

This statement addresses the transport and highway concerns raised in connection with application 25/00541/FUL.

Rationale for Avoiding a TRICS Survey

We believe that a TRICS survey is not justified. The proposed building houses an existing operation, meaning the survey represents an unnecessary and avoidable cost with no benefit to the assessment.

The purpose of this application is not to introduce a new or additional transport demand. Instead, it seeks permission for a purpose-built structure to house an existing dance studio operation which currently runs on the site in cohesion with the established Football Club.

A TRICS survey isn't needed because the current operation is already proof it works. The studio has a fixed timetable and attendance that successfully runs alongside the Football Club. This existing hard data is much more useful than a costly, theoretical model that the client wants to avoid.

Existing and Proposed Operational Facts

The key transport consideration is that the application proposes no increase in overall operational capacity or trip generation for the combined site:

- **No Additional Classes:** We are not proposing any expansion in the number of classes, student capacity, or operating hours for the dance studio.
- **Fixed Attendance:** Dance classes are, and will remain, strictly limited to a maximum of 40 children at any given time.
- **Minimal Weekday Conflict:** The Football Club has very limited weekday attendance, typically only opening the clubhouse and bar on specific, non-training days. For example, on Tuesdays, the football team trains, but the clubhouse and bar are closed, negating potential conflicts.
- **Peak Conflict Mitigation:** The only regular, scheduled overlap occurs on Wednesdays between the end of the dance classes and the start of the Football Club's bingo event. To proactively alleviate any potential congestion on the access road during this period, we propose to stagger the bingo start time by 15 minutes, which can be conditioned if the application is to be approved.

The operational schedule for the existing dance classes, which will remain unchanged, is provided below for reference:

Day	Time	Class Name	Time (Continuation/Alternative)	Class Name (Continuation/Alternative)
MONDAYS	16:00	P/L	4:30 PM - 5:00 PM	STAGE CLASS
	5:00 PM - 6:00 PM	SENIOR CLASS		
	6:00 PM - 6:30 PM	LYRICAL		
	6:30 PM - 7:30 PM	FLEX		
	7:30 PM - 8:00 PM	JUNIOR DUETS & TRIOS		
	7:30 PM - 8:00 PM	JUNIOR TROUPES		
TUESDAYS	4:00 PM - 5:00 PM	JUNIOR MUSICAL THEATRE		
	4:30 PM - 5:30 PM	PRIMARY BALLET	4:30 PM - 5:30 PM	GRADE 1 BALLET
	5:00 PM - 5:45 PM	LEVEL 2 ACRO	5:15 PM - 5:30 PM	BREAK
	5:30 PM - 6:30 PM	JUNIOR MODERN	5:30 PM - 6:00 PM	INTER MUSICAL THEATRE
	6:00 PM - 6:45 PM	PERFORMANCE SQUAD		
	6:45 PM - 7:15 PM	JUNIOR COMMERCIAL *	6:45 PM - 7:15 PM	LEVEL 3 ACRO
	7:15 PM - 7:45 PM		7:15 PM - 7:45 PM	INTER COMMERCIAL
WEDNESDAYS	4:00 PM - 5:00 PM	LB P/L		
	4:45 PM - 5:15 PM	ARB P/L	4:45 PM - 5:15 PM	SM P/L
	5:00 PM - 5:30 PM	RB P/L		
	5:30 PM - 6:30 PM	FIT		
	6:30 PM - 7:00 PM	GRADE 3 BALLET		
	7:00 PM - 7:30 PM	CONTEMPORARY		
	7:00 PM - 7:30 PM	INTER TROUPE		
	7:30 PM - 8:00 PM	INTER DUETS / TRIOS		
THURSDAYS	4:00 PM - 5:00 PM	PRIMARY FESTIVAL TROUPE		
	4:00 PM - 5:00 PM	PRIMARY FESTIVAL DUETS/TRIOS		
	5:00 PM - 6:00 PM	PRIMARY SOLOS		
	5:00 PM - 6:00 PM	GRADE 3 TAP		
	6:00 PM - 7:00 PM	DEEP POINTE / POINTE		
	6:00 PM - 7:00 PM	INTER MODERN		
	7:00 PM - 7:30 PM	AH P/L		
FRIDAYS	7:30 PM - 8:00 PM	SV P/L		
	4:00 PM - 5:00 PM	BABY BALLET & TAP		
	4:00 PM - 5:00 PM	MINI TRICKS & TUMBLES		
	5:00 PM - 5:30 PM	MINI MUSICAL THEATRE		
	5:30 PM - 6:00 PM	PREP BALLET & TAP		

This information confirms that the proposal is essentially a like-for-like replacement of an existing, proven transport footprint, with a clear mitigation strategy in place for the only known pinch point.

Conclusion

In summary, this proposal is an additional building, meaning the amount of traffic will not change. Because the studio has a fixed capacity and no intentions to provide additional classes and already runs smoothly next to the Football Club, we have strong, real-world data proving that this development won't create any new traffic problems. We're also taking the extra step of pushing back the Wednesday bingo start time to ensure everything runs smoothly during the only busy overlap. Since this is evident, we respectfully ask that you waive the TRICS survey requirement and approve the application, subject to the condition about adjusting the Wednesday schedule.