

## TRANSPORT TECHNICAL NOTE

**Project:** UNIT 5, EAST READING RETAIL CENTRE, SHEPHERDS HILL, READING RG6 1FE  
**Job No:** 1065 – P03  
**Purpose of Note:** To support change of use of Unit 5 from Tanning Salon to Class E(e) medical and health centre use plus extension - Planning Ref 252312  
**Date:** 26/01/2026

### Introduction & Background

Fortis Transport Planning have been instructed to prepare this Transport Technical Note (TTN) to support the above proposal in response to WBC Highways consultee comments to the planning application reference 252312. These WBC Highways consultee comments dated 21<sup>st</sup> November 2025 in blue text are attached at **Appendix 1** and requested further information regarding parking as a result of the proposals and the possibility of submitting a Parking Management Plan if the parking provision is not sufficient.

Figure 1.1 below shows the East Reading Retail Centre and the location of Unit 5 in the context of the adjacent highway, the Retail Centre's western and eastern car park/accesses to Shepherds Hill and local surroundings.



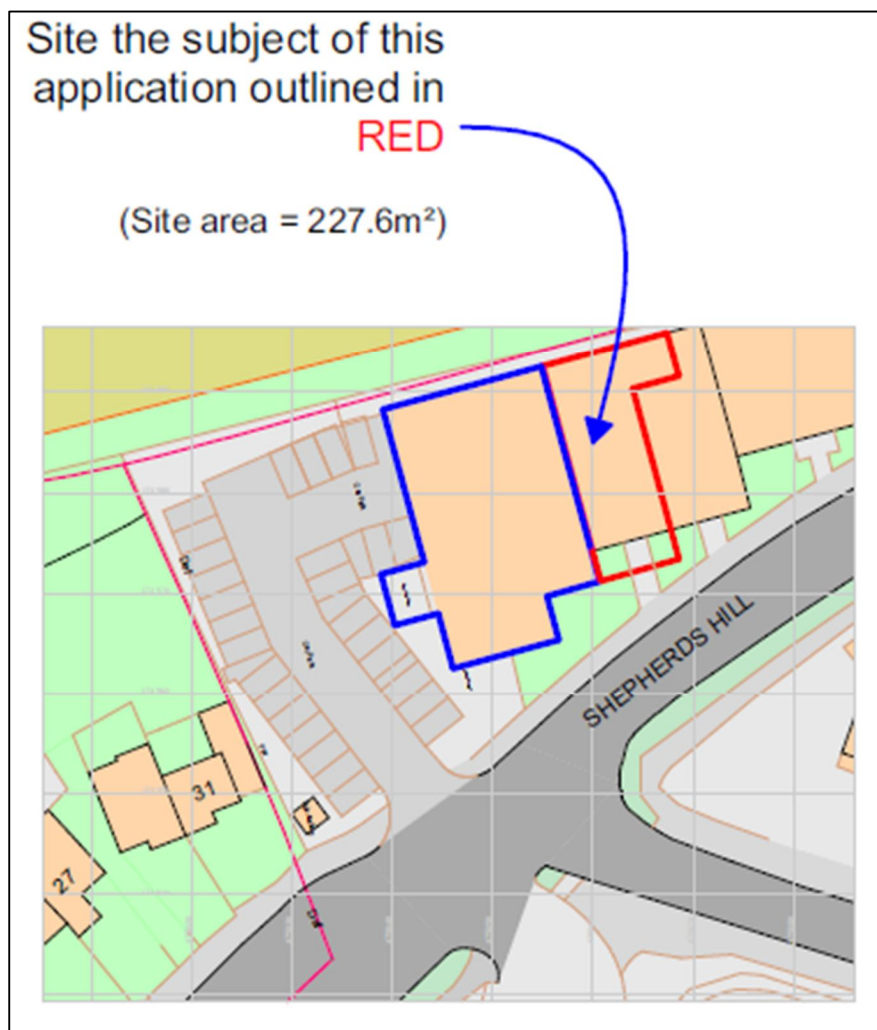
**Figure 1-1 – Local Context Site Location**

© Google Maps

The Applicant, Derma Reading Ltd, is the current leaseholder of the adjoining end retail building (Unit 4) to the west of Unit 5 at the Retail Centre. The proposal seeks planning permission for the applicant to amalgamate the two units with a small front extension of 24sqm to Unit 5 for their existing dermatology practice which needs more space to operate efficiently.

Derma Reading is a dermatology clinic providing health and medical advice and procedures for skin, nail and hair treatment. The practice provides innovative treatments and has highly respected experienced dermatological consultants and fully trained nurses. Referral for consultation can be made direct by members of the public or through referral from another medical expert (such as a GP or another doctor). The practice provides dermatology advice for both adults and children and the current practice typically has 20 appointment visits per day up to a maximum of 60 appointments which warrants more space. Appointments are generally 30 minutes which generally run to time.

As confirmed by WBC Highways in their response, there will be no net increase in full time equivalent staff as a result of the proposals for both Units 4 and 5. Refer to Figure 1.2 below showing Unit 4 in blue outline and Unit 5 (including small front extension area) outlined in red.



**Figure 1-2 – OS Local Context Site Location**

To the east of the application site are the remaining units on the terrace of the Retail Centre which include a bakery and fitness gym. There is also a dry cleaners housed in a detached building within the car park at the east end of the Retail Centre's eastern car park. The Retail Centre's western car park is primarily used by the applicant and Unit 5 although both western and eastern car parks are shared car parks with all units of the Retail Centre. There will be no changes to the Retail Centre's car park accesses or parking numbers as a result of the proposals.

Refer to **Appendix 2** for Personal Injury Accident data for a recent 20-year period on the adjacent highway to the site. Within this period there have been no recorded accidents at the accesses to the Retail Centre's car parks and with the exception of an accident on the opposite side of Shepherds Hill at a private residential access, this length of Shepherds Hill has a very good personal injury accident record. The development proposals with no additional traffic attraction than currently permitted, as detailed later in the report, are therefore unlikely to have a detrimental impact on the accident rate in the area.

### **Vehicle Trip Comparison of Class E(e) Health Use against Permitted Tanning Salon**

An assessment has been undertaken with reference made to the TRICS database in order to determine the level of trip attraction for the possible conversion and small extension of the tanning salon unit to 228sqm of Class E(e) health use. This has been undertaken under the 'Clinics' category of the 'Health' Land Use in the TRICS database. The full Health-Clinics TRICS report is included in **Appendix 3**. The assessment were based on the following criteria which generated 5 comparable sites:

- Sites in Edge of Town Centre and Suburban locations;
- Sites surveyed since 1st January 2010;
- Sites with a population of less than 250,000 within 5 miles;
- Weekday only.

It should be noted this assessment effectively predicts trips for a standalone Medical and Health Centre use and not an expansion of an existing facility and therefore the number of trips are likely to be overestimated. This assessment would cover the eventuality of a separate user, under the Class E(e) health use, occupying the unit.

There are no comparable sites in the TRICS database for tanning salons and therefore a first principles approach has been used to determine likely trips to that use. The tanning salon is open 9am-9pm, 7 days a week, staffed with 2 full time and 2 part time positions and has a total of 13 cabins with sunbeds/tanning booths. Refer to **Appendix 4** for an existing layout of the Tanning Salon – Unit 5.

Tanning salon sessions vary, typically lasting 5 to 20 minutes, depending on skin type and tanning experience. Whilst theoretically, all 13 cabins could be used at any one time with several sessions in each cabin per hour, the likely occurrence of this is slim. Nevertheless the potential for this use to attract considerable trips is possible. For robustness, it is very conservatively assumed that only 2 of the cabin/sunbeds are used continuously through the day with 3 sessions during each hour of the opening hours. This equates to a total of 72 sessions (persons) for these 2 cabins over the opening hours of the salon.

To put in context if the Tanning Salon was used to its maximum efficiency with all 13 cabins being used for 5 minute sessions over its opening hours, a total of 1,872 tanning sessions could be undertaken.

Tables 1.3 and 1.4 below summarises the people and vehicle trips respectively for the current and proposed uses for the weekday peak hours and weekday daily period. In order to calculate the vehicle trips associated with the Tanning Salon from the people trips (derived from first principles) the vehicle trips modal split for the clinic relative to the people trips (from the TRICS data) has been applied as being a representative trip modal split for the Tanning Salon. A small adjustment to the Tanning Salon people trips has been made to account for staff trips to and from the site.

**Table 1-3 –Predicted Weekday Peak Hour & Weekday People Trips for Site for Uses**

Land Use	AM Peak Hour 8-9AM			PM Peak Hour 5-6PM			Day Period (12hrs)		
	In	Out	Total	In	Out	Total	In	Out	Total
Permitted Tanning Salon Use	2	0	2	6	6	12	74	74	148
Class E(e) - Health Use + 24sqm GFA	5	0	5	2	5	7	45	46	91
<b>Net Total</b>	<b>+3</b>	<b>0</b>	<b>+3</b>	<b>-4</b>	<b>-1</b>	<b>-5</b>	<b>-29</b>	<b>-28</b>	<b>-57</b>

Note: Figures have been rounded to nearest whole movement.

**Table 1-4 –Predicted Weekday Peak Hour & Weekday Vehicle Trips for Site for Uses**

Land Use	AM Peak Hour 8-9AM			PM Peak Hour 5-6PM			Day Period (12hrs)		
	In	Out	Total	In	Out	Total	In	Out	Total
Permitted Tanning Salon Use	1	0	1	3	6	9	48	47	94
Class E(e) – Health Use + 24sqm GFA	3	0	3	1	5	6	29	28	57
<b>Net Total</b>	<b>+2</b>	<b>0</b>	<b>+2</b>	<b>-2</b>	<b>-1</b>	<b>-3</b>	<b>-19</b>	<b>-19</b>	<b>-37</b>

Note: Figures have been rounded to nearest whole movement.

For the permitted Tanning Salon operating at a fraction of its full use (2 cabins used out of the 13 available), Tables 1.3 and 1.4 above demonstrates that the proposed change of use to Class E(e) from a Tanning Salon use would have a negligible effect on people and vehicle trips during the weekday AM and PM peak hours. However, for the daily vehicular movements, the proposed Class E(e) use could attract 57 and 37 less people and vehicle trips respectively over a 12 hour weekday than the permitted Tanning Salon use of the site.

It is quite clear that the Tanning Salon use would attract more people and hence more cars to Unit 5 than the proposed Class E(e) use and therefore there is no additional parking demand for the proposals.

## **Conclusions**

It is concluded that the proposed change of use from a sui generis tanning salon to a health centre use at Unit 5 of the East Reading Retail Centre, with a small extension in floor area (24sqm), will attract significantly fewer daily vehicle and people movements. Therefore, there is no additional parking demand for the proposals and parking surveys or a Parking Management Plan are not required.

## **Appendices**

Appendix 1 – WBC Highways Response dated 21<sup>st</sup> November, 2025

Appendix 2 – Accident Data

Appendix 3 - TRICS data – Health Clinic

Appendix 4 – Existing Unit 5 Tanning Salon Layout

## **Appendix 1 – WBC Highways Response dated 21st Nov, 2025**



**Date:** 14 October 2025  
**Application:** 252312



**WOKINGHAM  
BOROUGH COUNCIL**

WBC Highways

---

Development Management &  
Compliance

---

P.O. Box 157

---

Shute End, Wokingham

---

Berkshire, RG40 1BN

---

Tel: (0118) 974 6000

---

Minicom No: (0118) 974 6991

---

Dear WBC Highways,

**Full Planning Approval Consultation**

**Application Number:** 252312

**Applicant:** Mr J Clayton

**Site Address:** East Reading Retail Centre, Unit 5, Shepherds Hill, Woodley, Wokingham, RG6 1FE

**Parish:** Woodley

**Grid Reference:** Easting - 475061, Northing - 173983

**Type of Development:** Other Change of Use

**Proposal:** Full application for the proposed change of use of existing property to Dermatology Health Centre (Use Class E) plus erection of a single storey front extension.

**Case Officer:** Kieran Neumann

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 252312. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **4 November 2025**.

Yours sincerely,  
Development Management & Compliance

# MEMORANDUM

<b>From:</b>	JP		
<b>Service</b>	WBC Highways	<b>App No:</b>	252312
<b>Address:</b>	East Reading Retail Centre, Unit 5, Shepherds Hill, Woodley, Wokingham, RG6 1FE.		
<b>Proposal:</b>	Full application for the proposed change of use of existing property to Dermatology Health Centre (Use Class E) plus erection of a single storey front extension.		
<b>Type of Development:</b>	Other Change of Use		
<b>Site Visit Made:</b>	Yes/No		

## Summary Of Recommendations

- ☐ No comment  
☐ No objection  
☐ No objection subject to conditions (and reasons) **stated below**  
☒ Request further information before determination as **stated below**  
☐ Objection due to the reason(s) **stated below**

## Comments On Proposal

### General

Additional Highways comments dated 21<sup>st</sup> November 2025 are indicated in blue. The Highways received the supplementary details regarding parking, operations details and property boundary to address the Highways responses dated 15<sup>th</sup> October 2025.

The applicant proposes to extend and change the uses of the existing tanning salon (Sui Generis) to expand the existing dermatology health centre (Use Class E(e)) in the adjoining unit. The existing tanning salon is in relation to a previous approval 190916, and the wider site has been permitted for Use Classes A1, A3 and D1.

Subject to the net changes in traffic impact and parking demand of the proposal, the Highways may be expected to review a Transport Statement.

### The Proposal

The applicant clarifies that the approved, existing and proposed operations are as follows:

	Approved Tanning Salon (Unit 5)	Existing Clinic (Unit 4)		Proposed Clinic (Units 4 + 5)
		Approved	Actual	
Clinical Room	13 cabins	1		1
Consulting Room		3		6
Treatment Room		3		5



<b>Full-time Staff</b>	2	10	7	8
<b>Part-time Staff</b>	2		5	5
<b>Opening Hours</b>	Daily: 07:00-22:00	Weekdays: 07:00-21:00 Weekends: 08:00-18:00	Weekdays: 07:00-22:00 Saturday: 08:00-17:00 Sunday: 11:00-16:00	

The total staff numbers proposed clinic is 10.5 FTE, which will be no net increases in full-time equivalent staff across Units 4 and 5.

#### Traffic Impacts

Given there will be no net increases in full-time equivalent staff and no anticipated increases of the proposed operations during the peak hours, the traffic generated from the proposal will unlikely have significant impacts on the wider highway network.

#### Parking and Cycle Provisions

The following comments for parking and cycle provisions remain relevant:

The applicant is expected to assess the net changes in parking demand and cycle parking requirements between the approved and proposed uses, which generally shall be assessed according to the council's parking standards/parking survey of a similar site.

Given there is no established parking standard for tanning salon (Sui Generis use), the applicant is required to provide sufficient details for the Highways to assess the existing parking demand of tanning salon.

The applicant has expressed the intention to utilise the shared parking area of the wider site. Subject to the net changes in parking demand, parking survey data shall be provided to verify the existing parking utilisation, and the additional parking demand can be accommodated.

If the proposed parking provision would not be sufficient, the applicant would be required to submit a Parking Management Plan, to ensure no disturbance to the neighbouring business units and public highways. Whenever applicable, mitigation measures such as funding of TRO shall be proposed.

#### **Highway Boundary**

While the proposed extension will unlikely cause negative impacts to the existing visibility splays, the proposed extension will encroach the public highway, which is unacceptable.

Although the applicant suggests that the proposals fall within the boundary of their registered title, the OS Plan and the Land Registry plan do not determine the extent of the highway boundary.

With reference to the street view images and council's highway mapping below, highway boundary extends beyond the edge of the public footway/cycleway. The existing street lighting columns are located within the highway verge. Drainage

infrastructure and ducting for streetlighting and utilities are likely present beneath the highway verge.



Meanwhile, Section 3.2 of HM Land Registry's practice guides explains that OS map data are subject to relative error, and the plotted boundaries on plans are general boundaries. The relative accuracy will be subject to the scale:

### Relative accuracy

Scale	Relative error	95% confidence limit	99% confidence limit	Maximum measured distance
1:1250 (urban)	<±0.5m	<±0.9m	<±1.1m	60.0m
1:2500 resurvey or reformed (urban and rural)	<±1.0m	<±1.9m	<±2.5m	100.0m

Therefore, if the applicant intends to pursue the proposed extension, it is required to submit a detailed topographic survey and CDM records for the Highways to assess if it is technically feasible. Otherwise, the Highways cannot recommend no objection to the proposal.

Subject to the proposed extension is feasible, the applicant is required to contact the council's Highway Asset/Legal team for a separate consent.

### Conditions & Reasons (if required)

<b>Date:</b>	21/11/2025	<b>Signed:</b>	JP
--------------	------------	----------------	----

## **Appendix 2 – Accident Data**



Map

Satellite

Incident Severity







Slight Serious Fatal

1 results found

Wenzels the Bakers

Anytime Fitness - Shepherds Hill

TAN - Elite Tanning Reading

DermaReading

Shepherds Hill

Shepherds Hill

Shepherds Hill

Hide

Location:

Years

20 of 26 years selected

Severity

☒ 32

☒ 34

☒ 36

☒ 38

☒ 40

Casualty Types:

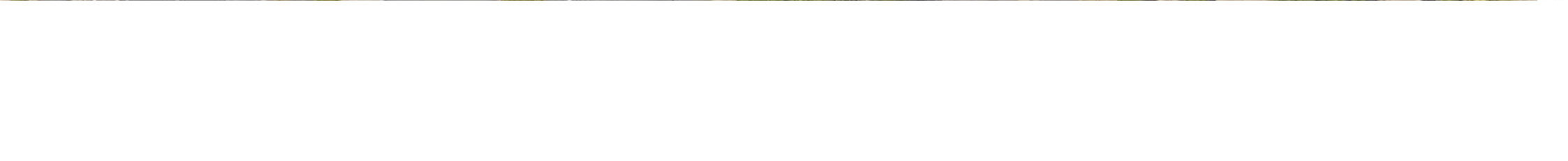
All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

[CrashMap.co.uk License](#)



## **Appendix 3 – TRICS data – Health Clinic**

Audit Code: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH  
Category: E - CLINICS  
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 day
11	SCOTLAND		
	AD	ABERDEEN CITY	2 days
14	LEINSTER		
	CC	CARLOW	1 day
15	GREATER DUBLIN		
	DL	DUBLIN	1 day

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



Audit Code: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

---

**Primary Filtering Selection:**

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

Parameter:	GFA
Actual Range:	60 to 1790 (units:sqm)
Range Selected by User:	32 to 4000 (units:sqm)
Parking Spaces Range:	0 - 56

**Public Transport Provision:**

Selection by:	All Surveys Included
Date Range:	04/10/91 to 03/06/25

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

**Selected survey days:**

Friday	1 days
Monday	1 days
Thursday	3 days

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

**Selected survey types:**

Manual count	5
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	2 days
Suburban Area	3 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:**

High Street	1 days
Residential Zone	4 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	2 days
Servicing vehicles Unknown	3 days

Audit Code: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

---

Secondary Filtering Selection:

Use Class:

E(e)	5 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:

1500 - 4300

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	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	1 surveys
1.1 to 1.5	3 surveys
1.6 to 2.0	1 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: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

---

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 5 surveys

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

PTAL Rating:

No PTAL Present 5 surveys

*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.*

COVID-19 Restrictions:

No

Audit Code: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

1 WESTBURN ROAD ABERDEEN Edge of Town Centre Residential Zone Gross floor area: 80 sqm Survey date: Thursday 21/11/2019	AD-05-E-01	PHYSIOTHERAPY CLINIC	ABERDEEN CITY	Survey Type: Manual
2 BROOMHILL ROAD ABERDEEN Suburban Area Residential Zone Gross floor area: 229 sqm Survey date: Friday 22/04/2022	AD-05-E-02	MULTI-TREATMENT CLINIC	ABERDEEN CITY	Survey Type: Manual
3 ST PATRICK'S AVENUE CARLOW Suburban Area Residential Zone Gross floor area: 60 sqm Survey date: Thursday 09/06/2011	CC-05-E-01	SPORTS INJURY CLINIC	CARLOW	Survey Type: Manual
4 FALMOUTH ROAD TRURO Suburban Area Residential Zone Gross floor area: 75 sqm Survey date:	CW-05-E-01	CHIROPRACTIC CLINIC	CORNWALL	Survey Type: Manual
5 JAMES'S TERRACE MALAHIDE Edge of Town Centre High Street Gross floor area: 144 sqm Survey date: Thursday 15/04/2010	DL-05-E-01	CHIROPRACTIC CLINIC	DUBLIN	Survey Type: Manual

## DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DC-05-E-01	02-09-2003	Too Large

Audit Code: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 228 sqm shown in shaded columns

\*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	102	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	5	118	1.361	3.102	0.000	0.000	1.361	3.102
09:00-10:00	5	118	1.701	3.878	0.680	1.551	2.381	5.429
10:00-11:00	5	118	1.531	3.490	2.041	4.653	3.572	8.143
11:00-12:00	5	118	1.361	3.102	1.531	3.490	2.892	6.592
12:00-13:00	5	118	2.041	4.653	1.361	3.102	3.402	7.755
13:00-14:00	5	118	0.680	1.551	1.531	3.490	2.211	5.041
14:00-15:00	4	128	0.390	0.889	0.390	0.889	0.780	1.778
15:00-16:00	4	128	1.365	3.111	1.170	2.667	2.535	5.778
16:00-17:00	4	128	1.559	3.556	1.170	2.667	2.729	6.223
17:00-18:00	4	128	0.390	0.889	2.339	5.333	2.729	6.222
18:00-19:00	3	95	0.352	0.803	0.000	0.000	0.352	0.803
19:00-20:00	1	80	0.000	0.000	3.750	8.550	3.750	8.550
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
<b>Total Rates:</b>			12.731	29.023	15.963	36.391	28.694	65.414

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Audit Code: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

---

Parameter Summary:

Trip rate parameter range selected:	32 - 4000 (units: sqm)
Survey date date range:	15/04/2010 - 22/04/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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



Audit Code: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

Total People

Calculation factor: 100 sqm

Estimated TRIP rate value per 228 sqm shown in shaded columns

\*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	2	102	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	5	118	2.211	5.041	0.000	0.000	2.211	5.041
09:00-10:00	5	118	3.061	6.980	1.701	3.878	4.762	10.858
10:00-11:00	5	118	2.891	6.592	3.061	6.980	5.952	13.572
11:00-12:00	5	118	1.871	4.265	2.551	5.816	4.422	10.081
12:00-13:00	5	118	2.891	6.592	1.871	4.265	4.762	10.857
13:00-14:00	5	118	1.361	3.102	2.551	5.816	3.912	8.918
14:00-15:00	4	128	0.780	1.778	0.975	2.222	1.755	4.000
15:00-16:00	4	128	1.559	3.556	2.144	4.889	3.703	8.445
16:00-17:00	4	128	2.144	4.889	1.365	3.111	3.509	8.000
17:00-18:00	4	128	0.780	1.778	2.339	5.333	3.119	7.111
18:00-19:00	3	95	0.352	0.803	1.408	3.211	1.760	4.014
19:00-20:00	1	80	0.000	0.000	5.000	11.400	5.000	11.400
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
<b>Total Rates:</b>			19.901	45.374	24.966	56.922	44.867	102.296

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Audit Code: 1d8f9612-a319-4d38-bb60-ebf74fc40fc8

---

Parameter Summary:

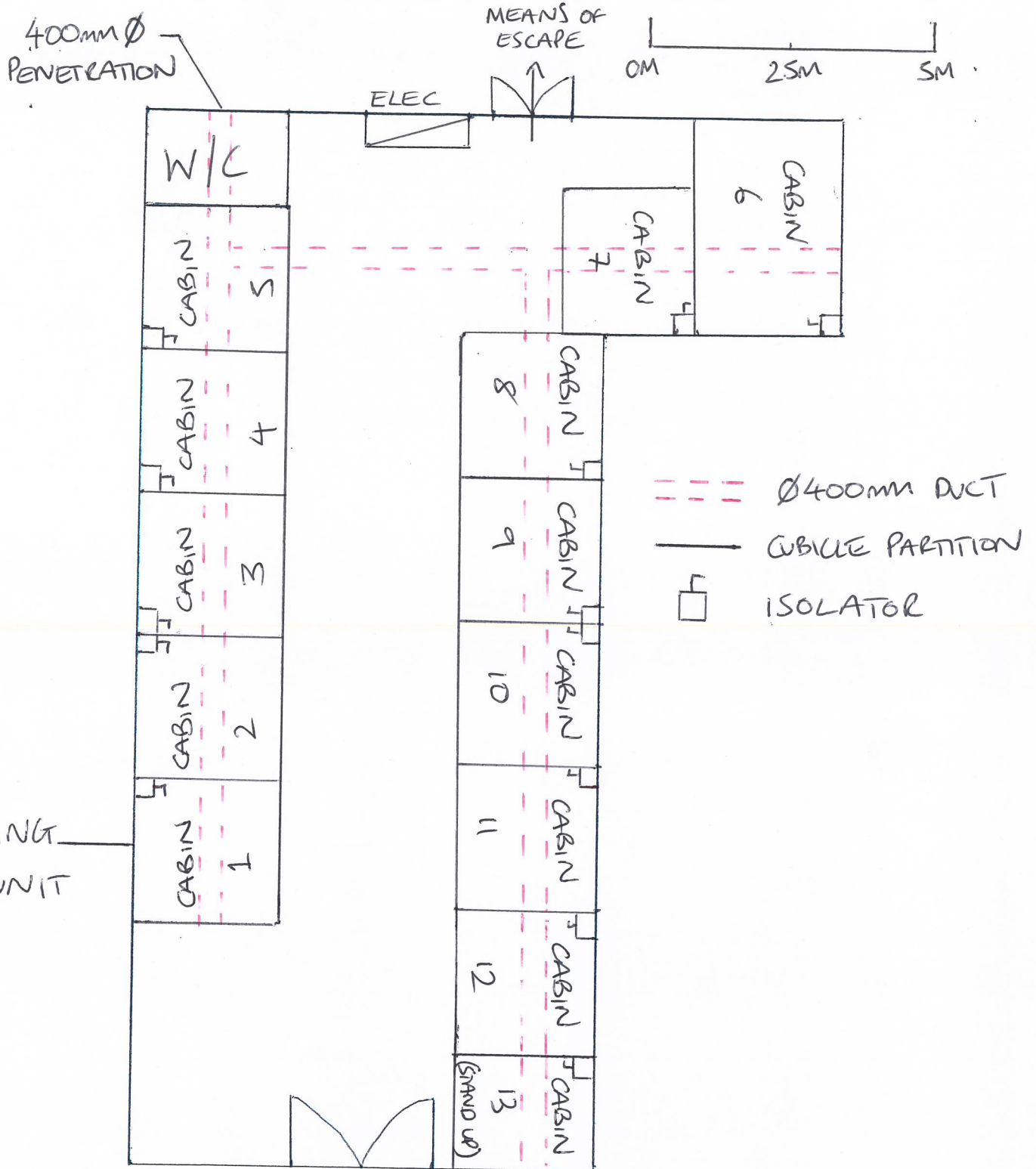
Trip rate parameter range selected:	32 - 4000 (units: sqm)
Survey date date range:	15/04/2010 - 22/04/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

## **Appendix 4 – Existing Unit 5 Tanning Salon Layout**

PROPOSED

SCALE 1:100 @ A4



GRAPHICS TO SHOP FRONT

EXISTING ENTRANCE & SHOP FRONT RETAINED