



NENE VALLEY

Transport Planning

FEBRUARY 21, 2026

TRANSPORT STATEMENT

17-21 Wharf Road, Newport NP19 8ET

NENE VALLEY TRANSPORT PLANNING CONSULTANTS LTD

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INTRODUCTION

- 1.1. Nene Valley Transport Planning Consultants Ltd (NVTP) has been instructed to prepare this Transport Statement (TS) in support of a full planning application submitted to Newport City Council for the proposed change of use of the existing building at 17–21 Wharf Road, Newport NP19 8ET. The proposals seek the conversion of the former windscreen repair centre to an international supermarket (Use Class E), together with associated external alterations, servicing arrangements and on-site parking provision.
- 1.2. This report will detail existing highway conditions, sustainable travel accessibility, accident data and trip accumulation data for the existing use and proposed use.
- 1.3. It is the aim of this Transport Statement to demonstrate that the development proposals support and accord with current planning policy by:
 - Being located in an area connected to existing dwellings and facilities, so as to minimise the need to travel and reduce reliance on the private car;
 - Focusing on travel by sustainable means, i.e. providing for the needs of pedestrians and cyclists, and being within walking / cycling distance of the public transport network; and
 - Enhancing travel choice where options offer a viable alternative to single occupancy car travel and potential for modal shift.
- 1.4. The report has been produced in line with the 'Travel Plans, Transport Assessments and Statements' (Ministry of Housing, Communities & Local Government 2014) and takes into account current Government policy within the revised National Planning Policy Framework (CLG 2021) and best practice guidance within 'Manual for Streets' (DfT 2007) and 'Manual for Streets 2 – Wider Application of the Principles' (CIHT 2010), the Design Manual for Roads and Bridges (Highways Agency 2002).
- 1.5. Newport City Council is the Local Planning Authority (LPA) for the site at 17–21 Wharf Road, Newport NP19 8ET. The Council also acts as the Local Highway Authority (LHA) for the local road network serving the site, including Wharf Road (B4237) and Archibald Street.

PLANNING REQUIREMENT BACKGROUND

3.1 The objectives for the development have been defined taking into account national and local policies that seek to safeguard the environment and resources so as to put into practice the principles of sustainable development. Consideration has been given to the following documents:

National: The National Planning Policy Framework (NPPF)

3.2 The National Planning Policy Framework (NPPF) was revised in December 2024 (with a minor amendment in February 2025) and sets out the Government's planning policies for England and how these are expected to be applied.

3.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- “approving development proposals that accord with an up-to-date development plan without delay;
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

3.4 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.5 All developments that will generate significant amounts of movement should be required to provide a Travel Plan and the application should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed.

3.6 Other national policies which have been considered as part of this development include but are not exclusive to:

- Manual for Streets and Manual for Streets 2
- Transport White Paper: Creating Growth, Cycling Carbon: Making Sustainable Local Transport happen.

- Travel plans, transport assessments and statements in decision taking.

Local Policy

- **Newport Local Development Plan (LDP) 2011–2026 (Adopted January 2015):** The LDP sets out the strategic framework for development within Newport. Relevant policies include SP1 (Sustainability), SP3 (Flood Risk), SP19 (Retail Hierarchy and Need), GP2 (General Amenity), GP4 (Highways and Accessibility), and T4 (Parking). The Plan promotes sustainable transport, appropriate parking provision, safe access arrangements and development located within the settlement boundary that reduces reliance on the private car.
- **Future Wales – The National Plan 2040:** Future Wales establishes the national spatial strategy for Wales and promotes sustainable placemaking, town centre first principles and integration of land use and transport planning. Policy 6 (Town Centre First) and Policy 12 (Regional Connectivity) are particularly relevant to retail and transport considerations.
- **Planning Policy Wales (Edition 12, 2024):** PPW places strong emphasis on sustainable transport, placemaking and the reduction of car dependency. It requires development to be located in accessible locations, to prioritise walking, cycling and public transport, and to ensure that safe and suitable access can be achieved for all users.
- **Technical Advice Note 18 (TAN 18): Transport:** TAN 18 provides guidance on the integration of land use planning and transport. It requires that development proposals consider accessibility by sustainable modes, traffic impact, parking provision and highway safety.
- **Newport Local Transport Plan (LTP):** The LTP identifies transport priorities across Newport, including improving walking and cycling infrastructure, enhancing public transport reliability, reducing congestion and supporting sustainable economic growth.
- **Newport Active Travel Network Map (under the Active Travel (Wales) Act 2013):** Identifies existing and proposed walking and cycling routes within Newport. The site's proximity to established pedestrian links and bus corridors along Wharf Road and Chepstow Road aligns with Active Travel objectives.
- **Newport Parking Standards Supplementary Planning Guidance (SPG):** Sets out maximum parking standards for different land uses and establishes requirements for cycle parking and electric vehicle charging infrastructure.
- **Newport Climate Change Strategy and Carbon Reduction Commitments:** The Council has committed to reducing carbon emissions and promoting sustainable travel choices, including the uptake of electric vehicles and active travel modes.

3.7 The proposed development at 17-21 Wharf Road, Newport NP19 8ET will be designed in accordance with policy objectives set out in national and local documentation. The site is close to existing sustainable transport infrastructure providing a highly sustainable location with excellent local and national sustainable transport links. On balance, the site location and proposed use is considered to accord with the national and local transport policy objectives.

DEVELOPMENT PROPOSALS

- 3.1 The application seeks planning permission for the change of use of the existing former windscreen repair centre at 17–21 Wharf Road, Newport NP19 8ET to an international supermarket (Use Class E), together with associated external alterations and the provision of on-site parking and servicing arrangements.
- 3.2 The proposed retail floorspace would extend to approximately 133m² at ground floor level, with ancillary storage, staff facilities and office accommodation provided at first floor. The scale of the proposal places it firmly within the category of a small neighbourhood convenience store, serving primarily day-to-day and top-up shopping needs rather than functioning as a destination foodstore.
- 3.3 From a transport perspective, the development utilises the existing established access arrangements to the site from Wharf Road and Archibald Street. Improvements to pedestrian visibility splays and boundary treatments are proposed to enhance safety and manoeuvrability, as set out within the supporting Transport Note. The proposals include formalised on-site parking provision comprising a total of five car parking spaces, split between the Wharf Road frontage and the rear yard accessed via Archibald Street.
- 3.4 Servicing activity associated with the supermarket would be limited in scale and would typically comprise deliveries by small to medium-sized vans rather than articulated HGVs. Refuse collection would occur in the same manner as surrounding properties via Archibald Street. The nature of the use means servicing demand would be modest and comparable to, or less intensive than, that historically associated with the site's former commercial use.
- 3.5 In traffic generation terms, the proposal represents a small-scale retail use in an established urban area. While convenience retail generates customer movements throughout the day, such movements are typically short in duration and dispersed across trading hours rather than concentrated solely within traditional weekday commuter peaks. Furthermore, a proportion of trips associated with neighbourhood foodstores are recognised as pass-by or diverted trips from existing traffic flows on the surrounding highway network.
- 3.6 Importantly, the site benefits from an established lawful commercial use, meaning that vehicular activity and parking demand associated with a business operation is already a characteristic of the site in transport terms. The proposal therefore represents a change in the nature of trips rather than the introduction of commercial activity to a previously inactive location.
- 3.7 Overall, the development comprises a modest-scale retail use that utilises existing access infrastructure, provides on-site parking in accordance with adopted standards, and generates traffic volumes that are proportionate to its size and urban context.

Access

- 3.8 The site at 17–21 Wharf Road, Newport benefits from established vehicular access arrangements from both Wharf Road (B4237) and Archibald Street, reflecting its historic commercial use. The proposed development will retain and utilise these existing access points, with a clear operational hierarchy between them.
- 3.9 Under the proposed arrangement, the front forecourt accessed from Wharf Road will be reserved for staff parking only, thereby limiting turning activity directly onto the Wharf Road. Customer vehicles will access and egress the site via Archibald Street, where the principal customer parking area is located. This arrangement ensures that the primary customer traffic-generating element of the development is directed away from the main road frontage and onto the lower-speed residential street, consistent with the modest scale of the proposal.
- 3.10 The Archibald Street access has been assessed with reference to Manual for Streets principles and prevailing traffic conditions. Due to the one-way westbound operation of Archibald Street in the vicinity of the site, visibility has been designed in the relevant direction of approach. The submitted visibility drawing demonstrates an x-distance of 2.4 metres and a y-distance of 43 metres, based on a 30mph design speed.
- 3.11 To further enhance inter-visibility between emerging drivers and pedestrians, the proposals include localised alterations to the boundary treatment adjacent to the access in order to achieve appropriate pedestrian visibility splays, together with minor kerb adjustments to assist vehicle tracking movements.
- 3.12 Vehicle manoeuvrability has been demonstrated through swept path analysis. The submitted drawings confirm that both a typical estate car (4.71m length) and a light van (5.885m length) can enter and exit the site without conflict or excessive encroachment into opposing carriageway space.
- 3.13 To ensure the safe and unobstructed operation of the Archibald Street access, the Transport Note also identifies the extension of existing double yellow line restrictions for approximately 7.3 metres on the approach to the access, preventing parking in close proximity to the crossover and safeguarding visibility and manoeuvrability.
- 3.14 Overall, the revised access strategy directs the majority of customer vehicle movements to the most appropriate access point, supported by appropriate visibility splays and swept path evidence, and ensures that the development can operate safely within the existing highway environment.

Car Parking Provision

- 3.15 Car parking for the development has been designed having regard to Newport City Council's adopted Parking Standards (SPG) and the site's constrained urban context. The proposals provide a total of five off-street parking spaces. These spaces are split between the small forecourt accessed from Wharf Road and the rear yard accessed from Archibald Street, reflecting the established access configuration of the site.
- 3.16 Operationally, the parking layout will function as follows: the Wharf Road forecourt spaces will be reserved for staff use only, thereby limiting customer turning activity onto the B4237, while customer parking will be directed to the rear parking area accessed via Archibald Street. This arrangement ensures that customer vehicle movements occur from the most appropriate access point and supports safe operation of the site. The safety of the Archibald Street access is reinforced by the submitted visibility splay evidence (2.4m x 43m in the relevant direction of travel), and by the access enhancements—namely localised alterations to boundary treatments to improve pedestrian inter-visibility and manoeuvrability.
- 3.17 The off-street provision is also considered alongside the on-street parking survey undertaken within 200 metres of the site in accordance with the Lambeth methodology. The survey demonstrates that daytime parking stress within the study area is below the commonly used 85% “high stress” reference level during the periods most aligned with typical store trading hours (75.34% at 10:00–11:00 and 69.86% at 15:00–16:00).
- 3.18 While the early evening period shows higher residential accumulation, the provision of five on-site spaces—together with the staff-only allocation on Wharf Road—helps to mitigate pressure by keeping staff vehicles off surrounding streets and ensuring customers have dedicated off-street opportunity.
- 3.19 Overall, the proposed car parking provision is proportionate to the modest scale of the 133m² neighbourhood supermarket, aligns with NCC's parking standards approach for small retail units, and is supported by targeted access and visibility enhancements that improve pedestrian safety at the site interface with the public highway.

Cycle Parking

- 3.20 In accordance with Newport City Council's adopted Parking Standards SPG (as referenced within the supporting Transport Note), the proposals include dedicated cycle parking to serve both staff and customers, located within the site curtilage in a convenient and accessible position. The proposals include a combination of secure long-stay provision for staff (2 spaces) and short-stay visitor cycle parking (2 spaces) located in close proximity to the store entrance to ensure convenience, accessibility and natural surveillance.
- 3.21 The level and type of provision are considered proportionate to the modest scale of the 133m² neighbourhood supermarket and are consistent with national and local policy objectives which prioritise active travel. The facilities will be installed prior to occupation and retained thereafter to ensure that cycling remains a realistic and attractive travel option for staff and customers.

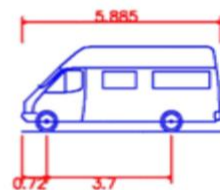
Servicing and Refuse Collection

- 3.22 Servicing arrangements have been carefully designed to address the site constraints and previous highway concerns. The proposed neighbourhood supermarket is modest in scale (c.133m²) and will be supplied exclusively by light goods vehicles (LGVs). There will be no HGV servicing associated with the development, and this restriction can be secured by planning condition to provide certainty in operational terms.
- 3.23 All servicing activity will take place within the site boundary, accessed via Archibald Street. The submitted Swept Path Analysis (Drawing SPA-01) demonstrates that a 4.6 tonne light van (overall length 5.885m, kerb-to-kerb turning radius 6.0m) can safely enter the site, manoeuvre within the curtilage and exit in a forward gear without encroachment beyond the site boundary or undue interference with the public highway. The swept path confirms that the internal layout is capable of accommodating delivery vehicles in a controlled and predictable manner.
- 3.24 In order to further mitigate any potential conflict with customer activity or residential amenity, all deliveries and collections will be undertaken outside of customer opening hours. During servicing operations, vehicle manoeuvres within the site will be supervised by a trained banksman, ensuring that movements are controlled, safe and coordinated at all times.
- 3.25 Refuse storage will be provided within a dedicated bin store inside the site boundary, with collections undertaken from within the curtilage. Given the small scale of the unit, refuse volumes will be modest and capable of being accommodated by light service vehicles consistent with the no-HGV restriction.
- 3.26 Taken together, the internalised servicing arrangement, swept path evidence, absence of HGV movements, out-of-hours delivery regime and supervised manoeuvring provide a robust and controlled servicing strategy. The development can therefore operate without detriment to highway safety or the free flow of traffic and addresses the previous concerns raised in relation to servicing operations.

Figure 1 Swept Path Analysis: 4.6t Light Van



SWEPT PATH ANALYSIS AT PROPOSED ACCESS



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction
 3. Report all discrepancies to the Drawing Originator immediately
 4. This drawing is to be read in conjunction with all relevant documents and drawings

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Figure 2 Swept Path Analysis: Estate Car

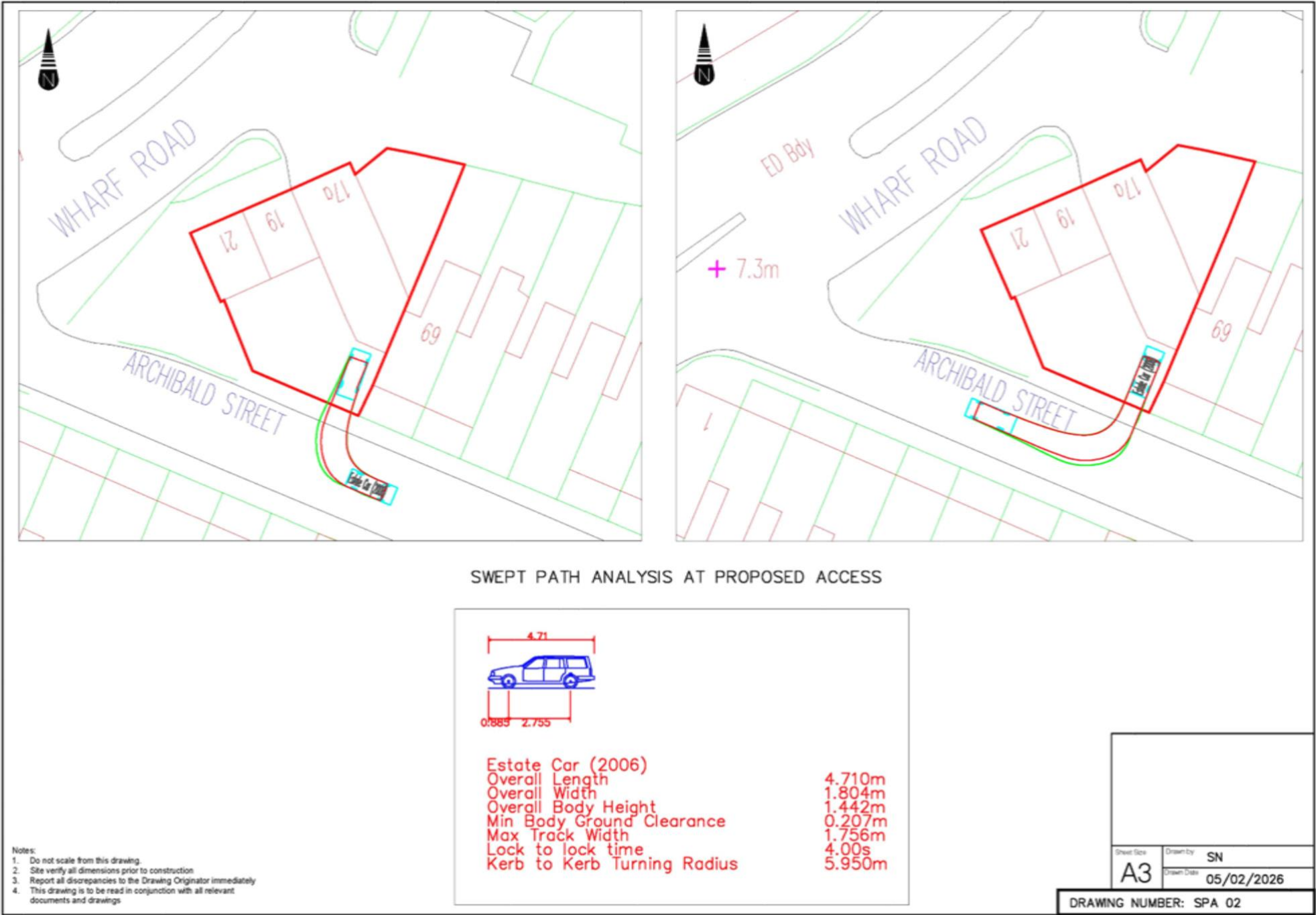
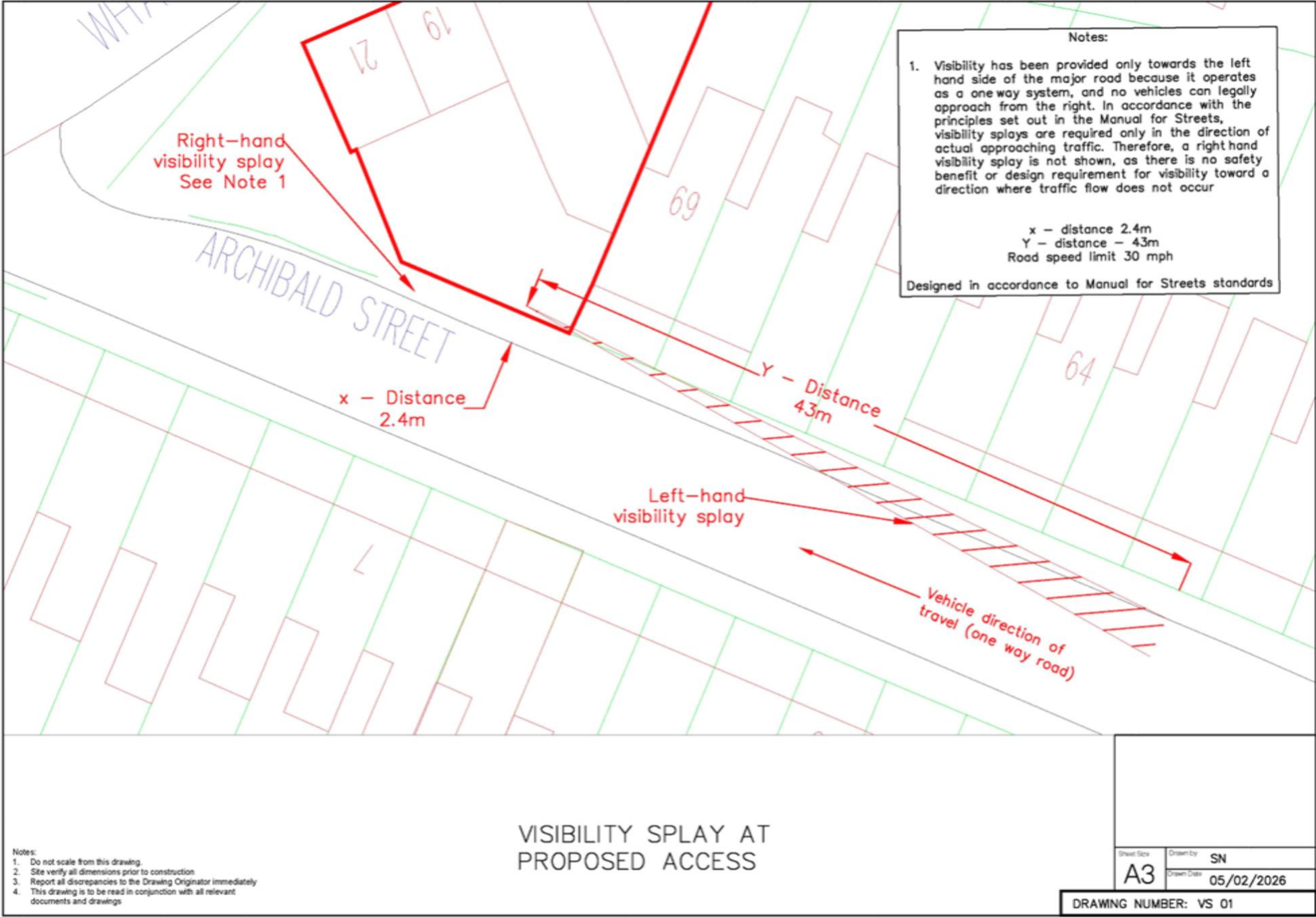


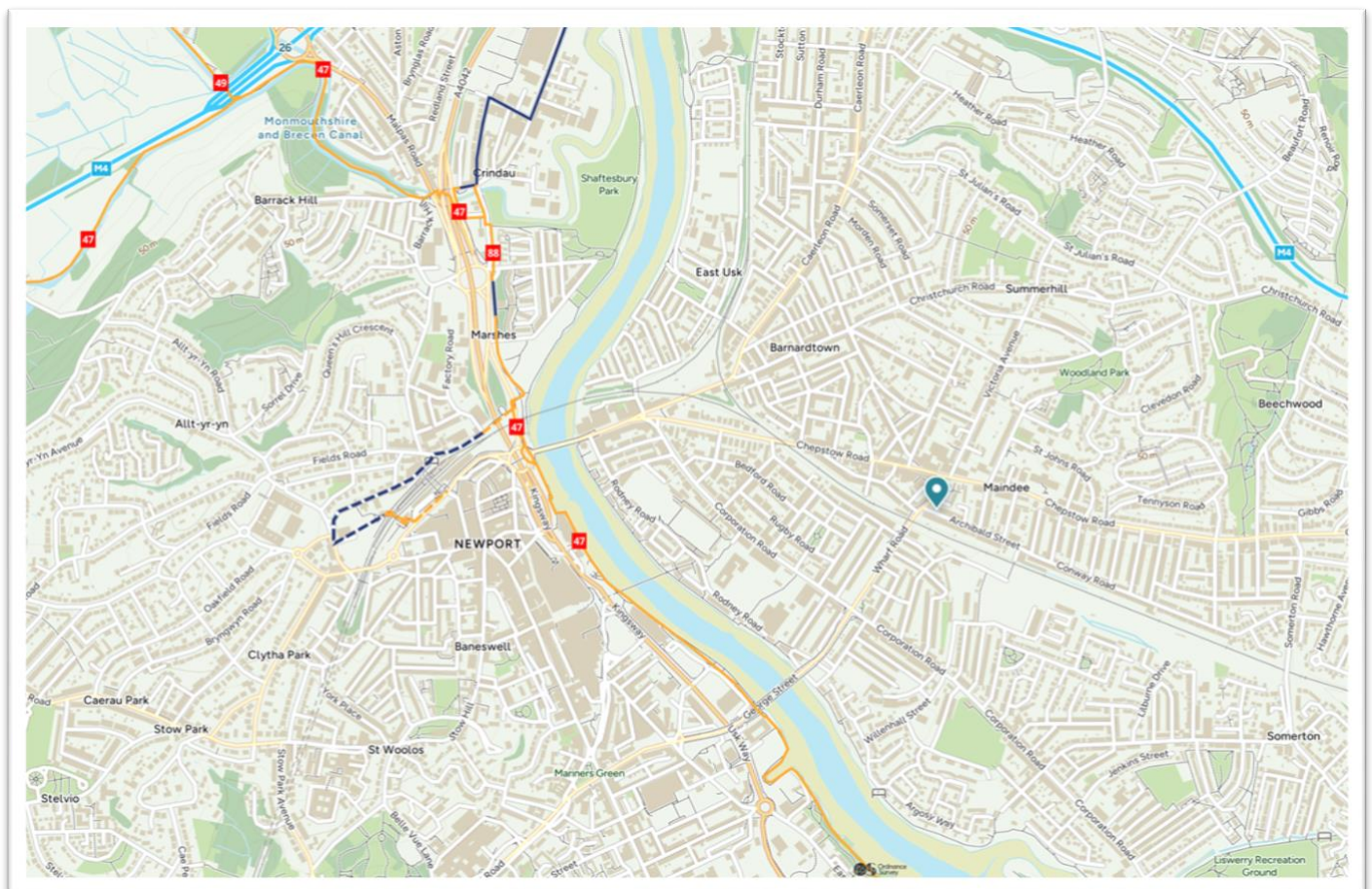
Figure 3 Vision Splay Analysis



HIGHWAY CONDITIONS

- 4.1 The application site is located at 17–21 Wharf Road, Newport, NP19 8ET, within the Beechwood ward of Newport. The site lies approximately 2 kilometres to the east of Newport City Centre and occupies a prominent position fronting Wharf Road (B4237). The surrounding area is predominantly residential in character, interspersed with commercial premises along Wharf Road, reflecting the mixed urban context of the Maindee area.
- 4.2 The site was most recently occupied by a windscreen repair centre and benefits from established vehicular access arrangements from both Wharf Road and Archibald Street. The Wharf Road access serves the small forecourt area located to the northern side of the building, whilst the access from Archibald Street serves the rear hardstanding area. These accesses form part of the site's historic commercial operation and provide the basis for the proposed development's parking and servicing arrangements.

Figure 4 Site location and wider highway network



- 4.3 Wharf Road (B4237) is a principal urban route within Newport, providing strategic connectivity between Chepstow Road to the north and Corporation Road to the south-west. The route also provides onward connections to Junction 24 of the M4 motorway to the north-east and the A48 corridor. Wharf Road is a dual carriageway subject to a 30mph speed limit and is characterised by double yellow line restrictions along much of its frontage in the vicinity of the site.
- 4.4 Archibald Street forms a local residential road connecting to Wharf Road to the south-west of the site. The street operates as a one-way road (westbound) in the vicinity of the site and is subject to a 20mph speed limit. On-street parking is present along sections of Archibald Street, consistent with its residential function.
- 4.5 In terms of the wider transport network, the site is situated within an established urban corridor that accommodates regular bus services operating along Wharf Road and Chepstow Road, with bus stops located within short walking distance of the site. The Maindee District Centre, located along Chepstow Road approximately 100–380 metres from the site, provides access to a range of retail, service and community facilities.
- 4.6 The site's position within the built-up area of Newport, together with its direct frontage onto a principal urban route and established access arrangements, ensures that it is well integrated into the existing highway network. The proposed development will therefore utilise established access infrastructure within a location where commercial vehicular activity is already a characteristic feature of the surrounding environment.

ACCIDENT DATA

- 5.1 The National Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".
- 5.2 A review of recorded personal injury collision data has been undertaken for the local highway network in the vicinity of the site, based on validated CrashMap records covering the most recent available five-year period.
- 5.3 Analysis of this data is carried out to identify if any patterns or trends exist and to investigate if there are existing highway safety issues that could be exacerbated by the proposed development on the site. The analysis identifies two recorded collisions on the nearby A666 corridor within the study area, both of which resulted in slight injuries only.

Figure 5 CrashMap data



- 5.4 A review of Personal Injury Collision (PIC) data has been undertaken using validated CrashMap records for the most recent available five-year period within the vicinity of the site, including Wharf Road (B4237), Archibald Street and the surrounding junctions. The review confirms that no personal injury collisions have been recorded within the defined study area during the five-year assessment period.

- 5.5 The absence of recorded injury collisions indicates that there are no identifiable highway safety deficiencies, recurring patterns of incidents, or inherent geometric or visibility constraints affecting the local highway network in the vicinity of the site. In particular, there is no evidence of collision clustering at or near the existing site access points from Wharf Road or Archibald Street.
- 5.6 In highway engineering terms, a five-year period with zero recorded personal injury collisions is a strong indicator that the network is operating safely and within its intended design parameters. The data does not identify any baseline safety issue that could reasonably be considered susceptible to exacerbation as a result of the modest additional traffic movements associated with the proposed development.
- 5.7 The proposed supermarket represents a small-scale retail use that would generate predominantly light vehicle trips only. There will be no HGV movements associated with the site, with servicing limited to small and medium-sized vans. Given the established commercial history of the site and its location on an urban corridor where vehicular activity is already characteristic, the proposal would not introduce new or materially different conflict types.
- 5.8 Planning policy is clear that development should only be resisted on transport grounds where the residual cumulative impacts on highway safety would be unacceptable. In this instance, the complete absence of recorded injury collisions over a five-year period provides robust empirical evidence that the local highway network is functioning safely. There is therefore no evidential basis to conclude that the proposed development would give rise to adverse highway safety impacts.

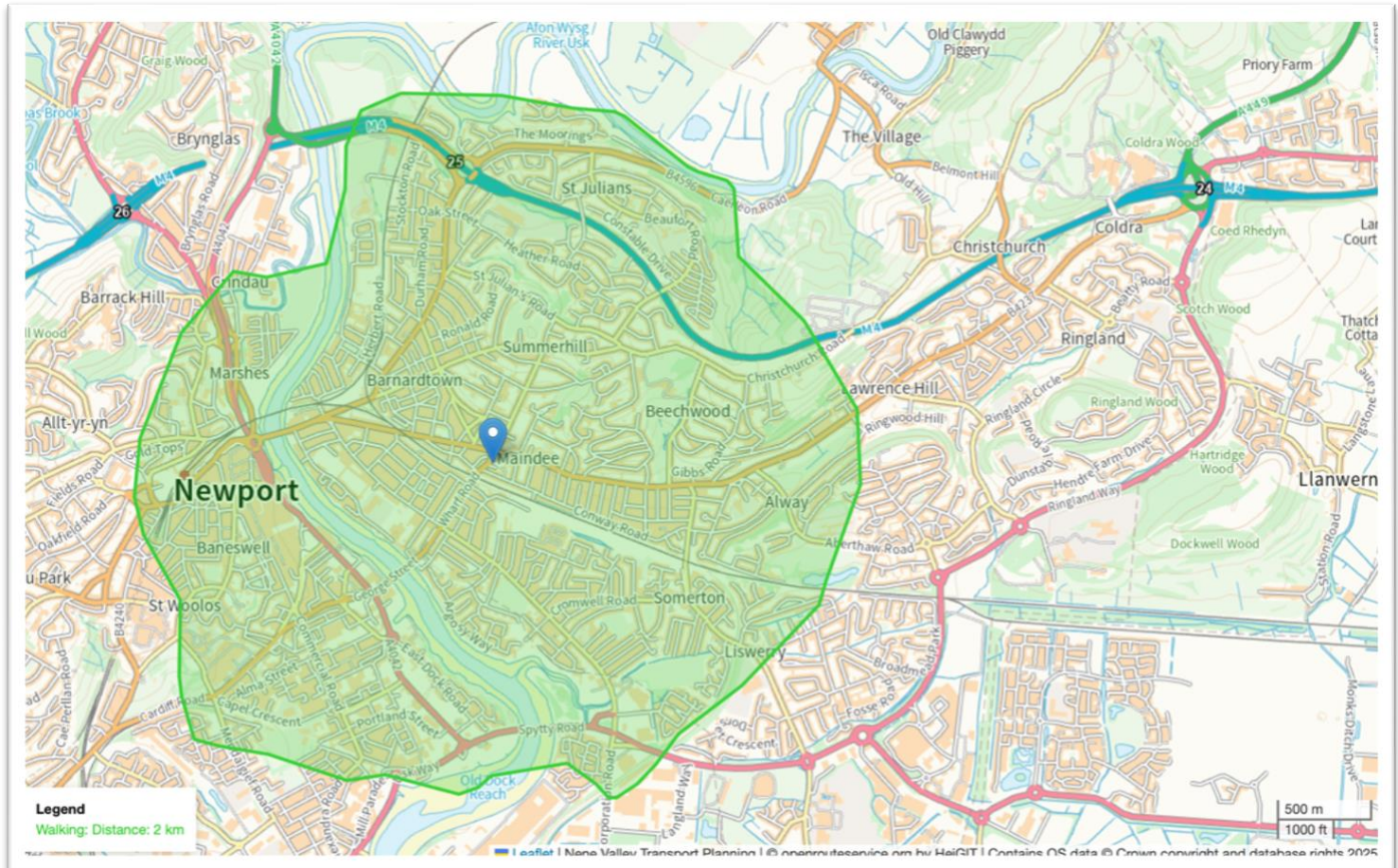
SUSTAINABLE TRANSPORT ACCESSIBILITY

Pedestrians

- 6.1 Pedestrian access to the site is available directly from the existing footway network on Wharf Road (B4237) and via Archibald Street to the rear. The building benefits from established frontage onto Wharf Road, where continuous footways are provided on both sides of the carriageway. The proposed development will retain and utilise these established pedestrian desire lines, with customers accessing the main entrance directly from the Wharf Road footway and from the on-site parking areas.
- 6.2 The existing site layout enables a clear delineation between vehicular and pedestrian movements. Customers parking within the northern forecourt area accessed from Wharf Road, or the rear parking area accessed via Archibald Street, will utilise defined pedestrian routes within the site curtilage to reach the store entrance. This arrangement ensures logical, legible pedestrian circulation and minimises potential conflict between vehicles and pedestrians, consistent with the design principles set out in TAN 18: Transport.
- 6.3 The surrounding area benefits from a well-established and permeable pedestrian network. Wharf Road and Chepstow Road are both provided with lit, surfaced footways, and signal-controlled pedestrian crossing facilities are available at the Wharf Road / Chepstow Road junction. In addition, a pelican crossing is located approximately 140 metres south of the site, further enhancing safe crossing opportunities along this urban corridor.
- 6.4 Archibald Street, which serves the rear of the site, is a residential road subject to a 20mph speed limit and benefits from footways and low vehicle speeds typical of its residential function. The pedestrian environment in the vicinity of the site is therefore characteristic of an established urban area and provides a safe and convenient setting for walking.
- 6.5 In accordance with Chartered Institution of Highways and Transportation (CIHT) guidance in Planning for Walking, the majority of trips under 1 mile (1.6km) are typically undertaken on foot. The site lies well within a 2km walkable catchment, encompassing a substantial residential population within the Maindee and Beechwood areas. Maindee District Centre is located approximately 100–380 metres from the site (equating to a walk of under 6 minutes), providing access to a range of local services and facilities.
- 6.6 The site's location within an established residential catchment is particularly relevant to the proposed use as a small-scale convenience supermarket. Such uses are inherently local in function, serving day-to-day and top-up shopping needs, and typically generate a proportion of linked and walk-in trips from surrounding neighbourhoods. The density of residential properties within short walking distance of the site supports the realistic prospect of a meaningful modal share being undertaken on foot.
- 6.7 The site is therefore situated within a sustainable urban location where pedestrian infrastructure is already in place, crossing facilities are available, and established desire lines connect the site to surrounding residential streets and local facilities. In transport terms, the proposal accords with

national and local policy objectives that prioritise walking as the first mode within the transport hierarchy and seek to reduce reliance on private car use for short-distance urban trips.

Figure 6 2Km Walking catchment



- 6.8 National travel survey evidence demonstrates that a substantial proportion of trips to small-scale convenience retail uses are undertaken by active modes, particularly where such facilities are located within established urban neighbourhoods. Convenience stores serving day-to-day and top-up shopping needs typically attract a high level of walk-in trade from the immediate residential catchment, reflecting the short trip lengths associated with such uses.
- 6.9 The application site is situated within a compact and densely populated urban area of Newport, with significant residential development located within a short and convenient walking distance. The surrounding street network is permeable in form, comprising interconnected residential streets linking directly to Wharf Road and Chepstow Road. The generally level topography of the Maindee area further supports walking and cycling as practical modes for short-distance trips.

- 6.10 Given the scale of the proposed retail floorspace (approximately 133m²) and its neighbourhood function, it is reasonable to expect that a meaningful proportion of customer trips will originate from the immediate residential area and be undertaken on foot or by cycle. This modal profile is consistent with the characteristics of small urban convenience stores and reflects the sustainable location of the site within the built-up area of Newport.
- 6.11 Taken together, the site's urban context, residential density and permeability of the surrounding highway network indicate that the development will not be wholly car-dependent. A proportion of trips will be made by sustainable modes, thereby reducing reliance on private vehicle travel and aligning with national and local transport policy objectives that prioritise walking and cycling for short urban journeys.

Cyclists

6.6 Cycling offers a viable alternative to short car journeys, particularly those under 5km, and can also serve as a feeder mode to longer public transport trips. The National Planning Policy Framework (NPPF) and Gear Change: A bold vision for cycling and walking (DfT, 2020) continue to support cycling as a key mode in reducing car dependency, even in rural contexts.

6.7 The National Statistics fact sheet 'Cycling in Great Britain' (DfT, 2003) stated that the average length of a cycle stage was 2.4 miles (3.9km) and that around 90% of cycle trips were under 5 miles (8km) in length. These distances are consistent with preceding PPG13 guidance.

Figure 7 5Km cycling catchment



- 6.8 Cycling represents a realistic and viable mode of travel for trips to and from the site, particularly given its location within the established urban area of Newport. National travel data indicates that cycle trips are typically undertaken over distances of up to 5 kilometres (approximately 15–20 minutes), making cycling well suited to short urban journeys associated with day-to-day retail needs.
- 6.9 Within a 5km cycling catchment, the site is well positioned relative to surrounding residential neighbourhoods within Maindee, Beechwood, St Julians and parts of Newport City Centre. The surrounding highway network comprises a mix of principal urban routes and lower-speed residential streets, generally operating within 20mph and 30mph speed environments. This urban road hierarchy, combined with the grid-like street pattern characteristic of the area, provides permeability and multiple route options for cyclists.
- 6.10 Wharf Road and Chepstow Road form established urban corridors that accommodate both vehicular and cycle movements, and the wider area benefits from connections identified within the Newport Active Travel Network Map prepared under the Active Travel (Wales) Act 2013. Welsh Government mapping identifies routes in the vicinity allocated for future pedestrian and cycle improvements, including sections of Chepstow Road, which further supports the site's suitability for cycling access.
- 6.11 The relatively level topography of the Maindee area enhances the practicality of cycling for everyday journeys, including short convenience shopping trips. The urban form and proximity of surrounding residential areas mean that many potential customer origins lie comfortably within a short cycle journey of the site.
- 6.12 In accordance with Newport City Council's adopted parking standards and sustainable transport objectives, secure cycle parking will be provided on site for staff and customers. The provision will be conveniently located, safe and accessible, encouraging cycle use as a genuine alternative to the private car. The adequacy and usage of cycle parking facilities can be monitored and reviewed as part of the site's ongoing management arrangements to ensure provision remains proportionate to demand.
- 6.13 National and local transport policy places clear emphasis on the promotion of active travel modes as part of the sustainable transport hierarchy. The site's location within the existing urban fabric of Newport, combined with its accessibility by cycle and proximity to a substantial residential population, supports the role of cycling as a practical and sustainable mode of travel for trips associated with the proposed neighbourhood supermarket.

Bus Services

- 6.13 Guidance contained within the Institution of Highways and Transportation (IHT) / CIHT good practice notes on public transport accessibility indicates that, as a long-established rule of thumb, a maximum walking distance of 400 metres to a bus stop is generally regarded as appropriate for development sites, subject to the quality and directness of the pedestrian route.
- 6.14 The application site at 17–21 Wharf Road is well served by local bus services, with stops available on both Wharf Road and Chepstow Road, each within the IHT/CIHT guideline walking distance. Together, these stops provide access to a range of local and strategic bus services connecting the site to Newport City Centre, surrounding residential areas and wider destinations.

Table 1 Summary of bus services

Route	Principal Destinations Served	Typical Weekday Frequency*	Approx. Walking Distance
5	Newport City Centre – Ringland – Gwent Europark	Up to every 30 mins	~60m (Wharf Road)
6	Newport City Centre – Maindee – Ringland	Hourly	~250m (Chepstow Road)
8A / 8C	Newport City Centre – Ringland	2 per hour	~250m
9A	Newport City Centre – Retail Park	Hourly	~250m
73	Newport – Chepstow (via Langstone)	Hourly	~250m
74 / 74A / 74C	Newport – Underwood / Portskewett / Rogiet	1–2 per hour	~250m
X60	Newport – Monmouth	Limited peak services	~250m

- 6.15 The availability of multiple routes within short walking distance provides regular connections to Newport City Centre, retail destinations, employment areas and surrounding settlements. The presence of services on both Wharf Road and Chepstow Road ensures route choice and service resilience.
- 6.16 The level of bus accessibility, combined with the site’s urban location and dense surrounding residential catchment, supports realistic opportunities for travel by public transport. In accessibility terms, the site exceeds the IHT recommended walking distance threshold and is therefore well located to encourage sustainable travel patterns associated with the proposed neighbourhood supermarket.

Rail

- 6.15 The nearest railway station to the application site is Newport Railway Station, located approximately 2 kilometres west of the site. The station is accessible by foot (approximately 25–30 minutes), by cycle (approximately 8–10 minutes), by local bus services operating along Wharf Road and Chepstow Road, and by car.
- 6.16 Whilst rail is not expected to represent a primary mode of travel for a small-scale neighbourhood convenience store, the proximity of Newport Railway Station provides an additional layer of public transport accessibility and supports the site's sustainable urban credentials.
- 6.17 Newport Railway Station is located on the South Wales Main Line and is served by a range of regional and intercity services, offering connections to Cardiff, Bristol, Birmingham and London, as well as local services within South Wales.

Table 2 Summary of rail services

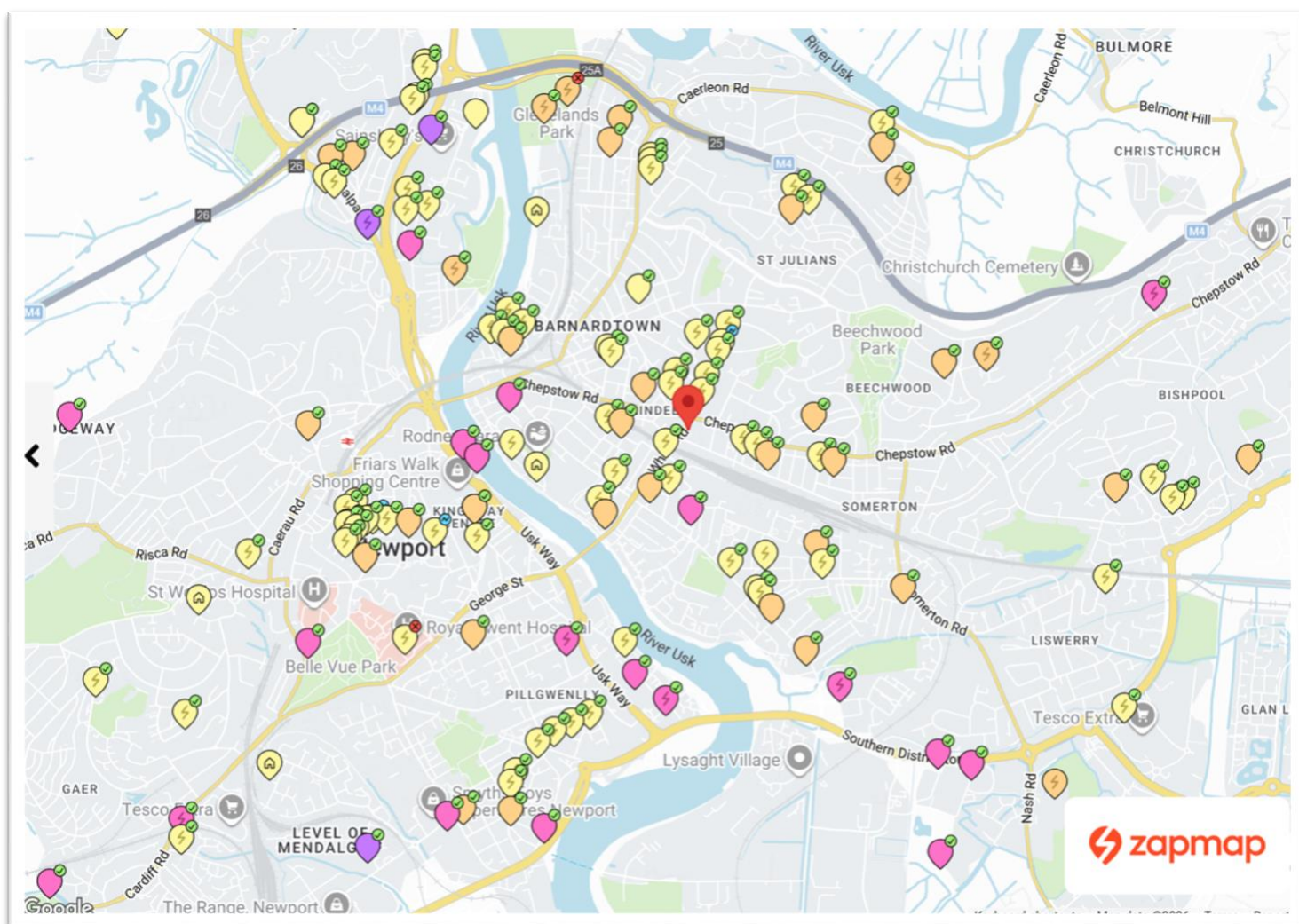
Destination	Operator	Typical Weekday Frequency*	Approximate Journey Time
Cardiff Central	Transport for Wales / GWR	4–6 trains per hour	12–15 mins
Bristol Parkway	GWR	2 trains per hour	25–30 mins
Birmingham New Street	CrossCountry	2 trains per hour	~1 hr 30 mins
London Paddington	GWR	2 trains per hour	~1 hr 40 mins
Swansea	Transport for Wales / GWR	2–3 trains per hour	~1 hr

- 6.18 In transport planning terms, the presence of a mainline railway station within reasonable walking, cycling and bus distance reinforces the site's integration within the wider public transport network. Whilst the proposed supermarket is expected to serve predominantly local trips, the availability of rail connectivity further demonstrates that the site is not isolated in accessibility terms and forms part of a well-connected urban area.
- 6.19 The combination of pedestrian infrastructure, frequent bus services and proximity to a regional rail hub ensures that the site performs well against sustainable transport accessibility criteria and aligns with national and local policy objectives seeking to reduce reliance on the private car.

Electric Vehicles

6.17 National and local planning policy recognises the need to address climate change and reduce transport-related carbon emissions. Planning Policy Wales (Edition 12) and Future Wales – The National Plan 2040 place clear emphasis on decarbonisation of the transport sector and the transition toward low-emission mobility. Newport City Council, as both Local Planning Authority and Highway Authority, supports measures that facilitate the uptake of ultra-low emission vehicles (ULEVs), including electric vehicles (EVs), as part of the wider move toward a low-carbon transport network.

Figure 5 Zap Map highlighting charging infrastructure within the vicinity.



Summary

- 6.18 The proposed development is located within the established urban area of Newport and benefits from strong accessibility by sustainable modes of transport. The site is directly connected to an existing network of lit and surfaced footways along Wharf Road and Archibald Street, with controlled pedestrian crossing facilities provided in close proximity. The surrounding residential neighbourhoods of Maindee and Beechwood lie within a short and convenient walking distance, supporting realistic opportunities for walk-in trips associated with day-to-day retail needs.
- 6.19 Cycling accessibility is similarly well supported. The site lies within a permeable urban street network operating within 20mph and 30mph speed environments, and within a short cycling radius of substantial residential catchment areas. The relatively level topography of the area further supports cycling as a practical mode for short convenience trips. Secure cycle parking will be provided on site in accordance with adopted standards.
- 6.20 Public transport accessibility is strong. Bus stops are located within a short walking distance on Wharf Road and Chepstow Road, well within the 400m guideline walking distance recommended by the Institution of Highways and Transportation. These stops are served by multiple routes providing regular connections to Newport City Centre, surrounding residential areas, employment locations and regional destinations. Newport Railway Station, located approximately 2km from the site, provides additional regional and intercity connectivity.
- 6.21 Planning Policy Wales (Edition 12) and TAN 18 require development proposals to prioritise sustainable transport modes in accordance with the transport hierarchy, giving precedence to walking and cycling ahead of private car use. The site's location within a dense urban residential catchment, combined with its accessibility to bus and rail services, ensures that opportunities for travel by sustainable modes are realistic and attractive.
- 6.22 At the local level, the Newport Local Development Plan (Policies SP1 and GP4) seeks to ensure that development is located in accessible areas and provides appropriate access for pedestrians, cyclists and public transport users. The site's integration within the existing urban fabric, its established access arrangements, and the provision of cycle parking and electric vehicle charging infrastructure collectively demonstrate compliance with these objectives.
- 6.23 In transport planning terms, the proposed neighbourhood supermarket is not a car-dependent out-of-centre facility but a modest-scale retail use located within a sustainable urban setting. The range of sustainable transport options available to future customers and staff supports reduced reliance on private vehicle use and aligns with national and local policy objectives aimed at decarbonisation, modal shift and sustainable placemaking.

TRIP GENERATION DATA

- 7.1 One of the most important elements of a Transport Statement is to provide accurate qualitative analysis of predicted trips originating from and attracted to the proposed development. In considering any possible impact, it is critical to understand the travel characteristics for the key elements of the whole site. By doing so, it is possible to gain a greater understanding of the likely characteristics of travel demand.
- 7.2 This section considers the likely vehicular trip generation associated with the proposed neighbourhood supermarket at 17–21 Wharf Road and compares it with the site's lawful fallback position. Although the building is currently vacant, it retains an established commercial use as a windscreen repair centre, which could be recommenced without planning permission and therefore represents the appropriate baseline against which to assess transport impacts.
- 7.3 Trip generation has been derived using the TRICS v7.11.1 database. The assessment considers the weekday AM peak hour (08:00–09:00) and PM peak hour (17:00–18:00), reflecting typical network peak periods and ensuring a robust appraisal of potential impacts.
- 7.4 The previous use of the site comprised a windscreen repair centre with trade counter, garage activity and ancillary office space, with a total floorspace of approximately 287m². TRICS land use category "Vehicle Repair Garage (Slow Fit)" as the closest proxy for the former activity. The resulting weekday peak hour trips are summarised below.

Table 3 Extant (Permitted) Use – Windscreen Centre (287m²)

Peak Hour	In	Out	Two-way
08:00–09:00	5	2	7
17:00–18:00	1	3	4

- 7.5 The proposed retail floorspace is 133m². In assessing trip generation, the TRICS database category for convenience stores has been used, as this provides the closest comparable land use type. It is recognised that many TRICS sites within this category are operated by national convenience brands which may attract a broader catchment than the modest-scale international supermarket proposed here. As such, the resulting trip forecasts should be regarded as a robust and precautionary estimate.
- 7.6 The TRICS outputs provide vehicle trip rates per 100m² GFA for convenience stores. These rates have been factored to reflect the proposed 133m² floorspace and rounded to whole vehicles for assessment purposes.

Table 4 Proposed Supermarket – Weekday Peak Hour Vehicular Trips (133m²)

Peak Hour	In	Out	Two-way
08:00–09:00	9	9	18
17:00–18:00	11	11	22

7.7 In operational terms, the busiest hour would equate to approximately 11 vehicle arrivals within the hour, or around one arrival every five to six minutes. These movements would be dispersed throughout the hour rather than occurring simultaneously.

7.8 It is widely acknowledged within transport planning practice that convenience retail developments generate a substantial proportion of pass-by and diverted trips. These represent vehicles already travelling along the local road network that choose to stop at the store as part of an existing journey. TRICS Research Report 14/1, drawing on empirical research by Ghezawi et al. (1998), identifies an average pass-by proportion of approximately 72% for convenience store sites.

7.9 Applying a 72% adjustment to the gross TRICS trip forecasts provides an estimate of the movements that are more likely to represent “new” traffic on the network. This adjustment reflects the store’s position on Wharf Road, a principal urban corridor where a high proportion of linked and diverted trips would reasonably be expected for day-to-day retail purchases.

Table 5 Proposed Supermarket – Estimated “New” Trips After 72% Adjustment

Peak Hour	New In	New Out	New Two-way
08:00–09:00	3	3	6
17:00–18:00	3	3	6

7.10 The trip generation forecasts demonstrate that the proposed 133m² neighbourhood supermarket would not give rise to a material worsening of traffic conditions when assessed against the lawful fallback position. The store is modest in scale, serves a localised catchment and is located on an established urban corridor where commercial vehicular activity already occurs.

7.11 The adjustment for pass-by and diverted trips is supported by recognised TRICS research and reflects the reality that a significant proportion of customers will already be travelling within the local area. When considered in this context, the net additional traffic likely to be introduced to the network is minimal and would not give rise to capacity or safety concerns.

7.12 Accordingly, the development is considered acceptable in transport terms and consistent with the objectives of Planning Policy Wales and TAN 18, which require that development should only be resisted where transport impacts would be unacceptable or severe. The evidence presented demonstrates that this threshold is not approached in this case.

SUMMARY AND CONCLUSIONS

- 8.1 This Transport Statement has been prepared in support of the proposed change of use of the existing former windscreen repair centre at 17–21 Wharf Road, Newport NP19 8ET to a small-scale neighbourhood international supermarket (Use Class E), with a ground floor retail area of approximately 133m². The proposal sits within the settlement boundary, in a predominantly residential area with a mixed residential/commercial character along Wharf Road, and will bring a currently vacant building back into beneficial use.
- 8.2 The scheme has been materially amended compared with the previously refused and appealed proposals. In particular, the application no longer includes any residential accommodation (the previous scheme included flats at upper levels), and the development is now a straightforward “less vulnerable” commercial reuse of the existing building. This change is important because the former reasons for refusal and appeal commentary identified a range of issues arising from the mixed-use arrangement, including impacts associated with intensification of use and amenity/safety considerations in relation to Archibald Street.
- 8.3 The previous decision identified a specific highways reason for refusal, namely that the scheme did not provide an adequate area for off-road parking and servicing and would intensify use of the rear yard, potentially leading to unsafe manoeuvres, overspill onto Archibald Street and harm to pedestrian safety and neighbouring amenity (Policies GP4 and GP2). The current proposals respond directly and transparently to those concerns through the following confirmed measures set out within this Transport Statement.
- 8.4 The development utilises the site’s established access arrangements from Wharf Road (B4237) and Archibald Street, but introduces a clear operational hierarchy which reduces risk and concentrates customer vehicle activity at the most appropriate point. The forecourt spaces at the Wharf Road frontage are reserved for staff use, thereby limiting customer turning activity onto the principal road, whilst customer parking is directed to the rear area accessed via Archibald Street. The Archibald Street access is supported by defined visibility provision in the direction of travel (given the one-way operation), and boundary/visibility enhancements to improve driver–pedestrian inter-visibility at the access interface.
- 8.5 Critically, the most sensitive issue previously was servicing. The revised servicing strategy is now robustly evidenced: all servicing takes place within the site boundary, the feasibility of delivery manoeuvres is demonstrated by the submitted swept path analysis for a light van, and servicing is managed operationally through an out-of-hours delivery regime and banksman supervision. In addition, the proposal confirms that there will be no HGV movements associated with the site, and this restriction can be secured by condition to provide certainty and prevent the specific HGV-related concerns previously raised. This directly addresses the historic concern that the rear yard arrangement could not practically accommodate deliveries without impacting the public highway and nearby residents.
- 8.6 Parking has also been assessed in a way that was absent or insufficiently evidenced historically. The scheme provides five off-street parking spaces within the application boundary, and this provision is considered alongside an on-street survey undertaken within 200m using the Lambeth methodology (submitted separately) which demonstrates that, during the representative daytime periods aligned

with typical trading hours, on-street parking stress remains below commonly used “high stress” thresholds. Taken together, the on-site provision, staff/customer allocation strategy, and the measured on-street baseline conditions provide a clearer and more defensible position than previous iterations.

- 8.7 A review of the most recent available five-year CrashMap personal injury collision data confirms that there are no recorded personal injury collisions within the defined study area. In transport planning terms, this indicates no underlying highway safety pattern that would be susceptible to exacerbation by the modest level of trips associated with a 133m² neighbourhood convenience store. The proposal is also supported by access visibility enhancements and demonstrated manoeuvrability, and the use will generate predominantly light vehicle movements with zero HGV activity.
- 8.8 The site is located within an established urban residential catchment where trips by walking, cycling and public transport are realistic. The surrounding area benefits from continuous footways on Wharf Road and Archibald Street, nearby crossing facilities, and frequent bus services within short walking distance, supporting sustainable travel choices for a local convenience retail use. Cycle parking is included in accordance with Newport’s adopted standards, with both staff and visitor provision, supporting the transport hierarchy set out in Planning Policy Wales (Edition 12) and TAN 18.
- 8.9 The proposals are therefore consistent with the objectives of the Newport LDP—notably Policy SP1 (sustainability) and GP4 (highways and accessibility)—which seek development in accessible locations with appropriate access arrangements and parking provision, and with T4 and the Council’s Parking Standards SPG approach to proportionate parking and cycle facilities.
- 8.10 Overall, this Transport Statement demonstrates that the current proposal—now without any residential element—represents a modest, sustainable neighbourhood retail reuse of an existing vacant building within a densely populated residential area. The key highway concerns previously relied upon (inadequate parking/servicing space, intensification of the rear yard, unsafe manoeuvres and potential overspill impacts on Archibald Street) have been addressed through a materially improved and evidenced access/servicing strategy, including swept path confirmation, internalised servicing, out-of-hours delivery management, banksman supervision and a “no HGV” commitment capable of being secured by condition.
- 8.11 In transport terms, the development can be accommodated safely and efficiently on the existing highway network, aligns with national and local policy objectives promoting sustainable travel and appropriate access/parking arrangements, and will deliver a practical local amenity for nearby residents while reducing the risk of vacancy-related decline and anti-social behaviour associated with a derelict building.

APPENDIX 1: DEVELOPMENT PLAN

17-21 WHARF ROAD, NEWPORT

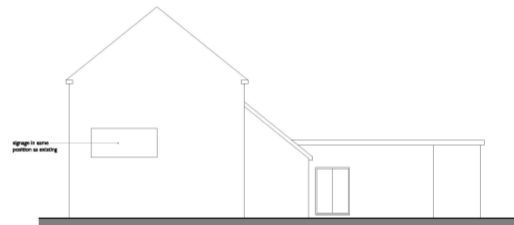
AS PROPOSED



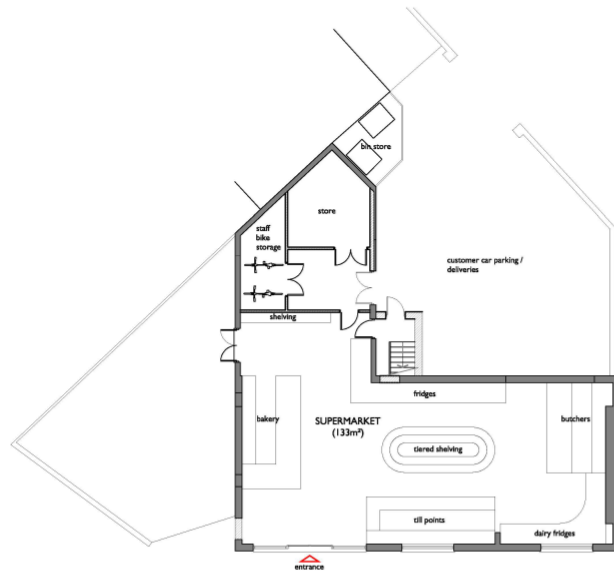
FRONT ELEVATION (WHARF ROAD)



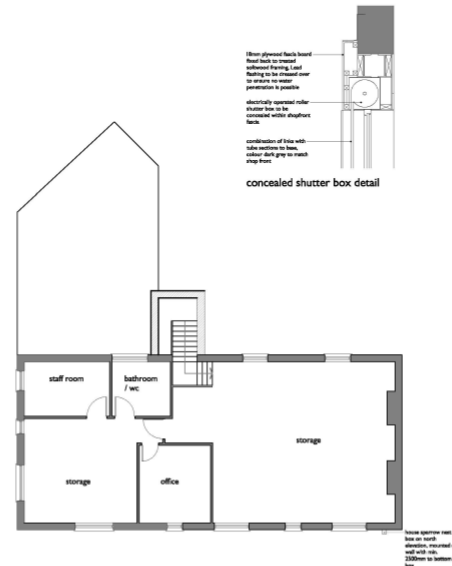
FRONT ELEVATION (WHARF ROAD)
WITH SHUTTERS CLOSED



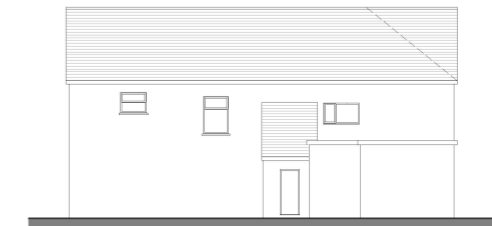
SIDE ELEVATION (ARCHIBALD STREET)



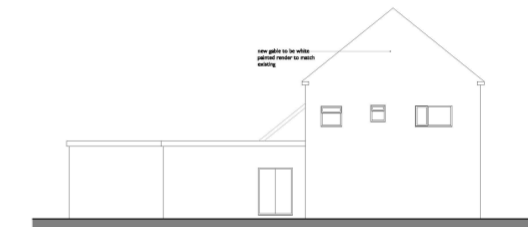
GROUND FLOOR PLAN



FIRST FLOOR PLAN



REAR ELEVATION



SIDE ELEVATION

SCALE THE DRAWING ONLY FOR
PLANNING PURPOSES CHECK ALL
DIMENSIONS ON SITE

The drawing is to assist design stage. The contractor is responsible for
specifications, quantities, materials of all work items, and plans with relevant
documents for construction. The architect is not responsible for the design of
construction details or the construction of the building. The architect's services
are limited to the design stage only.

Original drawing size A1
1000mm x 1485mm

No.	Date	Description	No.	Date	Description
1			2		
3			4		
5			6		
7			8		
9			10		
11			12		
13			14		
15			16		
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83			84		
85			86		
87			88		
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91			92		
93			94		
95			96		
97			98		
99			100		

Client	MR H. CETIN	Date	
Project	PROPOSED SUPERMARKET AT 17-21 WHARF ROAD, NEWPORT.	Scale	1:100 @ A1
Title	PLANS AND ELEVATIONS AS PROPOSED	Drawn	JUL 2025
Rev	PLANNING	Check	
Job No	2025.513	Proj No	PL02

ait
design
48 St John's Road, Newport,
South Wales, NP19 7PL
Tel: 07891 973844
Email: jason@aitdesign.co.uk

APPENDIX 2: TRICS DATA EXISTING USE

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 128 to 400 (units: sqm)
 Range Selected by User: 128 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/06/23

Selected survey days:

Monday 1 days
 Wednesday 1 days
 Friday 3 days

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Industrial Zone 2
 Residential Zone 3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 5 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days
 15,001 to 20,000 2 days
 20,001 to 25,000 1 days
 25,001 to 50,000 1 days

Population within 5 miles:

125,001 to 250,000 2 days
 250,001 to 500,000 3 days

Car ownership within 5 miles:

0.6 to 1.0 3 days
 1.1 to 1.5 2 days

Travel Plan:

No 5 days

PTAL Rating:

No PTAL Present 5 days

LIST OF SITES relevant to selection parameters

1	AD-15-A-01	GARAGE	ABERDEEN CITY
	12 WAVERLY PLACE		
	ABERDEEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	136 sqm	
	Survey date: MONDAY	21/05/12	Survey Type: MANUAL
2	BR-15-A-01	GARAGE	BRISTOL CITY
	PEN PARK ROAD		
	BRISTOL		
	SOUTHMEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	144 sqm	
	Survey date: WEDNESDAY	03/11/21	Survey Type: MANUAL
3	HF-15-A-01	GARAGE	HERTFORDSHIRE
	LEYDEN ROAD		
	STEVENAGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	290 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
4	LR-15-A-01	GARAGE	LEICESTER
	CYPRUS ROAD		
	LEICESTER		
	AYLESTONE PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	128 sqm	
	Survey date: FRIDAY	17/06/22	Survey Type: MANUAL
5	TW-15-A-01	COMMERCIAL VEHICLE GARAGE	TYNE & WEAR
	HENDON STREET		
	SUNDERLAND		
	HENDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	400 sqm	
	Survey date: FRIDAY	24/05/19	Survey Type: MANUAL

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

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									
06:00 - 07:00	1	400	0.250	1	400	0.000	1	400	0.250
07:00 - 08:00	5	220	0.455	5	220	0.091	5	220	0.546
08:00 - 09:00	5	220	1.548	5	220	0.729	5	220	2.277
09:00 - 10:00	5	220	2.277	5	220	1.548	5	220	3.825
10:00 - 11:00	5	220	1.002	5	220	0.455	5	220	1.457
11:00 - 12:00	5	220	1.366	5	220	1.366	5	220	2.732
12:00 - 13:00	5	220	1.002	5	220	1.002	5	220	2.004
13:00 - 14:00	5	220	0.638	5	220	1.093	5	220	1.731
14:00 - 15:00	5	220	1.275	5	220	1.366	5	220	2.641
15:00 - 16:00	5	220	0.820	5	220	1.002	5	220	1.822
16:00 - 17:00	5	220	0.273	5	220	1.184	5	220	1.457
17:00 - 18:00	4	243	0.206	4	243	1.031	4	243	1.237
18:00 - 19:00	3	275	0.000	3	275	0.242	3	275	0.242
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.112			11.109			22.221

Parameter summary

Trip rate parameter range selected: 128 - 400 (units: sqm)
Survey date date range: 01/01/10 - 03/06/23
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: 0

APPENDIX 3: TRICS REPORT PROPOSED USE

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	SD SWINDON	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
	GC GLASGOW CITY	1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 204 to 550 (units: sqm)
Range Selected by User: 70 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/06/23

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	4 days
Thursday	2 days
Friday	3 days

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	6

Selected Location Sub Categories:

Residential Zone	7
Built-Up Zone	1
High Street	4

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	1 days
E(a)	10 days
F2(a)	1 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	7 days

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	7 days

Secondary Filtering selection (Cont.):

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

Travel Plan:

No	12 days
----	---------

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

LIST OF SITES relevant to selection parameters

1	AS-01-O-01 REDCLOAK DRIVE STONEHAVEN	CO-OP		ABERDEENSHIRE
	Edge of Town Residential Zone Total Gross floor area:		275 sqm	
	Survey date: WEDNESDAY		20/04/22	Survey Type: MANUAL
2	BC-01-O-01 WIMBORNE ROAD BOURNEMOUTH WINTON Neighbourhood Centre (PPS6 Local Centre) High Street	SAINSBURY'S LOCAL		BOURNEMOUTH CHRISTCHURCH & POOLE
	Total Gross floor area:		550 sqm	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
3	CF-01-O-02 HEOL-Y-DERI CARDIFF RHIWBINA Neighbourhood Centre (PPS6 Local Centre) Residential Zone	CO-OPERATIVE		CARDIFF
	Total Gross floor area:		350 sqm	
	Survey date: FRIDAY		07/10/16	Survey Type: MANUAL
4	DY-01-O-01 NUNS STREET DERBY	SAINSBURY'S LOCAL		DERBY
	Edge of Town Centre Built-Up Zone Total Gross floor area:		204 sqm	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
5	GC-01-O-01 GREAT WESTERN ROAD GLASGOW WEST END Neighbourhood Centre (PPS6 Local Centre) High Street	CO-OP		GLASGOW CITY
	Total Gross floor area:		332 sqm	
	Survey date: TUESDAY		25/04/23	Survey Type: MANUAL
6	LS-01-O-01 AINSTY ROAD WETHERBY	CO-OPERATIVE		LEEDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		539 sqm	
	Survey date: MONDAY		26/09/16	Survey Type: MANUAL
7	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	Survey date: MONDAY		19/09/16	Survey Type: MANUAL
8	SD-01-O-01 THE CIRCLE SWINDON	ONE STOP		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		292 sqm	
	Survey date: FRIDAY		23/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ST-01-O-01	TESCO EXPRESS	STAFFORDSHIRE
	STAFFORD ROAD CANNOCK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	404 sqm	
	Survey date: WEDNESDAY	14/06/23	Survey Type: MANUAL
10	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
	ETHEL TERRACE SUNDERLAND CASTLETOWN		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	330 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL
11	WS-01-O-01	CO-OP	WEST SUSSEX
	GORING ROAD WORTHING GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre) High Street		
	Total Gross floor area:	500 sqm	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
12	WS-01-O-02	SAINSBURY'S LOCAL	WEST SUSSEX
	GORING ROAD WORTHING GORING-BY-SEA		
	Neighbourhood Centre (PPS6 Local Centre) High Street		
	Total Gross floor area:	409 sqm	
	Survey date: WEDNESDAY	11/05/22	Survey Type: MANUAL

Magna Transport Planning Stow Park Cir Newport

Licence No: 213601

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

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	3	345	0.772	3	345	0.386	3	345	1.158
06:00 - 07:00	9	399	2.087	9	399	1.976	9	399	4.063
07:00 - 08:00	12	374	5.122	12	374	4.900	12	374	10.022
08:00 - 09:00	12	374	6.704	12	374	6.659	12	374	13.363
09:00 - 10:00	12	374	5.768	12	374	5.323	12	374	11.091
10:00 - 11:00	12	374	5.501	12	374	5.189	12	374	10.690
11:00 - 12:00	12	374	5.835	12	374	5.880	12	374	11.715
12:00 - 13:00	12	374	6.971	12	374	6.837	12	374	13.808
13:00 - 14:00	12	374	5.902	12	374	5.702	12	374	11.604
14:00 - 15:00	12	374	6.258	12	374	6.303	12	374	12.561
15:00 - 16:00	12	374	7.238	12	374	6.949	12	374	14.187
16:00 - 17:00	12	374	7.595	12	374	6.971	12	374	14.566
17:00 - 18:00	12	374	8.062	12	374	8.575	12	374	16.637
18:00 - 19:00	12	374	7.773	12	374	7.906	12	374	15.679
19:00 - 20:00	12	374	6.548	12	374	6.392	12	374	12.940
20:00 - 21:00	11	382	3.859	11	382	4.526	11	382	8.385
21:00 - 22:00	10	392	2.677	10	392	3.059	10	392	5.736
22:00 - 23:00	6	400	1.292	6	400	1.334	6	400	2.626
23:00 - 24:00	5	370	0.324	5	370	0.541	5	370	0.865
Total Rates:			96.288			95.408			191.696

Parameter summary

Trip rate parameter range selected: 204 - 550 (units: sqm)
 Survey date date range: 01/01/16 - 15/06/23
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0