

Testing House, Kenfig Industrial Estate

Transport Statement

Client: R-Tech Materials

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QUALITY MANAGEMENT

REPORT DETAILS

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NOTICE

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The material presented in this report is confidential. This report has been prepared and is intended solely for R-Tech Materials for use in relation to the Testing House, Kenfig Industrial Estate project.

CONTENTS

1.	INTRODUCTION	1
1.1	Background	1
1.2	Scope of Report	1
2.	EXISTING SITUATION	2
2.1	Site Location, Use and Access	2
2.2	Local Highway Network	3
2.3	Road Safety	4
3.	CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL	6
4.	DEVELOPMENT PROPOSALS	7
4.1	Overview	7
4.2	Site Layout and Access	7
4.3	Parking	8
4.4	Servicing and Deliveries	8
5.	TRIP GENERATION AND IMPACTS	9
5.1	Introduction	9
5.2	Proposed Trip Generation	9
5.3	Impact Assessment	10
6.	SUMMARY AND CONCLUSIONS	11
6.1	Summary	11
6.2	Conclusions	12

Tables

Table 5-1 Proposed Industrial Unit development – Vehicle Trip Rates and Generation	9
Table 5-2: Proposed Industrial Unit development – HGV Trip Rates and Generation	9

Figures

Figure 2-1: Indicative Site Location	3
Figure 2-2: Location of Recorded PIAs	5

Appendices

Appendix A	Site Layout Plan
Appendix B	Visibility Assessment
Appendix C	Swept Path Analysis
Appendix D	TRICS Outputs – B2 Industrial

1. INTRODUCTION

1.1 Background

- 1.1.1 Apex Transport Planning Ltd ('Apex') has been commissioned by R-Tech Materials to produce a Transport Statement (TS) in relation to a proposed new B2/B1 unit at Kenfig Industrial Estate.
- 1.1.2 The proposals are for a new two-storey B2 unit with ancillary office space, together with associated car parking and soft landscaping, located within Kenfig Industrial Estate. Access to the proposed unit will be gained via a new priority junction onto the existing Kenfig Industrial Estate spine road, in close proximity to the existing access serving the wider application site, where the existing industrial buildings and car parking locations will remain in place.
- 1.1.3 The site lies within the established Kenfig Industrial Estate, identified under the Neath Port Talbot County Borough Council (NPTCBC) Local Development Plan (LDP) Policy EC1 (Employment Allocations) as an area safeguarded for employment uses.
- 1.1.4 This TS considers the impacts of the proposals in relation to traffic and transport matters including the site connectivity, parking provision and access arrangements, road safety and vehicle trip generation. The TS has been produced to inform NPTCBC of the highways and transport implications of the proposals.

1.2 Scope of Report

- 1.2.1 A pre-application enquiry was undertaken and submitted to NPTCBC on 7th October 2025. Subsequently feedback was provided by NPTCBC on 27th October 2025 in relation to the development and the drawings provided.
- 1.2.2 Based on this advice and Apex's knowledge of other similar sites, the TS has been structured to include the following:
 - Description of the existing conditions, including the local highway network and a review of road safety data within the vicinity of the site
 - Review of the site connectivity by active travel and public transport modes in the context of Planning Policy Wales (Edition 12) (PPW12), Future Wales: The National Plan 2040 (Future Wales) and TAN 18
 - Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking and servicing and delivery arrangements
 - Forecast vehicle trip generation associated with the proposals based on TRICS analysis in the peak hours and across a daily period
 - Consideration of the impact of the proposals on the local highway network

2. EXISTING SITUATION

2.1 Site Location, Use and Access

- 2.1.1 The site is located within Kenfig Industrial Estate, approximately 2.8km northwest of North Cornelly, 1.3km southwest of Eglwys Nunydd, 6.8km southeast of Port Talbot, and 3.2km northwest of Pyle Rail Station. The site is bounded to the east and south by industrial units, and to the west by the South Wales Main Line rail line. The surrounding land uses are therefore predominantly of a similar nature and the site falls within an employment allocation, and as such, the site is well suited for this use.
- 2.1.2 The application site includes two adjacent industrial buildings in the western part of the site and an area of open storage in the eastern part of the site. The entire site is accessed via a priority access junction onto the Kenfig Industrial Estate spine road.

Figure 2-1: Indicative Site Location



Source: Google Maps

2.2 Local Highway Network

- 2.2.1 The site is accessed via the principal spine road that runs through the centre of Kenfig Industrial Estate, serving all units within the estate. The carriageway is approximately 7.0–7.5m in width and has footways on both sides, with street lighting along its length. Parking bays are present on both sides of the carriageway along much of the route, located outside of the main running width. These bays are suitable for accommodating all vehicle types and are utilised by cars, vans and HGVs. Along the site frontage there are no formal parking bays, and on-street parking does not typically occur.
- 2.2.2 At its southeastern extent, the spine road forms a priority junction with an unnamed road, which connects to the B4283 Water Street to the northeast. At the unnamed road / B4283 Water Street junction, signage is in place restricting vehicular access, except for vehicles requiring access to off-

street premises. The unnamed road is subject to a 20mph speed limit and benefits from footways on both sides, together with street lighting along its length.

- 2.2.3 The B4283 Water Street routes in a north – south direction from the A48 at its northern extent and continues as Heol Fach on approach to North Cornelly at its southern extent. The B4283 Water Street is a single carriageway road measuring approximately 5 – 5.5m in width, widening at the unnamed road / B4283 Water Street junction to allow for a right turn lane at this junction.
- 2.2.4 Within the context of the site, the A48 provides a connection from the B4283 Water Street to the M4 at the Margam Interchange to the north, and at the Pyle Interchange to the south via the A4229. In the wider context, the A48 forms part of the strategic highway network across South Wales, connecting Newport, Cardiff, Port Talbot, and Swansea.
- 2.2.5 The M4 is a high category road and part of the strategic route designed to accommodate high volumes of traffic, including a significant proportion of HGVs.
- 2.2.6 These roads have served as the primary routes to and from Kenfig Industrial Estate for an extended period of time and already accommodate traffic associated with this type of use. As such, they are well suited to continue serving all vehicle types associated with the site, including HGVs.

2.3 Road Safety

- 2.3.1 Personal Injury Accident (PIA) data has been reviewed from data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the two-year period prior to the pandemic between 1st January 2018 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2024. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.
- 2.3.2 The study area for the analysis covers the local highway network within the vicinity of the site access, which includes Kenfig Industrial Estate access road, the route to the B4283 Water Street and this junction. The study area and recorded PIAs are shown in Figure 2-2.

Figure 2-2: Location of Recorded PIAs



Source: Crashmap

- 2.3.3 Over the seven-year period, there was one PIA that occurred within the study area, recorded as a slight incident. There were no serious or fatal incidents within the study area.
- 2.3.4 The one slight PIA occurred along the main access road within Kenfig Industrial Estate in April 2019. This involved two cars and resulted in one slight injury.
- 2.3.5 There were no recorded PIAs that included active travel movements, and therefore there is no evidence of a safety issue relating to active travel within the vicinity of the site. The same applies for HGV movements.
- 2.3.6 As such there is no evidence of a specific road safety issue within the vicinity of the site that would be exacerbated by the proposals, including for active travel and HGV movements.

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

- 3.1.1 The site is situated within an established employment and industrial area where there are existing pedestrian, cycle and public transport movements associated with surrounding uses. The local highway network already accommodates these types of movements to and from the existing site and will continue to be suitable to accommodate a small increase of movements associated with the proposals.
- 3.1.2 There are footways on both sides of the carriageway along Kenfig Industrial Estate access road linking to the site access. These footways extend along the unnamed road and connect to the B4283 Water Street. The route is also served by street lighting, supporting safe and convenient pedestrian movement throughout the area.
- 3.1.3 Bus stops are located within the nearby settlements of North Cornelly and Maudlam, served by the 63 and 63B bus services. These provide a combined frequency of up to three services per hour (approximately every 20 minutes) between 06:30 and 20:53. The services offer connections to key destinations including Porthcawl, Pyle and Bridgend.
- 3.1.4 The nearest rail station to the site is Pyle Railway Station, located to the south-east between North Cornelly and Pyle. The station can be reached within approximately a 13-minute cycle, offering an opportunity for a combined rail then cycle journey, supported by the on-site cycle parking provision. Rail services at Pyle are operated by Transport for Wales and provide connections from Port Talbot Parkway, Swansea, Cardiff Central, and Llanelli.
- 3.1.5 It is acknowledged that the industrial site is situated in a semi-rural location and that distances to the nearest residential areas are towards the upper end of typical walking ranges. However, the site forms part of an established industrial estate that has operated successfully for many years with employees arriving by a range of modes. The proposed unit is small in scale and will generate a minimal increase in travel demand which can be suitably accommodated on the existing network of footways, cycle routes and bus services serving the estate.
- 3.1.6 As such, and notwithstanding the location, the site offers a reasonable level of accessibility by walking, cycling and public transport for an industrial use of this scale. Travel by sustainable modes is feasible for staff and visitors. The proposals are considered consistent with the sustainable transport aims of PPW12, Future Wales and TAN 18, applied proportionately to the scale and context of the development, and the location of the site.

4. DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposals comprise a B2 industrial unit with a footprint area of 756 sqm. The ancillary two-storey office, meeting space and staff rooms within the unit provides an additional c.282 sqm of floorspace, resulting in a total floorspace of c.1,038 sqm.
- 4.1.2 The proposed site layout plans are provided in Appendix A.

4.2 Site Layout and Access

- 4.2.1 The site has an existing B2 use, comprising two adjacent industrial buildings, as well as an area of open storage together with 24no. car parking spaces. The proposals will divide the site into two parcels with the existing industrial buildings being retained in the western part of the site, and the proposed new industrial building being located on the eastern part replacing the existing open storage.
- 4.2.2 The proposals have been designed to operate either as part of an overall site combined with the existing buildings, or as a standalone development. As such, a new access is proposed which will serve the proposed development, which will enable it to operate as a standalone scheme and the parking standards have been reviewed on this basis.
- 4.2.3 The existing buildings and areas for parking provision associated with these buildings in the western part of the overall site would remain the same as currently, so the proposals would not reduce the provision for the existing use. The building and new parking provision would be entirely accommodated within the existing open storage space.
- 4.2.4 The proposed layout shows a single industrial unit positioned towards the rear of the site within the eastern parcel. The building frontage includes a singular loading bay and a separate pedestrian entrance provides access to a reception area. The majority of the ground floor is dedicated to workshop and testing, with office space, including meeting rooms and staff facilities, extending across two storeys. Access to the workshop and testing area can be gained through the reception and internal corridor from the main entrance.
- 4.2.5 Access to the retained existing buildings on the western part of the site will remain the same, obtained from the priority junction arrangement onto Kenfig Industrial Estate main road.
- 4.2.6 Access to the proposed new building in the eastern part of the site will be provided via a new priority junction, also taken from the Kenfig Industrial Estate main road. The junction will have a carriageway width of approximately 6m, consistent with the existing adjacent access. Visibility splays in accordance with the 20mph speed limit are achievable, as demonstrated within the general arrangement plan of the site access at Appendix B.
- 4.2.7 The proposed site access can accommodate all anticipated vehicle types, as demonstrated by the swept path analysis at Appendix C. This shows a c.8m long box van and an 11.4m long refuse vehicle entering and exiting the site, as well as large cars passing at the access.
- 4.2.8 The proposed access is located in close proximity to the existing access serving the existing buildings in the western part of the site which are occupied by the applicant. The two accesses have good inter-visibility and are located within a low speed (20mph), lightly trafficked industrial estate environment, where the spine road accommodates a minimal level of vehicle and HGV movements associated with the applicant's existing unit and the two units to the north. There is no recorded history of personal injury accidents at the existing access (refer to Section 2.3). On this basis, and notwithstanding its

proximity to the adjacent access, the proposed access arrangement is considered safe and suitable for all users in accordance with the principles of Manual for Streets.

4.3 Parking

- 4.3.1 NPTCBC's parking standards are set out in the 'Parking Standards' SPG (2016). In accordance with the descriptions in the SPG, the site is considered to be within Zone 6. The maximum car parking standards for industry in a Zone 6 location are 1 space per 80sqm floorspace.
- 4.3.2 The existing western part of the site is retaining the parking areas as currently, therefore there would be no change in the number of vehicles that can be accommodated in this part of the site and the provision has not been considered further.
- 4.3.3 The proposed unit has a floorspace of approximately 1,038 sqm and an industry use is considered the most applicable to the scheme. Applying the floorspace to the parking standards, equates to a maximum provision of 13 parking spaces. The proposals show a total of 13 spaces which is in line with the guidance.
- 4.3.4 For car parks associated with new employment development, 5% of the total parking capacity should be allocated for disabled users. The proposals show a provision of 1 disabled parking space in accordance with this requirement.
- 4.3.5 Standard parking spaces are provided with dimensions measuring 2.6m by 4.8m, and wheelchair-accessible spaces measure 3.8m by 5m, with hatched markings to the driver's side and rear of the spaces, in accordance with the guidance in Appendix C of the SPG. The layout allows a large car to manoeuvre into spaces appropriately, as demonstrated by the swept path analysis included in Appendix C.
- 4.3.6 Electric vehicle charging will be provided for 2 spaces on the site, which is in accordance with Future Wales which requires a minimum of 10% of spaces to have electric vehicle charging for non-residential development (Policy 12). This will encourage travel by more sustainable vehicles.
- 4.3.7 Cycle parking provision for an industry use is based on a standard of one stand per 500 sqm for long-stay users and one stand per 1,000 sqm for short-stay users. On this basis, a total of three cycle parking stands (6 spaces) is required. These will be accommodated within a secure, covered cycle store located adjacent to the building.

4.4 Servicing and Deliveries

- 4.4.1 The site has been designed to accommodate service vehicles appropriately, with the service area in excess of the requirements in the SPG (150 sqm). Vehicles are able to reverse against the proposed service bay and appropriately enter and exit the site onto the highway network in forward gear. Swept path analysis is provided in Appendix C, which shows that a box van can appropriately enter and exit the site in forward gear using the proposed site access.
- 4.4.2 Refuse collection is also possible from within the service yard without vehicles reversing on the highway, as vehicles can turn within the site. The refuse vehicle is able to stop within an acceptable distance of the refuse store and manoeuvre around the site appropriately.
- 4.4.3 As such, all movements of large vehicles and other servicing vehicles can be accommodated within the eastern part of the site appropriately. All vehicles will be able to enter and exit the site in forward gear onto the highway network.

5. TRIP GENERATION AND IMPACTS

5.1 Introduction

- 5.1.1 This section sets out the forecast vehicle trip generation of the proposed use. The trip generation has been calculated using the Trip Rate Information Computer System (TRICS). The TRICS database has been analysed for sites with similar characteristics in terms of scale, location, accessibility, and surrounding population numbers.
- 5.1.2 The TRICS database predicts the likely numbers of arrivals and departures by utilising surveys of existing sites. Trip rates have been obtained and applied to establish the forecast trip generation during network peak hours on a weekday and over a daily period. The resultant net change in vehicle trips has then been ascertained.
- 5.1.3 For the purposes of this assessment the daily period has been compared over 12 hours (07:00 to 19:00) due to the limitations in data collection in TRICS outside of these hours.
- 5.1.4 The eastern parcel of the site, where the proposed unit will be located, currently forms open storage associated with the adjacent existing unit. For robustness, the movements generated by this existing use have not been considered in the assessment, and all forecast movements have been treated as new movements on the network

5.2 Proposed Trip Generation

- 5.2.1 The TRICS category 02 – Employment/C – Industrial Unit have been selected as the most appropriate category for the proposed use of the site. The following parameters have been applied to the search criteria to obtain sites as similar as possible:
- Located in England and Wales (excluding Greater London)
 - Surveys from Monday to Friday
 - Sites with a GFA of up to 5,000sqm
 - Suburban Area and Edge of Town
 - Multi-modal surveys carried out since 2010
- 5.2.2 The above search criteria resulted in the identification of six similar sites. The forecast vehicle trip rates per 100sqm GFA and trip generation for the c.1,038 sqm size unit are set out in Table 5-1 and Table 5-2. The full TRICS reports are included within Appendix D.

Table 5-1 Proposed Industrial Unit development – Vehicle Trip Rates and Generation

Time Period	Trip Rates (per 100sqm GFA)			Trip Generation (1,038 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	0.415	0.065	0.480	4	1	5
AM Peak (08:00-09:00)	0.437	0.131	0.568	5	1	6
PM Peak (16:00-17:00)	0.058	0.320	0.378	1	3	4
PM Peak (17:00-18:00)	0.007	0.335	0.342	0	3	3
12 Hours (07:00-19:00)	2.581	2.456	5.037	27	25	52

Table 5-2: Proposed Industrial Unit development – HGV Trip Rates and Generation

Time Period	Trip Rates (per 100sqm GFA)			Trip Generation (1,038 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	0.058	0.051	0.109	1	1	2
AM Peak (08:00-09:00)	0.116	0.058	0.174	1	1	2
PM Peak (16:00-17:00)	0.022	0.029	0.051	0	0	0
PM Peak (17:00-18:00)	0.007	0.007	0.014	0	0	0
12 Hours (07:00-19:00)	0.752	0.815	1.567	8	8	16

- 5.2.3 The proposed development is forecast to generate 5 to 6 two-way vehicle trips in the AM network peak hours and 3 to 4 two-way vehicle trips in the PM network peak hours. Across a daily period, the development is forecast to generate 52 two-way vehicle trips across a 12 hour period. This equates to an average of less than one vehicle every 10 minutes during the busiest hour, which is a negligible level of vehicle movements and would not have a detrimental impact on the surrounding highway network.
- 5.2.4 In terms of HGV movements, the proposals are forecast to generate 16 two-way HGV movements (8 HGVs per day). This is less than one HGV delivery per hour, which is in accordance with the scale of the industrial unit. The majority of HGVs are likely to be box van type vehicles and would not be articulated vehicles, given the design and layout of the site.

5.3 Impact Assessment

- 5.3.1 Drawing together the analysis within this TS, the impact of the proposals has been considered against the forecast trip generation, road safety, parking demand, and accessibility by sustainable modes.
- 5.3.2 In terms of traffic generation, there is a minimal level of forecast trip generation, at less than one vehicle every 10 minutes during the peak hours. The local highway network is appropriate to accommodate this level of additional demand and the proposals are not considered to result in a material impact on its operation.
- 5.3.3 In terms of road safety, the review identified only one slight personal injury accident within the study area, with no recorded incidents involving active travel users or HGVs. There is no evidence of a safety issue at the site access for the existing wider site or on the immediate surrounding network that would be exacerbated by the proposals.
- 5.3.4 In terms of parking demand, the proposed provision is consistent with the maximum standards set out in the SPG and is considered appropriate having regard to the likely operational demand and the level of accessibility by sustainable modes. Cycle parking is also provided in accordance with the standards.
- 5.3.5 In terms of accessibility by sustainable modes, the site sits within an established industrial estate that already accommodates pedestrian, cycle and to a lesser extent public transport movements. Notwithstanding the edge-of-settlement location, accessibility for an industrial use of this scale is considered reasonable and proportionate, consistent with the sustainable transport aims of PPW12, Future Wales and TAN 18.
- 5.3.6 Taken together, the proposals are not considered to give rise to an unacceptable impact on highway safety or a material impact on the operation of the highway network, and no specific mitigation is considered necessary.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Apex Transport Planning Ltd has been commissioned by R-Tech Materials to produce a Transport Statement (TS) in relation to a proposed new B2/B1 unit at Kenfig Industrial Estate
- 6.1.2 The proposals are for a new two-storey B2 unit with ancillary office space, together with associated car parking and soft landscaping, located within Kenfig Industrial Estate. Access to the proposed unit will be gained via a new priority junction onto the existing Kenfig Industrial Estate spine road, in close proximity to the existing access serving the wider application site, where the existing industrial buildings and car parking locations will remain in place.
- 6.1.3 The site lies within the established Kenfig Industrial Estate, identified under the Neath Port Talbot County Borough Council (NPTCBC) Local Development Plan (LDP) Policy EC1 (Employment Allocations) as an area safeguarded for employment uses.
- 6.1.4 The TS has been produced to inform NPTCBC of the highways and transport implications of the proposals.
- 6.1.5 Access to the proposed new industrial unit will be provided via a new priority junction taken from the Kenfig Industrial Estate spine road, with a carriageway width of approximately 6m consistent with the existing adjacent access. Visibility splays in accordance with the 20mph speed limit are achievable. The proposed access is located in close proximity to the existing access forming part of the application site, which serve the applicant's existing operations. Notwithstanding this proximity, the inter-visibility of the two accesses, the low speed and lightly trafficked industrial estate environment, and the absence of recorded personal injury accidents at the existing access, demonstrate that the proposed access arrangement is safe and suitable for all users, and is in accordance with the principles of Manual for Streets.
- 6.1.6 Road safety data does not indicate an existing safety issue which would be exacerbated by the proposals.
- 6.1.7 The site offers a reasonable level of accessibility by walking and cycling given the semi-rural location of the industrial estate. There is also the ability to travel by cycling then public transport for longer journeys.
- 6.1.8 Parking is provided at an appropriate level for the new industrial building in accordance with the maximum parking standards for an industry use. A suitable level of disabled and electric vehicle charging spaces is provided. The layout is appropriate for accommodating a large car safely.
- 6.1.9 Operational vehicles can access the eastern part of the site appropriately and turn within the site. As such, they will turn to and from the industrial estate access road in forward gear and would not reverse onto the highway.
- 6.1.10 The trip generation analysis shows that the proposed new unit would generate a minimal increase in vehicle movements on the highway network at less than one vehicle every 10 minutes, on average. This would not have a material impact on the operation of the highway or an unacceptable impact on highway safety.

6.2 Conclusions

- 6.2.1 The proposed development appropriately accommodates travel by sustainable modes considering its location and the scale of the scheme. This is consistent with the transport aims of PPW12, Future Wales, TAN 18, and the NPTCBC LDP.
- 6.2.2 Data does not indicate a road safety issue at the site access which would be exacerbated by the proposals. The development would not have an unacceptable impact on road safety and the proposed access arrangements onto the highway would be safe and suitable.
- 6.2.3 The proposals will not have a material impact on the operation of the highway network.
- 6.2.4 Parking and operational vehicle movements can be accommodated safely and appropriately.
- 6.2.5 As such, it is considered that there are no reasons relating to transport or highways for objecting to the application.

Appendix A Site Layout Plan

The client must abide by the Construction Design and Management Regulations 2015. The client must appoint a contractor, if more than one contractor is to be involved, the client will need to appoint (in writing) a principal designer (to plan, manage and coordinate the planning and design work) and a principal contractor (to plan, manage and coordinate the construction and ensure there are arrangements in place for managing and organising the project).

The domestic client is to appoint a principal designer and a principal contractor when there is more than one contractor, if not your duties will automatically transferred to the contractor or principal contractor.

The designer can take on the duties, provided there is a written agreement between you and the designer to do so.

The Health and Safety Executive is to be notified as soon as possible before construction work starts if the works:

(a) Last longer than 30 working days and has more than 20 workers working simultaneously at any point in the project.
Or:
Exceeds 500 person days.

The corner of the building shall be set out to provide a minimum clearance of **1000mm** from the site boundary, to allow for the proposed raft foundation as designed by the Structural Engineer. The raft foundation shall be designed as close to the boundary as practicable, subject to structural requirements and site constraints. All setting-out coordinates and clearances shall be confirmed by the Structural Engineer and verified on site prior to commencement of works.

PART 5 – CHARGING OF ELECTRIC VEHICLES

Part 5 to be provided with at least one electric vehicle charge point and cable routes to be installed for a minimum of 20% of the remaining parking spaces.

Where an accessible parking space is required to have access to an electric vehicle charge point, the charging point is to be positioned and designed in a way that is easy to use for individuals with mobility issues and at least one accessible parking space to have access to a future connection.

Future connection locations should be clearly identified and labelled with a weather proof sign as described in Approved Document S2 in accordance with diagram 6.3.

Charge points to have minimum Mode 3 charging capability, with a minimum nominal rated output of 7kW, fitted with a universal socket and an indicator to show the equipment's charging status. Charge points to be designed and installed in accordance with BS EN 61851, BS 7671 and Code of Practice: Electric Vehicle Charging Equipment Installation.

GENERAL NOTES:

SOLID WASTE STORAGE (REFUSE)

- Refuse storage chambers to be sited and constructed in accordance with BS 5906.
- Chambers to separated from other parts of the building by fire resisting construction, minimum REI 30 when the buildings has a storey up to 5m above ground level; otherwise REI 60.
- Chambers are not to be situated within a protected stairway or protected lobby and the approach to chamber to be directly from the open air or through a protected lobby with a minimum 0.2m² of permanent ventilation.
- Access openings to refuse storage chambers not to be sited next to escape routes or final exits.
- Waste collection authority to be consulted for guidance volume, nature, capacity of waste and the location of storage and frequency of collection.
- Waste storage areas to have an impervious floor and provision for washing down and draining the floor into a suitable system. Gully to incorporate a trap that maintains a seal.
- Waste storage areas to be marked with appropriate signage.

EXTERNAL SURFACE WATER DRAINAGE

Drainage of paving areas to be carried out in accordance with BS EN 12056-3:2000 and Approved Document H.

Hard surfaces around the building should be provided with a proprietary non slip permeable surface laid to manufacturer's details and in compliance with BS EN 1338:2003, to allow adequate drainage.

or be provided with a non slip surface and cross fall of 1:40 – 1:60 draining away from the building (for a minimum of 500mm) to a suitable soakaway.

Paths, driveways and other narrow areas of paving should be free draining away from any buildings to a pervious area such as grasslands or to a suitable soakaway.

PART 5 – CHARGING OF ELECTRIC VEHICLES

Car park to be provided with at least one electric vehicle charge point and cable routes to be installed for a minimum of 20% of the remaining parking spaces.

Charge points should be provided with easy access to an electric vehicle charge point, the charging point is to be positioned and designed in a way that is easy to use for individuals with mobility issues and at least one accessible parking space to have access to a future connection.

Future connection locations should be clearly identified and labelled with a weather proof rated sign as per Approved Document G and in accordance with signage standards.

Charge points to have minimum Mode 3 charging capability, with a minimum nominal rated output of 7kW, fitted with a universal socket and indicators to show the equipment's charging status. Charge points to be designed in accordance with BS EN 61851, BS 7671 and Code of Practice for Electric Vehicle Charging Equipment Installation.

Refer to Elevations:

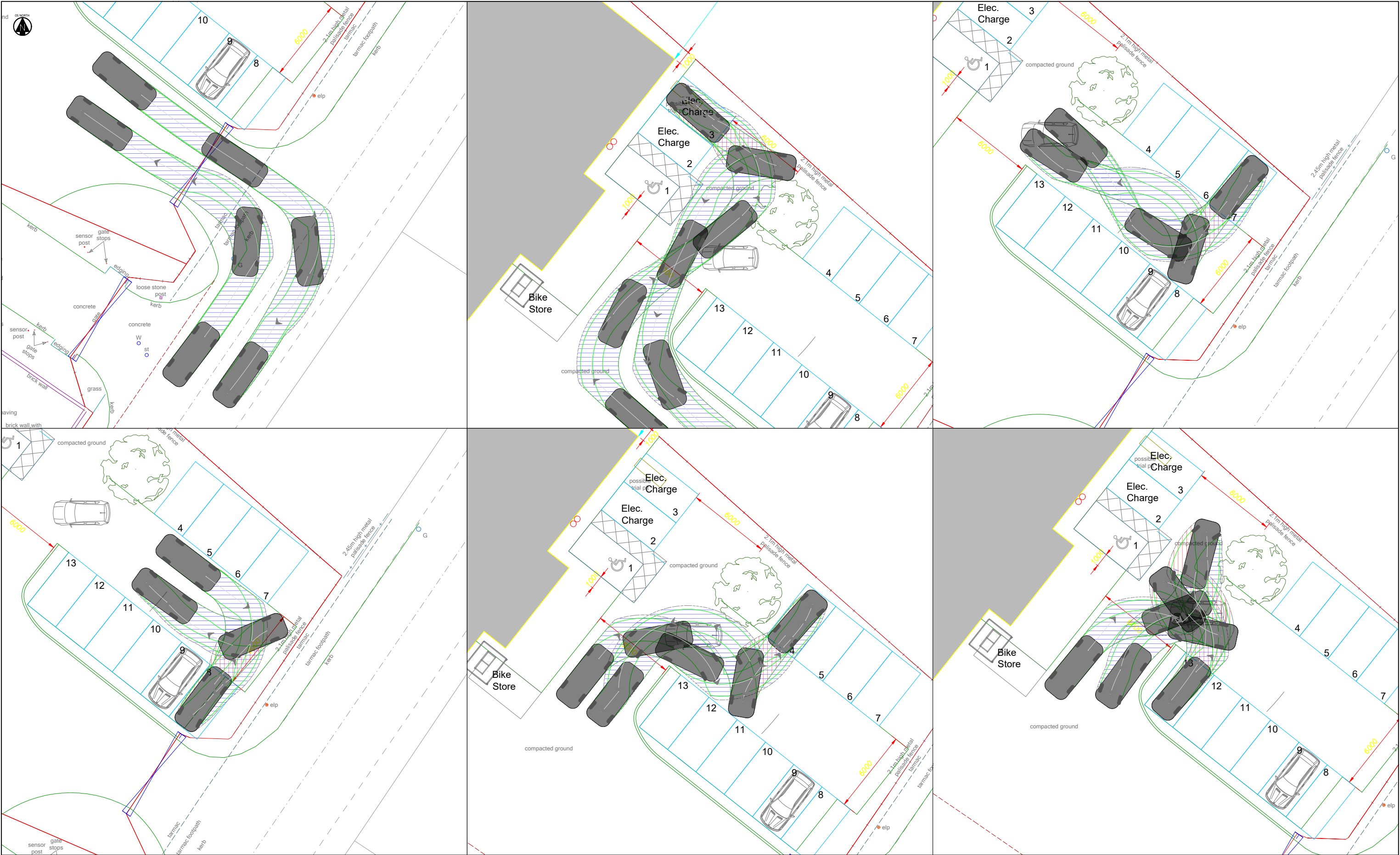
Amazon Eco Cycle Shelter (hold a minimum of 3) or similar approved—supplied by 'The Bike Storage Company' or similar approved. Open fronted. Finish to be composite clad, colour to compliment proposed unit (client to confirm). Preferred rack option to either be 3 no. Sheffield cycle stands or 3 hoop toecast rack cycle rack.

Refuse area proposed for storage of general waste, Recycled waste and Industrial Waste.

Bio Retention
Area

Appendix B Visibility Assessment

Appendix C Swept Path Analysis



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

KEY

4.96

0.88 2.97

BMW 5 Series Saloon

metres

Width : 1.87

Track : 1.87

Lock to Lock Time : 6.0

Steering Angle : 36.9

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

REVISIONS (CONTINUED)

Rev	Date	Description	By	App
P02	14/05/26	Second Issue	SD	DC
P01	17/04/26	First Issue	SD	DC

REVISIONS

Rev	Date	Description	By	App
P02	14/05/26	Second Issue	SD	DC
P01	17/04/26	First Issue	SD	DC

Apex

TRANSPORT PLANNING

CLIENT

R-TECH MATERIALS

PROJECT

TESTING HOUSE, KENFIG INDUSTRIAL ESTATE

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apextp.co.uk

TITLE

SWEEP PATH ANALYSIS - LARGE CAR

PROJECT NO.

C25-177

SCALE @ A3

1:250

STATUS DESCRIPTION

INFORMATION

DRAWING NO.

C25177-ATP-DR-TP-002

STATUS

S2



Large Refuse Vehicle

meters

Width : 2.53
Track : 2.15
Lock to Lock Time : 4.0
Steering Angle : 30.2

Large Refuse Vehicle

meters

Width : 2.53
Track : 2.15
Lock to Lock Time : 4.0
Steering Angle : 30.2

SCALE BAR

SCALE BAR (1:500)

KEY

TIPPER SUXLE

meters

Width : 1.40
Track : 4.50
Lock to Lock Time : 1.50
Steering Angle : 38.5

FORWARD

REVERSE

Tyre Tracks
Vehicle body tracks
Direction of travel

REVISIONS (CONTINUED)				

REVISIONS				

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apexp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apexp.co.uk

CLIENT
R-TECH MATERIALS

PROJECT
TESTING HOUSE, KENFIG INDUSTRIAL ESTATE

TITLE SWEEP PATH ANALYSIS - 7.8m RIGID VEHICLE AND REFUSE VEHICLE		
PROJECT NO. C25-177	SCALE @ A3 1:500	STATUS S2
STATUS DESCRIPTION INFORMATION		
DRAWING NO. C25177-ATP-DR-TP-003		

Appendix D TRICS Outputs – B2 Industrial

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Filtering Summary:

Land Use: 02/C EMPLOYMENT/INDUSTRIAL UNIT

Selected Trip Rate Calculation Parameter Range: 690 - 5000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 690 - 3513 sqm GFA

Date Range: Minimum: 01/01/2010 Maximum: 03/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	1
Thursday	3
Tuesday	2

Main Location Types selected:

Edge of Town	4
Suburban Area	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

10,001 to 15,000	1
15,001 to 20,000	1
25,001 to 50,000	1
5,001 to 10,000	2
50,001 to 100,000	1

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Population <5 Mile ranges selected:

125,001 to 250,000	2
250,001 to 500,000	1
5,001 to 25,000	1
50,001 to 75,000	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	5

PTAL Rating:

No PTAL Present	6
-----------------	---

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	DV	DEVON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
	RM	ROTHERHAM	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day

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

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	690 to 3513 (units:sqm)
Range Selected by User:	690 to 5000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 03/06/25

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

Selected survey days:

Monday	1 days
Thursday	3 days
Tuesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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

Selected Locations:

Edge of Town	4 days
Suburban Area	2 days

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	5 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	3 days

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Secondary Filtering Selection:

Use Class:

Not Known 6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 3584

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	5 surveys

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

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

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

PTAL Rating:

No PTAL Present 6 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

1	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area Industrial Zone Gross floor area: 3513.00 sqm Survey date: Thursday 06/07/2017			
		Survey Type: Manual	
2	FU-02-C-01	DOMINO'S PIZZA	WESTMORLAND & FURNESS
COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Gross floor area: 2950.00 sqm Survey date: Tuesday 10/06/2014			
		Survey Type: Manual	
3	HE-02-C-02	THERMAL PROCESSING	HEREFORDSHIRE
COLLEGE ROAD HEREFORD BURCOTT Edge of Town Commercial Zone Gross floor area: 1880.00 sqm Survey date: Tuesday 22/10/2013			
		Survey Type: Manual	
4	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area Industrial Zone Gross floor area: 690.00 sqm Survey date: Thursday 14/11/2019			
		Survey Type: Manual	
5	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Gross floor area: 1500.00 sqm Survey date: Thursday 29/06/2023			
		Survey Type: Manual	
6	RM-02-C-01	PRODUCTS MANUFACTURER	ROTHERHAM
SYCAMORE ROAD ROTHERHAM Edge of Town Industrial Zone Gross floor area: 3210.00 sqm Survey date:			
		Survey Type: Manual	

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-02-C-01 28-04-2015	28-04-2015	ApexTP - Not comparable
HE-02-C-01 14-10-2010	14-10-2010	Removed: Site re-surveyed by HE-02-C-02
MG-02-C-01 04-12-2012	04-12-2012	ApexTP - Not comparable

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.195	0.000	0.195
06:00-07:00	2	3080	0.114	0.016	0.130
07:00-08:00	6	2290	0.415	0.065	0.480
08:00-09:00	6	2290	0.437	0.131	0.568
09:00-10:00	6	2290	0.218	0.182	0.400
10:00-11:00	6	2290	0.153	0.189	0.342
11:00-12:00	6	2290	0.146	0.175	0.321
12:00-13:00	6	2290	0.233	0.277	0.510
13:00-14:00	6	2290	0.175	0.189	0.364
14:00-15:00	6	2290	0.080	0.124	0.204
15:00-16:00	6	2290	0.131	0.175	0.306
16:00-17:00	6	2290	0.058	0.320	0.378
17:00-18:00	6	2290	0.007	0.335	0.342
18:00-19:00	6	2290	0.073	0.116	0.189
19:00-20:00	2	3080	0.097	0.097	0.194
20:00-21:00	2	3080	0.049	0.065	0.114
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.581	2.456	5.037

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	22/10/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.325	0.000	0.325
06:00-07:00	2	3080	0.227	0.016	0.243
07:00-08:00	6	2290	0.633	0.065	0.698
08:00-09:00	6	2290	0.582	0.131	0.713
09:00-10:00	6	2290	0.357	0.247	0.604
10:00-11:00	6	2290	0.226	0.262	0.488
11:00-12:00	6	2290	0.204	0.277	0.481
12:00-13:00	6	2290	0.488	0.538	1.026
13:00-14:00	6	2290	0.327	0.327	0.654
14:00-15:00	6	2290	0.146	0.233	0.379
15:00-16:00	6	2290	0.211	0.284	0.495
16:00-17:00	6	2290	0.080	0.553	0.633
17:00-18:00	6	2290	0.007	0.553	0.560
18:00-19:00	6	2290	0.095	0.146	0.241
19:00-20:00	2	3080	0.114	0.097	0.211
20:00-21:00	2	3080	0.049	0.065	0.114
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.071	3.794	7.865

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	22/10/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.016	0.000	0.016
07:00-08:00	6	2290	0.022	0.000	0.022
08:00-09:00	6	2290	0.015	0.000	0.015
09:00-10:00	6	2290	0.000	0.000	0.000
10:00-11:00	6	2290	0.000	0.000	0.000
11:00-12:00	6	2290	0.000	0.000	0.000
12:00-13:00	6	2290	0.000	0.000	0.000
13:00-14:00	6	2290	0.007	0.007	0.014
14:00-15:00	6	2290	0.000	0.007	0.007
15:00-16:00	6	2290	0.000	0.000	0.000
16:00-17:00	6	2290	0.000	0.007	0.007
17:00-18:00	6	2290	0.000	0.036	0.036
18:00-19:00	6	2290	0.000	0.007	0.007
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.060	0.064	0.124

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	22/10/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.000	0.000	0.000
07:00-08:00	6	2290	0.000	0.000	0.000
08:00-09:00	6	2290	0.000	0.000	0.000
09:00-10:00	6	2290	0.000	0.000	0.000
10:00-11:00	6	2290	0.000	0.000	0.000
11:00-12:00	6	2290	0.000	0.000	0.000
12:00-13:00	6	2290	0.000	0.000	0.000
13:00-14:00	6	2290	0.000	0.000	0.000
14:00-15:00	6	2290	0.000	0.000	0.000
15:00-16:00	6	2290	0.000	0.000	0.000
16:00-17:00	6	2290	0.000	0.000	0.000
17:00-18:00	6	2290	0.000	0.000	0.000
18:00-19:00	6	2290	0.000	0.000	0.000
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.032	0.000	0.032
07:00-08:00	6	2290	0.058	0.051	0.109
08:00-09:00	6	2290	0.116	0.058	0.174
09:00-10:00	6	2290	0.095	0.095	0.190
10:00-11:00	6	2290	0.036	0.044	0.080
11:00-12:00	6	2290	0.087	0.080	0.167
12:00-13:00	6	2290	0.131	0.153	0.284
13:00-14:00	6	2290	0.095	0.058	0.153
14:00-15:00	6	2290	0.022	0.036	0.058
15:00-16:00	6	2290	0.044	0.051	0.095
16:00-17:00	6	2290	0.022	0.029	0.051
17:00-18:00	6	2290	0.007	0.007	0.014
18:00-19:00	6	2290	0.007	0.007	0.014
19:00-20:00	2	3080	0.000	0.097	0.097
20:00-21:00	2	3080	0.000	0.049	0.049
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.752	0.815	1.567

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	22/10/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.000	0.000	0.000
07:00-08:00	6	2290	0.000	0.000	0.000
08:00-09:00	6	2290	0.000	0.000	0.000
09:00-10:00	6	2290	0.000	0.000	0.000
10:00-11:00	6	2290	0.000	0.000	0.000
11:00-12:00	6	2290	0.000	0.000	0.000
12:00-13:00	6	2290	0.000	0.000	0.000
13:00-14:00	6	2290	0.000	0.000	0.000
14:00-15:00	6	2290	0.000	0.000	0.000
15:00-16:00	6	2290	0.000	0.000	0.000
16:00-17:00	6	2290	0.000	0.000	0.000
17:00-18:00	6	2290	0.000	0.000	0.000
18:00-19:00	6	2290	0.000	0.000	0.000
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.195	0.000	0.195
06:00-07:00	2	3080	0.049	0.016	0.065
07:00-08:00	6	2290	0.335	0.015	0.350
08:00-09:00	6	2290	0.262	0.029	0.291
09:00-10:00	6	2290	0.073	0.051	0.124
10:00-11:00	6	2290	0.036	0.073	0.109
11:00-12:00	6	2290	0.029	0.065	0.094
12:00-13:00	6	2290	0.029	0.102	0.131
13:00-14:00	6	2290	0.058	0.080	0.138
14:00-15:00	6	2290	0.029	0.044	0.073
15:00-16:00	6	2290	0.044	0.087	0.131
16:00-17:00	6	2290	0.015	0.240	0.255
17:00-18:00	6	2290	0.000	0.277	0.277
18:00-19:00	6	2290	0.065	0.102	0.167
19:00-20:00	2	3080	0.097	0.000	0.097
20:00-21:00	2	3080	0.049	0.000	0.049
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.365	1.181	2.546

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	22/10/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.032	0.000	0.032
07:00-08:00	6	2290	0.022	0.000	0.022
08:00-09:00	6	2290	0.058	0.044	0.102
09:00-10:00	6	2290	0.051	0.036	0.087
10:00-11:00	6	2290	0.080	0.073	0.153
11:00-12:00	6	2290	0.029	0.029	0.058
12:00-13:00	6	2290	0.073	0.022	0.095
13:00-14:00	6	2290	0.022	0.051	0.073
14:00-15:00	6	2290	0.029	0.044	0.073
15:00-16:00	6	2290	0.036	0.036	0.072
16:00-17:00	6	2290	0.022	0.044	0.066
17:00-18:00	6	2290	0.000	0.044	0.044
18:00-19:00	6	2290	0.000	0.007	0.007
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.016	0.016
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.454	0.446	0.900

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	22/10/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.211	0.000	0.211
06:00-07:00	2	3080	0.146	0.016	0.162
07:00-08:00	6	2290	0.451	0.065	0.516
08:00-09:00	6	2290	0.488	0.131	0.619
09:00-10:00	6	2290	0.313	0.240	0.553
10:00-11:00	6	2290	0.175	0.204	0.379
11:00-12:00	6	2290	0.175	0.226	0.401
12:00-13:00	6	2290	0.386	0.393	0.779
13:00-14:00	6	2290	0.218	0.233	0.451
14:00-15:00	6	2290	0.116	0.167	0.283
15:00-16:00	6	2290	0.175	0.262	0.437
16:00-17:00	6	2290	0.073	0.400	0.473
17:00-18:00	6	2290	0.007	0.429	0.436
18:00-19:00	6	2290	0.095	0.138	0.233
19:00-20:00	2	3080	0.114	0.097	0.211
20:00-21:00	2	3080	0.049	0.065	0.114
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.192	3.066	6.258

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	22/10/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.114	0.000	0.114
06:00-07:00	2	3080	0.049	0.000	0.049
07:00-08:00	6	2290	0.116	0.000	0.116
08:00-09:00	6	2290	0.044	0.000	0.044
09:00-10:00	6	2290	0.036	0.007	0.043
10:00-11:00	6	2290	0.036	0.036	0.072
11:00-12:00	6	2290	0.029	0.051	0.080
12:00-13:00	6	2290	0.102	0.124	0.226
13:00-14:00	6	2290	0.102	0.087	0.189
14:00-15:00	6	2290	0.029	0.051	0.080
15:00-16:00	6	2290	0.036	0.022	0.058
16:00-17:00	6	2290	0.007	0.102	0.109
17:00-18:00	6	2290	0.000	0.044	0.044
18:00-19:00	6	2290	0.000	0.000	0.000
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.700	0.524	1.224

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	22/10/2013 - 14/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.016	0.000	0.016
07:00-08:00	6	2290	0.044	0.000	0.044
08:00-09:00	6	2290	0.036	0.000	0.036
09:00-10:00	6	2290	0.007	0.000	0.007
10:00-11:00	6	2290	0.015	0.022	0.037
11:00-12:00	6	2290	0.000	0.000	0.000
12:00-13:00	6	2290	0.000	0.022	0.022
13:00-14:00	6	2290	0.000	0.000	0.000
14:00-15:00	6	2290	0.000	0.007	0.007
15:00-16:00	6	2290	0.000	0.000	0.000
16:00-17:00	6	2290	0.000	0.044	0.044
17:00-18:00	6	2290	0.000	0.044	0.044
18:00-19:00	6	2290	0.000	0.000	0.000
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.118	0.139	0.257

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	10/06/2014 - 14/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Bus/Tram Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.016	0.000	0.016
07:00-08:00	6	2290	0.044	0.000	0.044
08:00-09:00	6	2290	0.036	0.000	0.036
09:00-10:00	6	2290	0.007	0.000	0.007
10:00-11:00	6	2290	0.015	0.022	0.037
11:00-12:00	6	2290	0.000	0.000	0.000
12:00-13:00	6	2290	0.000	0.022	0.022
13:00-14:00	6	2290	0.000	0.000	0.000
14:00-15:00	6	2290	0.000	0.007	0.007
15:00-16:00	6	2290	0.000	0.000	0.000
16:00-17:00	6	2290	0.000	0.044	0.044
17:00-18:00	6	2290	0.000	0.044	0.044
18:00-19:00	6	2290	0.000	0.000	0.000
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.118	0.139	0.257

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	10/06/2014 - 14/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Coach Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.000	0.000	0.000
07:00-08:00	6	2290	0.000	0.000	0.000
08:00-09:00	6	2290	0.000	0.000	0.000
09:00-10:00	6	2290	0.000	0.000	0.000
10:00-11:00	6	2290	0.000	0.000	0.000
11:00-12:00	6	2290	0.000	0.000	0.000
12:00-13:00	6	2290	0.000	0.000	0.000
13:00-14:00	6	2290	0.000	0.000	0.000
14:00-15:00	6	2290	0.000	0.000	0.000
15:00-16:00	6	2290	0.000	0.000	0.000
16:00-17:00	6	2290	0.000	0.000	0.000
17:00-18:00	6	2290	0.000	0.000	0.000
18:00-19:00	6	2290	0.000	0.000	0.000
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

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

Total Rail Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	3080	0.000	0.000	0.000
06:00-07:00	2	3080	0.000	0.000	0.000
07:00-08:00	6	2290	0.000	0.000	0.000
08:00-09:00	6	2290	0.000	0.000	0.000
09:00-10:00	6	2290	0.000	0.000	0.000
10:00-11:00	6	2290	0.000	0.000	0.000
11:00-12:00	6	2290	0.000	0.000	0.000
12:00-13:00	6	2290	0.000	0.000	0.000
13:00-14:00	6	2290	0.000	0.000	0.000
14:00-15:00	6	2290	0.000	0.000	0.000
15:00-16:00	6	2290	0.000	0.000	0.000
16:00-17:00	6	2290	0.000	0.000	0.000
17:00-18:00	6	2290	0.000	0.000	0.000
18:00-19:00	6	2290	0.000	0.000	0.000
19:00-20:00	2	3080	0.000	0.000	0.000
20:00-21:00	2	3080	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 7bad69b5-b382-41aa-aca2-6cb4d3b016bb

Parameter Summary:

Trip rate parameter range selected:	690 - 5000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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