

A Planning Application by
PINNACLE CONSULTING ENGINEERS LIMITED

In respect of
**CWL01/02, Data Centre, Dyffryn Lane,
NEWPORT**

Travel Plan

2512-022/TP/01 | August 2026



Document Management

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1 Introduction

- 1.1 Transport Planning Associates have been commissioned by Pinnacle Consulting Engineers Limited to prepare a Travel Plan for a proposed site on the former Quinn Radiator Factory in Imperial Park, Newport ("**the Site**", "**Proposed Development**").
- 1.2 The Travel Plan is being produced in relation to the Proposed Development of a data centre with ancillary office space together with associated groundworks, utilities, infrastructure, car parking, landscaping, and site access via Dyffryn Lane and Celtic Way.

Planning History

Planning Reference 21/0344

- 1.3 The Site was granted planning permission subject to conditions in July 2021 for a change in land use from B2 (general industrial) and B8 (storage and distribution) use class with ancillary B1 (business) use to flexible use B1 (business), B2 (general industrial) and B8 (storage). The change in use allows for the subdivision of the buildings to create 5 new units and associated works.
- 1.4 This Travel Plan has been produced to discharge Planning Condition 12 which is as follows:

"Prior to the first use of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority."

Existing Site

- 1.5 The existing site comprises the former Quinn Radiator factory and is currently under construction to convert the former site into the proposed development of the dataset.

2 Policy Context

- 2.1 This chapter provides a summary of the relevant transport-related policy and guidance considered in the preparation of this Travel Plan ("**TP**"). The focus is on future users of the Proposed Development, ensuring alignment with national, regional, and local planning objectives. The following sections detail the applicable policies and demonstrate how the TP complies with them.

Planning Policy Wales

- 2.2 Planning Policy Wales ("**PPW**") sets out the land use planning policies and is supplemented by a series of Technical Advice Notes.
- 2.3 PPW states that, when determining a planning application for development that has transport implications, Local Planning Authorities should consider the following issues:
- The impacts of the proposed development on travel demand.
 - The level and nature of public transport provision.
 - Accessibility by a range of different transport modes.
 - The willingness of a developer to promote travel by public transport, walking or cycling, or to provide infrastructure or measures to manage traffic, in order to overcome transport objections to the proposed development (albeit payment for such measures will not justify granting planning permission to a development for which would not otherwise be granted).
 - The environmental impact of both transport infrastructure and the traffic generated; and
 - The effects on the safety and convenience of other users of the transport network.
 - Technical Advice Note 18

Technical Advice Note 18: Transport

- 2.4 Technical Advice Note 18 ("**TAN 18**") was published in March 2007 to support the PPW. The document sets out the government's objectives on planning in relation specifically to transport issues.
- 2.5 The key elements of TAN 18 state that development should:
- Promote the integration of land use planning and transport;
 - Reduce the need to travel, particularly by private car;
 - Locate development in accessible locations and maximise opportunities for travel by walking, cycling and public transport;
 - Provide safe and attractive opportunities for walking and cycling;

- Support the use of public transport through appropriate accessibility and infrastructure;
- Manage travel demand through the implementation of Travel Plans and other sustainable transport measures; and
- Minimise adverse transport impacts whilst contributing to more sustainable travel patterns.

Planning Policy Wales

- 2.6 Planning Policy Wales (PPW) February 2024 establishes the overarching policy framework for delivering sustainable development and supports the creation of sustainable and well-connected places.
- 2.7 In relation to transport and accessibility, PPW promotes a sustainable transport hierarchy which prioritises walking, cycling and public transport ahead of private motor vehicles. The document recognises that the location, layout and design of development can influence travel behaviour and should seek to reduce the need to travel whilst maximising opportunities for sustainable transport.
- 2.8 PPW states that development proposals should:
- Be located and designed to minimise the need to travel and reduce reliance on private car use;
 - Be accessible by a range of sustainable transport modes, including walking, cycling and public transport;
 - Support the delivery of active travel networks and ensure developments are fully accessible by walking and cycling;
 - Prioritise sustainable transport within the design of new development in accordance with the sustainable transport hierarchy;
 - Contribute towards the creation of well-connected places which encourage sustainable travel choices; and
 - Minimise the transport and environmental impacts associated with development.

Transport and Travel Plan Considerations

- 2.9 Key transport and travel planning considerations associated with the proposed development include:
- The accessibility of the site by walking, cycling and public transport;
 - The availability and quality of pedestrian and cycle connections between the site and nearby residential areas, public transport facilities and local services;
 - The operational characteristics of the data centre, including staffing levels, shift patterns and maintenance requirements;
 - The travel demands associated with staff, visitors and contractors; and
 - Opportunities to promote car sharing and reduce single-occupancy vehicle trips.

Good Practice Guidelines: Delivering Travel Plans Through the Planning Process (DfT, 2009)

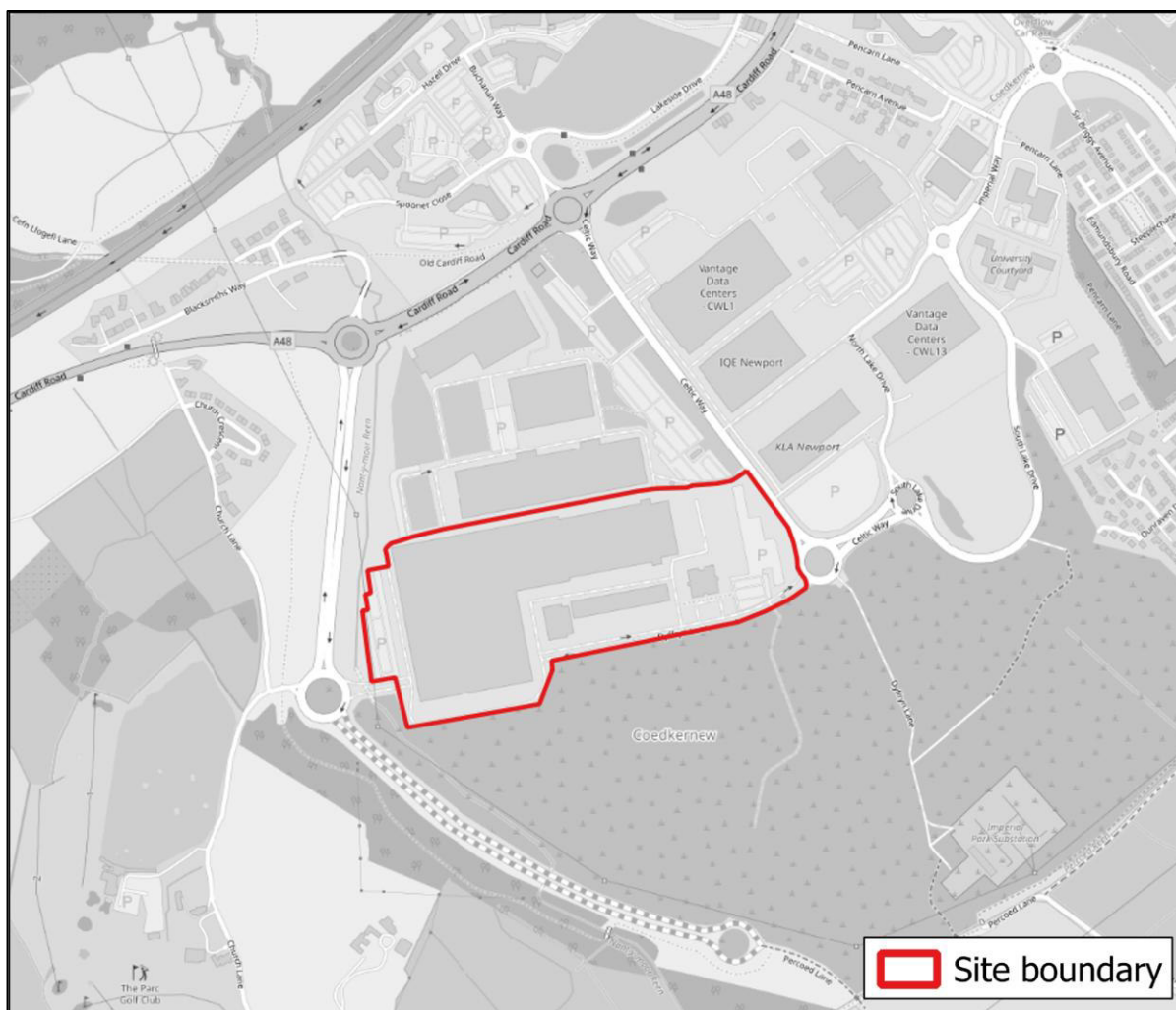
- 2.10 The Department for Transport's Good Practice Guidelines: Delivering Travel Plans Through the Planning Process (2009) provides guidance on the preparation, implementation and monitoring of Travel Plans associated with new development. The document promotes Travel Plans as an effective mechanism for managing travel demand and encouraging the use of sustainable transport modes.
- 2.11 The guidance states that effective Travel Plans should:
- Be tailored to the specific characteristics and operational requirements of the development;
 - Contain clear objectives and measurable targets;
 - Include a package of measures designed to encourage travel by walking, cycling, public transport, car sharing and other sustainable modes;
 - Identify a Travel Plan Coordinator responsible for implementation and ongoing management;
 - Establish a programme of monitoring and review to assess performance against agreed targets;
 - Include mechanisms for reviewing and updating measures where targets are not achieved; and
 - Be secured, managed and maintained throughout the life of development.

3 Base Conditions

- 3.1 This Chapter of the Travel Plan provides a summary of the current transport environment surrounding the Site, including infrastructure for walking, cycling and public transport. These facilities are crucial for enabling sustainable access to nearby amenities for future occupiers of the Proposed Development.

Existing Site

- 3.2 The Proposed Development site is located to the south of the M4, southeast of Junction 29 at Dyffryn Lane, Imperial Park, Coedkernew, Newport in Wales.
- 3.3 At present, the Site is under construction to re-purpose the Quinn Radiator factory into a data centre campus. The total Site area measures approximately 78,800 square metres ("**sqm**").
- 3.4 The new scheme will be designed to maximise IT capacity for the new data centre development.
- 3.5 The indicative Site location is presented in **Figure 3.1**.

Figure 3.1 Indicative Site Location

Source: ©OpenStreetMapContributors

Local Highway Context

- 3.6 The M4 runs in a south-western to north-eastern orientation north of the Site. The M4 provides good connectivity to the strategic road network, providing direct access to locations along the M4 corridor and the M5. This provides the Site with easy access to locations on the strategic highway network such as Birmingham and London. Access to the Site from the M4 is gained via the junction 28 interchange with the A48.
- 3.7 The A48 is a dual carriageway which runs parallel to the M4 and is restricted to a speed limit of 40mph between the junction 28 interchange and Church Road located to the west of the Site.
- 3.8 The industrial site that the Proposed Development sits within is accessed via Celtic Way, which forms the southern arm of the 4-arm roundabout with the A48. Celtic Way is a single-lane two-way carriageway subject to a 30mph speed limit and measuring approximately 7 metres in width.

- 3.9 Celtic Way meets Dyffryn Lane at a 4-arm roundabout at its southern extent. The western arm of the roundabout directly serves the eastern and southern extents of the Proposed Development Site, while the eastern and southern arm serve other industrial sites within the industrial estate.
- 3.10 To the west of the proposed Site, a dual carriageway runs in a north-south orientation from the A48. At the southern extent of this carriageway a roundabout serves direct access to the western extent of the Proposed Development.

Pedestrian Accessibility

- 3.11 There are minimal footways provided within the industrial estate and no footways provided to the Site. A footway is present on the southern extent of the A48 from the Celtic Springs bus stops to the east of the access roundabout into the Industrial Estate before terminating at the access for the first unit located to the east of Celtic Way.

Cycling Accessibility

- 3.12 While there is no designated cycle infrastructure within the Site's vicinity, the road network within the industrial state is restricted to 40mph speed limit and the roads are approximately 7 metres in width.
- 3.13 The Site sits in close proximity to numerous National Cycle Routes ("**NCR**"). NCR 4 passes through junction 28 interchange with the M4 and the A48 from the north and heads south alongside the A48. The route continues segregated from vehicular traffic along Pencarn Way on to Dyffryn Way. At the Pencarn Way / Asda / Mortgraig Avenue roundabout, NCR 88 continues southbound on Mortgraig Avenue before following Percoed Reen in the east-west orientation. NCR 88 continues to the eastern extents of Cardiff.

Public Transport Accessibility

- 3.14 There are two bus stops available north-east of the Site on the A48. The bus stops include laybys and are equipped with bus shelters. A signal-controlled pedestrian crossing is situated to the east of the bus stops to allow pedestrians to cross the dual carriageway.
- 3.15 A summary of the bus services available at the Celtic Springs bus stops is presented in Table 3.1 below.

Table 3.1 Summary of Bus Service

Service	Direction	Route	Approximate Frequency		
			Monday - Friday	Saturday	Sunday
30	Eastbound	Cardiff – Newport	2 services per hour <i>First: 06:07</i> <i>Last: 22:40</i>	1 service per hour <i>First: 07:57</i> <i>Last: 22:40</i>	1 service per hour <i>First: 09:56</i> <i>Last: 19:14</i>
31C	Eastbound	Newport Circular	3 services per day <i>08:01, 10:23, 12:53</i>	3 services per day <i>09:02, 11:23, 13:22</i>	No Service
32	Eastbound	Newport Circular	12 services per day <i>First: 06:55</i> <i>Last: 19:25</i>	9 services per day <i>First: 07:10</i> <i>Last: 19:30</i>	2 services per day <i>09:41, 16:46</i>
30	Westbound	Newport – Cardiff	2 services per hour <i>First: 06:06</i> <i>Last: 21:20</i>	1 service per hour <i>First: 07:30</i> <i>Last: 21:20</i>	1 service per hour <i>First: 09:36</i> <i>Last: 18:55</i>
31A	Westbound	Newport Circular	4 services per day <i>13:49, 15:11, 17:13, 18:39</i>	2 services per day <i>14:53, 16:53</i>	No Service

Vehicular

- 3.16 There are currently two vehicular access that serve the proposed Site, one to the east and one to the west.
- 3.17 Access via the western gate is gained from Dyffryn Lane which meets Celtic Way at an internal roundabout within the Celtic Lake Industrial Estate. Celtic Way ties into the A48 where access is gained to the wider highway network.
- 3.18 The eastern access also is accessed via the Church Lane roundabout which also meets the A48 to the north of the Site.

4 Development Summary

- 4.1 This Travel Plan promotes sustainable travel for the Proposed Development.

Proposed Development

- 4.2 The proposed development comprises a conversion of land use from the former Radiator Factory to a Data Centre with ancillary office space together with associated groundworks, utilities, infrastructure, car parking, landscaping, and site access via Dyffryn Lane and Celtic Way.

Access Arrangements

Vehicular Access

- 4.3 Both the existing eastern and western access will have separate entry and exit lanes. Entry lanes will be controlled by a new, double line of security gates forming an 'air lock' holding area in which security checks can take place.
- 4.4 Large vehicles will visit the Site infrequently. When larger vehicles do access the Site, they will be directed to the relevant loading positions under supervision of Site employees and security team.

Parking

Vehicular Parking

- 4.5 The Proposed Development sits within Parking Zone 5 and 6, as illustrated in mapping provided in the Supplementary Planning Guidance ("**SPG**") by Newport City Council. The parking requirements for industrial warehouses in Zones 5 and 6 are displayed in Table 4.1 below.

Table 4.1 Car Parking Standards

Type of Development	Operational	Non-Operational
Industrial Warehouses	See Note 5	1 space per 140 ²

Source: Newport City Council

- 4.6 By aligning to the parking standards set out above, there would be 233 car parking spaces on-site for employees to use. This is expected to be an overprovision of car parking which would be unsustainable and encourage single car occupancy trips to the Site.

- 4.7 It is expected that when the Site becomes fully operational, there will be a maximum of 120 staff on-site during the busiest period. As a result, the proposed quantum of parking within the Site has been based on the maximum demand that can be anticipated at one time.
- 4.8 As a result, a total of 121 car parking spaces has been provided to account for a maximum demand of 120 employees on Site at one given time.

Electric Vehicle Parking

- 4.9 The National Plan 2040, also known as Future Wales, sets out expectations for electric vehicle (“**EV**”) parking provision for new development within Wales. The National Plan sets out the following in relation to EV parking provision of new non-residential developments:

*“Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.”
(p.83)*

- 4.10 Accordingly, there will be a total of 12 EV parking spaces available at the Site, which accounts for 10% of the 121 proposed car parking spaces.

Cycle Parking

- 4.11 Cycle parking will be provided at the Site in accordance with the Sustainable Travel SPG (July 2020) produced by Newport City Council. The guidance sets out the requirements for both long and short stay cycle parking; a summary of these requirements is presented in Table 4.2 below.

Table 4.2 Cycle Parking Standards

	Long Stay Requirement	Short Stay Requirement
Business offices and Industrial	1 space per 4 staff	1 space per 20 staff

Source: Newport City Council

- 4.12 The guidance sets out that long stay cycle parking should be located in a safe, convenient and accessible place suitable for everyday use. It should also be secure, covered, well-lit and have CCTV where feasible.
- 4.13 The short stay parking cycle parking should also be convenient and readily accessible, with step-free access. It should also be located within 15-metres of the main Site entrance.

- 4.14 Aligning with the guidance presented in Table 4.2, the Site is to have a total of 28 cycle parking spaces, with 23 being long-stay and the remaining 5 short-stay.
- 4.15 However, as the Site will have a reduced number of car parking spaces, a total of 40 cycle parking spaces will be provided to encourage sustainable commuting options.
- 4.16 The Site itself is fully secure with access and egress monitored on a 24/7 basis, 365 days a year. Only persons permitted to access the development can do so, with all entries approved and recorded. To further enhance cycle security, all cycle parking will be fully enclosed and monitored with CCTV. The design of the proposed cycle parking is presented within **Appendix A**.

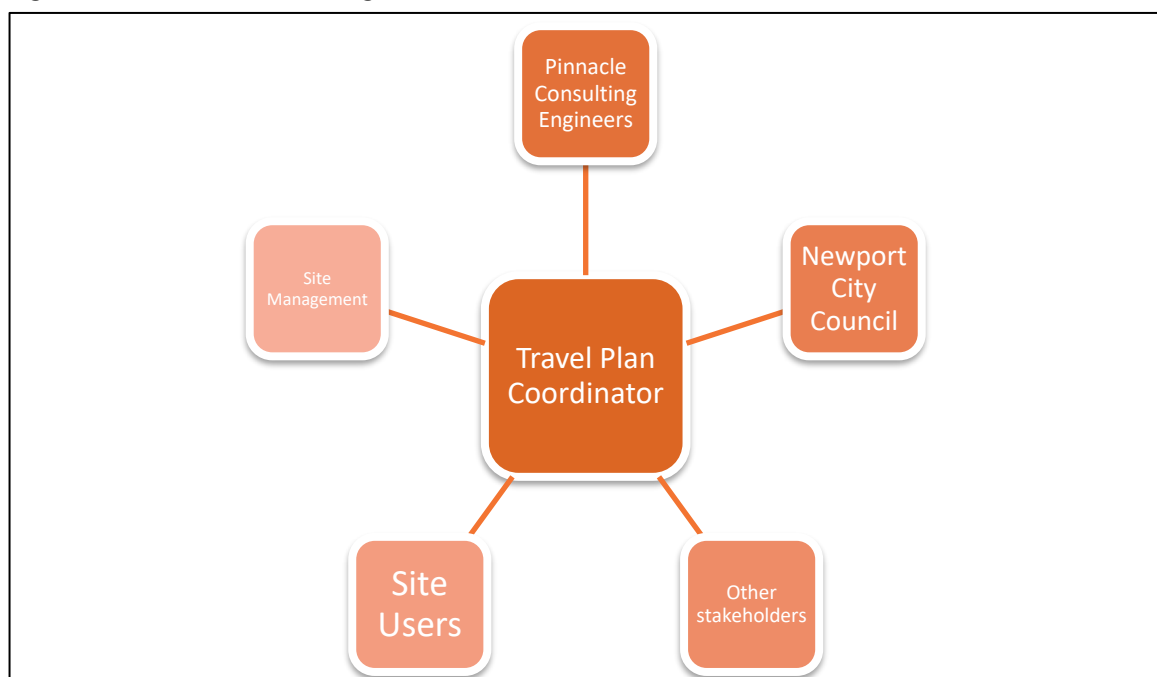
5 Travel Plan Strategy

5.1 This chapter of the Travel Plan sets out the strategy that will be adopted to ensure its success.

Management

5.2 The overall responsibility for the TP will be the Travel Plan Coordinator (“**TPC**”), who will play a crucial role in the management, implementation and operation of the TP. The management strategy is presented in **Figure 5.1**

Figure 5.1 Travel Plan Management Structure



Appointment of the Travel Plan Coordinator

- 5.3 A TPC will be appointed to take responsibility for the management of the TP and ensure that its adoption is effective and efficient.
- 5.4 The TPC role will be funded by the site management company from the adoption of the TP to the completion of the final monitoring surveys. Following this. It is envisaged that the TPC role will be reduced but will include keeping travel information up-to-date and relevant.
- 5.5 Transport Planning Associates (TPA) have been appointed as the Travel Plan Coordinator (TPC) for this development.

Duties of a Travel Plan Coordinator

- 5.6 As TPC, TPA will play a vital role in encouraging and enabling the Site to adopt the measures set out within this TP and achieve the objectives presented in Chapter 7.
- 5.7 The duties of the TPC are summarised below:
- Providing advice and information on transport-related subjects to staff and visitors;
 - On-site coordination of data collection for monitoring of the Travel Plan;
 - Ensuring information provided to users of the Site is up to date; and
 - Helping establish and promote the individual measures in the Travel Plan.

Marketing Strategy

- 5.8 A clear and proactive marketing and communication strategy is essential to the success of the TP. Its purpose will be to raise awareness of the sustainable transport services and facilities available to site users, ensuring that travel information is effectively communicated and regularly updated.
- 5.9 Information will be displayed in prominent areas, as well as staff information packs and newsletters circulated to promote and continue to promote the TP.
- 5.10 Sustainable travel awareness days / weeks will be organised by the TPC, with information on these events also displayed in prominent areas.
- 5.11 The TPC will also encourage participation in nationally recognised sustainable travel events such as Walk to Work Week, National Liftshare Week, Bike Week, International Car Free Day, and other sustainable travel events. This information will be circulated within the newsletters and also displayed on Site.

Securing the Travel Plan and Funding

- 5.12 The Travel Plan will be secured through planning conditions and will align with current Newport City Council guidance, including the adoption of site-wide action-based targets. Pinnacle is committed to delivering, monitoring, and reviewing the Travel Plan as part of its broader sustainable transport strategy. Funding for its implementation and ongoing management is expected to be secured via a Section 106 agreement, ensuring long-term support for sustainable travel at the Site.

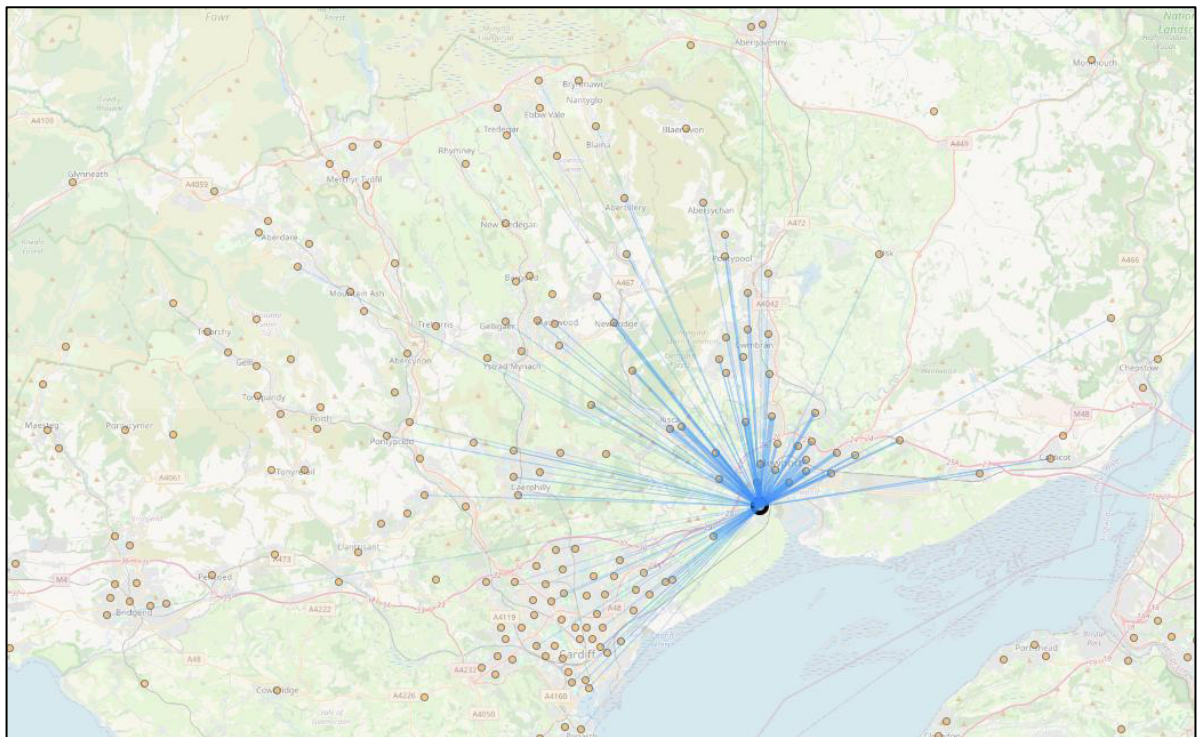
6 Baseline Travel Demand

- 6.1 This chapter of the Travel Plan sets out the forecast travel demand for the site and expected transport movements to and from the site.

Forecast Baseline Travel Demand

- 6.2 The forecast baseline travel demand for the Proposed Development related to the forecast modal share prior to any TP measures.
- 6.3 Although the Site is currently not occupied, origin-destination, specifically Method of Travel to Work data, for adjacent sites has been extracted using DataShine Commute, a web mapping platform that utilises the 2011 Census. It is assumed that these travel patterns will be replicated for future employees of the development. **Figure 6.1**

Figure 6.1 Commuter Patterns to the Site Vicinity



Source: DataShine Commute

- 6.4 A tabular summary of the modal share of the commuter data shown in **Figure 6.1** is presented below in Table 6.1.

Table 6.1 Modal Share Data

Mode	Percentage
Metro	0.00%
Train	0.16%
Bus / Coach	8.76%
Taxi	0.16%
Motorbike	0.00%
Car	75.63%
Car Passenger	5.47%
Bike	1.29%
Foot	8.52%
Other	0.00%
Total	100%

Source: DataShine Commute

Baseline Travel Survey

- 6.5 To gain insight into the initial travel choices of future employees at the Proposed Development, a baseline travel survey is scheduled to take place three months after the Site becomes operational. This survey will offer a detailed breakdown of the travel modes used by staff, as well as serve the foundation for setting future targets.
- 6.6 The baseline survey will consist of a questionnaire designed to capture each employee's mode of travel, which the TPC will distribute to all employees on the Site.

7 Aims, Objectives and Targets

- 7.1 The overall aim of this TP is to introduce measures which will maximise the changes that the modal split targets for year of opening and 10 years later at a minimum are met and ideally exceeded.
- 7.2 There are 4 objectives that have been produced to ensure that the Proposed Development meets the assigned targets of this TP.
- **Objective 1:** To manage the car parking resources in such a manner that generally discourages use of the private car for the journey to work and maximises the efficiency use of the limited on-site spaces available.
 - **Objective 2:** To encourage staff to use public transport by providing information on the services available as well as financial incentives to use public transport. New public transport schemes coming on stream will further aid the achievement of this objective.
 - **Objective 3:** To encourage staff to cycle to work, if appropriate, by providing safe parking, appropriate showering facilities, financial subsidies, and general information on the health benefits of cycling.
 - **Objective 4:** To encourage walk to work if appropriate, by providing all necessary information on this mode of travel.

Objective 1

- 7.3 Given the limited availability of on-site parking at the Site, the following measures will aim to discourage the use of the private car for the journey to work and maximise the use made of the limited on-site spaces.

Car Club

- 7.4 Rather than requiring access to a parking space to have a car available for commuting, an alternative and more sustainable approach is proposed involving the provision of dedicated car club spaces within the development to cater for the non-trip-to-work-related car demand of staff and visitors.
- 7.5 Car clubs provide vehicles (usually cars and vans) to members on a pay-as-you-drive basis. Clubs tend to be organised on a community basis with cars being located as close to a cluster of members as possible – members typically live within 10 minutes' walk from the nearest car station. Vehicles are usually owned by the company 'service provider', but in some cases are owned by members of the club.
- 7.6 There are numerous car clubs operating in the vicinity of the Site, these include:

- City Car Club
- Zipcar
- Co-Wheels
- Hertz 24/7
- E-Car Club
- Easy Car Club
- HiyaCar

Car Share

- 7.7 The Site will operate an internal car share club for employees. The TPC will collate the postcodes of employees into a database whereby participants will be matched up with potential partners as a driver or passenger.

Electric Vehicles

- 7.8 The Site will provide designated EV parking on-Site equipped with EV chargers. The benefit of free EV charging on the Site aims to incentivize employees that drive to the Site to convert to EVs.

Objective 2

- 7.9 The aim of objective 2 is to increase the modal share of public transport users from 8% to 16%. This increase is based on the local improvements to public transport access as well as upgrades and increased efficiencies of existing infrastructure. In addition, the Southeast Wales Transport Commission recommends major improvements for transport regionally, including proposals for a network of public transport alternatives to the M4.

Public Transport Information

- 7.10 Timetable information for the public transport provision within the Site's vicinity will be available to employees on a noticeboard which will be located in a prominent area. The availability of up-to-date, easy to access public transport information will aim to encourage maximum usage of public transport for employees.
- 7.11 The TPC will ensure that all public transport information remains current and up to date, with seasonal changes to services announced and updated on the noticeboard.

Objective 3

- 7.12 When the Site initially becomes operational, it is predicted that 1% of employees will cycle to the Site. The aim is to increase the modal share of cyclists to 5% of all trips over the next 10 years.
- 7.13 Staff will be encouraged to cycle to work, and the A48 between Newport and Cardiff is planned to be upgraded to include bus lanes and cycle paths to improve active travel options between these two cities.
- 7.14 The Site will provide 40 secure cycle parking spaces to accommodate for those cycling to work, all of which will be monitored with CCTV.

Potential Cycle Infrastructure Improvements

- 7.15 There have been discussions on potential cycle infrastructure improvements to the A48 between Newport and Cardiff whereby the A48 is planned to be upgraded. The upgrade comes with new bus lanes and cycle paths in a bid to improve active travel options between the two major population centres.
- 7.16 The proposal forms part of the Welsh Governments wider plans to reduce the region's reliance on the car and develop an integrated network of active travel alternatives.

Objective 4

- 7.17 When the Site initially becomes operational, it is predicted that 8% of employees will walk to the Site. The aim is to increase the modal share to 12% of all trips over the next 10 years.

Newport City Council Active Travel Plan

- 7.18 To encourage further uptake of those walking to the Site, the Site will be linked to the Newport City Council Active Travel Plan. This Active Travel Plan provides the framework for Newport City Council to implement their active travel goals and reduce car reliance in a transparent way, as well as prioritise funds to schemes which aim to support an increase in walking throughout the borough.
- 7.19 It is intended that the alignment of this scheme to the TP strategy will encourage employees to walk to the Site as they become more aware of available pedestrian linkages from the Site to the wider pedestrian network.

- 7.20 The TPC will ensure that information on pedestrian links to the wider area from the Site will be available on the on-Site noticeboard, and that any upgrades or temporary closures are displayed.

8 Measures

- 8.1 This chapter of the Travel Plan sets out the proposed measures that will be implemented across the Site as part of strategy to encourage and maximise sustainable travel for employees.
- 8.2 In line with this approach, the chapter presents a set of overarching interventions designed to support the objectives outlined in Chapter 7. These measures are categorised into two types and explored in the following sections:
- **Hard measures:** physical or engineering interventions integrated into the design of the Proposed Development; and
 - **Soft measures:** initiatives focused on marketing, communication, and management, aimed at promoting and supporting sustainable travel choices among Site users.

Hard Measures

EV Parking

- 8.3 On-site, there are 25 electric vehicle parking spaces provided across the Site. 17 spaces are located in the east of the Site for vehicles arriving via Dyffryn Lane and the eastern access, with an additional 8 electric vehicle parking spaces provided in the west of the Site.

Allocated Carshare Parking

- 8.4 A total of 5 car parking spaces on Site has been allocated for carshare vehicles. These parking spaces are located in close proximity to the data centre entrance to incentivise employees to utilise the internal scheme in order to access better parking spaces.

Cycle Parking

- 8.5 There are 20 Sheffield loops being provided on Site, 10 in the eastern extent of the Site and 10 in the west. This provides this Site with 40 available cycle parking spaces which are sheltered and secure.

Soft Measures

Welcome Pack

- 8.6 The Travel Plan Coordinator will make new employees aware of the existence of the Travel Plan by producing an information leaflet summarising the Travel Plan. This leaflet will be provided to new staff as part of a Welcome Pack, which would be issued on appointment of each position, prior to occupation, to ensure that sustainable travel patterns are created from the outset.
- 8.7 The Welcome Pack will include, though not exclusively, the following:
- Introductory leaflet providing a summary of the travel plan, listing any key measures along with the contact details for the Travel Plan Coordinator.
 - A map showing the location of the development in relation to the local area, highlighting the nearby bus and Luas stops and key local facilities within easy walking distance of the site.
 - Public transport information, including:
 - A map showing the location of the development in relation to the local area, highlighting nearby bus and Luas stops.
 - Bus and Luas timetables of existing local services from nearby bus and Luas stops.
 - Active Travel information, including:
 - A map showing local cycle and walking routes, which would also indicate the locations of cycle parking and cycle shops in the area.
 - Details of local bike repair shops / retailers and available discounts / promotions, along with available training and maintenance sessions.
 - Health information and details of local walk buddy and bike buddy groups.
 - Information about car sharing.
 - Details of local taxi firms.

9 Monitoring and Review

- 9.1 This chapter sets out the monitoring framework that will be used to measure the effectiveness of the Travel Plan ("TP") and ensure that progress towards the agreed objectives and targets is transparent, robust and responsive. Monitoring is essential to understanding how travel behaviour evolves over time and to identifying where additional interventions may be required.

Monitoring Approach

- 9.2 Monitoring will be coordinated by the Travel Plan Coordinator ("TPC"), whose responsibilities include *"on-site coordination of data collection for monitoring of the Travel Plan"*. The monitoring programme will combine quantitative and qualitative data to provide a comprehensive picture of travel behaviour at the Site. The monitoring approach will include:

- **Employee Travel Surveys** – capturing mode share, barriers to sustainable travel, and opportunities for improvement.
- **Parking Demand Surveys** – assessing utilisation of the 121 on-site spaces and the effectiveness of car parking management measures.
- **Cycle Parking Counts** – monitoring use of the 40 secure cycle parking spaces.
- **Public Transport Uptake Indicators** – including staff-reported bus/rail usage.
- **Qualitative Feedback** – collected through staff engagement, TPC interactions, and feedback channels.

Monitoring Schedule

- 9.3 Monitoring will be undertaken at the following key stages:

Baseline Survey (Month 3 Post-Occupation)

- 9.4 As stated in the draft TP, *"a baseline travel survey is scheduled to take place three months after the Site becomes operational"*. This survey will establish the initial mode share and form the benchmark against which future progress is measured.

Year 1 Monitoring Report

- 9.5 A full monitoring report will be submitted to Newport City Council 12 months after first occupation. This will include:

- Updated mode share
- Parking utilisation
- Cycle parking demand
- Uptake of car share and EV charging
- Effectiveness of soft measures (e.g., Welcome Pack, marketing)
- Recommendations for adjustments to measures or targets

Annual Monitoring (Years 2–5)

9.6 Annual monitoring will continue for a minimum of five years or until the final monitoring report is accepted by the Local Planning Authority. Each annual report will include:

- Updated travel survey results
- Progress against targets
- Assessment of new opportunities (e.g., public transport improvements, active travel upgrades)
- Updated action plan

Final Monitoring Report (Year 5)

9.7 A comprehensive review will be undertaken at Year 5, summarising:

- Overall progress against the TP objectives
- Long-term mode shift achieved
- Recommendations for ongoing site management beyond the formal TP period

9.8 If targets have not been met, the TPC will agree remedial actions with Newport City Council and extend monitoring if required.

Performance Indicators

9.9 The following indicators will be used to measure progress:

- Modal Share – proportion of trips by car, car share, walking, cycling, bus, rail and other modes.
- Car Parking Demand – peak occupancy of the 121 spaces.
- Cycle Parking Demand – utilisation of the 40 secure cycle spaces.
- EV Charging Usage – number of EVs using the 12 charging bays.
- Car Share Participation – number of staff registered and active in the internal scheme.
- Staff Awareness – measured through survey questions on TP measures and information sources.

Reporting, Review and Updates

- 9.10 All monitoring reports will be submitted to Newport City Council and shared with the site management.
- 9.11 The TP is intended to be a live document. Where monitoring identifies that targets are not being met, the TPC will:
- Review the effectiveness of existing measures
 - Identify barriers to sustainable travel
 - Propose additional or revised interventions
 - Agree changes with Newport City Council
- 9.12 Potential adaptive measures may include:
- Additional cycle parking or facilities
 - Enhanced marketing and engagement
 - Further restrictions on car parking allocation
 - Additional incentives for public transport or active travel

Data Protection

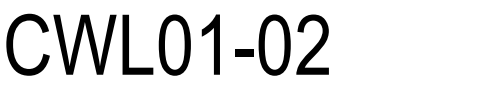
- 9.13 All monitoring data will be collected and stored in accordance with GDPR requirements. Survey responses will be anonymised, and no personal data will be shared with third parties.

APPENDIX A



4 St Philip's Place
First Floor
Birmingham
B3 2SL
United Kingdom

Tel. +44 (0)121 260 1600



Duffryn Lane Newport
NP10 8BE

Design Team

Design	GENSLER
Drawn	Gensler
Checked	JL
Date	04/04/25
Company Project No.	P-020340
M.S. Project No.	P-020040

Approvals

CUSTOMER		DATE
Microsoft Design Manager	LEVI HOLLAND ALAN MARZENIE	
Microsoft Electrical Engineer	MARK EELSON	
Microsoft BackEnd Engineer	GERARD CUNYMAN	
Microsoft Mechanical Engineer	ANDY LAYTER	
CSA	PATRICK SHERBERTY ALAN ROYMAN PROKOPIS MAYNIEDIS	
Telecom	JULIA PRADMANALLI MARK KELLY	
Security Manager	DAVID BEACLE	
Environmental	DEREK GIBBMAN	
PROJECT MANAGEMENT		
Project Manager		DATE
Senior Project Manager		
Development Manager		
Project Manager		
Quality Control Reviewer		
Quality Control FTAE		

Revisions

[illegible]

Registration



Bar Code

Sheet Title/Number

SITE - PROPOSED MASTER PLAN

CWL01-02-
A-P-07

CINEL0102 A-F-01* FOR

SHEET NOTES

ALL VERTICAL DIMENSIONS ARE RELATIVE TO ASSOCIATED BUILDING SLAB LEVEL.

DO NOT SCALE FROM DRAWINGS.
ALL DISCREPANCIES TO BE REPORTED TO GENSLER
ARCHITECTS IMMEDIATELY. ALL DIMENSIONS TO BE
VERIFIED BY CONTRACTOR ON SITE PRIOR TO ANY
WORKS.

A-B-11 SHEET NOTES

Sheet Number	Description
01	SECURITY FENCE AS PER FENCING PLAN
02	PRIMARY CAMPUS ENTRANCE
03	SECONDARY CAMPUS ENTRANCE
04	GUARD HOUSE
05	PRIMARY ENTRANCE BARRIERS
06	BACK OF HOUSE GATE
07	PARKING
08	BICYCLES
09	BIN STORE
11	CWL ST ADMIN
12	CWL 01 DATA CENTRE
13	LOADING DOCK
14	ATTENTION BASIN/POND
15	SEWER PUMP STATION
16	DAY 1 SUB-STATION
17	FUTURE PRIMARY SUBSTATION
18	SPRINKLER PUMP AND PUMP ROOM
19	WATER TREATMENT BUILDING
20	WATER STORAGE TANKS
21	CWL 02 ADMIN
22	CWL 02 DATA CENTRE
23	GENERATOR YARD
24	SMOKE SHELTER
25	EXTERNAL PLANT ROOM
26	DM'S EX-HOUSE
27	PA AREA TO ADMIN ROOM
28	TRANSFORMERS' ENCLOSURES
29	ARMOIC CASH BARRIER EXT-301
30	SAFETY RAILING TO BASIN AND POND
31	EXT-501

LEGEND

- SITE BOUNDARY
 RETENTION BASIN/POND/SWALE
 EXISTING COMBINED SEWER TO BE DIVERTED OUTSIDE OF BOUNDARY
 EXISTING STORM WATER SEWER TO BE DIVERTED OUTSIDE OF BOUNDARY
 DIVERTED STORM WATER SEWER
 RETAINED EXISTING TREES

SCHEDULE OF APPROX AREAS

SITE BOUNDARY (RED)	165,4798.00 m ²
CWL01 GIA	24,735.00 m ²
CWL02 GIA	10,230.00 m ²

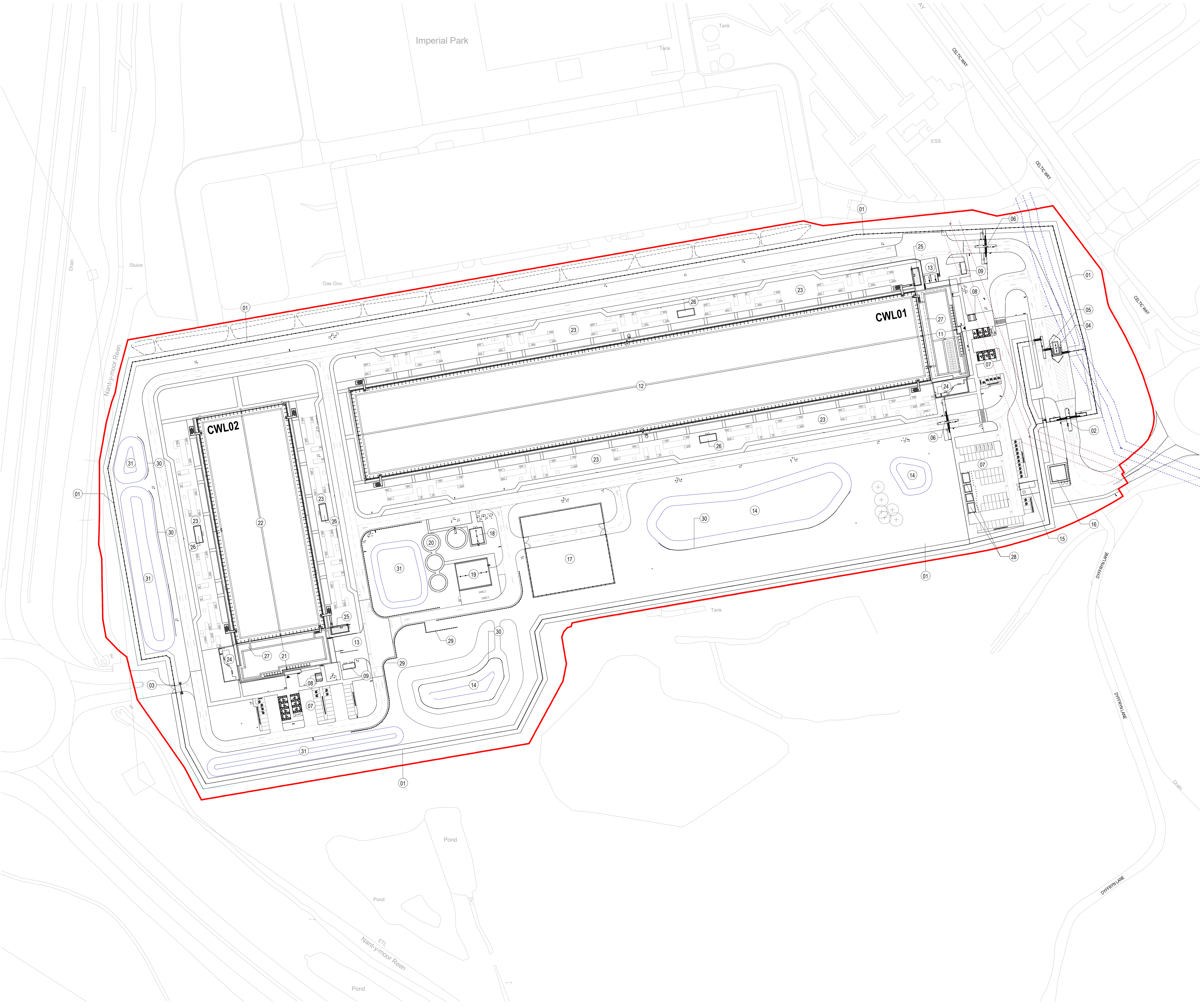
SCHEDULE OF PARKING

OVERALL PARKING	121 spaces
ELECTRIC PARKING	22 spaces
ACCESSIBLE PARKING	13 spaces
CYCLE PARKING	40

NOTES:

1. POND SIZE AND POSITION AS ADVISED BY CIVIL ENGINEERS. REFER TO CIVIL ENGINEER'S DRAWINGS FOR DETAILS.
2. FOR SITE WIDE LEVELS AND DRAINAGE REFER TO CIVIL ENGINEER'S DRAWINGS.
3. FOR LIGHTING PROPOSALS REFER TO M+E ENGINEER'S DETAIL & SPECIFICATION.
4. FOR WHITE LINING REFER TO CIVIL ENGINEER'S INFORMATION & DRAWINGS.

1:1000@A0



01 SITE - PROPOSED MASTER PLAN

SCALE: 1 : 1000



FOR PLANNING

MICROSOFT CONFIDENTIAL

Gender 2022