

**Plot C1, Llantarnam Park,  
Cwmbran**

*Transport Statement*



Transport Planning Consultants

Plot C1, Llantarnam Park,  
Cwmbran

*Transport Statement*

22<sup>nd</sup> July 2024

DN/NS/25222-01d Transport Statement

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*Prepared For:*

Opus Land Ltd on behalf of MGTS St  
John High Income Property ICVC  
Bank of New York Mellon  
(International) Ltd

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### 1.0 INTRODUCTION

1.1 DTA Transportation (DTA) have been commissioned by Opus Land Ltd on behalf of MGTS St John High Income Property ICVC Bank of New York Mellon (International) Ltd to assess the traffic and transport implications and to support an outline planning application for an employment use at Llantarnam Park, Cwmbran.

1.2 The description of development is:

*The erection of a new build, two-storey unit for use class B1/B2/B8, to provide operational/warehousing space and office accommodation together with associated yards and parking, located at Plot C1 Llantarnam Industrial Park, Cwmbran, Torfaen, NP44 3SE.*

1.3 A copy of the site layout plan is attached at **Appendix A**.

1.4 Pre-application advice has been provided by the Local Planning Authority and this includes comments from the Highway Authority. A copy of the pre-application advice is attached at **Appendix B**.

1.5 The site is allocated for employment use in the adopted Local Development Plan with a specific requirement for B1 uses (Policy EET1/4 Llantarnam Park C).

1.6 This Transport Statement (TS) has been prepared in accordance with Planning Policy Wales February 2021 and TAN 18. This TS includes the following headings:

Chapter 2:	Existing Conditions
Chapter 3:	Development Proposals
Chapter 4:	Traffic Generation and Impacts
Chapter 5:	Summary and Conclusions

1.7 It is proposed to serve the proposed development from the adjacent site access which falls within the same ownership.

1.8 A review of personal injury collision data has been undertaken which confirms that there are no significant existing road safety issues that would be affected by traffic from the development proposals. Overall, the proposed development provides suitable and safe access for all road users.



## 2.0 PLANNING POLICY

### 2.1 National Policy

#### *Planning Policy Wales (February 2021)*

2.1.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.1.2 Paragraph 4.1.10 states:

*"The planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:*

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car.*
- are designed in a way which integrates them with existing land uses and neighbourhoods; and*
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling."*

2.1.3 With regards to Active Travel, paragraph 4.1.33 states:

*"Development plans must identify and safeguard active travel routes and networks, including those identified in the Active Travel Network Maps required by the Active Travel Act, and support their delivery. As part of the selection of future development sites, priority should be given to sites which can be readily connected to existing active travel routes or future networks. New development should be integrated with active travel networks and contribute to their expansion and improvement, through the inclusion of well-designed routes and facilities as part of the schemes and financial contributions to pay for off-site connections."*

2.1.4 PPW also sets out the important role Transport Assessments make in setting out the scale of anticipated impacts of a proposed development. Paragraph 4.1.56 states:

*"Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately."*



#### ***Technical Advice Note 18: Transport***

2.1.5 The Technical Advice Note is read in conjunction with Planning Policy Wales. It provides guidance on:

- integration of land use and transport planning
- location of development
- regional transport plans
- parking
- design of development

2.1.6 It states, *"an efficient and sustainable transport system is a requirement for a modern, prosperous and inclusive society"*.

2.1.7 In terms of Assessing Impacts and Managing Implementation, the Note states *"Developers should be required by local authorities to submit transport assessments to accompany planning applications for developments that are likely to result in significant trip generation"*.

2.1.8 Annex D of the Note refers to Transport Assessments (TA), which are required to clearly set out what the potential impact of a proposed development is likely to be so that they are easily understood.

## **2.2 Local Policy**

### ***Torfaen County Borough Council Local Development Plan***

2.2.1 The current Local Development Plan (LDP) was adopted on the 3 December 2013 and identifies where new developments such as housing, employment, community facilities, and roads, will go. It provides a framework for local decision-making and brings together both development and conservation interests to ensure that any changes in the use of land are coherent and provides maximum benefits to the community.

2.2.2 The development site is allocated for B1 employment development under Policy EET1/4 – Llantarnam Park C – 1.4ha.

2.2.3 Key transport policies include:



### *T1 – Transport Improvements.*

*T1. Transport Improvements Land is or will be safeguarded for the construction of the following proposed major transport improvement schemes; development that would be likely to prejudice their implementation will not be permitted:*

- 1. North Torfaen Highway and Public Transport Improvements (mainly A4043 & B4246 corridors).*
- 2. Pontypool & New Inn Park and Ride / Share Facility.*
- 3. Cwmbran Town Centre Improvements; and*
- 4. Llanfrechfa Grange Link Road, Llanfrechfa Similarly, developments that would require any of the above schemes to be implemented, on highway safety and efficient movement of traffic grounds (as evidenced by a Traffic Impact Assessment), will not be permitted unless the improvement is implemented as part of the proposal, or a proportional financial contribution is made towards their implementation within a reasonable time period.*

### *T2. Safeguarding Former Transport Routes*

*1. The following former railway lines, where they have not already been lost to permanent development, are safeguarded from development that would be likely to prejudice their future transport use:*

*1a. The National Cycle Route Network 49/492 former 'High Level' (Mineral) railway line between Waunavon and the British Strategic Action Area, Talywain for an extension of the Pontypool & Blaenavon Railway Co Ltd; and*

*1b. The 'Low Level' railway line between Blaenavon and Pontypool.*

*2. The Monmouthshire and Brecon Canal is safeguarded from development that is likely to prejudice its reopening to navigation or its regeneration. This includes: current navigable sections, maintaining height clearances, locks that need reopening / providing and land required for any canal realignments or ancillary features such as basins, water ponds & culverts, boat transfer points, etc. New developments adjacent to these safeguarded routes or that will benefit from the transport improvement will be expected to either undertake them or make an appropriate financial contribution towards their implementation and, if appropriate, their future maintenance.*

### *T3. Walking and Cycling Routes*

*Land is safeguarded to facilitate the following improvements to the cycle route network:*

- 1. National Cycle Route Network 492 Varteg Road Bridge to Blaenavon Town Centre.*
- 2. National Cycle Route Network 492 to Abersychan Town Centre.*
- 3. Abersychan Town Centre to National Cycle Route Network 492 at Merchant's Hill, Pontypool.*
- 4. Pontypool & New Inn Train Station to Pontypool Town Centre.*
- 5. Pontypool & New Inn Train Station to Mamhilad - scheme to be agreed; and*
- 6. Usk (Monmouthshire) to Coed-y-Gric Road, Griffithstown. Where possible, walking and cycling*



*routes should be made inclusive in terms of accessibility by all user groups.*

#### *BW1 Part E Design and Transport*

- i) The proposal should be designed in accordance with the relevant national and local highway design guidance and where appropriate, the Council's adopted parking / cycling provision standards.*
- ii) The proposal ensures that new access roads within the development layout connect the development to a range of services and facilities and are designed to promote the interests of pedestrians, cyclists and public transport before the private car.*
- iii) Where access onto an existing highway is required, the proposal takes account of restrictions relevant to the class of road as designated in the road hierarchy, ensuring movements and speeds are controlled through appropriate design, in order to ensure highway safety and protect amenity.*
- iv) The road network is capable of safely and effectively sustaining the scale and nature of additional traffic generated by the proposal and allows for adequate servicing throughout the proposal, with a Transport Assessment being provided where appropriate.*
- v) It has been demonstrated that where a significant number of freight trips will be generated, the least environmentally damaging transport mode and route will be utilised, wherever possible; and*
- vi) The proposal is informed by a Green Travel Plan where appropriate.*

#### ***Torfaen County Borough Council Supplementary Planning Guidance***

2.2.4 Supplementary Planning Guidance (SPG) are documents produced by the Council to give guidance to the public, applicants and developers when making planning applications. SPG provides supplementary information in respect of the policies in the adopted Torfaen Local Development Plan.

2.2.5 Annex 2 of the document provides guidance on highways and transport. It states:

*"The nature and extent of obligations for highways and transport will be informed, where relevant, by a Transport Statement submitted to accompany a planning application. The Transport Statement should include an evidence based estimate of the modal split of trips to be generated by the development expressed as the percentage of journeys by private car transport and the percentage of travel by other modes, namely public transport, walking and cycling.*

*Account will be taken with regard to the trips generated by existing land uses / operations on a proposed development site to ensure that any obligation fairly reflects the additional trip impact arising from the development proposal."*





#### 2.2.6 It further goes on to say:

*"Developers will be expected to provide parking and access, including any works to the highway necessary to construct access to the site and connection with any adjacent footway. Development will also be required to include pedestrian and cycle access, in addition to any principal access where these would provide more direct and convenient routes to and from the development for cyclists and people on foot."*

*"In designing for the provision of parking, developers will need to have regard to the Council's 'CSS Wales / CSS Cymru - Wales Parking Standards 2014' SPG (adopted September 2016) (and any subsequent replacement document adopted as SPG)."*

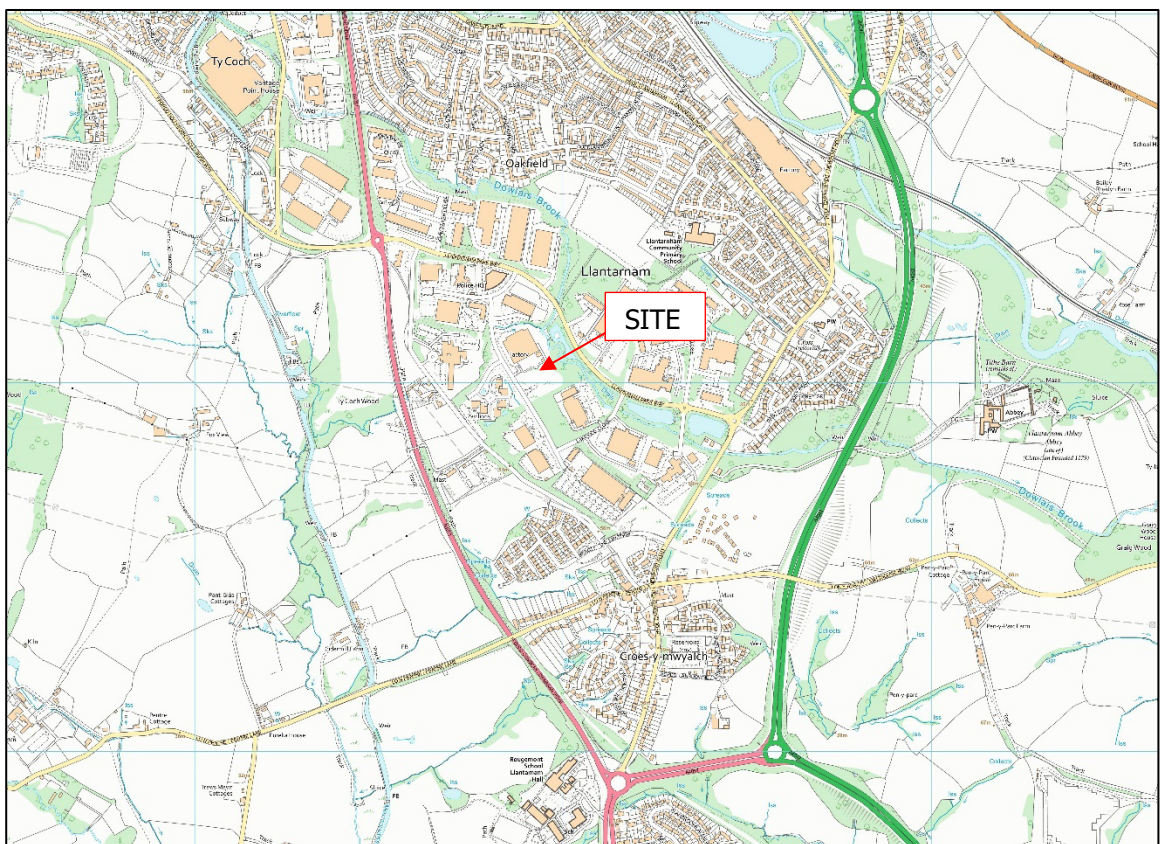


### 3.0 EXISTING TRANSPORT CONDITIONS

#### 3.1 Site Location

3.1.1 The site is located in an established employment area. It is approximately 2.5km from the town centre. It is bound by an employment site to the north, Llantarnam Park Way to the east, and Lakeside Glanllyn to the south and west. The site location is shown on **Figure 1**.

**Figure 1** – Site Location



#### 3.2 Local Highway Network

3.2.1 The site is accessed from Lakeside Glanllyn which provides access to a number of employment buildings. It is a single carriageway, subject to a 30mph speed limit with street lighting and footway provision on both sides of the road. It routes between Llantarnam Park Way to the north and Lakeside Close to the south-east.

3.2.2 Llantarnam Park Way is a single carriageway road with an east-west alignment. It is subject to a 30mph speed limit, street-lit with a footway consistently provided along its northern side. Llantarnam Park Way forms the eastern arm of the A4051 / Hollybush



Way four-armed roundabout to the west. At its eastern end, it forms the western arm of the Newport Road/ Cory Park four-arm roundabout.

### 3.3 Personal Injury Collision Data

3.3.1 Personal injury collision data has been reviewed on [www.crashmap.co.uk](http://www.crashmap.co.uk) for the latest five-year period. There were no recorded collisions along Lakeside Glanllyn. There was one slight collision at the Lakeside Glanllyn/ Llantarnam Park Way junction. The collision occurred in 2022 and involved two vehicles and one casualty.

3.3.2 There was one slight collision at the A4051/ Llantarnam Park Way roundabout. The collision occurred in 2019 and involved three vehicles and two casualties.

3.3.3 The location of the collisions is shown on **Figure 2** below.

**Figure 2 – Accident Plot**



3.3.4 On this basis, there are no specific accident issues or blackspots which need to be investigated further.



### 4.0 ACTIVE TRAVEL MODES

#### 4.1 Pedestrian and Cycle Access

4.1.1 Footway provision is provided on both sides of the carriageway along Lakeside Glanllyn. There is a continuous footway on the northern side of the Llantarnam Park Way and dropped tactile paving is located on the Llantarnam Park Way arm and A4051 North arm of the A4051/ Llantarnam Park Way roundabout, the entrance to Llantarnam Trade & Industrial Park, and Lakeside Court.

4.1.2 There is a shared footway/ cycleway along the northern side of Llantarnam Park Way from the A4051 roundabout to the Gwent Police Headquarters. A short section of the shared footway/ cycleway is provided on the southern side of Llantarnam Park Way from the bus stop to the Police Headquarters.

4.1.3 National Cycle Network Route 49 located to the west of the site runs north-south along the Monmouthshire and Bredon Canal. It is an off-road route between Abergavenny and Newport. The route in relation to the site is shown on **Figure 3** below.

**Figure 3** – NCN Route 49



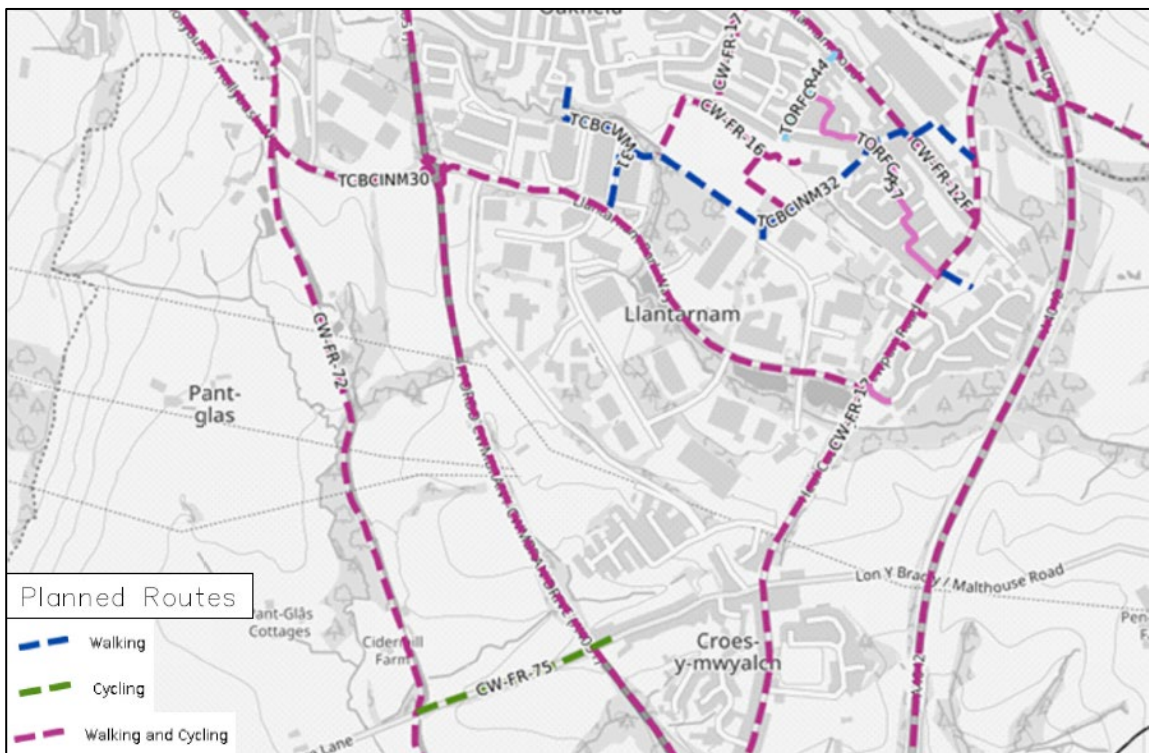
## Plot C1, Llantarnam Park, Cwmbran

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- 4.1.4 Legislation is in place requiring all local authorities in Wales to continuously improve their Active Travel routes, and plan how routes will join up to form networks so that people can more easily get around by cycle or as a pedestrian. The legislation requires that councils to consult the public during the process of updating their Active Travel Network Map (ATNM), these maps show where walking and cycling routes are identified.
- 4.1.5 Torfaen Borough Council have mapped, planned, improved and promoted routes deemed suitable for active travel. **Figure 4** below shows the proposed walking, cycling and shared use routes in relation to the proposed development.

**Figure 4** – Active Travel Network – Proposed Routes



- 4.1.6 The plan above shows that Llantarnam Park Way, the A4051 and Newport Road are all planned for shared use routes.

## 4.2 Public Transport Provision

### Bus

- 4.2.1 The nearest bus stops are located on Llantarnam Park Way around 550m to the north of the site. The bus stop is served by the 23 bus service which operates between Hereford and Newport at a frequency of every 30 minute Monday to Saturday.

## Plot C1, Llantarnam Park, Cwmbran

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4.2.2 Further bus services are located on Newport Road approximately 950m to the north-east of the site. The stop is served by X3 which routes from Pontypool to Cardiff at a frequency of every 60 minutes Monday to Saturday.

#### **Rail**

4.2.3 The nearest railway station is Cwmbran approximately 2.8km to the north of the site. The station has a ticket office and machines, toilets, waiting rooms, shops, car park (76 spaces), cycle parking (8 stands) and access for the mobility impaired.

4.2.4 The station provides regular services to Manchester Piccadilly, Cardiff Central and Holyhead.



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## 5.0 DEVELOPMENT PROPOSALS

### 5.1 Overview

5.1.1 The proposals comprise of a single occupancy unit of B1/ B2 and B8 uses with a total floor area of 5,300sqm. A copy of the site layout plan is attached at **Appendix A**.

### 5.2 Vehicular Access

5.2.1 It is proposed to serve the proposed development from the adjacent site access which falls within the same ownership.

### 5.3 Vehicular Tracking

5.3.1 A tracking exercise has been undertaken for a 16.5m articulated lorry to ensure it can manoeuvre into and out of the site. The tracking is shown on **Drawing 25222-01**.

### 5.4 Car and Cycle Parking Provision

5.4.1 Car and cycle parking standards are set out in CSS Wales Parking Standards (2014). The development site is considered to be located within Zone 4 – Suburban or Near Urban.

5.4.2 For Industrial, non-operational, the standards are 1 space per 120sqm. This equates to 42 spaces. For Industrial Warehouse, non-operational, the standards are 1 space per 140sqm. This equates to 36 spaces.

5.4.3 The indicative masterplan for the industrial warehouse includes 32 spaces plus two disabled bays and four EV charging spaces, totalling 38 spaces.

5.4.4 The indicative masterplan for the warehouse use includes 30 spaces plus two disabled spaces and four EV charging spaces, totally 36 spaces.



**6.0 TRAFFIC GENERATION AND IMPACT**

**6.1 Proposed Traffic Generation**

6.1.1 The proposals comprise of a 5,300sqm of B1/ B2 and B8 uses. To assess the potential traffic movements from the development, the TRICS database (online 7.10.4) was interrogated. Given the land uses proposed on the site, the database was interrogated for surveys for 'Land Use 02 – Employment/ C – Industrial Estate', and 'Land Use 02 – Employment/ F – Warehousing (Commercial)', with sites in London, Scotland, Ireland manually excluded. The resulting TRICS printout are attached at **Appendix C**.

6.1.2 The vehicle and HGV trip rates for B8 Warehousing is summarised in **Table 4**. The resulting trip generation is summarised in **Table 5**.

**Table 4 – Vehicle and HGV Trip Rates – B8**

	Cars and LGV Trip Rates			HGV Trip Rate		
	In	Out	Total	In	Out	Total
08:00-09:00	0.105	0.055	0.160	0.043	0.063	0.106
17:00-18:00	0.036	0.115	0.151	0.061	0.042	0.103
07:00-19:00	1.574	1.270	2.844	0.783	0.872	1.655

**Table 5 – Vehicle and HGV Generation – B8**

	Cars and LGV Traffic Generation			HGV Traffic Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	6	3	9	2	3	5
17:00-18:00	2	6	8	3	2	5
07:00-19:00	83	67	150	41	46	87

6.1.3 Based on the B8 trip rates, the site is forecast to generate 13-14 two-way vehicle trips during the morning peak and evening peak. Over a 12-hour period the site is forecast to generate 237 two-way vehicle trips.

6.1.4 The vehicle and HGV trip rates for B2 is summarised in **Table 6**. The resulting trip generation is summarised in **Table 7**.

**Table 6 – Vehicle and HGV Trip Rates –B2**

	Cars and LGV Trip Rates			HGV Trip Rate		
	In	Out	Total	In	Out	Total
08:00-09:00	0.352	0.030	0.382	0.027	0.019	0.046
17:00-18:00	0.071	0.303	0.374	0.002	0.000	0.002
07:00-19:00	1.606	1.550	3.156	0.307	0.233	0.540





**Table 7 – Vehicle and HGV Generation – B2**

	Cars and LGV Traffic Generation			HGV Traffic Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	19	1	20	1	1	2
17:00-18:00	4	16	20	0	0	0
07:00-19:00	85	82	167	16	12	28

6.1.5 Based on the B2 trip rates, the site is forecast to generate 22 two-way vehicle trips during the morning peak and 20 two-way vehicle trips during the evening peak. Over a 12-hour period the site is forecast to generate 195 two-way vehicle trips.

## 6.2 Distribution and Assignment

6.2.1 Distribution of the development traffic has been assessed using the Census Journey to Work data (2011) for the Super Middle Output Area of Torfaen 013 in which the site is located. A breakdown of the distribution trips from this area is summarised in **Table 7** below.

**Table 7 – Distribution – Torfaen 013**

Destination	Percentage
Blaenau Gwent	5%
Bridgend	1%
Caerphilly	11%
Cardiff	6%
Merthyr Tydfil	1%
Monmouthshire	7%
Newport	17%
Powys	1%
Rhondda Cynon Taf	3%
The Vale of Glamorgan	2%
Torfaen	43%
Other	4%
Total	100%

6.2.2 The traffic has been assigned to the local road network using the most direct route (shortest journey time) informed by the Google journey planner. This does not fully take into account congestion levels on the local road network. The resulting distribution is summarised in **Table 8** below and the distribution outputs are attached at **Appendix D**.



**Table 8 – Traffic Distribution**

Destination	Percentage	Trips AM Peak (08:00-09:00)	Trips PM Peak (17:00-18:00)
Llantarnam Park Way West	73%	16	15
• A4051 North	14%	3	3
• A4051 South	55%	12	10
• Hollybus Way	4%	1	1
Lakeside Close	27%	6	5
• Newport Road North	27%	6	5

**6.3 Traffic Impact**

- 6.3.1 The development is forecast to generate 22 two-way vehicle trips during the morning peak and 20 two-way vehicle trips during the evening peak. Based on the distribution using the census journey to work data, the site is forecast to generate 16 two-way vehicle trips along Llantarnam Park Way towards the A4051 roundabout during the morning peak and 15 two-way vehicle trips during the evening peak. This equates to an additional vehicle every 4 minutes.
- 6.3.2 The site is forecast to generate 6 two-way vehicle trips along Lakeside Close towards Newport Road North during the morning peak and 5 two-way vehicle trips during the evening peak. This equates to an additional vehicle every 10 minutes.
- 6.3.3 The traffic generation confirms that the site would generate minimal vehicular movements onto the local highway network and would not have any material impact on the local highway network.
- 6.3.4 It is concluded that the traffic generation from the development proposals are modest and would not have a material impact on the operation of the local road network, and therefore no junction assessments are required.



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## 7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement has been prepared by DTA to review the transport implications of proposals for employment uses at Llantarnam Park, Cwmbran.
- 7.2 The proposals comprise of a single occupancy unit of B1/ B2 and B8 uses with a total floor area of 5,300sqm.
- 7.3 The site is located in an established employment area. It is approximately 2.5km from the town centre. The nearest bus stops are located on Llantarnam Park Way around 550m to the north of the site. The bus stop is served by the 23 bus service which operates between Hereford and Newport at a frequency of every 30 minute Monday to Saturday. There is a good network of footpaths.
- 7.4 A review of personal injury collisions has identified no specific accident issues or blackspots which need to be addressed as a result of the proposed development.
- 7.5 It is proposed to serve the proposed development from the adjacent site access which falls within the same ownership. It is considered the proposals are in accordance with Policy BW1 Part E Design and Transport (ii) and (iii) of the Torfaen County Borough Council Local Development Plan.
- 7.6 The proposed car parking provision has been provided in accordance with the relevant Parking Standards and is therefore in accordance with Policy BW1 Part E Design and Transport (i) of the Torfaen County Borough Council Local Development Plan.
- 7.7 The traffic generation for the existing uses on site and the proposed uses has been calculated. The development is forecast to generate 21 two-way vehicle trips during the morning peak and 19 two-way vehicle trips during the evening peak. The development proposals will not generate significant freight trips.
- 7.8 Based on the distribution using the census journey to work data, the site is forecast to generate 15 two-way vehicle trips along Llantarnam Park Way towards the A4051 roundabout during the morning peak and 14 two-way vehicle trips during the evening peak. This equates to an additional vehicle every 4 minutes.

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- 7.9 The site is forecast to generate 6 two-way vehicle trips along Lakeside Close towards Newport Road North during the morning peak and 5 two-way vehicle trips during the evening peak. This equates to an additional vehicle every 10 minutes.
- 7.10 The traffic generation of the site confirms that the site will generate minimal vehicular movements onto the local highway network and would not have any material impact on the local highway network. It is considered that the development proposals are in accordance with Policy BW1 Part E Design and Transport (iv) of the Torfaen County Borough Council Local Development Plan.
- 7.11 On the basis of the above, it is therefore concluded that there are no reasons in transport terms why the relevant planning application should not be consented.

## Drawings

LAKESIDE ROAD

MCC LABELS

MCC LABELS

EV  
EV  
EV  
EV

PARKING

SERVICE YARD  
AREA - c.2,000 sq m

EV  
EV  
EV  
EV

PARKING

SERVICE YARD  
AREA - c.2,000 sq m

INDICATIVE DEVELOPMENT LAYOUT  
SIDE LOADED UNIT  
GIA : 5,056 sq m  
GEA : 5,254 sq m

INDICATIVE DEVELOPMENT LAYOUT  
SIDE LOADED UNIT  
GIA : 5,056 sq m  
GEA : 5,254 sq m

FIRST FLOOR  
OFFICE / AMENITY  
GIA : 471 sq m

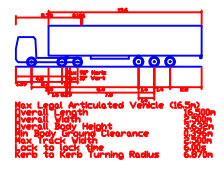
FIRST FLOOR  
OFFICE / AMENITY  
GIA : 471 sq m

GROUND FLOOR  
PRODUCTION / STORAGE GIA : 4,585 sq m

GROUND FLOOR  
PRODUCTION / STORAGE GIA : 4,585 sq m

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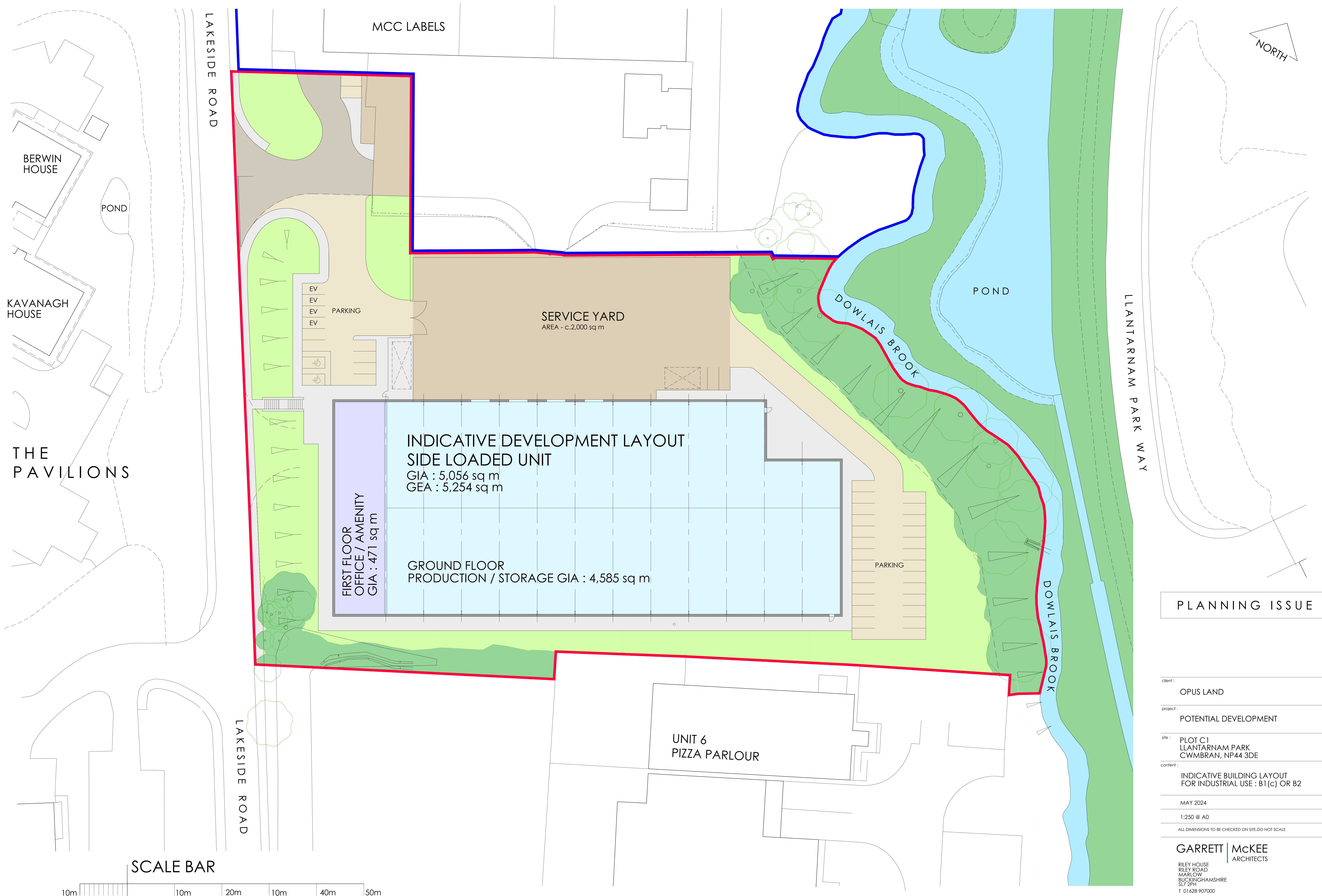


REV	DESCRIPTION	DRAWN	INITIALS	DATE

Forester House, Doctors Lane,  
Henley in Arden,  
Warwickshire B95 5AW  
Tel: +44(0)1564 793598  
Fax: +44(0)1564 793983  
www.dta-transportation.co.uk

JOB TITLE Plot C1, Llantarnam Park, Cwmbran		CLIENT Opus Land	
DRAWING TITLE HGV Tracking Plan			
SCALE 1/500 @ A3	DRAWN BY NS	DATE July 2024	DRAWING No 25222-01
			REVISION

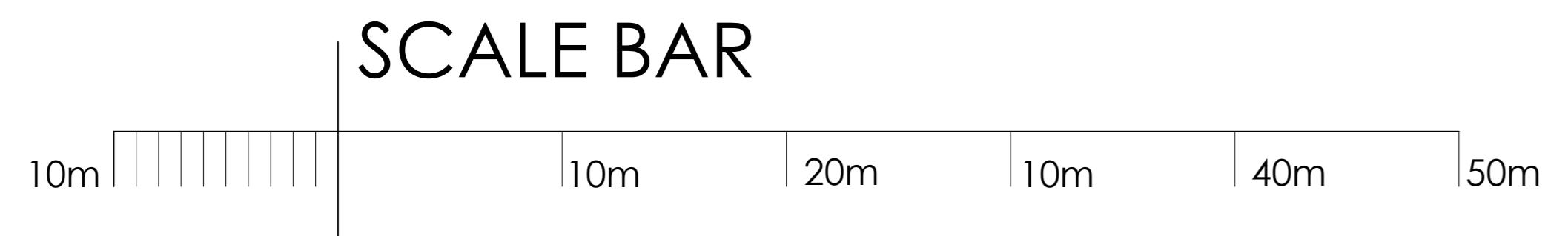
## Appendix A



PLANNING ISSUE

client : OPUS LAND  
 project : POTENTIAL DEVELOPMENT  
 site : PLOT C1  
 LLANTARNAM PARK  
 CWMBRAN, NP44 3DE  
 content : INDICATIVE BUILDING LAYOUT  
 FOR INDUSTRIAL USE : B1(c) OR B2  
 MAY 2024  
 1:250 @ A0  
 ALL DIMENSIONS TO BE CHECKED ON SITE.DO NOT SCALE

**GARRETT | McKEE**  
 ARCHITECTS  
 RILEY HOUSE  
 RILEY ROAD  
 MARLOW  
 BUCKINGHAMSHIRE  
 SL7 2PH  
 T 01428 907000  
 rev.no : 2540/PL204





## **Appendix B**

Your ref/Eich cyf: 23/PE/0431/PREA PP  
Our ref/Ein cyf: 23/PE/0431/PREA PP  
Date/Dyddiad: 13 September 2023

Please contact/Cysyllter â: Mr Justin Jones  
Direct line/Llinell ffôn: 01495 742849  
Direct fax/Llinell ffacs: 01633 647328  
Email/Ebost: [planning@torfaen.gov.uk](mailto:planning@torfaen.gov.uk)

Lauren McCullagh  
Lambert Smith Hampton  
Interchange Place  
Edmund Street  
Birmingham  
B3 2TA

Dear

**RE: Proposed development of a new build B1/B2/B8 unit**  
**AT: Plot C1 Llantarnam Industrial Park Cwmbran Torfaen NP44 3SE**

<b>1.</b>	<b>Our advice is based on the following information:</b>				
	<b>Proposed site plan; Site Location plan; Covering letter</b>				
<b>2.</b>	<b>Site History</b>				
	App Number	Proposal	Status	Received Date	Decision Date
	93/P/18360	formation of plateaux for future industrial development and infrastructure works	APPC ON	01.09.1993	07.10.1993
<b>3.</b>	<b>Relevant Planning Policies:</b>				
	<a href="#">Future Wales: The National plan 2040</a> <a href="#">Planning Policy Wales Ed. 11</a> <a href="#">Adopted Torfaen Local Development Plan (to 2021)</a> S2 (Sustainable Development), S3 (Climate Change), S4 (Placemaking / Good Design), S7 (Conservation of the Natural and Historic Environment),				

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	<p>S8 (Planning Obligations),  General Policy BW1 (General Policy - Development Proposals) topic policies  EET1 (Employment Allocations in the Cwmbran Area) and  BG1 (Locally Designated Sites for Biodiversity and  Geodiversity)</p> <p><a href="#">Supplementary Planning Guidance</a>  Green Infrastructure;  Biodiversity, ecosystem resilience and development;  Revised Planning obligations  TCBC/CSS Wales: Wales Parking Standards</p>						
<p><b>4.</b></p>	<p><b>Consultation Responses:</b></p> <table border="0"> <tr> <td data-bbox="288 667 719 696">Drainage Officer</td> <td data-bbox="751 667 1517 696">No reply received</td> </tr> <tr> <td data-bbox="288 741 719 770">Ecology Officer</td> <td data-bbox="751 741 1517 1809"> <p>Should this application progress a full Preliminary Ecological Appraisal (PEA) will be required. This will help identify any likely ecological constraints that may be associated with the proposals for this site. It will also provide recommendations for any required mitigation as well as biodiversity enhancements. This aspect is vital in order to ensure we can demonstrate compliance with our Section 6 Public Bodies Biodiversity Duty under the Environment (Wales) Act 2016. The PEA will also identify any additional species specific surveys that may be required such as for protected species. The information provided within the PEA alongside any further required survey work will also help demonstrate we are following the stepwise approach, to maintain and enhance biodiversity and build resilient ecological networks, as outlined in section 6.4.21 of Planning Policy Wales 11.</p> <p>The PEA must be carried out by an appropriately qualified ecologist in accordance with CIEEM guidelines and include a data search with SEWBRc. It must recognise all legislation relating to Wales. It must be carried out during optimum survey season (late April/May to End August/early September). The report must be submitted for approval prior to determination.</p> <p>For the woodland on site a tree protection plan and RPZ plan must be submitted. The PEA should cover any mitigation required for any proposed loss of trees. Wherever possible the design should look to incorporate as much of the existing woodland as possible to reduce ecological impact.</p> <p>The CEMP would also need to indicate pollution prevention measures to ensure no materials from construction work can enter the nearby watercourses in any way.</p> </td> </tr> <tr> <td data-bbox="288 1861 719 1890">South Wales Fire &amp; Rescue Service</td> <td data-bbox="751 1861 1517 1890">No reply received</td> </tr> </table>	Drainage Officer	No reply received	Ecology Officer	<p>Should this application progress a full Preliminary Ecological Appraisal (PEA) will be required. This will help identify any likely ecological constraints that may be associated with the proposals for this site. It will also provide recommendations for any required mitigation as well as biodiversity enhancements. This aspect is vital in order to ensure we can demonstrate compliance with our Section 6 Public Bodies Biodiversity Duty under the Environment (Wales) Act 2016. The PEA will also identify any additional species specific surveys that may be required such as for protected species. The information provided within the PEA alongside any further required survey work will also help demonstrate we are following the stepwise approach, to maintain and enhance biodiversity and build resilient ecological networks, as outlined in section 6.4.21 of Planning Policy Wales 11.</p> <p>The PEA must be carried out by an appropriately qualified ecologist in accordance with CIEEM guidelines and include a data search with SEWBRc. It must recognise all legislation relating to Wales. It must be carried out during optimum survey season (late April/May to End August/early September). The report must be submitted for approval prior to determination.</p> <p>For the woodland on site a tree protection plan and RPZ plan must be submitted. The PEA should cover any mitigation required for any proposed loss of trees. Wherever possible the design should look to incorporate as much of the existing woodland as possible to reduce ecological impact.</p> <p>The CEMP would also need to indicate pollution prevention measures to ensure no materials from construction work can enter the nearby watercourses in any way.</p>	South Wales Fire & Rescue Service	No reply received
Drainage Officer	No reply received						
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South Wales Fire & Rescue Service	No reply received						

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	<p>Economic Development</p> <p>Forward Planning (LDP/Policy)</p>	<p>Opus provide development services for AFH Wealth Management, the owners of MCC Labels.</p> <p>From an economic development perspective, my understanding is that the proposed development forms part of a wider growth and investment plan for MCC Labels and is bespoke to their requirements at Llantarnam Park.</p> <p>I cannot comment on the wider planning considerations, but would be supportive of the opportunity presented by the scheme to secure MCC's future growth and expansion within Torfaen</p> <p>Comments based upon completed Pre-Application Advice Request Form and accompaniments dated 14th July 2023. The proposal comprises the construction of a new two-storey building comprising a total of 5,671 sqm (GIA) to be used for B1/B2/B8 uses to facilitate the expansion of adjacent company MCC labels. Car parking is proposed to the south-east and south-west with a secure yard proposed to the west of the unit, containing two loading docks. Retaining structures would be required to address change in ground levels. The existing highways access would be relocated to facilitate the site layout and a second functional access from the existing MCC premises created.</p> <p>The site comprises made ground that has remained vacant for some time. The eastern section of the site comprises protected woodland and adjoins the Dowlais Brook thereby forming part of the watercourse corridor, which is designated as a SINC. The site itself is also designated as a SINC. The brook feeds into the River Usk Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). The eastern section of the site also flags as being subject to surface water flood risk.</p> <p>The current policy context against which an application would be determined comprises Future Wales: The National Plan 2040 and the adopted Torfaen Local Development Plan (to 2021) which remains extant until the Replacement Local Development Plan is adopted. Future Wales Policies 2 (Strategic Placemaking) and 9 (Resilient Ecological Networks and Green Infrastructure) are applicable alongside adopted Local Development Plan Policies S2 (Sustainable Development), S3 (Climate Change), S4 (Placemaking / Good Design), S7 (Conservation of the Natural and Historic Environment), S8 (Planning Obligations), General Policy BW1 (General Policy - Development Proposals) and topic policies EET1 (Employment Allocations in the Cwmbran Area) and BG1 (Locally Designated Sites for Biodiversity and Geodiversity). The site is allocated for employment use in the adopted Local Development Plan with a specific requirement for B1 uses (Policy EET1/4 Llantarnam Park C).</p> <p>These policies are supplemented by Planning Policy Wales (Ed. 11) (2021), and Technical Advice Notes. PPW 11 sets out national planning policy guidance on a wide range of land use topics and comprises a material consideration in the determination of planning applications. It identifies that planning authorities must follow a stepwise approach to maintain and enhance biodiversity and build resilient ecological networks by</p>
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	<p>ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for; enhancement must be secured wherever possible.</p> <p>Technical Advice Note 12: Design (2016) emphasises and provides guidance on the importance of high quality design in all scales of development. It identifies design as more than just aesthetics, incorporating social, environmental and economic aspects of a development.</p> <p>Technical Advice Note 23: Economic Development (2014) enables local authorities to guide economic development to the most appropriate locations, rather than prevent or discourage such development.</p> <p>Supplementary Planning Guidance The Council's Revised Planning Obligations SPG (Feb, 2023) makes provision for required off site ecological mitigation and maintenance payments that would be subject to legal agreement.</p> <p>Comments The site was considered during the recent Candidate Site process associated with the now withdrawn RLDP (2018-2033) with the following comment:</p> <p>"The site is located within an established employment location and comprises a pre-planned site within the business park. It relates well to the existing built form and would utilise existing infrastructure without exceeding capacity. The site has the potential to be connected to an Active Travel route. Public transport services are good although the bus stops are slightly further than desirable."</p> <p>Whilst the site is subject to a current allocation for B1 use only, the proposal for B1/B2/B8 to facilitate the expansion of the existing adjacent premises is considered acceptable in principle. Detailed consideration of potential impacts from B2 operations on neighbouring occupiers should be considered in line with Policy BW1.</p> <p>It should be noted that the ground is formed of reclaimed land and a Contaminated Land Assessment should accompany any planning application. Advice from the Environment Health Officer should be sought as required.</p> <p>A Flood Consequences Assessment should be submitted and advice sought from the Drainage Officer.</p> <p>Ecological considerations are extensive at this site and advice should be sought from the Council's ecologist regarding the necessary surveys and potential for mitigation.</p> <p>These initial comments are given without prejudice to any future consultation response when further details of the proposal are made available.</p> <p>Tree (Arboricultural) Officer                      No reply received</p>
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	<p>No third party consultation is undertaken at pre-application stage however neighbouring residential properties, the community council and local ward members would be consulted at a formal planning application stage and their comments may be material to the determination of a formal planning application. You are also advised to contact Welsh Water and other utility providers to establish the location of any apparatus that could be affected (LDP Policy BW1 criterion D) and to discuss arrangements for foul and surface water disposal as well as any other specific requirements they may have.</p>
<p><b>5.</b></p>	<p><b>Our initial views on the proposal:</b></p> <p><b>Land use</b> The adopted local plan allocates the site for B1 use, which is consistent with the other uses within the area. As the policy team has highlighted, a B2/B8 use could be accommodated on the site subject to mitigation on noise and disturbance.</p> <p><b>Transportation</b></p> <p>The site is well served by the existing road network, therefore access to the site is acceptable. Sweep path analysis should be submitted to demonstrate that the largest vehicles can safely access the site and exist in a forward gear.</p> <p>Parking provision The proposal suggest 91 spaces ( the plan show 64), however, once the land use is defined then the parking should accord with the council's approved parking standards.</p> <p>Active travel No information has been submitted to demonstrate how the development would promote non car use. National and local policies seek a step change by promoting the use of walking and cycling and this should be demonstrated in the design.</p> <p>To address the above points you should submit a transport statement demonstrating how the above has been achieved through your design, including an active travel strategy.</p> <p><b>Drainage and flood risk</b></p> <p><b>Ecology</b> The site is not located within a designated ecological sensitive area. However, there is a legal duty ( section 6 of the Environment (Wales) Act) and in planning policy ( policy 9 of the Future Wales and Policy S7 of the adopted LDP) to , as a minimum, to protect the existing ecological features of a site but ideally to enhance the ecological resilience.</p> <p>No technical information has been submitted to provide a base line of the existing ecological features of the site and this will be required as part of any submission. Given the context of the site I would expect that there are a number of opportunities to enhance the ecological characteristics of the site, through the use of green roofs, wild flowers and</p>

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bird/bat boxes (these will be subject to the advice of your ecologist). You will note the comment above from the council's ecological officer.

Given that the site is on made up land I would expect a soil resource survey to demonstrate that the existing soil can accommodate any proposed landscaping and where this cannot be achieved I expect details of the proposed soil.

There are a number of trees around the site and I would expect a tree survey of the affected trees along with an arboricultural method statement (AMS) and a tree protection plan (TPP).

### **Drainage and flood risk**

The proposal would be subject to the requirements of SAB approval, which covers matter of surface water drainage. As part of your submission I would expect a SAB compliance, set out in the manner of the draft TAN15.

It is important that as part of your surface water drainage strategy that consideration is given to the impact upon Dowlais Brook, including flow rates and any discharge

In addition I would expect details of the foul drainage system and connection points, you are advised to discuss this with Welsh Water in advance of submitting your application

### **Flood risk**

The site is bounded by Dowlais brook, as a result there is evidence of flooding within your site. The current map designates the flooding to be flood zone 'B'. However, given the nature of your proposal it is considered that you submit a Flood consequence assessment that can demonstrate the development and the risk from flooding can meet TAN15 requirements. Whilst the draft TAN15 has not been approved I would suggest you follow that guidance

### **Impact upon the adjoining uses**

The adjoining uses are primarily, B1 ( light industry/offices) your proposal for B1. Policy BW1 seeks to protect the amenity of existing uses. As part of your submission you will need to demonstrate that the proposed B2&B8 would not harm the operational ability of the adjoining units; this could be through hours of operation and/or noise mitigation. Subject to the above it considered the proposal would not have an adverse impact on the existing operations.

### **Design**

LDP policy EET1/4 states" *Llantarnam Park C - An undeveloped area within the existing Llantarnam Business Park. The site is not visually prominent and the design of the unit(s) should match or improve upon adjacent developments"*

It is not clear from the submitted information how the above has been achieved. As part of your energy statement I would expect how the design has responded to climate change through the use of renewable energy sources and through the reduction in energy consumption.

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	<p>Given the open nature of the area I am concerned that any means of enclosure would erode this sense of place, which forms an important part of this industrial park. Any means of enclosure should be sensitively design and located and it is not clear that you proposal meets this objective.</p> <p><b>Employment and economic benefits</b> TAN23 promotes development that promote the local economy. As part of your submission you should demonstrate how many employment opportunities would be created by your proposal or how it would promote the wider economic benefits to Torfaen.</p>
6.	<p><b>Section 106 requirements:</b> Longer term maintenance of the green infrastructure</p>
7.	<p><b>Information required in support of any planning application:</b></p> <p><b>Existing and proposed site/block plan;</b> <b>Cross section of existing and proposed levels;</b> <b>Proposed elevations;</b> <b>Drainage layout;</b> <b>Tree assessment including AMS/TPP;</b> <b>Flood risk assessment;</b> <b>Ground contamination report;</b> <b>Transport statement</b> <b>Energy statement to demonstrate compliance with Policy 16 of Future Wales</b> <b>PAC report</b></p>
8.	<p><b>Relevant local community groups which could be consulted:</b> <b>None highlighted at this stage</b></p>

The views given above are current at the date of this letter and are offered without prejudice to the outcome of a formal planning application. Site circumstances and policies may change and any subsequent application would be assessed in relation to those changes. A formal decision of the Council can only be made in response to a planning application for which further consultations would be carried out. These may, in turn, raise additional issues.

Yours sincerely

**Mr Justin Jones**  
**Principal Planner**  
**RHEOLI DATBLYGAU / DEVELOPMENT MANAGEMENT**  
**NEIGHBOURHOODS, PLANNING & PUBLIC PROTECTION/CYMDOGAETHAU,**  
**CYNLLUNIO A DIOGELU'R CYHOEDD**

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## Appendix C

Calculation Reference: AUDIT-623801-240315-0317

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : F - WAREHOUSING (COMMERCIAL)  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
09	NORTH	
	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: 3500 to 31000 (units: sqm)  
Range Selected by User: 1000 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

*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 1 days  
Thursday 3 days  
Friday 4 days

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

Selected survey types:

Manual count 8 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 7

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

Selected Location Sub Categories:

Industrial Zone 7  
Commercial Zone 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 1 days - Selected  
Servicing vehicles Excluded 8 days - Selected

## Secondary Filtering selection:

Use Class:

n/a 1 days  
B8 7 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®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 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	8 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	8 days
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*This data displays the number of selected surveys with PTAL Ratings.*

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

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm <i>Survey date: THURSDAY 14/03/19</i>	DISTRIBUTION COMPANY BRADFORD	<i>Survey Type: MANUAL</i>
2	BO-02-F-01 CAMBRIDGE ROAD BEDFORD  Edge of Town Industrial Zone Total Gross floor area: 3500 sqm <i>Survey date: THURSDAY 15/10/20</i>	DRINKS WHOLESALER BEDFORD	<i>Survey Type: MANUAL</i>
3	EX-02-F-01 BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm <i>Survey date: FRIDAY 18/05/18</i>	SPORTS SUPPLEMENTS ESSEX	<i>Survey Type: MANUAL</i>
4	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE  Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm <i>Survey date: THURSDAY 16/06/16</i>	LOGISTICS HAMPSHIRE	<i>Survey Type: MANUAL</i>
5	HC-02-F-03 WARSASH ROAD PARK GATE  Edge of Town Industrial Zone Total Gross floor area: 3665 sqm <i>Survey date: MONDAY 27/09/21</i>	PPE DISTRIBUTION HAMPSHIRE	<i>Survey Type: MANUAL</i>
6	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm <i>Survey date: FRIDAY 22/09/17</i>	COMMERCIAL WAREHOUSING MEDWAY	<i>Survey Type: MANUAL</i>
7	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 18/09/15</i>	ROAD HAULAGE SUFFOLK	<i>Survey Type: MANUAL</i>
8	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm <i>Survey date: FRIDAY 13/11/15</i>	ASDA DISTRIBUTION CENTRE TYNE & WEAR	<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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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	2	6973	0.323	2	6973	0.136	2	6973	0.459
06:00 - 07:00	2	6973	0.473	2	6973	0.215	2	6973	0.688
07:00 - 08:00	8	10534	0.190	8	10534	0.113	8	10534	0.303
08:00 - 09:00	8	10534	0.148	8	10534	0.117	8	10534	0.265
09:00 - 10:00	8	10534	0.146	8	10534	0.085	8	10534	0.231
10:00 - 11:00	8	10534	0.123	8	10534	0.114	8	10534	0.237
11:00 - 12:00	8	10534	0.117	8	10534	0.128	8	10534	0.245
12:00 - 13:00	8	10534	0.122	8	10534	0.101	8	10534	0.223
13:00 - 14:00	8	10534	0.139	8	10534	0.145	8	10534	0.284
14:00 - 15:00	8	10534	0.110	8	10534	0.150	8	10534	0.260
15:00 - 16:00	8	10534	0.106	8	10534	0.174	8	10534	0.280
16:00 - 17:00	8	10534	0.095	8	10534	0.173	8	10534	0.268
17:00 - 18:00	8	10534	0.098	8	10534	0.161	8	10534	0.259
18:00 - 19:00	8	10534	0.050	8	10534	0.097	8	10534	0.147
19:00 - 20:00	2	6973	0.072	2	6973	0.194	2	6973	0.266
20:00 - 21:00	2	6973	0.079	2	6973	0.065	2	6973	0.144
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.391			2.168			4.559

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:	3500 - 31000 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	8
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 show. 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 for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

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	2	6973	0.000	2	6973	0.000	2	6973	0.000
06:00 - 07:00	2	6973	0.007	2	6973	0.007	2	6973	0.014
07:00 - 08:00	8	10534	0.005	8	10534	0.005	8	10534	0.010
08:00 - 09:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
09:00 - 10:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
10:00 - 11:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
11:00 - 12:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
12:00 - 13:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
13:00 - 14:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
14:00 - 15:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
15:00 - 16:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
16:00 - 17:00	8	10534	0.002	8	10534	0.002	8	10534	0.004
17:00 - 18:00	8	10534	0.002	8	10534	0.002	8	10534	0.004
18:00 - 19:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
19:00 - 20:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:00 - 21:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

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	2	6973	0.065	2	6973	0.093	2	6973	0.158
06:00 - 07:00	2	6973	0.065	2	6973	0.136	2	6973	0.201
07:00 - 08:00	8	10534	0.039	8	10534	0.066	8	10534	0.105
08:00 - 09:00	8	10534	0.043	8	10534	0.063	8	10534	0.106
09:00 - 10:00	8	10534	0.056	8	10534	0.034	8	10534	0.090
10:00 - 11:00	8	10534	0.068	8	10534	0.053	8	10534	0.121
11:00 - 12:00	8	10534	0.057	8	10534	0.055	8	10534	0.112
12:00 - 13:00	8	10534	0.059	8	10534	0.037	8	10534	0.096
13:00 - 14:00	8	10534	0.049	8	10534	0.059	8	10534	0.108
14:00 - 15:00	8	10534	0.045	8	10534	0.044	8	10534	0.089
15:00 - 16:00	8	10534	0.051	8	10534	0.044	8	10534	0.095
16:00 - 17:00	8	10534	0.056	8	10534	0.047	8	10534	0.103
17:00 - 18:00	8	10534	0.061	8	10534	0.042	8	10534	0.103
18:00 - 19:00	8	10534	0.033	8	10534	0.020	8	10534	0.053
19:00 - 20:00	2	6973	0.014	2	6973	0.043	2	6973	0.057
20:00 - 21:00	2	6973	0.022	2	6973	0.036	2	6973	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.783			0.872			1.655

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CYCLISTS

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	2	6973	0.000	2	6973	0.000	2	6973	0.000
06:00 - 07:00	2	6973	0.014	2	6973	0.000	2	6973	0.014
07:00 - 08:00	8	10534	0.002	8	10534	0.000	8	10534	0.002
08:00 - 09:00	8	10534	0.009	8	10534	0.000	8	10534	0.009
09:00 - 10:00	8	10534	0.000	8	10534	0.001	8	10534	0.001
10:00 - 11:00	8	10534	0.001	8	10534	0.000	8	10534	0.001
11:00 - 12:00	8	10534	0.001	8	10534	0.001	8	10534	0.002
12:00 - 13:00	8	10534	0.001	8	10534	0.000	8	10534	0.001
13:00 - 14:00	8	10534	0.000	8	10534	0.000	8	10534	0.000
14:00 - 15:00	8	10534	0.002	8	10534	0.005	8	10534	0.007
15:00 - 16:00	8	10534	0.007	8	10534	0.009	8	10534	0.016
16:00 - 17:00	8	10534	0.002	8	10534	0.001	8	10534	0.003
17:00 - 18:00	8	10534	0.001	8	10534	0.005	8	10534	0.006
18:00 - 19:00	8	10534	0.000	8	10534	0.004	8	10534	0.004
19:00 - 20:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
20:00 - 21:00	2	6973	0.000	2	6973	0.000	2	6973	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.026			0.066

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CARS

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	2	6973	0.251	2	6973	0.036	2	6973	0.287
06:00 - 07:00	2	6973	0.366	2	6973	0.043	2	6973	0.409
07:00 - 08:00	8	10534	0.116	8	10534	0.021	8	10534	0.137
08:00 - 09:00	8	10534	0.081	8	10534	0.023	8	10534	0.104
09:00 - 10:00	8	10534	0.053	8	10534	0.024	8	10534	0.077
10:00 - 11:00	8	10534	0.027	8	10534	0.033	8	10534	0.060
11:00 - 12:00	8	10534	0.033	8	10534	0.050	8	10534	0.083
12:00 - 13:00	8	10534	0.034	8	10534	0.040	8	10534	0.074
13:00 - 14:00	8	10534	0.063	8	10534	0.059	8	10534	0.122
14:00 - 15:00	8	10534	0.045	8	10534	0.085	8	10534	0.130
15:00 - 16:00	8	10534	0.034	8	10534	0.106	8	10534	0.140
16:00 - 17:00	8	10534	0.024	8	10534	0.108	8	10534	0.132
17:00 - 18:00	8	10534	0.024	8	10534	0.098	8	10534	0.122
18:00 - 19:00	8	10534	0.013	8	10534	0.070	8	10534	0.083
19:00 - 20:00	2	6973	0.050	2	6973	0.136	2	6973	0.186
20:00 - 21:00	2	6973	0.043	2	6973	0.022	2	6973	0.065
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.257			0.954			2.211

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

LGVS

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	2	6973	0.000	2	6973	0.007	2	6973	0.007
06:00 - 07:00	2	6973	0.036	2	6973	0.029	2	6973	0.065
07:00 - 08:00	8	10534	0.028	8	10534	0.020	8	10534	0.048
08:00 - 09:00	8	10534	0.024	8	10534	0.032	8	10534	0.056
09:00 - 10:00	8	10534	0.037	8	10534	0.027	8	10534	0.064
10:00 - 11:00	8	10534	0.026	8	10534	0.027	8	10534	0.053
11:00 - 12:00	8	10534	0.027	8	10534	0.024	8	10534	0.051
12:00 - 13:00	8	10534	0.025	8	10534	0.024	8	10534	0.049
13:00 - 14:00	8	10534	0.025	8	10534	0.026	8	10534	0.051
14:00 - 15:00	8	10534	0.020	8	10534	0.017	8	10534	0.037
15:00 - 16:00	8	10534	0.020	8	10534	0.023	8	10534	0.043
16:00 - 17:00	8	10534	0.012	8	10534	0.015	8	10534	0.027
17:00 - 18:00	8	10534	0.012	8	10534	0.017	8	10534	0.029
18:00 - 19:00	8	10534	0.004	8	10534	0.007	8	10534	0.011
19:00 - 20:00	2	6973	0.007	2	6973	0.014	2	6973	0.021
20:00 - 21:00	2	6973	0.014	2	6973	0.007	2	6973	0.021
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.317			0.316			0.633

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.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : C - INDUSTRIAL UNIT  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	2 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days
	VG VALE OF GLAMORGAN	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: 1010 to 14125 (units: sqm)  
Range Selected by User: 1000 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

*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:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	8 days
Friday	3 days

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

Selected survey types:

Manual count	16 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)	6
Edge of Town	10

*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:

Industrial Zone	14
Development Zone	1
No Sub Category	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	2 days - Selected
Servicing vehicles Excluded	15 days - Selected

## Secondary Filtering selection:

Use Class:

Not Known	16 days
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*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	5 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	2 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	10 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	16 days
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*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	16 days
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*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BO-02-C-01 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Total Gross floor area: 1045 sqm <i>Survey date: THURSDAY 15/10/20</i>	PUMPS, MOTORS & FANS	BEDFORD	<i>Survey Type: MANUAL</i>
2	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm <i>Survey date: THURSDAY 20/06/19</i>	POWDER COATINGS	BLACKPOOL	<i>Survey Type: MANUAL</i>
3	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL  Edge of Town Industrial Zone Total Gross floor area: 1475 sqm <i>Survey date: TUESDAY 22/09/15</i>	STAINLESS FITTINGS	BRISTOL CITY	<i>Survey Type: MANUAL</i>
4	CF-02-C-02 MAES-Y-COED ROAD CARDIFF  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 14125 sqm <i>Survey date: THURSDAY 06/10/16</i>	BAKERY	CARDIFF	<i>Survey Type: MANUAL</i>
5	DV-02-C-02 GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm <i>Survey date: THURSDAY 06/07/17</i>	ENERGY RECOVERY FACILITY	DEVON	<i>Survey Type: MANUAL</i>
6	DY-02-C-01 PONTEFRACT STREET DERBY  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm <i>Survey date: THURSDAY 25/06/15</i>	ENGINEERED PRODUCTS	DERBY	<i>Survey Type: MANUAL</i>
7	EC-02-C-01 BRUNEL ROAD MACCLESFIELD LYME GREEN BUS. PARK Edge of Town Development Zone Total Gross floor area: 6658 sqm <i>Survey date: MONDAY 19/09/16</i>	OFFICE FURNITURE	CHESHIRE EAST	<i>Survey Type: MANUAL</i>
8	EC-02-C-02 CHARTER WAY MACCLESFIELD HURDSFIELD Edge of Town Industrial Zone Total Gross floor area: 3200 sqm <i>Survey date: FRIDAY 07/05/21</i>	FABRICS MANUFACTURE	CHESHIRE EAST	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	GS-02-C-02 DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Total Gross floor area: 1630 sqm <i>Survey date: FRIDAY 23/04/21</i>	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE	<i>Survey Type: MANUAL</i>
10	HC-02-C-01 JAYS CLOSE BASINGSTOKE  Edge of Town Industrial Zone Total Gross floor area: 3000 sqm <i>Survey date: THURSDAY 16/06/16</i>	ENGINEERING COMPANY	HAMPSHIRE	<i>Survey Type: MANUAL</i>
11	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Total Gross floor area: 1772 sqm <i>Survey date: THURSDAY 29/09/22</i>	STEEL FABRICATOR	PETERBOROUGH	<i>Survey Type: MANUAL</i>
12	SM-02-C-01 ROBINS DRIVE BRIDGWATER  Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm <i>Survey date: WEDNESDAY 14/09/22</i>	WET BLASTING EQUIPMENT	SOMERSET	<i>Survey Type: MANUAL</i>
13	TV-02-C-02 PARKVIEW ROAD WEST HARTLEPOOL  Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 1050 sqm <i>Survey date: FRIDAY 04/09/20</i>	FLUID ENGINEERING	TEES VALLEY	<i>Survey Type: MANUAL</i>
14	VG-02-C-01 VERLON CLOSE BARRY  Edge of Town Industrial Zone Total Gross floor area: 1500 sqm <i>Survey date: THURSDAY 06/05/21</i>	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>
15	WK-02-C-01 CASTLE MOUND WAY RUGBY  Edge of Town Industrial Zone Total Gross floor area: 9216 sqm <i>Survey date: WEDNESDAY 10/11/21</i>	MACHINE ENGINEERING	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
16	WM-02-C-04 STOURVALE ROAD STOURBRIDGE LYE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm <i>Survey date: TUESDAY 21/11/17</i>	FOUNDRY	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

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	4	3740	0.074	4	3740	0.000	4	3740	0.074
06:00 - 07:00	5	3318	0.072	5	3318	0.018	5	3318	0.090
07:00 - 08:00	16	3651	0.296	16	3651	0.041	16	3651	0.337
08:00 - 09:00	16	3651	0.383	16	3651	0.050	16	3651	0.433
09:00 - 10:00	16	3651	0.207	16	3651	0.115	16	3651	0.322
10:00 - 11:00	16	3651	0.176	16	3651	0.118	16	3651	0.294
11:00 - 12:00	16	3651	0.110	16	3651	0.140	16	3651	0.250
12:00 - 13:00	16	3651	0.147	16	3651	0.193	16	3651	0.340
13:00 - 14:00	16	3651	0.149	16	3651	0.176	16	3651	0.325
14:00 - 15:00	16	3651	0.092	16	3651	0.127	16	3651	0.219
15:00 - 16:00	16	3651	0.074	16	3651	0.159	16	3651	0.233
16:00 - 17:00	16	3651	0.045	16	3651	0.246	16	3651	0.291
17:00 - 18:00	16	3651	0.074	16	3651	0.306	16	3651	0.380
18:00 - 19:00	16	3651	0.034	16	3651	0.084	16	3651	0.118
19:00 - 20:00	4	3740	0.013	4	3740	0.027	4	3740	0.040
20:00 - 21:00	4	3740	0.000	4	3740	0.013	4	3740	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.946			1.813			3.759

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:	1010 - 14125 (units: sqm)
Survey date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	16
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 for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TAXIS

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	4	3740	0.000	4	3740	0.000	4	3740	0.000
06:00 - 07:00	5	3318	0.000	5	3318	0.000	5	3318	0.000
07:00 - 08:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
08:00 - 09:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
09:00 - 10:00	16	3651	0.002	16	3651	0.002	16	3651	0.004
10:00 - 11:00	16	3651	0.002	16	3651	0.002	16	3651	0.004
11:00 - 12:00	16	3651	0.003	16	3651	0.003	16	3651	0.006
12:00 - 13:00	16	3651	0.002	16	3651	0.002	16	3651	0.004
13:00 - 14:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
14:00 - 15:00	16	3651	0.003	16	3651	0.003	16	3651	0.006
15:00 - 16:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
16:00 - 17:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
17:00 - 18:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
18:00 - 19:00	16	3651	0.002	16	3651	0.002	16	3651	0.004
19:00 - 20:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
20:00 - 21:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.014			0.014			0.028

*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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

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	4	3740	0.000	4	3740	0.000	4	3740	0.000
06:00 - 07:00	5	3318	0.000	5	3318	0.000	5	3318	0.000
07:00 - 08:00	16	3651	0.017	16	3651	0.014	16	3651	0.031
08:00 - 09:00	16	3651	0.027	16	3651	0.019	16	3651	0.046
09:00 - 10:00	16	3651	0.062	16	3651	0.031	16	3651	0.093
10:00 - 11:00	16	3651	0.055	16	3651	0.022	16	3651	0.077
11:00 - 12:00	16	3651	0.033	16	3651	0.029	16	3651	0.062
12:00 - 13:00	16	3651	0.046	16	3651	0.045	16	3651	0.091
13:00 - 14:00	16	3651	0.027	16	3651	0.021	16	3651	0.048
14:00 - 15:00	16	3651	0.014	16	3651	0.017	16	3651	0.031
15:00 - 16:00	16	3651	0.012	16	3651	0.014	16	3651	0.026
16:00 - 17:00	16	3651	0.012	16	3651	0.014	16	3651	0.026
17:00 - 18:00	16	3651	0.002	16	3651	0.000	16	3651	0.002
18:00 - 19:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
19:00 - 20:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
20:00 - 21:00	4	3740	0.000	4	3740	0.007	4	3740	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.307			0.233			0.540

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT  
CYCLISTS

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	4	3740	0.000	4	3740	0.000	4	3740	0.000
06:00 - 07:00	5	3318	0.006	5	3318	0.000	5	3318	0.006
07:00 - 08:00	16	3651	0.014	16	3651	0.003	16	3651	0.017
08:00 - 09:00	16	3651	0.012	16	3651	0.000	16	3651	0.012
09:00 - 10:00	16	3651	0.002	16	3651	0.000	16	3651	0.002
10:00 - 11:00	16	3651	0.000	16	3651	0.002	16	3651	0.002
11:00 - 12:00	16	3651	0.002	16	3651	0.000	16	3651	0.002
12:00 - 13:00	16	3651	0.000	16	3651	0.002	16	3651	0.002
13:00 - 14:00	16	3651	0.009	16	3651	0.003	16	3651	0.012
14:00 - 15:00	16	3651	0.000	16	3651	0.009	16	3651	0.009
15:00 - 16:00	16	3651	0.000	16	3651	0.002	16	3651	0.002
16:00 - 17:00	16	3651	0.000	16	3651	0.009	16	3651	0.009
17:00 - 18:00	16	3651	0.012	16	3651	0.014	16	3651	0.026
18:00 - 19:00	16	3651	0.000	16	3651	0.003	16	3651	0.003
19:00 - 20:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
20:00 - 21:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.057			0.047			0.104

*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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CARS

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	4	3740	0.067	4	3740	0.000	4	3740	0.067
06:00 - 07:00	5	3318	0.066	5	3318	0.000	5	3318	0.066
07:00 - 08:00	16	3651	0.252	16	3651	0.019	16	3651	0.271
08:00 - 09:00	16	3651	0.318	16	3651	0.015	16	3651	0.333
09:00 - 10:00	16	3651	0.115	16	3651	0.050	16	3651	0.165
10:00 - 11:00	16	3651	0.058	16	3651	0.051	16	3651	0.109
11:00 - 12:00	16	3651	0.039	16	3651	0.065	16	3651	0.104
12:00 - 13:00	16	3651	0.063	16	3651	0.111	16	3651	0.174
13:00 - 14:00	16	3651	0.094	16	3651	0.120	16	3651	0.214
14:00 - 15:00	16	3651	0.048	16	3651	0.074	16	3651	0.122
15:00 - 16:00	16	3651	0.026	16	3651	0.103	16	3651	0.129
16:00 - 17:00	16	3651	0.019	16	3651	0.195	16	3651	0.214
17:00 - 18:00	16	3651	0.068	16	3651	0.291	16	3651	0.359
18:00 - 19:00	16	3651	0.033	16	3651	0.082	16	3651	0.115
19:00 - 20:00	4	3740	0.013	4	3740	0.027	4	3740	0.040
20:00 - 21:00	4	3740	0.000	4	3740	0.007	4	3740	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.279			1.210			2.489

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.



TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

LGVS

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	4	3740	0.000	4	3740	0.000	4	3740	0.000
06:00 - 07:00	5	3318	0.006	5	3318	0.018	5	3318	0.024
07:00 - 08:00	16	3651	0.026	16	3651	0.009	16	3651	0.035
08:00 - 09:00	16	3651	0.034	16	3651	0.015	16	3651	0.049
09:00 - 10:00	16	3651	0.029	16	3651	0.031	16	3651	0.060
10:00 - 11:00	16	3651	0.058	16	3651	0.041	16	3651	0.099
11:00 - 12:00	16	3651	0.034	16	3651	0.043	16	3651	0.077
12:00 - 13:00	16	3651	0.034	16	3651	0.034	16	3651	0.068
13:00 - 14:00	16	3651	0.026	16	3651	0.034	16	3651	0.060
14:00 - 15:00	16	3651	0.027	16	3651	0.033	16	3651	0.060
15:00 - 16:00	16	3651	0.036	16	3651	0.036	16	3651	0.072
16:00 - 17:00	16	3651	0.014	16	3651	0.034	16	3651	0.048
17:00 - 18:00	16	3651	0.003	16	3651	0.012	16	3651	0.015
18:00 - 19:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
19:00 - 20:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
20:00 - 21:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.327			0.340			0.667

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MOTOR CYCLES

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	4	3740	0.007	4	3740	0.000	4	3740	0.007
06:00 - 07:00	5	3318	0.000	5	3318	0.000	5	3318	0.000
07:00 - 08:00	16	3651	0.002	16	3651	0.000	16	3651	0.002
08:00 - 09:00	16	3651	0.003	16	3651	0.000	16	3651	0.003
09:00 - 10:00	16	3651	0.000	16	3651	0.002	16	3651	0.002
10:00 - 11:00	16	3651	0.003	16	3651	0.002	16	3651	0.005
11:00 - 12:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
12:00 - 13:00	16	3651	0.002	16	3651	0.002	16	3651	0.004
13:00 - 14:00	16	3651	0.002	16	3651	0.002	16	3651	0.004
14:00 - 15:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
15:00 - 16:00	16	3651	0.000	16	3651	0.007	16	3651	0.007
16:00 - 17:00	16	3651	0.000	16	3651	0.003	16	3651	0.003
17:00 - 18:00	16	3651	0.000	16	3651	0.003	16	3651	0.003
18:00 - 19:00	16	3651	0.000	16	3651	0.000	16	3651	0.000
19:00 - 20:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
20:00 - 21:00	4	3740	0.000	4	3740	0.000	4	3740	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.021			0.040

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.

## Appendix D

Row Labels	Sum of All cate	Sum of Driving	Sum of Driving a car or van			Llantarna m Park Way E	Llantarna m Park Way W	A4051 S	Newport Rd N	Hollybush Way	A4051 N
Aylesbury Vale 015	1	1	1				1	1			
Bath and North East Somerset 001	1	1	1				1	1			
Bath and North East Somerset 004	1	1	1				1	1			
Bath and North East Somerset 009	1	1	1				1	1			
Bath and North East Somerset 018	1	1	1				1	1			
Bath and North East Somerset 020	1	1	1				1	1			
Bath and North East Somerset 022	1	1	1				1	1			
Bath and North East Somerset 023	1	1	1				1	1			
Bath and North East Somerset 025	2	2	2				2	2			
Bedford 006	1	1	1				1	1			
Bexley 009	1	1	1				1	1			
Birmingham 008	1	0	0				0	0			
Birmingham 073	1	1	1				1	1			
Blaenau Gwent 001	24	22	22			22			22		
Blaenau Gwent 002	34	30	30			30			30		
Blaenau Gwent 003	12	12	12			12			12		
Blaenau Gwent 004	21	17	17			17			17		
Blaenau Gwent 005	52	40	40			40			40		
Blaenau Gwent 006	29	27	27			27			27		
Blaenau Gwent 007	41	32	32			32			32		
Blaenau Gwent 008	53	47	47			47			47		
Blaenau Gwent 009	74	60	60	287	5%	60			60		
Bracknell Forest 004	1	1	1				1	1			
Braintree 005	1	1	1				1	1			
Breckland 006	1	1	1				1	1			
Brent 009	1	0	0				0	0			
Brent 017	2	2	2				2	2			
Brent 026	1	0	0				0	0			
Bridgend 002	3	2	2				2	2			
Bridgend 003	1	1	1				1	1			
Bridgend 005	2	2	2				2	2			
Bridgend 006	7	7	7				7	7			
Bridgend 007	3	3	3				3	3			
Bridgend 008	3	3	3				3	3			
Bridgend 009	18	14	14				14	14			
Bridgend 010	6	6	6				6	6			
Bridgend 011	3	3	3				3	3			
Bridgend 012	3	3	3				3	3			
Bridgend 013	2	2	2				2	2			
Bridgend 014	4	4	4				4	4			
Bridgend 015	7	7	7				7	7			
Bridgend 016	1	1	1				1	1			
Bridgend 017	10	10	10				10	10			
Bridgend 018	5	5	5	73	1%		5	5			
Bristol 002	1	1	1				1	1			
Bristol 003	1	1	1				1	1			
Bristol 005	1	1	1				1	1			
Bristol 007	1	1	1				1	1			
Bristol 011	1	1	1				1	1			
Bristol 013	1	0	0				0	0			
Bristol 014	1	0	0				0	0			
Bristol 015	2	1	1				1	1			
Bristol 016	2	2	2				2	2			
Bristol 020	2	2	2				2	2			
Bristol 022	1	1	1				1	1			
Bristol 025	1	1	1				1	1			
Bristol 026	2	0	0				0	0			
Bristol 033	1	1	1				1	1			
Bristol 034	1	1	1				1	1			
Bristol 036	2	2	2				2	2			
Bristol 038	1	1	1				1	1			
Bristol 039	1	1	1				1	1			
Bristol 042	1	1	1				1	1			
Bristol 043	1	1	1				1	1			
Bristol 046	1	1	1	21			1	1			
Caerphilly 001	23	21	21				21	21			
Caerphilly 002	16	14	14				14	14			
Caerphilly 003	15	11	11				11	11			
Caerphilly 004	15	12	12				12	12			
Caerphilly 005	23	23	23				23	23			
Caerphilly 006	80	71	71				71	71			
Caerphilly 007	22	20	20				20	20			
Caerphilly 008	14	13	13				13	13			
Caerphilly 009	49	46	46				46	46			
Caerphilly 010	70	65	65				65	65			
Caerphilly 011	40	36	36				36	36			
Caerphilly 012	19	19	19				19	19			
Caerphilly 013	25	24	24				24	24			
Caerphilly 014	52	45	45				45	45			


Caerphilly 015	34	33	33			33	33
Caerphilly 016	56	47	47			47	47
Caerphilly 017	38	33	33			33	33
Caerphilly 018	9	8	8			8	8
Caerphilly 019	21	19	19			19	19
Caerphilly 020	17	17	17			17	17
Caerphilly 021	9	9	9			9	9
Caerphilly 022	14	13	13			13	13
Caerphilly 023	9	8	8			8	8
Caerphilly 024	26	25	25	632	11%	25	25
Calderdale 007	1	1	1			1	1
Canterbury 010	1	1	1			1	1
Cardiff 001	9	9	9			9	9
Cardiff 002	16	16	16			16	16
Cardiff 003	28	27	27			27	27
Cardiff 004	4	4	4			4	4
Cardiff 005	15	14	14			14	14
Cardiff 006	16	14	14			14	14
Cardiff 007	9	9	9			9	9
Cardiff 008	6	6	6			6	6
Cardiff 009	3	3	3			3	3
Cardiff 010	4	4	4			4	4
Cardiff 011	18	17	17			17	17
Cardiff 012	4	4	4			4	4
Cardiff 013	4	3	3			3	3
Cardiff 014	5	5	5			5	5
Cardiff 015	11	10	10			10	10
Cardiff 016	3	2	2			2	2
Cardiff 017	15	13	13			13	13
Cardiff 018	9	9	9			9	9
Cardiff 019	7	7	7			7	7
Cardiff 020	8	7	7			7	7
Cardiff 021	8	8	8			8	8
Cardiff 022	7	6	6			6	6
Cardiff 023	12	11	11			11	11
Cardiff 024	5	5	5			5	5
Cardiff 025	7	7	7			7	7
Cardiff 026	13	13	13			13	13
Cardiff 027	8	7	7			7	7
Cardiff 028	8	8	8			8	8
Cardiff 029	5	3	3			3	3
Cardiff 030	10	8	8			8	8
Cardiff 031	8	7	7			7	7
Cardiff 032	4	3	3			3	3
Cardiff 033	7	3	3			3	3
Cardiff 034	12	12	12			12	12
Cardiff 035	13	13	13			13	13
Cardiff 036	10	7	7			7	7
Cardiff 037	9	8	8			8	8
Cardiff 038	4	4	4			4	4
Cardiff 039	2	2	2			2	2
Cardiff 040	11	10	10			10	10
Cardiff 041	3	2	2			2	2
Cardiff 042	10	6	6			6	6
Cardiff 043	6	6	6			6	6
Cardiff 044	3	2	2			2	2
Cardiff 045	2	2	2			2	2
Cardiff 046	7	7	7			7	7
Cardiff 048	24	21	21			21	21
Cardiff 049	11	10	10	384	6%	10	10
Carmarthenshire 015	1	1	1			1	1
Carmarthenshire 016	1	1	1			1	1
Carmarthenshire 019	2	2	2			2	2
Carmarthenshire 021	1	1	1			1	1
Carmarthenshire 023	1	1	1			1	1
Carmarthenshire 025	2	1	1			1	1
Carmarthenshire 026	4	4	4			4	4
Central Bedfordshire 024	1	1	1			1	1
Ceredigion 007	1	1	1			1	1
Charnwood 017	1	1	1			1	1
Cheltenham 006	1	1	1			1	1
Cheltenham 014	1	1	1			1	1
Cheshire East 041	1	1	1			1	1
Cheshire East 045	1	1	1			1	1
Chesterfield 008	1	1	1			1	1
Conwy 011	1	1	1			1	1
Cornwall 021	1	1	1			1	1
Cornwall 048	1	1	1			1	1
Cotswold 008	1	1	1			1	1
Dudley 027	1	1	1			1	1
Dudley 036	2	2	2			2	2
Forest of Dean 003	2	2	2			2	2

Forest of Dean 005	1	1	1			1	1	
Forest of Dean 006	1	1	1			1	1	
Forest of Dean 007	2	2	2			2	2	
Forest of Dean 008	2	2	2			2	2	
Forest of Dean 009	6	6	6			6	6	
Forest of Dean 010	15	14	14	28	0%	14	14	
Gloucester 007	1	1	1			1		1
Herefordshire 011	1	1	1			1		1
Herefordshire 012	1	1	1			1		1
Herefordshire 013	1	1	1			1		1
Herefordshire 014	1	1	1			1		1
Herefordshire 018	1	1	1			1		1
Herefordshire 019	2	2	2			2		2
Herefordshire 020	2	1	1			1		1
Herefordshire 021	1	1	1			1		1
Herefordshire 022	2	2	2			2		2
Herefordshire 023	1	1	1			1		1
Hounslow 025	1	1	1			1	1	
Kensington and Chelsea 012	2	2	2			2	2	
Kensington and Chelsea 019	1	1	1			1	1	
Knowsley 014	2	2	2			2	2	
Malvern Hills 001	2	2	2			2	2	
Malvern Hills 008	1	1	1			1	1	
Merthyr Tydfil 002	5	5	5			5		5
Merthyr Tydfil 003	11	11	11			11		11
Merthyr Tydfil 004	2	2	2			2		2
Merthyr Tydfil 005	9	9	9			9		9
Merthyr Tydfil 006	7	6	6			6		6
Merthyr Tydfil 007	17	17	17			17		17
Merthyr Tydfil 008	6	4	4	54	1%	4		4
Monmouthshire 001	45	41	41			41	41	
Monmouthshire 002	29	24	24			24	24	
Monmouthshire 003	56	52	52			52	52	
Monmouthshire 004	21	16	16			16	16	
Monmouthshire 005	26	26	26			26	26	
Monmouthshire 006	104	95	95			95	95	
Monmouthshire 007	31	31	31			31	31	
Monmouthshire 008	11	9	9			9	9	
Monmouthshire 009	28	25	25			25	25	
Monmouthshire 010	28	25	25			25	25	
Monmouthshire 011	61	58	58	402	7%	58	58	
Neath Port Talbot 004	1	1	1			1	1	
Neath Port Talbot 005	1	1	1			1	1	
Neath Port Talbot 006	2	2	2			2	2	
Neath Port Talbot 007	3	2	2			2	2	
Neath Port Talbot 008	2	2	2			2	2	
Neath Port Talbot 009	2	2	2			2	2	
Neath Port Talbot 011	3	3	3			3	3	
Neath Port Talbot 014	3	2	2			2	2	
Neath Port Talbot 015	1	0	0			0	0	
Neath Port Talbot 016	2	2	2			2	2	
Neath Port Talbot 017	3	3	3			3	3	
Neath Port Talbot 020	1	1	1	21		1	1	
New Forest 016	1	0	0			0	0	
New Forest 017	1	1	1			1	1	
Newport 001	135	114	114			114	114	
Newport 002	113	89	89			89	89	
Newport 003	69	43	43			43	43	
Newport 004	54	51	51			51	51	
Newport 005	56	43	43			43	43	
Newport 006	82	55	55			55	55	
Newport 007	84	61	61			61	61	
Newport 008	51	45	45			45	45	
Newport 009	106	90	90			90	90	
Newport 010	27	23	23			23	23	
Newport 011	66	51	51			51	51	
Newport 012	43	37	37			37	37	
Newport 013	85	56	56			56	56	
Newport 014	60	33	33			33	33	
Newport 015	63	52	52			52	52	
Newport 016	50	41	41			41	41	
Newport 017	35	25	25			25	25	
Newport 018	49	36	36			36	36	
Newport 019	35	30	30			30	30	
Newport 020	45	39	39	1014	17%	39	39	
North Kesteven 005	1	1	1			1	1	
North Lincolnshire 018	1	1	1			1	1	
North Somerset 001	1	1	1			1	1	
North Somerset 004	1	1	1			1	1	
North Somerset 005	2	1	1			1	1	
North Somerset 008	1	1	1			1	1	
North West Leicestershire 002	1	1	1			1	1	

Pembrokeshire 001	2	2	2			2	2
Pembrokeshire 002	1	1	1			1	1
Pembrokeshire 003	3	3	3			3	3
Pembrokeshire 004	3	2	2			2	2
Pembrokeshire 008	1	1	1			1	1
Pembrokeshire 009	2	2	2			2	2
Pembrokeshire 013	1	1	1			1	1
Pembrokeshire 014	1	0	0			0	0
Pembrokeshire 016	1	1	1	13		1	1
Plymouth 021	1	1	1			1	1
Plymouth 028	2	2	2			2	2
Powys 001	1	1	1			1	1
Powys 004	2	2	2			2	2
Powys 006	1	1	1			1	1
Powys 007	1	1	1			1	1
Powys 008	1	1	1			1	1
Powys 009	1	1	1			1	1
Powys 010	1	0	0			0	0
Powys 011	1	0	0			0	0
Powys 012	1	1	1			1	1
Powys 013	2	2	2			2	2
Powys 014	2	2	2			2	2
Powys 015	3	3	3			3	3
Powys 017	1	1	1			1	1
Powys 018	14	13	13			13	13
Powys 020	10	8	8			8	8
Powys 021	9	9	9	46	1%	9	9
Reading 009	1	1	1			1	1
Rhondda Cynon Taf 001	4	4	4			4	4
Rhondda Cynon Taf 002	6	5	5			5	5
Rhondda Cynon Taf 003	6	5	5			5	5
Rhondda Cynon Taf 004	5	4	4			4	4
Rhondda Cynon Taf 005	5	4	4			4	4
Rhondda Cynon Taf 006	8	7	7			7	7
Rhondda Cynon Taf 007	4	4	4			4	4
Rhondda Cynon Taf 008	3	3	3			3	3
Rhondda Cynon Taf 009	3	2	2			2	2
Rhondda Cynon Taf 010	3	2	2			2	2
Rhondda Cynon Taf 011	7	7	7			7	7
Rhondda Cynon Taf 012	4	4	4			4	4
Rhondda Cynon Taf 013	1	1	1			1	1
Rhondda Cynon Taf 014	3	3	3			3	3
Rhondda Cynon Taf 015	3	3	3			3	3
Rhondda Cynon Taf 016	2	2	2			2	2
Rhondda Cynon Taf 017	5	5	5			5	5
Rhondda Cynon Taf 018	8	8	8			8	8
Rhondda Cynon Taf 019	10	9	9			9	9
Rhondda Cynon Taf 020	9	8	8			8	8
Rhondda Cynon Taf 021	6	6	6			6	6
Rhondda Cynon Taf 022	9	8	8			8	8
Rhondda Cynon Taf 023	3	2	2			2	2
Rhondda Cynon Taf 024	5	4	4			4	4
Rhondda Cynon Taf 025	9	7	7			7	7
Rhondda Cynon Taf 026	7	7	7			7	7
Rhondda Cynon Taf 027	15	15	15			15	15
Rhondda Cynon Taf 028	6	6	6			6	6
Rhondda Cynon Taf 029	10	9	9			9	9
Rhondda Cynon Taf 030	8	8	8			8	8
Rhondda Cynon Taf 031	12	11	11	173	3%	11	11
Richmond upon Thames 007	1	1	1			1	1
Richmond upon Thames 023	1	1	1			1	1
Rushmoor 008	1	1	1			1	1
Sedgemoor 002	1	1	1			1	1
Selby 008	1	0	0			0	0
Sheffield 046	1	1	1			1	1
Sheffield 061	1	1	1			1	1
Shropshire 003	1	1	1			1	1
Slough 012	1	0	0			0	0
Solihull 017	1	1	1			1	1
South Derbyshire 005	1	1	1			1	1
South Gloucestershire 001	2	2	2			2	2
South Gloucestershire 003	1	1	1			1	1
South Gloucestershire 007	1	0	0			0	0
South Gloucestershire 008	1	1	1			1	1
South Gloucestershire 011	1	1	1			1	1
South Gloucestershire 012	1	1	1			1	1
South Gloucestershire 013	3	3	3			3	3
South Gloucestershire 018	1	1	1			1	1
South Gloucestershire 019	1	1	1			1	1
South Gloucestershire 020	2	2	2			2	2
South Gloucestershire 026	1	0	0			0	0
South Gloucestershire 029	1	1	1	14		1	1

South Kesteven 014	1	1	1			1	1				
South Staffordshire 002	1	1	1			1	1				
South Tyneside 003	1	1	1			1	1				
Southend-on-Sea 016	2	1	1			1	1				
Spelthorne 002	1	1	1			1	1				
Spelthorne 008	1	1	1			1	1				
Stoke-on-Trent 016	1	1	1			1	1				
Stroud 006	2	2	2			2	2				
Stroud 015	3	3	3			3	3				
Surrey Heath 002	1	1	1			1	1				
Surrey Heath 007	1	0	0			0	0				
Swansea 001	2	2	2			2	2				
Swansea 004	5	4	4			4	4				
Swansea 005	3	3	3			3	3				
Swansea 007	1	0	0			0	0				
Swansea 012	1	1	1			1	1				
Swansea 015	4	2	2			2	2				
Swansea 021	1	1	1			1	1				
Swansea 022	2	2	2			2	2				
Swansea 023	3	2	2			2	2				
Swansea 024	3	1	1			1	1				
Swansea 029	1	1	1			1	1				
Swansea 030	1	1	1	20		1	1				
Swindon 008	1	1	1			1	1				
Tameside 014	2	2	2			2	2				
Teignbridge 005	1	1	1			1	1				
Tewkesbury 004	1	1	1			1	1				
The Vale of Glamorgan 001	5	5	5			5	5				
The Vale of Glamorgan 002	4	4	4			4	4				
The Vale of Glamorgan 003	10	9	9			9	9				
The Vale of Glamorgan 004	9	7	7			7	7				
The Vale of Glamorgan 005	14	14	14			14	14				
The Vale of Glamorgan 006	5	5	5			5	5				
The Vale of Glamorgan 007	7	6	6			6	6				
The Vale of Glamorgan 008	7	7	7			7	7				
The Vale of Glamorgan 009	9	8	8			8	8				
The Vale of Glamorgan 010	8	7	7			7	7				
The Vale of Glamorgan 011	5	5	5			5	5				
The Vale of Glamorgan 012	8	5	5			5	5				
The Vale of Glamorgan 013	7	5	5			5	5				
The Vale of Glamorgan 014	9	9	9			9	9				
The Vale of Glamorgan 015	9	5	5	101	2%	5	5				
Torbay 019	1	1	1			1	1				
Torfaen 001	161	135	135			135				135	
Torfaen 002	186	150	150			150				150	
Torfaen 003	206	155	155			155				155	
Torfaen 004	269	205	205			205				205	
Torfaen 005	195	164	164			164				164	
Torfaen 006	229	182	182				182			182	
Torfaen 007	379	247	247				247			247	
Torfaen 008	320	213	213			213				213	
Torfaen 009	328	207	207				207			207	
Torfaen 010	329	198	198				198			198	
Torfaen 011	329	243	243				243			243	
Torfaen 012	341	252	252				252	252			
Torfaen 013	361	221	221	2572	43%	221			221		
Trafford 027	1	1	1				1	1			
Vale of White Horse 004	1	1	1				1	1			
Wakefield 038	1	1	1				1	1			
West Berkshire 010	1	1	1				1	1			
West Berkshire 013	2	2	2				2	2			
West Berkshire 019	1	0	0				0	0			
West Dorset 001	2	2	2				2	2			
Weymouth and Portland 004	1	1	1				1	1			
Wiltshire 010	1	1	1				1	1			
Wiltshire 011	2	1	1				1	1			
Wiltshire 014	1	0	0				0	0			
Wiltshire 022	1	1	1				1	1			
Wiltshire 035	1	1	1				1	1			
Wiltshire 044	1	1	1				1	1			
Wiltshire 052	1	1	1				1	1			
Wokingham 016	1	1	1				1	1			
Worcester 003	1	1	1				1	1			
Wychavon 008	1	1	1				1	1			
Wychavon 011	1	1	1				1	1			
Wychavon 017	1	1	1				1	1			
Wyre Forest 001	1	1	1				1	1			
Wyre Forest 006	1	1	1				1	1			
<b>Grand Total</b>	<b>7613</b>	<b>5985</b>	5985			1643	4342	3265	1643	243	834
						27%	73%	55%	27%	4%	14%





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