# Proposed residential development, land to the south of Hendre Farm Drive, Ringland, Newport

**Transport Statement**

**May 2025**

| | |
|---|---|
| **Applicant:** | **Willis Construction** |
| **Project no:** | **T22.168** |
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| **Project name:** | **Hendre Farm Drive** |

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**FIGURES**



**APPENDICES**

# 1 INTRODUCTION

## 1.1 Background

1.1.1 Asbri Transport Limited have been instructed by Willis Construction to produce a Transport Statement to be submitted in support of the planning application for the proposed residential development of 32 affordable dwellings to the south of Hendre Farm Drive, Ringland, Newport.

1.1.2 The development proposes a mix of 6 houses and 26 flats at the site, which is currently a brownfield site. The site historically hosted the Open Hearth Public House, which closed in early 2020. The pub buildings were demolished in 2021.

## 1.2 Purpose of the Report

1.2.1 The purpose of this Transport Statement is to detail the likely transport characteristics of the proposed development. The report also considers the on-site layout regarding parking provision and provision for service vehicle access.

## 1.3 Pre-application correspondence

1.3.1 The Local Planning Authority responded by letter dated 28th November 2023 to a pre-application planning enquiry. The planning submission and Transport Statement have considered and accounted for the comments raised in the Highways, Safety and Parking section of the pre-application letter.

1.3.2 A meeting was also held with the planning case officer and the highways officer on 14th November 2023 where highway matters, in particular parking and servicing were discussed in detail.

## 1.4 Structure of the report

1.4.1 Following this introductory chapter, the report is structured as follows:

- Section 2: Existing Situation;
- Section 3: Development Proposals;
- Section 4: Transport Characteristics; and,

- Section 5: Conclusion.

# 2 EXISTING CONDITIONS

## 2.1 Introduction

2.1.1 In order to assess the impact of the development proposals it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report, therefore, describes the existing transport network within the vicinity of the site.

## 2.2 Site Location

2.2.1 The application site is located in the Ringland neighbourhood of Newport, situated approximately 4km northeast of the city centre and 1.6km southwest of the M4 Junction 24 at Coldra.

2.2.2 The site location in relation to the surrounding area is shown in **Figure 2.1.**


Figure 2.1 Site location

2.2.3 The site is located 850m directly south of the Ringland neighbourhood centre, an area that is soon to be subject to significant regeneration, the early phases of which are underway. Ringland as a whole is a predominantly residential area also hosting a range of retail, commercial and community units throughout.

## 2.3 Highway Network

2.3.1 The local highway network is shown in **Figure 2.2.** The site is situated directly off Hendre Farm Drive. The A48 Southern Distributor Road / Ringland Circle roundabout is located approximately 450m to the southwest of the site.


Figure 2.2 Local highway network

***Hendre Farm Drive***

2.3.2 Hendre Farm Drive is a two-way single carriageway local distributor road following a similar alignment of the A48 towards the south-west. It traverses the Ringland area of Newport providing access to the Ringland District Centre to the north and connects with Ringland Circle, another distributer road, to the south.

2.3.3 The carriageway is lit with street lighting and has a 2 - 3m wide footway on both sides of the carriageway. The footways have dropped kerbs and tactile paving at informal crossing points. The road is a bus route with stops generally accommodated in lay-bys along its length.

2.3.4 There is traffic calming in the form of speed cushions and priority narrowing along the carriageway which is subject to a 30mph speed limit to the north-east of the application site and 20mph to the south-west of the application site.

2.3.5 A side road is formed off Hendre Farm Drive that provides access to Fred Edwards Close. The side road historically provided access to the public house formerly located on the application site.

***A48***

2.3.6 The A48 Newport Southern Distributor Road, which runs east to west just to the south of the development site, is a trunk road effectively forming a bypass running parallel to the M4 around the south of Newport between the M4 Junction 24 at the Coldra and M4 Junction 28 at Tredegar Park. The A48 provides access into the centre of Newport and its environs and is in the form of an urban dual carriageway with numerous at grade roundabouts.

2.3.7 In the vicinity of the proposed development, the A48 is a wide dual carriageway with a central reservation without residential and commercial frontage. Street lighting and footways are present on both sides of the carriageway which are approximately 2m in width along its length. The A48 forms part of the local off-road routes as details within the Integrated Network Maps and discussed later in the report.

## 2.4 Public Transport

2.4.1 **Figure 2.3** details the location of public transport services within the vicinity of the site.


Figure 2.3 Bus stops within close proximity of the site

***Bus***

2.4.2 The nearest bus stop to the site is located on Hendre Farm Drive immediately adjacent to the application site's frontage. The westbound stop fronts the site whereas the eastbound stop is situated approximately 100m northeast of this.

2.4.3 The eastbound bus stop is in the form of bus layby and benefits from a bus shelter whilst the westbound bus stop is in the form of a bus layby with no shelter provision. These stops are shown in **Photograph 2.1** and **Photograph 2.2.**


Photograph 2.1 Eastbound bus stop (Google Maps)


Photograph 2.2 Westbound bus stop (Google Maps)

2.4.4 The services running from the bus stops within the vicinity of the site are shown in **Table 2.1.**

| Route No. | Destination | Frequency |
|---|---|---|
| 5 | Newport - Gwent Europark | Mon-Fri: 05:25, 09:23, 13:23 & 21:25 |
| | | Sat: 05:27, 09:25, 13:25 & 21:27 |
| | Gwent Europark - Newport | Mon-Fri: 06:37, 14:41, 18:37 & 22:37 |
| | | Sat: 06:37, 14:38, 18:34 & 22:34 |
| 6 | Newport - Alway - Ringland | Mon-Sat: Hourly from 06:49-18:49 |
| | Ringland - Alway - Newport | Mon-Sat: Hourly from 06:05-18:29 |
| 8A | Newport - Ringland | Mon-Fri: ~ hourly from 06:45-19:28 |
| | | Sat: ~ hourly from 07:58-19:20 |
| | Ringland - Newport | Mon-Fri: ~ hourly from 07:31-19:00 |
| | | Sat: ~ hourly from 07:34-19:27 |
| 8A & 8C | Newport - Ringland | Mon-Fri: ~ hourly from 06:45-19:28 |
| | | Sat: ~ hourly from 07:58-19:20 |
| | Ringland - Newport | Mon-Fri: ~ hourly from 07:31-19:00 |
| | | Sat: ~ hourly from 07:34-19:28 |
| 9A & 9C | Newport - Retail Park | Mon-Fri: 20:24 & 22:04 |
| | | Sat: 19:46, 20:46 & 22:54 |
| | | Sun: Hourly from 08:26-18:26 |

Table 2.1 Bus services within proximity

2.4.5 There is a good range of bus services running within proximity of the site allowing direct access into the centre of Newport and wider public transport network.

***Rail***

2.4.6 The nearest railway station to the site is Newport Railway Station. This station is located 5.2km from the proposed development. Newport Railway Station is accessible by bus in approximately 22 minutes via frequent services operating immediately past the application site.

2.4.7 Newport Railway Station is the second busiest railway station in Wales, coming second to Cardiff Central. Newport Railway Station hosts a range of facilities including toilets, step-free access, shops, a ticket office and machine.

2.4.8 In terms of parking, Newport Railway Station provides two car parks; an NCP with 20 spaces and a National Car Parks Ltd with 246 spaces, and 42 sheltered cycle stands with CCTV.

2.4.9 From Newport Railway Station, frequent services are available to the following locations:

- London Paddington

- Cardiff Central
- Swansea
- Manchester Piccadilly

2.4.10 For those heading to Cardiff Central, direct trains are available with a frequency of 20 – 30 minutes during peak times and once per hour during the evening from 05:35 – 23:40 on Monday – Saturday and 09:30 – 23:21 on a Sunday with similar frequency.

## 2.5 Pedestrians & Cyclists

### *Pedestrians*

2.5.1 The Charted Institution of Highways and Transportation (CIHT) guidance 'Providing for Journeys on Foot' (2000) sets out the desirable, acceptable and preferred maximum walking distances for different a trip purpose. These are set out in **Table 2.2,** below.

| | Town Centre (m) | Commuting (m) | Elsewhere (m) |
|---|---|---|---|
| Desirable | 200 | 500 | 400 |
| Acceptable | 400 | 1000 | 800 |
| Maximum | 800 | 2000 | 1200 |

Table 2.2 CIHT suggested acceptable walking distances

2.5.2 As discussed, there are footways present on both sides of the carriageway surrounding the proposed application site and there is an established network of pedestrian routes within the immediate vicinity of the site.

### *Cyclists*

2.5.3 The proposed development is not within close proximity of the National Cycle Network (NCN) routes; however, Newport's location cycle routes provide an excellent connection to the following routes:

- **NCN Route 4** is a 697.8km, long-distance cycle route from London to Fishguard which is situated southwest of the development.
- **NCN Route 47** is a 195km, long-distance cycle route from Newport to Fishguard which is situated west of the development. This route heads through Newport City Centre

2.5.4 **Figure 2.4** details the cycle infrastructure within proximity of the site and the sites advantageous proximity to local cycle routes heading to Newport city centre and the National Cycle Network.


Figure 2.4 Cycle routes within close proximity of the development site

## 2.6 Local Amenities

2.6.1 **Table 2.3** details the locations of the relevant amenities within range of the site. **Figure 2.5** details the proximity of amenities using isochrones of up to 2km.

| Facility | Distance (m) | Walk Time (minutes) | Cycle Time (minutes) |
|---|---|---|---|
| Supermarket / convenience store | 1200 | 14 | 10 |
| Petrol station | 1500 | 18 | 12 |
| Post office | 1000 | 12 | 8 |
| School / education | 450 | 5 | 4 |
| Community centre / library | 1200 | 14 | 10 |
| GP / medical centre | 1100 | 13 | 9 |
| Pharmacy | 1000 | 12 | 8 |
| Café / restaurant | 2000 | 24 | 16 |
| Bar / pub | 1500 | 18 | 12 |
| Fast food / takeaway | 1000 | 12 | 8 |

Table 2.3 Local amenities within proximity

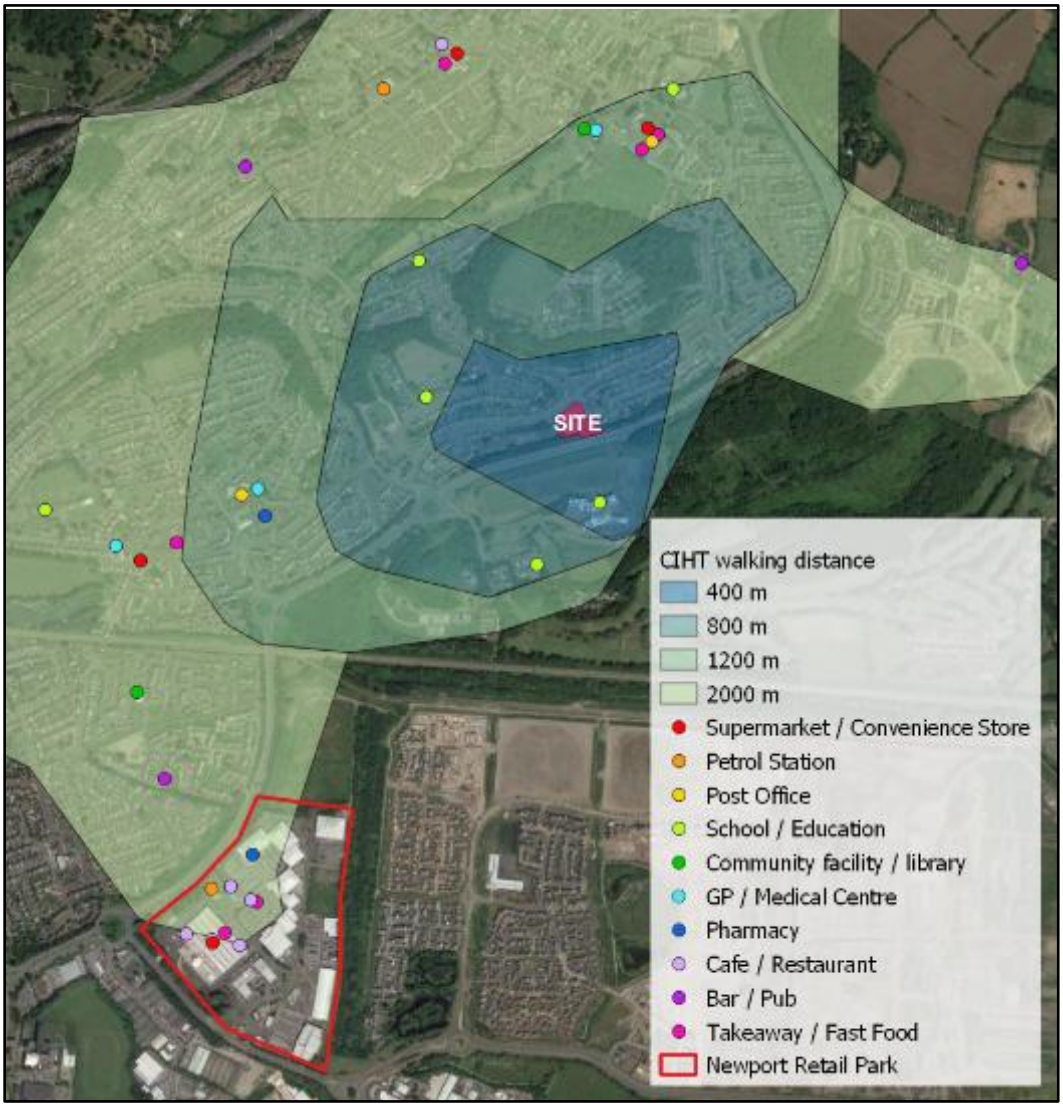


Figure 2.5 Local amenities within close proximity to the development site

2.6.2 The routes have been plotted using the ORS Tool Plugin for QGIS which uses OpenStreetMap data for routing and isochrones.

2.6.3 It is evident from the above that the site is well connected with a range of amenities, particularly benefiting from the proximity to the Ringland neighbourhood centre within 1.2km and Newport Retail Park within 2km. This includes pedestrian access to Llanwern High school via a pedestrian footbridge over the A48 southern Distributor Road located on the south eastern corner of the development site.

## 2.7 Highway Safety

2.7.1 Personal Injury Collision (PIC) data was obtained for the most recent five-year period (2019-2023) from the Stats Wales database.

2.7.2 A summary of the collisions that occurred within the assessed study area are shown in **Table 2.4** and the location and severity of the collisions assessed are summarised in and locations shown in **Figure 2.6.**

2.7.3 From the above information it is evident that there has been a total of 7 collisions in the latest 5-year period available. Of these collisions, 6 have been classified as resulting in slight injuries, one in serious injuries and none have resulted in fatalities.

2.7.4 In sum, the collisions have involved 3 pedestrians, no cyclists, 11 vehicles and resulted in 8 casualties in total. There are no collision clusters of concern and the spread is considered typical of the highway network. It is considered that this data demonstrates that there are no highways safety issues in the vicinity of the proposed development site.

| Year | Severity | | | | Pedestrians | Cyclists | Casualties | Vehicles |
|---|---|---|---|---|---|---|---|---|
| | Fatal | Serious | Slight | Total | | | | |
| 2019 | 0 | 0 | 2 | 2 | 1 | 0 | 2 | 3 |
| 2020 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| 2021 | 0 | 1 | 2 | 3 | 2 | 0 | 4 | 4 |
| 2022 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 |
| 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1** | **6** | **7** | **3** | **0** | **8** | **11** |

Table 2.4 PIC within proximity summary

Figure 2.6 PIC within close proximity of the development site

# 3 DEVELOPMENT PROPOSALS

## 3.1 Introduction

3.1.1 The development proposals consist of 32 residential dwellings to the south of Hendre Farm Drive, Ringland, Newport.

3.1.2 The proposed layout is included in **Appendix A** and the housing schedule is as follows:

- 2 bed house x 6
- 2 bed flat x 7
- 1 bed flat x 19

## 3.2 Means of Access

***Vehicular***

3.2.1 Vehicular access to the site will be via the existing access on Hendre Farm Drive where it is intended to use the existing priority junction.

***Pedestrian & Cyclist***

3.2.2 Footways within the site will be integrated into the surrounding network including on both sides of the bell mouth access junction.

3.2.3 There is also a pedestrian access to the western corner off the site, located off the private driveway.

***Servicing & Emergency Vehicles***

3.2.4 It is intended that delivery, refuse and emergency vehicles will be able to enter the site make use of the turning head provided on site. Swept path analysis of the following vehicles has been undertaken and are shown in **Appendix B** respectively**:**

- 11.5m refuse collection vehicle
- DB32 fire appliance
- Mercedes Sprinter Panel Van

- 12m rigid vehicle

3.2.5 The RCV may also wait in proximity to the bin stores within acceptable carry distances for its operatives.

## 3.3 Parking

### *Cycle Parking*

3.3.1 Secure cycle storage will be provided in accordance with Newport Council requirements. An integral element of the design of each proposed dwelling type, whether in communal areas for flats or individually for houses is the provision of secure cycle storage.

3.3.2 The following are Newport's minimum cycle parking standards as shown in Table 1 of the Authority's Sustainable Travel Supplementary Planning Guidance (SPG):

Table 1: Minimum cycle parking standards

| DEVELOPMENT TYPE | CYCLE PARKING PROVISION | |
|---|---|---|
| | Long Stay Requirement (secure and ideally covered) | Short Stay Requirement (obvious, easily accessed and close to destination) |
| **RESIDENTIAL** | | |
| Dwelling House, Student Accommodation, Over 50s Accommodation and Houses in Multiple Occupation | 1 space per 2 bedrooms[3] | 1 space per 20 bedrooms |

### *Car Parking*

3.3.3 The site lies within the SPG car parking zone 4 which specifies for both houses and apartments 1 space per bedroom up to a maximum of 3 spaces per bedroom for residents, with 1 space per 5 dwellings for visitor spaces.

3.3.4 Based on this standard, the development is required to provide 45 residential parking spaces and 6 visitor parking spaces.

3.3.5 The development proposes to include 50 car parking spaces in the form of private driveways and courtyard style parking for the apartments. These car parking spaces are designed in accordance with the Newport SPG on parking at 2.4m x 4.8m.

3.3.6 The proposed parking spaces are shown in the site plan within **Appendix A** and a swept path analysis for a selection of car parking spaces using a large estate car are shown in **Appendix C.**

# 4 TRANSPORT CHARACTERISTICS

## 4.1 Introduction

4.1.1 In order to assess the impact of the site on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the proposed development.

4.1.2 This section of the report, therefore outlines the methodology used to predict traffic generation for the proposed development, and provides an estimate of future trips to/from the development site.

## 4.2 Trip Generation

4.2.1 The vehicle trip generation rates for the proposed residential dwellings have been obtained from the TRICS 7.11.2 trip generation database. The trip generation has been calculated for total vehicle to ascertain a proposed vehicle trip generation.

- Land use: Residential – Mixed affordable houses and flats
- No. of dwellings: 18-220
- Survey says: Monday-Friday
- Location of development: UK, excluding Greater London and Northern Ireland

4.2.2 The TRICS analysis found 5 directly comparable sites to the existing development. The vehicle trip rates and resultant vehicles are presented in **Table 4.1,** below with the full output included in **Appendix D.**

| Development Peak Hours | Trip rate per dwelling | | | Trip rate 32 dwellings | | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| 08:00-09:00 | 0.104 | 0.218 | 0.322 | 3 | 7 | 10 |
| 17:00-18:00 | 0.208 | 0.160 | 0.368 | 7 | 5 | 12 |
| **Daily** | **1.836** | **1.857** | **3.693** | **59** | **59** | **118** |

**Table 4.1** TRICS residential - affordable flats and houses

4.2.3 The proposed development is likely to generate up to 10 two-way vehicle movements during the AM network peak hour of 08:00-09:00 and up to 12 two-way vehicle movements during the PM network peak hour of 17:00-18:00. This equates to an

additional vehicle movement approximately every 5 minutes. Over the course of the day, the development is likely to generate up to 118 two-way vehicle movements.

### 4.3 Potential Impact

4.3.1 It is envisaged that the proposed development due to the forecast low level of peak hour traffic generation will have a marginal impact on the local highway network during the AM and PM peak hour periods, or throughout the course of the day.

# 5 CONCLUSION

## 5.1 Summary

5.1.1 This Transport Statement accompanies a planning application for the proposed residential development of 32 affordable dwellings to the south of Hendre Farm Drive, Ringland, Newport.

5.1.2 The development proposes a mix of 6 houses and 26 flats at the site, which is currently a brownfield site. The site formerly accommodated the Open Hearth public house, which closed in early 2020. The pub was demolished in 2021.

5.1.3 The development is proposed in a sustainable location in the Ringland area of Newport in proximity to local schools, retail outlets and bus services. The planning application proposes a level of parking compliant with the maximum parking standards applied by the Local Planning and Highway Authority.

5.1.4 The proposed development is likely to generate up to 10 two-way vehicle movements during the AM network peak hour of 08:00-09:00 and up to 12 two-way vehicle movements during the PM network peak hour of 17:00-18:00. Over the course of the day, the development is likely to generate up to 118 two-way vehicle movements.

5.1.5 This level of traffic generation is expected to have no material impact on the operational performance of the highway network. There is considerable opportunity for residents and visitors to travel by both sustainable and active travel modes.

## 5.2 Conclusion

5.2.1 The proposed residential development is in a sustainable area of Ringland in Newport within immediate proximity of bus services, schools and other local amenities. A major new Health and Well Being centre is to open in Ringland in early 2025.

5.2.2 Whilst the site's former use as a Public House has been demolished the former use would have attracted trips from the local area by all modes of travel.

5.2.3 It is considered that there are no highways or transport reasons to preclude the grant of planning permission.

# Appendices

# Appendix A

A0 DRAWING SHEET

NORTH


**SITE AREA:**
**SITE OWNERSHIP AREAS:** 2 ACRES
**DEVELOPABLE SITE AREA:** 1.2 ACRES

## PROPOSED SITE LAYOUT
Scale 1:200

0 2 4 6 8 10 m
SCALE 1:200

DENOTES SITE APPLICATION BOUNDARY

DENOTES 1800MM HIGH TREATED CLOSE BOARDED FENCE.

DENOTES 900MM HIGH GALVANISED FLAT TOP RAILINGS.

DENOTES FACING BRICK RETAINING BOUNDARY WALLS - REFER TO ENGINEERS DRAWINGS FOR R.WALL DETAILS.

DENOTES 500mm HIGH TIMBER TREATED KNEE RAIL

DENOTES 1800mm HIGH FACING BRICKWORK BOUNDARY / PART RETAINING WALLS WHERE NECESSARY.

DENOTES AREA IN 'TOBERMORE' PERMEABLE PAVING SYSTEM AS DENOTED - COLOUR: GREY

DENOTES AREA IN 'TOBERMORE' PERMEABLE PAVING SYSTEM AS DENOTED - COLOUR: MULTI RED / BRINDL

DENOTES 2.6M X 4.8M 'TOBERMORE' PERMEABLE PAVING SYSTEM PARKING BAYS WITH 50MM X 100MM PC CONCRETE PATH EDGING TO DELINEATE BAYS.

DENOTES AREA OF NEW 2M WIDE TARMACADAM FOOTWAYS TO PERIMETER OF SITE.

DENOTES AREA OF NEW TARMACADAM ACCESS ROAD INTO SITE.

DENOTES AREAS OF 450 X 450MM P.C CONC. PAVING SLABS TO FORM PATIO AREAS AND 900MM MIN FOOTPATHS TO TO CURTILAGE OF RETAIL AND 1200MM WIDE TO TO CURTILAGE OF FLATS.

DENOTES AREAS OF INFORMAL PLANTING / LANDSCAPING AREAS , AS PER TREE / SPECIES MIX IN LANDSCAPING SCHEDULE.

DENOTES AREAS OF RAIN GARDENS TO ASSIST SUDDS DRAINAGE DESIGN & BIODIVERSITY AS PER TREE / SPECIES MIX IN LANDSCAPING SCHEDULE.

DENOTES SHRUB BOUNDARIES - REFER TO LANDSCAPE LAYOUT FOR FURTHER DETAILS

DENOTES FENCE REINFORCED SHRUB BOUNDARIES AROUND CULVERT - REFER TO LANDSCAPE LAYOUT FOR FURTHER DETAILS

DENOTES 1.8M HIGH - 900MM WIDE TIMBER GATE WITH A SECURITY LOCK, IN COMPLIANCE WITH BS8300 - NOTE GATE TO BE SIMILAR HEIGHT TO ADJACENT WALL/GATE IF APPLICABLE.

DENOTES NEW TREE PLANTING (REFER TO LANDSCAPE DRAWING FOR TYPES AND SCHEDULES)

DENOTES EXISTING TREES TO BE REMOVED

DENOTES EXISTING TREES TO REMAIN WITH ROUTE BARRIER AND CONDITION DESIGNATION AS PER ACCOMPANYING TREE REPORT

DENOTES 2.9M DIAMETER ROTARY DRYER SET IN CONCRETE. - PROVIDING 4M MIN. OF LINE FOR 2 BED DWELLINGS. 6M MIN. FOR 3 BED DWELLINGS.

DENOTES PAVED CONCRETE HARDSTANDING FOR COMMUNAL BIN STORE HOSTING REFUSE BINS TO SUIT LA REQUIREMENTS

DENOTES ROBUST TREATED TIMBER FRAMED SHED WITH 1NO./2NO. SHEFFIELD OR SIMILAR TYPE STEEL FRAMED BIKE RACK, BOTH BOLTED TO 150MM THICK CONCRETE BASE - PROVIDING SPACE FOR 1NO/2ND BICYCLES AND 1 M² GARDEN STORE SPACE. PERMANENT LOCK TO BE PROVIDED TO SHED DOOR. CONFORMING TO BS 3621:2004.

SB — DENOTES POSITION OF IBSTOCK OR SIMILAR SWIFT BOX IN SMOOTH RED - TO BE INSTALLED AT MIN. 5M FROM EXTERNAL GROUND LEVEL

BB — DENOTES POSITION OF IBSTOCK BAT BRICK (TYPE A) OR SIMILAR - REFER TO INDIVIDUAL ELEVATIONS FOR EXACT LOCATION

| PLOT NO. | DWELLING TYPE | GIA (M²) | GIA (FT²) |
|---|---|---|---|
| **HOUSES - PLOTS 1-6** | | | |
| 1 | 4P 2B HOUSE TYPE | 90 | 968 |
| 2 | 4P 2B HOUSE TYPE | 82 | 882 |
| 3 | 4P 2B HOUSE TYPE | 82 | 882 |
| 4 | 4P 2B HOUSE TYPE | 82 | 882 |
| 5 | 4P 2B HOUSE TYPE | 82 | 882 |
| 6 | 4P 2B HOUSE TYPE | 82 | 882 |
| **FLATS - PLOTS 7-14** | | | |
| 7 | 3P 2B FLAT TYPE | 64.5 | 694 |
| 8 | 3P 2B FLAT TYPE | 69 | 742 |
| 9 | 2P 1B FLAT TYPE | 53 | 570 |
| 10 | 2P 1B FLAT TYPE | 55 | 592 |
| 11 | 2P 1B FLAT TYPE | 53 | 570 |
| 12 | 2P 1B FLAT TYPE | 55 | 592 |
| 13 | 3P 2B FLAT TYPE | 64.5 | 694 |
| 14 | 3P 2B FLAT TYPE | 69 | 742 |
| **FLATS - PLOTS 15-23** | | | |
| 15 | 3P 2B FLAT TYPE | 60.8 | 65.4 |
| 16 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 17 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 18 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 19 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 20 | 2P 1B FLAT TYPE | 54.1 | 582 |
| 21 | 3P 2B FLAT TYPE | 60.8 | 65.4 |
| 22 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 23 | 2P 1B FLAT TYPE | 54.7 | 588 |
| **FLATS - PLOTS 24-32** | | | |
| 24 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 25 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 26 | 2P 1B FLAT TYPE | 54.1 | 588 |
| 27 | 3P 2B FLAT TYPE | 60.8 | 65.4 |
| 28 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 29 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 30 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 31 | 2P 1B FLAT TYPE | 54.7 | 588 |
| 32 | 2P 1B FLAT TYPE | 54.1 | 582 |

**PLOT SCHEDULE**

| | | |
|---|---|---|
| 2P 1B FLAT TYPE | - | 19 |
| 3P 2B FLAT TYPE | - | 7 |
| 4P 2B HOUSE TYPE | - | 6 |
| **TOTAL NUMBER OF UNITS** | **-** | **32** |

**REFER TO CONSULTING ENGINEERING DRAWINGS FOR PLOT FINISHED FLOOR LEVELS AND DRAINAGE DETAILS.**
**REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR DETAILS OF LANDSCAPING PROPOSALS.**

DENOTES 2.4M X 4.8M PARKING BAY.
**LTH** DENOTES 'LIFE TIME HOME' COMPLIANT PARKING SPACE.

**PARKING SCHEDULE**

| UNIT TYPE | No.s | PARKING SPACES |
|---|---|---|
| 4 PERSON 2 BEDROOM HOUSE TYPE | 6 | 12 |
| 3 PERSON 2 BEDROOM FLAT TYPE | 7 | 14 |
| 2 PERSON 1 BEDROOM FLAT TYPE | 19 | 19 |
| Sub Total | - | 45 |
| VISITORS (OFF STREET) | | 3 |
| VISITORS (ON STREET) | | 2 |
| TOTAL | - | 50 |

### STRENGTHS

- SITE LOCATED WITHIN EXISTING URBAN SURROUNDS.
- SURFACE WATER DRAINAGE DISCHARGE AND CONNECTION ON-SITE
- EASY ACCESS TO SURROUND SUSTAINABLE FOOTPATHS / ROAD / BUST STOPS ETC
- USE OF PLANTING/ SOFT LANDSCAPING SET OUT TO SOFTEN CAR PARKING AREAS.
- CREATION OF KEY FOCAL POINTS THROUGHOUT THE SITE USING BOTH HARD AND SOFT LANDSCAPING.
- SUSTAINABILITY CLOSE TO LOCAL SHOPS AND AMENITIES.
- BROWN FIELD SITE WITH USE OF EXISTING LAND
- EXISTING SERVICES PRESENT ON SITE REDUCING THE NEED TO DISRUPT NEIGHBORING ROADS AND FOOTWAYS.

### • WEAKNESSES

- EXISTING SITE ACCESS DETERMINES SITE LAYOUT DESIGN AND GRADIENTS
- LARGE RETAINING WALLS REQUIRED
- NUMBER OF UNITS BASED ON USE OF NON ADOPTABLE ROAD AND PRIVATE DRIVES.
- SURFACE WATER RUN OFFS.
- VERY STEEP TOPOGRAPHY.
- ABUNDANCE OF TREES
- AMOUNT OF EASEMENTS TO SOUTH OF SITE
- LARGE DIVERSIONS REQUIRED

### THREATS

- POTENTIAL TRAFFIC GENERATION FROM THE SCHEME.
- LOSS OF TREES AND ECOLOGY
- LOSS OF ECOLOGICAL FEATURES.
- ADEQUATE SUPPLIES FROM SERVICE PROVIDERS
- LOSS OF GREEN SPACES

### OPPORTUNITIES

- TO INCORPORATE EXISTING HEDGEROWS AND MATURE TREES INTO THE DESIGN.
- TO PROMOTE SUSTAINABLE SURFACE WATER DRAINAGE DESIGN (SUDDS)
- TO OPTIMISE VIEWS INTO AND OUT OF THE SITE FROM KEY VANTAGE POINTS.
- TO ENCOURAGE A MIX OF HOUSE TYPES TO REFLECT PROVISION FOUND LOCALLY.
- TO RETAIN THE WILDLIFE AND ECOLOGICAL CORRIDORS AS AN ECOLOGICAL ASSET AND TO PROVIDE OPPORTUNITIES FOR RECREATION.
- TO USE RENEWABLE AND LOW- OR ZERO-CARBON TECHNOLOGIES.
- TO PROVIDE AFFORDABLE HOMES TO STRENGTHEN THE DIVERSITY OF HOUSING TENURE IN THE AREA.
- TO ACHIEVE A HIGH QUALITY DEVELOPMENT WITH A STRONG IDENTITY, ACTIVITY AND A STRONG 'SENSE OF PLACE'.
- TO PROMOTE HOME WORKING OPPORTUNITIES WITHIN EACH DWELLING.
- POTENTIAL FOR RESIDENTS TO LIVE AND WORK IN CLOSE PROXIMITY REDUCING THE NEED TO TRAVEL.
- TO INCORPORATE SUSTAINABLE URBAN DRAINAGE SYSTEMS TO MANAGE SURFACE WATER ON THE SITE.
- TO USE NEW PLANTING AND LANDSCAPE BUFFERS TO SOFTEN THE VISUAL IMPACT OF NEW DEVELOPMENT ON THE LANDSCAPE.

DESIGN STRATEGIES AND OBJECTIVES HAVE BEEN DEVELOPED FROM THE SWOT ANALYSIS THAT SEEK TO BUILD ON EXISTING STRENGTHS, MATCH STRENGTHS WITH OPPORTUNITIES AND REMOVE WEAKNESSES. PARTICULAR ATTENTION HAS BEEN GIVEN TO WEAKNESSES THAT CAN BE MATCHED WITH THREATS, AS IN SUCH CASES THE THREATS ARE MOST LIKELY TO BE REALISED.

## EXTERNAL BIKE ENCLOSURE
## NTS

BICYCLE STANDS - RESIDENTIAL & RETAIL
Semi verticol stacking rack system - Bikedock solutions
info@bikedocksolutions.com
0800 6126113

**Do not scale from this drawing**
The users of this drawing shall check all dimensions on site and report any omissions to LaTrucco Design.



**Revisions**
REV. A SEPT 24 - PLOTS 1-32 EAST BOUNDARY AND EXISTING ROAD
REV.B SEPT 24 - SITE SECTION 6 ADDED.
REV.C OCT 24 - AREAS ON PLOT SCHEDULE UPDATED.

| | |
|---|---|
| Revision | D |
| Checked | kml |
| Scale | 1:200 @ A0 |
| Date | Sept 24 |
| Drawing No | LT2401.04.01 |
| Drawing Title | Proposed Site Layout |
| Job Title | Open Hearth, Ringland |
| Client | Melin Homes |
| Drawing Purpose | PLANNING |

LeTruccodesign
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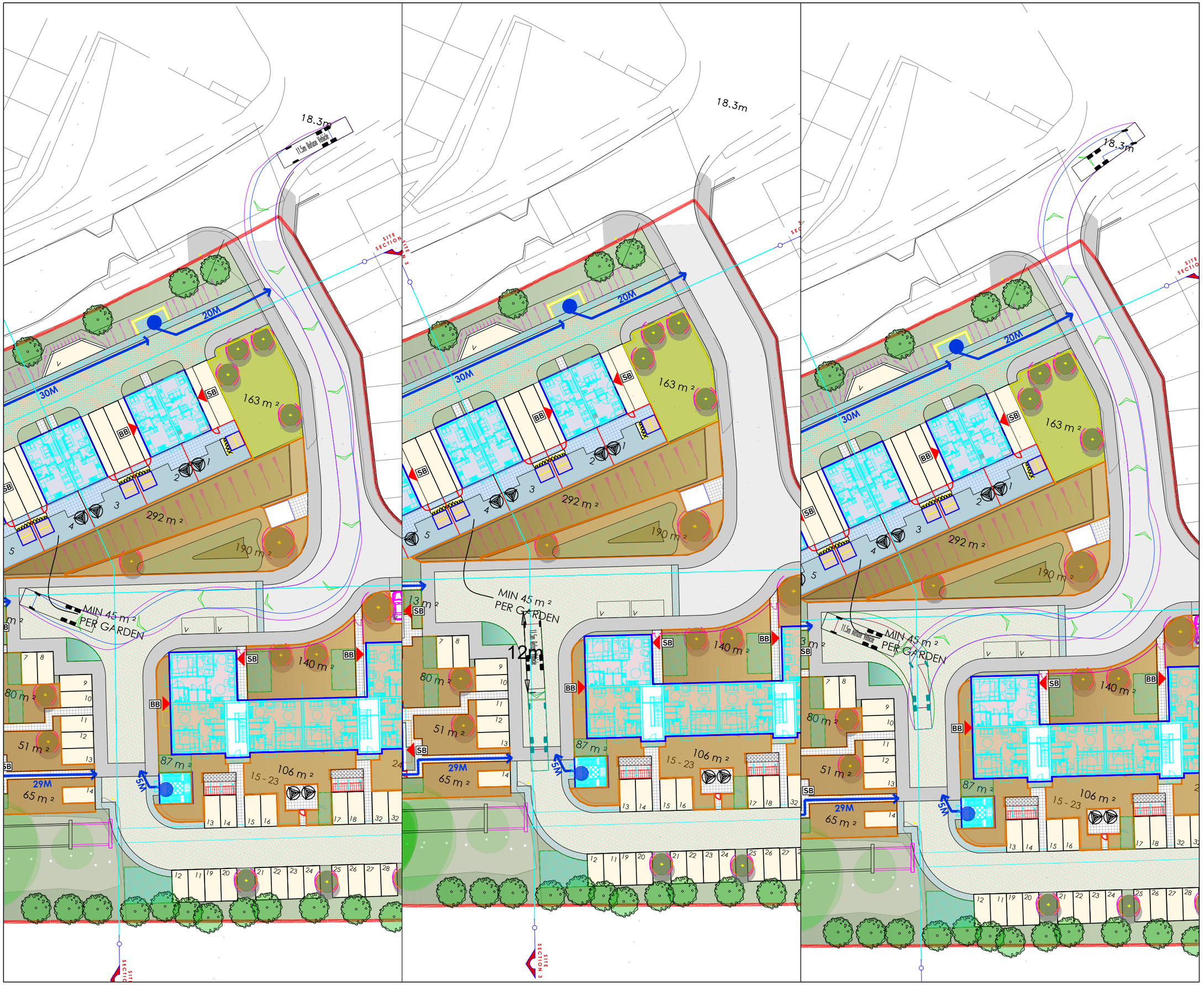
Suite 7, 35 Stow Park Circle
Newport, NP20 4HF
Tel: 07710390800 / 07710390801
info@letruccodesign.co.uk
www.letruccodesign.co.uk

# Appendix B




asbritransport
Suite D, 1st Floor,
220 High Street,
Swansea
SA1 1NW
T: 01792 480535

Drawing Title

# Swept path analysis 11.5m refuse vehicle

Job No

T22.168

Job Title

Hendre Farm Drive

Client

Willis Construction

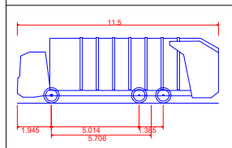
| | |
|---|---|
| Scale | 2:1 |
| Designed by | KEW |
| Drawn by | KEW |
| Approved by | PO'C |
| Date 1st issued | 14/11/23 |
| Document ref. no | T22.168.CAD.RevA |
| Revision no | A |

## Revision History

| Rev | Date | Amendment | Editor |
|---|---|---|---|
| A | 23/09/24 | Revised site plan | KEW |

Forward
Body outline
Chassis outline

Reverse
Body outline
Chassis outline




11.5m Refuse Vehicle

| | |
|---|---|
| Overall Length | 11.500m |
| Overall Width | 2.530m |
| Overall Body Height | 3.756m |
| Min Body Ground Clearance | 0.309m |
| Track Width | 2.530m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 11.550m |

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Swansea
SA1 1NW
T: 01792 480535

Drawing Title

# Swept path analysis Refuse vehicle servicing private drive

Job No

T22.168

Job Title

Hendre Farm Drive

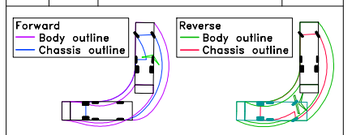
Client

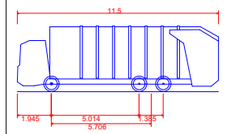
Willis Construction

| | |
|---|---|
| Scale | 2:1 |
| Designed by | KEW |
| Drawn by | KEW |
| Approved by | PO'C |
| Date 1st issued | 14/11/23 |
| Document ref. no | T22.168.CAD.RevC |
| Revision no | A |

## Revision History

| Rev | Date | Amendment | Editor |
|---|---|---|---|
| A | 23/09/24 | Revised site plan | KEW |




| 11.5m Refuse Vehicle | |
|---|---|
| Overall Length | 11.500m |
| Overall Width | 2.530m |
| Overall Body Height | 3.756m |
| Min Body Ground Clearance | 0.309m |
| Track Width | 2.530m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 11.550m |

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Drawing Title

# Swept path analysis
# Fire appliance

Job No

T22.168

Job Title

Hendre Farm Drive

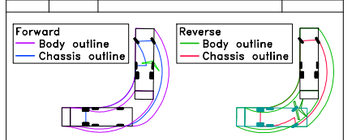
Client

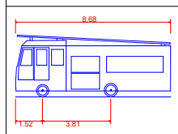
Willis Construction

| | |
|---|---|
| Scale | 2:1 |
| Designed by | KEW |
| Drawn by | KEW |
| Approved by | PO'C |
| Date 1st issued | 14/11/23 |
| Document ref. no | T22.168.CAD.RevA |
| Revision no | A |

## Revision History

| Rev | Date | Amendment | Editor |
|---|---|---|---|
| A | 23/09/24 | Revised site plan | KEW |




| | |
|---|---|
| DB32 Fire Appliance | |
| Overall Length | 8.680m |
| Overall Width | 2.180m |
| Overall Body Height | 3.452m |
| Min Body Ground Clearance | 0.337m |
| Max Track Width | 2.121m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.910m |

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Drawing Title

# Swept path analysis Mercedes Sprinter

Job No

T22.168

Job Title

Hendre Farm Drive

Client

Willis Construction

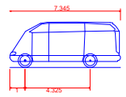
| | |
|---|---|
| Scale | 2:1 |
| Designed by | KEW |
| Drawn by | KEW |
| Approved by | PO'C |
| Date 1st issued | 14/11/23 |
| Document ref. no | T22.168.CAD.RevA |
| Revision no | A |

## Revision History

| Rev | Date | Amendment | Editor |
|---|---|---|---|
| A | 23/09/24 | Revised site plan | KEW |

Forward
Body outline
Chassis outline

Reverse
Body outline
Chassis outline




Mercedes Sprinter Panel Van 518CDI Extra Long Super High Roof

| | |
|---|---|
| Overall Length | 7.345m |
| Overall Width | 1.993m |
| Overall Body Height | 3.030m |
| Min Body Ground Clearance | 0.400m |
| Track Width | 1.993m |
| Lock to lock time | 5.00s |
| Wall to Wall Turning Radius | 7.800m |

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SA1 1NW
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Drawing Title

# Swept path analysis 12m rigid truck

Job No

T22.168

Job Title

Hendre Farm Drive

Client

Willis Construction

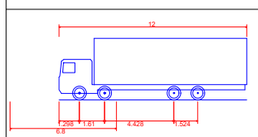
| | |
|---|---|
| Scale | 2:1 |
| Designed by | KEW |
| Drawn by | KEW |
| Approved by | PO'C |
| Date 1st issued | 14/11/23 |
| Document ref. no | T22.168.CAD.RevA |
| Revision no | A |

## Revision History

| Rev | Date | Amendment | Editor |
|---|---|---|---|
| A | 23/09/24 | Revised site plan | KEW |

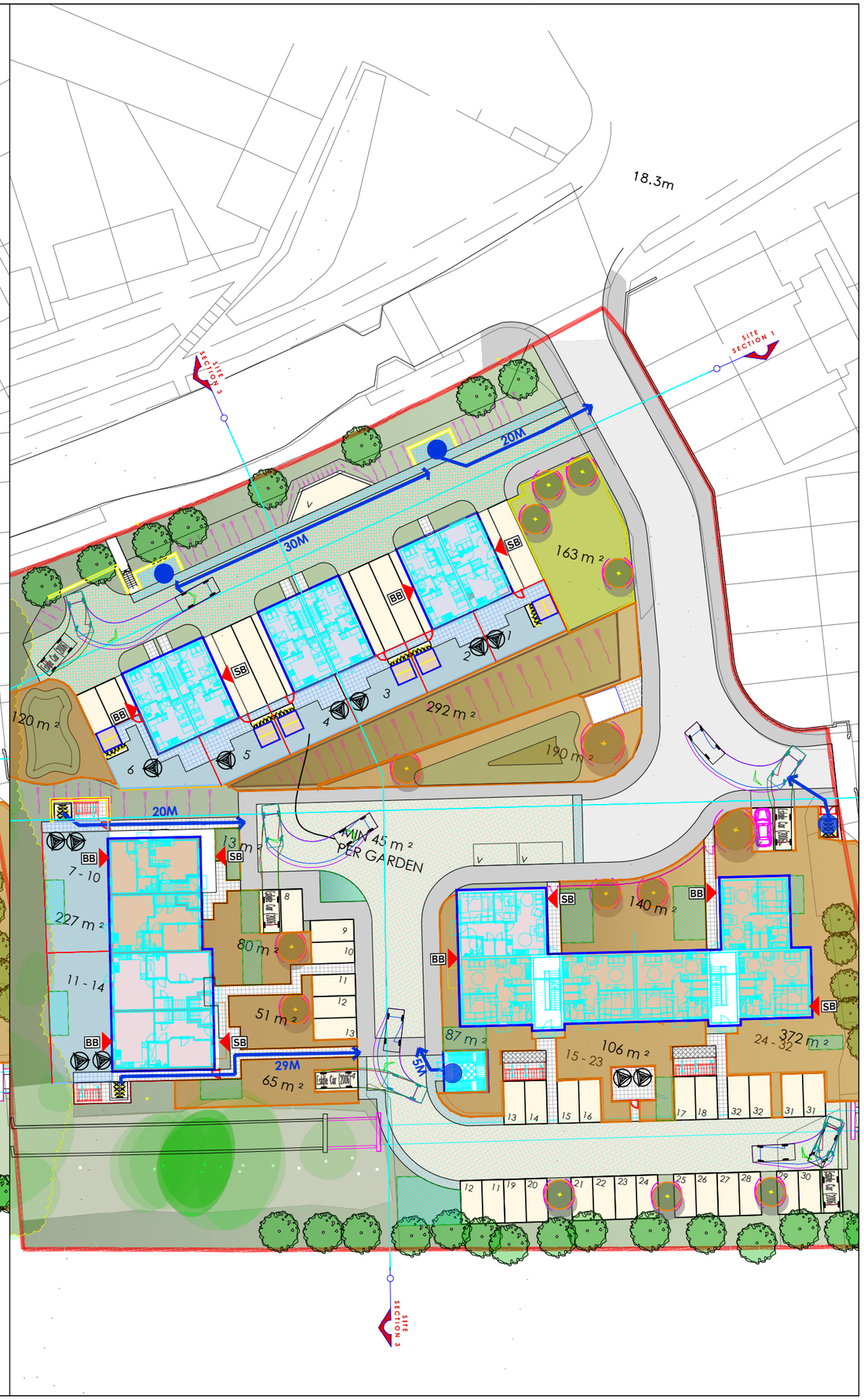
Forward
Body outline
Chassis outline

Reverse
Body outline
Chassis outline




| | |
|---|---|
| Rigid Truck | |
| Overall Length | 12.000m |
| Overall Width | 2.500m |
| Overall Body Height | 3.928m |
| Min Body Ground Clearance | 0.412m |
| Track Width | 2.471m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 11.900m |

# Appendix C


asbritransport
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220 High Street,
Swansea
SA1 1NW
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Drawing Title

# Swept path analysis Mercedes Sprinter

Job No

T22.168

Job Title

Hendre Farm Drive

Client

Willis Construction

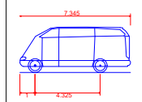
| | |
|---|---|
| Scale | NTS |
| Designed by | KEW |
| Drawn by | KEW |
| Approved by | PO'C |
| Date 1st issued | 14/11/23 |
| Document ref. no | T22.168.CAD.RevA |
| Revision no | A |

## Revision History

| Rev | Date | Amendment | Editor |
|---|---|---|---|
| A | 23/09/24 | Revised site plan | KEW |

Forward
Body outline
Chassis outline

Reverse
Body outline
Chassis outline




Mercedes Sprinter Panel Van 518CDI Extra Long Super High Roof

| | |
|---|---|
| Overall Length | 7.345m |
| Overall Width | 1.993m |
| Overall Body Height | 3.030m |
| Min Body Ground Clearance | 0.400m |
| Track Width | 1.993m |
| Lock to lock time | 5.00s |
| Wall to Wall Turning Radius | 7.800m |

# Appendix D

Calculation Reference: AUDIT-317901-220905-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | ES | EAST SUSSEX | 1 days |
| | HC | HAMPSHIRE | 1 days |
| 06 | WEST MIDLANDS | | |
| | WM | WEST MIDLANDS | 1 days |
| 09 | NORTH | | |
| | TW | TYNE & WEAR | 1 days |
| 10 | WALES | | |
| | CF | CARDIFF | 1 days |
| 11 | SCOTLAND | | |
| | EB | CITY OF EDINBURGH | 1 days |

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 18 to 99 (units: )
Range Selected by User: 18 to 920 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/06/05 to 14/05/21

*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:*

| | |
|---|---|
| Tuesday | 3 days |
| Thursday | 1 days |
| Friday | 1 days |
| Saturday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 6 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 4 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |

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

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 4 |
| No Sub Category | 2 |

*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.*

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C3 | 6 days |

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

*Population within 500m Range:*

All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 15,001 to 20,000 | 1 days |
| 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:*

| | |
|---|---|
| 100,001 to 125,000 | 1 days |
| 250,001 to 500,000 | 5 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 |

*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:*

| | |
|---|---|
| Yes | 2 days |
| No | 4 days |

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

*PTAL Rating:*

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

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

| | | |
|---|---|---|
| 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 CF-03-L-02 SEMI DETACHED & FLATS CARDIFF
SANQUHAR STREET
CARDIFF
SPLOTT
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 26
*Survey date: FRIDAY* *14/05/21* *Survey Type: MANUAL*

2 EB-03-L-01 MIXED HOUSING CITY OF EDINBURGH
EASTER ROAD
EDINBURGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 99
*Survey date: SATURDAY* *21/06/08* *Survey Type: MANUAL*

3 ES-03-L-03 HOUSES & FLATS EAST SUSSEX
HUGHENDEN ROAD
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
*Survey date: TUESDAY* *26/06/18* *Survey Type: MANUAL*

4 HC-03-L-03 MIXED FLATS & HOUSES HAMPSHIRE
WOODSIDE AVENUE
EASTLEIGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 94
*Survey date: TUESDAY* *03/03/20* *Survey Type: MANUAL*

5 TW-03-L-01 SEMI-DET/TERRACED/FLATS TYNE & WEAR
JOHNSON STREET
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 19
*Survey date: THURSDAY* *03/10/13* *Survey Type: MANUAL*

6 WM-03-L-02 TERRACED HOUSES/FLATS WEST MIDLANDS
LUMLEY GROVE
BIRMINGHAM
CHELMSLEY WOOD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
*Survey date: TUESDAY* *18/10/11* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 6 | 51 | 0.042 | 6 | 51 | 0.160 | 6 | 51 | 0.202 |
| 08:00 - 09:00 | 6 | 51 | 0.104 | 6 | 51 | 0.218 | 6 | 51 | 0.322 |
| 09:00 - 10:00 | 6 | 51 | 0.130 | 6 | 51 | 0.156 | 6 | 51 | 0.286 |
| 10:00 - 11:00 | 6 | 51 | 0.166 | 6 | 51 | 0.166 | 6 | 51 | 0.332 |
| 11:00 - 12:00 | 6 | 51 | 0.134 | 6 | 51 | 0.137 | 6 | 51 | 0.271 |
| 12:00 - 13:00 | 6 | 51 | 0.130 | 6 | 51 | 0.111 | 6 | 51 | 0.241 |
| 13:00 - 14:00 | 6 | 51 | 0.160 | 6 | 51 | 0.140 | 6 | 51 | 0.300 |
| 14:00 - 15:00 | 6 | 51 | 0.107 | 6 | 51 | 0.137 | 6 | 51 | 0.244 |
| 15:00 - 16:00 | 6 | 51 | 0.192 | 6 | 51 | 0.130 | 6 | 51 | 0.322 |
| 16:00 - 17:00 | 6 | 51 | 0.189 | 6 | 51 | 0.153 | 6 | 51 | 0.342 |
| 17:00 - 18:00 | 6 | 51 | 0.208 | 6 | 51 | 0.160 | 6 | 51 | 0.368 |
| 18:00 - 19:00 | 6 | 51 | 0.274 | 6 | 51 | 0.189 | 6 | 51 | 0.463 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.836 | | | 1.857 | | | 3.693 |

*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.*



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 18 - 99 (units: ) |
| Survey date date range: | 01/06/05 - 14/05/21 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 3 |
| 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.*