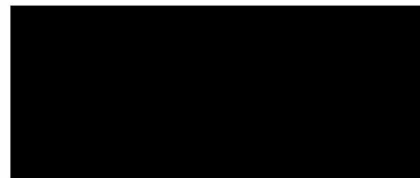




PLANNING, DESIGN AND ACCESS STATEMENT
IN SUPPORT OF PLANNING APPLICATION
FOR FORMER
AYR GRAMMAR, SCHOOL

*We aim to bring a new flagship HQ to Ayr -
a town centre destination*



Tom Coughtrie. Managing Director

APPENDIX

Listing Details

Transport Statement

Planning Application Drawings

CONTENTS

Listing Details

Transport Statement

Planning Application Drawings

Listed Building

The only legal part of the listing under the Planning (Listing Buildings and Conservation Areas) (Scotland) Act 1997 is the address/name of site. Addresses and building names may have changed since the date of listing – see 'About Listed Buildings' below for more information. The further details below the 'Address/Name of Site' are provided for information purposes only.

Address/Name of Site

**MIDTON ROAD, AYR GRAMMAR PRIMARY SCHOOL
INCLUDING CARETAKERS COTTAGE, GATEPIERS,
GATES, RAILINGS AND BOUNDARY WALL
LB49027**

Status: Designated

Documents

There are no additional online documents for this record.

Summary

Category C	Local Authority South Ayrshire	NGR NS 33813 21075
Date Added 26/11/2002	Planning Authority South Ayrshire	Coordinates 233813, 621075
	Burgh Ayr	

Description

Rebuilt 1909. Single storey, 2-storey and 3-storey and attic, 9 bay (principal elevation) classical school. Ashlar (rusticated in part); stugged squared sandstone. Corniced blocking course; square-headed window openings; key-stone detailing (in part).

W (ENTRANCE) ELEVATION: 16-bay, grouped 2-3-4-7. Regular fenestration to 2 bays to outer left; hoodmould, keystone and raised apron to 1st floor window to

return bay; bipartite windows at lower floors, single windows to upper floor of advanced 3-bay section to left; single window to gablehead. Pilastered doorpiece; semi-circular hoodmould; glazed timber doors; bipartite window over; 4 single windows at ground floor to right; single windows at 1st floor. 7 single windows to single storey section to outer right.

N (PRINCIPAL) ELEVATION: 9-bay. Base course; rusticated stonework at ground floor; 1st floor cill course; pilasters divide gabled section bays. Gabled advanced outer bays, 2-bay to left, 3-bay to right; regular fenestration at both floors; clock within gable to left, porthole window to right gable. Regular fenestration at both floors to central bay; balustrade linking 2 gables.

E (SIDE) ELEVATION: grouped 8-3-3. 8 single windows to single storey section to outer left. Bipartite windows at lower floors; single windows to upper floors of advanced 3-bay section to right; single window to gablehead. Regular fenestration to 3-bay section to right; hoodmould, keystone and raised apron to 1st floor window to return bay. Modern addition projecting at outer left.

S ELEVATION: not seen 1999.

Predominantly 18-pane timber sash and case windows. Grey slate roof; coped gablehead and wallhead stacks; circular cans. Cast-iron rainwater goods.

INTERIOR: timber dado panelling to gym; iron roof beams.

CARETAKERS COTTAGE: single storey, 3-bay, asymmetrical cottage. Squared and snecked sandstone, polished to long and short margins. 2-leaf timber door to centre bay of principal elevation, with letterbox fanlight; flanked to right by bipartite window and to left by single window. Modern Glazing; pyramidal grey slate roof; corniced sandstone stack to apex of roof; cast-iron rainwater goods.

Interior: not seen 1999.

GATEPIERS, GATES RAILINGS AND BOUNDARY WALL: square-plan stone gatepiers to N elevation (additional iron gatepiers to right), iron gatepiers to W elevation; iron gates to entrances at N, W and E elevations; railings atop boundary wall to W elevation, railings to N elevation (section); coped boundary wall enclosing site.

Statement of Special Interest

Erected in 1868, at a cost of ?1,300 the school was rebuilt and extended to its current form in 1909. Of particular note is the fine classical detailing to the principal (N) elevation.

References

Bibliography

Ordnance Survey map, 1896 (earlier structure evident), Ordnance Survey map, 1909 (evident); John Strawhorn THE HISTORY OF AYR (1989), pp197, 221; Dane Love PICTORIAL HISTORY OF AYR (1995), pp17, 97.

About Listed Buildings

Historic Environment Scotland is responsible for designating sites and places at the national level. These designations are Scheduled monuments, Listed buildings, Inventory of gardens and designed landscapes and Inventory of historic battlefields.

We make recommendations to the Scottish Government about historic marine protected areas, and the Scottish Ministers decide whether to designate.

Listing is the process that identifies, designates and provides statutory protection for buildings of special architectural or historic interest as set out in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

We list buildings which are found to be of special architectural or historic interest using the selection guidance published in Designation Policy and Selection Guidance (2019)

Listed building records provide an indication of the special architectural or historic interest of the listed building which has been identified by its statutory address. The description and additional information provided are supplementary and have no legal weight.

These records are not definitive historical accounts or a complete description of the building(s). If part of a building is not described it does not mean it is not listed. The format of the listed building record has changed over time. Earlier records may be brief and some information will not have been recorded.

The legal part of the listing is the address/name of site which is known as the statutory address. Other than the name or address of a listed building, further details are provided for information purposes only. Historic Environment Scotland does not accept any liability for any loss or damage suffered as a consequence of inaccuracies in the information provided. Addresses and building names may have changed since the date of listing. Even if a number or name is missing from a listing address it will still be listed. Listing covers both the exterior and the interior and any object or structure fixed to the building.

<https://portal.historicenvironment.scot/designation/LB49027>

30/04/2023, 17:50 MIDTON ROAD, AYR GRAMMAR PRIMARY SCHOOL INCLUDING CARETAKERS COTTAGE, GATEPIERS, GATES, RAILING...

Listing also applies to buildings or structures not physically attached but which are part of the curtilage (or land) of the listed building as long as they were erected before 1 July 1948.

While Historic Environment Scotland is responsible for designating listed buildings, the planning authority is responsible for determining what is covered by the listing, including what is listed through curtilage. However, for listed buildings designated or for listings amended from 1 October 2015, legal exclusions to the listing may apply.

If part of a building is not listed, it will say that it is excluded in the statutory address and in the statement of special interest in the listed building record. The statement will use the word 'excluding' and quote the relevant section of the 1997 Act. Some earlier listed building records may use the word 'excluding', but if the Act is not quoted, the record has not been revised to reflect subsequent legislation.

Listed building consent is required for changes to a listed building which affect its character as a building of special architectural or historic interest. The relevant planning authority is the point of contact for applications for listed building consent.

Find out more about listing and our other designations at www.historicenvironment.scot/advice-and-support. You can contact us on 0131 668 8914 or at designations@hes.scot.

Images

There are no images available for this record.

Printed: 30/04/2023 17:49

3/4



Creative Design (Ayr) Ltd

**Proposed Development
Former Ayr Grammar School Site
Carrick Road/Midton Road, Ayr**

Transport Statement

McIlhagger Associates

Tel:- 07831 111732
E-mail: - info@mcilhaggerassociates.co.uk

16th January 2024



Section 1 - Introduction

- 1.1 Creative Design (Ayr) Limited have applied for planning permission from South Ayrshire Council for eight flats, retail floor space and food and beverage facilities on the site of the former Ayr Grammar School at Carrick Road/Midton Road in Ayr.
- 1.2 McIlhagger Associates were appointed by Creative Design (Ayr) Limited to prepare the necessary Transport Statement to assist the Council determine the application.
- 1.3 This this Transport Assessment has been prepared to accompany the planning application. It considers the transport and traffic implications for the proposed development, focusing on pedestrian facilities, cycling and public transport facilities and parking provision, together with an indication of possible amounts of traffic generated by such a development.

Section 2 – Proposed Development

- 2.1 The proposed development of the former Ayr Grammar School site consists of eight flats (total floor area of 750m²), 800m² retail and 395m² food and beverage facilities.
- 2.2 The site is located to the south of Ayr town centre, east of Midton Road and west of Carrick Road, as shown in Figure 2.1 below.

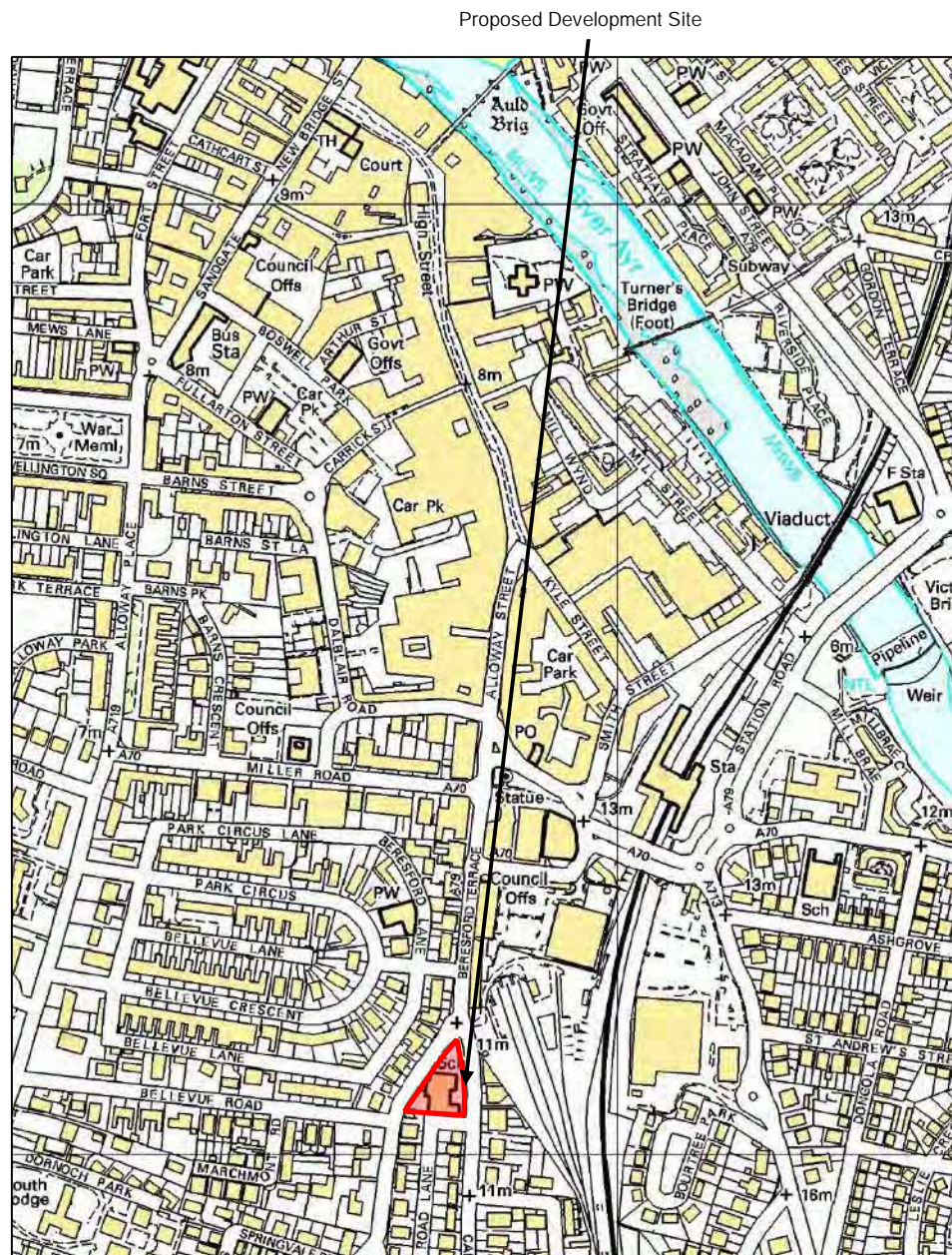


Figure 2.1 – Site Location (Not to Scale)

- 2.3 The existing site retains the former school buildings but is not being used.
- 2.4 Figure 2.2 below is a copy of the proposed site layout prepared by ARPL Architects for Creative Design (Ayr) Limited, reproduced here for quick reference purposes only. For details of the development and layout, reference should be made to the original planning application drawings.



Figure 2.2 – Proposed Site Layout

- 2.5 Two vehicular accesses are proposed; one off Carrick Road and one off Midton Road.
- 2.6 Three separate pedestrian/cycle accesses are proposed Carrick Road and Midton Road.

Section 3 – Roads, Transport & Traffic

- 3.1 Figure 3.1, below, shows the proposed development site (outlined in red) to the east of Midton Road and west of Carrick Road, together with the adjacent road network.



5

Figure 3.1 – Site of Proposed Development

- 3.2 There are residential properties on the west side of Midton Road and commercial properties on the east side of Beresford Terrace/Carrick Road.
- 3.3 Photograph 3.1 shows the former school site approaching from Beresford Terrace, looking south.



Photograph 3.1 – School site from Beresford Terrace looking south

- 3.4 Photograph 3.2 shows the former school site from Midton Road looking north and Photograph 3.3 shows the site from Carrick Road looking north.



Photograph 3.2 – Midton Road looking north – site on RHS



Photograph 3.3 – Carrick Road looking north – site on LHS

- 3.5 The roads surrounding the site are lit at night and are subject to a 30 mile per hour urban speed limit. Although the school is no longer in use, there are 20 mile per hour speed limit signs 'when lights flash'. It is assumed that these are no longer operated.
- 3.6 Carrick Road is a major arterial route towards Alloway to the south out of Ayr.

Pedestrian and Cycling Facilities

- 3.7 There are footways on both sides of all the roads surrounding the site. However, there are no dedicated cycleways in the immediate vicinity.
- 3.8 Figure 3.2 is a screengrab of the local Google Maps cycle routes, showing the local Ayr network.

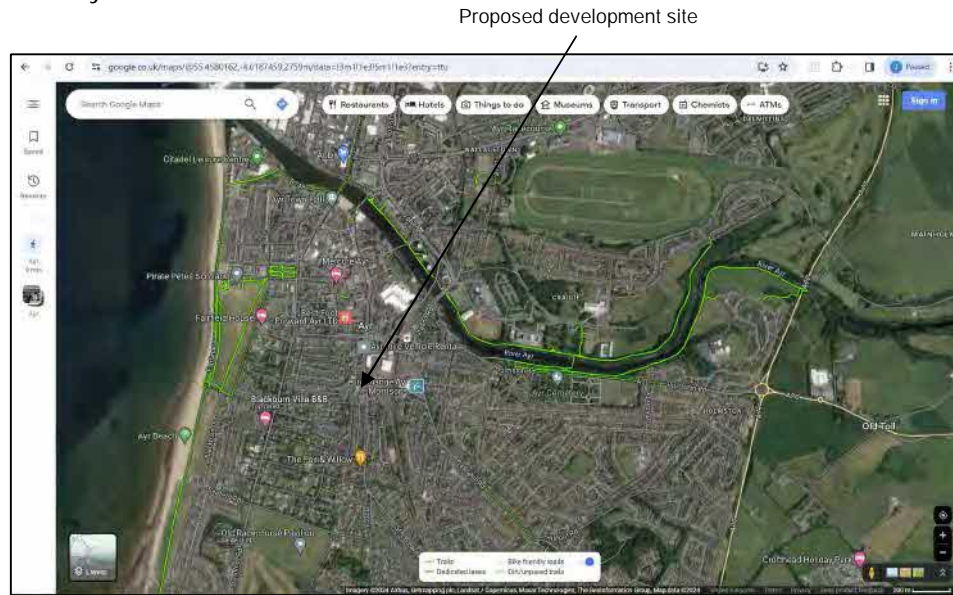


Figure 3.2 – Cycle Routes

Local Facilities

- 3.9 Local facilities serving the site include the following: -
 - x Dr McCulloch Surgery, Dalblair Road –0.3 miles/6-minute walk
 - x Racecourse Road Medical Centre –0.4 miles/8-minute walk
 - x University Hospital Ayr –2.7 milers
 - x Pharmacy –in Morrisons –0.4 miles/10-minute walk
 - x Alloway Place Dental Care –0.5 miles/12-minute walk
 - x Quadrant Dental Practice –0.5 miles/12-minute walk
 - x Morrisons Supermarket –0.4 miles/10-minute walk
- 3.10 It should be noted that many of these facilities are within 20 minutes walking distance, as advised within NPF4.

Schools

3.11 The following information on school catchment was taken from the South Ayrshire Council website: -

Non-Denominational Schools

- x Ayr Grammar Primary School, Fort St, Ayr KA7 1HU –0.8 miles
- x Kyle Academy, Overmills Rd, Ayr KA7 3LR –1.4 miles

Denominational Schools

- x St John’s Primary School, Whitletts Rd, Ayr KA8 0JB –1.1 miles
- x Queen Margaret Academy, Dalmellington Rd, Ayr KA7 3TL –1.6 miles

3.12 Figures 3.3 to 3.6 show the walking routes to these schools.

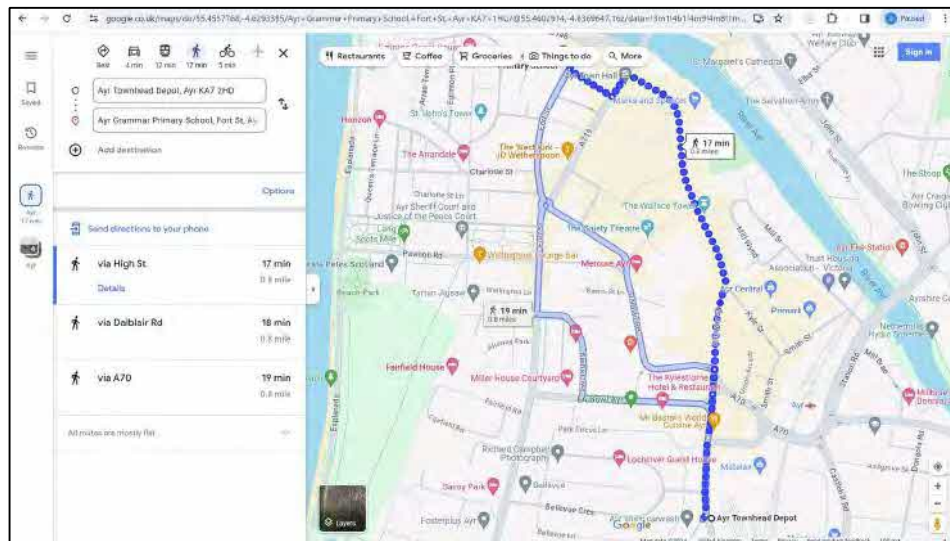


Figure 3.3 – Walking Route to Ayr Grammar Primary School

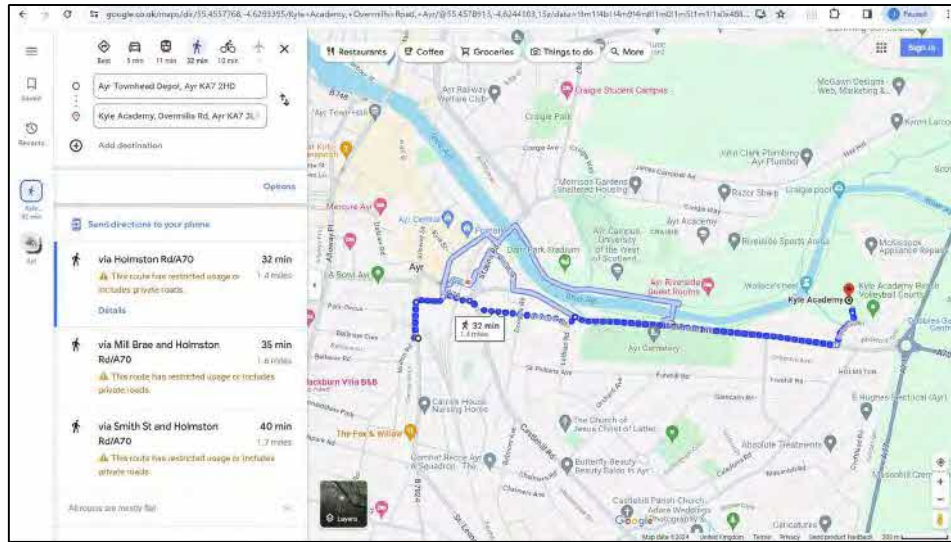


Figure 3.4 – Walking Route to Kyle Academy

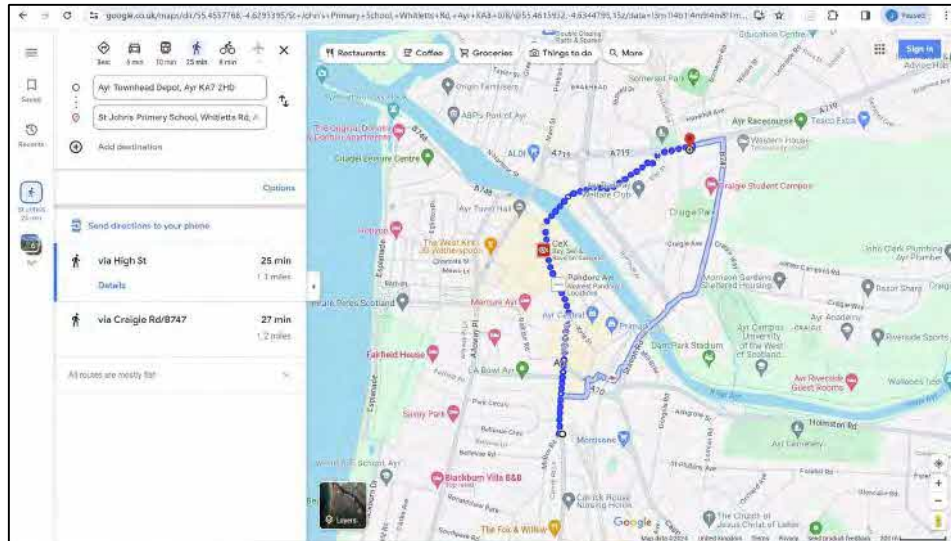


Figure 3.5 – Walking Route to St John's RC Primary School

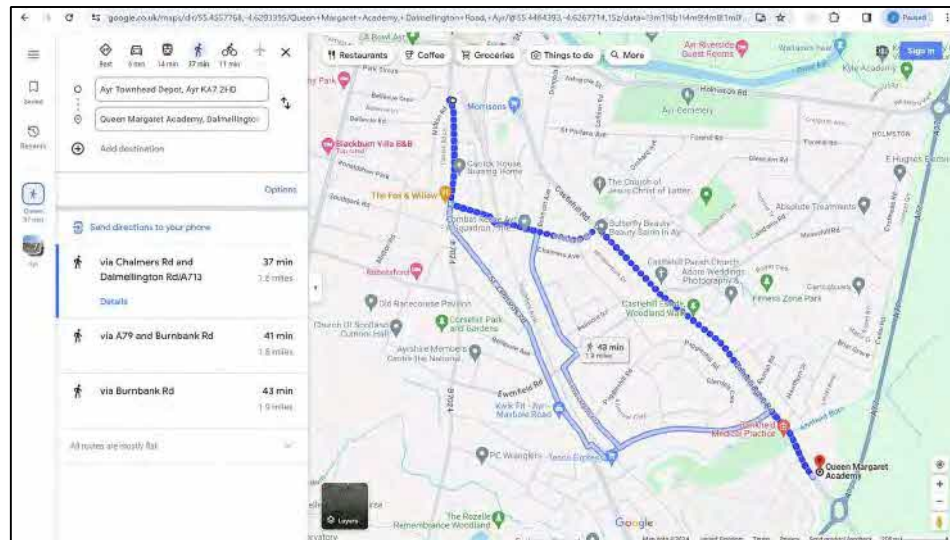


Figure 3.6 – Walking Route to Queen Margaret Academy

- 3.13 Within South Ayrshire, children living more than two miles walking distance from their catchment primary school, or three or more miles from their catchment secondary school, using the shortest safe walking route, are entitled to free school transport.
- 3.14 Hence, all of the above schools are within walking distance of the proposed development and free school transport would not be available.

Public Transport - Bus

- 3.15 The closest bus routes are on each side of Beresford Terrace, immediately to the north of the junction of Carrick Road and Midton Road.
- 3.16 From these bus stops, the Stagecoach service 361 Ayr (Fullarton Street) to Dunure runs every hour throughout the working weekday.
- 3.17 There are numerous local and long-distance services available from Ayr bus station which is also on Fullarton Street.
- 3.18 Figure 3.7 shows the 0.6-mile walking route to the bus station.

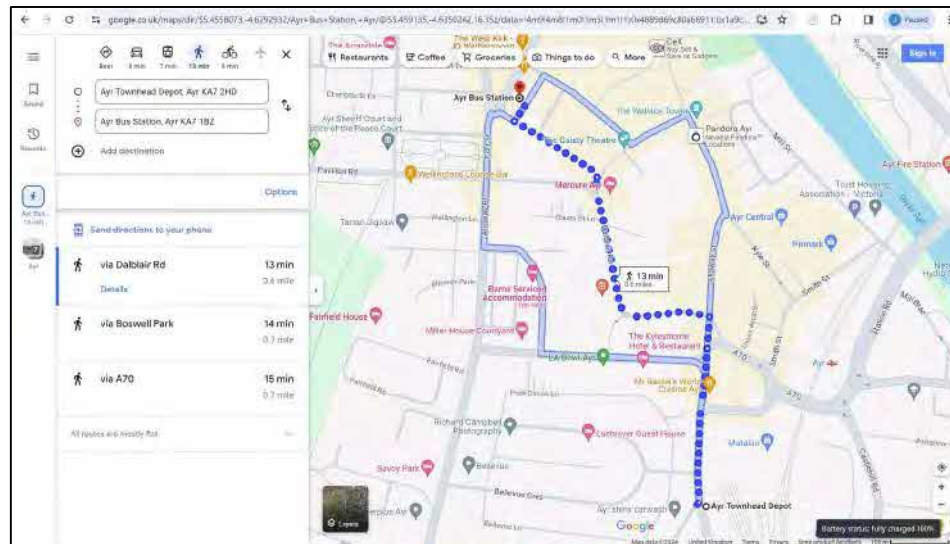


Figure 3.7 – Walking route to Ayr Bus Station

Public Transport - Rail

- 3.19 Ayr railway station is located on Station Road, some 650 metres from the north end of the site.
- 3.20 Figure 3.8 shows the walking route to the station.

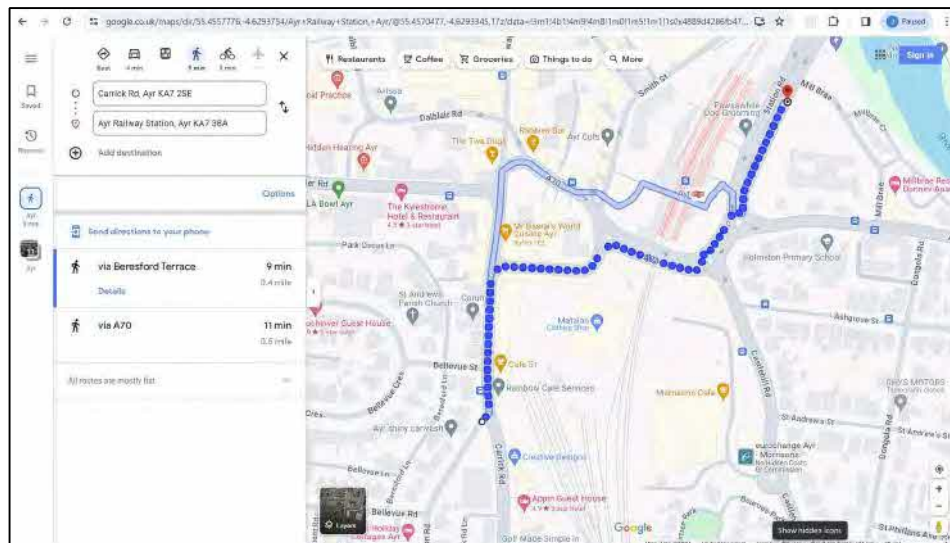


Figure 3.8 – Walking Route to Ayr Railway Station

- 3.21 The station is on the Ayrshire Coast Line, 41½ miles southwest of Glasgow Central station.

- 3.22 There is a half-hourly service to and from Glasgow daily (except on Sundays between October and May when there is an hourly service).
- 3.23 There are trains every two hours to Girvan, with some trains extending to Stranraer. There are some six trains per day to Kilmarnock.
- 3.24 The walking route to the station is shown in Figure 3.7, below.

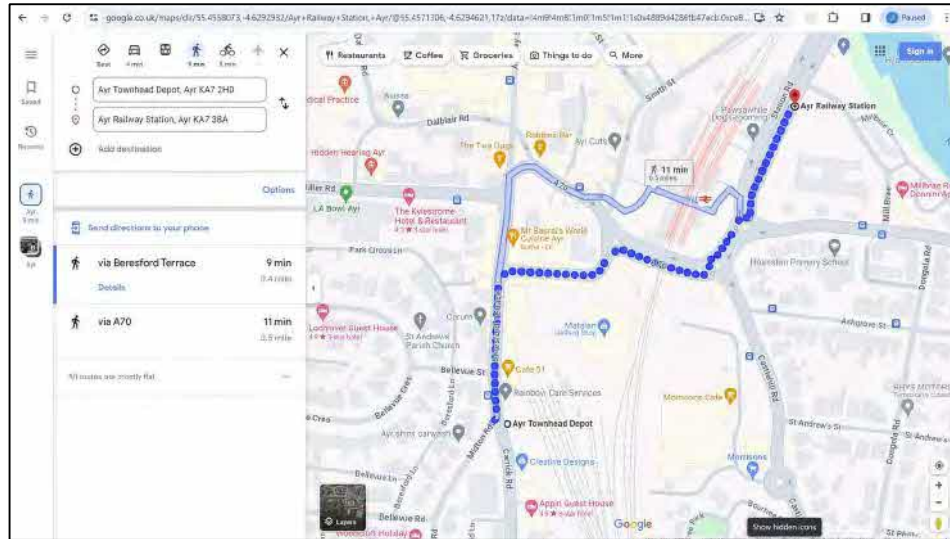


Figure 3.7 - Walking Route to Ayr Railway Station

- 3.25 The station is staffed part time but covered by CCTV. Information systems consist of departure screens and announcements. There are seating areas and a waiting room, a buffet, toilets, baby changing facilities, Wi-Fi and an ATM, and there is a WH Smith shop.
- 3.26 Three of the four platforms have step free access.
- 3.27 There is a 214-space car park adjacent to the station, free to use by rail passengers and with a £3 per day charge for non-rail users. Within the car park, there are 7 Blue Badge parking bays available.
- 3.28 There is (unsheltered) cycle storage available for 52 bicycles, though this area is not covered by CCTV.
- 3.29 Note –at the time of writing of this Report, the station is closed due to building works on the adjacent hotel. Replacement bus services are available.
- 3.30 It should be recognised that bus and rail services and timetables are subject to change.

Road Traffic Collisions (RTCs)

3.31 The Crashmap website www.crashmap.co.uk displays publicly available details of reported road traffic accidents. Figure 3.9 shows the approximate locations of the recorded accidents over the latest available five years (2018 to 2022) and near the site.

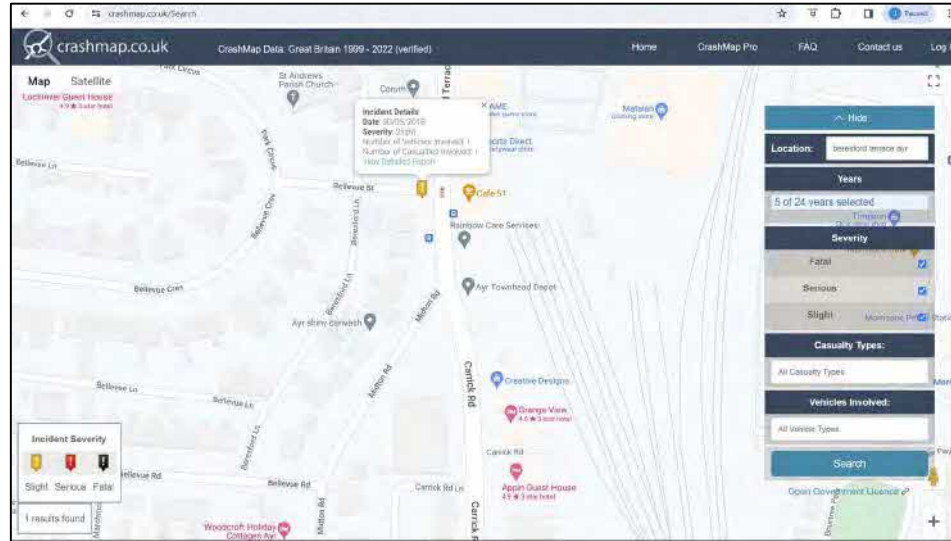


Figure 3.9 – Screenshot from Crashmap Website

3.32 From the mapping it can be seen that within the past five years there were no personal injury incidents recorded in the immediate vicinity of the site.

3.33 The nearest incident was on Bellevue Street on 30th May 2018.

Transport Implications during Construction

3.34 The following points should be recognised: -

- x The site is within an existing urban area
- x As deliveries and other site traffic can be largely under the control of the developer, it would be prudent to agree a site traffic management scheme with South Ayrshire Council

Traffic - Trip Generation

- 3.35 The TRICS Database is a national system of trip generation analysis, containing over 7,000 directional transport surveys at over 100 types of development. Its annual collection programme covers the UK and Ireland.
- 3.36 Trip generation rates from TRICS were used, as follows: -
 - x Land Use 03 –Residential, Category C –Flats Privately Owned
 - x Land Use 01 –Retail, Category 1 Shopping Centre –Local Shops
 - x Land Use 06 –Hotel Food & Drink, Category K –Café
- 3.37 These are shown in Tables 3.1 to 3.5 below, for the time periods 0800-0900, 0900-1000, 1000-1100, 1600-1700 and 1700-1800, where one or more of the categories displayed its peak movement (shown in bold type). The full TRICS outputs are contained in Appendix 3.

Dev	Size	0800-0900 Rate In	0800-0900 Rate Out	0800-0900 Number In	0800-0900 Number out	0800-0900 Total
Housing	8	0.061	0.179	1	1	2
Retail	800m ²	5.074	4.511	41	36	77
Food	395m ²	0.636	0.000	3	0	3
Total				45	37	82

Table 3.1 – Trip Generation –0800-0900

Dev	Size	0900-1000 Rate In	0900-1000 Rate Out	0900-1000 Number In	0900-1000 Number out	0900-1000 Total
Housing	8	0.074	0.085	1	1	2
Retail	800m ²	5.703	5.556	46	44	90
Food	395m ²	2.754	1.271	11	5	16
Total						108

Table 3.2 – Trip Generation –0900-1000

Dev	Size	1000-1100 Rate In	1000-1100 Rate Out	1000-1100 Number in	1000-1100 Number out	1000-1100 Total
Housing	8	0.059	0.079	1	1	2
Retail	800m ²	6.011	5.743	48	46	94
Food	395m ²	2.119	2.754		11	19
Total						115

Table 3.3 – Trip Generation – 1000-1100

Dev	Size	1600-1700 Rate In	1600-1700 Rate Out	1600-1700 Number in	1600-1700 Number out	1600-1700 Total
Housing	8	0.124	0.082	1	1	2
Retail	800m ²	6.801	6.426	54	51	105
Food	395m ²	0.513	0.513	2	2	4
Total						111

Table 3.4 – Trip Generation – 1600-1700

Dev	Size	1700-1800 Rate In	1700-1800 Rate Out	1700-1800 Number in	1700-1800 Number out	1700-1800 Total
Housing	8	0.140	0.076	1	1	2
Retail	800m ²	6.533	6.961	52	56	108
Food	395m ²	0.000	0.500	0	2	2
Total						112

Table 3.5 – Trip Generation – 1700-1800

- 3.38 Thus, the development could generate a maximum hourly rate of some 115 traffic movements during the time period 1000-1100 hours. Such flows are not significant when compared with surrounding flows and are unlikely to cause any significant effects on nearby junctions.

Car Parking

- 3.39 The LDP2 Glossary defines 'edge-of-centre' for retail/leisure purposes as '*up to 300 metres walking distance of the town centre*' where town centre guidelines will apply.
- 3.40 The site is less than 100 metres from the southern boundary of Ayr Town Centre.
- 3.41 The proposed site layout shown in Figure 2.2 above, shows 24 on-site car parking spaces within the development, reflecting the availability of public transport, the proximity of the town centre, existing car parks and different times of day of development activities.
- 3.42 It would be prudent to have the housing spaces segregated from the commercial spaces in order that they would always be available for residents at any time of the day or night. Hence, nine of the spaces should be reserved for residential parking (one space per unit) and provision may be needed to ensure these spaces are not used for other purposes.
- 3.43 The drawings show bicycle parking.
- 3.44 It should also be noted that there could be on-street parking available as the double yellow line restrictions in place related to the school use of the site and could be adjusted by the Council.
- 3.45 Some of the spaces should have charging for electric vehicles (EVs) and others could be provided with ducting to allow for future conversion for EV charging.

Travel Plans

- 3.46 A Travel Plan (formally known as a Green Transport Plan or a Green Travel Plan) is a study of the different aspects of transport associated with a development, with an aim to reduce car use (and in particular, single occupancy car use during peak traffic periods), and to identify and encourage walking and cycling.
- 3.47 For proposed developments, the Travel Plan should include references to walking, cycling and public transport facilities in the area and these details should be made available to people purchasing or renting the properties.



Section 4 - Conclusions

- 4.1 There are footways adjacent to all the existing roads adjacent to the proposed development.
- 4.2 There are bus stops on Beresford Terrace, immediately adjacent to the proposed development. Ayr bus station is less than 1km away and has many local and longer distance services available.
- 4.3 Ayr railway station is some 650 metres from the site, from which there are extensive services to and from Glasgow, Girvan, Stranraer and Kilmarnock.
- 4.4 The site is within walking distance of the local Primary and Secondary schools.
- 4.5 Using data obtained from the TRICS database, the full development is likely to generate a maximum of some 115 traffic period movements between 1000 and 1100 hours. These flows are low when compared with existing traffic levels nearby and are unlikely to cause any significant effects on nearby junctions.
- 4.6 At present, there are parking restriction on Carrick Road and Midton Road which were in place when the site was used as a school. These could be reassessed by the Council to provide extra on-street parking for the development.
- 4.7 Information relating to local walking, cycling and public transport facilities should be left in each house by the developer for the first owners. The shopping and food outlets could also use this information in their websites and advertisements.

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Appendix 1

Trip Generation Information

- x Housing
- x Retail
- x Food and Drink

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSELY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	3 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 8 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/10/21

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	5 days
Tuesday	5 days
Wednesday	4 days
Friday	1 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	9

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:

Development Zone	3
Residential Zone	7
Built-Up Zone	2
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days- Selected
Servicing vehicles Excluded	9 days- Selected

Secondary Filtering selection:Use Class:

C3 15 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No	15 days
----	---------

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

PTAL Rating:

No PTAL Present	15 days
-----------------	---------

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

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

LIST OF SITES relevant to selection parameters

1	BY-03-C-01 HEELIS STREET BARNSELY	BLOCKS OF FLATS	BARNSELY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	1 1 2	
	Survey date: <i>TUESDAY</i>	<i>08/09/20</i>	Survey Type: <i>MANUAL</i>
2	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	8 2	
	Survey date: <i>MONDAY</i>	<i>18/09/17</i>	Survey Type: <i>MANUAL</i>
3	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS	CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	3 7	
	Survey date: <i>MONDAY</i>	<i>26/03/18</i>	Survey Type: <i>MANUAL</i>
4	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS	DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:	2 7	
	Survey date: <i>MONDAY</i>	<i>10/07/17</i>	Survey Type: <i>MANUAL</i>
5	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	3 0	
	Survey date: <i>WEDNESDAY</i>	<i>25/09/19</i>	Survey Type: <i>MANUAL</i>
6	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	BLOCKS OF FLATS	CITY OF EDINBURGH
	Survey date: <i>TUESDAY</i>	3 2 <i>26/05/15</i>	Survey Type: <i>MANUAL</i>
7	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	BLOCKS OF FLATS	MERSEYSIDE
	Survey date: <i>TUESDAY</i>	1 8 4 <i>13/11/18</i>	Survey Type: <i>MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 <i>Survey date: TUESDAY</i> 13/11/18	BLOCK OF FLATS	MERSEYSIDE	<i>Survey Type: MANUAL</i>
9	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN Edge of Town Centre Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY</i> 12/04/21	BLOCK OF FLATS	MERSEYSIDE	<i>Survey Type: MANUAL</i>
10	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 <i>Survey date: MONDAY</i> 18/11/19	MIXED FLATS & HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
11	NG-03-C-01 LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 <i>Survey date: TUESDAY</i> 08/11/16	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM	<i>Survey Type: MANUAL</i>
12	NG-03-C-02 CASTLE MARINA ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 <i>Survey date: WEDNESDAY</i> 09/11/16	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM	<i>Survey Type: MANUAL</i>
13	SF-03-C-04 SAINT MARY'S ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 56 <i>Survey date: WEDNESDAY</i> 16/09/20	BLOCKS OF FLATS	SUFFOLK	<i>Survey Type: MANUAL</i>
14	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT Edge of Town Centre Development Zone Total No of Dwellings: 69 <i>Survey date: WEDNESDAY</i> 23/06/21	BLOCKS OF FLATS	SUFFOLK	<i>Survey Type: MANUAL</i>
15	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE Edge of Town Centre Residential Zone Total No of Dwellings: 55 <i>Survey date: FRIDAY</i> 11/11/16	BLOCKS OF FLATS	WEST MIDLANDS	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	66	0.044	15	66	0.132	15	66	0.176
08:00 -09:00	15	66	0.061	15	66	0.179	15	66	0.240
09:00 -10:00	15	66	0.074	15	66	0.085	15	66	0.159
10:00 -11:00	15	66	0.059	15	66	0.079	15	66	0.138
11:00 -12:00	15	66	0.071	15	66	0.071	15	66	0.142
12:00 -13:00	15	66	0.068	15	66	0.073	15	66	0.141
13:00 -14:00	15	66	0.048	15	66	0.073	15	66	0.121
14:00 -15:00	15	66	0.064	15	66	0.074	15	66	0.138
15:00 -16:00	15	66	0.107	15	66	0.066	15	66	0.173
16:00 -17:00	15	66	0.124	15	66	0.082	15	66	0.206
17:00 -18:00	15	66	0.140	15	66	0.076	15	66	0.216
18:00 -19:00	15	66	0.135	15	66	0.085	15	66	0.220
19:00 -20:00									
20:00 -21:00									
21:00 -22:00									
22:00 -23:00									
23:00 -24:00									
Total Rates:			0.995			1.075			2.070

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: 9 - 184 (units:)
 Survey date range: 01/01/15 - 15/10/21
 Number of weekdays (Monday-Friday): 15
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 450 to 2700 (units: sqm)
 Range Selected by User: 210 to 5117 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/10/22

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

Selected survey days:

Tuesday 3 days
 Friday 3 days

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

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 3

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 4
 Retail Zone 1
 High Street 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days- Selected
 Servicing vehicles Excluded 6 days- Selected

Secondary Filtering selection:Use Class:

n/a 6 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

20,001 to 25,000	4 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

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

Petrol filling station:

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

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

Travel Plan:

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

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-01-I-01 LOCAL SHOPS BELLAND DRIVE BRISTOL WHITCHURCH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 770 sqm <i>Survey date: TUESDAY 22/09/15</i>	BRISTOL CITY <i>Survey Type: MANUAL</i>
2	CU-01-I-01 LOCAL SHOPS CENTRAL AVENUE CARLISLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1325 sqm <i>Survey date: FRIDAY 15/10/21</i>	CUMBERLAND <i>Survey Type: MANUAL</i>
3	DR-01-I-01 LOCAL SHOPS EVERINGHAM ROAD DONCASTER CANTLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area: 1645 sqm <i>Survey date: FRIDAY 17/09/21</i>	DONCASTER <i>Survey Type: MANUAL</i>
4	TW-01-I-03 LOCAL SHOPS VICTORIA ROAD WASHINGTON CONCORD Neighbourhood Centre (PPS6 Local Centre) High Street Total Gross floor area: 2700 sqm <i>Survey date: FRIDAY 24/05/19</i>	TYNE & WEAR <i>Survey Type: MANUAL</i>
5	WM-01-I-03 LOCAL SHOPS BRISTOL ROAD SOUTH BIRMINGHAM Edge of Town Retail Zone Total Gross floor area: 450 sqm <i>Survey date: TUESDAY 10/11/15</i>	WEST MIDLANDS <i>Survey Type: MANUAL</i>
6	WM-01-I-04 LOCAL SHOPS SUTHERLAND AVENUE COVENTRY UPPER EASTERN GREEN Edge of Town Residential Zone Total Gross floor area: 580 sqm <i>Survey date: TUESDAY 18/10/22</i>	WEST MIDLANDS <i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1183	1.352	3	1183	1.099	3	1183	2.451
07:00 - 08:00	6	1245	3.534	6	1245	3.360	6	1245	6.894
08:00 - 09:00	6	1245	5.074	6	1245	4.511	6	1245	9.585
09:00 - 10:00	6	1245	5.703	6	1245	5.556	6	1245	11.259
10:00 - 11:00	6	1245	6.011	6	1245	5.743	6	1245	11.754
11:00 - 12:00	6	1245	5.797	6	1245	5.676	6	1245	11.473
12:00 - 13:00	6	1245	6.078	6	1245	5.877	6	1245	11.955
13:00 - 14:00	6	1245	6.386	6	1245	6.667	6	1245	13.053
14:00 - 15:00	6	1245	5.422	6	1245	5.636	6	1245	11.058
15:00 - 16:00	6	1245	5.743	6	1245	6.091	6	1245	11.834
16:00 - 17:00	6	1245	6.801	6	1245	6.426	6	1245	13.227
17:00 - 18:00	6	1245	6.533	6	1245	6.961	6	1245	13.494
18:00 - 19:00	6	1245	5.837	6	1245	6.037	6	1245	11.874
19:00 - 20:00	6	1245	4.953	6	1245	4.980	6	1245	9.933
20:00 - 21:00	6	1245	3.119	6	1245	3.146	6	1245	6.265
21:00 - 22:00	6	1245	1.995	6	1245	2.236	6	1245	4.231
22:00 - 23:00	2	953	0.367	2	953	0.525	2	953	0.892
23:00 - 24:00									
Total Rates:			8 0.705			8 0.527			161.232

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:	450 - 2700 (units: sqm)
Survey date range:	01/01/15 - 18/10/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-754001-231219-1219

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : K - CAFE

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 82 to 200 (units: sqm)
 Range Selected by User: 82 to 210 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/09/22

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

Selected survey days:

Tuesday 3 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 3

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:

Built-Up Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days- Selected
 Servicing vehicles Excluded X days- Selected

Secondary Filtering selection:Use Class:

E (b) 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days
 20,001 to 25,000 1 days
 25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days
----	--------

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-06-K-01	CAFÉ	GREATER MANCHESTER
	DEANSGATE		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	200 sqm	
	Survey date: TUESDAY	19/04/22	Survey Type: MANUAL
2	LN-06-K-01	CAFÉ & TEA ROOM	LINCOLNSHIRE
	RED LION SQUARE		
	STAMFORD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	190 sqm	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
3	NF-06-K-01	CAFÉ	NORFOLK
	SAINT GILES STREET		
	NORWICH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	82 sqm	
	Survey date: TUESDAY	20/09/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/K - CAFE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	3	157	0.636	3	157	0.000	3	157	0.636
09:00 - 10:00	3	157	2.754	3	157	1.271	3	157	4.025
10:00 - 11:00	3	157	2.119	3	157	2.754	3	157	4.873
11:00 - 12:00	3	157	2.119	3	157	1.907	3	157	4.026
12:00 - 13:00	3	157	2.331	3	157	2.542	3	157	4.873
13:00 - 14:00	3	157	1.695	3	157	1.907	3	157	3.602
14:00 - 15:00	3	157	1.483	3	157	1.695	3	157	3.178
15:00 - 16:00	3	157	1.059	3	157	1.907	3	157	2.966
16:00 - 17:00	2	195	0.513	2	195	0.513	2	195	1.026
17:00 - 18:00	1	200	0.000	1	200	0.500	1	200	0.500
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1 4.709			1 4.996			2 9.705

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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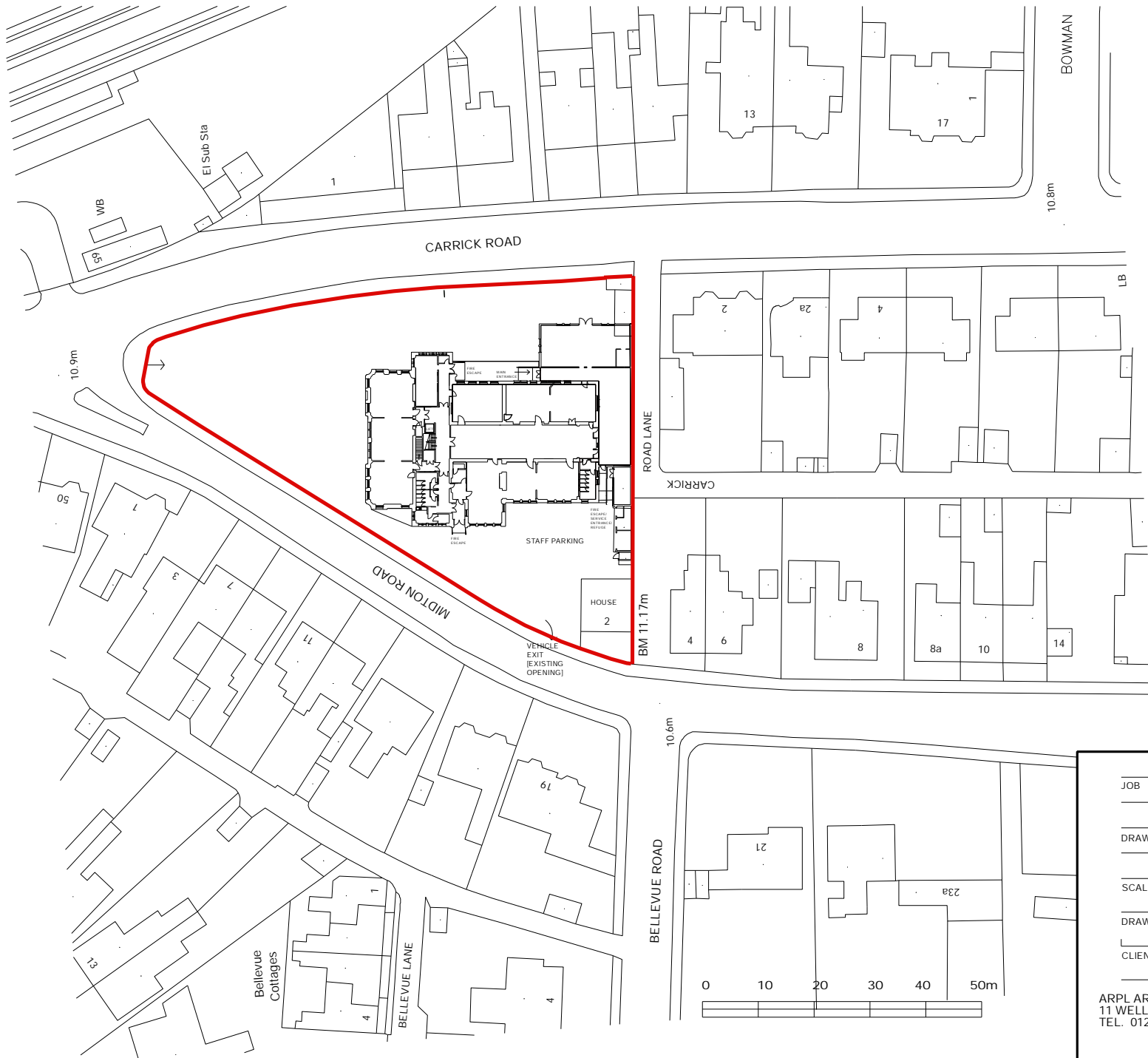
Parameter summary

Trip rate parameter range selected: 82 - 200 (units: sqm)
 Survey date range: 01/01/15 - 20/09/22
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

PLANNING APPLICATION DRAWINGS

Planning Application Drawing Name	Drawing No
Location Plan	6481-L01
Ground plan as existing	6481 E 01
First floor plan as existing	6481 E 02
Roof plan as existing	6481 E 03
Elevations as existing sheet 1	6481 E 04
Elevations as existing sheet 2	6481 E 05
Sections as existing	6481 E 06
Ground plan as proposed	6481 P 01
First floor plan as proposed	6481 P 02
Elevations as proposed sheet 1	6481 P 03
Elevations as proposed sheet 2	6481 P 04
Sections as proposed	6481 P 05
Site plan as proposed	6481 P06
Roof plan as proposed	6481 P 07
Porch Concept drawing	6481 P 10
Porch detail/materials	6481 P 11
Front entrance photomontage	6481 P12
Interior montage	6481 P 13
Window details	6481 P 14
External Lighting	6481 P 15



JOB Ayr Grammar School

DRAWING Location Plan

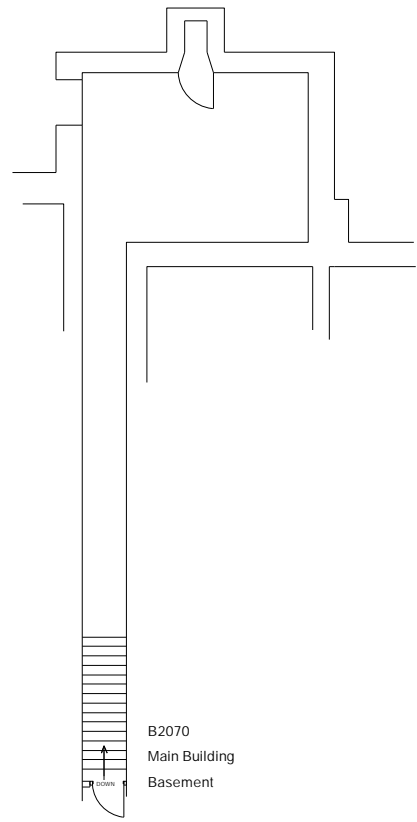
SCALE 1:1000 @ A4 DRAWN RDG DATE June 2023

DRAWING NO 6481 -L 01 REV

CLIENT Creative Designs Ltd.

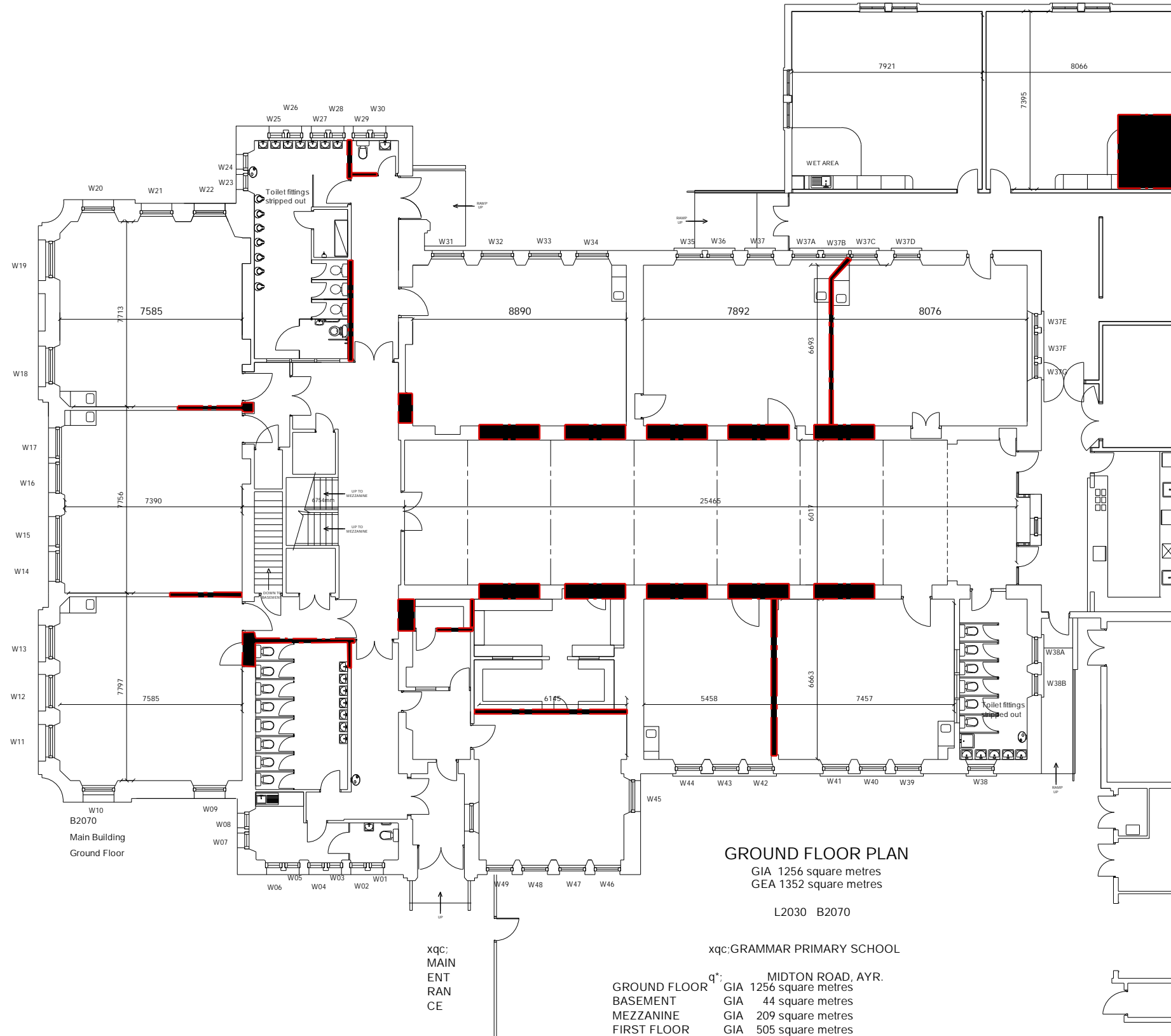
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BASEMENT PLAN
 GIA 44 square metres
 GEA 75 square metres

E01
 Grammar Primary School
 8231222
 Total GEA: 2302
 Total GIA: 2049
 Total NIA:



GROUND FLOOR PLAN
 GIA 1256 square metres
 GEA 1352 square metres

L2030 B2070

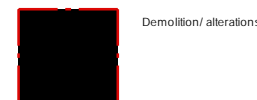
xqc: GRAMMAR PRIMARY SCHOOL

q*: MIDTON ROAD, AYR.
 GROUND FLOOR GIA 1256 square metres
 BASEMENT GIA 44 square metres
 MEZZANINE GIA 209 square metres
 FIRST FLOOR GIA 505 square metres
 ATTIC GIA 35 square metres

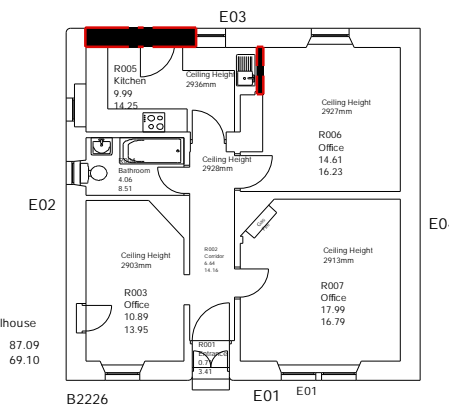
TOTAL GIA 2049 square metres

xqc: MAIN
 ENT
 RAN
 CE

GEA 1352 square metres
 GEA 75 square metres
 GEA 254 square metres
 GEA 582 square metres
 GEA 39 square metres
 GEA 2302 square metres



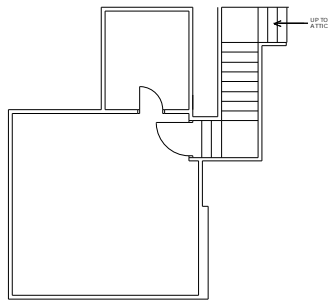
Grammar Primary Schoolhouse
 Total GEA: 87.09
 Total GIA: 69.10
 Total NIA:



JOB	Feasibility Study		
	Ayr Grammar School		
DRAWING	Ground and Basement Floor Layout		
	As Existing		
SCALE	1:100 @ A1	DRAWN	RDG
		DATE	June 2021
DRAWING NO	6481 -E 01		REV
CLIENT	Tom Coughtrie		

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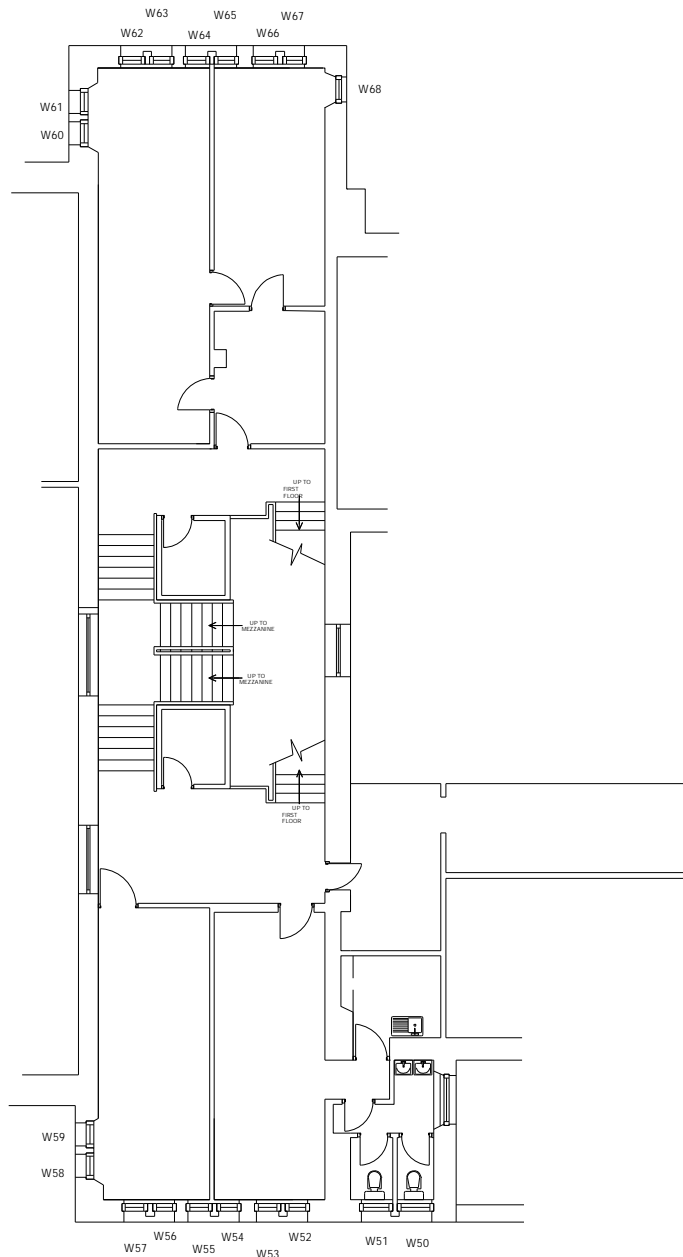




ATTIC PLAN

GIA 35 square metres
GEA 39 square metres

B2070
Main Building
Attic



MEZZANINE PLAN

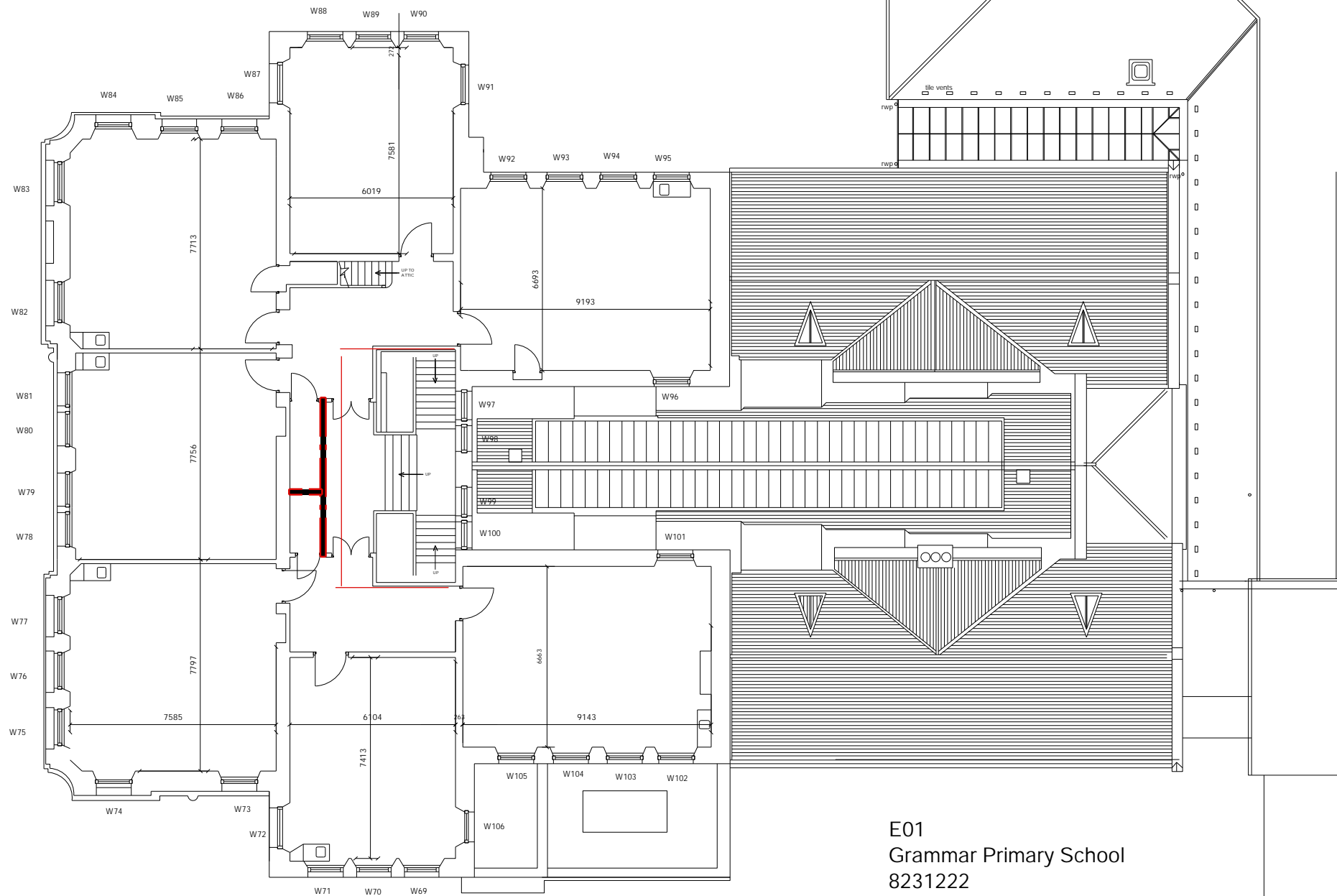
GIA 209 square metres
GEA 254 square metres

B2070
Main Building
Mezzanine

L2030 B2070

xqc:GRAMMAR PRIMARY SCHOOL
MIDTON ROAD, AYR.

GROUND FLOOR	GIA 1256 square metres	GEA 1352 square metres
BASEMENT	GIA 44 square metres	GEA 75 square metres
MEZZANINE	GIA 209 square metres	GEA 254 square metres
FIRST FLOOR	GIA 505 square metres	GEA 582 square metres
ATTIC	GIA 35 square metres	GEA 39 square metres
TOTAL	GIA 2049 square metres	GEA 2302 square metres



FIRST FLOOR PLAN

GIA 505 square metres
GEA 582 square metres

B2070
Main Building
First Floor

E01
Grammar Primary School
8231222
Total GEA: 2302
Total GIA: 2049
Total NIA:



Demolition/ alterations



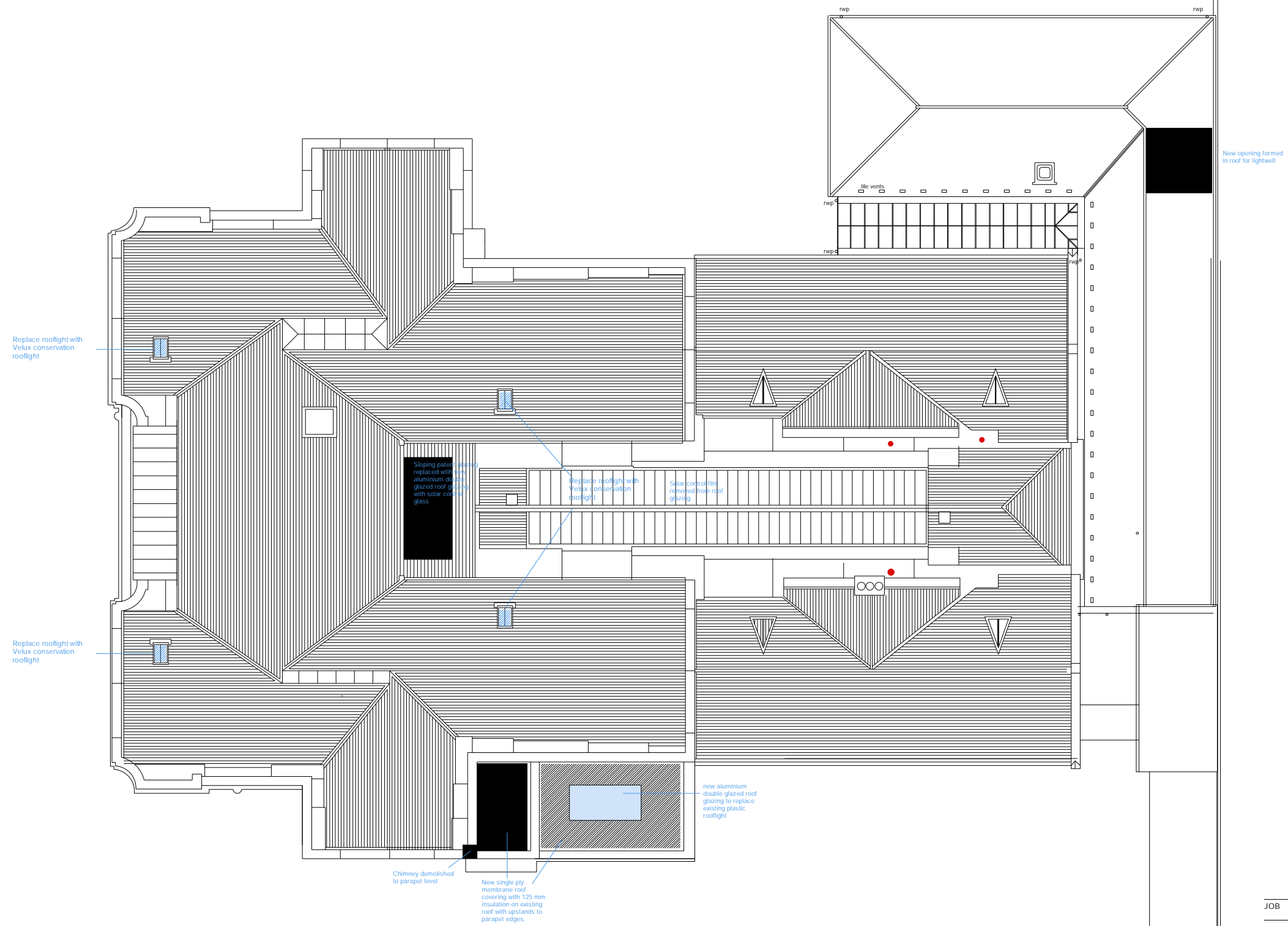
JOB	Feasibility Study		
	Ayr Grammar School		
DRAWING	Mezzanine and First Floor Layout		
	As Existing		
SCALE	1:100 @ A1	DRAWN	RDG
		DATE	June 2021
DRAWING NO	6481 -E 02	REV	
CLIENT	Tom Coughtrie		

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L2030 B2070

xqc:GRAMMAR PRIMARY SCHOOL
MIDTON ROAD, AYR.



ROOF PLAN

JOB	Feasibility Study		
	Ayr Grammar School		
DRAWING	Roof Plan		
	As Existing		
SCALE	DRAWN	DATE	
1:100 @ A1	RDG	June 2021	
DRAWING NO	REV		
6481 -E 03			
CLIENT	Tom Coughtrie		





NORTH ELEVATION



SOUTH ELEVATION

REPAIRS KEY



Replacement Blair's window to match original replacements



Stonework redressed and repointed



Stonework repointed



Removal of stonework

NOTES

- All existing windows to be re-decorated
- Partial sand mastic pointing to windows 50%
- All gutters to be wire brushed, redecorated and bitumen paint to inside

Rev A Dec 23 repair notes added

JOB	Ayr Grammar School		
DRAWING	North and South Elevations		
	As Existing		
SCALE	1:100 @ A1	DRAWN	KHse
		DATE	June 2023
DRAWING NO	6481 -E 05	REV	A
CLIENT	Carrick Designs Ltd.		



WEST ELEVATION



EAST ELEVATION

REPAIRS KEY



Replacement Blairs window to match original replacements



Stonework redressed and repointed



Stonework repointed



Removal of stonework

NOTES

- All existing windows to be re-decorated
- Partial sand mastic pointing to windows 50%
- All gutters to be wire brushed, redecorated and bitumen paint to inside

Rev A Dec 23 repair notes added

JOB Ayr Grammar School

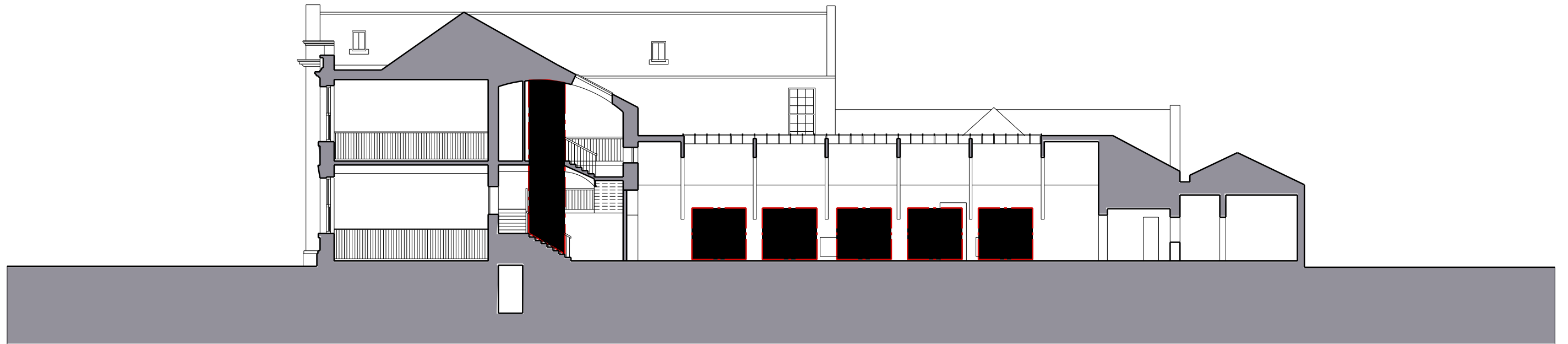
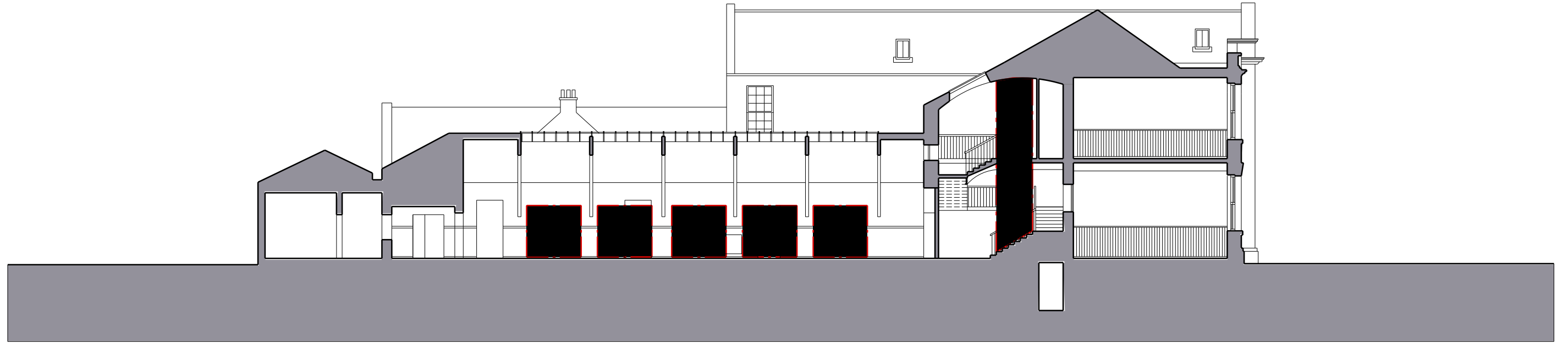
DRAWING East and West Elevations

As Existing

SCALE 1:100 @ A1 DRAWN KHse DATE June 2023

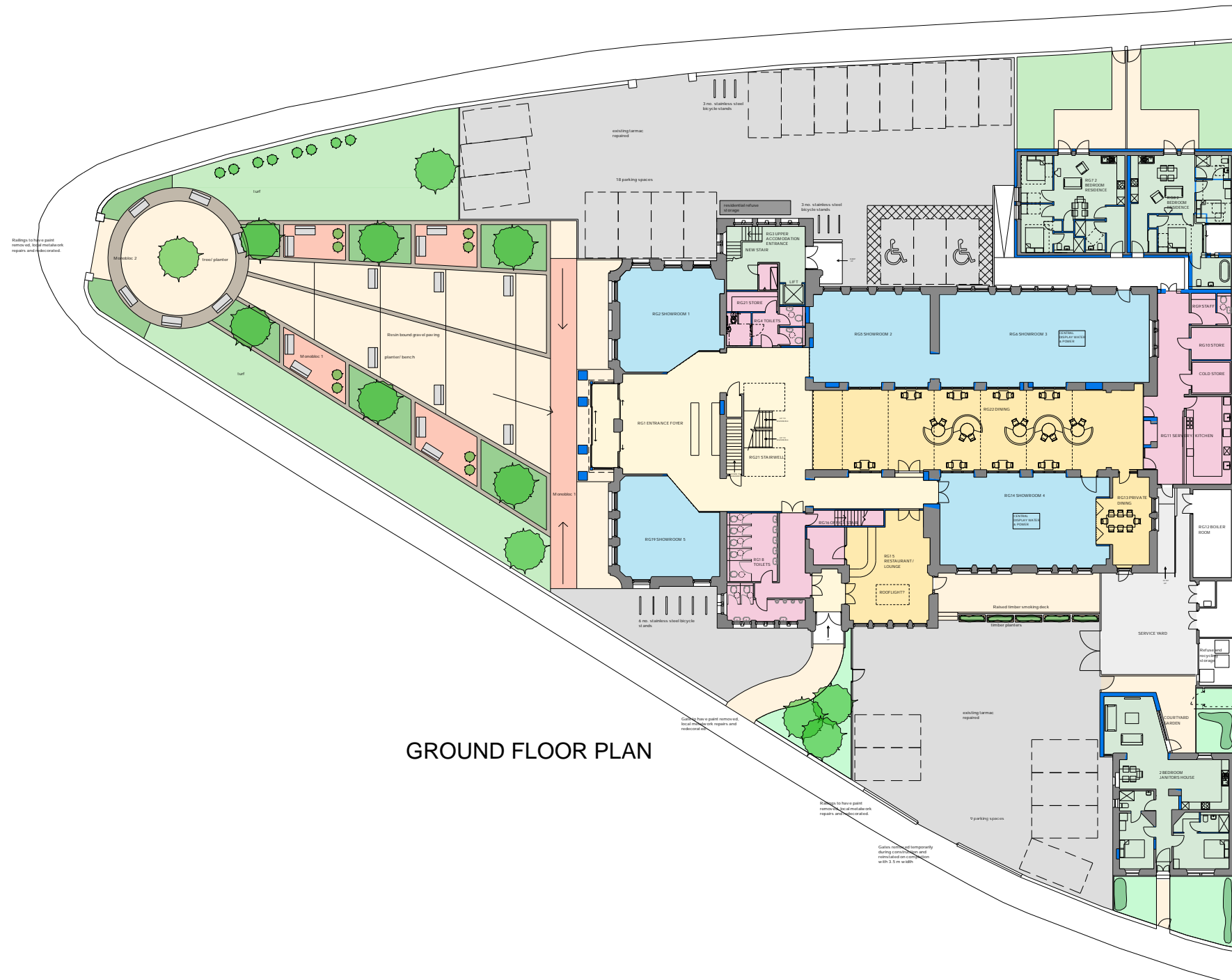
DRAWING NO 6481 -E 04 REV A

CLIENT Carrick Designs Ltd.



JOB	Ayr Grammar School		
DRAWING	Cross Sections		
	As Existing		
SCALE	DRAWN	DATE	
1:100 @ A1	KHse	June 2023	
DRAWING NO	REV		
6481 -E 06			
CLIENT	Carrick Designs Ltd.		





GROUND FLOOR PLAN

Rev A Dec 23 - turning space for vehicles provided in carpark area, RG8 amended to match engineers comments

JOB **Ayr Grammar School**

DRAWING **Site Plan**

As Proposed

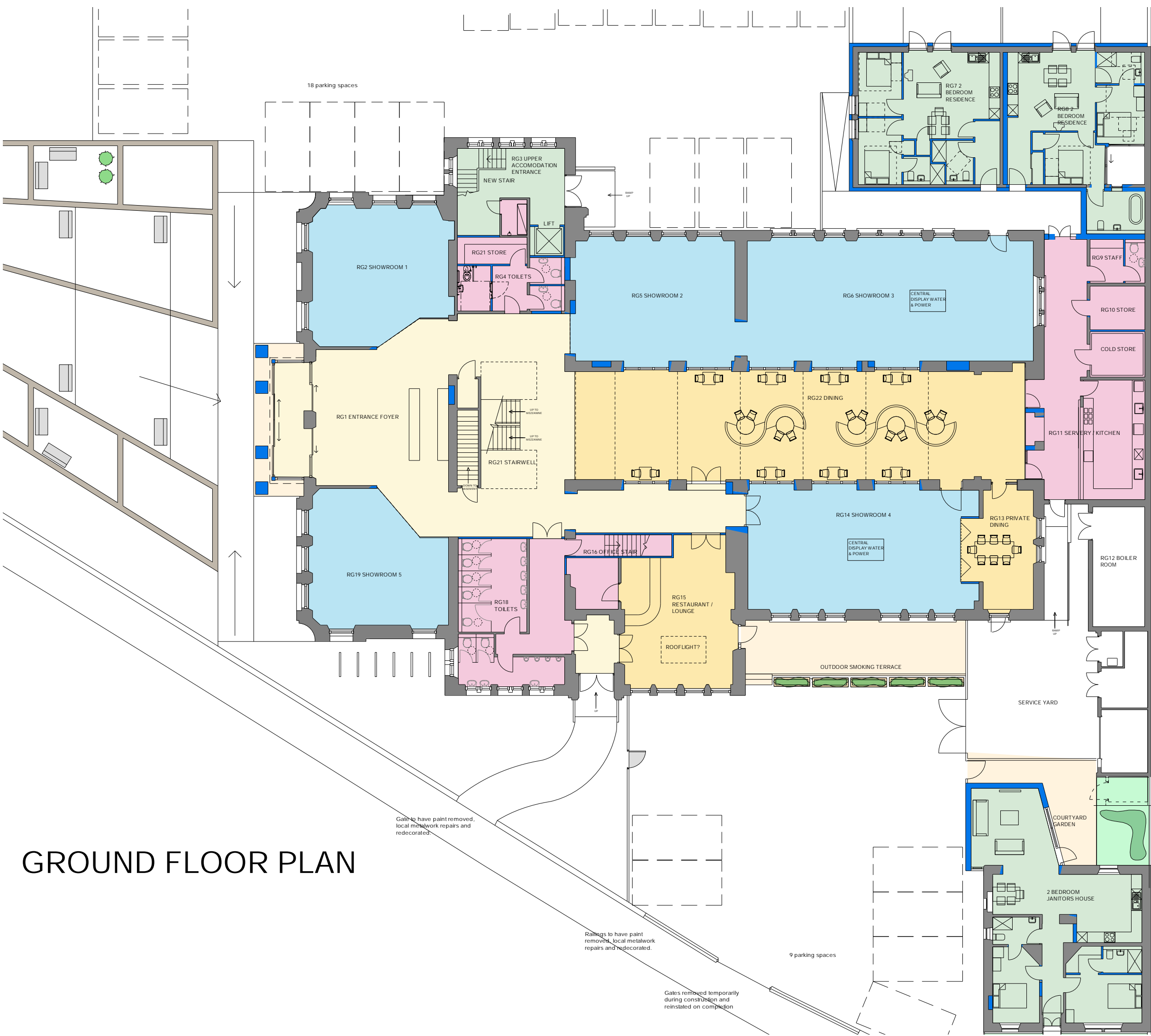
SCALE 1:100 @ A0 DRAWN KM DATE Oct 23

DRAWING NO **6481.P06** REV **A**

CLIENT **Creative Designs Ltd.**

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GROUND FLOOR PLAN

Gates to have paint removed, local metalwork repairs and redecorated.

Railings to have paint removed, local metalwork repairs and redecorated.

Gates removed temporarily during construction and reinstated on completion

Rev A Dec 23 - turning space for vehicles provided in carpark area, RG8 amended to match engineers comments

JOB **Ayr Grammar School**

DRAWING **Ground Floor Site Plan**

As Proposed

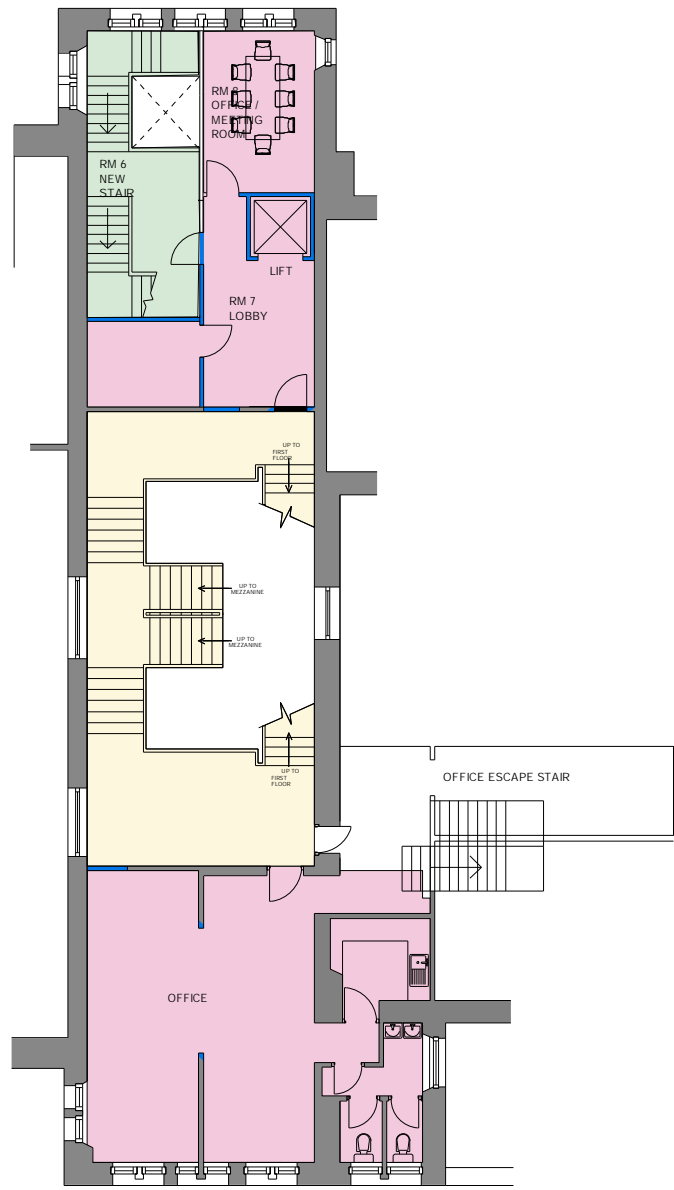
SCALE 1:100 @ A0 DRAWN KM DATE Oct 23

DRAWING NO **6481.P01** REV **A**

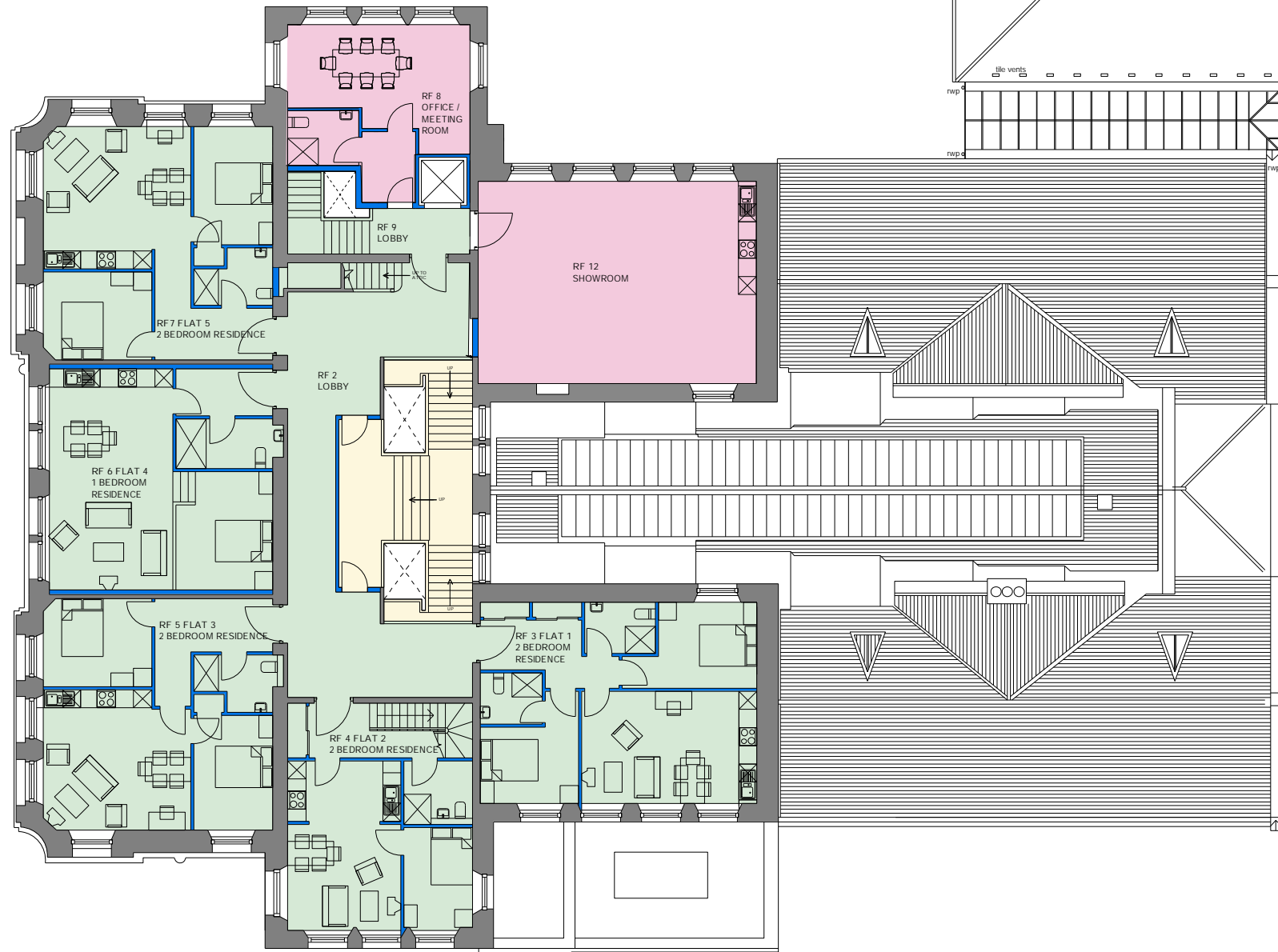
CLIENT **Creative Designs Ltd.**

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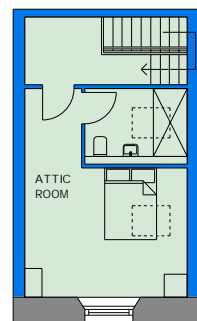




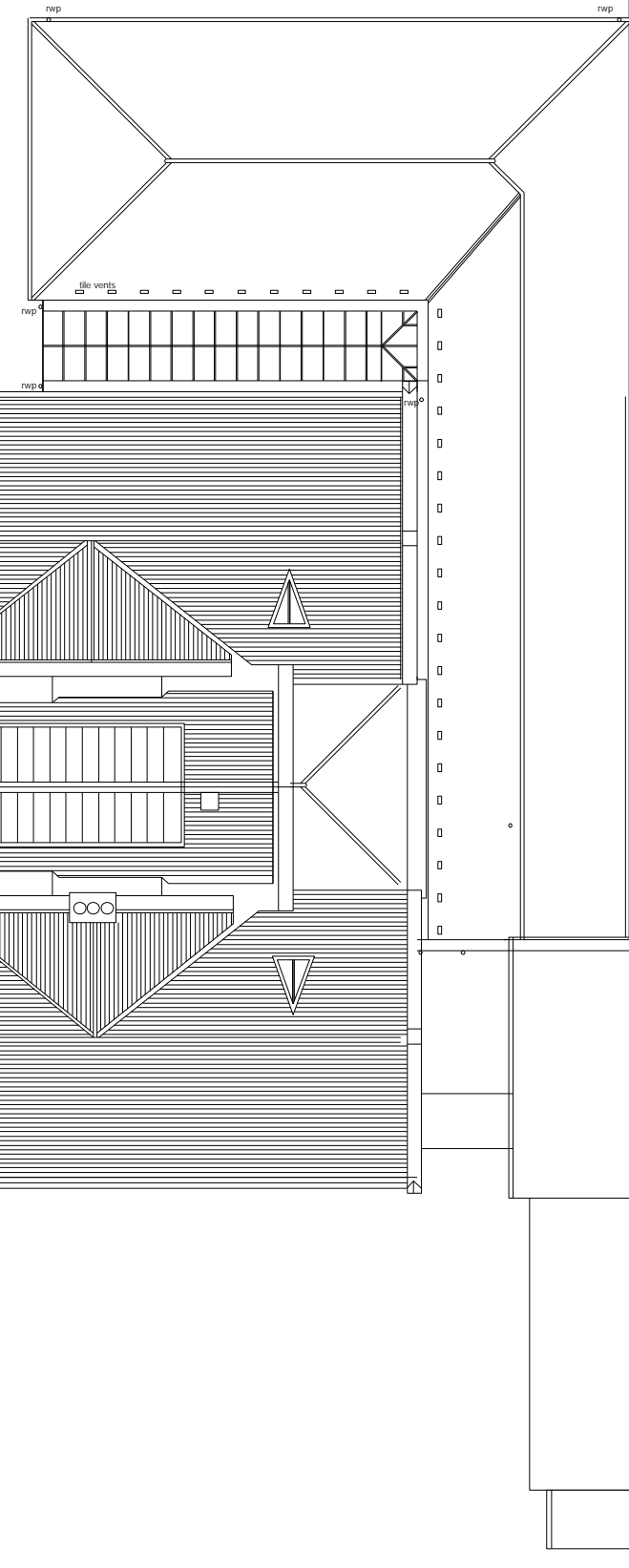
MEZZANINE PLAN



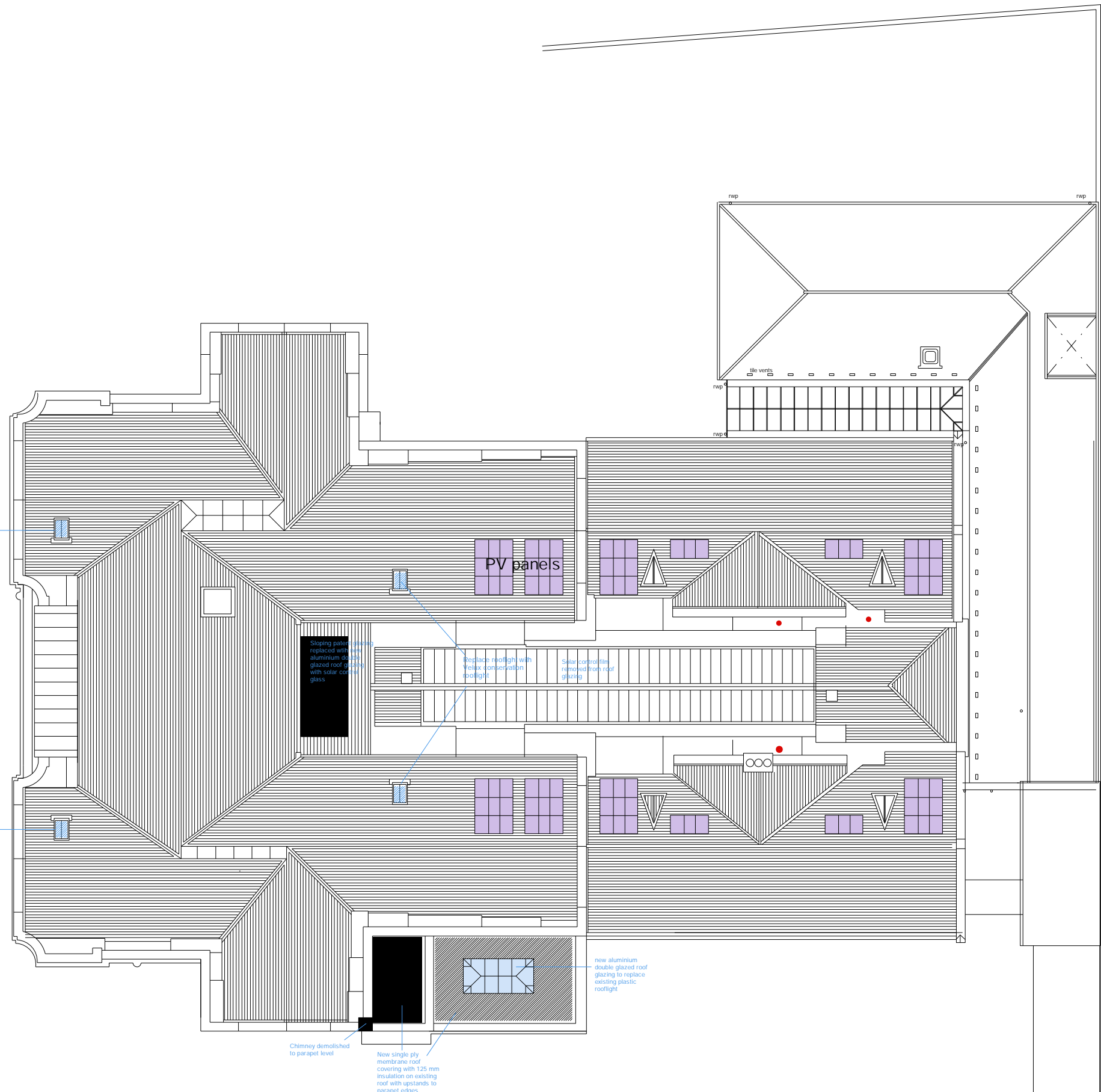
FIRST FLOOR PLAN



ATTIC PLAN



JOB	Ayr Grammar School		
DRAWING	Higher Floor Plans		
	As Proposed		
SCALE	DRAWN	DATE	
1:100 @ A0	KM	Oct 23	
DRAWING NO	REV		
6481.P02			
CLIENT	Creative Designs Ltd.		



ROOF PLAN

JOB	Feasibility Study		
	Ayr Grammar School		
DRAWING	Roof Plan		
	As Proposed		
SCALE	1:100 @ A1	DRAWN	RDG
		DATE	June 2021
DRAWING NO	6481 -P 07	REV	
CLIENT	Tom Coughtrie		





EAST ELEVATION



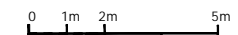
WEST ELEVATION

New timber external doors

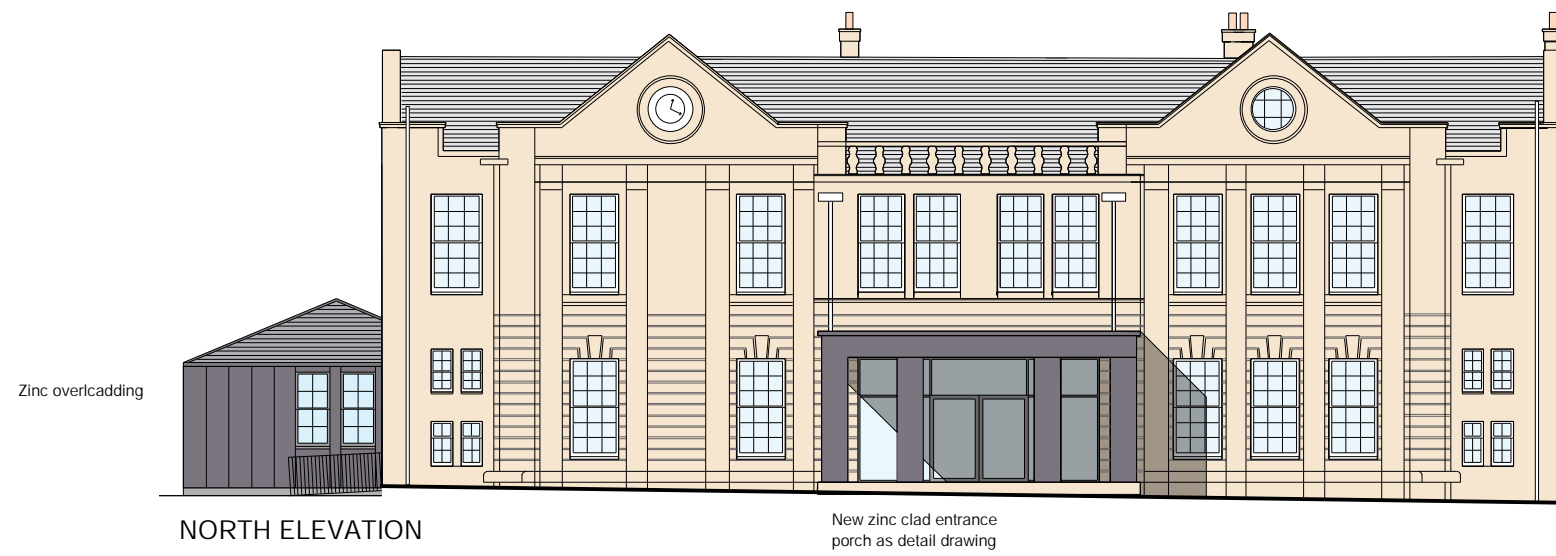
New timber planters to edge of smoking deck



WEST ELEVATION IN FRONT OF JANITOR'S HOUSE



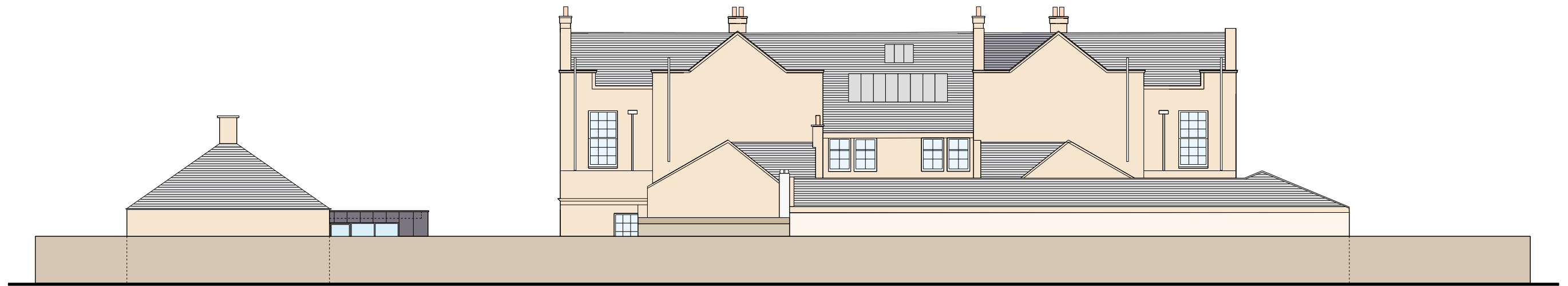
JOB	Ayr Grammar School		
DRAWING	Elevations		
	As Proposed Sheet 1 of 2		
SCALE	1:100 @ A0	DRAWN	DATE
		KM	Oct 23
DRAWING NO	6481.P03	REV	
CLIENT	Creative Designs Ltd.		



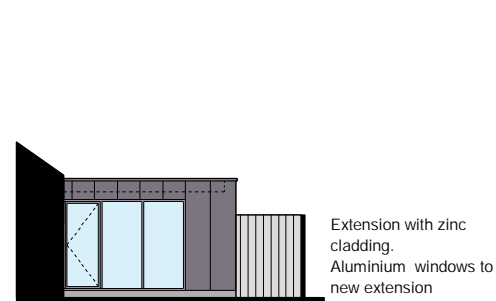
NORTH ELEVATION



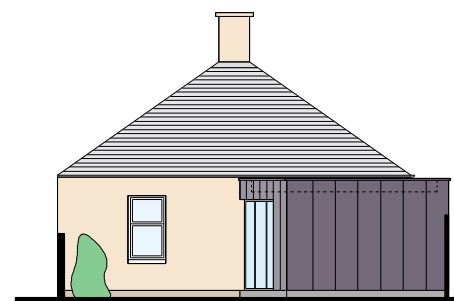
NORTH ELEVATION
JANITOR'S HOUSE



SOUTH ELEVATION



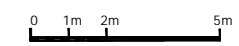
SOUTH ELEVATION
JANITOR'S HOUSE



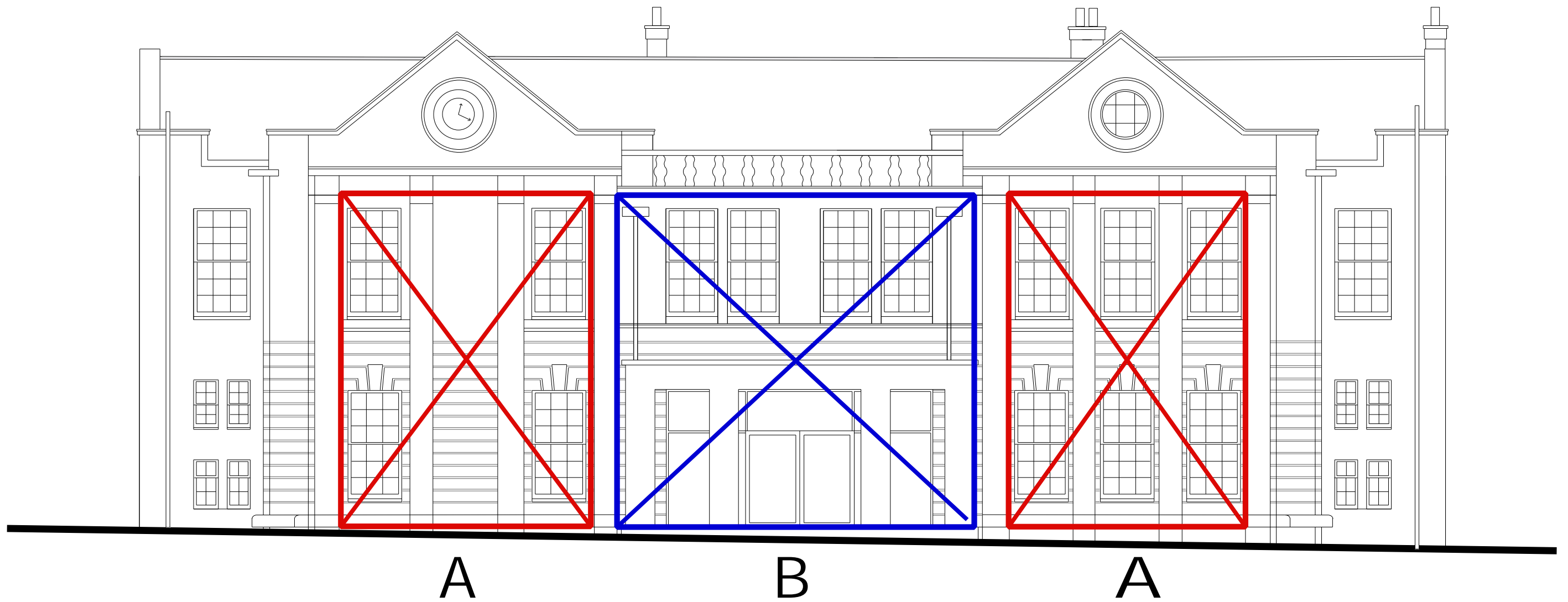
EAST ELEVATION
JANITOR'S HOUSE



JOB	Ayr Grammar School		
DRAWING	Elevations		
As Proposed Sheet 2 of 2			
SCALE	1:100 @ A0	DRAWN	DATE
		KM	Oct 23
DRAWING NO	6481.P04	REV	
CLIENT	Creative Designs Ltd.		

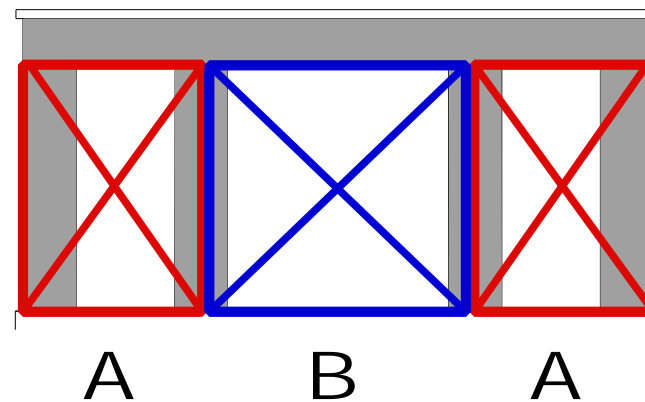


JOB	Ayr Grammar School		
DRAWING	Cross Sections		
	As Proposed		
SCALE	1:100 @ A1	DRAWN	DATE
		KHse	June 2023
DRAWING NO	6781 -E 05	REV	
CLIENT	Carrick Designs Ltd.		



NORTH ELEVATION

PROPORTION
COMPARISON



The new front entrance porch has been designed to reflect the proportion and rhythms of the existing front facade.

The porch follows the A-B-A rhythm of the three front bays. The proportional sizes similarly reflect the rectangle square proportion.

JOB **Ayr Grammar School**

DRAWING **New Porch design concept**

SCALE **1:100 @ A0** DRAWN **GF** DATE **Oct 23**

DRAWING NO **6481.P10** REV

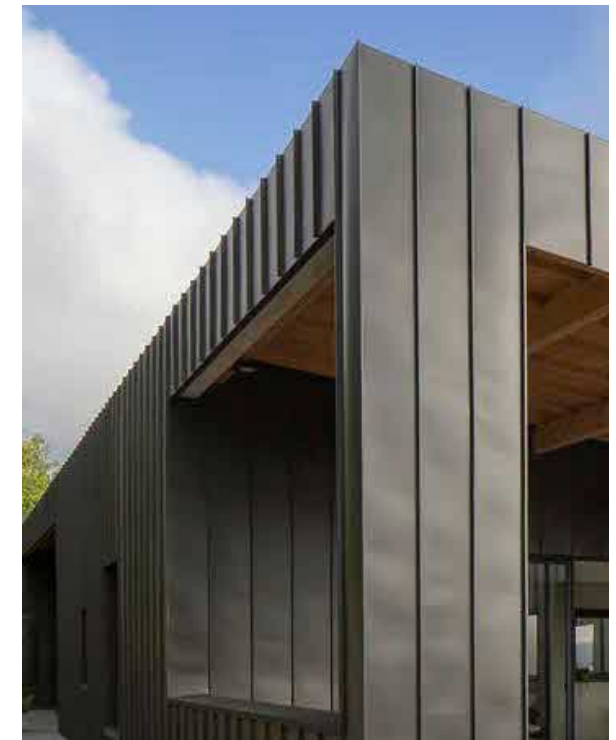
CLIENT **Carrick Designs Ltd.**

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Existing sandstone



Dark grey zinc cladding

Canopy cladding detail 1:20

JOB	Ayr Grammar School		
DRAWING	Canopy cladding detail		
SCALE	1:20 @ A3	DRAWN	GF
		DATE	Dec 23
DRAWING NO	6481.P11	REV	
CLIENT	Creative Designs Ltd.		

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Existing

JOB Ayr Grammar School

DRAWING North Entrance Montage

SCALE NTS DRAWN GF DATE Oct 23

DRAWING NO 6481.P12 REV

CLIENT Creative Designs Ltd.

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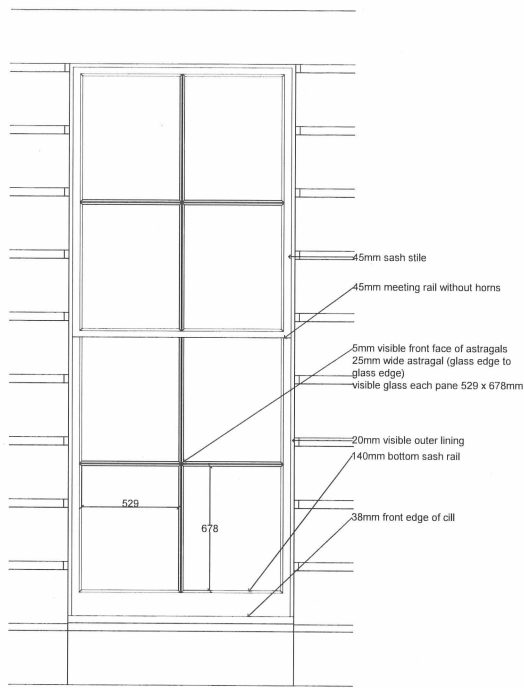




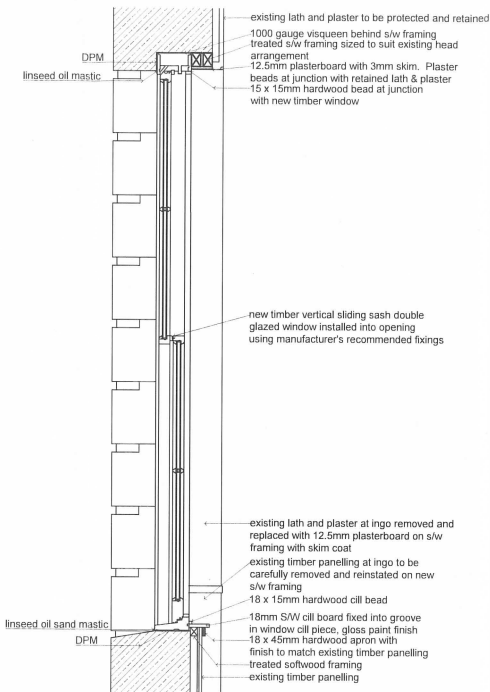
JOB	Ayr Grammar School		
DRAWING	Restaurant Montage		
SCALE	NTS	DRAWN	DATE
		GF	Oct 23
DRAWING NO	6481.P13		REV
CLIENT	Creative Designs Ltd.		

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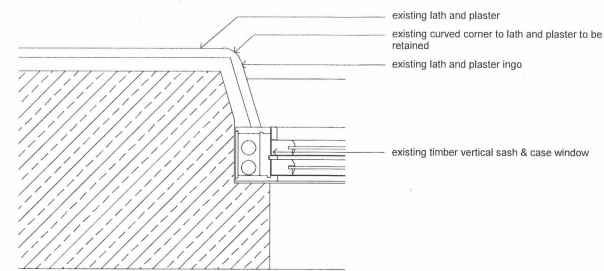




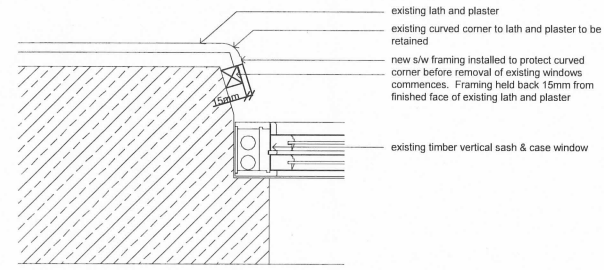
Detail 12 - Elevation of Typical Window (4 over 4) 1:20



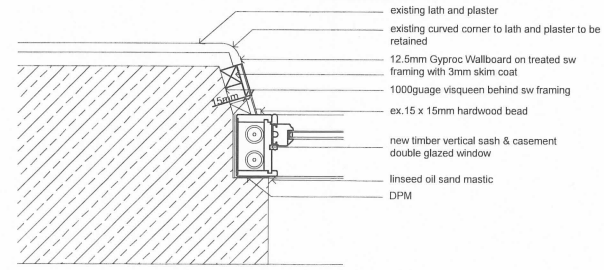
Detail 14 - Section Through Typical Window (4 over 4) 1:20



Detail 1 - Plan at Jamb with Curved Corner As Existing 1:10

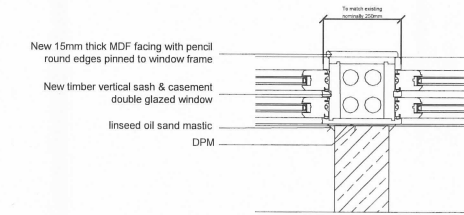


Detail 2 - Plan at Jamb During Removal/ Reinstatement 1:10

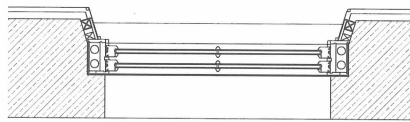


Detail 3 - Plan at Jamb with Curved Corner on Completion 1:10

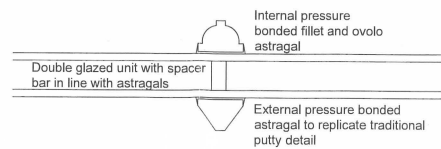
Detail 4 - Section Through Existing Timber Dado Rail 1:1



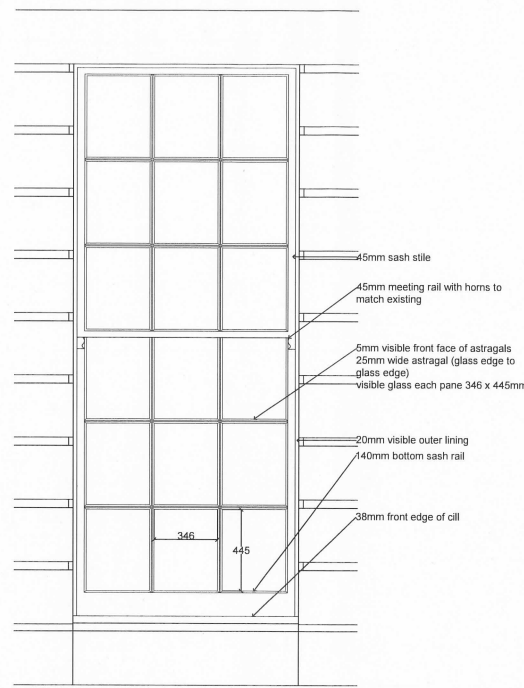
Detail 5 - Plan at Mullion Jamb 1:10



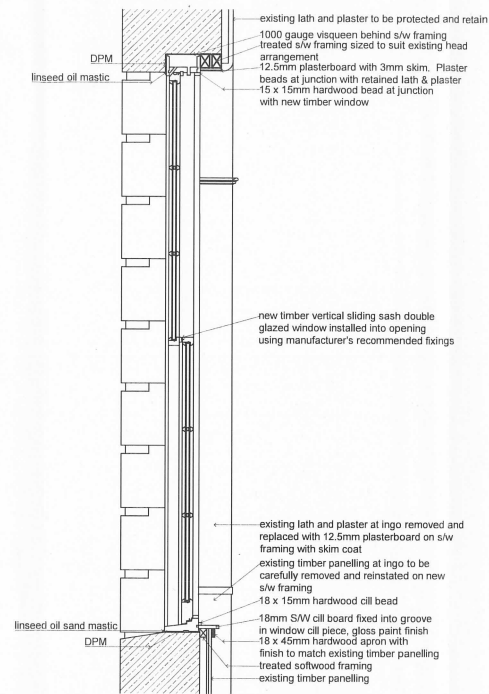
Detail 13 - Plan of Typical Window (4 over 4) 1:20



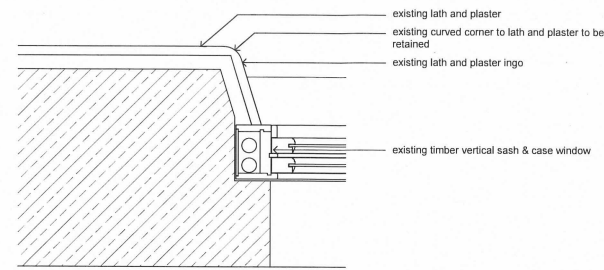
Detail 13A - Plan of Proposed Astragals (4 over 4) 1:2



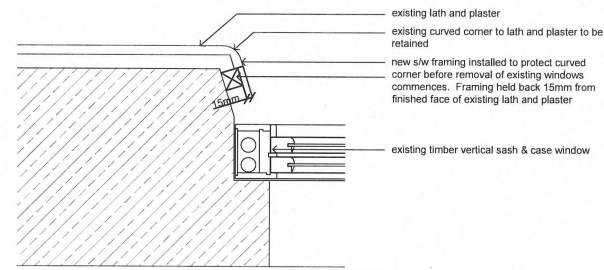
Detail 6 - Elevation of Typical Window (9 over 9) 1:20



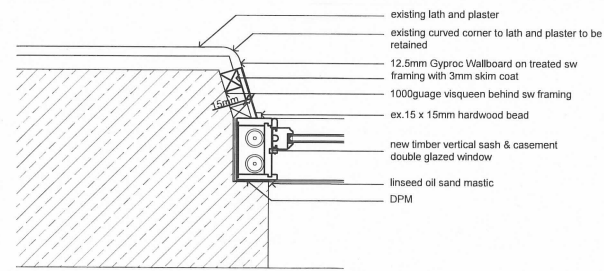
Detail 8 - Section Through Typical Window (9 over 9) 1:20



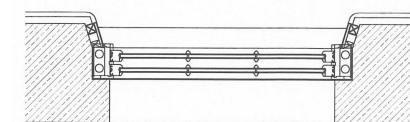
Detail 9 - Plan at Jamb with Timber Bead As Existing 1:10



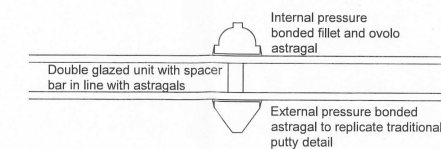
Detail 10 - Plan at Jamb During Removal/ Reinstatement 1:10



Detail 11 - Plan at Jamb with Timber Bead on Completion 1:10



Detail 7 - Plan of Typical Window (9 over 9) 1:20

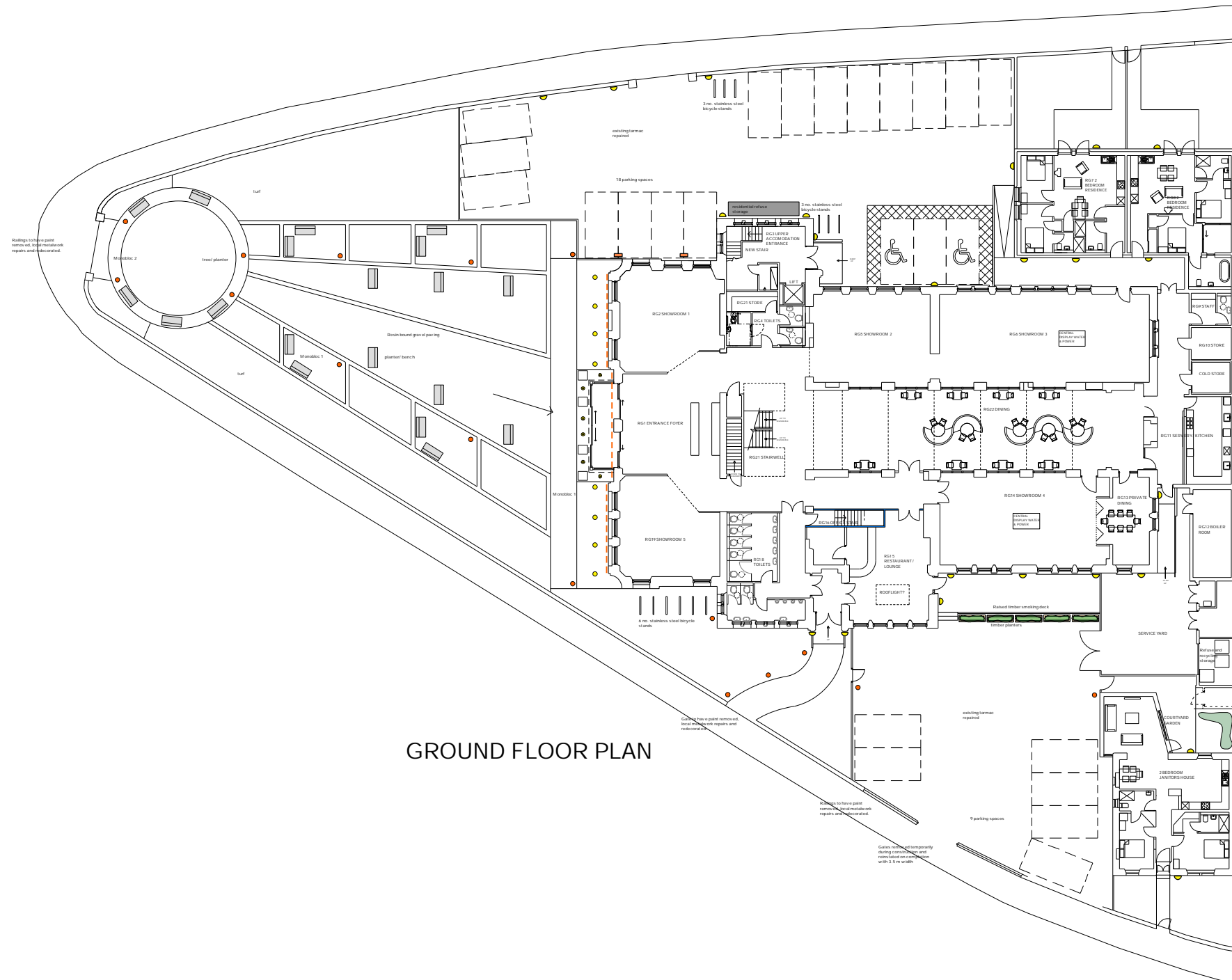


Detail 7A - Plan of Existing Astragals (9 over 9) 1:2






JOB	Ayr Grammar School		
DRAWING	Replacement window details		
	As Proposed		
SCALE	various @ A1	DRAWN	DATE
		KM	Dec 23
DRAWING NO	6481.P14	REV	
CLIENT	Carrick Designs Ltd.		

TRANSPORT STATEMENT

- APPENDIX 1A
- 1B
- 1C



GROUND FLOOR PLAN

- External lighting legend
-  Wall mounted circular bulkhead
 -  Stainless steel bollard light
 -  Uplight flood to facade
 -  Recessed downlight
 -  LED strip to high level cornice

JOB	Ayr Grammar School		
DRAWING	Site Plan		
External lighting			
SCALE	1:100 @ A0	DRAWN	DATE
		KM	Oct 23
DRAWING NO	6481.P15	REV	
CLIENT	Creative Designs Ltd.		



GORDON FLEMING
ARPL ARCHITECTS
11 WELLINGTON SQUARE
AYR
KA7 1EN



MICHAEL S EVANS
meicplan.associates
BA (Econ); Dip TP, MRTPI, MCIM
PLANNING CONSULTANT
'TY-NEWYDD'
11 MURCHIE DRIVE
KINGS MEADOW
PRESTWICK
KA9 2ND

