



Proposed Care Home Development, Plot 5700, North Wales Business Park, Abergele

Transport Statement

Prepared for



Danan Properties (Widnes) Limited

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5657-TS-01



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CONTENTS

1.0	INTRODUCTION	1
1.1	Overview	1
1.2	Planning History.....	1
1.3	Pre-Application Discussions.....	2
1.4	Report Structure	3
2.0	EXISTING CONDITIONS.....	4
2.1	Introduction	4
2.2	Site Location	4
2.3	Existing Use.....	5
2.4	Existing Access Arrangements	5
2.5	Local Highway Network	6
2.6	Highway Safety.....	6
3.0	ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL	8
3.1	Introduction	8
3.2	Accessibility on Foot	8
3.3	Accessibility by Cycle.....	10
3.4	Accessibility by Public Transport.....	12
3.5	Accessibility Summary	13
4.0	PROPOSED DEVELOPMENT.....	14
4.1	Overview.....	14
4.2	Proposed Site Access Arrangements.....	14
4.3	Proposed Car Parking Arrangements.....	14
4.4	Cycle Parking Provision	16
4.5	Parking Layout and Accessibility	16
4.6	Proposed Active Travel Arrangements.....	17
4.7	Internal Highway Layout	18
4.8	Proposed Servicing Arrangements.....	18
5.0	TRAFFIC GENERATION.....	20
5.1	Introduction	20
5.2	Forecast Traffic Generation – Proposed Use	21
6.0	SUMMARY AND CONCLUSIONS.....	23
6.1	Summary	23
6.2	Conclusions	24



IMAGES

Image 2.1 – Site Location (Local Context).....	4
Image 2.2 – Site Location (Wider Context)	5
Image 2.3 – CrashMap Extract (2023-2025 Inclusive)	7
Image 3.1 – Local Walk Catchment (2km)	9
Image 3.2 – Local Cycling Catchment (5km)	11

TABLES

Table 3.1 – Summary of Selected Local Amenities.....	10
Table 3.2 – Local Bus Services and Frequencies	12
Table 4.1 – Application of CCBC Parking Standards.....	15
Table 4.2 – Application of CCBC Cycle Parking Standards	16
Table 5.1 – Trip Rates and Trip Generation Forecasts – Proposed Development.....	22

APPENDICES

Appendix A – Application Ref. 0/52292 Approval Notice
Appendix B – CCBC Pre-Application Response
Appendix C – Proposed Site Layout Plan
Appendix D – Drawing Numbers 5657-ATR01, 5657-ATR02 & 5657-ATR03
Appendix E – TRICS Outputs



1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis has been appointed by Danan Properties (Widnes) Limited ('the Applicant') to provide highways and transport advice in relation to a full planning application for the Proposed Development of a 61-bed care home on Plot 5700, North Wales Business Park, Abergele ('the Site').
- 1.1.2 The Proposed Development comprises two 2-3 storey buildings, to be connected by a high-level glazed walkway, which would accommodate two care units comprising 30 and 31 beds respectively, providing a total of 61 beds.
- 1.1.3 This Transport Statement (TS) has been prepared to inform Conwy County Borough Council (hereafter referred to as 'CCBC'), 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 Planning History

- 1.2.1 A review of the Site's planning history within the last five years has been undertaken to establish the nature of recent applications and development activity associated with the Site, the findings of which are set out below.
- 1.2.2 A planning application for the *"Construction of an enclosed compound to accommodate prefabricated 3 single storey cabins with air conditioning equipment and emergency generators on Plot 5700"* (Application Ref. 0/52292) was submitted to the LPA in January 2025, with planning permission granted subject to conditions in May 2025.
- 1.2.3 A full copy of the decision approval notice is contained within **Appendix A** to the rear of this report. Regarding the time limit for commencement of the approved single storey cabins, page 3 of the decision approval notice states the following:

"The development hereby permitted shall be begun by 5th May 2030".
- 1.2.4 Accordingly, at the time of writing of this TS, the planning permission relating to Application Ref. 0/52292 remains extant. The permission is acknowledged as relevant planning history for the Site. However, given the materially different nature and scale of the permitted development, and the absence of a substantive



operational highway assessment in support of that permission, it is not considered appropriate to use the permitted development as a direct comparator when assessing the highway implications of the Proposed Development.

1.3 Pre-Application Discussions

1.3.1 A pre-application response relating to the Proposed Development was recently received from CCBC on 29th May 2026 (ref. ENQ/34393). A copy of the pre-application response is contained within **Appendix B** of this report.

1.3.2 In summary, the main comments raised by the LHA were as follows:

- i) **Parking Provision** – Conwy Parking Standards document LDP02 demonstrates the required parking provision for the Proposed Development. The LHA will also require an understanding of the frequency and size of vehicles required to service the building once in operation, together with where those vehicles will be parked when undertaking their duties. In addition, the LHA will require the staff parking provision to be identified on a plan for review at the application stage, alongside an indication of the maximum number of staff expected to be present on Site at any one time.
- ii) **Active Travel** – Adequate storage should be provided for non-motorised modes of transport, with the provision designed to accommodate the needs of all relevant user groups rather than being limited to a single user type. The Applicant should also be aware that Welsh Government intends to introduce an Active Travel pedestrian link between Heol Awel and North Wales Business Park at some point in the future, although no confirmed delivery timescale is currently identified. The LHA further recommends the provision of dropped kerb crossing points with blister tactile paving across the mouths of the access roads to assist pedestrians and other vulnerable road users in safely navigating the existing private highway infrastructure when accessing and egressing the Proposed Development.
- iii) **Waste and Recycling** – The Applicant is required to confirm if the waste / recycling operations at the Proposed Development will be undertaken by CCBC or a specialised private contractor.
- iv) **Construction Traffic Management Plan** – The LHA will require the submission of a Construction Traffic Management Plan (CTMP) at application stage and agreed with CCBC prior to the commencement of any on-Site works.



- v) **Surface Water** - The Proposed Development should provide surface water drainage facilities to prevent surface water discharge onto the public highway. The drainage arrangements should be agreed with the LPA prior to the approval and utilisation of the proposed access into the Site.

1.3.3 This TS has therefore been prepared with due regard to the highway-related pre-application comments received from CCBC, and the relevant national and local planning policy and transport guidance applicable to the Proposed Development. This includes Planning Policy Wales (PPW), relevant Welsh Government transport and active travel guidance, and the adopted planning and parking standards of CCBC.

1.4 Report Structure

1.4.1 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 application Site, 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 level of trips that the Proposed Development is likely to generate; and
- v) **Chapter 6** summarises and concludes the report.



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, focusing 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 approximately 1km to the north-west of Abergele town centre. The Site is bounded by an unnamed private road to the south, residential development to the east, an office building to the north, and Cae Eithin road to the west.

2.2.2 The location of the Site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location (Local Context)



2.2.3 **Image 2.2** below shows the location of the Site in a wider context.

Image 2.2 – Site Location (Wider Context)



2.3 Existing Use

- 2.3.1 The application Site currently comprises a vacant plot of land within North Wales Business Park, Abergele. The Site is predominantly undeveloped and is characterised by areas of low-level grassland and other vegetation. The Site forms part of the established business park and is situated within an area comprising a mix of commercial, industrial and employment-related uses. The immediate surroundings are therefore characterised predominantly by developed business park land, associated internal access roads, parking areas and landscaping.

2.4 Existing Access Arrangements

- 2.4.1 Access to the Site is available from the existing internal highway network serving North Wales Business Park, with the existing highway infrastructure providing the principal context for consideration of the Proposed Development's access, parking, servicing and traffic generation.
- 2.4.2 Access to Plot 5700 is currently provided via the unnamed private road which forms the southern boundary of the Site. Vehicles wishing to access the unnamed private road would do so by turning right from Cae Eithin.

2.5 Local Highway Network

Cae Eithin

2.5.1 Cae Eithin runs in a north / south alignment along the western boundary of the Site. To the south-west of the Site, the road changes to an east–west alignment, extending westwards to a roundabout junction with Heol Y Mor and the continuation of Cae Eithin.

2.5.2 Cae Eithin comprises a single two-way carriageway with an approximate width of 7m. A footway is provided along the southern and eastern sides of the road, measuring approximately 1.5m in width. Cae Eithin is subject to a 30mph posted speed limit, which commences upon entry into North Wales Business Park from the A547.

A547

2.5.3 The A547 runs in a general south-east / north-west alignment to the south of the Site, connecting Abergele to the east with Llandulas to the west. The A547 comprises a standard single-carriageway, two-way road, with lanes in each direction measuring approximately 3m in width. The A547 is subject to a 40mph posted speed limit in the vicinity of the Site.

2.5.4 The northern / eastern side of the A547 benefits from footway measuring approximately 1m in width, extending between the Site and Abergele Town Centre. Further east, as the A547 enters Abergele, a footway is also provided along the southern side of the carriageway, measuring approximately 1m in width.

2.6 Highway Safety

2.6.1 The online CrashMap resource (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 (2023-2025 inclusive). This is shown on **Image 2.3**.



Image 2.3 – CrashMap Extract (2023-2025 Inclusive)



- 2.6.2 **Image 2.3** indicates that within the identified study area, no accidents have been recorded between 2023 and 2025 (inclusive).
- 2.6.3 As such, highway safety is not considered to be a concern in relation to 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 Paragraph 4.11 of Planning Policy Wales (PPW) 12 states:

“The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps tackle the causes of climate change and airborne pollution...”

3.1.3 Accordingly, and to demonstrate the Site’s compliance with the above, this section of the report examines the accessibility of the Site by non-car modes of transport through consideration of the following:

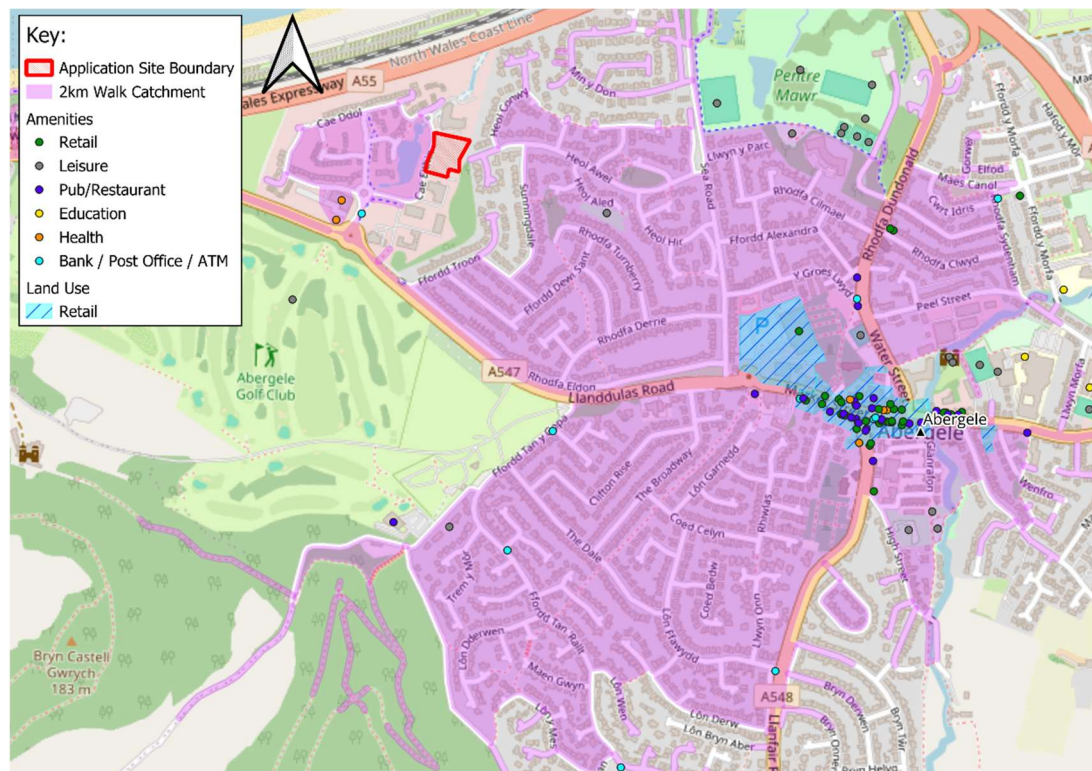
- i) Accessibility by foot;
- ii) Accessibility by cycle; and
- iii) Accessibility by public transport (bus and rail).

3.2 Accessibility on Foot

3.2.1 Manual for Streets (MfS) states: *“walking offers the greatest potential to replace short car trips, particularly those under 2km”*. The Chartered Institution of Highways and Transportation (CIHT) document *‘Providing for Journeys on Foot’*, sets out further guidance pertaining to general recommended walking distances. This document advises that typically, 80% of all journeys under one mile (1.4km) are made on foot while 60% of all journeys under 2 miles (2.8km) are made on foot.



- 3.2.2 Active Travel Design Guidance for Wales (2021) provides guidance on cycling (and walking) distances, stating: *“two out of every three journeys are less than five miles [8km] in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking”*.
- 3.2.3 On the basis of the above, it is apparent that walking may be a realistic travel option for journeys of up to approximately 3km, although CIHT identifies 2km as the preferred maximum walking distance.
- 3.2.4 On the basis of the above, **Image 3.1** below shows the local walk catchment within 2km of the Site.



- 3.2.5 Review of **Image 3.1** shows that there are a number of amenities located within an acceptable walking distance of the Site. This includes various shops and services within Abergele Town Centre some 1.2km away by foot (approximately a 15-minute walk). A selection of key local amenities, together with their walking distances and journey times from the Site is provided in **Table 3.1**.

Table 3.1 – Summary of Selected Local Amenities

Amenity Name	Amenity Type	Location	Approx. Distance from Site	Approx. Walk Time at 1.4m/s
Gwrych Medical Centre	Health Centre	Cae Ethin	305 metres	4 minutes
Boots Pharmacy	Pharmacy	Cae Ethin	370 metres	4 minutes
Roots Café Abergele	Food Outlet	Market Street	1250 metres	15 minutes
Abergele Library	Library	Market Street	1315 metres	16 minutes
Tesco Superstore	Supermarket	Market Street	1340 metres	16 minutes
Sakura Cantonese Cuisine	Restaurant	Market Street	1480 metres	18 minutes
Abergele Post Office	Post Office	Market Street	1500 metres	18 minutes
Edwards Opticians	Optician	Market Road	1565 metres	19 minutes

3.2.6 **Table 3.1** further demonstrates that a number of key local amenities are located within a 2km walking distance of the Site.

3.2.7 The local highway network provides opportunities to access the amenities illustrated in **Image 3.1** via the existing pedestrian infrastructure, including footways, street lighting and pedestrian crossing points equipped with dropped kerbs and tactile paving.

3.2.8 With regards to the above, the Site is considered to be highly accessible on foot.

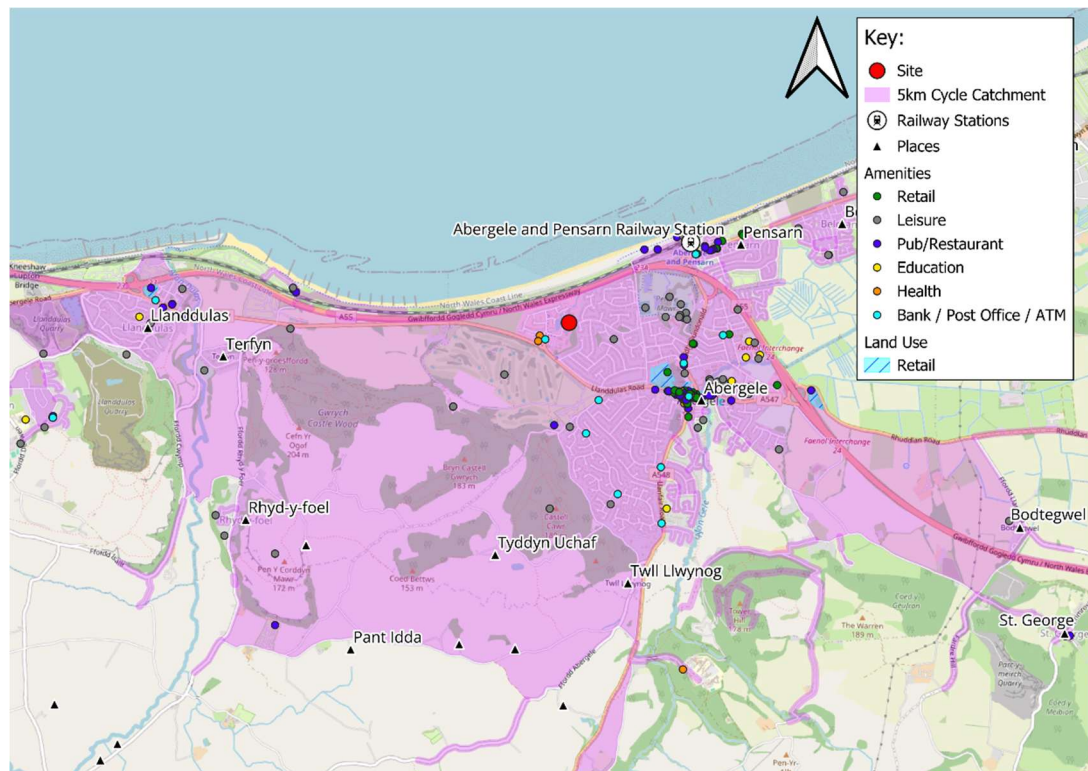
3.3 Accessibility by Cycle

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys of up to 5km as a whole, or as part of a longer journey by public transport.

3.3.2 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 – Local Cycling Catchment (5km)



- 3.3.3 **Image 3.2** shows that the 5km catchment incorporates Abergele Town Centre, in addition to other surrounding areas such as Pensarn and Llandulas, amongst others.
- 3.3.4 It is considered that cycling is likely to represent an attractive travel option for staff and visitors, whilst residents of the Proposed Development may be more inclined to use alternative modes of sustainable transport.
- 3.3.5 **Image 3.2** also demonstrates that Abergele and Pensarn Railway Station can be accessed within a 5km cycle distance of the Site, thereby providing staff and visitors with the opportunity to access the Site by a multi-modal journey by rail and cycle.
- 3.3.6 It should also be noted that the local highway network surrounding the application Site is well-lit by street lighting and the topography of the area is generally flat, thereby providing conditions which are conducive for cycling.
- 3.3.7 With regards to the above, the Site is considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

By Bus

- 3.4.1 Guidance from the CIHT document, “*Guidelines for Planning for Public Transport in Development*”, recommends that the walk distance for a new development should ideally be 300m to a bus stop, or a maximum of 400m.
- 3.4.2 The nearest bus stop is located to the south-west of the application Site, along the unnamed private road connecting the Site to the A547. The bus stop can be accessed approximately 250m away on foot and is therefore located well within the lower recommended walking distance threshold set out by CIHT.
- 3.4.3 The bus stop serves the ‘12’, ‘13’, ‘21’ and ‘43’ bus routes, a summary of which is presented in **Table 3.2** below:

Table 3.2 – Local Bus Services and Frequencies

Service No.	Route	Mon to Fri	Sat	Sun
North Wales Business Park Bus Stop				
12 / X12	Rhyl – Abergele – Colwyn Bay - Llandudno	Every 20 mins	Every 20 mins	Every 20 mins
13	Prestatyn – Abergele – Colwyn Bay - Llandudno	Hourly	Hourly	Hourly
21	Abergele – Colwyn Bay	4 services	4 services	No Service
43	Llangernyw – Abergele - Pensarn	3 services	4 services	No Service

- 3.4.4 A review of **Table 3.2** demonstrates that the Site is well served by bus, with regular services to Rhyl, Llandudno and Colwyn Bay, where connecting bus journeys are available to towns such as Caernarfon and Conwy.
- 3.4.5 With regards to the above, the Site is considered to be highly accessible by bus.

Rail

- 3.4.6 Abergele and Pensarn Railway Station is located within a 2.2km cycle distance to the north-east of the Site. This station is therefore comfortably within the 5km recommended cycle catchment of the Site and is readily accessible by cycle.

3.4.7 The station provides Transport for Wales services to Llandudno, Chester and Liverpool Lime Street. Services run at a 60-minute frequency each day of the week.

3.4.8 With regards to the above, the Site is considered to be accessible by rail.

3.5 Accessibility Summary

3.5.1 In summary, the Site is well located to facilitate journeys to be made to / from the Site by sustainable travel modes. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists.

3.5.2 The Site is also highly accessible by public transport, being located approximately 250m by walking/cycling distance from a bus stop and within a 5km cycle catchment of Abergele and Pensarn Railway Station. These facilities provide access to frequent services serving a range of local and wider destinations.

3.5.3 Accordingly, it is evident that the Site is accessible by sustainable transport modes and is therefore compliant with national (PPW) and local policies.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

- 4.1.1 This planning application seeks permission for the proposed development of a 61-bed care home on Plot 5700 at North Wales Business Park, Abergele. The Proposed Development would comprise two, two- to three- storey buildings, to be connected by a high-level glazed walkway, which would accommodate two care units comprising 30 and 31 beds respectively, providing a total of 61 beds.
- 4.1.2 The proposed development would employ 75 full-time, non-resident staff. It is understood that these staff would be distributed across day and night shifts, with a maximum of 30 staff members expected to be present on Site at any one time. This would comprise a combination of care, clinical, management and support staff.
- 4.1.3 The proposed Site plan is contained in **Appendix C** to the rear of this report.

4.2 Proposed Site Access Arrangements

- 4.2.1 In accordance with the proposed Site plan contained within **Appendix C** of this report, vehicles accessing the proposed development would turn make a right turn from Cae Ethin onto the unnamed private road which forms the southern boundary of the Site, before making a left turn northwards to enter the Site.
- 4.2.2 The main pedestrian access to the Site would be provided from Cae Ethin, which forms the western boundary of the Site. As demonstrated by the proposed Site plans contained within **Appendix C**, the main pedestrian access would provide users with access to both of the proposed building units.

4.3 Proposed Car Parking Arrangements

- 4.3.1 CCBC's currently adopted parking standards are set out in Policy LDP02 of the Conwy Local Development Plan (adopted October 2013).
- 4.3.2 Policy LDP02 of the document stipulates that for care / nursing home developments, a maximum of 1 space should be provided per 3 non-resident staff, and 1 space per 4 beds should be provided for visitor parking.
- 4.3.3 Once operational, the Proposed Development will employ a total of 75 full-time, non-resident staff. However, staff will operate across day and night shifts, with a



maximum of approximately 30 staff expected to be on Site at any one time. It is therefore the maximum number of staff expected to be present concurrently that is relevant to assessing the operational parking requirement.

- 4.3.4 Against this context, **Table 4.1** below demonstrates the parking requirements when applying the above standards to the Proposed Development.

Table 4.1 – Application of CCBC Parking Standards

Parking Category	Adopted CCBC Standard	Development Parameters	Maximum / Calculated Requirement
Non-resident staff	1 space per 3 staff	Maximum 30 staff on Site at any one time	10 spaces
Visitors	1 space per 4 beds	61 beds	16 spaces
Total	-	-	26 spaces

- 4.3.5 As shown on the proposed Site plan contained within **Appendix C**, the Proposed Development will provide 23 car parking spaces, including 2 accessible spaces.
- 4.3.6 On this basis, the proposed parking provision would be sufficient when viewed against the context of the maximum parking standards stipulated by CCBC. However, the assessment should be considered in the context of the operational characteristics of the Proposed Development. In particular, the care home will operate on a shift basis, with a maximum of approximately 30 staff expected to be present on Site at any one time, rather than all 75 employees being present concurrently.
- 4.3.7 The proposed parking provision is therefore considered to provide an appropriate level of parking for the Proposed Development, having regard to its operational requirements, the shift-based nature of staff attendance and the anticipated pattern of visitor activity. The provision also includes two accessible parking spaces to accommodate the needs of users with mobility requirements.
- 4.3.8 On this basis, the proposed parking arrangement is considered appropriate having regard to the requirements and maximum standards set out in Policy LDP02 of the adopted Conwy Local Development Plan.

4.4 Cycle Parking Provision

- 4.4.1 The proposed Site Layout Plan illustrates the provision of a dedicated staff cycle parking area. The Proposed Development will provide three Sheffield cycle stands, with capacity to accommodate up to six cycles at any one time.
- 4.4.2 CCBC's adopted cycle parking standards, set out in Policy LDP02 of the Conwy Local Development Plan, require 1 cycle parking stand per 20 bed spaces for elderly person's accommodation. The application of this standard to the Proposed Development is summarised in **Table 4.2** below.

Table 4.2 – Application of CCBC Cycle Parking Standards

Parking Category	Adopted CCBC Standard	Proposed Development	Calculated Requirement	Proposed Provision
Cycle Parking	1 stand per 20 beds	61-bed care home	3.05 stands	3 stands / 6 cycles

- 4.4.3 As demonstrated in **Table 4.2**, application of the adopted standard to the proposed 61-bed care home generates a requirement for 3.05 cycle parking stands. The Proposed Development will provide three Sheffield cycle stands, with capacity of six cycles.
- 4.4.4 The resulting difference of 0.05 of a cycle parking stand arises solely from the fractional nature of the calculated requirement. The proposed provision of three cycle stands is therefore considered to provide an appropriate and proportionate level of cycle parking having regard to the nature and scale of the Proposed Development.

4.5 Parking Layout and Accessibility

- 4.5.1 The proposed Site layout contained within **Appendix C** illustrates the arrangement of each of the 23 parking spaces proposed as part of the development, together with the proposed access route from Cae Eithin to these spaces.
- 4.5.2 Each parking space within the car park would measure 2.4m x 4.8m, in accordance with the design standards set out within CCBC's LDP02. As previously highlighted, the Proposed Development would provide two accessible parking spaces, each benefiting from a 1m buffer on either side to facilitate accessibility.



- 4.5.3 The development will provide appropriate electric vehicle (EV) charging infrastructure within the proposed car park. The precise number, location and specification of the designated EV charging bays will be agreed with the Local Planning Authority through an appropriately worded planning condition and addressed as part of the detailed design of the development prior to occupation.
- 4.5.4 The proposed Site layout plan also illustrates the provision of a staff cycle parking area. The Proposed Development would provide three Sheffield cycle stands, with capacity to accommodate up to six cycles at any one time. The cycle parking provision would be located to the west of the turning head, positioned in the northern extent of the internal Site car park.

4.6 Proposed Active Travel Arrangements

- 4.6.1 Section 7.6.1 of Chapter 7 of the Welsh Government's *Active Travel Act Guidance (2021)* states that "*all newly planned development is fully accessible by walking and cycling.*" Section 7.6.3 further states that "*the design of development proposals shall, in accordance with the sustainable transport hierarchy, start with identifying the shortest, most attractive walking and cycling connections and then addressing other transport needs.*"
- 4.6.2 In accordance with the above guidance, the proposed Site layout plan contained within **Appendix C** demonstrates that pedestrian access to the Proposed Development would be provided from the eastern side of Cae Eithin, along the western boundary of the Site. The proposed pedestrian link would extend from Cae Eithin to the western edge of the proposed car park, providing a direct and convenient connection into the development. The pedestrian route would also provide connectivity to the entrances of the proposed care home buildings.
- 4.6.3 Cycle access to the Proposed Development would be provided via the access road forming the southern boundary of the Site, with cyclists able to travel northwards through the car park to access the proposed Sheffield stands. This would provide a direct connection between the local highway network and the cycle parking provision within the Site. Cyclists may also dismount and use the proposed internal pedestrian routes to access the cycle parking provision, where appropriate.
- 4.6.4 The proposed Site layout contained within **Appendix C** demonstrates that the internal pedestrian routes within the Site would connect with the existing footway



provision along the eastern side of Cae Eithin. Given the nature of the Proposed Development, it is anticipated that some residents may have impaired mobility. Accordingly, connecting the proposed pedestrian infrastructure with the existing footway network along Cae Eithin and the surrounding local highway network would facilitate access to the existing dropped kerbs and tactile paving, supporting accessible pedestrian movement between the proposed care home and the surrounding highway network. The detailed design of the pedestrian routes would also have regard to the needs of users with mobility and visual impairments, including the provision of appropriate gradients, surfacing and unobstructed pedestrian routes.

4.7 Internal Highway Layout

- 4.7.1 As illustrated by the proposed Site plan contained within **Appendix C** towards the rear of this report, the internal highway layout associated with the Proposed Development would be accessed from the southern boundary of the Site. Site users would turn right from Cae Eithin onto the unnamed private road before turning left and travelling northwards into the Site.
- 4.7.2 The internal access road would comprise a carriageway width of 6m, which would be sufficient to facilitate two-way vehicle movements within the Site.
- 4.7.3 A proposed turning head would be provided at the northern extent of the internal car park. This would enable servicing vehicles to undertake the necessary manoeuvres within the Site and allow delivery vehicles to undertake servicing activities without obstructing the internal access route or parking spaces.
- 4.7.4 The proposed car park will operate as a low-speed environment, with vehicles required to move at low speeds within the parking and circulation areas. The geometry of the proposed car park layout provides a clear and legible arrangement for both vehicles and pedestrians, allowing users to interact safely within the car park. Given the low speeds anticipated within the car park, the potential for conflict between vehicles and pedestrians is considered to be appropriately managed through the proposed layout.

4.8 Proposed Servicing Arrangements

- 4.8.1 Service vehicles that will require access to the Site are likely to be associated with weekly refuse collection, food deliveries, ambulances, laundry and medical / general supplies, for example.



- 4.8.2 Such vehicles will service the Site by making a right turn from Cae Ethin onto the unnamed private road which forms the southern boundary of the Site, before turning left and travelling northwards into the Site. Vehicles would then utilise the proposed turning head located at the northern extent of the car park, to the south of the proposed terrace area, as shown on the proposed Site plan contained in **Appendix C**.

Refuse Collection

- 4.8.3 **Drawing Number 5657-ATR01**, contained in **Appendix D** to the rear of this report, demonstrates that a refuse vehicle can access the Site in forward gear via the proposed vehicular access from the unnamed road forming the southern boundary of the Site. The vehicle can then service the bin store located within the internal car park, manoeuvre within the proposed turning head and subsequently exit the Site in forward gear..

Emergency Vehicle Access

- 4.8.4 It is understood that the Proposed Development will not include for the provision of a dedicated emergency vehicle access. As such, **Drawing Number 5657-ATR02** within **Appendix D** illustrates a fire tender vehicle accessing the Site via the proposed vehicular access from the unnamed road forming the southern boundary of the Site. The drawing demonstrates the ability of the emergency service vehicle to enter the Site within a forward gear, manoeuvre within the proposed turning head located in the northern extent of the internal car park, before exiting the Site in a forward gear.

Delivery Servicing

- 4.8.5 As previously highlighted, due to the nature of the Proposed Development, the Site is likely to experience regularly scheduled deliveries for a range of purposes, including food, pharmaceutical and medical supplies, and general goods.
- 4.8.6 Accordingly, **Drawing Number 5657-ATR03** contained in **Appendix D** towards the rear of this report, demonstrates the ability of a 7.5-tonne box van to access the Site in a forward gear, before manoeuvring into the turning head located at the northern extent of the internal car park. From this position, the turning head can operate as a loading bay, allowing delivery vehicles to reverse into the loading area and undertake servicing activities without obstructing the internal car park access road or parking



spaces while goods are loaded to or unloaded from the vehicle. Following completion of servicing activities, the delivery vehicle would be able to exit the Site in a forward gear.

5.0 TRAFFIC GENERATION

5.1 Introduction

- 5.1.1 This section of the report considers the anticipated traffic generation associated with the Proposed Development. The assessment has been undertaken to establish the likely number of vehicle movements generated during the network peak periods and to determine whether the Proposed Development would be expected to result in a material increase in traffic on the surrounding highway network.
- 5.1.2 In assessing the traffic generation associated with the proposed care home, consideration has been given to the nature and scale of the proposed use, including the provision of 61 residential care beds and the associated staffing requirements. The Proposed Development would employ approximately 75 full-time, non-resident staff, although the operational information provided indicates that no more than 30 staff members would be present on Site at any one time, reflecting the shift-based nature of the use.
- 5.1.3 Unlike conventional residential development, a care home does not generate vehicle movements in direct proportion to the number of bedrooms or residents during the network peak periods. Vehicle movements associated with the use comprise a combination of staff, visitor, service and other trips, with staff movements generally associated with shift patterns and visitor and servicing activity occurring throughout the day. Accordingly, the traffic generation characteristics of the proposed use have been assessed using comparable care home Sites contained within the TRICS database.
- 5.1.4 The TRICS database has been used to derive appropriate weekday peak-hour vehicle trip rates for the Proposed Development. The Site selection criteria have been established having regard to the proposed land use, scale and location of the development, with the intention of providing a representative and robust dataset from which to forecast the anticipated traffic generation.

5.1.5 The resulting traffic generation forecasts are presented below and provide the basis for assessing the potential impact of the Proposed Development on the operation and safety of the surrounding highway network.

5.2 **Forecast Traffic Generation – Proposed Use**

5.2.1 For the purpose of obtaining trip rates for the proposed care home development, the following search criteria have been applied within the TRICS database:

- 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’, ‘Suburban Area’ and ‘Edge of Town’ locations have been selected;
- v) Selection by number of residents; and
- vi) All multi-modal surveys undertaken between 22/06/2004 and 22/04/2025 have been included in order to maximise the number of available comparator surveys.

5.2.2 The selection of Sites by number of residents has been applied to ensure that the comparator Sites within the TRICS dataset are broadly comparable with the Proposed Development in terms of their residential capacity. For a care home, the number of residents is considered an appropriate indicator of the scale of the development and its associated travel demand, as the majority of trips generated by the use are related to the number of residents accommodated, together with the staff and visitor activity associated with that resident population.

5.2.3 This approach also avoids introducing potential distortion into the assessment through comparison with care homes of materially different scales. The resulting trip rates are therefore considered to provide an appropriate and proportionate basis for forecasting the likely vehicle movements associated with the proposed 61-bed care home. The selected TRICS Sites accommodate between 30 to 120 residents with the Proposed Development’s capacity of 61 residents falling within this range.

5.2.4 The full TRICS outputs are contained in **Appendix E. Table 5.1** below summarises the weekday peak-hour total vehicle trip rates, expressed per resident, together with the resultant vehicle trip generated when applied to the 61 residents proposed as part of the development.



Table 5.1 – Trip Rates and Trip Generation Forecasts – Proposed Development

Time Period	Trip Rates (per resident)			Trip Generation (Proposed Development, 61 residents)		
	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM Peak Hour (08:00-09:00)	0.072	0.054	0.126	4	3	8*
Weekday PM Peak Hour (17:00-18:00)	0.066	0.099	0.165	4	6	10

*Figure subject to rounding

- 5.2.5 As demonstrated by **Table 5.1**, the Proposed Development is forecast to generate a approximately 8 two-way vehicle movements during the weekday AM peak hour and 10 two-way vehicle movements during the weekday PM peak hour. The figures are based on unrounded trip generation calculations.
- 5.2.6 The forecast traffic generation equates to an average of approximately 1.3 vehicle movements per 10-minute period during the AM peak hour and 1.7 vehicle movements per 10-minute period during the PM peak hour. It should be noted that the 1.3 vehicle movements per 10-minute period during the AM peak hour is calculated using the unrounded forecast total, rather than the rounded figure of 8 vehicle movements presented in **Table 5.1**.
- 5.2.7 These forecast figures represent a relatively low level of traffic generation when considered in the context of the existing highway network. The forecast level of traffic generation is consistent with the characteristics of the proposed care home use. The majority of staff movements would be associated with defined shift-change periods, whilst visitor, servicing and other trips would be distributed throughout the operating day rather than being concentrated solely within the traditional highway network peak periods.
- 5.2.8 Based on the TRICS assessment, the Proposed Development would therefore generate a relatively modest level of additional traffic during the weekday network peak periods. The resulting level of traffic generation is not considered to represent a material increase in traffic on the surrounding highway network and is unlikely to have a material effect on its operation.
- 5.2.9 Accordingly, it is considered that the traffic generation associated with the Proposed Development would be sufficiently low that no material detriment to the operation or safety of the surrounding highway network would arise as a consequence of the Proposed Development.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis have been appointed by Danan Properties (Widnes) Limited to provide highways and transport advice in relation to a full planning application for a care home development on land located at Plot 5700, North Wales Business Park, Abergele.
- 6.1.2 The application Site is located to the west of Abergele town centre and is bound by an unnamed private road to the south, residential development to the east, an office building to the north, and Cae Eithin road to the west.
- 6.1.3 The application Site currently comprises predominantly undeveloped land and is characterised by areas of low-level grassland and other vegetation. The Site forms part of the established business park and is situated within an area comprising a mix of commercial, industrial and employment-related uses. The immediate surroundings are therefore characterised predominantly by developed business park land, associated internal access roads, parking areas and landscaping.
- 6.1.4 PIA data obtained from CrashMap indicates that no accidents were recorded on the local highway network during the latest available three-year period. On this basis, highway safety is not considered to present a material concern in relation to the Proposed Development.
- 6.1.5 The Site benefits from a high level of accessibility by the main non-car modes of transport. The Site is located within a reasonable walking and cycling distance of Abergele Town Centre and benefits from good access to public transport, thereby providing visitors and staff with the opportunity to travel to and from the Site via sustainable travel modes.
- 6.1.6 The Proposed Development would provide 23 car parking spaces for staff and visitors, including two accessible spaces. The Site would also provide dedicated staff cycle parking, with the overall level of provision being in accordance with the requirements of CCBC's LDP02.
- 6.1.7 A turning head would be provided at the northern extent of the internal car park, providing a dedicated area for service vehicles to manoeuvre and undertake servicing activities without obstructing the internal access road or parking spaces.



The turning head would also facilitate access and manoeuvring for emergency service and refuse vehicles.

- 6.1.8 Average weekday trip rates have been derived from the industry-standard TRICS database in order to forecast the trips that might be generated by the Proposed Development. This demonstrates that the Proposed Development is forecast to generate a total of 8 two-way trips in the AM peak, and 10 two-way trips in the PM peak. This forecast trip generation is not considered to represent a material increase in traffic on the surrounding highway network and is unlikely to have a material effect on its operation.

6.2 Conclusions

- 6.2.1 On the basis of the information presented within this TS, there are considered to be no transport or highway reasons to withhold planning permission for the Proposed Development.

Appendix A – Application Ref. 0/52292

Approval Notice



russ drage architects
3 the offices
10 fleet street
brighton
BN14ZE
United Kingdom

Gofynnwch am / Please ask for: **Ian Gibbons**



01492575703



ian.gibbons@conwy.gov.uk

Ein Cyf / Our Ref: **0/52292**

Eich Cyf / Your Ref:

Dyddiad / Date: **06/05/2025**

Cais Rhif: 0/52292

Disgrifiad y Datblygiad:

Cais cynllunio llawn i adeiladu man caeedig ar gyfer tri o gabanau unllawr wedi'u llunio o flaen llaw ynghyd ag offer trin aer a pheiriannau cynhyrchu trydan mewn argyfwng ar Lain 5700, Parc Busnes Gogledd Cymru, Abergele.

Safle / Lleoliad:

Plot 5700
North Wales Business Park
Abergele
LL22 8LJ

Annwyl russ drage architects

Mae'r cais hwn wedi cael ei ystyried gan y Cyngor. Tynnir eich sylw at y penderfyniad ar y rhybudd ynghlun.

RHYBYDD - GWYRO ODDI WRTH GYNLLUNIAU A GYMERADWYD

Tynnir sylw pob datblygwr at y ffaith na ddylid gwyro oddi wrth gynllun a gymeradwyd hyd nes y bydd y Cyngor wedi ystyried a phenderfynu ar unrhyw gynllun diwygiedig. Tynnir eich sylw at y ffaith y gallai unrhyw wyro oddi wrth gynllun a gymeradwyd, heb gymeradwyaeth y Gyngor, arwain at ddechrau camau gorfodi gyda'r posibilid o gosbau am ddifyg cydymffurfio yn unol ag Adran 172 (1) Deddf Cynllunio Gwlad a Thref 1990.

DALIER SYLW

Mae'r amgæddig yn cyfeirio at y gymeradwyaeth i'ch cais cynllunio yn unig. Efallai y bydd angen caniatâd ar gyfer y gwaith o dan y Rheoliadau Adeiladu ac os nad ydych eto wedi cyflwyno Cais Rheoliadau Adeiladu, dylech wirio a oes angen gwneud hynny drwy cysylltu a'r Tîm Rheoli Adeiladu ar 01492 574172.

Application No: 0/52292

Development Description: Full planning application for the construction of an enclosed compound to accommodate 3 prefabricated single storey cabins with air handling equipment and emergency generators on Plot 5700, North Wales Business Park, Abergele.

Site / Location: Plot 5700, North Wales Business Park, Abergele, LL22 8LJ

Dear russ drage architects

This application has now been considered by the Council. Your attention is drawn to the decision on the attached notice.

WARNING - DEVIATION FROM APPROVED PLANS

The attention of all developers is drawn to the fact that no deviation from an approved plan should take place until the Council has considered and decide upon any revised plan. Your attention is drawn to the fact if any deviation from an approved plan is carried out without the approval by the Council, this may lead to enforcement action being instituted with

Cais Rhif / Application No. 0/52292

the possibility of penalties for non-compliance in accordance with Section 172(1) of the Town and Country Planning Act 1990.

ATTENTION

The enclosures refer to the approval of your planning application only. The work may require consent under Building Regulations and if you have not already submitted a Building Regulations Application, you should check whether one is required by contacting the Building Control Team on 01492 574172.

Yn ddiffuant / Yours sincerely

Paula Jones

Rheolwr Rheoli Datblygu ac Adeiladu / Development and Building Control Manager

TOWN AND COUNTRY PLANNING ACT 1990
CERTIFICATE OF PLANNING PERMISSION

Disgrifiad y Datblygiad:

Cais cynllunio llawn i adeiladu man caeedig ar gyfer tri o gabanau unllawr wedi'u llunio o flaen llaw ynghyd ag offer trin aer a pheiriannau cynhyrchu trydan mewn argyfwng ar Lain 5700, Parc Busnes Gogledd Cymru, Abergele.

Safle / Lleoliad:

Plot 5700
North Wales Business Park
Abergele
LL22 8LJ

Development Description:

Full planning application for the construction of an enclosed compound to accommodate 3 prefabricated single storey cabins with air handling equipment and emergency generators on Plot 5700, North Wales Business Park, Abergele.

Site / Location:

Plot 5700
North Wales Business Park
Abergele
LL22 8LJ

Derbyniad / Decision:

In pursuance of their powers under the above mentioned Act, their statutory powers as Local Planning Authority, and in accordance with the submitted application particulars and plans, Conwy County Borough Council hereby:

PERMIT the above development, subject to the following conditions:

- 1 The development hereby permitted shall be begun by 5th May 2030.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out strictly in accordance with the following:
 - The approved plans nos. P002_Site Plan_revB, P003_Compound Plan_revC, P004_Elevations01_revB, P007_Elevations02_revA, P005_Perimeter section_revA, P008_Entrance gate_revA, P009_Generator enclosure_revA and Tree Protection Plan (bearing the date stamp "CONWY COUNTY BOROUGH COUNCIL DEVELOPMENT CONTROL RECEIVED: 22 JAN 2025 APPLICATION NO: 0/52292").
 - The noise attenuation measures detailed within the Abergele Plant Noise Assessment: updated 9th January 2025 (bearing the date stamp "CONWY COUNTY BOROUGH COUNCIL DEVELOPMENT CONTROL RECEIVED: 22 JAN 2025 APPLICATION NO: 0/52292").
 - The recommendations and measures detailed within the Arboricultural Report: dated 7th January 2025 (bearing the date stamp "CONWY COUNTY BOROUGH COUNCIL DEVELOPMENT CONTROL RECEIVED: 22 JAN 2025 APPLICATION NO: 0/52292").
 - The mitigation measures detailed within the Preliminary Ecological Assessment Report: dated 24th July 2024 (bearing the date stamp "CONWY COUNTY BOROUGH COUNCIL DEVELOPMENT CONTROL RECEIVED: 22 JAN 2025 APPLICATION NO: 0/52292").

Cais Rhif / Application No. 0/52292

REASON: For the avoidance of doubt as to which drawings have been approved.

- 3 No external lighting shall be installed within the application site unless details of the external lighting have first been submitted to and approved in writing by the Local Planning Authority. The external lighting shall thereafter only be carried out in accordance with the approved details.

REASON: In the interests of visual and residential amenity and biodiversity, and to comply with Policies DP/1, DP/3, DP/4, DP/6, NTE/1, NTE/2 and NTE/3 of the adopted Conwy Local Development Plan 2013, and advice in Planning Policy Wales (12th Edition).

- 4 No development or site clearance works shall commence until tree protection fencing has been erected in accordance with details contained within the document titled "Arboricultural Report" and the Tree Protection Plan. The existing ground level shall not be raised or lowered or any trenches or pipe runs excavated within these areas without the written consent of the Local Planning Authority. Any excavation or development works within the root protection areas shall only be carried out by hand and no dig construction, and shall be supervised by a competent arboriculturist. The tree protection fencing shall thereafter be implemented as approved and retained throughout the course of the development.

REASON: To preserve and protect the existing trees adjacent to the site, in the interests of biodiversity, and to comply with Policies DP/1, DP/3, DP/4, NTE/1 and NTE/3 of the Conwy Local Development Plan 2013, and advice in Planning Policy Wales (12th Edition).

- 5 The cabins, air handling equipment and generators shall not be used until the noise attenuation boundary fencing has been constructed in accordance with approved plans. The boundary fencing shall thereafter be retained and maintained in accordance with the approved details.

REASON: In the interests of visual and residential amenity, and to comply with Policies DP/1, DP/3, DP/4 and DP/6 of the adopted Conwy Local Development Plan 2013, and advice in Planning Policy Wales (12th Edition).

- 6 No development, including site clearance, excavation or construction works, shall be carried out at any time on Sundays or public holidays, or outside the hours of 0800 - 1800 hours Mondays to Fridays and 0800 - 1300 hours on Saturdays.

REASON: In the interests of visual and residential amenity, and to comply with Policies DP/1, DP/3, DP/4 and DP/6 of the adopted Conwy Local Development Plan 2013, and advice in Planning Policy Wales (12th Edition).

- 7 The perimeter hedgerow planting shall be carried out in accordance with the approved details, as contained within the Design & Access Statement revA (dated January 2025) and shown on the approved plans, during the next planting season following the commencement of the development hereby approved, or in accordance with a programme first approved in writing by the Local Planning Authority. The hedgerow planting shall thereafter be retained and reasonably maintained. No lopping, topping or felling shall take place other than the routine maintenance, re-planting and pruning, which is essential for plant welfare. Any trees, shrubs, or other planting or seeding, which dies or is removed or materially damaged, or which becomes seriously diseased, within a period of 5 years from

Cais Rhif / Application No. 0/52292

planting, shall be replaced during the next usual planting season thereafter.

REASON: In the interests of visual and residential amenity and biodiversity, and to comply with Policies DP/1, DP/3, DP/4, DP/6, NTE/1, NTE/2 and NTE/3 of the adopted Conwy Local Development Plan 2013, and advice in Planning Policy Wales (12th Edition).

Informatives (if applicable):

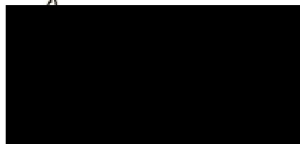
Please view the website for more information on the representations that have been submitted in relation to this application at: <http://www.conwy.gov.uk/planningexplorer>.

Ymgeisydd / Applicant:

Mr Jim McMahon
15 The Seapoint Building,
Clontarf
Dublin 3
D03 E240
Ireland

Dyddiedig / Dated: 06/05/2025

Arwyddo / Signed:



Rheolwr Rheoli Datblygu ac Adeiladu / Development and Building Control Manager

Appendix B – CCBC Pre-Application Response



Paul Burton
AP Architecture Ltd
SE 219 e-Innovation Centre
Telford Campus
Priorslee
Telford
TF2 9FT

Gofynnwch am / Please ask for: **Ceri Thomas**

 **01492575391**



 **ceri.thomas@conwy.gov.uk**

Ein Cyf / Our Ref: **DC/ENQ/34393**

Eich Cyf / Your Ref:

Dyddiad / Date: **16/06/2026**

Site / Location: Plot 5700
North Wales Business Park
Abergele
Conwy
LL22 8LJ

Proposal: Proposed 2/3 storey development to accommodate 2 units of 30 beds, giving a total of 60 beds.

Dear Paul Burton

Re: Your Recent Pre-Application Enquiry

I refer to your pre-application enquiry regarding the above matter, and respond as follows:

Relevant planning history

The Business Park has an extensive planning history. The following permissions are of particular relevance to the proposal:

0/23158 - Development of land as a science technology park (B1) with restaurant, construction of access, estate roads, car parks, lakes, walkways and hard landscaping. Approved 17th January 2001.

0/52292 – Full planning application for the construction of an enclosed compound to accommodate prefabricated 3 single storey cabins with air conditioning equipment and emergency generators on Plot 5700. Approved 6th May 2025.

Development Plan

The development plan consists of the Conwy Local Development Plan (adopted 2013). The Proposal Map identifies the enquiry site as part of a mixed housing/employment allocation. The following policies are of particular relevance to the proposal:

Development Principles: DP/1, DP/2, DP/3, DP/4, DP/5, DP/6
Housing: HOU/1, HOU/11
Employment: EMP/2
Natural Environment: NTE/1, NTE/3, NTE/6, NTE/8, NTE/9, NTE/10
Cultural Heritage: CTH/1, CTH/2, CTH/5
Sustainable Transport STR/1, STR/2, STR/3, STR/4

The Council is currently preparing a replacement Local Development Plan, which has recently completed its deposit stage. When adopted, this will replace the 2013 edition.

Supplementary Planning Guidance (SPG)

The Council has adopted the following SPG documents which are of particular relevance to the proposal:

LDP02 Parking Standards
LDP05 Biodiversity in Planning
LDP06 Welsh Language and Culture
LDP09 Design
LDP34 Waste Storage and Collection in New Development
LDP40 Trees and Development

Other material considerations

The following national planning policy documents are of particular relevance to the proposal:

Planning Policy Wales
TAN5 Nature Conservation and Planning
TAN12 Design
TAN18 Transport
TAN23 Economic Development
TAN24 The Historic Environment

Initial Assessment

Principle

The enquiry site forms part of a mixed housing/employment allocation in the Local Development Plan. Whilst the proposed use would fall within the C2 rather than the C3 use class, Officers do not have any objection in principle to the proposed use.

The proposal falls to be assessed on the basis of Policy HOU/11, which states:

Policy HOU/11 – RESIDENTIAL CARE HOMES AND EXTRA CARE HOUSING

Within the Plan Area proposals for residential care homes or extra care homes will only be permitted where all the following criteria are satisfied:

- a. The new care accommodation is located either within the settlement boundaries identified in the Urban Development Strategy Area or a Tier 1 Main Village;
- b. On the advice of the Council's Social Service and/or Housing Strategy and taking into account the extent of existing private and local health authority establishments the proposal will not result in the over provision of care accommodation compared to the needs of the locality;
- c. The new care accommodation can be adequately serviced;
- d. It is located within reasonable walking distance of a town or village centre

In respect of criterion a), the proposal is within the boundary of the Urban Development Strategy Area.

In respect of criterion b), the Social Services Department has been consulted on the enquiry, but advises that it is unable to advise without further information on the nature of the proposed use. You are advised to contact Mark Bowler (Service Manager Quality Standards & Commissioning) on 01492 574694 or mark.bowler1@conwy.gov.uk to discuss this matter further.

In respect of criterion c), the proposal should be accompanied by evidence that the accommodation can be adequately serviced.

In respect of criterion d), the site is within reasonable walking distance of the town centre. The highway authority also notes that there is a proposal to provide an active travel route from the site through Heol Awel.

Visual Amenity

The enquiry site forms part of the existing Business Park which has a mixed employment and residential use. The existing business units on the Business Park are two-storeys high, whereas the enquiry relates to a three-storey building.

The area to the south of the A547 forms part of the Gwrych Castle Registered Historic Park or Garden, which is listed as Grade II*. There are a number of listed buildings within the Historic Park, including Gwrych Castle which is listed as Grade I. TAN24 requires that local planning authorities give special regard to the setting of historic assets.

Whilst the proposed building would be seen in the context of existing buildings on the Business Park, it would be helpful for any planning application to include street-scene elevations in order to show the relative height of the proposed building within the street-scene. Particular care should be taken in respect of rooftop structures, such as solar panels and air conditioning plants, to ensure that they do not appear as intrusive features on the skyline.

The planning application drawings should clarify the materials on the external elevations, as well as boundary treatment.

The provision of landscaping along the front boundary would help to mitigate the visual impact of the building within the immediate locality, and integrate the building into the parkland ambience of the Business Park.

Highways and Accessibility

I enclose the response of the highway authority, which I trust is self-explanatory.

Flood Risk and Drainage

I enclose the response of the Environment, Roads and Facilities Department, which I trust is self-explanatory.

Biodiversity

In line with the recent changes to Chapter 6 of Planning Policy Wales (PPW), you are advised that a Green Infrastructure Statement (GIS) should be submitted with the application. Whilst this is not an application validation requirement it is required prior to determination of the planning application. Paragraph 6.2.12 of PPW Edition 12 requires a green infrastructure statement (GIS) to be submitted with all planning applications. PPW states the GIS should be

“proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach has been applied”.

Please see PPW Edition 12 for further guidance:

<https://www.gov.wales/sites/default/files/publications/2024-07/planning-policy-wales-edition-12.pdf>

Please note Green Infrastructure Statement (GIS) is required for all planning applications submitted to the Council.



Planning Obligations

The Council has not identified any requirements for planning obligations at this stage.

Community Infrastructure Levy (CIL)

The Council has not adopted a CIL Schedule.

Validation requirements

If the proposed floorspace exceeds 1,000m², the proposal would constitute 'major development' as defined in The Town and Country Planning (Development Management Procedure)(Wales) Order 2012 (as amended). Major development is subject to the following additional requirements:

- i) Pre-application Consultation Report in accordance with Part 1A of the above Order;
- ii) Design and Access Statement in accordance with Article 7 of the above Order;
- iii) Local Validation List in accordance with the Council's published schedule [Local Validation List Schedule](#).

The Council can advise further on these requirements on request.

Please note that this response is based on Officers' informal opinions, and does not commit the Council or its Officers in any way.

Yn ddiffuant / Yours sincerely



ppPaula Jones

Rheolwr Rheoli Datblygu ac Adeiladu / Development and Building Control Manager

Julia Anne Jones

From: Paul Smith
Sent: 01 June 2026 13:09
To: CynllunioPlanning
Subject: HDC ENQ 34393 - 29.05.26 - 60bed medical, Parc Busnes GogCymru, Abergele
Attachments: HDC ENQ 34393 - 29.05.26 - 60bed medical, Parc Busnes GogCymru, Abergele.pdf

Annwyl Cynllunio,

Gweler ynghlwm y memorandwm / Please find attached the memorandum.

Cofion / regards

Rheoli Datblygiad Priffyrdd
Dynodiad: Swyddog
Gwasanaeth: AFfC - Amgylchedd, Ffyrdd a Chyfleusterau
Adran: Rheoli Traffig a Rhwydwaith

CONWY COUNTY BOROUGH COUNCIL DEVELOPMENT CONTROL RECEIVED: 01/06/2026 APPLICATION NO: ENQ/34393



Yr Amgylchedd, Ffyrdd a Chyfleusterau / Environment, Roads & Facilities

MEMO

At / To	Development and Building Control Manager Regulatory Services
Copi / Copy To	
Oddi Wrth / From	Pennaeth Gwasanaeth / Head of Service Yr Amgylchedd, Ffyrdd a Chyfleusterau / Environment, Roads & Facilities
Ffôn / Tel	01492 57 5438
E-Bost / E-Mail	development.control@conwy.gov.uk
Fy Nghyf / My Ref	HDC ENQ 34393
Eich Cyf / Your Ref	
Dyddiad / Date	29 Mai / May 2026

Proposed Development: Proposed 2/3 storey development to accommodate 2 units of 30 beds, giving a total of 60 beds.
Site / Location: Plot 5700, Abergele business Park, Abergele, Conwy, LL22 8LJ



From application form:

- The existing site is currently vacant and forms part of the Abergele Business Park
- The proposed development looks to provide a 2/3 storey development, to accommodate 2 units of 30 beds, giving a total of 60 beds.
- The one unit of 30 beds for acute/hospital discharge, physically disabled residents, and the other unit of 30 beds for long-term physically disabled.
- The two units will be linked with a highlevel glazed walkway.

I refer to the above pre-application, please note the HA's (Highway Authorities) initial comments below:

1). Parking provision

23 number parking spaces are shown allocated on the proposed plan. Conwy Parking Standards document LDP2 shows the required parking numbers for such developments. Please find an insert below from this document for your convenience.

9.8.2 ZONES 2 – 6

Type of Development	Operational	Non-operational
Hospitals (See Note a)	Essential vehicles as required	2.5 spaces per bed
Health Centres & Surgeries	1 space per practitioner (See Note b)	1 space per 3 ancillary staff (1 space per 2 in Zones 5 & 6) & 3 spaces per practitioner
Churches & Places of Worship	1 commercial vehicle space	1 space per 10 seats or 1 space per 8m ² of praying floorspace (See Note c)
Chapels of Rest	3 commercial vehicle spaces	As per Churches etc.
Funeral Homes	3 commercial vehicle spaces	1 space per 2 members of staff
Public Leisure Centres	1 commercial vehicle space	1 space per 2 facility users & 1 space per 3 spectators
Fitness Clubs, Leisure Clubs & Sports Clubs (See Note f)	1 commercial vehicle space	1 space per 2 facility users
Marinas	1 car and trailer space	1 space per berth
Libraries	1 commercial vehicle space	1 space per 45m ²

LDP2 Parking Standards – Adopted February 2014

36



8. Level of parking provision intended:

- Total of 23 parking spaces, including 2 disabled and a further Ambulance / Delivery bay

The HA will also need to understand the frequency and size of vehicles required to service the building once in operation and where those vehicles will be parked when undertaking the required function.

The HA will also require staff parking area to be identified on a plan for HA review at full application plus maximum staff numbers likely on site at any one time.

9. Existing and proposed number of jobs (full and part time):

Existing None

- Proposed 90 FTE

2). Active Travel

Active Travel legislation states that non-motorized transportation storage shall be sheltered and secure. Provided the area meets this requirement the HA is likely to be supportive, however please note: Non-motorized transportation includes other devices that are not bicycles (for example scooters). Try to ensure that storage area will not solely cater for one user type only. Further information on selected solution shall be shown on submitted drawings at full application for HA review.



*Additionally, please be aware at some unscheduled point in the future that the Welsh Government intends for a pedestrian link to be provided between Heol Awel and the business park.

This would need to be a 3m wide Active Travel standard path, the HA would like to see this connection shown in future amendments for review at full application. There are no plans at present that I am able to share (see indicative plan below).



The HA would advise the introduction of blister tactile dropped crossing places across the mouths of the access road and perhaps an adjacent junction to assist pedestrians and vulnerable users to more safely be able to navigate the existing private highway infrastructure to access and egress proposed building.



3). Waste & Re-cycling.

At full application, can the Agent please confirm if waste/recycling will be undertaken by CCBC or a specialized private Contractor. Provisionally the preliminary design appears acceptable. Any evergreen / native vegetation planted to screen this area (were possible) would likely be welcomed.



4). Construction Traffic Management Plan.

At full application, the HA will request that a CTMP be submitted by the appointed Contractor and agreed with CCBC prior to any works being commenced on site.

The CTMP must include (assess relevance and include if unsure):

- Proposals for the scheduling and timing of deliveries
- Loading and unloading areas
- Parking areas for site operatives and visitors during construction must be sufficient to prevent any cars associated with this development from parking on the adopted highway. The spaces (size) must adhere to CCBC SPG LDP2.
The parking area must also have a compliant turning head to allow vehicles to enter, turn around and exit in a forward gear.
- Pedestrian management proposals (if applicable)
- Proposals for routing of vehicles (delivery)
- Travel management plan
- On-site wheel washing facilities for duration of works
- Proposed TTRO to protect the free-flow of traffic
- Cleansing proposals of the Public Highways due to the development
- Storage of plant and material used in constructing the development
- Temporary lighting proposals to ensure that illumination from any lighting source is not visible to motorists using the public highways
- Bilingual (Welsh above English) traffic management signs schedule and location plan (to The Traffic Signs Manual and The Traffic Signs Regulations & General Direction specifications)

* Simplified: the objective is to best ensure that proposed works can be undertaken without adversely affecting movements for users of the adopted highway network. Buildability and site storage/deliveries are reviewed (for example against scheduled road closures, diversion routes) to ensure practicality and efficiency of any scheduled works.

5). Surface water.

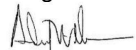
No surface water is to discharge onto the public highway as this is an **offence** under the Highway Act 1980. The development shall have surface water drainage facilities to satisfy the above in accordance with a scheme that has first been submitted to and approved in writing by the Local Planning Authority before the access is hereby approved and utilized.

6). Highway status.

The proposed site is located off a private road network that does not form part of the Adopted Highway Network, which is maintained by CCBC.

I await the addition information/design considerations as part of any full application submission.

Ar gan / on behalf of

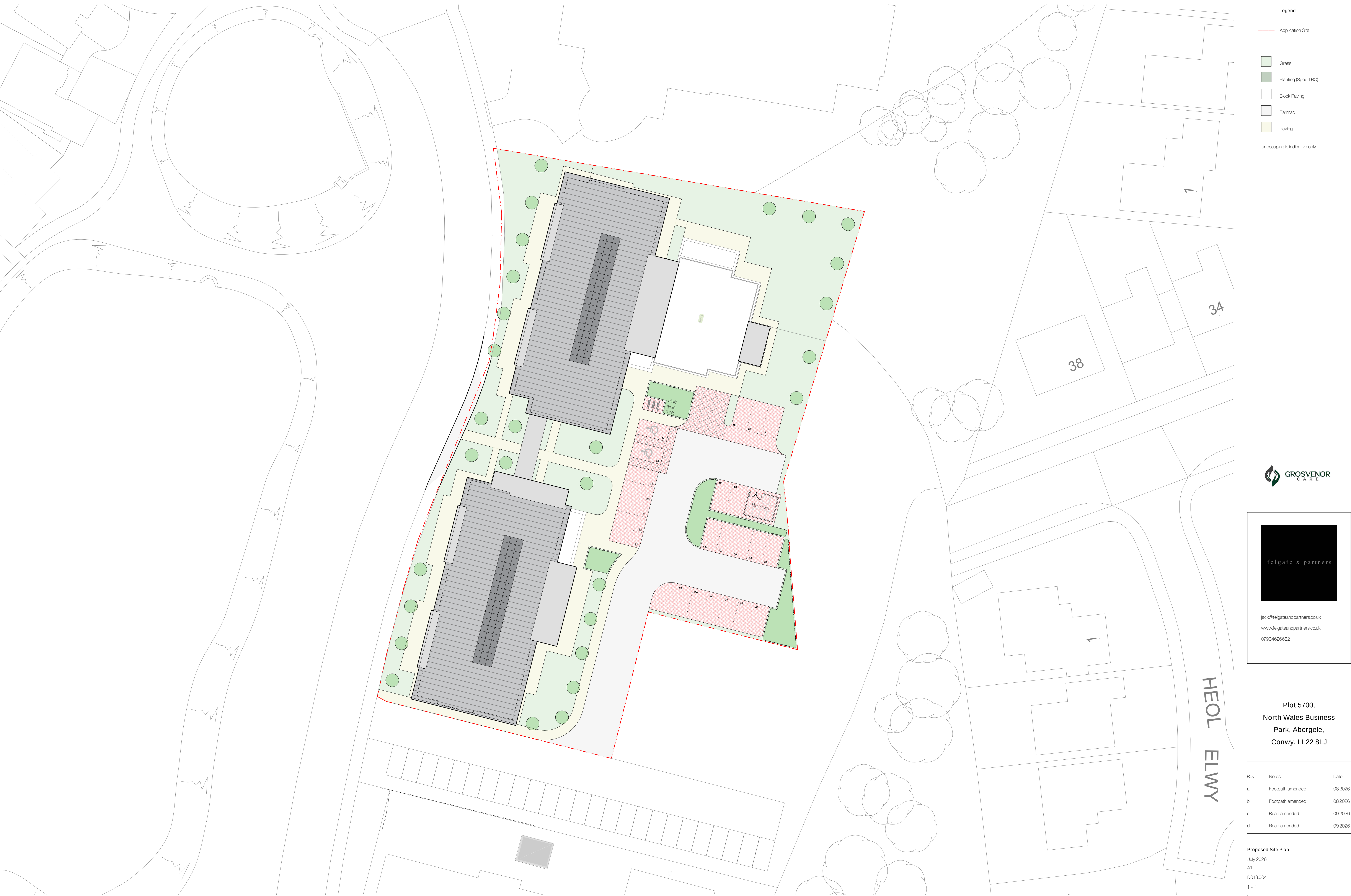


Andrew Wilkinson

Pennaeth Gwasanaethau Cymdogol/Head of Neighbourhood Services

Appendix C – Proposed Site Layout Plan





- Legend**
- Application Site
 - Grass
 - Planting (Spec TBC)
 - Block Paving
 - Tarmac
 - Paving

Landscaping is indicative only.



jack@felgateandpartners.co.uk
www.felgateandpartners.co.uk
07904626682

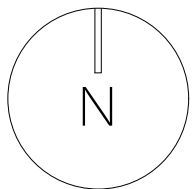
**Plot 5700,
North Wales Business
Park, Abergele,
Conwy, LL22 8LJ**

Rev	Notes	Date
a	Footpath amended	08/2026
b	Footpath amended	08/2026
c	Road amended	09/2026
d	Road amended	09/2026

Proposed Site Plan
July 2026
A1
D013.004
1 - 1

GENERAL NOTES:
ALL DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO FABRICATION BY THE CONTRACTOR. DRAWINGS TO BE READ IN CONJUNCTION WITH ANY REFERENCED DOCUMENTATION. PLANS NOT TO BE REPRODUCED WITHOUT THE PRIOR CONFIRMATION FROM FELGATE AND PARTNERS LIMITED. THIS DRAWING IS SUBJECT TO COPYRIGHT.

Site Plan
Scale 1:250



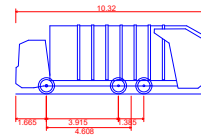
Appendix D – Drawing Numbers 5657- ATR01, 5657-ATR02 & 5657-ATR03





Application Site Boundary

Design Vehicle



Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)
Overall Length 10.320m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.450m

0344 8700 007
axis.co.uk



Client

Danan Properties (Widnes) Limited

Project

Plot 5700, North Wales Business Park,
Abergele

Drawing Title

Swept Path Analysis - Refuse Vehicle

Scale

1:250 @A3

Date

21-09-26

Dwg no

5657-ATR01

Status

Preliminary

Drawn Checked

ES CZ

Rev



revision: desc:

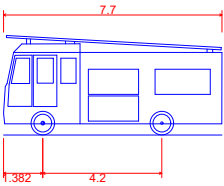


date:



Application Site Boundary

Design Vehicle



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

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axis.co.uk



Client
Danan Properties (Widnes) Limited
Project
Plot 5700, North Wales Business Park, Abergele
Drawing Title

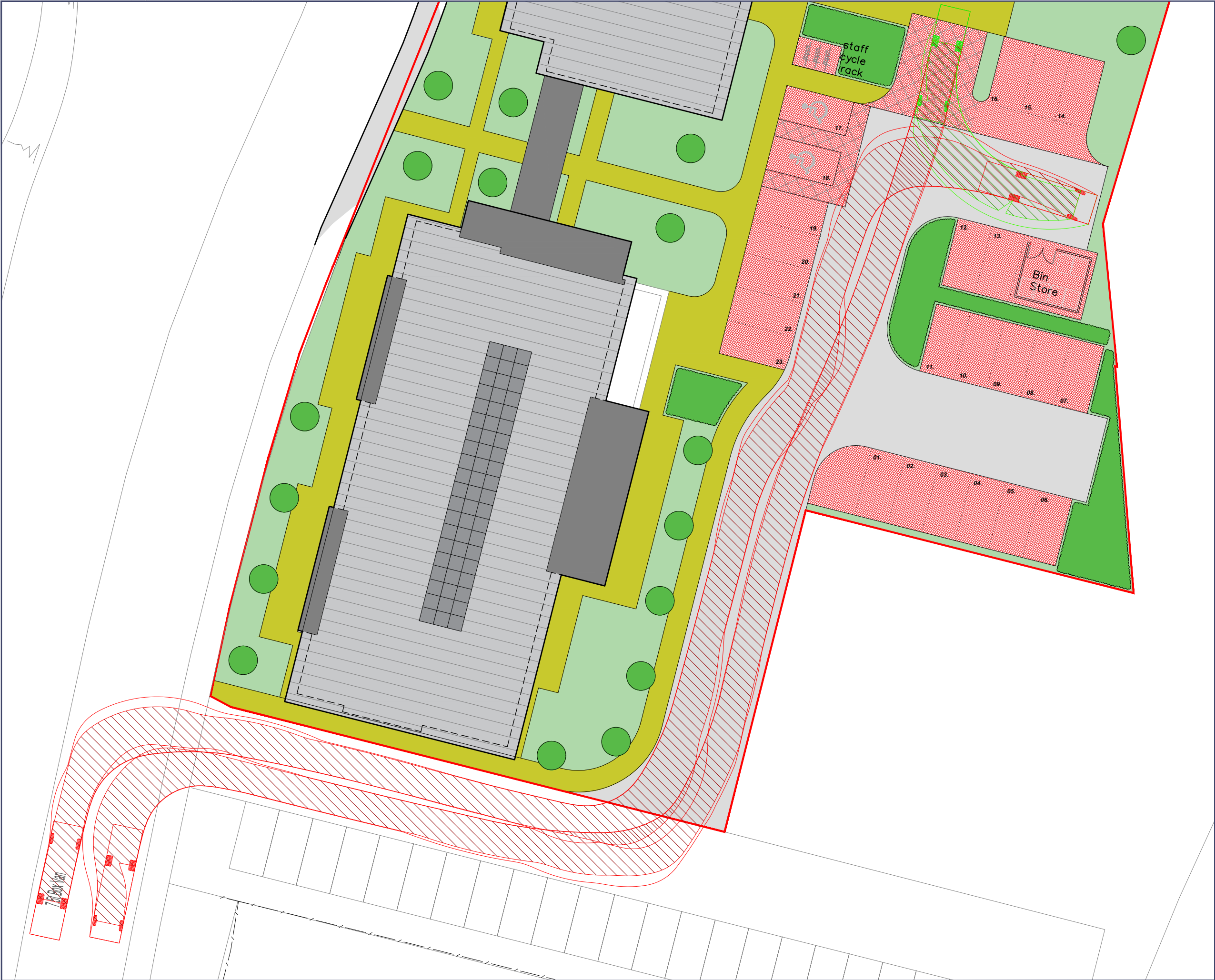
Swept Path Analysis - Fire Tender

Scale	Status
1:250 @A3	Preliminary
Date	Drawn
21-09-26	ES
	CZ

Dwg no

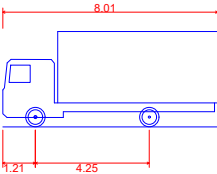
5657-ATR02





Application Site Boundary

Design Vehicle



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

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axis.co.uk



Client

Danan Properties (Widnes) Limited

Project

Plot 5700, North Wales Business Park,
Abergele

Drawing Title

Swept Path Analysis - 7.5tn Box Van

Scale

1:250 @A3

Date

21-09-26

Dwg no

5657-ATR03

Status

Preliminary

Drawn Checked

ES CZ

Rev



Appendix E – TRICS Outputs



Audit Code: c6b58897-820d-4d53-8104-167daa145c45

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH

Category: F - CARE HOME (ELDERLY RESIDENTIAL)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 day
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	BP	BLACKPOOL	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day
10	WALES		
	CF	CARDIFF	1 day

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

Audit Code: c6b58897-820d-4d53-8104-167daa145c45

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:	RESIDE
Actual Range:	31 to 99 (units:RESIDE)
Range Selected by User:	30 to 120 (units:RESIDE)
Parking Spaces Range:	3 - 110

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	22/06/04 to 22/04/25

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

Selected survey days:	
Monday	2 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:	
Manual count	10
Direction ATC Count	0

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

Selected Locations:	
Edge of Town Centre	1 days
Suburban Area	7 days
Edge of Town	2 days

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

Selected Location Sub Categories:	
Residential Zone	10 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	4 days
Servicing vehicles Unknown	6 days

Audit Code: c6b58897-820d-4d53-8104-167daa145c45

Secondary Filtering Selection:

Use Class:

C2	10 surveys
----	------------

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

Population within 500m Range:

641 - 9627

Population within 1 mile:

5,001 to 10,000	2 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	4 surveys

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 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	3 surveys
500,001 or More	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	5 surveys

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

Audit Code: c6b58897-820d-4d53-8104-167daa145c45

Petrol filling station:

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

Travel Plan:

No	10 surveys
----	------------

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

PTAL Rating:

No PTAL Present	10 surveys
-----------------	------------

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

COVID-19 Restrictions:

No

Audit Code: c6b58897-820d-4d53-8104-167daa145c45

1	BC-05-F-01	NURSING HOME	BOURNEMOUTH CHRISTCHURCH & POOLE
WHARNCLIFFE ROAD BOURNEMOUTH BOSCOMBE Suburban Area Residential Zone Number of residents: 43.00 RESIDE Survey date: Wednesday 16/07/2008			
			Survey Type: Manual
2	BP-05-F-01	NURSING HOME	BLACKPOOL
LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Number of residents: 31.00 RESIDE Survey date: Tuesday 27/09/2016			
			Survey Type: Manual
3	CF-05-F-01	NURSING HOME	CARDIFF
ROMILLY CRESCENT CARDIFF CANTON Suburban Area Residential Zone Number of residents: 48.00 RESIDE Survey date: Wednesday 11/10/2006			
			Survey Type: Manual
4	LS-05-F-01	NURSING HOME	LEEDS
CLIFF ROAD LEEDS HYDE PARK Suburban Area Residential Zone Number of residents: 58.00 RESIDE Survey date: Tuesday 15/06/2010			
			Survey Type: Manual
5	NN-05-F-02	NURSING HOME	NORTH NORTHAMPTONSHIRE
ROCKINGHAM ROAD CORBY Edge of Town Centre Residential Zone Number of residents: 55.00 RESIDE Survey date: Friday 21/11/2008			
			Survey Type: Manual
6	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Number of residents: 37.00 RESIDE Survey date: Monday 04/03/2019			
			Survey Type: Manual
7	NY-05-F-06	CARE HOME	NORTH YORKSHIRE
HAMBLETON GROVE KNARESBOROUGH Suburban Area Residential Zone Number of residents: 75.00 RESIDE Survey date: Monday 19/06/2023			
			Survey Type: Manual

Audit Code: c6b58897-820d-4d53-8104-167daa145c45

8 MOORE STREET GATESHEAD FELLING SHORE Suburban Area Residential Zone Number of residents: 52.00 RESIDE Survey date: Thursday 02/05/2019	TW-05-F-03	NURSING HOME	TYNE & WEAR	Survey Type: Manual
9 CLARENDON SQUARE LEAMINGTON SPA Suburban Area Residential Zone Number of residents: 32.00 RESIDE Survey date: Thursday 25/10/2012	WK-05-F-01	NURSING HOME	WARWICKSHIRE	Survey Type: Manual
10 WYKEHAM ROAD WORTHING Suburban Area Residential Zone Number of residents: 54.00 RESIDE Survey date: Tuesday 17/05/2022	WS-05-F-02	NURSING HOME	WEST SUSSEX	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AR-05-F-01	19-10-2023	Outside Mainland UK
CS-05-F-01	27-04-2015	Outside Mainland UK
IS-05-F-01	05-11-2019	Greater London Site
KI-05-F-01	05-11-2019	Greater London Site
WX-05-F-01	20-04-2023	Outside Mainland UK

Audit Code: c6b58897-820d-4d53-8104-167daa145c45

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

Total Vehicles

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	48	0.089	0.078	0.167
08:00-09:00	10	48	0.072	0.054	0.126
09:00-10:00	10	48	0.085	0.045	0.130
10:00-11:00	10	48	0.072	0.074	0.146
11:00-12:00	10	48	0.089	0.087	0.176
12:00-13:00	10	48	0.074	0.076	0.150
13:00-14:00	10	48	0.099	0.062	0.161
14:00-15:00	10	48	0.080	0.107	0.187
15:00-16:00	10	48	0.068	0.115	0.183
16:00-17:00	10	48	0.074	0.072	0.146
17:00-18:00	10	48	0.066	0.099	0.165
18:00-19:00	10	48	0.049	0.062	0.111
19:00-20:00	9	48	0.074	0.067	0.141
20:00-21:00	8	48	0.036	0.044	0.080
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.027	1.042	2.069

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c6b58897-820d-4d53-8104-167daa145c45

Parameter Summary:

Trip rate parameter range selected:	30 - 120 (units: RESIDE)
Survey date date range:	11/10/2006 - 19/06/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: c6b58897-820d-4d53-8104-167daa145c45

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

Total People

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	10	48	0.227	0.099	0.326
08:00-09:00	10	48	0.165	0.120	0.285
09:00-10:00	10	48	0.138	0.078	0.216
10:00-11:00	10	48	0.140	0.120	0.260
11:00-12:00	10	48	0.157	0.140	0.297
12:00-13:00	10	48	0.115	0.140	0.255
13:00-14:00	10	48	0.186	0.130	0.316
14:00-15:00	10	48	0.132	0.198	0.330
15:00-16:00	10	48	0.134	0.223	0.357
16:00-17:00	10	48	0.136	0.148	0.284
17:00-18:00	10	48	0.120	0.171	0.291
18:00-19:00	10	48	0.103	0.140	0.243
19:00-20:00	9	48	0.147	0.186	0.333
20:00-21:00	8	48	0.065	0.109	0.174
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.965	2.002	3.967

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:	30 - 120 (units: RESIDE)
Survey date date range:	11/10/2006 - 19/06/2023
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Number of Sundays:	0
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