
Bristol  
Consultants

CLIENT:	Trewythen Hall Care Home
ADDRESS:	Trewythen Hall Care Home, Vicarage Lane

STAGE:	Pre-Application Consultation
--------	------------------------------

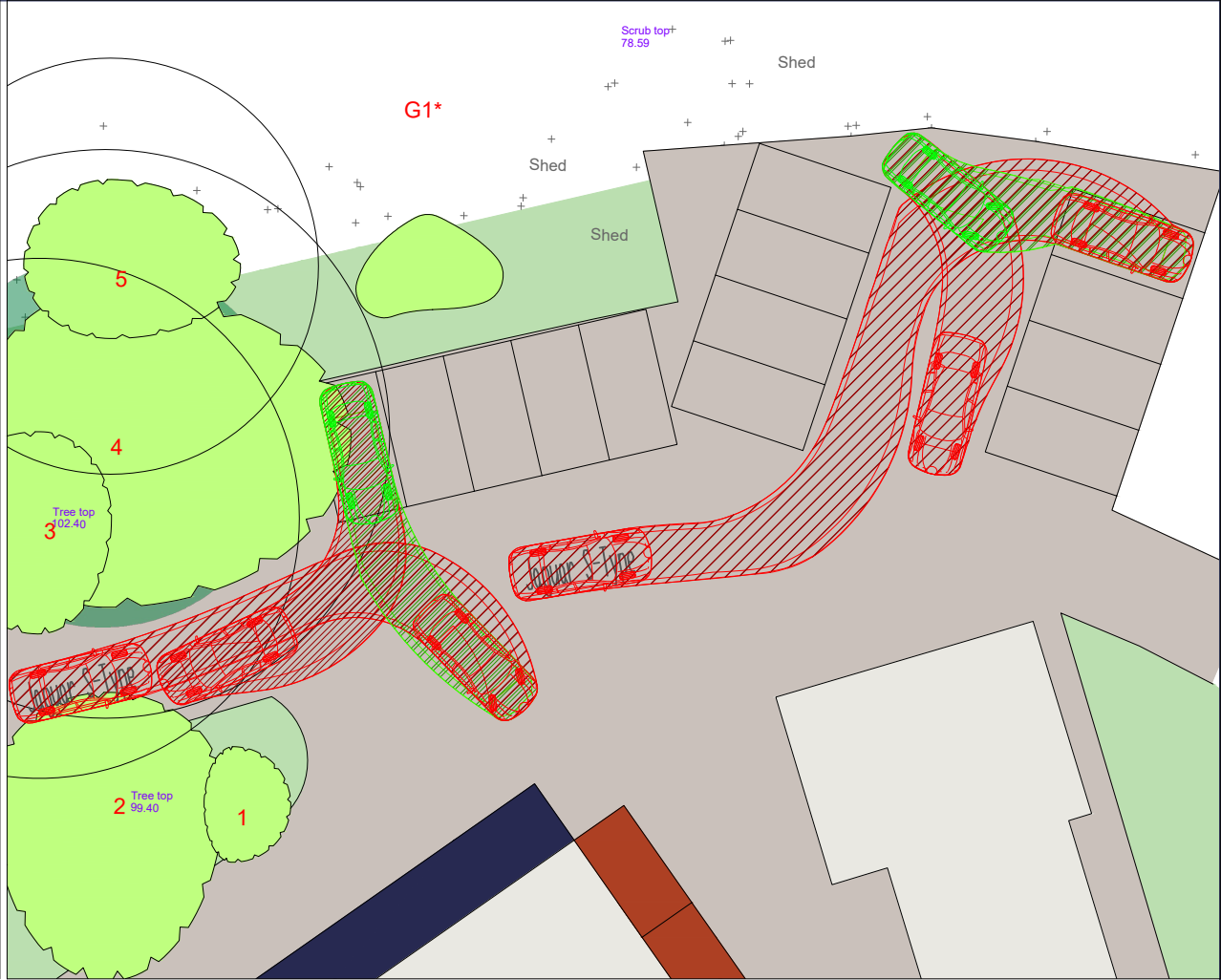
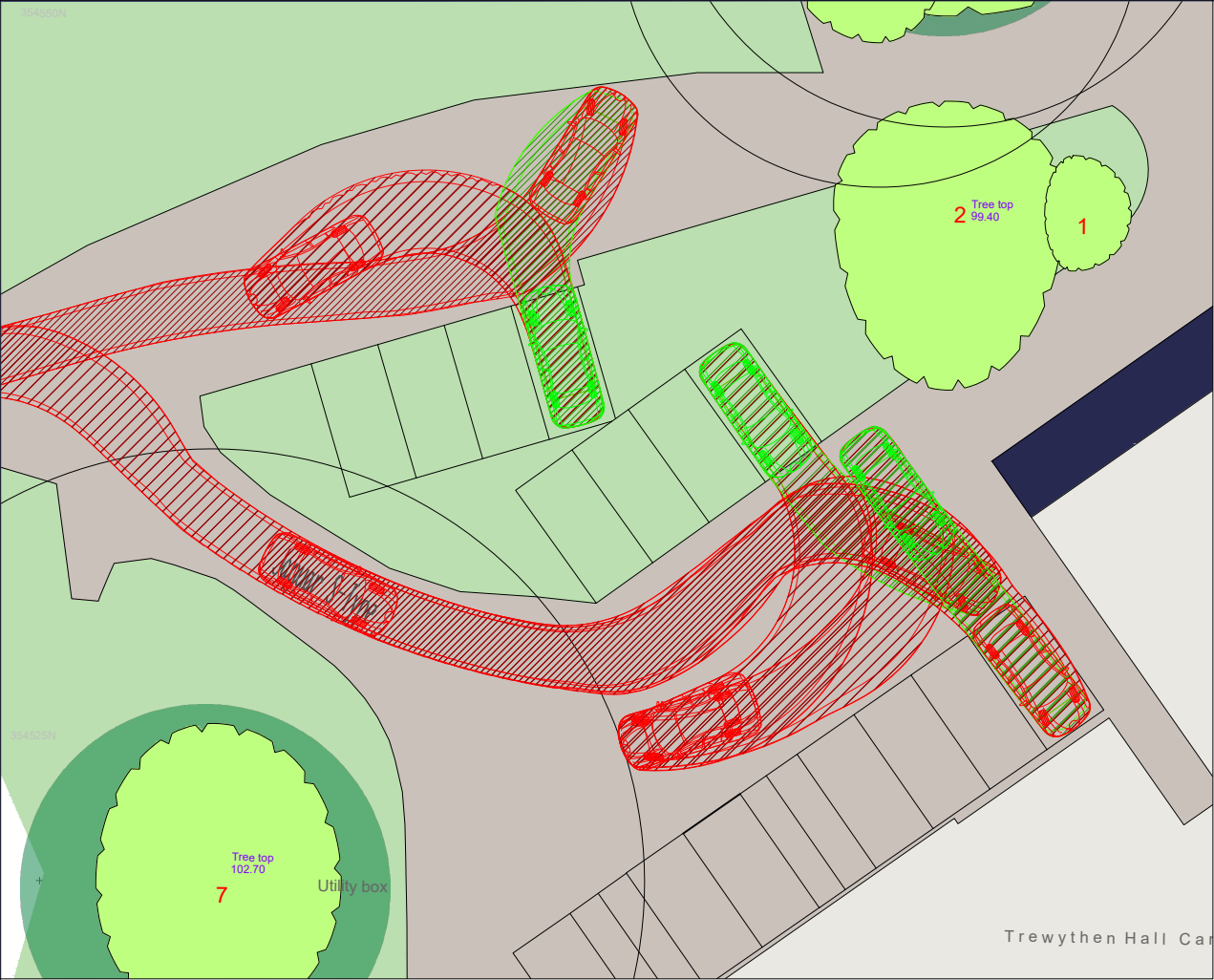
TITLE:	Location Plan & Proposed Site Plan
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SCALE AT A3:	DATE:	DRAWN:	CHECKED:
As indicated	12.07.2023	CO	CO
PROJECT NO:	DRAWING NO:	REVISION:	
1253	PRE 01	A	

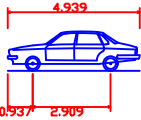


# Appendix D – Proposed Development Drawings

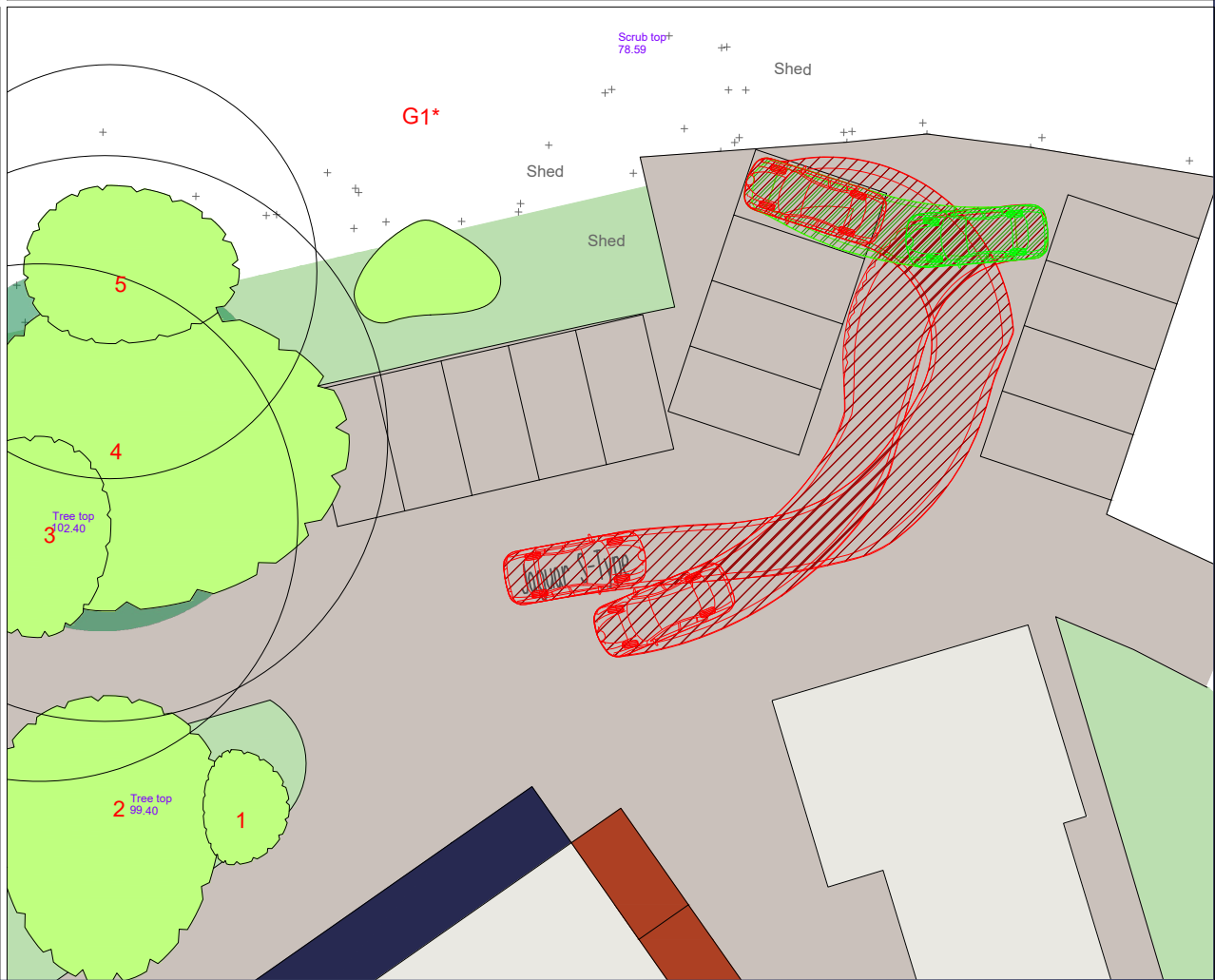




Design Vehicle:



Jaguar S-Type  
Overall Length 4.939m  
Overall Width 1.878m  
Overall Body Height 1.474m  
Min Body Ground Clearance 0.259m  
Max Track Width 1.544m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.000m



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Client

Trewythen Hall Limited

Project  
Proposed Over 50's Apartments,  
Trewythen Hall, Vicarage Lane

Drawing Title

Swept Path Analysis - Large Car

Scale

1:250 @A3

Date

21-07-2023

Dwg no

3485-01-ATR01

Status

Preliminary

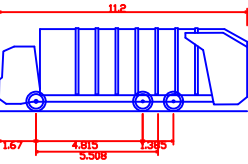
Drawn Checked

AB LK

Rev



Design Vehicle:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
Overall Length 11.200m  
Overall Width 2.530m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.500m

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Client

Trewythen Hall Limited

Project  
Proposed Over 50's Apartments,  
Trewythen Hall, Vicarage Lane

Drawing Title

Swept Path Analysis - Large Refuse  
Vehicle

Scale

1:200 @A3

Date

21-07-2023

Dwg no

3485-01-ATR02

Status

Preliminary

Drawn Checked

AB LK

Rev

## Appendix E – TRICS Outputs



Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-230425-0424

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 05 - HEALTH  
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL TOTAL VEHICLES**Selected regions and areas:

<b>02 SOUTH EAST</b>		
HF	HERTFORDSHIRE	1 days
SS	SOUTHEND ON SEA	1 days
WS	WEST SUSSEX	1 days
<b>03 SOUTH WEST</b>		
BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
<b>05 EAST MIDLANDS</b>		
NN	NORTH NORTHAMPTONSHIRE	1 days
<b>06 WEST MIDLANDS</b>		
WK	WARWICKSHIRE	1 days
<b>07 YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>		
WY	WEST YORKSHIRE	1 days
<b>08 NORTH WEST</b>		
GM	GREATER MANCHESTER	1 days
<b>09 NORTH</b>		
TW	TYNE & WEAR	1 days
<b>10 WALES</b>		
CF	CARDIFF	1 days
SW	SWANSEA	1 days

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

**Primary Filtering selection:**

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

Parameter: Number of residents  
 Actual Range: 17 to 180 (units: )  
 Range Selected by User: 17 to 180 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 13/06/22

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

Selected survey days:

Tuesday	4 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	11 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
Suburban Area (PPS6 Out of Centre)	7

*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	8
Built-Up Zone	1

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	9 days - Selected

**Secondary Filtering selection:**

Use Class:

C2	11 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	8 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
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	5 days

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

Travel Plan:

No	11 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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BC-05-F-01</b>	<b>NURSING HOME</b>		<b>BOURNEMOUTH CHRISTCHURCH &amp; POOLE</b>
	WHARNCLIFFE ROAD			
	BOURNEMOUTH			
	BOSCOMBE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
<b>2</b>	<b>CF-05-F-01</b>	<b>NURSING HOME</b>		<b>CARDIFF</b>
	ROMILLY CRESCENT			
	CARDIFF			
	CANTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	11/10/06		Survey Type: MANUAL
<b>3</b>	<b>GM-05-F-02</b>	<b>NURSING HOME</b>		<b>GREATER MANCHESTER</b>
	BRIDGEMAN STREET			
	BOLTON			
	ROSE HILL			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of residents:	180		
	Survey date: TUESDAY	22/06/04		Survey Type: MANUAL
<b>4</b>	<b>HF-05-F-02</b>	<b>NURSING HOME</b>		<b>HERTFORDSHIRE</b>
	BEACONSFIELD ROAD			
	ST ALBANS			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:	25		
	Survey date: TUESDAY	01/10/13		Survey Type: MANUAL
<b>5</b>	<b>NN-05-F-02</b>	<b>NURSING HOME</b>		<b>NORTH NORTHAMPTONSHIRE</b>
	ROCKINGHAM ROAD			
	CORBY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	55		
	Survey date: FRIDAY	21/11/08		Survey Type: MANUAL
<b>6</b>	<b>SS-05-F-01</b>	<b>NURSING HOME</b>		<b>SOUTHEND ON SEA</b>
	WINSTON AVENUE			
	SOUTHEND-ON-SEA			
	WESTCLIFF			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	17		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
<b>7</b>	<b>SW-05-F-01</b>	<b>NURSING HOME</b>		<b>SWANSEA</b>
	ST HELENS ROAD			
	SWANSEA			
	Edge of Town Centre			
	No Sub Category			
	Total Number of residents:	78		
	Survey date: WEDNESDAY	11/12/13		Survey Type: MANUAL



Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters (Cont.)

<b>8</b>	<b>TW-05-F-03</b>	<b>NURSING HOME</b>		<b>TYNE &amp; WEAR</b>
	MOORE STREET			
	GATESHEAD			
	FELLING SHORE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	52		
	Survey date: THURSDAY	02/05/19		Survey Type: MANUAL
<b>9</b>	<b>WK-05-F-01</b>	<b>NURSING HOME</b>		<b>WARWICKSHIRE</b>
	CLARENDON SQUARE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	32		
	Survey date: THURSDAY	25/10/12		Survey Type: MANUAL
<b>10</b>	<b>WS-05-F-02</b>	<b>NURSING HOME</b>		<b>WEST SUSSEX</b>
	WYKEHAM ROAD			
	WORTHING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	54		
	Survey date: TUESDAY	17/05/22		Survey Type: MANUAL
<b>11</b>	<b>WY-05-F-01</b>	<b>NURSING HOME</b>		<b>WEST YORKSHIRE</b>
	CLIFF ROAD			
	LEEDS			
	HYDE PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: TUESDAY	15/06/10		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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL TOTAL VEHICLES****Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	11	58	0.103	11	58	0.089	<b>11</b>	<b>58</b>	<b>0.192</b>
08:00 - 09:00	11	58	0.062	11	58	0.042	11	58	0.104
09:00 - 10:00	11	58	0.069	11	58	0.028	11	58	0.097
10:00 - 11:00	11	58	0.072	11	58	0.065	11	58	0.137
11:00 - 12:00	11	58	0.073	11	58	0.067	11	58	0.140
12:00 - 13:00	11	58	0.067	11	58	0.055	11	58	0.122
13:00 - 14:00	<b>11</b>	<b>58</b>	<b>0.106</b>	11	58	0.073	11	58	0.179
14:00 - 15:00	11	58	0.069	11	58	0.090	11	58	0.159
15:00 - 16:00	11	58	0.059	<b>11</b>	<b>58</b>	<b>0.098</b>	11	58	0.157
16:00 - 17:00	11	58	0.059	11	58	0.076	11	58	0.135
17:00 - 18:00	11	58	0.050	11	58	0.097	11	58	0.147
18:00 - 19:00	11	58	0.051	11	58	0.055	11	58	0.106
19:00 - 20:00	9	45	0.061	9	45	0.052	9	45	0.113
20:00 - 21:00	8	46	0.027	8	46	0.044	8	46	0.071
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.928			0.931			1.859

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:	17 - 180 (units: )
Survey date date range:	01/01/00 - 13/06/22
Number of weekdays (Monday-Friday):	11
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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL OGVS****Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	<b>11</b>	<b>58</b>	<b>0.006</b>	<b>11</b>	<b>58</b>	<b>0.006</b>	<b>11</b>	<b>58</b>	<b>0.012</b>
08:00 - 09:00	11	58	0.000	11	58	0.000	11	58	0.000
09:00 - 10:00	11	58	0.005	11	58	0.003	11	58	0.008
10:00 - 11:00	11	58	0.006	11	58	0.005	11	58	0.011
11:00 - 12:00	11	58	0.005	11	58	0.006	11	58	0.011
12:00 - 13:00	11	58	0.002	11	58	0.003	11	58	0.005
13:00 - 14:00	11	58	0.000	11	58	0.000	11	58	0.000
14:00 - 15:00	11	58	0.000	11	58	0.000	11	58	0.000
15:00 - 16:00	11	58	0.000	11	58	0.000	11	58	0.000
16:00 - 17:00	11	58	0.000	11	58	0.000	11	58	0.000
17:00 - 18:00	11	58	0.000	11	58	0.000	11	58	0.000
18:00 - 19:00	11	58	0.002	11	58	0.002	11	58	0.004
19:00 - 20:00	9	45	0.000	9	45	0.000	9	45	0.000
20:00 - 21:00	8	46	0.000	8	46	0.000	8	46	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.025			0.051

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL PSVS****Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	11	58	0.000	11	58	0.000	11	58	0.000
08:00 - 09:00	11	58	0.000	11	58	0.002	11	58	0.002
09:00 - 10:00	11	58	0.000	11	58	0.000	11	58	0.000
10:00 - 11:00	11	58	0.000	11	58	0.000	11	58	0.000
11:00 - 12:00	11	58	0.000	11	58	0.000	11	58	0.000
12:00 - 13:00	11	58	0.002	11	58	0.002	11	58	0.004
13:00 - 14:00	11	58	0.000	11	58	0.000	11	58	0.000
14:00 - 15:00	<b>11</b>	<b>58</b>	<b>0.003</b>	11	58	0.002	<b>11</b>	<b>58</b>	<b>0.005</b>
15:00 - 16:00	11	58	0.002	<b>11</b>	<b>58</b>	<b>0.003</b>	11	58	0.005
16:00 - 17:00	11	58	0.000	11	58	0.000	11	58	0.000
17:00 - 18:00	11	58	0.000	11	58	0.000	11	58	0.000
18:00 - 19:00	11	58	0.000	11	58	0.000	11	58	0.000
19:00 - 20:00	9	45	0.000	9	45	0.000	9	45	0.000
20:00 - 21:00	8	46	0.000	8	46	0.000	8	46	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.009			0.016

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL CYCLISTS****Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	<b>11</b>	<b>58</b>	<b>0.012</b>	11	58	0.002	<b>11</b>	<b>58</b>	<b>0.014</b>
08:00 - 09:00	11	58	0.003	11	58	0.003	11	58	0.006
09:00 - 10:00	11	58	0.002	11	58	0.003	11	58	0.005
10:00 - 11:00	11	58	0.002	11	58	0.000	11	58	0.002
11:00 - 12:00	11	58	0.003	11	58	0.003	11	58	0.006
12:00 - 13:00	11	58	0.005	11	58	0.002	11	58	0.007
13:00 - 14:00	11	58	0.003	11	58	0.002	11	58	0.005
14:00 - 15:00	11	58	0.000	11	58	0.005	11	58	0.005
15:00 - 16:00	11	58	0.005	11	58	0.005	11	58	0.010
16:00 - 17:00	11	58	0.000	11	58	0.003	11	58	0.003
17:00 - 18:00	11	58	0.008	11	58	0.005	11	58	0.013
18:00 - 19:00	11	58	0.000	11	58	0.003	11	58	0.003
19:00 - 20:00	9	45	0.000	9	45	0.000	9	45	0.000
20:00 - 21:00	8	46	0.000	<b>8</b>	<b>46</b>	<b>0.005</b>	8	46	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.041			0.084

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL PEDESTRIANS****Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	<b>11</b>	<b>58</b>	<b>0.064</b>	11	58	0.011	11	58	0.075
08:00 - 09:00	11	58	0.031	11	58	0.034	11	58	0.065
09:00 - 10:00	11	58	0.034	11	58	0.009	11	58	0.043
10:00 - 11:00	11	58	0.033	11	58	0.025	11	58	0.058
11:00 - 12:00	11	58	0.020	11	58	0.025	11	58	0.045
12:00 - 13:00	11	58	0.017	11	58	0.026	11	58	0.043
13:00 - 14:00	11	58	0.037	11	58	0.045	<b>11</b>	<b>58</b>	<b>0.082</b>
14:00 - 15:00	11	58	0.028	<b>11</b>	<b>58</b>	<b>0.047</b>	11	58	0.075
15:00 - 16:00	11	58	0.030	11	58	0.026	11	58	0.056
16:00 - 17:00	11	58	0.023	11	58	0.026	11	58	0.049
17:00 - 18:00	11	58	0.006	11	58	0.014	11	58	0.020
18:00 - 19:00	11	58	0.008	11	58	0.025	11	58	0.033
19:00 - 20:00	9	45	0.027	9	45	0.042	9	45	0.069
20:00 - 21:00	8	46	0.000	8	46	0.030	8	46	0.030
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.358			0.385			0.743

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL PUBLIC TRANSPORT USERS****Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	11	58	0.023	11	58	0.006	11	58	0.029
08:00 - 09:00	<b>11</b>	<b>58</b>	<b>0.025</b>	11	58	0.011	<b>11</b>	<b>58</b>	<b>0.036</b>
09:00 - 10:00	11	58	0.012	11	58	0.005	11	58	0.017
10:00 - 11:00	11	58	0.005	11	58	0.002	11	58	0.007
11:00 - 12:00	11	58	0.008	11	58	0.000	11	58	0.008
12:00 - 13:00	11	58	0.003	11	58	0.011	11	58	0.014
13:00 - 14:00	11	58	0.011	11	58	0.011	11	58	0.022
14:00 - 15:00	11	58	0.014	<b>11</b>	<b>58</b>	<b>0.022</b>	11	58	0.036
15:00 - 16:00	11	58	0.005	11	58	0.019	11	58	0.024
16:00 - 17:00	11	58	0.005	11	58	0.011	11	58	0.016
17:00 - 18:00	11	58	0.005	11	58	0.003	11	58	0.008
18:00 - 19:00	11	58	0.005	11	58	0.014	11	58	0.019
19:00 - 20:00	9	45	0.015	9	45	0.017	9	45	0.032
20:00 - 21:00	8	46	0.003	8	46	0.011	8	46	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.139			0.143			0.282

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.



Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	<b>11</b>	<b>58</b>	<b>0.232</b>	11	58	0.104	<b>11</b>	<b>58</b>	<b>0.336</b>
08:00 - 09:00	11	58	0.132	11	58	0.092	11	58	0.224
09:00 - 10:00	11	58	0.120	11	58	0.048	11	58	0.168
10:00 - 11:00	11	58	0.129	11	58	0.111	11	58	0.240
11:00 - 12:00	11	58	0.117	11	58	0.104	11	58	0.221
12:00 - 13:00	11	58	0.098	11	58	0.100	11	58	0.198
13:00 - 14:00	11	58	0.188	11	58	0.140	11	58	0.328
14:00 - 15:00	11	58	0.128	<b>11</b>	<b>58</b>	<b>0.184</b>	11	58	0.312
15:00 - 16:00	11	58	0.107	11	58	0.176	11	58	0.283
16:00 - 17:00	11	58	0.092	11	58	0.137	11	58	0.229
17:00 - 18:00	11	58	0.087	11	58	0.142	11	58	0.229
18:00 - 19:00	11	58	0.075	11	58	0.112	11	58	0.187
19:00 - 20:00	9	45	0.111	9	45	0.115	9	45	0.226
20:00 - 21:00	8	46	0.019	8	46	0.093	8	46	0.112
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.635			1.658			3.293

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-230425-0423

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 03 - RESIDENTIAL

Category : N - RETIREMENT FLATS

**MULTI-MODAL TOTAL VEHICLES**Selected regions and areas:

<b>02</b>	<b>SOUTH EAST</b>	
	WS WEST SUSSEX	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
	DY DERBY	1 days
<b>06</b>	<b>WEST MIDLANDS</b>	
	WK WARWICKSHIRE	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	WY WEST YORKSHIRE	1 days
<b>10</b>	<b>WALES</b>	
	BG BRIDGEND	1 days
<b>11</b>	<b>SCOTLAND</b>	
	EB CITY OF EDINBURGH	1 days

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

**Primary Filtering selection:**

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

Parameter: No of Dwellings  
 Actual Range: 33 to 57 (units: )  
 Range Selected by User: 17 to 57 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 21/11/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	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	5
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	1

Axis 76 Water Lane Wilmslow

Licence No: 339901

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

**Secondary Filtering selection:**

Use Class:

C3	6 days
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*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	2 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	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	3 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	5 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
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*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>BG-03-N-01</b>	<b>RETIREMENT FLATS</b>	<b>BRIDGEND</b>
	PICTON AVENUE		
	PORTHCAWL		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: TUESDAY	18/05/21	Survey Type: MANUAL
<b>2</b>	<b>DY-03-N-02</b>	<b>RETIREMENT FLATS</b>	<b>DERBY</b>
	LEAPER STREET		
	DERBY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	35	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
<b>3</b>	<b>EB-03-N-01</b>	<b>RETIREMENT FLATS</b>	<b>CITY OF EDINBURGH</b>
	POLWARTH GARDENS		
	EDINBURGH		
	MERCHISTON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: FRIDAY	22/05/15	Survey Type: MANUAL
<b>4</b>	<b>WK-03-N-01</b>	<b>RETIREMENT FLATS</b>	<b>WARWICKSHIRE</b>
	REGENT STREET		
	ROYAL LEAMINGTON SPA		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	34	
	Survey date: MONDAY	21/11/22	Survey Type: MANUAL
<b>5</b>	<b>WS-03-N-03</b>	<b>RETIREMENT FLATS</b>	<b>WEST SUSSEX</b>
	FITZALAN ROAD		
	LITTLEHAMPTON		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	38	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
<b>6</b>	<b>WY-03-N-01</b>	<b>RETIREMENT BUNGALOWS</b>	<b>WEST YORKSHIRE</b>
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL TOTAL VEHICLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.043	6	39	0.048	6	39	0.091
08:00 - 09:00	6	39	0.056	6	39	0.091	6	39	0.147
09:00 - 10:00	6	39	0.121	<b>6</b>	<b>39</b>	<b>0.130</b>	6	39	0.251
10:00 - 11:00	6	39	0.126	6	39	0.130	<b>6</b>	<b>39</b>	<b>0.256</b>
11:00 - 12:00	6	39	0.113	6	39	0.091	6	39	0.204
12:00 - 13:00	<b>6</b>	<b>39</b>	<b>0.130</b>	6	39	0.113	6	39	0.243
13:00 - 14:00	6	39	0.091	6	39	0.126	6	39	0.217
14:00 - 15:00	6	39	0.091	6	39	0.108	6	39	0.199
15:00 - 16:00	6	39	0.108	6	39	0.082	6	39	0.190
16:00 - 17:00	6	39	0.087	6	39	0.078	6	39	0.165
17:00 - 18:00	6	39	0.061	6	39	0.043	6	39	0.104
18:00 - 19:00	6	39	0.061	6	39	0.061	6	39	0.122
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.088			1.101			2.189

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:	33 - 57 (units: )
Survey date range:	01/01/15 - 21/11/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL TAXIS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.000	6	39	0.000	6	39	0.000
08:00 - 09:00	6	39	0.000	6	39	0.000	6	39	0.000
09:00 - 10:00	<b>6</b>	<b>39</b>	<b>0.017</b>	<b>6</b>	<b>39</b>	<b>0.017</b>	<b>6</b>	<b>39</b>	<b>0.034</b>
10:00 - 11:00	6	39	0.009	6	39	0.009	6	39	0.018
11:00 - 12:00	6	39	0.009	6	39	0.009	6	39	0.018
12:00 - 13:00	6	39	0.009	6	39	0.009	6	39	0.018
13:00 - 14:00	6	39	0.000	6	39	0.000	6	39	0.000
14:00 - 15:00	6	39	0.004	6	39	0.004	6	39	0.008
15:00 - 16:00	6	39	0.013	6	39	0.013	6	39	0.026
16:00 - 17:00	6	39	0.004	6	39	0.004	6	39	0.008
17:00 - 18:00	6	39	0.000	6	39	0.000	6	39	0.000
18:00 - 19:00	6	39	0.004	6	39	0.004	6	39	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.069			0.138

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL OGVS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.000	6	39	0.000	6	39	0.000
08:00 - 09:00	6	39	0.000	6	39	0.000	6	39	0.000
09:00 - 10:00	6	39	0.000	6	39	0.000	6	39	0.000
10:00 - 11:00	<b>6</b>	<b>39</b>	<b>0.004</b>	<b>6</b>	<b>39</b>	<b>0.004</b>	<b>6</b>	<b>39</b>	<b>0.008</b>
11:00 - 12:00	6	39	0.000	6	39	0.000	6	39	0.000
12:00 - 13:00	6	39	0.004	6	39	0.004	6	39	0.008
13:00 - 14:00	6	39	0.000	6	39	0.000	6	39	0.000
14:00 - 15:00	6	39	0.000	6	39	0.000	6	39	0.000
15:00 - 16:00	6	39	0.000	6	39	0.000	6	39	0.000
16:00 - 17:00	6	39	0.000	6	39	0.000	6	39	0.000
17:00 - 18:00	6	39	0.000	6	39	0.000	6	39	0.000
18:00 - 19:00	6	39	0.000	6	39	0.000	6	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL PSVS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.000	6	39	0.000	6	39	0.000
08:00 - 09:00	6	39	0.000	6	39	0.000	6	39	0.000
09:00 - 10:00	6	39	0.000	6	39	0.000	6	39	0.000
10:00 - 11:00	6	39	0.000	6	39	0.000	6	39	0.000
11:00 - 12:00	<b>6</b>	<b>39</b>	<b>0.004</b>	<b>6</b>	<b>39</b>	<b>0.004</b>	<b>6</b>	<b>39</b>	<b>0.008</b>
12:00 - 13:00	6	39	0.000	6	39	0.000	6	39	0.000
13:00 - 14:00	6	39	0.000	6	39	0.000	6	39	0.000
14:00 - 15:00	6	39	0.000	6	39	0.000	6	39	0.000
15:00 - 16:00	6	39	0.000	6	39	0.000	6	39	0.000
16:00 - 17:00	6	39	0.000	6	39	0.000	6	39	0.000
17:00 - 18:00	6	39	0.000	6	39	0.000	6	39	0.000
18:00 - 19:00	6	39	0.000	6	39	0.000	6	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.



Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL CYCLISTS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.004	<b>6</b>	<b>39</b>	<b>0.004</b>	6	39	0.008
08:00 - 09:00	<b>6</b>	<b>39</b>	<b>0.009</b>	6	39	0.000	<b>6</b>	<b>39</b>	<b>0.009</b>
09:00 - 10:00	6	39	0.000	6	39	0.000	6	39	0.000
10:00 - 11:00	6	39	0.004	6	39	0.004	6	39	0.008
11:00 - 12:00	6	39	0.000	6	39	0.000	6	39	0.000
12:00 - 13:00	6	39	0.000	6	39	0.000	6	39	0.000
13:00 - 14:00	6	39	0.000	6	39	0.000	6	39	0.000
14:00 - 15:00	6	39	0.000	6	39	0.000	6	39	0.000
15:00 - 16:00	6	39	0.000	6	39	0.004	6	39	0.004
16:00 - 17:00	6	39	0.000	6	39	0.004	6	39	0.004
17:00 - 18:00	6	39	0.000	6	39	0.000	6	39	0.000
18:00 - 19:00	6	39	0.000	6	39	0.000	6	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.016			0.033

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL PEDESTRIANS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.017	6	39	0.030	6	39	0.047
08:00 - 09:00	6	39	0.035	6	39	0.039	6	39	0.074
09:00 - 10:00	6	39	0.039	6	39	0.035	6	39	0.074
10:00 - 11:00	6	39	0.022	6	39	0.065	6	39	0.087
11:00 - 12:00	6	39	0.065	6	39	0.048	6	39	0.113
12:00 - 13:00	<b>6</b>	<b>39</b>	<b>0.078</b>	6	39	0.052	<b>6</b>	<b>39</b>	<b>0.130</b>
13:00 - 14:00	6	39	0.026	6	39	0.030	6	39	0.056
14:00 - 15:00	6	39	0.035	<b>6</b>	<b>39</b>	<b>0.069</b>	6	39	0.104
15:00 - 16:00	6	39	0.065	6	39	0.052	6	39	0.117
16:00 - 17:00	6	39	0.065	6	39	0.035	6	39	0.100
17:00 - 18:00	6	39	0.035	6	39	0.026	6	39	0.061
18:00 - 19:00	6	39	0.022	6	39	0.030	6	39	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.504			0.511			1.015

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL PUBLIC TRANSPORT USERS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.000	6	39	0.030	6	39	0.030
08:00 - 09:00	6	39	0.013	<b>6</b>	<b>39</b>	<b>0.039</b>	6	39	0.052
09:00 - 10:00	6	39	0.004	6	39	0.009	6	39	0.013
10:00 - 11:00	6	39	0.026	6	39	0.017	6	39	0.043
11:00 - 12:00	6	39	0.017	6	39	0.030	6	39	0.047
12:00 - 13:00	<b>6</b>	<b>39</b>	<b>0.039</b>	6	39	0.009	6	39	0.048
13:00 - 14:00	6	39	0.026	6	39	0.004	6	39	0.030
14:00 - 15:00	6	39	0.013	6	39	0.013	6	39	0.026
15:00 - 16:00	6	39	0.030	6	39	0.013	6	39	0.043
16:00 - 17:00	6	39	0.035	6	39	0.026	<b>6</b>	<b>39</b>	<b>0.061</b>
17:00 - 18:00	6	39	0.030	6	39	0.004	6	39	0.034
18:00 - 19:00	6	39	0.013	6	39	0.009	6	39	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.246			0.203			0.449

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL TOTAL PEOPLE****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.078	6	39	0.126	6	39	0.204
08:00 - 09:00	6	39	0.121	6	39	0.182	6	39	0.303
09:00 - 10:00	6	39	0.160	6	39	0.216	6	39	0.376
10:00 - 11:00	6	39	0.225	<b>6</b>	<b>39</b>	<b>0.234</b>	6	39	0.459
11:00 - 12:00	6	39	0.195	6	39	0.173	6	39	0.368
12:00 - 13:00	<b>6</b>	<b>39</b>	<b>0.277</b>	6	39	0.186	<b>6</b>	<b>39</b>	<b>0.463</b>
13:00 - 14:00	6	39	0.173	6	39	0.182	6	39	0.355
14:00 - 15:00	6	39	0.152	6	39	0.199	6	39	0.351
15:00 - 16:00	6	39	0.251	6	39	0.169	6	39	0.420
16:00 - 17:00	6	39	0.216	6	39	0.165	6	39	0.381
17:00 - 18:00	6	39	0.139	6	39	0.087	6	39	0.226
18:00 - 19:00	6	39	0.121	6	39	0.108	6	39	0.229
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.108			2.027			4.135

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL CARS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.039	6	39	0.043	6	39	0.082
08:00 - 09:00	6	39	0.043	6	39	0.082	6	39	0.125
09:00 - 10:00	6	39	0.087	6	39	0.095	6	39	0.182
10:00 - 11:00	<b>6</b>	<b>39</b>	<b>0.104</b>	6	39	0.104	<b>6</b>	<b>39</b>	<b>0.208</b>
11:00 - 12:00	6	39	0.069	6	39	0.065	6	39	0.134
12:00 - 13:00	6	39	0.091	6	39	0.065	6	39	0.156
13:00 - 14:00	6	39	0.078	<b>6</b>	<b>39</b>	<b>0.108</b>	6	39	0.186
14:00 - 15:00	6	39	0.069	6	39	0.087	6	39	0.156
15:00 - 16:00	6	39	0.078	6	39	0.052	6	39	0.130
16:00 - 17:00	6	39	0.074	6	39	0.065	6	39	0.139
17:00 - 18:00	6	39	0.056	6	39	0.039	6	39	0.095
18:00 - 19:00	6	39	0.052	6	39	0.056	6	39	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.840			0.861			1.701

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL LGVS****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.004	6	39	0.004	6	39	0.008
08:00 - 09:00	6	39	0.013	6	39	0.009	6	39	0.022
09:00 - 10:00	6	39	0.017	6	39	0.017	6	39	0.034
10:00 - 11:00	6	39	0.009	6	39	0.013	6	39	0.022
11:00 - 12:00	<b>6</b>	<b>39</b>	<b>0.026</b>	6	39	0.013	6	39	0.039
12:00 - 13:00	6	39	0.026	<b>6</b>	<b>39</b>	<b>0.035</b>	<b>6</b>	<b>39</b>	<b>0.061</b>
13:00 - 14:00	6	39	0.013	6	39	0.017	6	39	0.030
14:00 - 15:00	6	39	0.017	6	39	0.017	6	39	0.034
15:00 - 16:00	6	39	0.017	6	39	0.017	6	39	0.034
16:00 - 17:00	6	39	0.009	6	39	0.009	6	39	0.018
17:00 - 18:00	6	39	0.004	6	39	0.004	6	39	0.008
18:00 - 19:00	6	39	0.000	6	39	0.000	6	39	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.155			0.155			0.310

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.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

**MULTI-MODAL MOTOR CYCLES****Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	39	0.000	6	39	0.000	6	39	0.000
08:00 - 09:00	6	39	0.000	6	39	0.000	6	39	0.000
09:00 - 10:00	6	39	0.000	6	39	0.000	6	39	0.000
10:00 - 11:00	6	39	0.000	6	39	0.000	6	39	0.000
11:00 - 12:00	<b>6</b>	<b>39</b>	<b>0.004</b>	6	39	0.000	<b>6</b>	<b>39</b>	<b>0.004</b>
12:00 - 13:00	6	39	0.000	6	39	0.000	6	39	0.000
13:00 - 14:00	6	39	0.000	6	39	0.000	6	39	0.000
14:00 - 15:00	6	39	0.000	6	39	0.000	6	39	0.000
15:00 - 16:00	6	39	0.000	6	39	0.000	6	39	0.000
16:00 - 17:00	6	39	0.000	6	39	0.000	6	39	0.000
17:00 - 18:00	6	39	0.000	6	39	0.000	6	39	0.000
18:00 - 19:00	6	39	0.004	6	39	0.000	6	39	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.000			0.008

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.