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Partnership**

Transport Planning and  
Traffic Engineering Consultants

# Proposed Perfect Draft Development InBev Brewery, Magor

AB InBev UK Limited

Transport Assessment

September 2021

**Peter Evans Partnership Limited**

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## **APPENDICES**

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Appendix 2	Local Area
Appendix 3	Existing Site Layout
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## **1.0 INTRODUCTION**

### **1.1 Aim of Report**

1.1.1 This Transport Assessment accompanies a planning application by Gerald Eve on behalf of InBev UK Limited for a bright cask production area to be called the 'Perfect Draft Building.' The proposals include a new approximately 10,015m<sup>2</sup> building and associated storage and loading facilities.

1.1.2 The 'Perfect Draft,' refers to AB Inbevs at home 6 litre keg system.

1.1.3 This Statement provides an assessment of the transportation and highway related matters associated with the proposed extension

### **1.2 Contents**

1.2.1 The Statement continues:

- in Section 2 with a description of the existing transport context of the site and surrounding road network;
- in Section 3 with a review of relevant transport planning policy;
- in Section 4 providing information on the development proposals including design and traffic generation;
- in Section 5 with our transport appraisal of the proposals; and
- in Section 6 with a summary of our conclusions.

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## **2.0 EXISTING TRANSPORT CONTEXT**

### **2.1 Strategic Location**

- 2.1.1 The InBev site is some 1km to the west of Magor town and south of the M4 motorway as shown at Appendix 1.
- 2.1.2 Junction 23a of the M4 is to the north east of the site. The M4 provides a strategic route between London to the east and Swansea to the west. The Magor motorway services are to the north of junction 23a.
- 2.1.3 The B4245 is immediately north of the site and parallel to the M4. The B4245 meets the A4810 Queens Way at a grade separated junction immediately to the north east of the site and just south of the M4 junction 23a.
- 2.1.4 The B4245 continues east to Magor and on to Caldicot some 8km to the east. To the north west the B4245 continues for some 4km to meet the A48. The A48 provides an alternative strategic route to the motorway from Chepstow some 16km to the east of the site to Newport and Cardiff some 13km and 35km to the west respectively.
- 2.1.5 The A4810 Queens Way continues south west from the M4 to provide access to the former Llanwern Steel Works which is being redeveloped.

### **2.2 Local Area**

- 2.2.1 The brewery is bounded by the B4245 Magor Road to the north, the A4810 Queens Way to the east and farmland to the south and west as shown at Appendix 2. The land to the south west of the InBev brewery is allocated for B1, B2 and B8 employment use in The Monmouthshire County Council Local Development Plan which was adopted in February 2014.
- 2.2.2 Magor Road meets Queens Way at a grade separated junction immediately north east of the site. On and off slip roads are provided in both directions between Magor Road and Queens Way.
- 2.2.3 For southbound traffic on Queens Way the on/off slip roads meet Magor Road at a roundabout to the east of Queens Way. For northbound traffic the slip roads meet Magor Road at a signalised junction to the west. Magor Road continues under Queens Way east to Magor.

- 2.2.4 To the south east of the site a roundabout is provided on Queens Way which provides a link to the southern HGV only site access and the allocated employment land to the south west of the site. Green Moor Lane meets the southern site access road to the west of the Queens Way roundabout. Green Moor Lane is a rural single track road which provides a link to Queens Way via Bareland Street to the south of the site. To the east Green Moor Lane provides a pedestrian and cycle route to Magor.
- 2.2.5 The speed limit along Magor Road adjacent to the northern site access is 30mph. The speed limit changes to the west of the site access to 50mph for westbound traffic. The speed limit on Queens Way is restricted to 40mph.
- 2.2.6 Immediately to the north of the site on the northern side of Magor Road is the Wales 1 Business Park. The Wales 1 Business Park consists of an office block, a Tŷ Hotel by Celtic Manor, a Sawyers Bar and Grill, a Subway, a Nursery, and Monmouthshire Country Council offices.

### **2.3 Existing Pedestrian and Cycle Facilities**

- 2.3.1 A footway is provided on the southern side of Magor Road/Newport Road in both directions from the site. No footways are provided on Queens Way.
- 2.3.2 Green Moor Lane to the south of the site is a quiet lane for walking and cycling from Magor to the site. Vehicles are not permitted to use Green Moor Lane to the east of where it passes under Queens Way.
- 2.3.3 No cycle routes are provided on local roads in the vicinity of the site. National Cycle Network Route 4 passes to the south of Magor as a signed on-road route which continues along country lanes east to Caldicot and west to Newport.
- 2.3.4 A public right of way passes immediately to the north west of the existing brewery compound and provides a link between the B4245 Newport Road to the north and Green Moor Lane to the south. This footpath is noted on the Monmouthshire Definitive Public Rights of Way Plan as path number 372/90/1 and 372/90/2. The right of way is not surfaced or lit and crosses a number of ploughed arable fields to the prior to joining Moor Lane.

## Bus Services

- 2.3.5 East and westbound bus stops are provided on Magor Road providing bus services in to Magor and on to Chepstow to the northeast and west to Newport as well as Bristol in non-covid times. The north westbound Brewery bus stop is approximately 10m west of the InBev site access junction, with a flag, timetable and layby provided. The south eastbound stop is approximately 5m east of the site access with a flag, timetable and layby provided. The buses run regularly throughout the day as shown below:

Services from Brewery		Service Frequency (minutes)					
Service	Route	Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
X74	Chepstow – Caldicot – Newport	120	-	120	-	-	-
74A/74C	Newport City Centre – Underwood(Circular) via Magor Brewery	60	-	120	-	-	-

## Train Services

- 2.3.6 The closest train station to the site is Severn Tunnel Junction approximately 5.5km to the east of the site.

## 2.4 Existing Brewery

- 2.4.1 The site comprises a brewery and bottling, packing and storage facilities. Beer production is a 24 hour operation.
- 2.4.2 A total of some 400 full time equivalent staff are employed at the site with a maximum of 250 being on site at any one time. Generally administration staff work between 08.00-18.00. Staff on the beer production, storage and distribution work on a 24 hours per day, seven days a week operation. Production, storage and distribution staff work 12 hour shifts from 07.00-19.00 and 19.00-07.00. A number of day shifts also operate for specific tasks.
- 2.4.3 The transfer of goods off-site occurs 24 hours per day, seven days a week.

## Site Access

- 2.4.4 The main staff and visitor pedestrian and vehicular entry and exit to the site is from Magor Road to the north via a priority junction. The main HGV entry and exit is provided to the south of the site and meets Queens Way at a roundabout. Previously the main HGV entrance was via the northern access and exit was via the south. A limited number of HGVs still enter the site at the northern access.

- 2.4.5 Security and safety of all drivers entering and leaving the site is a key consideration for InBev. Both site entrances are barrier controlled with arriving vehicles having to sign in and undergo safety training if required at a gate house prior to entering the site. Space for four articulated vehicles to wait is provided between the entry barrier and the highway at the Magor Road entrance. At the Queens Way access there is a dedicated HGV waiting area.
- 2.4.6 On leaving the site security checks are carried out on vehicles. All HGVs exit via the Queens Way exit. Prior to leaving the site the HGVs are required to stop on the weighbridge and report to the security office. The barrier controlled exit is then opened once security are happy the vehicle can leave the site.
- 2.4.7 The existing site access and layout can be seen at Appendix 3.

### **Parking**

- 2.4.8 A total of 280 car parking spaces are provided on site for staff and visitors. Some five cycle parking spaces are also provided adjacent to the Magor Road entrance. At present there are two temporary car parks on the site which were provided for construction work including the storage of material as part of the existing car park.
- 2.4.9 HGV parking is provided adjacent to each warehouse and storage area.

## **2.5 Existing Traffic Flows**

- 2.5.1 A traffic survey was undertaken at the northern site access/Magor Road priority junction on Thursday July 6<sup>th</sup> 2021 between the hours of 05:45 – 18:30. The survey time was chosen as it was confirmed with InBev that these hours cover the main operational hours of the site.
- 2.5.2 At the Magor Road entrance to the north of the InBev site the road network morning peak hour occurred between 06:15-07:15 with a total of 234 vehicles travelling through the junction. During this hour some 150 vehicles arrived and 85 departed the site through the Magor Road access. At this time there were some 7 HGV movements through the entrance.
- 2.5.3 The queue length surveys at the Magor Road access recorded a maximum queue of three vehicles waiting to exit the site onto the B4524 Magor Road and two vehicles turning left in to the site in the staff changeover morning period.



## 2.6 Travel to Work Census Data

2.6.1 Data has been obtained from the 2011 Census for the Monmouthshire 011 mid-layer super output area in which the site is situated to determine the likely modal split of staff travelling to work, as below;

Method of Travel to Work	Percentage Modal Split
Car Driver	77%
Car Passenger	7%
Bus/Minibus/Coach	2%
Motorcycle	1%
Bicycle	2%
On Foot	11%

## 2.7 Safety Record

2.7.1 Personal injury accident data has been provided by CrashMap for the latest available five year period of 1<sup>st</sup> January 2016 to 1<sup>st</sup> January 2021 for the B4245 Newport Road, Queens Way and associated junctions in the vicinity of the site. A plan of the accidents is provided at Appendix 4 and the relevant incidents are described below.

2.7.2 One slight and one serious incident was recorded on Newport Road to the northeast of the site. The slight incident involved a vehicle losing control and hitting an electricity pole and the serious incident involved a collision between one vehicles turning left and the other stopping.

2.7.3 One serious accident was recorded at the A4810 southbound on slip and involved a vehicle losing control and hitting a bollard and then other cars.

2.7.4 One slight and one serious accident were recorded at the Magor Road/B4245 Newport Road roundabout. The slight accident involved a car hitting a cyclist and the serious accident occurred due to frost or ice on the road surface.

2.7.5 Three slight and one serious accident was recorded at the M4 Junction 23A roundabout. The three slight accidents were rear end shunts and the serious accident involved a vehicle changing lane and hitting a vehicle on its offside.

2.7.6 None of the accidents recorded involved HGVs.

### 3.0 PLANNING POLICY

#### 3.1 Welsh Government Planning Policy

##### Planning Policy Wales (PPW) Edition 11, February 2021

3.1.1 PPW sets out the land use planning policies of the Welsh Government.

3.1.2 Section 4 of PPW concerns Active and Social places. It states that a Healthier Wales can be achieved through the reduction in emissions and air pollution by minimising the need to travel and maximising provision of sustainable forms of transport. One of the key issues identified in this section include:

- *'reducing reliance on travel by private car, and the adverse impacts of motorised transport on the environment and people's health, by prioritising and increasing active travel and public transport'.*

3.1.3 Section 4 also highlights how policies can help active and social linkages through:

- *'...Ensure that the chosen locations and resulting design of new developments reduces reliance on the private car for daily travel, supports sustainable modes of travel.....;*
- *require developments to encourage modal shift and be easily accessible by walking, cycling and public transport, by virtue of their location, design and provision of on and off site sustainable transport infrastructure;*

3.1.4 Paragraph 4.1.34 in particular states:

*'In determining planning applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling and, in doing so, maximise their contribution to the objectives of the Active Travel Act.'*

3.1.5 Paragraph 4.1.35 states:

*'New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities.'*

3.1.6 Paragraph 4.1.41 recommends that *'The provision of electric vehicle charging points should be planned as part of the overall design of a development'.*

3.1.7 Paragraph 4.1.50 refers to car parking. It states:

*'...Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport...'*

3.1.8 Paragraph 4.1.55 indicates the importance of a Transport Assessment (TA) for setting out the scale of development impact. It also states:

*'..A Transport Assessment provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution....'*

**Technical Advice Note 18 (TAN 18): Transport (March 2007)**

3.1.9 TAN 18 provides national advice on transport related issues when planning for new developments. It outlines a range of key accessibility principles that should inform future patterns of development and the principles for parking and design of developments.

3.1.10 In Section 2, TAN 18 advises that integration of land use planning and development of transport infrastructure has a key role to play in addressing the environmental aspects of sustainable development. It can achieve this by:

- *'..ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;*
- *managing parking provision;*
- *ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;*
- *promoting cycling and walking...;*

3.1.11 On car parking provision in paragraph 4.6, TAN 18 states that maximum car parking standards should generally be used, although an evidence based approach on the likely effects of different parking levels for each land use should be considered, including consideration of the relative locations of land uses and their consequent accessibility.

3.1.12 TAN 18 in Section 9 advises that TAs should be used to assess the suitability of an application in terms of travel demand and impact, although the precise scope and content of each TA will depend upon the scale, travel intensity and characteristics of the proposal. The TA should consider the transport impacts of the development, providing mitigation where appropriate through a Transport Implementation Strategy (TIS) and maximising accessibility by non-car modes. A Travel Plan (TP) could be part of the TIS.

### 3.2 Local Planning Policy

#### Monmouthshire Local Development Plan (LDP) 2011 - 2021.

3.2.1 The Monmouthshire Local Development Plan was adopted in February 2014 and covers the period between 2011 and 2021. Policy 'S16 – Transport' states that-

*'Where appropriate, all development proposals shall promote sustainable, safe forms of transport which reduce the need to travel, increase provision for walking and cycling and improve public transport provision. This will be facilitated by:*

- *Reducing the need to travel by car;*
- *Favouring development close to public transport facilities;*
- *Promoting public transport, walking and cycling;*
- *Improving road safety; and*
- *Minimising the adverse effects of parking.'*

3.2.2 The Local Development Plan has set a number of key issues that are to be addressed. Issue 4 'achieving sustainable accessibility' recognises that:

- *'Within the overall context of increasing levels of car ownership and traffic volumes, Monmouthshire has relatively high levels of long travel to work distances and usage of the private car; and*
- *Monmouthshire has a limited public transport infrastructure.'*

3.2.3 The LDP seeks to address these issues by:

- *'Achieving appropriate patterns of development that reduce the usage of private vehicles and allow for increased walking, cycling and the use of public transport; and*
- *Locating homes and jobs in close proximity to each other in order to reduce the need for high levels of out-commuting.'*

3.2.4 Under paragraph 6.4.5 the LDP states that:

*'In determining the adequacy of proposed parking provision, regard will be given to adopted parking guidelines....'*

### 3.3 Monmouthshire Supplementary Planning Guidance

3.3.1 The Monmouthshire SPG on Parking Standards was adopted in 2013.

3.3.2 Paragraph 6.2 of the SPG states that:

*‘in assessing the parking requirements for a particular development, the planning authority will need to take into account a number of factors in relation to the development and its location. These are listed below. However, it should be noted that some of these factors are outside direct planning control, e.g.*

- a) *Accessibility and frequency of the local public transport system.*
- b) *Accessibility by walking and cycling.*
- c) *Accessibility and availability of existing car parking in the vicinity.*
- d) *The existing and potential future congestion in streets adjacent to the development.*
- e) *The relative proportions of full time/part time/local labour supply.*

### 3.4 CIHT Guidance

3.4.1 The Chartered Institute of Highways and Transportation (CIHT) published ‘Guidelines for Providing for Journeys on Foot’ in 2000. This document indicates that the average length of a walking journey is 1 km. The report also provides advice on acceptable walking distances to various facilities.

3.4.2 The suggested distances are provided in Table 3.2 of the document as set out below:

	Suggested Acceptable Walking Distance (metres)
	Commuting/School
Desirable	500
Acceptable	1000
Preferred Maximum	2000

3.4.3 For new developments it is also important to anticipate desire lines and associated crossing locations. The attractiveness of walking would be affected by ease of pedestrian access to the site and the location of buildings and access arrangements within the site.

3.4.4 The CIHT guidance ‘Buses in Urban Developments’ 2018, sets out the following recommended maximum walk distances to bus stops:

- Core bus corridors with two or more high frequency services – 500m;
- Single high-frequency routes (every 12 minutes or better) – 400m;
- Less frequent routes – 300m.

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### 3.5 Welsh Government Guidance

- 3.5.1 The Welsh Government Active Travel Guidance, February 2020 at paragraph 12.1.4 states that *‘Walking predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically up to five miles for regular utility journeys.’*

## **4.0 DEVELOPMENT PROPOSALS**

### **4.1 Scheme Proposals**

4.1.1 The AB Inbev proposals include the erection of a new building comprising 10,015m<sup>2</sup> of manufacturing, laboratory and office accommodation (Use Classes B1 and B2) with ancillary canteen facilities; reconfiguration of internal site road; HGV loading and external storage areas; erection of 8 bright beer tanks; and associated works. The proposed layout is shown at Appendix 5.

### **4.2 Proposed Staff**

4.2.1 The staff at the proposed Perfect Draft building will consist of 13 staff per shifts including 7 on the operators line, 3 in logistics, 1 line manager, 1 process engineer and 1 maintenance member of staff. Staff operate 12 hour shifts with changeover at 0700 and 1900.

### **4.3 Parking**

#### **HGV Parking**

4.3.1 Three new back loading docks are proposed to the northeast of the Perfect Draft Building.

#### **Car and Cycle Parking**

4.3.2 No additional car or cycle parking is proposed as a result of the development proposals. InBev have confirmed that there is sufficient parking on site to accommodate the additional staff to be employed at the site.

### **4.4 Servicing**

4.4.1 New internal sites roads are proposed to link with the existing providing access to HGVs to the Perfect Draft Building and associated facilities.

### **4.5 Traffic Generation**

#### **HGV Traffic Generation**

4.5.1 AB Inbev are predicting 28 additional HGV trips per day spread throughout the day with 1 hour loading/unloading operation. This includes 10 filled goods, 7 empty keg returns, 1 raw material, 2 recycling and 8 road tankers.

### **4.6 Vehicle Traffic Generation**

4.6.1 Based on 13 members of staff per shift and the 77% car driver modal split data for Monmouthshire 011 it is predicted there will be 20 new two-way vehicle trips during the staff changeover periods at 0700 and 1900.

## 5.0 TRANSPORT APPRAISAL

### 5.1 Approach

5.1.1 Our appraisal of the proposed development assesses:

- accessibility by means of transport other than the car;
- travel to work;
- site access and layout design;
- parking provision;
- effect of development traffic on local road network;
- provision for servicing;
- road safety review; and
- consistency with policy.

### 5.2 Accessibility by Non-Car Means

#### **Pedestrians and Cyclists**

5.2.1 The CIHT 'Guidelines for Providing for Journeys on Foot' indicates that the average length of a walking journey is 1km and the maximum acceptable walking distance for commuting is 2km.

5.2.2 The Welsh Government Active Travel Guidance suggests walking is a suitable means of travel for journeys of less than two miles (3.2km)

5.2.3 Over half of the urban area of Magor is within 2km of the site. Footways are provided from the residential areas within 2km with pedestrian crossing facilities provided allowing any staff living in the local area to walk to work.

5.2.4 The Welsh Government Active Travel Guidance suggests cycling is convenient for regular commuting purposes for journeys up to five miles (8km).

5.2.5 The site is just north of Route 4 of the National Cycle Network which provides a link between Caldicot and the eastern edge of Newport within 8km.

5.2.6 Based on the above points the site is accessible by local pedestrians and cyclists.

#### **Public Transport**

5.2.7 There is a bus stop at the site entrance with buses to and from Newport at convenient times for the staff changeover times of 0700 and 1900 making the site accessible by public transport.



### **5.3 Site Access and Layout Review**

5.3.1 The existing site access would be retained as part of the development proposals with dropped kerbs and tactile paving provided for staff walking to the site. There have no recorded accidents or reported capacity issues at the site access junction during the road network peak. A maximum queue of 2 vehicles was recorded on Magor Road at staff changeover at 0700 however as this occurred outside the normal road network peak most of the cars on Magor Road at this time are associated with the site in any event.

5.3.2 The existing layout operates without issues for AB Inbev other than the minor queue noted at staff changeover. The development proposal would not change the layout of the existing car parking, the only change is the additional linkage within the site to provide access for the Perfect Draft Building.

### **5.4 Parking Review**

#### **Car Parking Policy**

5.4.1 Based on the Monmouthshire SPG - Parking Standards 2013 the authority should consider the accessibility and availability of existing car parking within the vicinity of a development. Based on the availability and staff numbers proposed at the site there is no need to provide additional parking for the Perfect Draft Building.

### **5.5 Traffic Impact on Wider Road Network**

5.5.1 The proposed development would produce some 20 extra 2-way vehicle movements during the shift changeover periods. The shift changeover period is outside the usual road network peaks with the majority of vehicles on Magor Road at this period being staff vehicles in any event.

5.5.2 The proposed 28 new HGVs trips to the site every day would be spread over 24 hours which would not have an impact on the wider road network.

### **5.6 Servicing**

5.6.1 Vehicle swept path analysis has been undertaken of the newly proposed internal site layout has been undertaken which shows that the site can be adequately served by 16.5m articulated vehicles, as shown at Appendix 6.

### **5.7 Road Safety Review**

5.7.1 The safety records confirm that there is no pattern of accidents within the latest five year period on the roads adjacent to and near the site. The addition of 20 new two-way car trips per shift and 28 HGVs daily would not have an impact on road safety.

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## **5.8 Policy Review**

- 5.8.1 The site is accessible by a range of transport options including local buses, footway links and being adjacent to National Cycle Route 4. The site is therefore consistent with Section 4 of PPW, TAN 18 and Policy S16 of the Monmouthshire Local Development Plan.
- 5.8.2 The site is within 300m of bus routes that accords with the CIHT guidance 'Buses in Urban Developments' and within walking and cycling distances of residential areas within Magor and Caldicot which is consistent with The Welsh Government Active Travel Guidance and CIHT 'Guidelines for Providing for Journeys on Foot'.
- 5.8.3 The level of vehicle movements that would be generated by the development proposals would not effect on the local roads or the wider road network. When the low number of vehicles generated by the proposals are considered with the safety record on the surrounding road network this satisfies the requirements set out in in Section 4 of PPW. The development trips proposed are outside the usual road peak hours in any event.

## 6.0 CONCLUSIONS

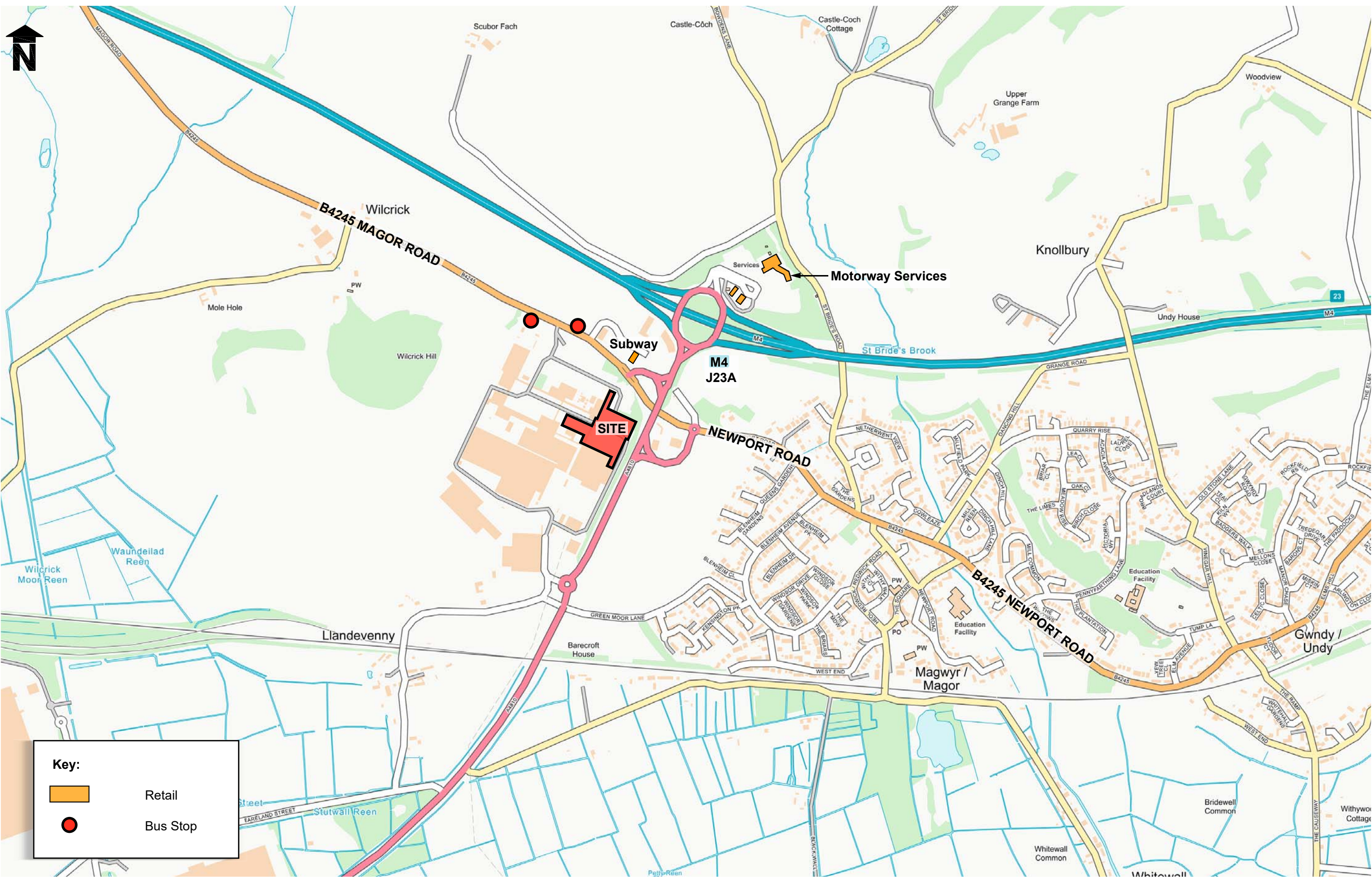
- 6.1 The development proposals would generate vehicle trips outside the usual road network peak. As the increase in vehicle trips is at quieter periods in traffic terms the level of increase would not affect existing traffic conditions.
- 6.2 The site is accessible by public transport, cycle and on foot. The closest bus stops are located at the site access and Route 4 of the National Cycle Network runs south of the site.
- 6.3 Staff traffic to and from the development would use the existing site access off Magor Road which is an appropriate arrangement for the proposed use.
- 6.4 There have been no recorded accidents at the site access in the most recent five year period. This confirms there are no existing safety issues at the site access
- 6.5 There is no pattern of accidents recorded in the wider area and the level of traffic proposed would not affect the existing road safety.
- 6.6 The existing staff car park has capacity for the 10 extra cars per shift that are predicted to park on site.

1 : 50,000 @ A4



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10,000 @ A3

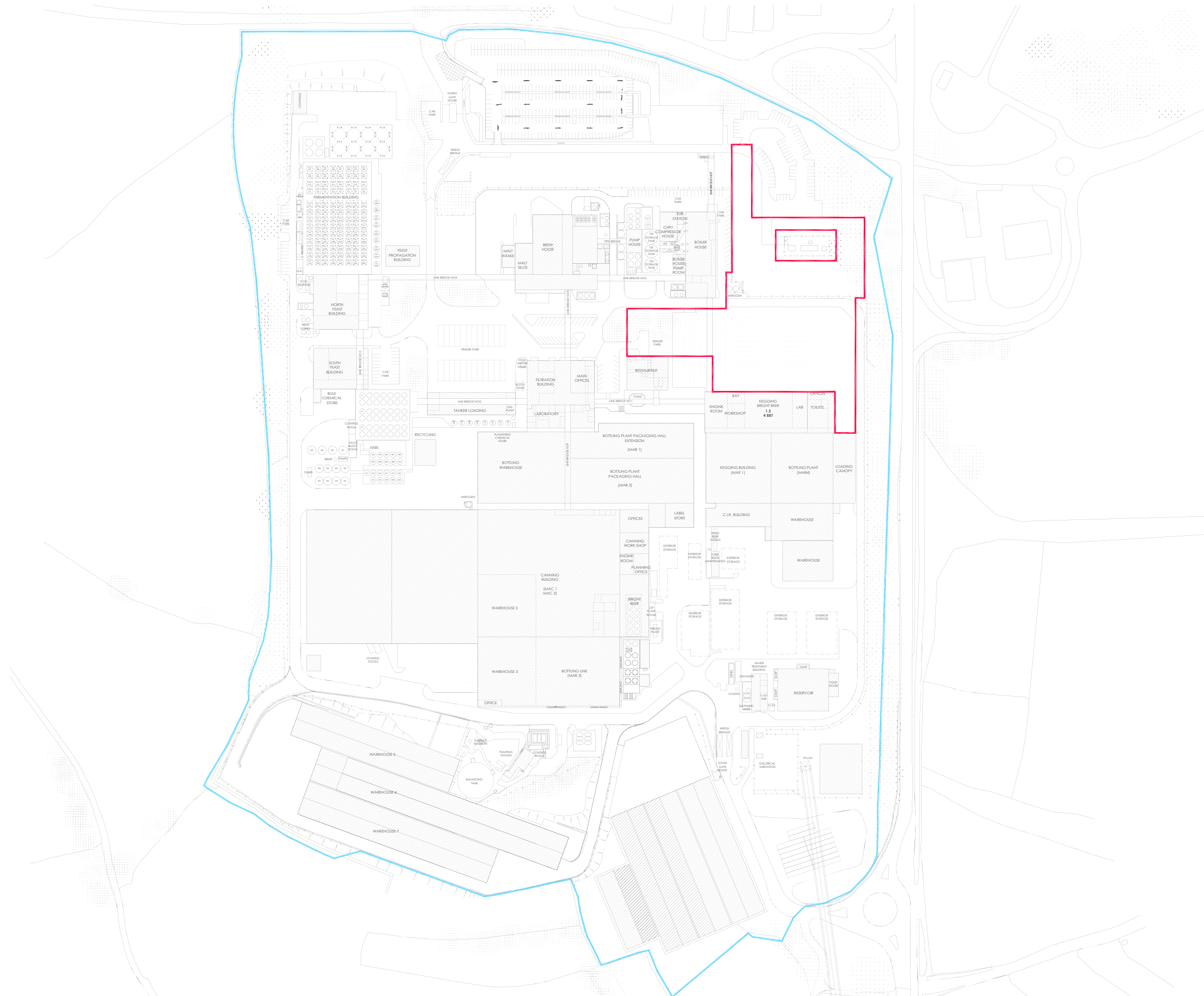


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N.T.S @ A3



BASE DRAWING PROVIDED BY GERALD EVE DRAWING NO. 02082\_Magor\_01\_1\_CS\_Site Location, DATED 20.08.21  
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# Accident Record Plot "MAGOR"

Data Source : "CRASHMAP.CO.UK"  
Data Received 20/08/2021 for Period 01/01/16 to 31/12/20

### Plot Key :

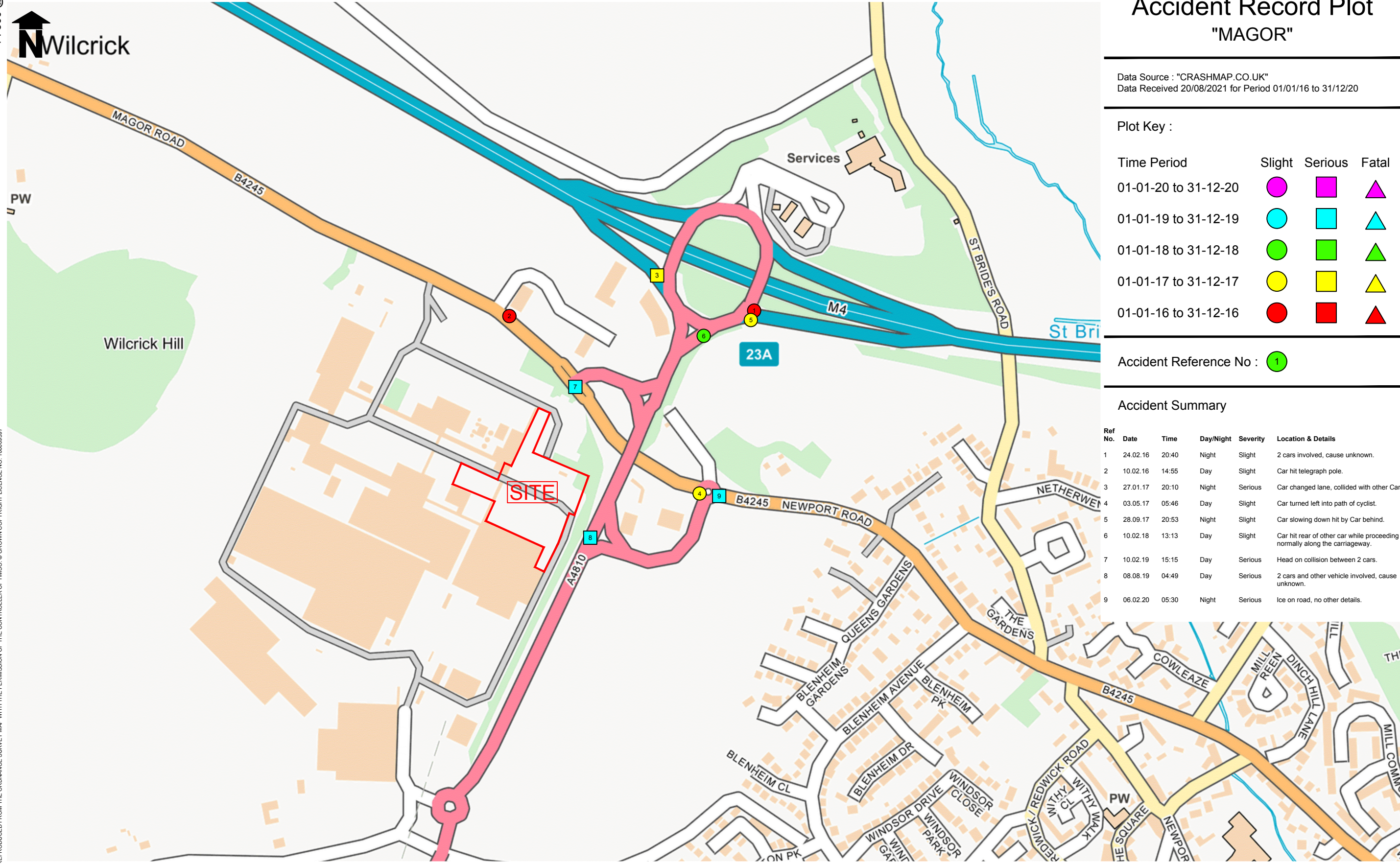
Time Period	Slight	Serious	Fatal
01-01-20 to 31-12-20			
01-01-19 to 31-12-19			
01-01-18 to 31-12-18			
01-01-17 to 31-12-17			
01-01-16 to 31-12-16			

Accident Reference No :

### Accident Summary

Ref No.	Date	Time	Day/Night	Severity	Location & Details
1	24.02.16	20:40	Night	Slight	2 cars involved, cause unknown.
2	10.02.16	14:55	Day	Slight	Car hit telegraph pole.
3	27.01.17	20:10	Night	Serious	Car changed lane, collided with other Car.
4	03.05.17	05:46	Day	Slight	Car turned left into path of cyclist.
5	28.09.17	20:53	Night	Slight	Car slowing down hit by Car behind.
6	10.02.18	13:13	Day	Slight	Car hit rear of other car while proceeding normally along the carriageway.
7	10.02.19	15:15	Day	Serious	Head on collision between 2 cars.
8	08.08.19	04:49	Day	Serious	2 cars and other vehicle involved, cause unknown.
9	06.02.20	05:30	Night	Serious	Ice on road, no other details.

1 : 500 @ A3



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N.T.S @ A3



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