

FABCO HOLDINGS LTD

**PENCOED TECHNOLOGY PARK, PLOT E
PENCOED, RCT**

TRANSPORT STATEMENT

23-00819/TS/01

February 2024



DOCUMENT SIGNATURE AND MODIFICATION SHEET

Project Details

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Appendix A – Site Layout

Appendix B – TRICS output

1 INTRODUCTION

1.1 Background

1.1.1 This Transport statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of FABCO Holdings Ltd (the applicant), to examine the highway and transportation issues associated with a proposed B2/B8 use development at Plot E, within Pencoed Technology Park, Rhondda Cynon Taff.

1.1.2 The proposals comprise the development of 16 x B2/B8 units on the site, totalling 2,164m² GEA.

1.1.3 An indicative site masterplan is contained at **Appendix A**.

1.1.4 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed development site should not be allocated planning permission.

1.2 Scope

1.2.1 This report will therefore discuss the following key transportation issues arising from the proposals:

- (i) the existing site location and transport infrastructure.
- (ii) analysis of personal injury traffic accident data.
- (iii) the site's compliance with applicable transport policy.
- (iv) the development proposal; and
- (v) development-generated vehicular traffic.

2 EXISTING CONDITIONS

2.1 Site Summary

2.1.1 The site is located within Pencoed Technology Park, approximately 1km southeast of Pencoed town centre. Although Pencoed lies within Bridgend County Borough Council (BCBC), the site itself is located within Rhondda Cynon Taff County Borough Council (RCTBC), directly east of the border between the two boroughs.

2.1.2 The proposed site currently comprises undeveloped greenfield land and is bordered to the north, east, and west by further greenfield Land, and to the south by Felindre Meadows. The site area totals 1.4ha.

2.1.3 **Figure 2.1** below illustrates the site location with an indicative red line boundary.

Figure 2.1: Site location in local context (with indicative red line boundary)



©Google Earth Pro

2.2 Local Highway Network

Felindre Meadows

2.2.1 The site connects onto the local highway network via an existing gated access junction with Felindre Meadows. Felindre Meadows is subject to a 30mph speed limit and provides access to Units 2 to 6 of Pencoed Technology Park. At a point approximately 400m east of the site access, Felindre Meadows connects to Felindre Road via a 3-arm roundabout.

Felindre Road

2.2.2 Felindre Road is a single carriageway road approximately 7m in width and subject to a 40mph speed limit. Felindre Road continues for approximately 1km to the north where it connects to the A473 via a 5-arm roundabout. To the south, Felindre Road continues for approximately 5km, connecting to the A48 (at a point approximately 2km west of Cowbridge).

Wider Highway Network

- 2.2.3 The A473 consists of a dual carriageway road providing access into the towns of Brynna, Llanharan, Talbot Green, Treforest, and Pontypridd to the north, and providing access to Junction 35 of the M4 motorway (approximately 800m), and Bridgend to the south.
- 2.2.4 The M4 motorway in turn provides a route to Port Talbot, Swansea, and Llanelli to the west, and Cardiff, Newport, and Bristol to the east.
- 2.2.5 The site is shown in a wider strategic context in **Figure 2.2**.

Figure 2.2: Site location in wider strategic context

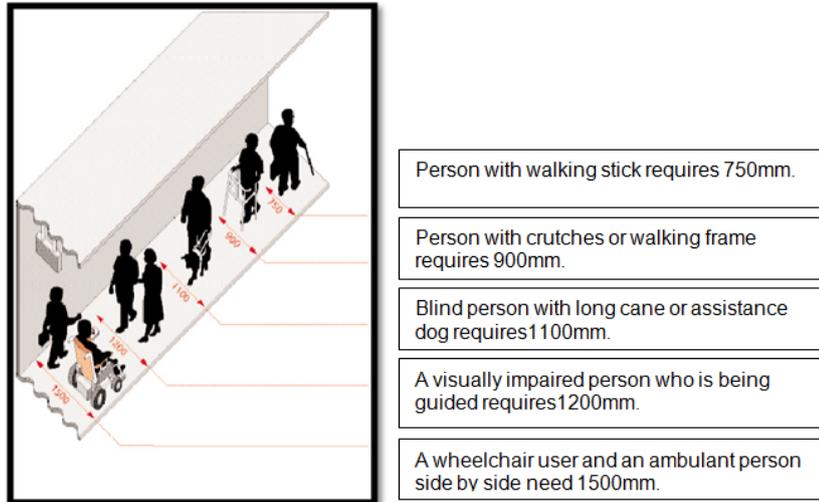


2.3 Pedestrian Infrastructure

- 2.3.1 Felindre Meadows is street lit, with a minimum 2.0m wide footway provided along the site frontage. A footway approximately 2.0m wide is also provided along the southern side of Felindre Meadows.
- 2.3.2 At its eastern end, the northern footway connects to a shared-use pedestrian/cycle path running along the western edge of Felindre Road. This shared-use path extends in a northerly direction before terminating approximately 100m prior to the 5-arm A473 roundabout, where the provision reduces in width to a footway only.
- 2.3.3 At the roundabout with Felindre Road, a dropped kerb crossing point with a pedestrian island is provided on the Felindre Meadows arm.
- 2.3.4 North along Felindre Road, a footway continues for the length of the road, and via a series of dropped kerb and signalised crossing points at the A473 roundabout, provides access into the pedestrian footway network within the Pencoed central area. South along Felindre Road, the footway continues for approximately 260m, terminating after the M4 underpass bridge.

2.3.5 As shown in **Extract 2.1** from DfT’s ‘Inclusive Mobility’ document (2002), the aforementioned footway widths of approximately 2m are more than suitable for a variety of users, including a wheelchair user and an ambulant person side by side.

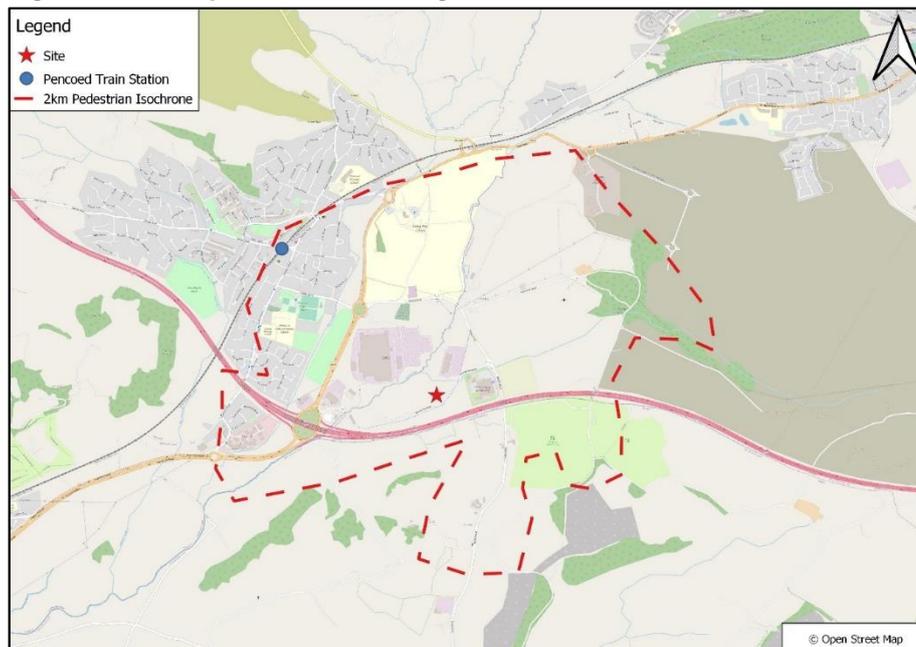
Extract 2.1: Footway widths (DfT ‘Inclusive Mobility’ 2002)



2.3.6 Table 3.3 in the Chartered Institution of Highways and Transportation (CIHT) document ‘Providing for Journeys on Foot’ identifies suggested acceptable walking distances for pedestrians to a range of local facilities. For commuting trips, the preferred maximum walking distance specified is 2km.

2.3.7 **Figure 2.3** identifies the 2km walking catchment to the site based on this suggested CIHT maximum walking distance, and demonstrates that almost all of Pencoed town centre lies within this distance. This identifies that the site is well located for residents in the local area to access the site by foot as part of a commuting trip.

Figure 2.3: 2km pedestrian walking catchment



2.4 Cycle Facilities

2.4.1 **Figure 2.4** displays an extract of the BCBC Integrated Network Map (INM) 12, covering the Pencoed area. Cycling in the immediate vicinity of the site is accommodated via shared-use pedestrian and cycle paths running alongside both Felindre Meadows, and Felindre Road. This path continues north along Felindre Road until it terminates at the entrance to Pencoed cemetery.

Figure 2.4: Extract from BCBC interactive active travel map for Pencoed area

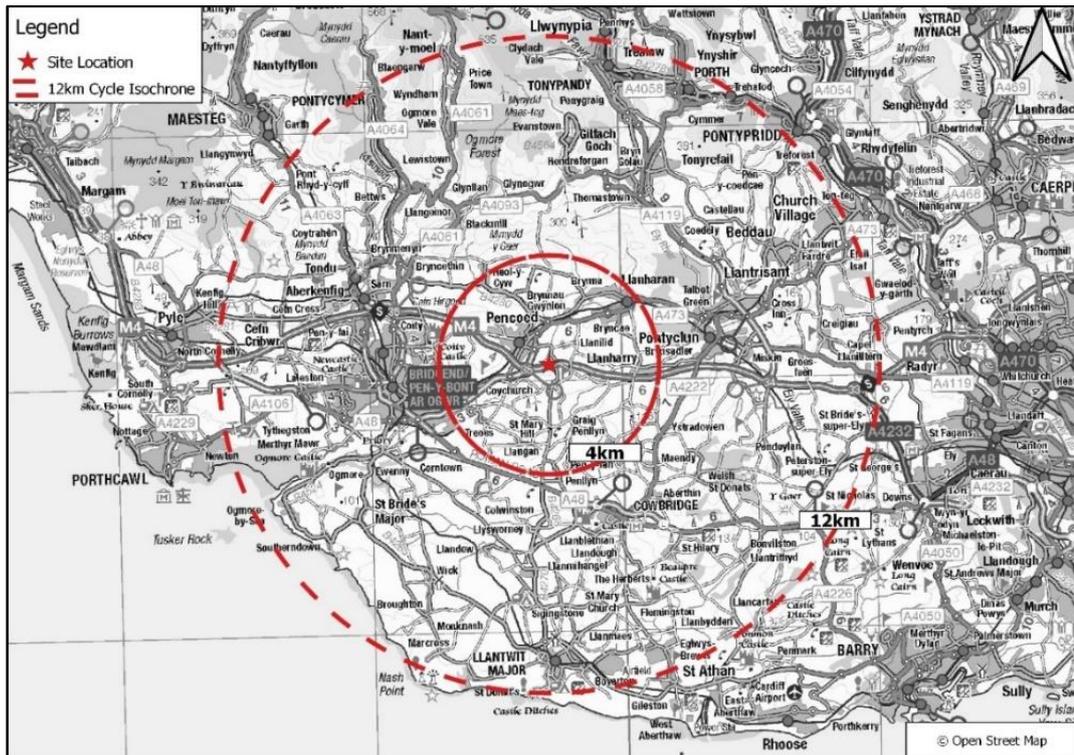


Source: bridgend.gov.uk

2.4.2 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. As such, a maximum 12km (7.4 miles) commuter distance applies. **Figure 2.5** displays the indicative 4km and 12km cycle catchments from the site.

2.4.3 **Figure 2.5** identifies that Llanharan, Pencoed and Pontyclun are located within a 4km cycling catchment from the site, with larger towns of Bridgend, Treforest and Pontypridd located within the wider 12km cycling catchment.

Figure 2.5: 4km and 12km cycling catchments



2.5 Public Transport Facilities

Bus

2.5.1 Guidance relating to the accessibility of development proposals to public transport is provided in the Institution of Highways and Transportation (IHT) document ‘Planning for Public Transport in Development’ (March 1999). The IHT guidance recommends that:

“new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop ...”.

2.5.2 The nearest bus stops to the site are located on Coychurch Road, approximately 1.8km northeast of the site. This equates to an approximate 22-minute walk time, or a 6-minute cycle time from the site.

2.5.3 The Coychurch Road stops provide access to the Adventure Travel 404 service routing between Pontypridd and Porthcawl (via Bridgend), as well as the First Cymru 63 service routing between Porthcawl and Talbot Green (via Bridgend). Both services run with an approximate hourly frequency in each direction throughout the day, between Mondays and Saturdays. When combined, these services therefore provide approximately 2-services per hour, to / from Bridgend. Neither service operates through Pencoed on a Sunday.

2.5.4 Whilst these stops are located over the acceptable 400m walking distance set out in the IHT guidelines, this distance is not definitive, and the bus stops provide a viable option for more mobile employees at the proposed site, especially as part of a multi-modal cycle journey.

Rail

- 2.5.5 The nearest railway station to the site is Pencoed station, located approximately 2km to the northwest of the site. This equates to an approximate 27-minute walk time, or an 8-minute cycle time from the site.
- 2.5.6 Pencoed station comprises two platforms, offering services to Cardiff Central and Newport on the eastbound route, and Bridgend and Maesteg on the westbound route. Services operate with a frequency of approximately 60-minutes during weekdays and Saturdays, and approximately 120-minutes on Sundays.
- 2.5.7 Journey times to Bridgend, Cardiff Central, and Maesteg are approximately 5-minutes, 25-minutes, and 30-minutes respectively, making Pencoed a popular commuting destination.
- 2.5.8 Traveling by train as part of a longer multi-modal trip including cycling is therefore an option for employees at the proposed site, especially for commuting trips into areas like Bridgend and Cardiff.

2.6 Local Highway Safety

- 2.6.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area of five or more accidents.
- 2.6.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.
- 2.6.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and the data includes all incidents up to the end of 2022.
- 2.6.4 An extract showing all CrashMap identified PIAs occurring in the vicinity of the site over the 5-year period between 2018 and 2022 is shown in **Figure 2.6**.
- 2.6.5 The CrashMap data identifies that no PIAs have been recorded in the immediate vicinity of the site over the 5-year study period, along Felindre Meadows or Felindre Road.
- 2.6.6 The majority of site generated trips will route through and access the wider highway network via the Felindre Road / A473 roundabout junction located approximately 1.0km north of Felindre Meadows. The CrashMap data identifies a total of 7 PIAs at this junction over the 5-year period between 2017 and 2021 (an average of 1.4 PIAs per year). Of the PIAs identified, 6 were classified as slight, with 1 severe.

Figure 2.6: PIA plot extract

Data source www.crashmap.co.uk - data extracted February 2024

- 2.6.7 A DFT count along the A473 just north of Bridgend College (count ref: 90313) identifies an AADT of 12,344 vehicles along the road (2022 estimate). A similar volume of traffic would therefore be expected through Felindre Road / A473 roundabout junction. An accident rate of approximately 1.4 PIAs per year, does not seem unusual for a key strategic junction of this type, and does not therefore suggest any significant highway safety issues.
- 2.6.8 The remaining PIAs identified on the CrashMap plot extract occurred along the M4, which is not part of the immediate highway network, and the proposed development will have minimal impact on this section of road.
- 2.6.9 The CrashMap data, therefore, identifies that there are no existing highway safety issues within the immediate area of the development site, and the increase in traffic generated by the proposed development (as discussed later in this report) is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

3.1.1 In preparing this TS, the site has been considered in the context of relevant transport planning policy guidance at national, regional and local level. The following documents have been reviewed:

3.1.2 In transport terms the relevant policy guidance that applies to this site are contained in the following documents:

- Planning Policy Wales (Edition 12, February 2024);
- Technical Advice Note (Wales) 18 – Transport (2007);
- Wales Transport Strategy (2021);
- Future Wales – The National Plan 2040 (Feb 2021);
- National Transport Delivery Plan 2022 to 2027; and
- Rhondda Cynon Taf Local Development Plan 2011-2021 (March 2011).

3.1.3 Consideration is also given to the following legislation, which has an emphasis on sustainable transport provision:

- Active Travel Wales Act 2013; and
- Well-being of Future Generations (Wales) Act 2015.

3.2 Summary

3.2.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single-occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

3.2.2 In order to achieve this, it is recognised that development should be located such that the need to travel is reduced, especially by private car, by locating development where there is good access to high-quality public transport, walking and cycling provision.

3.3 Conclusion

3.3.1 Although located within a business park area on the edge of Pencoed, the site does offer viable opportunities for travel by sustainable modes of transport.

3.3.2 The site is therefore concluded to be compliant with transport planning policy at a local and national level.

4 DEVELOPMENT PROPOSAL

4.1 Proposed Development

- 4.1.1 The proposals are for the development of 16 x B2/B8 units on the site, spread across 3 separate buildings, Blocks 5a, 5b and 6. The units will have a total GEA of 2,164m².
- 4.1.2 The site masterplan is provided at **Appendix A**.

4.2 Access

- 4.2.1 Vehicular access will be provided via the existing site access junction located along Felindre Meadows, to the south of the site. This access will be modified and designed in accordance with Local Highway Authority design guidance; the access works will be subject to an appropriate Highway Agreement (S278).
- 4.2.2 A 7.3m wide internal access road will continue north from the access junction, leading to a turning head, which has been design to RCTCBC Highway design guide. Footways approximately 2.0m wide will be provided on both sides of the internal access road and around the turning head. These footways will connect directly into the existing footway provision along the northern side of Felindre Meadows.

4.3 Parking

- 4.3.1 RCTBC parking standards are set out in the supplementary planning document 'Delivering Design and Placemaking: Access, Circulation & Parking Requirements' adopted in March 2011. This sets out detailed parking requirements according to land use and type of development across the county. These parking standards differ across four distinct zones identified within the document. The proposed development falls within 'Zone 3'.
- 4.3.2 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.
- 4.3.3 The Zone 3 parking standards for the 'E2: General Industry / Distribution / Storage (>235m²)' category identify that 1 car parking space per 80m² is required for non-operational use. This equates to a maximum of 27 spaces at the proposed development.
- 4.3.4 The proposed development will provide 25 car parking spaces across the site, located in marked spaces at the frontage of the units. This provision is within the RCTBC maximum requirements.
- Enhanced Access Parking Bays
- 4.3.5 RCTBC parking standards require new employment sites to provide a minimum of 5% of the total car park capacity for disabled motorists.
- 4.3.6 Based on these standards, of the 25 spaces to be provided at the proposed development, two parking will be designed and allocated for disabled use.

Cycle Parking

- 4.3.7 RCTBC minimum cycle parking requirements are also outlined within the SPG document. These identify that for the 'E: Industry and Industrial Warehousing' category a minimum of 1 short-stay cycle stand per 1,000m² (GFA), and 1 long-stay cycle stand per 500m² (GFA) is required. This equates to a total of 8 cycle parking stands at the proposed development (3 short-stay stands, and 5 short-stay stands).
- 4.3.8 The proposed development will provide parking for up to 30 cycles across the site. These will be provided within four secure cycle storage areas across the site. This provision equates to approximately two cycle parking spaces per unit.
- 4.3.9 This cycle parking provision is above the SPG minimum requirements, and will help to promote cycle travel at the site.

4.4 Servicing

- 4.4.1 The site access and internal layout has been designed in accordance with RCTCBC's design guidance, to ensure that all vehicles needing to gain access are able to enter and exit the site in a forward gear and safely manoeuvre within the site.
- 4.4.2 Four bin stores will be provided across the site, accessible from the internal access road through the site.

5 SITE TRAFFIC

5.1 Introduction

5.1.1 The following section outlines the anticipated trip generation of the proposed use on the site.

5.1.2 Estimated development generated traffic flows for the site have been forecast using the TRICS database. TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses based on existing traffic surveys at similar sites throughout the United Kingdom.

5.1.3 From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measure, in this case, per 100m² GFA.

5.1.4 Trip rates have been identified for each of the typical weekday highway peak periods. These represent a weekday AM peak hour period of 08:00 to 09:00, and a weekday PM peak hour period of 17:00 to 18:00. The 12-hour weekday period between 07:00 to 19:00 has also been assessed. These periods are anticipated to generate most trips at the site, with minimal trips anticipated on weekend periods.

5.2 Proposed Development Trip Generation

5.2.1 To represent the proposed B2/B8 use development, the TRICS category '02 – Employment / D – Industrial Estate' was utilised.

5.2.2 In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied:

- All sites in Greater London and Ireland excluded;
- Sites with a GFA greater than 10,000m² excluded;
- Includes only 'Edge of Town' located sites;
- Sites identified with greater than 50% B1 use excluded;
- Sites identified with a public transport accessibility significantly greater than the proposed site excluded. This has been determined as an accessibility to greater than 10 services across each AM and PM peak period respectively (07:00 to 10:00 and 16:00 to 19:00 respectively); and
- Sites with surveys identified as undertaken during the Covid pandemic period were excluded.

5.2.3 Utilising the TRICS trip rates, **Table 5.1** identifies the anticipated trip generation for the proposed development. A copy of the TRICS output is included in **Appendix B**.

5.2.4 **Table 5.1** shows that the proposed development is anticipated to generate approximately 17 two-way vehicular trips during the typical weekday AM peak hour period, and 14 two-way trips during the typical weekday PM peak hour period. Over the 12-hour weekday period, the proposed development is anticipated to generate a total of approximately 163 two-way vehicular trips.

Table 5.1: Proposed Development Anticipated Trip Generation - Weekday (based on 2,164m² GFA)

Time Period	Trip Rates (per 100m ²)			Total Trips (All Vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM Peak Hour Period 08:00-09:00	0.577	0.231	0.808	12	5	17
Weekday PM Peak Hour Period 17:00-18:00	0.163	0.454	0.617	4	10	14
Weekday 12-Hour Period 07:00-19:00	3.844	3.697	7.541	83	80	163

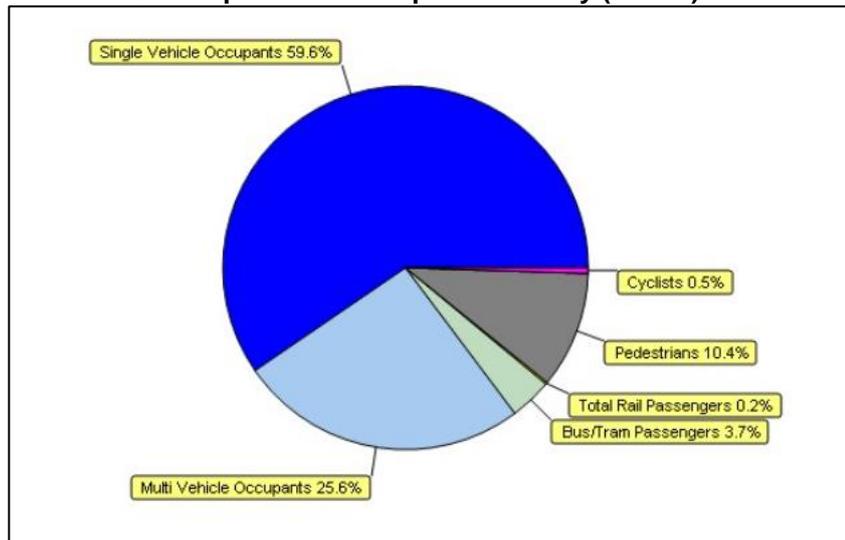
5.2.5 This level of trips will have a minimal impact on capacity across the local highway network.

5.3 Modal Split

5.3.1 The TRICS database has also been interrogated for multi-modal split data, to provide a likely mode split of travel to the proposed development.

5.3.2 **Chart 5.1** provides a mode split summary of the trips generated from the TRICS sites selected to represent the proposed development. This has been based on only the TRICS sites which included a multi-modal breakdown of trips in their surveys (3 sites in total).

Chart 5.1: Development modal split – weekday (TRICS)



5.3.3 **Chart 5.1** shows that the anticipated total person trips for a development of this nature would typically comprise of approximately 15% non-car modes of travel. The remaining 85% of person trips would be anticipated as either a car driver or car occupant mode.

6 SUMMARY AND CONCLUSION

6.1 Summary

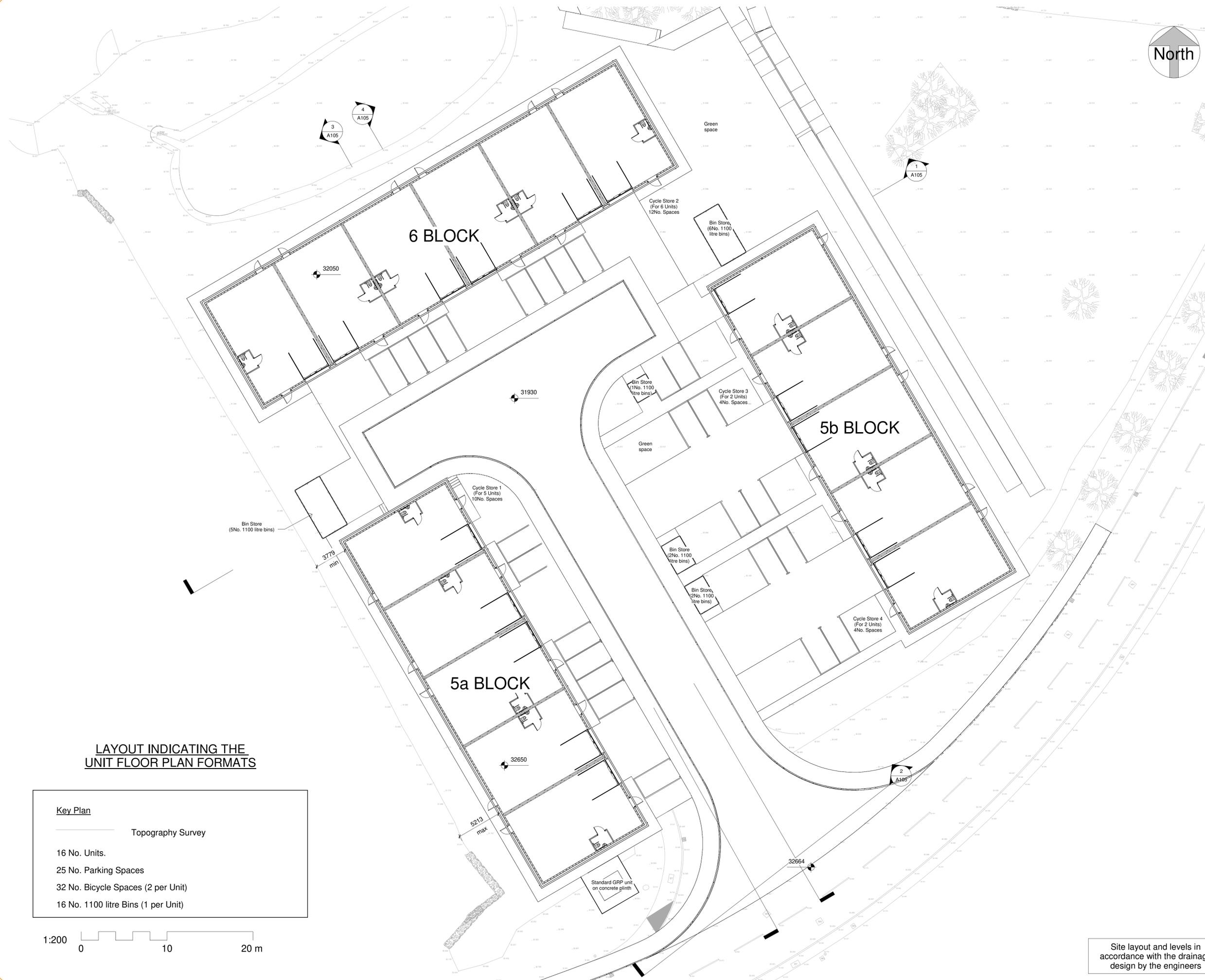
- 6.1.1 This Transport statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of FABCO Holdings Ltd (the applicant), to examine the highway and transportation issues associated with a proposed B2/B8 use development at Plot E, within Pencoed Technology Park, Rhondda Cynon Taff.
- 6.1.2 The proposals are for the development of 16 x B2/B8 units on the site, spread across 3 separate buildings. The units will have a total GEA of 2,164m².
- 6.1.3 Although located within a business park area on the edge of Pencoed, the site does offer viable opportunities for travel by sustainable modes of transport. The site is therefore compliant with transport planning policy at both local and national level.
- 6.1.4 Vehicular access will be provided via the existing site access junction located along Felindre Meadows, to the south of the site. This access will be modified and designed in accordance with Local Highway Authority design guidance; the access works will be subject to an appropriate Highway Agreement (S278).
- 6.1.5 A 7.3m wide internal access road will continue north from the access junction, leading to a turning head, which has been design to RCTCBC Highway design guide. Footways approximately 2.0m wide will be provided on both sides of the internal access road and around the turning head. These footways will connect directly into the existing footway provision along the northern side of Felindre Meadows.
- 6.1.6 The proposed development will provide 25 car parking spaces across the site, with two of these spaces designed and allocated for disabled use.
- 6.1.7 The proposed development will provide parking for up to 30 cycles across the site. These will be provided within four secure cycle store units across the site. This provision equates to approximately two cycle parking spaces per unit.
- 6.1.8 The site access and internal layout will be designed in accordance with local design guidance to ensure that all vehicles needing to gain access will be able to enter and exit the site in a forward gear, and safely manoeuvre within the site.
- 6.1.9 The report has shown that the proposed development is anticipated to generate a total of approximately 17 two-way vehicular trips during the typical weekday AM peak hour period (08:00 to 09:00), and 14 two-way trips during the typical weekday PM peak hour period (17:00 to 18:00). Over the total 12-hour weekday period between 07:00 and 19:00, the proposed development is anticipated to generate approximately 163 two-way vehicular trips. The proposed development is anticipated to generate minimal traffic over weekend periods.
- 6.1.10 A review of the accident record has identified no apparent existing highway safety concern in the vicinity of the site. The proposed development is not expected to have an adverse impact on this existing highway safety record.

6.2 Conclusion

- 6.2.1 The site is concluded to be compliant with existing and emerging transport planning policy at local and national level.
- 6.2.2 There are no reasons, in highway and transportation terms, why the site should not be allocated planning permission.

APPENDIX A

Site Layout



NOTES

- All dimensions are in millimetres unless noted otherwise.
- All levels are shown in millimetres unless noted otherwise.
- Do not scale from the drawing. Use figured dimensions only.
- Any discrepancies to be reported immediately to the Designer/Engineer.
- This drawing to be read in conjunction with all relevant Architects, engineers, subcontractors and specialists drawings and specifications.

ALL DIMENSIONS TO BE CHECKED ON SITE: Contractor to check and verify all building and site dimensions. The Contractor is to comply in all respects with the current Building Regulations whether specifically stated on this drawing or not. This drawing must be read and checked against any other specialist drawings provided & manufacturer's recommendations. Tabled quantities are for guidance only all specialist Consultants & Contractors to check and verify. Any discrepancies in all of the above must be reported to the Design team prior to installation

CDM - If we are appointed as a Designer or Principal Designer, for the Pre-Construction Phase only, we can only carry out our duties for that phase. This means that we will give all relevant design information for consideration in the Construction Phase Plan / Health & Safety File to the Client at the end of the Pre-Construction Phase. It will be the Client's responsibility to pass that information on to the Principal Contractor and any other Contractors or Designers, which the client subsequently appoints.

LAYOUT INDICATING THE UNIT FLOOR PLAN FORMATS

Key Plan	
	Topography Survey
	16 No. Units.
	25 No. Parking Spaces
	32 No. Bicycle Spaces (2 per Unit)
	16 No. 1100 litre Bins (1 per Unit)



Site layout and levels in accordance with the drainage design by the engineers

**PLANNING ONLY
CLIENT APPROVED AREA**

rev.	drawn	checked	approved	date	description
F	ND	ND	ND	7.12.23	Note change
E	JSM	ND	ND	20.11.23	Road design updated. Bin Store relocated
D	ND	ND	ND	25.09.23	Added floor levels in accordance with the Vale Drainage plan
C	ND	ND	ND	11.07.23	Unit 5b/6 position swap
B	ND	ND	ND	6.07.23	Entrance adjustment (16no units - 11/7/23)
A	ND	ND	ND	31.05.23	Unit area adjusted

Client **FABCO Holdings Limited**
Felindre Meadows, CF35 5PZ

Project **Pencoed Technology Park (Site E)**

Title **Proposed Cut Site Plan**

360AD Limited
Architectural Design & Visualisation Consultancy
First floor 29 Boccam Park
Pencoed Bridgend CF35 5LJ
T 01656330997
email enquiries@360ad.co.uk
web www.360ad.co.uk



date	drawn	checked	approved
March 2023	JSM	ND	GF

scale @ A1

status	System Number	drg. no.	rev.
Planning	21-010-120-f	A104	F

APPENDIX B

TRICS Outputs

Calculation Reference: AUDIT-751101-231110-1150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
10	WALES	
	SW SWANSEA	2 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: 4000 to 6822 (units: sqm)
Range Selected by User: 552 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/11/22

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
--------------	---

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	5
-----------------	---

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	4 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 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:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days

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

Population within 5 miles:

125,001 to 250,000	4 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No	5 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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-02 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i>		<i>Survey Type: MANUAL</i>
2	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 17/11/17</i>		<i>Survey Type: MANUAL</i>
3	LC-02-D-08 NOOK LANE BAMBER BRIDGE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4000 sqm <i>Survey date: TUESDAY 06/11/18</i>		<i>Survey Type: MANUAL</i>
4	SW-02-D-01 UPPER FOREST WAY SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area: 6822 sqm <i>Survey date: WEDNESDAY 09/10/19</i>		<i>Survey Type: MANUAL</i>
5	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area: 5280 sqm <i>Survey date: THURSDAY 10/10/19</i>		<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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AK-02-D-01	No use class breakdown
AK-02-D-03	> 10 PT service in peak hour periods
DV-02-D-07	> 10 PT service in peak hour periods
EX-02-D-03	B1 Use Only
EX-02-D-05	80% B1
FI-02-D-01	70% B1
TW-02-D-09	50% B1
WO-02-D-02	50% B1

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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	6051	0.074	2	6051	0.008	2	6051	0.082
06:00 - 07:00	2	6051	0.198	2	6051	0.025	2	6051	0.223
07:00 - 08:00	5	5026	0.442	5	5026	0.088	5	5026	0.530
08:00 - 09:00	5	5026	0.577	5	5026	0.231	5	5026	0.808
09:00 - 10:00	5	5026	0.430	5	5026	0.199	5	5026	0.629
10:00 - 11:00	5	5026	0.318	5	5026	0.215	5	5026	0.533
11:00 - 12:00	5	5026	0.322	5	5026	0.314	5	5026	0.636
12:00 - 13:00	5	5026	0.354	5	5026	0.406	5	5026	0.760
13:00 - 14:00	5	5026	0.366	5	5026	0.298	5	5026	0.664
14:00 - 15:00	5	5026	0.294	5	5026	0.382	5	5026	0.676
15:00 - 16:00	5	5026	0.275	5	5026	0.306	5	5026	0.581
16:00 - 17:00	5	5026	0.275	5	5026	0.573	5	5026	0.848
17:00 - 18:00	5	5026	0.163	5	5026	0.454	5	5026	0.617
18:00 - 19:00	5	5026	0.028	5	5026	0.231	5	5026	0.259
19:00 - 20:00	2	6051	0.017	2	6051	0.306	2	6051	0.323
20:00 - 21:00	2	6051	0.000	2	6051	0.091	2	6051	0.091
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.133			4.127			8.260

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:	4000 - 6822 (units: sqm)
Survey date date range:	01/01/15 - 18/11/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	8

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.