
Trip Attraction Rates of Developments with Multiple Retail and Leisure Uses

TRICS Research Report 05/1

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Research Report

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Executive Summary

How do we define multi-use and how does it differ from mixed-use?

- The term “mixed-use” carries a number of expectations with respect to planning. Generally, the term is associated with a mix of housing and work-space at a location close to an urban centre or public transport interchange. It is a poorly defined term and for this reason it is necessary to be more specific for purposes of this study.
- The term “multi-use” has been adopted for this study as an appropriate term to describe a site that contains a number of different land use types. It is possible that these may all sit within one major land-use category.

What is the focus of this research and how will it help?

- This research study is focused on multi-use sites which do not necessarily meet the definition of mixed-use. The term ‘mixed-use’ is currently a loosely defined policy objective and is thus difficult to evaluate using existing quantitative data.
- The research into multi-use sites will help to inform the debate regarding the benefits of so-called mixed-use development. It will also highlight important factors that development control practitioners will need to consider when evaluating development proposals.

What are the issues relating to the task of forecasting trips to a multi-use site?

- During planning negotiations and at Inquiry it has been suggested that estimates of traffic generation for a multi-use site by aggregating the trip generation for each land-use are flawed. It is frequently argued that this approach over-estimates trip generation for the whole site. This is because trips between land-uses would be internal within the site boundaries. Therefore one trip into the site could include visits to a number of land-uses before exiting the site.
- It has also been suggested that the opposite is evident. Some practitioners argue that trip generation calculations for multi-use sites under-estimate the potential traffic volume. This is because neighbouring land-uses can create a ‘cluster’ effect, which makes the site more attractive to visit as a whole than the sum of the individual land uses.

How did the research explore these issues?

- The research is based upon extensive analysis using data from the TRICS database. The TRICS database contains data from thousands of surveys.
- Trip generation estimates were then undertaken for each of these multi-use sites in a consistent manner using data from other TRICS single-use sites and aggregating the data (as is typical practice at present).

- Statistical analysis was then undertaken to explore the variation between trip generations estimates undertaken by aggregating the data for each use on a multi-use site, compared with the actual trip generation data held on the TRICS system.

What conclusions did the research reach?

- The research found that the number of trips generated by a multi-use site is affected by the:
 - Number of development types on the site; and the
 - Amount and composition of shared parking provision.
- A number of sites provided more parking than what would have been expected necessary, even taking into account the historic use of the 85th percentile for planning for car parking requirements. This generous supply in car parking is likely to have been provided because parking quantities for these development sites were calculated by each land-use and insufficient consideration given to the benefits of shared parking space.
- The **generous supply of parking at multi-use developments was shown on average to generate an additional 25% more car trips** to the site. It is likely that additional parking provision encourages greater car-dependency which is manifest in the substantially higher trip rates for multi-use sites that have allocated parking, compared to those that manage shared parking for the development.
- The amount of trip linking is associated with the number of sites within the development that could potentially be visited. **Multi-use sites with 4 or more developments reduce on average the total number of external trips by about 20% through trip linking.**
- However, **for comparable sites with a generous supply of parking the trip reduction benefits of multi-use development were, on average, lost completely.**
- Planning approvals based on a simple assumption that multi-use development sites generate less traffic are fundamentally flawed. The quantity and control of parking provided has the potential to undermine any benefits that might otherwise be achieved through the design of a multi-use site.
- Significant relationships with other factors are likely to exist, but were not evident from the data. Further data collection and analysis would improve knowledge of trip generation significantly. Additional research into the TRICS data would help to better understand the relationship between multi-modal transport outcomes of single-use sites and the mix of land-uses surrounding them.
- Given the high remediation costs of traffic generation it is vital that the development control procedures are tightened and greater scrutiny is given to transport assessments and the strategies employed to manage travel demand associated with new development sites. In particular this research emphasises the importance of properly integrating parking management into travel plan strategies.

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1 Introduction

Estimates of trip attraction by multi-use sites

Context

- 1.1 In the past planning applications in England tended to be for one or other of the uses defined by the Use Classes Order and Permitted Changes of Use 1972 (amended in 2005). However, in recent years there have been increasing numbers of applications for a mixture of uses, each attracting different trip patterns. At first sight the difficulty of forecasting the trip attraction rates of such developments appears to be no greater than dealing with single use sites: if a multi-use application is unpacked into its component uses and the generation of each use estimated using normal TRICS methods and then summed, the final total may be said to be no different in principle to the similar calculation for a single-use site. This method of estimating trip generation of a multi-use site is known as *aggregation*. In the past this view seems to have been accepted but recently some doubts have been expressed.
- 1.2 It has been suggested, both in negotiations on possible Planning Obligations and at Inquiry, that estimating the traffic generation of a multi-use site by *aggregation* would actually be an over-estimate because calls to more than one use could be made during a single visit. This implies that one entry to the site and one parking movement could account for more than one trip. Therefore it has been argued that the estimate of total traffic generation of a site with multiple land uses should be reduced by a *Cross-Visitation* factor related to the propensity for visitors to use more than one of the on-site facilities.
- 1.3 On the other hand, the opposite has also been suggested with the resulting *aggregation* being an under-estimate, rather than an over-estimate. This suggestion is based upon the assumption that adjacent uses cause an intensification of use, more than compensating for any reductions due to multiple calls being made. In this case the estimate of total traffic generation should be compounded by an additional *Site-Attraction* factor.

Research Background

- 1.4 In 1999, the Transport Research Institute (TRI) at Napier University published a TRICS Working Paper that offered a methodology by which TRICS members could collect data capable of being used in estimating generations of multi-use sites. The working paper was not formally published, and is provided as a major supporting document to this report.
- 1.5 The major objective of TRI's study was to define some *empirical* (derived from experiment and observation rather than theory) research able to quantify the differences between estimates made by *aggregation* and the actual traffic generated. Analysis of these differences would then lead to the specification of validated *adjustment factors* (*Cross-Visitation* and *Site-Attraction* factors), which could be applied to the summation of component use trip generations to derive an estimate for the whole site.
- 1.6 The focus on methods of aggregation for assessing multi-use sites is substantiated by the working papers' user survey, which identified that 87% of users practiced this method - compared with 13% who selected sites in TRICS mixed-use category that required no aggregation of component uses.
- 1.7 The objective of this study is to implement the *empirical* research defined in TRI's working paper.

This Research

- 1.8 TRI's working paper was titled "Generations by mixed-use developments: The Definition of a Survey Methodology for Mixed Use Sites". The usage of the term "*mixed-use*" in the title and throughout the paper is not entirely helpful in the context of UK Planning Policy.

The term relates to a land-use planning concept that involves a different agenda to that addressed in the working papers' proposed methodology. The term "*mixed-use*" carries a number of expectations with respect to planning, including the expectation of a mix of housing and work-space component, and location in a town centre or public transport interchange. TRI's working paper is better suited to address questions relating to mixes of retail and leisure uses, at sites in various locations.

- 1.9 Within the working paper, the term "*multi-use*" is also used frequently, and can be easily understood as relating to a site containing a number of different component uses. It is possible that the extent of the different component uses of a multi-use site may be all within one major land-use category, such as Retail. Such a site could not be considered "*mixed-use*", but is certainly "*multi-use*", and most importantly would be accountable to the same questions over the most appropriate method of calculating overall traffic generation to the site as a whole.
- 1.10 In relation to this study, reference to "*multi-use*" will be made in relation to the study's sites that contain a number of uses covering a mix of both the retail and leisure categories. In this way the study does relate to mixed-use, while avoiding the explicit use of the term to avoid potential confusion amongst land-use planners.
- 1.11 Following TRI's working paper, a pilot survey was performed to hone data collection and analysis of a *multi-use* site. Subsequent to the pilot, TRICS commissioned the survey of seven mixed retail and leisure parks during 2003, based upon TRI's recommended survey methodology. These surveys were intended to provide sufficient data-sets to establish draft tables of adjustment factors, the beginning of an evidence base which could eventually provide validated values.
- 1.12 JMP's analysis of the seven sites confirmed that there was justification for the application of both *Cross-Visitation* and *Site-Attraction* factors. However, the existence of both caused complications in cases where the two processes were potentially interacting with each-other, cancelling the effects of each other in a way that made the determination of their scale of influence difficult. In hindsight, TRI's proposed survey methodology for *multi-use* sites failed in one important area – not providing the mechanism to quantify the average number of component sites visited by each site visitor. The survey forms only ask for primary and secondary component sites visited, not the total number. A conclusion was drawn that insufficient data had been collected to establish TRI's table of adjustment factors.
- 1.13 A major concern from TRICS users interviewed as part of TRI's working paper was over the limited resource available within TRICS to pursue expensive research into *multi-use* sites, expressing a preference to focus resource on the general problems of travel demand management by use of *multi-modal* surveys. In the light of the results from the analysis of the 7 survey sites, there was a risk that a conclusion would need to be drawn that this area of research was no longer financially viable. In response to these concerns, JMP statisticians performed a comprehensive review of the TRICS database, identifying an additional 34 existing surveyed sites that could be considered *multi-use* in relation to a mix of Retail and Leisure uses. These were added to the evidence base, taking the research potential into new territory, by analysis of 41 *multi-use* sites.
- 1.14 As with the seven surveys specifically commissioned for this research, the average number of component sites visited was unfortunately not a statistic historically held against each *multi-use* site in the TRICS database. If this statistic had been available it would have "fixed" one of the *adjustment factors* – the *Cross-Visitation* factor. An unanticipated response from TRI's user interviews highlighted that TRICS users wish to see traffic generations per car parking space, since their view was that spaces are an increasingly influential factor on trip attraction. This response was taken on board, with car parking factors tested on their possible influence on the *Site-Attraction* factor.

Limitations / Future Opportunities

- 1.15 The TRI working paper noted that although *multi-modal* analysis of travel generation would be the ultimate aim of future research, the majority of data within TRICS covers vehicle trip generation only, although *multi-modal* counts now make up the majority of the annual data collection programme. For this reason initial stages of research would be limited to vehicle trip generations rather than persons.
- 1.16 This observation is carried through in this study, and provides the explanation for why results are focussed upon vehicle trip generation only. However, JMP have recently completed a scoping exercise that proposes how additional research on the rapidly growing TRICS database of *multi-modal* surveys could be used to contribute to our knowledge of the relationship between multiple uses and total travel demand. Further detail is supplied in the Conclusions chapter of this report.

Report Structure

Literature Review

- 1.17 TRI's working paper provided a review of literature that picked out the landmark developments in the theory of traffic generation and travel demand. This study began with a literature review, focussing upon previous TRICS research and the development of the concept of "*mixed-use*" in UK planning policy. The purpose of the review was to gain clarity over the term "*mixed-use*" and the term "*multi-use*" – the latter being the preferred term to relate to this research, in the light of the review.

Data Review

- 1.18 The study then proceeded with a full review of what data was available in TRICS to inform TRI's proposed methodology to identify "*adjustment factors*". This part of the study included a review of the seven mixed retail and leisure sites surveyed for the explicit purposes of this research and of the existing TRICS database. These reviews led to the identification of 34 additional *multi-use* mixed retail and leisure sites. The resulting set of 41 *multi-use* mixed retail and leisure survey sites formed the basis of subsequent analysis.

Method Statement

- 1.19 A major challenge of this study was to find a technical way to efficiently implement TRI's guidance on establishing *adjustment factors*, in the light of analysing the survey results from a dataset of 41 *multi-use* sites, between them containing around 200 component uses.
- 1.20 According to TRI's guidance, a trip generation estimation exercise for each site would be required (usually a major workload within a Traffic Impact Assessment), that was approached in a consistent and scientifically repeatable manner. TRICS own Good Practice guidelines warn users from over-simplifying the task of comparable site selection. Furthermore, TRI did not provide guidance on how *Cross-Visitation* factors may be separated from *Site-Attraction* factors. A method statement was subsequently produced that provided a framework for JMP's trip generation and analysis of *adjustment factors*.

Results

- 1.21 The Results section provides a summary of the results of the trip generation exercise and preliminary adjustment factor analysis of each *multi-use* site. Subsequent to initial calculations, more detailed statistical analysis was performed to identify any general relationships between *multi-use* site characteristics and adjustment factors – with the persisting difficulties of separating out the interacting *Cross-Visitation* and *Site-Attraction* factors.

Conclusions

- 1.22 The final section draws conclusions to the research, and also identifies the potential for further research into this field.
- 1.23 The conclusions do not present a full table of *adjustment factors* by land-use category, as suggested could be achievable by the TRI working paper. Rather, conclusions are drawn around what statistically valid relationships could be identified between site *adjustment factors* and *multi-use* mixed retail and leisure site characteristics. Only two such characteristics were identified as statistically significant:
- Comparative level of car parking provision
 - Number of Component Sites

Glossary

Actual On Site Parking Provision / Supply

The number of car parking spaces available at each site.

Adjustment Factors

Factors which affect trip rates in multi use calculations. They include *cross visitation* and *site attraction*.

Aggregation

A method of estimating trip generations for *multi-use* sites - by calculating each use separately and adding calculations together to produce a total trip rate.

This method has also been applied in the report to estimate the likely parking provision for a multi-use site. This estimate is useful for comparing against the actual parking provided (see *Parking relative to the aggregated average* and *Parking Ratio*).

Cross Visitation

Visitors to *multi-use* sites visit more than one of the on-site facilities.

Also known as trip linking when assessing the total number of trips attracted to a site. The higher the levels of cross-visitation / trip linking, the smaller the total number of trips to the site compared with the sum of trips to individual developments on the site.

Cross Visitation Factor

A measure used to assess whether the observed trips from the site survey of a multi-use site is lower or higher than what might have been expected. The measure can be calculated by dividing the actual observed trips by the aggregated average trips. Although called the Cross Visitation Factor, this measure is influenced by both *Cross Visitation* and *Site Attraction*.

GFA

Abbreviation for Gross Floor Area. A measure of the quantum of land-use present on a site. GFA is used as a means of quantitatively linking retail and leisure land-uses to the number of trips generated by the land-use.

Empirical

Originating in or based upon observation or experience.

Mixed Use

Multiple land uses in the same structure or same general area, covering different major land-use categories, such as Retail, Leisure, Residential and Commercial. According to policy there is an expectation that the structure or area should contain an element of residential or commercial use.

Multi-Modal

An assessment of all trips, categorised by the mode of transport used.

Multi-Use

Multiple land uses in the same structure or same general area, not necessarily covering different major land-use categories. There is also less expectation for the structure or area to contain elements of residential or commercial use.

Parking relative to the aggregated average

A measure used to assess whether the actual on site parking provision is lower or higher than what might have been expected. The measure can be calculated by subtracting the aggregated average parking supply off the actual on site parking supply. *An alternative measure is the Parking Ratio.*

Parking Ratio

A measure used to assess whether the actual on site parking supply from site survey of a multi-use site is lower or higher than what might have been expected. The measure is calculated by dividing the actual on site parking supply by the aggregated average parking supply.

Site Attraction

Adjacent uses cause an intensification of use as people are encouraged to visit *multi-use* sites as there is greater reason to visit. Other factors can also impact upon site attraction, such as a generous supply of parking.

Trip Rate

A ratio between trips and quantum of land-use. The trip rate is often expressed as trips per gfa and used as a basis of scaling up estimates of trips generated from a site.

Trips relative to the aggregated average

A measure used to assess whether the observed trips from the site survey of a multi-use site is lower or higher than what might have been expected. The measure can be calculated by subtracting aggregated average trips against the actual observed trips. *An alternative measure is the Cross Visitation Factor.*

2 Literature Review

Definition and Application of the term “Mixed Use Development”

- 2.1 The Office of the Deputy Prime Minister (ODPM) commissioned a study (1998-2001) led by the University of Westminster, called “Mixed Use Development, Practice and Potential” (MUDP&P). This comprehensive study provides the best guidance on the definition of mixed-use developments in the context of a mechanism for revitalising town centres, and review of national guidance.
- 2.2 Not only does MUDP&P focus on developments in and around town centres, but also makes it clear that the study analyses “development schemes with a significant housing component”.
- 2.3 The study recommends that future policy should distinguish between specific mixed-use development sites (MXDS) and mixed-use development zones (MXDZ). In defining mixed-use development zones, the aim is to ensure plans for discrete land-uses are assessed in their wider, mixed-use context. The study recommends a focus on development outcome - which can be viewed as the overall impact development led change will have on the environment of the surrounding area. The study suggests that the desired outcome of mixed-use is to underpin vibrant and attractive environments.
- 2.4 MUDP&P also discusses the distinction between “layered” mixed-uses within the same buildings and sites comprising of a mix of discrete single-use development elements. The study notes a tendency in the UK for the latter, due to the difficulty of harmonising differential lease terms.
- 2.5 The study also provides conclusions with respect to residents expectations of mixed-use:
- “The positive reaction of residents to mixed-use schemes in town centres is based on the proximity of facilities and activities offered by the town centre, rather than the qualities of mixed use per se”.*
- 2.6 It could be inferred that whether the mix of uses are layered or a mix of discrete development elements is not considered to be of too much importance to the attractiveness of the scheme, and therefore not important to differentiate schemes.
- 2.7 MUDP&P suggests that the area of study for MXDZ’s should be defined in terms of an area where mixes of land-uses can be accessed by walking. In the context of the UK’s new planning system, it could be reasonable to relate a MXDZ to an appropriate area for the attention of an Area Action Plan (AAP). An AAP provides a planning tool to bring about redevelopment of existing urban areas that will contain multiple land interests and existing tenants. Recognition of the complement of mix of uses in an area covered by an AAP comes quite naturally, allowing single-use proposals to come forward as a means of increasing the mix of uses in an area.
- 2.8 In conclusion to our review of MUDP&P we can offer a simple classification system that identifies 4 major types of mixed-use. The 4 types can be qualified by:
- the concept (MXDS / MXDZ)
 - the location (town centres / out of town centre)

Planning Guidance

- 2.9 A summary of national guidance papers that advocate mixed-use development is given in **Table 2.1**. Pre-2001 is sourced from MUDP&P, post-2001 JMP reviews are provided for papers up to mid-2004. The London Plan, although not national guidance, is also included due to its strong relevance.

T 2.1 National Guidance on Mixed-Use Development

Date	Title	Content
March 1994	PPG13 Transport	Encourages development where it can be well served by public transport and promotes higher density and mixed-use development as a means of making efficient use of urban land and reducing the need to travel.
June 1995	Our Future Homes, Opportunity, Choice, Responsibility(Cm 2901)	White Paper on housing need and the mechanisms on satisfying this housing need. Social housing is an important theme.
June 1996	PPG6: Town Centres and Retail Developments	Sets out the Government's commitment to revitalising town centres through a plan-led approach. Encourages mixed-use development and recognises its contribution to housing provision. Now updated to PPS6 (2005).
November 1996	Household Growth: Where Shall we Live?	Government discussion paper on meeting the demand of 4.4 million additional households 1991-2016
February 1997	PPG1: General Policy and Principles	Stresses significance of sustainable development and mixed-use development, especially in town centres. Emphasises plan-led system to give firm guidance on quality of development.
February 1998	Planning for the Communities of the Future	Emphasises the contribution of mixed-use/mixed-tenure development in meeting housing need, assisting urban regeneration and supporting public transport.
April 1998	Circular 6/98: Planning and Affordable Housing	Raises the issue of mixed-tenure housing developments in schemes with reference to both mixed use and mixed tenure.
October 1999	Draft PPG13: Transport; draft revision for public consultation	Encourages the integration of transport and planning policies and reducing the need to travel, through re-use of town/city centre land and mixed-use development.
January 2000	PPG12: Development Plans	Integration of sustainability into plans, relationship between plan and other documents such as local transport plans and new procedures for preparation, management, consultation.
March 2000	PPG3: Housing	Strategic overview stating commitment to mixed-use development, including housing, to bring new life into towns and cities and promote sustainability. Also discusses mixed communities, affordable housing, re-use of urban land and buildings, reallocating employment and other land to housing, optimising urban capacity, and CPO's.
March 2001	PPG13: Transport-final revision.	Concerned with the reduction of the need to travel and promote sustainable transport choices, through integrating planning and transport at national, regional, strategic and local level. PPG13 interprets the benefits of mixed-developments in terms of promoting vitality and walking as a primary mode of travel. It further indicates that such major mixed-use developments, as large trip attractors, should be focused in city/town/district centres and near major public transport interchanges.
December 2003	Draft PPS6: Planning for Town Centres; consultation paper	Set to replace PPG6. PPG6 made reference to multiple-use developments in terms of providing a mixture of small businesses, houses and offices or flats above shops -indicating them as desirable for the safety and vitality of an area. In PPS 6 an emphasis has been made on encouraging high-density and diversity. The use of the concept of diversity and mixed-use appear to overlap. Diversity is a term which encapsulates vitality and viability. A particular note is made on how inclusion of housing in out-of-centre retail developments should not be used to justify an otherwise unsustainable development.
February 2004	The London Plan	Mixed use development encourages a reduction in the need to travel long distances, by including a balance of housing, employment, commercial and other community facilities in the same area. Mixing uses can also help to achieve intensive development by using the same space for more than one development. It contributes to vitality and safety by preventing areas becoming deserted and hostile.

2.10 The literature review reveals that mixed-use development is seen as a tool for reducing the need to travel only when linked to its location - preferably in town centres and/or at

public transport interchanges (PPG13, PPS6, PPG3). Mixed-use is generally expected to increase the vitality of the area, such that in terms of trip attractions the outcome of mixed-use is to increase the total number of visitors. To support the sustainability agenda, the opportunity to reduce the number of car trips lies in achieving a better mode-split by locating the mixed-use in town centres and public transport interchanges.

- 2.11 The London Plan highlights the opportunity for mixed-use to reduce the need to travel by balancing facilities in the same area, that can reduce the need to travel long distances.
- 2.12 It is worthy to note that none of the papers reviewed indicate a benefit of mixed-use in terms of reducing the estimated number of trips attracted, due to a potential for *cross-visitation*.

Parking Policy

- 2.13 PPG13 guidance (2001) on parking indicates a desire to promote sustainable transport choices through restraining access by car. The rationale behind this guidance is based on studies identifying influencing factors on mode choice at locations with high levels of public transport provision. Reductions in parking provision are also noted to improve possible development densities and discourage car use.
- 2.14 The guidance on parking also suggests possible synergies from shared parking for land-uses whose peak-uses do not coincide. For example peak demand for employment parking space is between office-hours, while peak demand for residential parking space is outside office hours. A scheme delivering a mix of residential and employment uses could potentially provide shared parking arrangements that reduce the overall land-take for parking. The guidance does not explicitly identify efficiencies in parking as a benefit of mixed-use development, but nonetheless the opportunity is a very important one to consider in relation to the transport outcomes of mixed-use development.

TRICS Research

- 2.15 This report is an extension of previous TRICS research reports. The table below provides an overview of these reports.

T 2.2 Overview of previous TRICS research

TRICS Report	Overview
Report 95/2 Pass By and Diverted Traffic	This report reviews literature looking into the traffic implications of pass-by and diverted trips to retail developments. It was discovered that all trips can be divided into two classes; new trips and transferred trips. The trips can also be divided into primary and non-primary trips that are single purpose or linked trips. The non-primary element can then be divided into diverted or pass-by trips.
Report 97/1 Transport Characteristics of Non-Food Retail Parks	The purpose of this report was to identify the different total transport demand characteristics of retail parks in comparison with the sum of the transport demands of each store in isolation. The results indicate that the each store has its own shopping characteristics; therefore the mix of stores is important.
Report 99/1 Transport Characteristics of Foodstores at Retail Parks	The purpose of this report was to provide local data on the travel characteristics of food superstores. A key finding confirmed previous TRICS research on pass by and diverted traffic. At the stores in question 30% of trips were discovered to be non-primary <i>i.e. the customer decided to visit the store while they were out so the trip was not necessarily intended for that single purpose.</i>
TRICS Research Brief No.1 "Relationships between accessibility and parking for new developments" (July 2002 by Faber Maunsell)	Although not directly quantified, the research demonstrated a link between Car Park Occupancy and Modal Split. The results suggested that car mode split greatly increases at sites where spare parking capacity is available.

Conclusions

- 2.16 The role of mixed-use in planning policy is primarily linked to creating vibrant places in sustainable locations such as town centres and public transport interchanges. The latest ODPM study into mixed-use (MUDP&P) emphasises a need to focus attention on mixed use development zones – that allow discrete sites to be assessed as part its surrounding area, to understand mix of uses in a wider context. TRICS research has been focussed on examining the transport consequences of discrete development sites containing a number of different land-uses, concerned with estimating trip attractions.
- 2.17 The issues addressed by TRICS research overlap the issues arising in planning policy and latest ODPM advice, but can not be considered to encapsulate the subject. Therefore, it is recommended that this report makes a distinction between mixed-use and multi-use sites, the latter term being considered a more appropriate description of the subject previous TRICS research and of this report.

3 Data Review

Site surveys commissioned for research

- 3.1 Seven retail/leisure parks were surveyed between May and October 2003 to inform the research in this report. The leisure uses on the seven sites included restaurants, bars, bingo halls, night clubs, health & fitness clubs, cinemas and bowling alleys. The retail uses on the seven sites included DIY, food retail, furniture, household goods, clothing and car dealerships. One site included an employment component – the retail and business park in Belper, Derbyshire that included offices for Derbyshire Social Services, British Council of Disabled People, GDI Associates (Financial Advisors).
- 3.2 These sites did not contain any residential uses, and were all located out-of-town. The sites can be best described as *multi-use* sites.

T 3.1 Retail/Leisure Parks surveyed specifically for research purposes

Site Code	Survey Day	Description	Location	Major Land Uses	Number of component developments
DS-16-B-01	26-7-03	LEISURE/RETAIL, CHESTERFIELD	Edge of Town Centre	Food & Drink, Leisure, Retail	6
DS-16-B-02	31-5-03	RETAIL/BUSINESS, BELPER	Edge of Town Centre	Employment, Retail	7
KC-07-O-02	10-5-03	LEISURE PARK, STROOD	Edge of Town	Food & Drink, Leisure	8
KC-16-B-01	10-5-03	RETAIL/LEISURE, GRAVESEND	Edge of Town Centre	Leisure, Retail	9
LE-16-B-01	26-7-03	RETAIL/LEISURE, LEICESTER	Industrial Zone	Food & Drink, Leisure, Retail	6
NT-16-B-01	11-10-03	LEISURE/RETAIL, MANSFIELD	Edge of Town Centre	Food & Drink, Leisure, Retail	4
TW-16-B-02	21-6-03	RETAIL/LEISURE, NEWCASTLE	Commercial Zone	Food & Drink, Leisure, Retail	19

JMP TRICS Database Review

- 3.3 In order to complement the data collected from the commissioned sites above, the TRICS database was interrogated to identify all other sites that contained multiple component development details (*multi-use*). These sites were included and given equal importance to those sites surveyed for the specific purposes of the report.
- 3.4 The database review provided a total dataset of 41 *multi-use* sites for analysis. The tables below summarise the locations and land-uses covered by this dataset. The details of all sites in the dataset are provided in the **Appendix A**.

T 3.2 Locations covered in dataset

Location	Number of Sites
Commercial Zone	5
Development Zone	1
Edge of Town	12
Edge of Town Centre	5
Free Standing	2
Industrial Zone	3
Neighbourhood Centre	4
Suburban Area	3
Town Centre	6

T 3.3 Major Land Use categories covered in dataset (including mixes)

Land Use Categories	Number of Sites
Retail	21
Leisure, Retail *	1*
Food & Drink, Retail	10
Food & Drink, Leisure	3
Food & Drink, Leisure, Retail *	4*
Employment, Retail *	1*
Employment, Leisure, Retail	1

* The sites relating to these mixes of land-use are all from the set of seven multi-use sites specifically commissioned for this research. This demonstrates how the new sites have enriched the range of land-use mixes that the TRICS database now covers.

3.5 **Figure 3.1** is a map showing the location of the mixed development sites that were considered.

F 3.1 Map of Multi-Use Sites



3.1

It is important to note that some sites located in the TRICS Mixed-Use (16-B) land use category contained insufficient information relating to the component land-uses. Therefore, for the purposes of this research, the sites were not included. However, if the necessary site detail of the component sites were collected at a later date, then these

sites would be valid for analysis. For this reason, these sites are presented in **Table 3.4** below for future reference and research.

T 3.4 TRICS Multi-Use Sites excluded from Analysis

Site	Description	Location	Developments
ES-16-B-01	MCDONALDS/HALFORDS, UCKFIELD	Edge of Town Centre	MCDONALDS DRIVE-THROUGH HALFORDS
GM-16-B-01	RETAIL/LEISURE PARK, TRAFFORD	Free Standing	WHITE CITY RETAIL PARK
HI-16-B-01	RESIDENTIAL and SCHOOL, NAIRN	Town Centre	DUNCAN DRIVE/NAIRN ACADEMY
NY-16-B-01	INDUSTRIAL/BUSINESS AREA	Free Standing	BUSINESS/INDUSTRIAL AREA
ST-16-B-01	IND/RETAIL, NEWCASTLE U LYME	Edge of Town	PARKHOUSE INDUSTRIAL ESTATE (EAST)
SY-16-B-01	BUSINESS/RETAIL/LEISURE	Development Zone	ROTHER COURT
TW-16-B-01	NURSING HOME/DRUG REHAB.	Suburban Area	VICTORIA LODGE/TUNSTALL UNIT

N.B since analysis of sites it has been discovered that site ES-16-B-01 does in fact contain information of the GFA for the two separate sites; hence it could have been included. Since the site only contained a McDonalds and a Halfords, its exclusion is unlikely to have significantly changed the findings of the report on multi-use.

4 Method Statement

Introduction

- 4.1 Estimated trip rates – by method of aggregation – for *multi-use* sites have been compared against those actually observed and the differences then examined. Details on how estimates for all 41 *multi-use* sites were provided in a consistent and repeatable way are provided in this chapter.
- 4.2 The differences between estimated and observed trips were used to form a view on *Cross-Visitation* and *Site-Attraction* factors and how these affect the trip rates of multi-use sites. It should also be noted that all analyses in this report is based upon traffic-only data rather than multi-modal data.

Estimating trip rates of multi-use sites by aggregation

TRI Guidelines

- 4.3 The TRI working paper proposed a method of aggregation over TRICS land-use sub-categories. The aim was to eventually establish a set of *empirical factors* for each land-use sub-category, which could be compounded together to form an overall *adjustment factor* for the site.

Adopted JMP Guidelines

- 4.4 An aggregated estimate for a multi-use site can be obtained in the following way:
- For each component land-use, identify comparable single-use sites in TRICS and establish a trip generation estimate from these sites to estimate the trip generation for the component land-use. The estimate should make use of an average trip generation figure, rather than any percentile, to avoid any supply-bias at this stage.
 - Add together all the estimated trip generations of all component land-uses.
 - The aggregated estimate can either be used as it is, or an *adjustment factor* can be applied to it, to compensate, if seen appropriate for any characteristics of the multi-use development, which is not already accounted for in the trip generation of the individual component uses. The appropriate use and value of this *adjustment factor* is the subject of this research.
- 4.5 To distinguish between estimates derived by aggregation that have or have not been scaled by an adjustment factor, reference will be made to *adjusted aggregate estimates* and *un-adjusted aggregate estimates*.

Using a Simulated Aggregation Process

Data utilised

- 4.6 An export of the TRICS 2004(a) database was carried out; the data was stored in Excel spreadsheets. To help appreciate the power given to an analyst by having access to this analytical database, the specific datasets utilised are described.

4.7 A dataset of the 41 Multi-Use Sites was established that included the following data:

- Site grid reference
- Location
- Population (1 mile, 5 mile)
- Number of developments
- Car Ownership
- Bus
- Walking
- Area
- Off-Site Parking Details
- On-Site Parking Details
- Filling Station
- Parking Charges
- Component development Trade Name (Establishment)
- Component development Trip Parameters.

4.8 The component developments were assigned land-use categories, based upon their trade-names, and these were subsequently added to the dataset.

4.9 The analytical database enabled the calculation of 12 hour vehicle count trip rates (07:00-19:00), for Saturday, of all site surveys that contained appropriate data (12 hour counts for the appropriate day).

Using a simulated trip rate aggregation process

4.10 By using the analytical database, and application of a component matching macro, simulation of trip assessments of 33 (out of 41) multi-use sites for Saturday 12 hr vehicle count trip data was made possible.

4.11 The “simulated” assessments were based upon component development information, and comparable single-use sites on TRICS. The process resulted in Weekday and Saturday 12 hour forecasts of vehicle-based trips for these *multi-use* developments. The use of simulation enabled a consistent and repeatable way of performing the large number of trip rate aggregations required.

Component Development Matching Macro

4.12 For each multi-use development and each component development a set of comparable sites were required for the trip rate assessment.

4.13 The number of sets of comparable sites required to complete the analysis was substantial. There were 202 component developments from the 33 multi-use developments used for the Saturday trip assessment analysis.

4.14 In order to manage the task of creating 202 sets of comparable sites, a strict protocol was established in order to achieve a consistent approach to the trip assessments. The matching protocol used land-use, sub land-use, location, year and Ground Floor Area (GFA) to determine whether a site was comparable. In order to reduce the time taken in the matching process, further detailed assessment of the appropriateness of sites was not applied.

4.15 The matching process was applied to every component development, and followed an iterative hierarchy. The process starts with a strict criterion of matching (level 1). If no comparable sites could be located, then the matching process is repeated against a weaker criterion (level 2) and so on and so forth (level 3, level 4). The matching criteria hierarchy is described below:

- 4.16 Matching Criteria Hierarchy:
- Level 1 – match land use, sub land use, location, year and GFA within 50% - 200% of value
 - Level 2 – match land use, sub land use, location, year and GFA within 20% - 400% of value
 - Level 3 – match land use, sub land use, and GFA within 50% - 200% of value
 - Level 4 – match land use, sub land use, and GFA within 20% - 400% of value
- 4.17 For each *multi-use* site component development, the population average trip rate of the set of matched comparable sites was calculated. These trip rates were multiplied by the component developments' trip rate parameter to provide an estimated trip count for the component development. For each *multi-use* site, the sum of each component developments' estimated trip count was calculated – as per the method of aggregation described above as JMP's adopted Guidelines.
- 4.18 The results of this matching process for Saturday trip generation is provided in **Appendix B**.

Comparing unadjusted aggregate estimates with observed data

Analysis to explore Cross-Visitation and Site-Attraction factors and their interaction

- 4.19 To determine a statistical justification for *adjustment factors*, a statistic called the *cross-visitation factor* has been defined for calculation on each multi-use site. This statistic is calculated by dividing the *un-adjusted aggregate estimate* of a multi-use site with the *observed* trip generation of the multi-use site.
- 4.20 Due to the interactions between trip linking and attraction that induce the overall cross-visitation factor it is important to take care over interpreting what information this statistic provides. For example, a cross-visitation factor of 100% does not infer there is no evidence for cross visitation or site attraction. Rather it simply provides no evidence for the processes, while still possibly being the result of a combination of the two.

Parking Effects

- 4.21 The estimate for the multi-use car mode-trips is based upon the addition of individual component development estimates. These estimates have not been based upon matching of car-parking provision, rather upon GFA. Matching upon car-parking provision would have been paramount to implicitly assuming that car-parking is an influential factor in site attraction, rather than allowing this research to identify if there is any empirical evidence for this belief.
- 4.22 It is more pertinent to understand the parking space availability that the additive model process has inferred. A useful measure in this respect is the sum of the estimated parking space provision of each individual component development ("component parking sum"). The estimated parking space provision for each individual component development can be calculated by the average parking space of the matched sites. This measure would be an accurate picture of parking provision for the multi-use development, if the parking provided was strictly enforced and allocated to the component developments.
- 4.23 One potential advantage of multi-use developments is the efficient shared use of car-parking capacity. Therefore, even if the total car parking provided for a multi-use development was less than the "component parking sum", this is not to say that this reflects suppression in car-parking supply.
- 4.24 A measure has been proposed for the purposes of understanding the relationship between shared car-parking space and individually allocated car-parking space. This

measure is the ratio between the multi-use site car-parking space provision and the “component parking sum” (Parking Ratio). The ratio is useful in the sense that the ratio relates with over-provision of parking space (when large) and under-provision of parking space (when small). However, the ratio can only be used relatively rather than absolutely. A ratio of 100% does not necessarily infer an appropriate provision of parking space.

5 Results

General

5.1 This section outlines the principal findings of the research undertaken into the trip generation of multi-use sites. The analysis was carried out in four stages:

- Data Sorting – Tabulation of surveyed multi-use site data and estimated aggregated trip rate and parking data.
- Preliminary Patterns Analysis – examine observed trips, trip rates, parking supply and standards.
- Main Patterns Analysis - examine relationships between the observed and estimated (aggregated) trips and number of component sites and relative parking supply.

5.2 As outlined earlier in this document, survey data has been collected for Saturday trip behaviour. This is because Saturday trip behaviour for the retail/leisure multi-use sites generally represents the busier day and hence in relation to development planning, of greater interest in exploring the causes of trip generation.

Data Sorting

5.3 The surveyed and estimated data for each multi-use site has been set out in tables to show:

Table 5.1

- Number of component units on each multi-use site.
- Total GFA for each multi-use site.
- Observed Trips.
- Observed Trip Rate (trips / gfa).
- Actual On-site Parking supply.
- Actual On-site Parking supply / GFA.

Table 5.2

- Observed Trips.
- Estimated (aggregated average) trips.
- Trips relative to the aggregated average (observed trips – estimated trips).
- Cross Visitation Factor (observed trips/estimated trips).
- Actual On-site Parking supply.
- Estimated parking supply (sum of component units as estimated using TRICS).
- Parking relative to the aggregated average (actual parking supply – estimated parking)
- Parking Ratio (actual parking supply / estimated parking supply).

5.4 Table 5.1 provides the basic data for each site that allows for a preliminary patterns analysis to explore some general relationships between multi-use site characteristics. This preliminary analysis does not require the calculations of aggregated estimates for the multi-use sites. The analysis provides some further motivation for calculating the aggregated estimates.

5.5 Table 5.2 provides the data derived from the method of aggregate trip generation estimation, whose output was the main focus of the data processing stage of this research. The table provides the necessary data to explore to identify what influences the

cross-visitation factor of multi-use sites. The analysis provides motivation for the need of statistical testing to confirm our emerging hypotheses on the relationships that exist.

5.6 Table 5.1 and Table 5.2 on the proceeding pages set out the information as outlined above.

T 5.1 Details of Multi-Use Sites and Saturday Trip Data

Multi-Use Site	Number of component developments	GFA (sqm)	Observed Trips	Observed Trip Rate (Trips per 100sqm)	Actual on-site parking supply	Actual Parking Supply (spaces per 100 sq metres)
DS-16-B-01	6	7,390	2,191	29.65	492	6.66
DS-16-B-02	7	8,690	5,363	61.71	453	5.21
ES-01-J-02	4	45,000	4,484	9.96	1,200	2.67
ES-01-K-04	5	6,758	2,575	38.10	232	3.43
GM-01-J-02	2	6,967	4,026	57.79	492	7.06
GM-01-J-04	2	24,247	11,255	46.42	1,998	8.24
GM-01-J-05	6	3,856	2,376	61.62	250	6.48
GM-01-J-08	2	9,050	5,147	56.87	619	6.84
GM-01-K-09	12	25,714	5,303	20.62	1,150	4.47
GM-01-K-10	6	8,033	1,854	23.08	448	5.58
GM-01-K-11	10	19,826	4,120	20.78	852	4.30
GM-01-K-13	10	19,826	4,097	20.66	854	4.31
HC-01-K-01	2	16,900	664	3.93	288	1.70
HF-01-I-01	8	1,120	332	29.64	20	1.79
HF-01-K-01	3	4,691	1,440	30.70	266	5.67
HF-07-O-01	4	6,412	782	12.20	835	13.02
KC-07-O-02	8	15,288	2,439	15.95	1,548	10.13
KC-16-B-01	9	12,770	5,120	40.09	477	3.74
KH-01-J-01	6	3,273	2,493	76.17	125	3.82
LC-01-K-04	2	6,259	1,587	25.36	326	5.21
LC-07-O-01	5	8,023	2,120	26.42	622	7.75
LE-16-B-01	6	16,580	3,812	22.99	1,083	6.53
MS-01-K-01	9	14,642	2,447	16.71	661	4.51
NL-01-K-01	7	13,790	2,671	19.37	743	5.39
NT-16-B-01	4	10,250	5,593	54.57	967	9.43
RC-01-K-01	3	5,626	1,585	28.17	160	2.84
RF-01-K-01	7	12,985	2,588	19.93	654	5.04
SA-01-K-01	10	11,525	2,510	21.78	783	6.79
SC-01-K-04	3	3,460	1,777	51.36	180	5.20
TW-16-B-02	19	21,635	8,260	38.18	3,568	16.49
WM-01-K-01	5	9,740	2,411	24.75	355	3.64
WS-01-J-01	3	22,584	8,962	39.68	1,750	7.75
WS-01-K-07	7	14,543	3,975	27.33	535	3.68

Minimum and Maximum Values have been highlighted.

T 5.2 Results of Additive Model for Saturday

Multi-Use Site	Observed Trips	Estimated Trips	Observed - Estimate Trips	Cross Visitation Factor	Actual on-site Parking Supply	Estimated Parking	Actual - Estimated Parking
DS-16-B-01	2,191	2,203	-12	99%	492	1,066	-574
DS-16-B-02	5,363	18,691	-13,328	29%	453	911	-458
ES-01-J-02	4,484	26,177	-21,693	17%	1,200	1,342	-142
ES-01-K-04	2,575	3,351	-776	77%	232	362	-130
GM-01-J-02	4,026	4,030	-4	100%	492	198	294
GM-01-J-04	11,255	7,166	4,089	157%	1,998	736	1,262
GM-01-J-05	2,376	2,566	-190	93%	250	352	-102
GM-01-J-08	5,147	4,750	397	108%	619	543	76
GM-01-K-09	5,303	6,086	-783	87%	1,150	1,731	-581
GM-01-K-10	1,854	2,534	-680	73%	448	579	-131
GM-01-K-11	4,120	6,181	-2,061	67%	852	1,133	-281
GM-01-K-13	4,097	6,090	-1,993	67%	854	1,137	-283
HC-01-K-01	664	5,103	-4,439	13%	288	302	-14
HF-01-I-01	332	288	44	115%	20	720	-700
HF-01-K-01	1,440	716	724	201%	266	180	86
HF-07-O-01	782	1,382	-600	57%	835	815	20
KC-07-O-02	2,439	9,029	-6,590	27%	1,548	1,776	-228
KC-16-B-01	5,120	3,606	1,514	142%	477	1,161	-684
KH-01-J-01	2,493	1,823	670	137%	125	221	-96
LC-01-K-04	1,587	1,951	-364	81%	326	113	213
LC-07-O-01	2,120	2,829	-709	75%	622	1,007	-385
LE-16-B-01	3,812	6,735	-2,923	57%	1,083	1,128	-45
MS-01-K-01	2,447	4,505	-2,058	54%	661	1,004	-343
NL-01-K-01	2,671	1,815	856	147%	743	586	157
NT-16-B-01	5,593	3,089	2,504	181%	967	1,071	-104
RC-01-K-01	1,585	951	634	167%	160	250	-90
RF-01-K-01	2,588	3,784	-1,196	68%	654	514	140
SA-01-K-01	2,510	3,485	-975	72%	783	1,166	-383
SC-01-K-04	1,777	1,273	504	140%	180	167	13
TW-16-B-02	8,260	7,892	368	105%	3,568	2,275	1,293
WM-01-K-01	2,411	3,055	-644	79%	355	608	-253
WS-01-J-01	8,962	7,816	1,146	115%	1,750	1,169	581
WS-01-K-07	3,975	4,205	230	95%	535	904	-369

Minimum and maximum values for Cross-Visitation and Parking Factors highlighted.

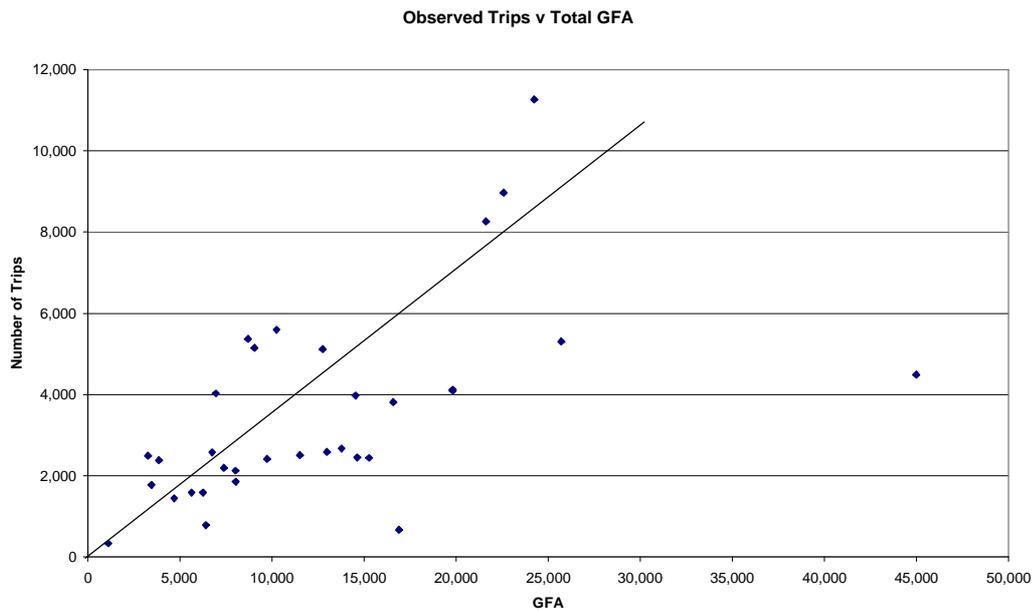
Preliminary Patterns Analysis

- 5.7 Further to the tabulation of data set out above, this section will set out the preliminary patterns analysis undertaken.
- 5.8 A number of scatter plot graphs have been produced in order to investigate any direct relationship between the variables, the key graphs of note are:
- F.5.2 Observed Trips v GFA
 - F.5.3 Actual Parking Supply vs. Total GFA
 - F.5.4 Observed Trips v Parking Supply
- 5.9 Each of the graphs noted above have been formatted to exclude observations lying far outside the main range of observations. These “outliers” may otherwise create undue bias in interpreting the main patterns in the data.
- 5.10 Figure 5.1 is provided without any formatting, showing the data from all observations for observed Trips v GFA.

Observed Trips v GFA

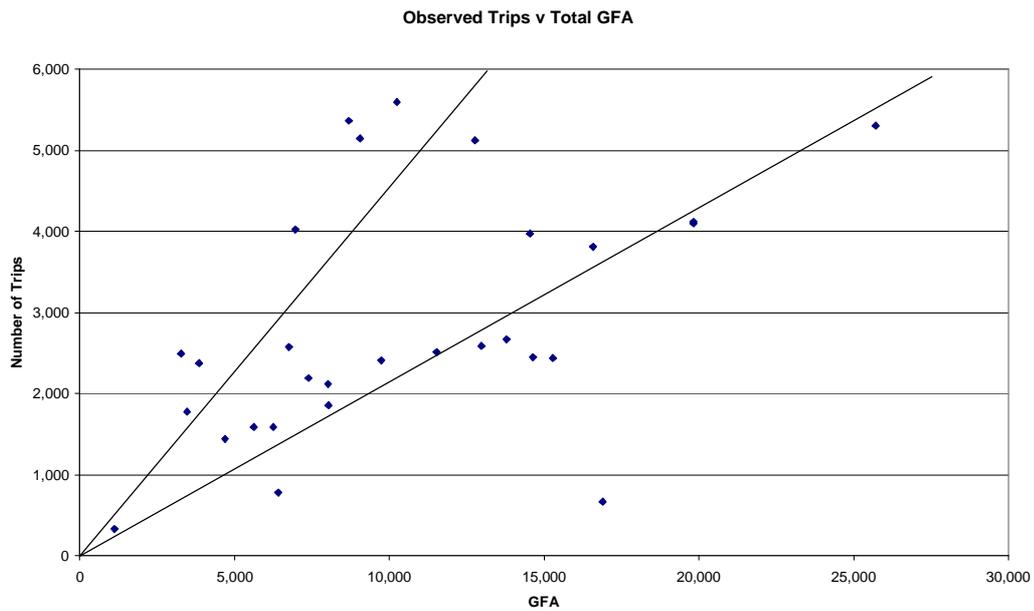
- 5.11 A key assumption made in many TRICS trips calculations that there is a direct relationship between the GFA of a site and the trips attracted to it. The nature of the relationship varies with land-use. Therefore, when considering multi-use sites, where there is some variation in land-uses on the site, the relationship can be potentially more complex than a simple relationship with the total GFA.
- 5.12 The observed trips (for Saturdays) for the multi-use site were plotted against total GFA, to examine the relationship between the two (ref F.5.1). Taking into account the 3 multi-use sites with much larger observed trips (>8,000) it could be possible to interpret an overall linear relationship between the observation of trips and GFA. This could justify a broad application of a general trip-rate for multi-use sites.

F.5.1 Observed Trips v GFA – all observations



- 5.13 Examining the main set of observations, with trips less than 6,000 and GFA less than 30,000 (ref F.5.2) there remains an identifiable relationship between the number of trips and GFA. However, there does appear to be some ambiguity over where gradient line should be. There is sufficient variation to question the application of a simple linear relationship between trips from multi-use sites and total GFA.
- 5.14 This analysis has demonstrated that total GFA is an important determinant of trip generation amongst the multi-use sites. However, there is evidence of other factors at play that effect the trips generated. This provides motivation to examine the trip generation of individual component units.

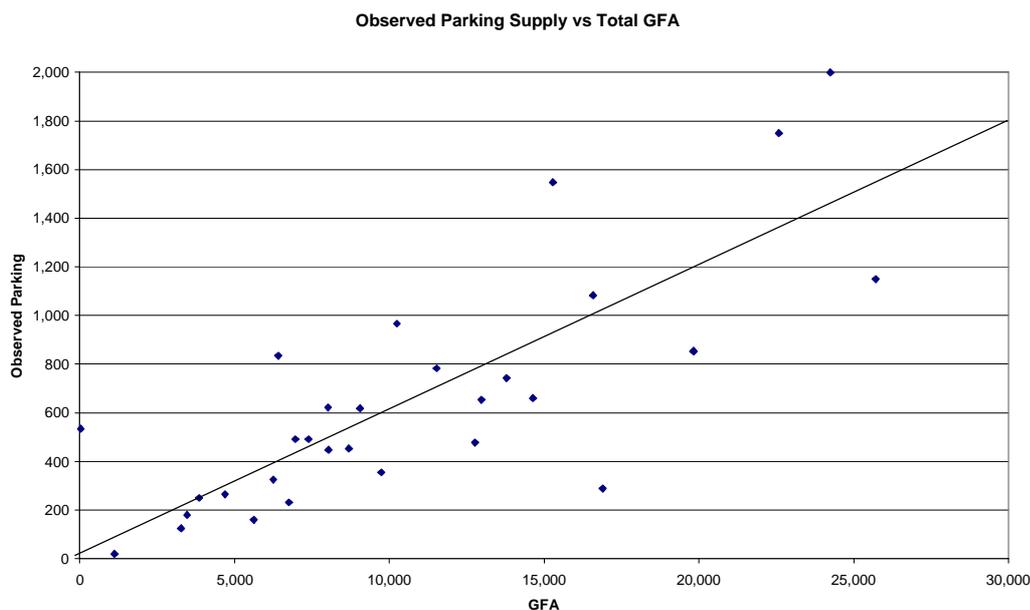
F.5.2 Observed Trips v GFA –observations with trips < 6,000 and GFA <30,000



Parking Supply vs. Total GFA

- 5.15 Parking supply is usually determined by the product of standards and GFA, it should be expected that supply relates to GFA for a given land use. Plotting observed parking supply against total GFA (ref F.5.3) reveals that there is indeed a strong relationship. However, there remains sufficient variation to observe that the multi-use sites a range of differing overall parking standards have been applied to each site. The variation is most likely attributable to the variation in the land-uses of component units. This gives some motivation to examine the parking standards for individual component units.

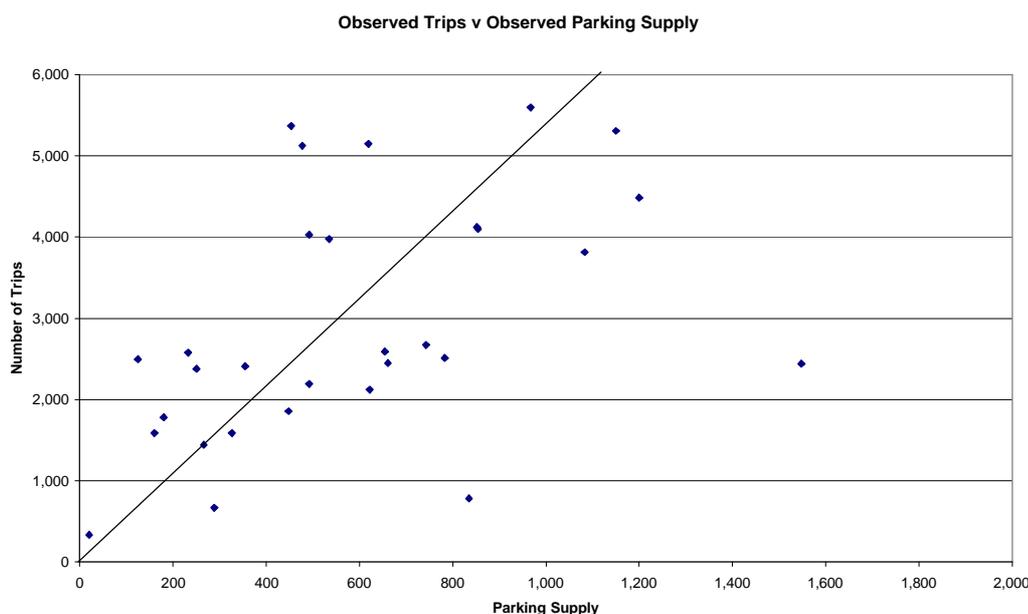
F.5.3 Parking Supply vs Total GFA –observations with GFA < 30,000



Observed Trips v Parking Supply

- 5.16 A factor that links closely to GFA is Parking Supply. Parking Supply is generally a result of applying a parking standard to the GFA of a site. Historically standards have been applied that relate to providing for estimated demand in car trips, and in many cases the estimated 85% percentile level of car trips.
- 5.17 Some practitioners believe that car parking supply can actually have an influence upon actual demand. For this reason, the observed trips have been plotted directly against parking supply (ref F.5.4) for observations of trips less than 6,000 (to avoid outlying results noted in F.5.1).
- 5.18 However, there is also some logic in believing that parking supply will relate more strongly to trips than total GFA, independently of a belief that supply drives demand. This is because, if the parking supply was determined by an assessment of the needs for the individual component land-uses, then the supply reflects trip information of component units that the total GFA would not.
- 5.19 Examining the plot between observed trips and parking supply reveals an identifiable relationship between trips and parking supply. The relationship does appear arguably stronger than that observed between observed trips and total GFA. This provides further motivation to take into account the individual trip characteristics and parking supply for component units on a multi-use site.

F.5.4 Observed Trips v Parking Supply –observations with trips < 6,000



Conclusions

- 5.20 Trips, GFA and Parking Supply clearly inter-relate with each other. However, the analysis cannot determine against whether parking supply is related to trips due to the application of a reasonable assessment or whether parking supply to a degree can drive demand. Furthermore, the analysis is not sufficient to explore the potential for cross-visitation, since it is evident that the use of total GFA is not a sufficiently accurate measure to reflect the mix of component land-uses within each development.
- 5.21 This analysis provides motivation to further explore the relationship between observed total trips from a multi-use site and the individual trip and parking characteristics of component sites.

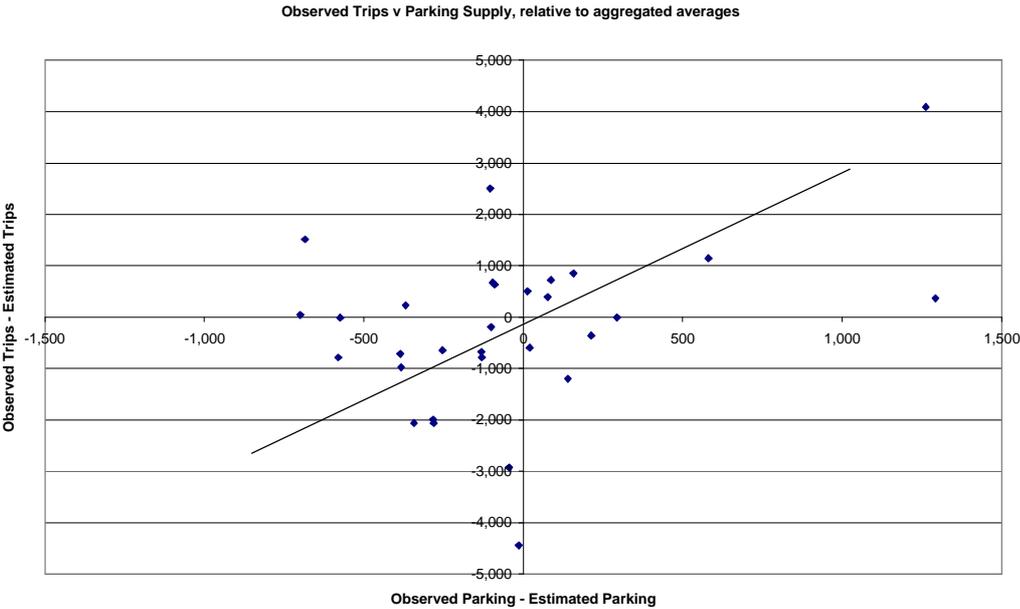
Main Patterns Analysis

- 5.22 Further to preliminary patterns analysis of the data above, this section will set out the main patterns analysis.
- 5.23 Graphs have been produced in order to investigate any direct relationship between the variables, these graphs are set out as follows:
- F.5.5 Observed Trips v Parking Supply, relative to aggregated averages
 - F.5.6 Cross Visitation Factor vs. Parking Factor
 - F.5.7 Cross Visitation Factor vs. Number of Component Units per site

Observed Trips v Parking Supply, relative to aggregated averages

- 5.24 Figure 5.5 indicates a linkage between the relative parking supply and the potential for propensity for observed trips to be in excess of aggregate average from assessment of component sites. The chart shows an increasing trend for a positive difference in observed trips against estimated trips as the observed supply of parking against the estimated supply becomes more positive. This potentially shows that the greater (above the average) the parking supply, the greater the propensity for attracted trips.
- 5.25 However, there remains a great deal of variation amongst the observations, and there is ambiguity over identifying a clear gradient line.

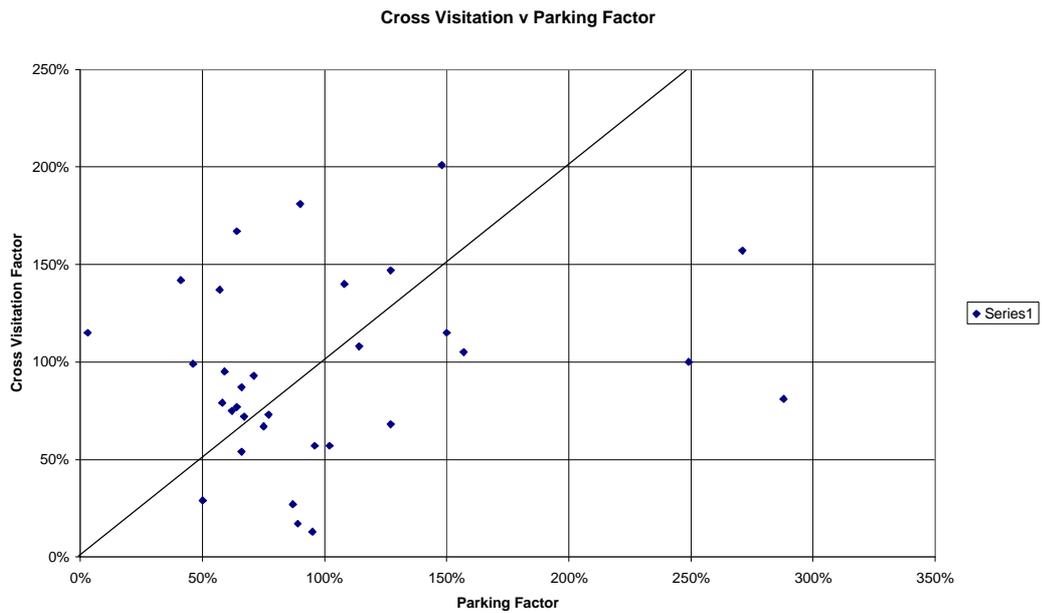
F.5.5 Observed Trips v Parking Supply, relative to aggregated averages



Cross Visitation Factor v Parking Factor

- 5.26 F.5.6 indicates a linkage between the parking factor and the potential for propensity for observed trips to be greater than the expected number of trips. The chart shows an increasing trend for the cross visitation factor as the parking factor increases. This potentially shows that the greater (above the average) the parking supply, the greater the propensity for attracted trips.
- 5.27 However, there remains a great deal of variation amongst the observations, and there is ambiguity over identifying a clear gradient line.

F.5.6 Cross Visitation Factor vs Parking Factor

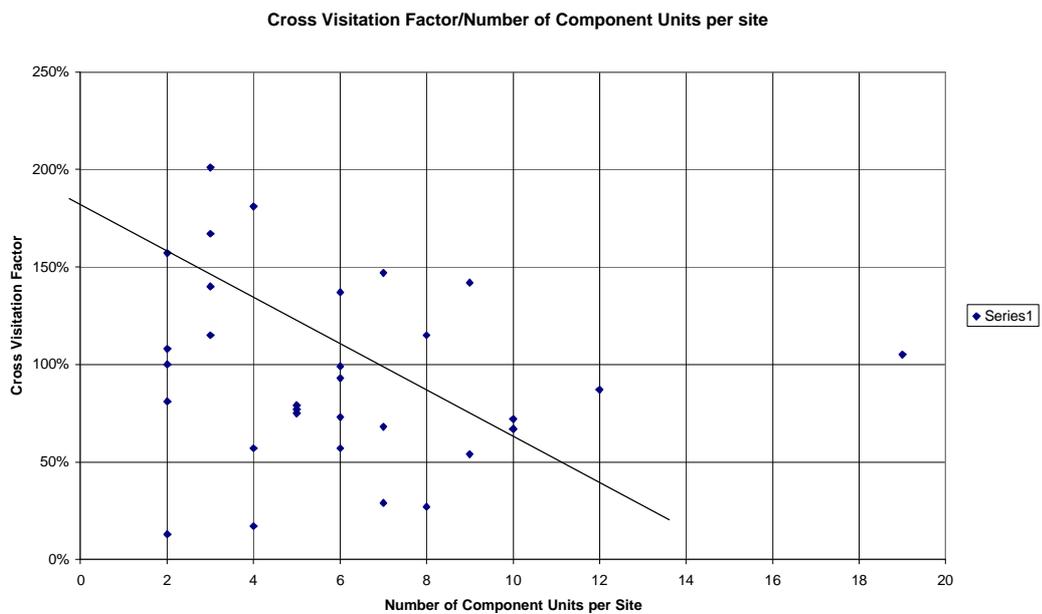


Cross Visitation Factor v Number of Component Units

5.28 F.5.7 indicates a linkage between the number of individual units on a site and the potential for cross visitation. The chart shows a downward trend for the cross visitation factor as the number of component units increases. This potentially shows that the more individual units are located on any one site, the greater the number of linked trips.

5.29 However, there remains a great deal of variation amongst the observations, and there is ambiguity over identifying a clear gradient line.

F.5.7 Cross Visitation Factor vs Number of Component Units per site



Conclusions

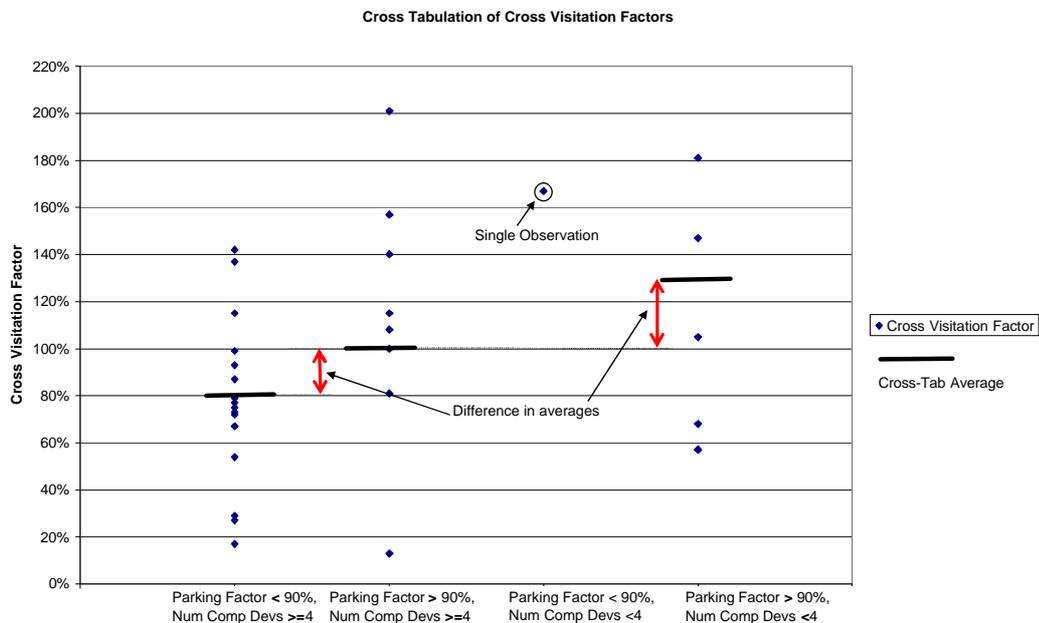
- 5.30 There appears to be some evidence that the cross-visitation factor relates to both the number of component developments and the parking factor. It is possible that there is a cross-interaction between the two explanatory variables that hides any observable, clear pattern. Furthermore, due to the variability in the observations, it may be difficult to identify clear linear relationships between the variables.
- 5.31 As a result of the analysis in this chapter, it would be recommended to test the relationships by method of cross-tabulation. This will review the average behaviour for a sample set of sites falling into one category or another

Cross-Tabulation

Results

- 5.32 The cross-tabulation demonstrated that for sites with 4 or more component units, a difference between cross-visitation and parking factor could be identified. F.5.8 summarises the results graphically, while T.5.1 summarises them quantitatively.

F.5.8 Cross Visitation Factor vs Cross Tabulations



T.5.1 Cross-tabulation of average Cross-Visitation Factor

Parking Factor	Site Size			
	4 or more		Less than 4	
	Average Cross-Visitation Factor	Sample	Average Cross-Visitation Factor	Sample
High	0.99	6	1.29	7
Low	0.80	17	1.67	1

- 5.33 This cross-tabulation provides the basis of the following conclusions:
- The effect of providing more shared car parking space at multi-use developments is to exhibit a higher cross-visitation factor, relating a higher level of site attraction.
 - In cases of multi-use sites with 4 or more developments, where the levels of parking provided was higher than may be expected, cross visitation combined with site attraction factors, to result in an average cross-visitation factor of 1. In these cases, the additive model approach, without application of factors provides an appropriate estimate.
 - Generally, the analysis remains hampered by difficulties in separating the effects of cross-visitation and site attraction.
- 5.34 The results highlight issues regarding car mode trip assessment:
- Providing more parking than required (not taking into account the benefits of shared parking space) for multi-use sites leads to a greater mode-share of car-trips.
 - Cross-visitation levels really need to be confirmed by methods of direct observation, such that the increased attractiveness of these multi-use sites, in addition to the influence of car parking, can be understood.
- 5.35 Further influential factors, such as location and land-use remain unidentified – and could be better understood if methods of direct observation on cross-visitation were employed in site surveys.

6 Future Work

TRICS Data Review

- 6.1 In order to understand further opportunities to make use of TRICS data to increase understanding of the transport outcomes of multi-use development, the TRICS database has undergone a review of its contents.
- 6.2 TRICS is a database of cordon based traffic and people counts. Historically TRICS was a cordon traffic count database, however in more recent times many “multi-modal” counts have been made which involve the counting of people rather than just vehicles, using a survey technique to assign each person to a specific mode of transport. In relation to policy objectives of introducing multi use, only “multi-modal” counts would provide sufficient detail on the vitality (in terms of total visitors) and walking as a primary mode.
- 6.3 Cordon counts require surveyor’s at all possible entry and exit points to an area, and so generally are performed over a compact area, relating to a definition of a site rather than a zone.
- 6.4 Inside the TRICS database surveyed sites were cross-tabulated by the existence of a multi-modal survey and the type of site in relation to definitions of multi-use. This tabulation indicates the sample sizes available for relevant analysis.

	Traffic Only	Multi-Modal
Single Use Sites	1453	169
Multi-Use Sites: layered mix of uses within the same building block	61	1
Multi-Use Sites : mix of discrete single-use development elements	88	6

- 6.5 In terms of analysing Multi-Use Sites, there is only sufficient sample size for an assessment of trips by car. The following table provides an examination of the land-uses covered in the set of multi-use sites with a mix of discrete single-use development elements:

T 6.1 Major Land Uses of TRICS Sites Included in Analysis

Major Land Use	Proportion of Sites
Retail	46%
Retail, Hotel, Food and Drink	29%
Retail, Leisure, Hotel, Food and Drink	8%
Leisure, Hotel, Food and Drink	6%
Retail, Employment	2%
Retail, Leisure	2%
Retail, Hotel, Food and Drink, Health	2%
Retail, Leisure, Employment	2%
Retail, Employment, Health, Hotel, Food and Drink	2%

- 6.6 It is important to note that the sites mainly belong to the Retail and Leisure land-uses.
- 6.7 There are sufficient multi-modal surveys of single use sites to provide an insight into multi use zones – provided that there is a sufficient variety of locations and surrounding land-uses within the database. In order to investigate this opportunity further, the comments

fields of these sites required interrogation, gathering of surrounding land-use data for the relevant sample survey sites.

6.8 Examining the 31 multi-modal Retail Store Sites, 13 sites (42%) were identified as to have a significant element of surrounding land-uses, 8 of which (26%) had other surrounding retail land-uses.

6.9 Examining the other land-use categories, the following table summarises the number of sites found to have a significant element of surrounding land-uses.

T 6.2 Surrounding Land-uses of Sites

Site Land Use	Mixed Use	Mixed with only Residential	Remainder	Total	Proportion Multi-Use
RESIDENTIAL	14	8	14	36	39%
EDUCATION	6	7	8	21	29%
EMPLOYMENT	18	1	8	27	67%
HEALTH	8	7	7	22	36%
LEISURE	23	4	5	32	72%
RETAIL	13	0	20	33	39%
MIXED	4	0	1	5	80%
Grand Total	86	27	63	176	49%

6.10 A total of 86 multi-modal cordon sites (the majority of which are single-use) were identified that contained a significant level of surrounding land-use that could be interpreted as part of a multi-use site/environment (not counting those with a significant mix of residential only). This translates to a sample as significant in size as the set of multi-use sites, while covering a wider range of land uses – in particular residential and employment.

Implications for TRICS database

6.11 It may benefit the TRICS database to transfer surrounding area characteristics information from the comments field to a more formal set of field measures. For example, details of surrounding land-uses could be stored in a similar way as component development data is stored for multi-use sites.

7 Technical Conclusions

- 7.1 Conclusions of 'TRICS Research Report 97/1' indicated that a lot of linked trip making takes place on the sites of multi-store retail parks. This report has expanded on this providing evidence for the relationship between the total number of component developments and trip linking. The report also expanded upon the idea of trip linking to include taking into account the interaction of site attraction factors.
- 7.2 Relationships were found that related the cross-visitation factor with a threshold of number of component developments, and with the supply of shared parking provision for the site, relative to its requirement. Due to the variability in the data, these relationships can only be observed through cross-tabulations of statistical averages.
- 7.3 The results are based upon statistical averages, and are intended to demonstrate an indicative underlying relationship. Therefore, care should be taken in interpreting the average results as general rules of thumb for applying adjustments to individual transport assessments. An individual transport assessment should take regard of the evidence provided in this report, and use it to justify a more detailed assessment of suitable levels of parking supply for shared-use car parks.
- 7.4 Assessment of trip linking by methods of direct observation (visitor survey) from new or previous research is recommended for future work.
- 7.5 There is an opportunity for further work on TRICS data to explore the relationship between multi-modal transport outcomes of single-use sites and the mix of uses surrounding them.

Appendix A
Multi-Use Site Details



Appendix A: Multi-Use Sites

Site	Site Desc	Location	Number of Component Developments	Component Developments	Main Categories	Food Superstore	DIY Superstore	Other Non-Food Superstore	Friday Trip Data	Saturday Trip Data	Specially Commissioned
DC-01-J-01	RET.PK.POOLE	Town Centre	3	SAINSBURYS, FADS, APOLLO	RETAIL	Y		Y	TRUE	FALSE	FALSE
DS-16-B-01	LEISURE/RETAIL, CHESTERFIELD	Edge of Town Centre	6	CINEMAS, FRANKIE and BENNY'S NEW YORK ITALIAN DL, BLOCKBUSTER VIDEO, HOBBY HORSE PUB/WACKY WAREHOUSE, CANNONS HEALTH and FITNESS CLUB, MCDONALDS	Food & Drink, LEISURE, RETAIL			Y	TRUE	TRUE	TRUE
DS-16-B-02	RETAIL/BUSINESS, BELPER	Edge of Town Centre	7	SAFEWAY, FOCUS (DIY), MCDONALDS, DE BRADELEI (FACTORY OUTLET STORE), DERBYSHIRE SOCIAL SERVICES, BRIT. COUNCIL OF ORG. OF DISABLED PEOPLE, GDI ASSOCIATES (FINANCIAL ADVISORS)	EMPLOYMENT, RETAIL	Y	Y	Y	TRUE	TRUE	TRUE
ES-01-J-02	RET.PK.EASTBOURNE	Edge of Town	4	ASDA STORES, DO-IT-ALL, SHOE CITY, ALLIED MAPLES	RETAIL	Y	Y	Y	TRUE	TRUE	FALSE
ES-01-K-04	RETAIL PARK, NEWHAVEN	Industrial Zone	5	CARPET RIGHT, HALFORDS, B and Q, HARVEYS, MCDONALDS	Food & Drink, RETAIL			Y	FALSE	TRUE	FALSE
FA-16-B-01	LEISURE/INDUSTRIAL	Neighbourhood Centre	4	GX SUPERBOWL, MARINER CENTRE, JOHNSON PRINTERS, RILEY, DUNN and WILSON	EMPLOYMENT, LEISURE, RETAIL			Y	TRUE	FALSE	FALSE
GM-01-J-01	RET.PK.WIGAN	Edge of Town	4	J. SAINSBURY, MCDONALDS, PETS.MART, SAINSBURYS HOMEBASE	Food & Drink, RETAIL	Y	Y	Y	TRUE	FALSE	FALSE
GM-01-J-02	DO-IT-ALL/FOOD GIANT, SHARED SITE	Town Centre	2	DO-IT-ALL, FOOD GIANT	RETAIL		Y		FALSE	TRUE	FALSE
GM-01-J-04	SAINSBURY/J.LEWIS	Suburban Area	2	J. SAINSBURY, JOHN LEWIS	RETAIL	Y		Y	FALSE	TRUE	FALSE
GM-01-J-05	RET.PK.FOLLOWFIELD	Suburban Area	6	ICELAND FROZEN FOODS, KWIK SAVE, ROGERS THE FLORIST, BLOCKBUSTER VIDEO, MOTOR WORLD, BURGER KING	Food & Drink, RETAIL	Y		Y	FALSE	TRUE	FALSE
GM-01-J-08	CURRYS/ASDA,ROCHDALE	Town Centre	2	CURRYS, ASDA	RETAIL	Y		Y	TRUE	TRUE	FALSE
GM-01-K-06	CENTRAL RETAIL PARK	Town Centre	4	TEXAS, ELS, CHILDRENS WORLD, ARGOS	RETAIL		Y	Y	TRUE	FALSE	FALSE
GM-01-K-09	SNIFE COLLIERY DEVELOPMENT	Free Standing	12	STAPLES (UK) LTD, CANTORS, NORWEEB, HARVEYS, CARPET WORLD, HOMESTYLE, HALFORDS, CURRYS, B and Q, ALLIED CARPETS, CARPET RIGHT, MFI	RETAIL		Y	Y	FALSE	TRUE	FALSE
GM-01-K-10	RET.PK.BOLTON	Town Centre	6	BURGER KING, NORWEEB, TOYS R US, MILLER BROTHERS, STAPLES (UK) LIMITED, ALLIED CARPETS	Food & Drink, RETAIL			Y	TRUE	TRUE	FALSE
GM-01-K-11	RET.PK.TRAFFORD	Commercial Zone	10	HOMEBASE, CURRYS, CARPET RIGHT, COMET, J.B SPORTS, COURTS, MOTHERCARE WORLD, TOYS R US, MCDONALDS, SCOTTISH POWER	Food & Drink, RETAIL		Y	Y	TRUE	TRUE	FALSE
GM-01-K-13	RETAIL PARK, TRAFFORD	Commercial Zone	10	HOMEBASE, CURRYS, CARPET RIGHT, COMET, J.B SPORTS, COURTS, MOTHERCARE WORLD, TOYS R US, MCDONALDS, SCOTTISH POWER	Food & Drink, RETAIL		Y	Y	TRUE	TRUE	FALSE
HC-01-K-01	RET.PK.HAVANT	Edge of Town	2	TEXAS, HABITAT	RETAIL		Y	Y	FALSE	TRUE	FALSE
HF-01-01	LOCAL SHOPS, ST ALBANS	Neighbourhood Centre	8	ABBEY DECORATORS, LAUNDETTTE, PEACHES AND CREAM, WHITECROFT FISH BAR AND CHINESE, IHASAN BALTI, CAPTAIN COOK PIZZA, WHITECROFTS POST OFFICE, CROFTS WINES	Food & Drink, RETAIL			Y	FALSE	TRUE	FALSE
HF-01-K-01	RET.PK.STEVENAGE	Edge of Town	3	ALLIED, HALFORDS, CURRYS	RETAIL			Y	FALSE	TRUE	FALSE
HF-07-O-01	LEISURE PK,WATFORD	Suburban Area	4	WARNER BROS. CINEMA, HOLLYWOOD BOWL, FRANKY AND BENNIES AMERICAN DINER, CHIGUITOS	Food & Drink, LEISURE		Y	Y	TRUE	TRUE	FALSE
KC-07-O-02	LEISURE PARK, STROOD	Edge of Town	8	RESTAURANT and BAR, MCDONALDS DRIVE-THROUGH, GALA BINGO, AMADEUS NIGHT CLUB, ESPORTS HEALTH and FITNESS CLUB	Food & Drink, LEISURE			Y	TRUE	TRUE	TRUE
KC-16-B-01	RETAIL/LEISURE, GRAVESEND	Edge of Town Centre	9	B and Q, COMET, HARVEYS FURNITURE, CARPET RIGHT, HALFORDS, PETS AT HOME, TILES R US, LIDL, AMF BOWLING	LEISURE, RETAIL		Y	Y	TRUE	TRUE	TRUE
KH-01-J-01	RETAIL PARK, HULL	Neighbourhood Centre	6	AZZ, LIDL, BRUNSWICK WAREHOUSE, POUNDSTRETCHER, CHOICES, MCDONALDS	Food & Drink, RETAIL	Y			FALSE	TRUE	FALSE
LC-01-K-04	RET.PK.PRESTON	Town Centre	4	HOMEBASE, SPORTS MAX	RETAIL		Y	Y	TRUE	TRUE	FALSE
LC-07-O-01	LEISURE PK.PRESTON	Development Zone	5	WARNER CINEMA, MEGA BOWL/ZAPP ZONE, BELLA PASTA CAFE and GRILL, FRANKIE and BENNIES NEW YORK ITALIAN D, MCDONALDS DRIVE THROUGH RESTAURANT	Food & Drink, LEISURE	Y	Y	Y	TRUE	TRUE	FALSE
LE-16-B-01	RETAIL/LEISURE, LEICESTER	Industrial Zone	6	ODEON CINEMA, NANDOS/LOCAL HERO (PUB), SAFEWAY, COUNTING HOUSE (PUB), STURGESSE VOLVO, MECCA BINGO	Food & Drink, LEISURE, RETAIL			Y	TRUE	TRUE	TRUE
MS-01-K-01	RET.PK.SOUTHPORT	Edge of Town	9	HALFORDS, ELECTRICITY PLUS, SAINSBURYS HOMEBASE, CURRYS, ALLIED CARPETS, COMET, DO IT ALL, MFI, HARVEYS (FURNISHINGS)	RETAIL	Y			TRUE	TRUE	FALSE
NF-01-J-01	THE PEEL CENTRE	Commercial Zone	6	ALLIED CARPETS, DO-IT-ALL, M.F.I., TESCO, LITTLE CHEF, CARPETLAND	Food & Drink, RETAIL		Y	Y	TRUE	FALSE	FALSE
NL-01-K-01	BIRKENSHAW RETAIL ESTATE	Edge of Town	7	TEXTILE WORLD, MFI/COMET/POUNDSTRETCHER, MFI, GENERAL GEORGE, LANDMARK, QUEENSWAY, GREAT MILLS	RETAIL			Y	TRUE	TRUE	FALSE
NT-16-B-01	LEISURE/RETAIL, MANSFIELD	Edge of Town Centre	4	ODEON, WALKERS BINGO, MCDONALDS, SAFEWAY	Food & Drink, LEISURE, RETAIL		Y	Y	TRUE	TRUE	TRUE
RC-01-K-01	RET.PK.PONTYPRIDD	Edge of Town	3	CARPETLAND, DO-IT-ALL, POUNDSTRETCHER	RETAIL		Y	Y	FALSE	TRUE	FALSE
RC-01-K-02	RET.PK.PONTYPRIDD	Edge of Town	2	ALLIED CARPETS, POUNDSTRETCHER	RETAIL			Y	TRUE	FALSE	FALSE
RF-01-K-01	BLYTHSWOOD RETAIL PARK	Industrial Zone	7	B and Q, COMET, MFI/GENERAL GEORGE, QUEENSWAY/HOME TEXTILES, MFI, QUEENSWAY, TEXTILE WORLD/GENERAL GEORGE	RETAIL			Y	TRUE	TRUE	FALSE
SA-01-K-01	RETAIL PARK, AYR	Edge of Town	10	HOMEBASE, HARVEYS, BEAR CARPETS, HOMESTYLE, TEXSTYLE WORLD, HALFORDS, CARPETWISE, LANDMARK, CURRYS, SCOTTISH POWER	RETAIL		Y	Y	FALSE	TRUE	FALSE
SC-01-K-04	BROOKLANDS,WEYBRIDGE	Free Standing	3	MOTHERCARE WORLD, POWERHOUSE, ARGOS	RETAIL	Y	Y	Y	TRUE	TRUE	FALSE
TW-16-B-02	RETAIL/LEISURE, NEWCASTLE	Commercial Zone	19	MCDONALDS, HALFORDS, AA SERVICE CENTRE, BOOTS, NEXT, MILLER BROTHERS, OUTFIT, POUNDSTRETCHER, ARGOS, CURRYS, PC WORLD, COMET, HARVEYS/ROSELEYS/STORIES/BENSONS, J.B SPORTS, NORTHERN ELECTRIC, WALTER WALL CARPETS, FRANKIE and BENNY'S NEW YORK ITALIAN DL, UCI CINEMA, PIZZA HUT	Food & Drink, LEISURE, RETAIL			Y	TRUE	TRUE	TRUE
WM-01-K-01	BATTERY PARK, BIRMINGHAM	Neighbourhood Centre	5	HOMEBASE, PC WORLD, CURRYS, COMET, HALFORDS	RETAIL		Y	Y	TRUE	TRUE	FALSE
WS-01-J-01	HOLMBUSH CENTRE	Edge of Town	3	TEXAS, TESCO, MARKS and SPENCER	RETAIL			Y	TRUE	TRUE	FALSE
WS-01-K-06	HALFORDS/PAYLESS	Edge of Town	2	HALFORDS, PAYLESS	RETAIL	Y	Y	Y	TRUE	FALSE	FALSE
WS-01-K-07	COUNTY OAK RETAIL PARK	Commercial Zone	7	COURTS, CURRYS, HALFORDS, POWERHOUSE, ALLIED CARPETS, HARVEYS and CARPET RIGHT, TEXAS HOMECARE	RETAIL				TRUE	TRUE	FALSE
WY-01-K-01	RET.PK.LEEDS	Edge of Town Centre	15	FADS, CARPETRIGHT, CURRYS, POUNDSTRETCHER, CHILDRENS WORLD, SCOOP CATALOGUE CENTRE, MILLER BROTHERS, NORTHERN ELECTRIC, STAPLES, FAST FOOD RESTAURANT	Food & Drink, RETAIL				TRUE	FALSE	FALSE

Appendix B
Matched TRICS Sites



Site	Development	Dev TradeName	Dev Location	Dev TRP1	Dev Survey Year	Dev Count 2	Dev TRP3	MatchedSite	Msite Tradename	Msite Location	Msite TRP1	Msite Survey	Msite Count 2	Msite TRP3	Level/Matching
DS-16-B-01	1	CINEWORLD	Edge of Town Centre		3400	2003	2191	492 KC-07-A-01	VIRGIN,STROOD	Edge of Town		3438	1997	1127	590 Match(3)
DS-16-B-01	1	CINEWORLD	Edge of Town Centre		3400	2003	2191	492 LC-07-A-02	UCI,PRESTON	Development Zone		3251	1998	1701	686 Match(3)
DS-16-B-01	1	CINEWORLD	Edge of Town Centre		3400	2003	2191	492 UIC-07-A-01	UGC CINEMA, BIRMINGHAM	Suburban Area		5800	2001	1901	561 Match(3)
DS-16-B-01	2	FRANKIE and BENNY'S NEW YORK ITALIAN DI	Edge of Town Centre		440	2003	2191	492 WM-06-B-01	T.G.I. FRIDAYS, BIRMINGHAM	Edge of Town Centre		1000	2001	194	91 Match(2)
DS-16-B-01	3	BLOCKBUSTER VIDEO	Edge of Town Centre		380	2003	2191	492 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area		300	2002	84	10 Match(3)
DS-16-B-01	3	BLOCKBUSTER VIDEO	Edge of Town Centre		380	2003	2191	492 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone		1500	2002	696	91 Match(3)
DS-16-B-01	3	BLOCKBUSTER VIDEO	Edge of Town Centre		380	2003	2191	492 KC-01-G-01	PREMIUM HOME MAKER	Suburban Area		1248	2002	625	101 Match(3)
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 FA-06-C-01	PUB/RES,FALKIRK	Neighbourhood Centre		688	1995	168	69 Match(3)
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 NT-06-C-01	BEEFEATER, BURNTSTUMP	Free Standing		400	1999	112	60 Match(3)
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 SR-06-C-01	PUB/RES,STIRLING	Free Standing		1000	1995	299	87 Match(3)
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 WM-06-C-01	BREWERS FAYRE, BIRMINGHAM	Neighbourhood Centre		500	2000	104	57 Match(3)
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 ES-06-C-01	PUB/RESTAURANT, TELSCOMBE	Edge of Town		369	1997	129	69 Match(3)
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 WO-06-C-01	THE ROBIN HOOD, DROITWICH	Free Standing		550	2002	178	63 Match(3)
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 DC-07-C-04	SPORTS C. WEYMOUTH	Suburban Area		-1	1998	406	83 Match(3)
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 EB-07-C-01	SPORTS CEDINBURGH	Suburban Area		1.8	1995	405	137 Match(3)
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 GC-07-C-01	LEISURE CENTRE, GLASGOW	Neighbourhood Centre		10.3	1999	655	269 Match(3)
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 GC-07-C-02	LEISURE CENTRE, GLASGOW	Neighbourhood Centre		2.4	1999	369	189 Match(3)
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 GM-07-C-01	SPORTS C.TRAFFORD	Suburban Area		2.5	1996	315	220 Match(3)
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 KC-07-C-03	LEISURE C.DEAL	Town Centre		0.9	1996	372	125 Match(3)
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 KC-07-C-04	LEISURE CENTRE, MAIDSTONE	Edge of Town		1.3	2000	950	282 Match(3)
DS-16-B-01	6	MCDONALDS	Edge of Town Centre		350	2003	2191	492 KC-06-D-01	MCDONALD,STROOD	Town Centre		800	1996	900	40 Match(3)
DS-16-B-01	6	MCDONALDS	Edge of Town Centre		350	2003	2191	492 MO-06-D-01	MCDONALDS, ELGIN	Industrial Zone		350	1999	952	36 Match(3)
DS-16-B-02	1	SAFEWAY	Edge of Town Centre		2880	2003	5363	492 DC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre		498	2003	498	48 Match(3)
DS-16-B-02	2	FOCUS (DIY)	Edge of Town Centre		2500	2003	5363	453 NY-01-A-01	SOMERFIELD, NORTHALLERTON	Edge of Town Centre		2950	2003	996	206 Match(1)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 ES-01-E-11	GREEN DIY, UCKFIELD	Edge of Town Centre		100	2002	693	38 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 HF-01-D-01	B and Q, WELWYN GARDEN CITY	Industrial Zone		4791	2002	1787	169 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 NA-01-D-01	B and Q, STEVENSTON	Edge of Town		5500	1999	1411	100 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 NI-01-D-01	B and Q,COLERAINE	Edge of Town		3148	1995	1175	247 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 SC-01-D-02	HOMEBASE,WALTON-ON-THAMES	Edge of Town		5500	1996	1704	160 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 WM-01-D-01	B and Q, BIRMINGHAM	Neighbourhood Centre		3110	2000	131	131 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 KC-01-D-02	HOMEBASE, DARTFORD	Suburban Area		5000	2001	1003	138 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 GL-01-D-01	B and Q, LEYTON	Suburban Area		3550	2002	947	89 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 GC-01-D-03	B and Q, GLASGOW	Suburban Area		1928	2001	967	207 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 KC-01-D-01	B and Q, MAIDSTONE	Suburban Area		3556	2000	1519	137 Match(3)
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 NT-01-D-01	B and Q, NEAR NOTTINGHAM	Edge of Town		4325	2002	232	206 Match(3)
DS-16-B-02	4	DE BRADLE (FACTORY OUTLET STORE)	Edge of Town Centre		2625	2003	5363	453 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre		3835	2002	562	128 Match(1)
DS-16-B-02	5	DERBYSHIRE SOCIAL SERVICES	Edge of Town Centre		290	2003	5363	453 Unmatched	#/NA	#/NA	#/NA	#/NA	#/NA	#/NA	Match(6)
DS-16-B-02	6	BRIT. COUNCIL OF ORG. OF DISABLED PEOPLE	Edge of Town Centre		290	2003	5363	453 Unmatched	#/NA	#/NA	#/NA	#/NA	#/NA	#/NA	Match(6)
DS-16-B-02	7	GDI ASSOCIATES (FINANCIAL ADVISORS)	Edge of Town Centre		80	2003	5363	453 Unmatched	#/NA	#/NA	#/NA	#/NA	#/NA	#/NA	Match(6)
ES-01-J-02	1	ASDA STORES	Edge of Town		45000	1990	4484	1200 ES-01-A-03	ASDA,BRIGHTON	Edge of Town		9500	1993	4235	780 Match(2)
ES-01-J-02	1	ASDA STORES	Edge of Town		45000	1990	4484	1200 GM-01-A-10	ASDA,TAMESIDE	Edge of Town		9244	1989	4491	618 Match(2)
ES-01-J-02	1	ASDA STORES	Edge of Town		45000	1990	4484	1200 GM-01-A-17	ASDA,TAMESIDE	Edge of Town		9244	1995	6459	618 Match(2)
ES-01-J-02	1	ASDA STORES	Edge of Town		45000	1990	4484	1200 GM-01-A-23	ASDA,TAMESIDE	Edge of Town		9244	1998	6474	618 Match(2)
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town		3530	1992	931.5	150 Match(1)
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 ES-01-E-04	DO-IT-ALL,BEXHILL	Edge of Town		1579	1992	548.5	70 Match(1)
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 ES-01-E-10	TEXAS,BRIGHTON	Edge of Town		3250	1989	1031	161 Match(1)
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 LC-01-E-01	B and Q,NELSON	Edge of Town		3809	1996	1941.5	225 Match(1)
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 NF-01-E-01	DO-IT-ALL GREAT YARMOUTH	Edge of Town		3252	1991	905	200 Match(1)
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 CK-01-G-01	STERLING, TILLCOUNTRY	Edge of Town		12500	1997	550	550 Match(1)
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 ES-01-G-04	M/FEASTBOURNE	Edge of Town		4450	1989	495	174 Match(1)
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town		7989	1991	527	70 Match(1)
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 RC-01-G-01	CRS HOMEWORLD	Edge of Town		9290	1992	1331	450 Match(1)
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town		2434	1987	384	62 Match(1)
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 CK-01-G-01	STERLING, TILLCOUNTRY	Edge of Town		12500	1997	1037	550 Match(1)
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 ES-01-G-04	M/FEASTBOURNE	Edge of Town		4450	1989	495	174 Match(1)
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town		7989	1991	527	70 Match(1)
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 RC-01-G-01	CRS HOMEWORLD	Edge of Town		9290	1992	1331	450 Match(1)
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town		2434	1987	384	62 Match(1)
ES-01-K-04	1	CARPET RIGHT	Industrial Zone		747	2003	2575	232 CB-01-F-01	CARPHONE WAREHSE, CARLISLE	Suburban Area		300	2002	84	10 Match(3)
ES-01-K-04	2	HALFORDS	Industrial Zone		1243	2003	2575	232 GM-01-F-01	HALFORDS,TRAFFORD	Free Standing		1874	1989	987	143 Match(3)
ES-01-K-04	2	HALFORDS	Industrial Zone		1243	2003	2575	232 WS-01-F-01	HALFORDS,BOGNOR	Edge of Town		3810	1989	834	0 Match(5)
ES-01-K-04	2	HALFORDS	Industrial Zone		1243	2003	2575	232 WS-01-F-02	HALFORDS,CHICHESTER	Commercial Zone		1858	1992	660	155 Match(5)
ES-01-K-04	2	HALFORDS	Industrial Zone		1243	2003	2575	232 WS-01-F-03	FIX IT,BRIGHTON	Suburban Area		1115	1987	524	35 Match(5)
ES-01-K-04	3	B and Q	Industrial Zone		3655	2003	2575	232 LC-01-E-02	DO-IT-ALL,RAWTENSTALL	Town Centre		2230	1996	882	120 Match(3)
ES-01-K-04	3	B and Q	Industrial Zone		3655	2003	2575	232 LC-01-E-03	WICKES, LINCOLN	Neighbourhood Centre		823	1993	823	131 Match(3)
ES-01-K-04	3	B and Q	Industrial Zone		3655	2003	2575	232 LN-01-E-01	WICKES, LINCOLN	Edge of Town		2400	2002	1338	128 Match(3)
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area		2787	1995	999	170 Match(3)
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone		3600	2001	494	107 Match(3)
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone		2100	2000	448	101 Match(3)
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 WM-01-G-04	COMET, SOLIHULL	Commercial Zone		2100	2001	651	147 Match(3)
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town		2800	2001	748	107 Match(3)
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area		300	2002	84	10 Match(3)
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone		1500	2002	696	91 Match(3)
ES-01-K-04	4														

GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DC-01-A-08	TESCO,POOLE	Suburban Area	5574	1994	4545	620 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-06	PLYMCO,PLYMOUTH	Suburban Area	6980	1988	3689	550 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-09	SAFWAY,TIVERTON	Suburban Area	3550	1991	1860	400 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-10	TESCO,BARNSTAPLE	Suburban Area	5198	1992	3228	465 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-11	SAFWAY,PLYMOUTH	Suburban Area	4370	1993	2855	470 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-12	TESCO,EXMOUTH	Suburban Area	4900	1993	3738	430 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-13	TESCO,PLYMOUTH	Suburban Area	6291	1993	4220	569 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-14	PLYMCO (CO-OP)	Suburban Area	6980	1993	4874	550 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-19	SAFWAY,TAVISTOCK	Suburban Area	4180	1995	3267	403 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 ES-01-A-10	TESCO,EASTBOURNE	Suburban Area	6500	1993	3327.5	662 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 HF-01-A-01	ASDA,GLASGOW	Suburban Area	7200	1998	5008	850 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 GL-01-A-11	SAFWAY,HATCH END	Suburban Area	4631	1992	2073	396 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 KC-01-A-14	SAINSBURYS,SEVENOAKS	Suburban Area	6317	1994	4220	600 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 KC-01-A-16	TESCO,DOVER	Suburban Area	6225	1996	4429	640 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 LC-01-A-05	MORRISONS,PRESTON	Suburban Area	6875	1989	5442	802 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 LC-01-A-10	SAFWAY,THORNTON	Suburban Area	4831	1993	5145	562 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 LC-01-A-13	SAINSBURYS,PRESTON	Suburban Area	5574	1994	3635	575 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 LC-01-A-16	SAFWAY, WELWYN GARDEN CTY	Suburban Area	5300	2002	4566	393 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DC-01-A-16	TESCO, POOLE	Suburban Area	5574	2000	6845.75	620 Match(1)
GM-01-J04	1	J. SAINSBURY	Suburban Area	6317	1996	11255	1998 NR-01-A-01	SAFWAY, NORTHAMPTON	Suburban Area	5900	2003	3926	580 Match(1)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 KC-01-G-01	STERLING, TILLCOUNTRY	Edge of Town	12500	1997	1037	550 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 ES-01-G-04	MF,LEASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 RC-01-G-01	CRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 KC-01-G-01	PREMIUS HOMEBAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
GM-01-J04	2	JOHN LEWIS	Suburban Area	17930	1996	11255	1998 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-J05	1	ICELAND FROZEN FOODS	Suburban Area	1150	1995	2376	250 LC-01-A-08	E.H.BOOTH,LANCASTER	Suburban Area	2010	1991	1253	113 Match(1)
GM-01-J05	1	ICELAND FROZEN FOODS	Suburban Area	1150	1995	2376	250 NI-01-A-03	TESCO, NEWCASTLE	Suburban Area	1580	2002	1531	171 Match(1)
GM-01-J05	2	KWIK SAVE	Suburban Area	1390	1995	2376	250 EB-01-C-01	SHOPRITE,EDINBURGH	Suburban Area	1300	1992	600	94 Match(1)
GM-01-J05	2	KWIK SAVE	Suburban Area	1390	1995	2376	250 GM-01-C-01	NETTO,BOLTON	Suburban Area	1022	1997	813	82 Match(1)
GM-01-J05	2	KWIK SAVE	Suburban Area	1390	1995	2376	250 GM-01-C-07	NETTO,BOLTON	Suburban Area	1022	1984	671	82 Match(1)
GM-01-J05	2	KWIK SAVE	Suburban Area	1390	1995	2376	250 LC-01-C-05	KWIK SAVE,PRESTON	Suburban Area	1360	1996	622	81 Match(1)
GM-01-J05	2	KWIK SAVE	Suburban Area	1390	1995	2376	250 CB-01-C-01	ALDI, CARLISLE	Suburban Area	1216	2002	640	117 Match(1)
GM-01-J05	3	ROGERS THE FLORIST	Suburban Area	80	1995	2376	250 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(2)
GM-01-J05	4	BLOCKBUSTER VIDEO	Suburban Area	492	1995	2376	250 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(1)
GM-01-J05	5	MOTOR WORLD	Suburban Area	490	1995	2376	250 WS-01-F-03	FIX IT,BRIGHTON	Suburban Area	1115	1987	524	35 Match(2)
GM-01-J05	6	BURGER KING	Suburban Area	254	1995	2376	250 LC-06-D-02	MCDON,BLACKPOOL	Suburban Area	630	1994	981	64 Match(1)
GM-01-J08	1	CURRYS	Town Centre	2000	1998	5147	619 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-J08	1	CURRYS	Town Centre	2000	1998	5147	619 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-J08	1	CURRYS	Town Centre	2000	1998	5147	619 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-J08	1	CURRYS	Town Centre	2000	1998	5147	619 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-J08	1	CURRYS	Town Centre	2000	1998	5147	619 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(1)
GM-01-J08	1	CURRYS	Town Centre	2000	1998	5147	619 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-J08	1	CURRYS	Town Centre	2000	1998	5147	619 KC-01-G-01	PREMIUS HOMEBAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 AG-01-A-05	SAFWAY, ARBROATH	Town Centre	4491	1999	2793	393 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 CH-01-A-04	SAINSBURYS,WARRINGTON	Town Centre	5208	1990	3955	470 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 DC-01-A-02	ASDA,BOURNEMOUTH	Town Centre	7432	1992	2919	640 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 ES-01-A-09	TESCO,LUCKFIELD	Town Centre	3819	1991	2252	307 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 FA-01-A-01	ASDA,FALKIRK	Town Centre	5483	1991	1732	325 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 FA-01-A-02	TESCO,FALKIRK	Town Centre	4092	1993	1920	228 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 GL-01-A-06	SAINSBURYS,ISLINGTON	Town Centre	3902	1991	1115	133 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 GL-01-A-07	SAINSBURYS,CAMDEN	Town Centre	6046	1991	3066	292 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 GL-01-A-10	SAFWAY,ACTON	Town Centre	4125	1992	2868	306 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 GM-01-A-13	MORRISONS,ROCHDALE	Town Centre	4836	1993	3000	400 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 GM-01-A-18	ASDA,WIGAN	Town Centre	6500	1995	5438	700 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 GM-01-A-20	MORRISONS,BOLTON	Town Centre	6503	1998	3286	540 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 GM-01-A-22	SAINSBURYS,OLDHAM	Town Centre	4645	1998	3321	250 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 LC-01-A-03	ASDA,RAWTENSTALL	Town Centre	5202	1996	4147	355 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 LC-01-A-06	SAINSBURYS,LANCASTER	Town Centre	4699	1990	2899	289 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 LC-01-A-14	MORRISONS,CHORLEY	Town Centre	6594	1996	4238	604 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 LC-01-A-15	ASDA,ACCRINGTON	Town Centre	7757	1996	4609	626 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 LN-01-A-01	SAFWAY,GRANTHAM	Town Centre	4371	1993	2928	483 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 MS-01-A-01	SAFWAY,SOUTHPORT	Town Centre	5338	1994	3531	460 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 MS-01-A-02	SAFWAY,ST.HELENS	Town Centre	5687	1994	3267	580 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 SC-01-A-04	SAFWAY,REIGATE	Town Centre	4782	1994	3504	420 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 LC-01-A-17	MORRISONS, BLACKBURN	Town Centre	9223	2000	2918	770 Match(1)
GM-01-J08	2	ASDA	Town Centre	7050	1998	5147	619 DH-01-A-01	MORRISONS, BISHOP AUCKLAND	Town Centre	6721	2000	4487	517 Match(1)
GM-01-K-09	1	STAPLES (UK) LTD	Free Standing	2323	1995	5303	1150 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(2)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 CH-01-G-01	IKEA,WARRINGTON	Development Zone	19600	1990	4363	720 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 RC-01-G-01	STERLING, TILLCOUNTRY	Edge of Town	12500	1997	1037	550 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 ES-01-G-01	QUEENSWAY,EASTBOURNE	Commercial Zone	2787	1987	364	53 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 ES-01-G-02	MF,ST.LEONARDS-ON-SEA	Suburban Area	4552	1987	742	150 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 ES-01-G-04	MF,LEASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 RC-01-G-01	CRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-09	2	CANTORS	Free Standing	929	1995	5303	1150 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-09	2</												

GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 ES-01-G-04	WFL/EASTBOURNE	Edge of Town	4450	1989	696	174 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-11	1 HOMEBASE	Commercial Zone	4601	1998	4120	852 ES-01-E-07	DO-IT-ALL,WORTHING	Commercial Zone	3605	1992	1169	180 Match(1)
GM-01-K-11	2 CURRYS	Commercial Zone	1425	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	2 CURRYS	Commercial Zone	1425	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	2 CURRYS	Commercial Zone	1425	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-11	3 CARPET RIGHT	Commercial Zone	715	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
GM-01-K-11	3 CARPET RIGHT	Commercial Zone	715	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
GM-01-K-11	3 CARPET RIGHT	Commercial Zone	715	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
GM-01-K-11	4 COMET	Commercial Zone	715	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
GM-01-K-11	4 COMET	Commercial Zone	715	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
GM-01-K-11	4 COMET	Commercial Zone	715	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
GM-01-K-11	5 JIB SPORTS	Commercial Zone	1520	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	5 JIB SPORTS	Commercial Zone	1520	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	5 JIB SPORTS	Commercial Zone	1520	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-11	6 COURTS	Commercial Zone	5220	1998	4120	852 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
GM-01-K-11	7 MOTHERCARE WORLD	Commercial Zone	1140	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	7 MOTHERCARE WORLD	Commercial Zone	1140	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	7 MOTHERCARE WORLD	Commercial Zone	1140	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-11	8 TOYS R US	Commercial Zone	2534	1998	4120	852 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
GM-01-K-11	8 TOYS R US	Commercial Zone	2534	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	8 TOYS R US	Commercial Zone	2534	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	8 TOYS R US	Commercial Zone	2534	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 AG-06-D-01	MCDONALDS, FORFAR	Edge of Town	182	1998	827	40 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 GM-06-D-02	MCDON,SALFORD	Neighbourhood Centre	596	1991	1287	44 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 GM-06-D-03	MCDONMANCHESTER	Neighbourhood Centre	418	1994	1103	151 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 KC-06-D-01	MCDON,STROOD	Town Centre	800	1996	908	40 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 LC-06-D-01	MCDON,PRESTON	Development Zone	600	1991	1513	76 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 LC-06-D-02	MCDON,BLACKPOOL	Suburban Area	500	1994	981	64 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 MO-06-D-01	MCDONALDS, ELGIN	Industrial Zone	350	1999	952	36 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 DC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 HF-06-D-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 HC-06-D-01	MCDONALDS, NEAR ROMSEY	Free Standing	279	2003	1141	42 Match(4)
GM-01-K-11	10 SCOTTISH POWER	Commercial Zone	1520	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	10 SCOTTISH POWER	Commercial Zone	1520	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	10 SCOTTISH POWER	Commercial Zone	1520	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	1 HOMEBASE	Commercial Zone	4601	1999	4097	854 ES-01-E-07	DO-IT-ALL,WORTHING	Commercial Zone	3605	1992	1169	180 Match(1)
GM-01-K-13	2 CURRYS	Commercial Zone	1425	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	2 CURRYS	Commercial Zone	1425	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	2 CURRYS	Commercial Zone	1425	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	3 CARPET RIGHT	Commercial Zone	715	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
GM-01-K-13	3 CARPET RIGHT	Commercial Zone	715	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
GM-01-K-13	3 CARPET RIGHT	Commercial Zone	715	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
GM-01-K-13	4 COMET	Commercial Zone	715	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
GM-01-K-13	4 COMET	Commercial Zone	715	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
GM-01-K-13	4 COMET	Commercial Zone	715	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
GM-01-K-13	5 JIB SPORTS	Commercial Zone	1520	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	5 JIB SPORTS	Commercial Zone	1520	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	5 JIB SPORTS	Commercial Zone	1520	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	6 COURTS	Commercial Zone	5220	1999	4097	854 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
GM-01-K-13	7 MOTHERCARE WORLD	Commercial Zone	1140	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	7 MOTHERCARE WORLD	Commercial Zone	1140	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	7 MOTHERCARE WORLD	Commercial Zone	1140	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	8 TOYS R US	Commercial Zone	2534	1999	4097	854 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
GM-01-K-13	8 TOYS R US	Commercial Zone	2534	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	8 TOYS R US	Commercial Zone	2534	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	8 TOYS R US	Commercial Zone	2534	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 GM-06-D-02	MCDON,SALFORD	Neighbourhood Centre	596	1991	1287	44 Match(3)

GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 GM-06-D-03	MCDON.MANCHESTER	Neighbourhood Centre	418	1994	1103	151 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 KC-06-D-01	MCDON.STROOD	Town Centre	800	1996	908	40 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 LC-06-D-01	MCDON.PRESTON	Development Zone	600	1991	1513	76 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 LC-06-D-02	MCDON.BLACKROCK	Suburban Area	500	1994	681	64 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 KC-06-D-01	MCDONALDS.ELGIN	Industrial Zone	350	1999	952	38 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 DC-06-D-01	MCDONALDS.CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 HF-06-D-01	MCDONALDS.HERTFORD	Edge of Town	326	2003	1071	28 Match(3)
GM-01-K-13	10 SCOTTISH POWER	Commercial Zone	1520	1999	4097	854 WM-01-G-01	STAPLES.BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	10 SCOTTISH POWER	Commercial Zone	1520	1999	4097	854 WM-01-G-04	COMET.SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	10 SCOTTISH POWER	Commercial Zone	1520	1999	4097	854 KC-01-G-03	TOY SUPERSTORE,CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
HC-01-K-01	1 TEXAS	Edge of Town	13400	1989	664	288 CB-01-G-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150 Match(3)
HC-01-K-01	1 TEXAS	Edge of Town	13400	1989	664	288 ES-01-E-10	TEXAS.BRIGHTON	Edge of Town	3250	1989	1031	161 Match(2)
HC-01-K-01	1 TEXAS	Edge of Town	13400	1989	664	288 LC-01-E-01	B and Q.NELSON	Edge of Town	3809	1996	1941.5	225 Match(2)
HC-01-K-01	1 TEXAS	Edge of Town	13400	1989	664	288 NF-01-E-01	DO-IT-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200 Match(2)
HC-01-K-01	2 HABITAT	Edge of Town	3500	1989	664	288 ES-01-G-04	M/LEASTBOURNE	Edge of Town	4450	1989	495	174 Match(1)
HC-01-K-01	2 HABITAT	Edge of Town	3500	1989	664	288 WS-01-G-01	QUEENSWAY WORTHING	Edge of Town	2434	1987	384	62 Match(1)
HF-01-H-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
HF-01-H-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 WM-01-G-01	STAPLES.BIRMINGHAM	Commercial Zone	1890	2000	448	101 Match(3)
HF-01-H-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 WM-01-G-04	COMET.SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
HF-01-H-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 CB-01-G-01	CARPHONE WAREHSE,CARLISLE	Suburban Area	300	2002	84	10 Match(3)
HF-01-H-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 KC-01-G-03	TOY SUPERSTORE,CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
HF-01-H-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 WM-01-G-01	DFS.BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 WM-01-G-01	STAPLES.BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 WM-01-G-04	COMET.SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 WM-01-G-02	PC WORLD,SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 KC-01-G-03	TOY SUPERSTORE,CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 BUJ-01-G-01	COURTS,MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
HF-01-H-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 NF-01-G-01	TOYS R US,NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
HF-01-H-01	3 PEACHES AND CREAM	Neighbourhood Centre	100	2002	332	20 CB-01-G-01	CARPHONE WAREHSE,CARLISLE	Suburban Area	300	2002	84	10 Match(3)
HF-01-H-01	4 WHITECROFT FISH BAR AND CHINESE	Neighbourhood Centre	100	2002	332	20 KC-06-G-01	FISH BAR,MAIDSTONE	Edge of Town	-1	1985	46	0 Match(6)
HF-01-H-01	4 WHITECROFT FISH BAR AND CHINESE	Neighbourhood Centre	100	2002	332	20 KC-06-G-02	FISH BAR,MAIDSTONE	Edge of Town	-1	1985	13	0 Match(6)
HF-01-H-01	4 WHITECROFT FISH BAR AND CHINESE	Neighbourhood Centre	100	2002	332	20 KC-06-G-03	CHIP SHOP,MAIDSTONE	Neighbourhood Centre	-1	1985	46	0 Match(6)
HF-01-H-01	5 HASAN BALTI	Neighbourhood Centre	80	2002	332	20 KC-06-G-01	FISH BAR,MAIDSTONE	Edge of Town	-1	1985	46	0 Match(6)
HF-01-H-01	5 HASAN BALTI	Neighbourhood Centre	80	2002	332	20 KC-06-G-02	FISH BAR,MAIDSTONE	Edge of Town	-1	1985	13	0 Match(6)
HF-01-H-01	5 HASAN BALTI	Neighbourhood Centre	80	2002	332	20 KC-06-G-03	CHIP SHOP,MAIDSTONE	Neighbourhood Centre	-1	1985	46	0 Match(6)
HF-01-H-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 KC-06-B-02	RESTAURANT,MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
HF-01-H-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 WM-06-B-02	T.G.I.FRIDAYS,BIRMINGHAM	Edge of Town Centre	1000	2001	194	91 Match(3)
HF-01-H-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 WM-06-B-03	DALLAS EXCHANGE,SOLIHULL	Edge of Town	680	2001	212	126 Match(3)
HF-01-H-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 WM-06-B-01	JEFFERSONS RES.,SOLIHULL	Edge of Town	1200	2001	317	140 Match(3)
HF-01-H-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(3)
HF-01-H-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 W/O-06-B-01	RESTAURANT,WORCESTER	Edge of Town	360	2000	84	37 Match(3)
HF-01-H-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
HF-01-H-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 WM-01-G-03	DFS,BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
HF-01-H-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 WM-01-G-01	STAPLES,BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
HF-01-H-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 WM-01-G-04	COMET,SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
HF-01-H-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 WM-01-G-02	PC WORLD,SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
HF-01-H-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 KC-01-G-03	TOY SUPERSTORE,CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
HF-01-H-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
HF-01-H-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 NF-01-G-01	TOYS R US,NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
HF-01-H-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
HF-01-H-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 WM-01-G-03	DFS,BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
HF-01-H-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 WM-01-G-01	STAPLES,BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
HF-01-H-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 WM-01-G-04	COMET,SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
HF-01-H-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 WM-01-G-02	PC WORLD,SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
HF-01-H-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 KC-01-G-03	TOY SUPERSTORE,CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
HF-01-H-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
HF-01-H-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 KC-01-G-04	M/LEASTBOURNE	Edge of Town	4450	1989	495	174 Match(1)
HF-01-H-01	1 ALLIED	Edge of Town	2787	1988	1440	286 ES-01-G-01	QUEENSWAY WORTHING	Edge of Town	2434	1987	384	62 Match(1)
HF-01-K-01	1 ALLIED	Edge of Town	2787	1988	1440	286 WS-01-G-01	QUEENSWAY WORTHING	Edge of Town	2434	1987	384	62 Match(1)
HF-01-K-01	2 HALFORDS	Edge of Town	975	1988	1440	286 WS-01-F-01	HALFORDS,BOGNOR	Edge of Town	3510	1989	834	0 Match(2)
HF-01-K-01	3 CURRYS	Edge of Town	829	1988	1440	286 WS-01-G-01	QUEENSWAY WORTHING	Edge of Town	2434	1987	384	62 Match(2)
HF-07-O-01	1 WARNER BROS. CINEMA	Suburban Area	3019	1996	782	835 WM-07-A-01	UGC CINEMA,BIRMINGHAM	Suburban Area	5800	2001	1630	561 Match(1)
HF-07-O-01	2 HOLLYWOOD BOWLE	Suburban Area	2533	1996	782	835 SY-07-B-01	BOWLING ALLEY,BARSINLEY	Suburban Area	1500	2003	166	88 Match(1)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 GC-06-B-01	RES.GLASGOW	Not Known	929	1991	567	144 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 KC-06-B-01	RESTAURANT,SEVENOAKS	Free Standing	21	1998	21	32 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 KC-06-B-02	RESTAURANT,MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 WM-06-B-02	T.G.I.FRIDAYS,BIRMINGHAM	Edge of Town Centre	1000	2001	194	91 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 WM-06-B-03	DALLAS EXCHANGE,SOLIHULL	Edge of Town	680	2001	212	126 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 WM-06-B-01	JEFFERSONS RES.,SOLIHULL	Edge of Town	1200	2001	317	140 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 WO-06-B-01	RESTAURANT,WORCESTER	Edge of Town	360	2000	84	37 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 GC-06-B-01	RES.GLASGOW	Not Known	929	1991	567	144 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 KC-06-B-01	RESTAURANT,SEVENOAKS	Free Standing	150	1998	21	32 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 KC-06-B-02	RESTAURANT,MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 WM-06-B-02	T.G.I.FRIDAYS,BIRMINGHAM	Edge of Town Centre	1000	2001	194	91 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 WM-06-B-03	DALLAS EXCHANGE,SOLIHULL	Edge of Town	680	2001	212	126 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 WM-06-B-01	JEFFERSONS RES.,SOLIHULL	Edge of Town	1200	2001	317	140 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 WO-06-B-01	RESTAURANT,WORCESTER	Edge of Town	360	2000	84	37 Match(3)
HC-07-O-02	1 USG CINEMA	Edge of Town	2439	2003	2439	1548 W/O-07-A-01	WIRGINSTROOD	Edge of Town	3438	1997	1127	590 Match(1)
KC-07-O-02	2 FRANKIE and BENNYS RESTAURANT	Edge of Town	400	2003	2439	1548 KC-06-B-02	RESTAURANT,MAIDSTONE	Edge of Town	334	1999	6	28 Match(1)
KC-07-O-02	2 FRANKIE and BENNYS RESTAURANT	Edge of Town	400	2003	2439	1548 WM-06-B-03	DALLAS EXCHANGE,SOLIHULL	Edge of Town	680	2001	212	126 Match(1)
KC-07-O-02	2 FRANKIE and BENNYS RESTAURANT	Edge of Town	400	2003	2439	1548 WO-06-B-01	RESTAURANT,WORCESTER	Edge of Town	360	2000	84	37 Match(1)
KC-07-O-02	3 EXCHANGE BAR and GRILL	Edge of Town	700	2003	2439	1548 WM-06-B-03	DALLAS EXCHANGE,SOLIHULL	Edge of Town	680	2001	212	126 Match(1)
KC-07-O-02	3 EXCHANGE BAR and GRILL	Edge of Town	700	2003	2439	1548 WM-06-B-01	JEFFERSONS RES.,SOLIHULL	Edge of Town	1200	2001	317	140 Match(1)
KC-07-O-02	3 EXCHANGE BAR and GRILL	Edge of Town	700	2003	2439	1548 WO-06-B-01	RESTAURANT,WORCESTER	Edge of Town	360	2000	84	37 Match(1)

KC-07-O-02	4 CHIQUITO RESTAURANT and BAR	Edge of Town	400	2003	2439	1548 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(1)
KC-07-O-02	4 CHIQUITO RESTAURANT and BAR	Edge of Town	400	2003	2439	1548 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(1)
KC-07-O-02	4 CHIQUITO RESTAURANT and BAR	Edge of Town	400	2003	2439	1548 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(1)
KC-07-O-02	5 MCDONALDS DRIVE-THROUGH	Edge of Town	350	2003	2439	1548 AG-06-B-01	MCDONALDS, FORFAR	Edge of Town	162	1998	602	40 Match(1)
KC-07-O-02	5 MCDONALDS DRIVE-THROUGH	Edge of Town	350	2003	2439	1548 HF-06-B-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	326	28 Match(1)
KC-07-O-02	6 GALA BINGO	Edge of Town	-1	2003	2439	1548 KC-07-H-01	GALA CLUB,STROOD	Edge of Town	1500	1997	416	603 Match(1)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 AG-06-D-01	MCDONALDS, FORFAR	Edge of Town	182	2000	802	40 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 KC-06-D-01	MCDONALDS,STROOD	Town Centre	800	1996	908	40 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 MO-06-D-01	MCDONALDS, ELGIN	Industrial Zone	350	1999	952	36 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 DC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 HF-06-D-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 HC-06-D-01	MCDONALDS, NEAR ROMSEY	Free Standing	279	2003	1141	42 Match(3)
KC-07-O-02	8 ESPORTA HEALTH and FITNESS CLUB	Edge of Town	-1	2003	2439	1548 KC-07-C-04	LEISURE CENTRE, MAIDSTONE	Edge of Town	1.3	2000	950	282 Match(1)
KC-16-B-01	1 B and Q	Edge of Town Centre	3500	2003	5120	477 LC-01-E-02	DO-IT-ALL,RAWTENSTALL	Town Centre	2230	1996	882	120 Match(3)
KC-16-B-01	1 B and Q	Edge of Town Centre	3500	2003	5120	477 LC-01-E-03	WICKES, LINCOLN	Neighbourhood Centre	2702	1996	823	131 Match(3)
KC-16-B-01	1 B and Q	Edge of Town Centre	3500	2003	5120	477 LN-01-E-01	WICKES, LINCOLN	Edge of Town	2400	2002	1338	128 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1890	2000	448	101 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 KC-01-G-01	PREMIUS HOME MAKER	Suburban Area	1248	2002	625	101 Match(3)
KC-16-B-01	3 HARVEYS FURNITURE	Edge of Town Centre	1500	2003	5120	477 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(2)
KC-16-B-01	4 CARPET RIGHT	Edge of Town Centre	1000	2003	5120	477 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(2)
KC-16-B-01	5 HALFORDS	Edge of Town Centre	500	2003	5120	477 WS-01-F-03	FIX IT, BRIGHTON	Suburban Area	1115	1987	524	35 Match(5)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 CK-01-G-01	STERLING, TILLCOUNTRY	Edge of Town	12500	1997	1037	550 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 RF-01-G-02	DEPARTMENT ST., LLANTRISANT	Industrial Zone	2200	2002	242	Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 RF-01-G-01	IKEA, GLASGOW	Edge of Town	26500	2002	3973	1360 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
KC-16-B-01	7 TILES R US	Edge of Town Centre	650	2003	5120	477 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KC-16-B-01	7 TILES R US	Edge of Town Centre	650	2003	5120	477 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
KC-16-B-01	7 TILES R US	Edge of Town Centre	650	2003	5120	477 KC-01-G-01	PREMIUS HOME MAKER	Suburban Area	1248	2002	625	101 Match(3)
KC-16-B-01	8 LIDL	Edge of Town Centre	1200	2003	5120	477 ES-01-C-01	LIDL, BEXHILL	Edge of Town Centre	1222	2001	717	90 Match(3)
KC-16-B-01	9 AMF BOWLING	Edge of Town Centre	3000	2003	5120	477 KC-07-B-02	AMF BOWLING, GRAVESEND	Edge of Town Centre	3000	2001	212.5	131 Match(1)
KH-01-J-01	1 A2Z	Neighbourhood Centre	392	2001	2493	125 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KH-01-J-01	1 LIDL	Neighbourhood Centre	1115	2001	2493	125 DC-01-C-01	LIDL, WEYMOUTH	Neighbourhood Centre	990	1999	676	86 Match(1)
KH-01-J-01	2 LIDL	Neighbourhood Centre	1115	2001	2493	125 BR-01-C-01	LIDL, BRISTOL	Neighbourhood Centre	1007	2003	543	77 Match(1)
KH-01-J-01	2 LIDL	Neighbourhood Centre	1115	2001	2493	125 SW-01-C-01	LIDL, SWANSEA	Neighbourhood Centre	969	2002	540	82 Match(1)
KH-01-J-01	3 BRUNS WICK WAREHOUSE	Neighbourhood Centre	186	2001	2493	125 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KH-01-J-01	4 POUNDSTRETCHER	Neighbourhood Centre	929	2001	2493	125 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KH-01-J-01	5 CHOICES	Neighbourhood Centre	372	2001	2493	125 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KH-01-J-01	6 MCDONALDS	Neighbourhood Centre	279	2001	2493	125 GM-06-D-03	MCDONALD MANCHESTER	Neighbourhood Centre	418	1994	1103	151 Match(1)
KH-01-J-01	6 MCDONALDS	Neighbourhood Centre	279	2001	2493	125 DC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(1)
LC-01-K-04	1 HOMEBASE	Town Centre	4355	1997	1587	326 CH-01-E-01	TEXAS,WARRINGTON	Town Centre	2323	1989	644	99 Match(1)
LC-01-K-04	1 HOMEBASE	Town Centre	4355	1997	1587	326 KC-01-E-03	B and Q,MAIDSTONE	Town Centre	3205	1994	1053	114 Match(1)
LC-01-K-04	1 HOMEBASE	Town Centre	4355	1997	1587	326 LC-01-E-02	DO-IT-ALL,RAWTENSTALL	Town Centre	2230	1996	882	120 Match(1)
LC-01-K-04	1 HOMEBASE	Town Centre	4355	1997	1587	326 SC-01-E-01	TEXAS,REIGATE	Town Centre	800	1993	975	80 Match(1)
LC-01-K-04	2 SPORTS MAX	Town Centre	1904	1997	1587	326 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
LC-07-O-01	1 WARNER CINEMA	Development Zone	2728	1997	2120	622 LC-07-A-01	UCI,PRESTON	Development Zone	3251	1991	1704	686 Match(1)
LC-07-O-01	1 WARNER CINEMA	Development Zone	2728	1997	2120	622 LC-07-A-02	UCI,PRESTON	Development Zone	3251	1998	1701	686 Match(1)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 GM-07-B-02	GX SUPERBOWL, SALFORD	Free Standing	3255	1998	185	150 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 HC-07-B-01	SUPERBOWL, SOUTHAMPTON	Free Standing	5040	1993	149	181 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 KC-07-B-01	BOWLING, GRAVESEND	Edge of Town Centre	2323	1993	264	131 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 LC-07-B-01	BOWLING,PRESTON	Neighbourhood Centre	2475	1991	170	72 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 WM-07-B-01	STIRCHLEY BOWL, BIRMINGHAM	Neighbourhood Centre	3500	2001	129	201 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 CF-07-B-01	MEGABOWL, CARDIFF	Industrial Zone	5060	1992	190	102 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 WK-07-B-01	MEGABOWL, LEAMINGTON SPA	Edge of Town	2180	2000	407	41 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 KC-07-B-02	AMF BOWLING, GRAVESEND	Edge of Town Centre	3000	2001	212.5	131 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 SY-07-B-01	BOWLING ALLEY, BARSNLEY	Suburban Area	1500	2003	166	88 Match(4)
LC-07-O-01	3 BELLA PASTA CAFE and GRILL	Development Zone	368	1997	2120	622 KC-06-B-01	RESTAURANT, SEVENOAKS	Free Standing	150	1998	21	32 Match(3)
LC-07-O-01	3 BELLA PASTA CAFE and GRILL	Development Zone	368	1997	2120	622 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
LC-07-O-01	3 BELLA PASTA CAFE and GRILL	Development Zone	368	1997	2120	622 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 GC-06-B-01	RES, GLASGOW	Not Known	929	1991	567	144 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 WM-06-B-02	T.G.I. FRIDAYS, BIRMINGHAM	Edge of Town Centre	1000	2001	194	101 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 WM-06-B-01	JEFFERSONS RES., SOLIHULL	Edge of Town	1200	2001	317	140 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(3)
LC-07-O-01	5 MCDONALDS DRIVE THROUGH RESTAURANT	Development Zone	369	1997	2120	622 LC-06-D-01	MCDON PRESTON	Development Zone	600	1991	1513	76 Match(1)
LE-16-B-01	1 ODEON CINEMA	Industrial Zone	4300	2003	3812	1083 KC-07-A-01	VIRGIN,STROOD	Edge of Town	1930	1997	530	Match(3)
LE-16-B-01	1 ODEON CINEMA	Industrial Zone	4300	2003	3812	1083 LC-07-A-02	UCI,PRESTON	Development Zone	3251	1998	1701	686 Match(3)
LE-16-B-01	2 NANDOSLOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 FA-06-C-01	PUB/RES,FALKIRK	Neighbourhood Centre	688	1995	168	69 Match(3)
LE-16-B-01	2 NANDOSLOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 NT-06-C-01	BEEFEATER, BURNTSTUMP	Free Standing	400	1999	112	60 Match(3)
LE-16-B-01	2 NANDOSLOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 SR-06-C-01	PUB/RES,STIRLING	Free Standing	1000	1999	299	87 Match(3)
LE-16-B-01	2 NANDOSLOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 WM-06-C-01	BREWERS FAYRE, BIRMINGHAM	Neighbourhood Centre	500	2000	104	57 Match(3)
LE-16-B-01	2 NANDOSLOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 ES-06-C-01	PUB/RESTAURANT, TELSCOMBE	Edge of Town	369	1997	129	69 Match(3)
LE-16-B-01	2 NANDOSLOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 HC-06-C-01	THE ROBIN HOOD, DROITWICH	Free Standing	650	2002	173	63 Match(3)
LE-16-B-01	3 SAFEWAY	Industrial Zone	6180	2003	3812	1083 GM-01-A-16	NETTO,SALFORD	Neighbourhood Centre	1115	1995	525	40 Match(3)
LE-16-B-01	3 SAFEWAY	Industrial Zone	6180	2003	3812	1083 NI-01-A-03	TESCO, NEWCASTLE	Suburban Area	1083	2002	1531	171 Match(3)
LE-16-B-01	4 COUNTING HOUSE (PUB)	Industrial Zone	500	2003	3812	1083 FA-06-C-01	PUB/RES,FALKIRK	Neighbourhood Centre	688	1995	168	69 Match(3)
LE-16-B-01	4 COUNTING HOUSE (PUB)	Industrial Zone	500	2003	3812	1083 SR-06-C-01	PUB/RES,STIRLING	Free Standing	1000	1999	299	87 Match(3)
LE-16-B-01	5 STURGESS VOLVO	Industrial Zone	-1	2003	3812	1083 WS-14-A-02	CITROEN SHOWROOM, CRAWLEY	Industrial Zone	0.2	1998	79	16 Match(1)
LE-16-B-01	5 STURGESS VOLVO	Industrial Zone	-1	2003	3812	1083 WY-14-A-01	MAZDA GARAGE, HUDDERSFIELD	Industrial Zone	0.3	2003	68	31 Match(1)

LE-16-B-01	5 STURGESS VOLVO	Industrial Zone	-1	2003	3812	1083 WS-14-A-01	LOCKYEAR MOTORS, HORSHAM	Industrial Zone	0.3	1998	118	29	1998	Match(1)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 GC-07-H-01	BINGO CLUB, GLASGOW	Neighbourhood Centre	2070	1999	356	140	1999	Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 GM-07-H-01	BINGO/SNOOKER CLUBS	Town Centre	1900	1995	217	250	1995	Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 GM-07-H-02	RIVA BINGO, MANCHESTER	Town Centre	1500	1996	231	290	1996	Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 GC-07-H-01	GALA CLUB, STROOD	Edge of Town	1500	1997	416	603	1997	Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 CH-07-H-01	MECCA BINGO, CHESTER	Town Centre	1400	2003	231	0	2003	Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 HF-07-H-01	MECCA BINGO, STEVENAGE	Town Centre	1400	2003	255	0	2003	Match(3)
MS-01-K-01	1 HALFORDS	Edge of Town	1394	1997	2447	661 WS-01-F-01	HALFORDS,BOGNOR	Edge of Town	3810	1989	834	0	1989	Match(2)
MS-01-K-01	2 ELECTRICITY PLUS	Edge of Town	894	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107	2001	Match(2)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150	1992	Match(1)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 ES-01-E-10	TEXAS,BRIGHTON	Edge of Town	3250	1989	1031	161	1989	Match(1)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225	1996	Match(1)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 NF-01-E-01	DO-IT-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200	1991	Match(1)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 LN-01-E-01	WICKES, LINCOLN	Edge of Town	2400	2002	1338	128	2002	Match(1)
MS-01-K-01	4 CURRYS	Edge of Town	929	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107	2001	Match(2)
MS-01-K-01	5 ALLIED CARPETS	Edge of Town	980	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107	2001	Match(2)
MS-01-K-01	6 COMET	Edge of Town	922	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107	2001	Match(2)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150	1992	Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 ES-01-E-04	DO-IT-ALL,BEXHILL	Edge of Town	1579	1992	548.5	70	1992	Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 ES-01-E-10	TEXAS,BRIGHTON	Edge of Town	3250	1989	1031	161	1989	Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225	1996	Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 NF-01-E-01	DO-IT-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200	1991	Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 LN-01-E-01	WICKES, LINCOLN	Edge of Town	2400	2002	1338	128	2002	Match(1)
MS-01-K-01	8 MFI	Edge of Town	1394	1997	2447	661 WS-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174	1989	Match(2)
MS-01-K-01	8 MFI	Edge of Town	1394	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107	2001	Match(2)
MS-01-K-01	9 HARVEYS (FURNISHINGS)	Edge of Town	929	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107	2001	Match(2)
NL-01-K-01	1 TEXTILE WORLD	Edge of Town	1200	1988	2671	743 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174	1989	Match(2)
NL-01-K-01	1 TEXTILE WORLD	Edge of Town	1200	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(2)
NL-01-K-01	2 MFI/COMET/POUNDSTRETCHER	Edge of Town	4030	1988	2671	743 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174	1989	Match(1)
NL-01-K-01	2 MFI/COMET/POUNDSTRETCHER	Edge of Town	4030	1988	2671	743 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70	1991	Match(1)
NL-01-K-01	2 MFI/COMET/POUNDSTRETCHER	Edge of Town	4030	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(1)
NL-01-K-01	3 MFI	Edge of Town	930	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(2)
NL-01-K-01	4 GENERAL GEORGE	Edge of Town	930	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(2)
NL-01-K-01	5 LANDMARK	Edge of Town	2200	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(1)
NL-01-K-01	6 QUEENSWAY	Edge of Town	2200	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(1)
NL-01-K-01	7 GREAT MILLS	Edge of Town	2300	1988	2671	743 ES-01-G-01	MFEASTBOURNE	Edge of Town	4450	1989	495	174	1989	Match(1)
NL-01-K-01	7 GREAT MILLS	Edge of Town	2300	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(1)
NT-16-B-01	1 ODEON	Edge of Town Centre	3000	2003	5593	967 KC-07-A-01	VIRGIN,STROOD	Edge of Town	3438	1997	1127	500	1997	Match(4)
NT-16-B-01	1 ODEON	Edge of Town Centre	3000	2003	5593	967 LC-07-A-02	UCI,PRESTON	Development Zone	3251	1998	1701	686	1998	Match(4)
NT-16-B-01	1 ODEON	Edge of Town Centre	3000	2003	5593	967 WM-07-A-01	UGC CINEMA, BIRMINGHAM	Suburban Area	5800	2001	1630	561	2001	Match(4)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 GC-07-H-01	BINGO CLUB, GLASGOW	Neighbourhood Centre	2070	1999	356	140	1999	Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 GM-07-H-01	BINGO/SNOOKER CLUBS	Town Centre	1900	1995	217	250	1995	Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 GM-07-H-02	RIVA BINGO, MANCHESTER	Town Centre	1500	1996	231	290	1996	Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 GC-07-H-01	GALA CLUB, STROOD	Edge of Town	1500	1997	416	603	1997	Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 CH-07-H-01	MECCA BINGO, CHESTER	Town Centre	1400	2003	231	0	2003	Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 HF-07-H-01	MECCA BINGO, STEVENAGE	Town Centre	1400	2003	255	0	2003	Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 KC-06-D-01	MCDONALD,STROOD	Town Centre	800	1996	908	40	1996	Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 MO-06-D-01	MCDONALDS, ELGIN	Industrial Zone	350	1999	952	36	1999	Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 DC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48	2003	Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 HF-06-D-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28	2003	Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 KC-06-D-01	MCDONALDS, NEAR ROMSEY	Free Standing	279	2003	1141	42	2003	Match(3)
NT-16-B-01	4 SAFEWAY	Edge of Town Centre	4650	2003	5593	967 NY-01-A-01	SOMERFIELD, NORTHALLERTON	Edge of Town Centre	2950	2003	996	206	2003	Match(1)
RC-01-K-01	1 CARPETLAND	Edge of Town	3750	1991	1585	160 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174	1989	Match(1)
RC-01-K-01	1 CARPETLAND	Edge of Town	3750	1991	1585	160 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(1)
RC-01-K-01	2 DO-IT-ALL	Edge of Town	930	1991	1585	160 ES-01-E-04	DO-IT-ALL,BEXHILL	Edge of Town	1579	1992	548.5	70	1992	Match(1)
RC-01-K-01	3 POUNDSTRETCHER	Edge of Town	946	1991	1585	160 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(2)
RF-01-K-01	1 B and Q	Industrial Zone	3214	1988	2588	654 WS-01-E-01	PAYLESS,BOGNOR	Industrial Zone	2000	1987	1646	128	1987	Match(1)
RF-01-K-01	2 COMET	Industrial Zone	1960	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55	1987	Match(1)
RF-01-K-01	3 MFIGENERAL GEORGE	Industrial Zone	1895	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55	1987	Match(1)
RF-01-K-01	4 QUEENSWAY/HOME TEXTILES	Industrial Zone	2583	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55	1987	Match(1)
RF-01-K-01	5 MFI	Industrial Zone	1514	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55	1987	Match(1)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 ES-01-G-02	QUEENSWAY,EASTBOURNE	Commercial Zone	2787	1987	364	53	1987	Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 ES-01-G-02	MFI,ST LEONARDS-ON-SEA	Suburban Area	4552	1987	742	150	1987	Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174	1989	Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170	1995	Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62	1987	Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55	1987	Match(4)
RF-01-K-01	7 TEXTILE WORLD/GENERAL GEORGE	Industrial Zone	1187	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55	1987	Match(2)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150	1992	Match(1)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 ES-01-E-04	DO-IT-ALL,BEXHILL	Edge of Town	1579	1992	548.5	70	1992	Match(1)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225	1996	Match(1)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 NF-01-E-01	DO-IT-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200	1991	Match(1)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 LN-01-E-01	WICKES, LINCOLN	Edge of Town	2400	2002	1338	128	2002	Match(1)
SA-01-K-01	2 HARVEYS	Edge of Town	930	1998	2510	783 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107	2001	Match(2)
SA-01-K-01	3 BEHAR CARPETS	Edge of Town</												

SC-01-K-04	2 POWERHOUSE	Free Standing	1090	1997	1777	180 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)	
SC-01-K-04	3 ARGOS	Free Standing	970	1997	1777	180 CB-01-G-01	CARPHONE WAREHOUSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)	
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 KC-06-D-01	MCDONALD'S	Town Centre	800	1996	908	40 Match(3)	
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 MC-06-D-01	MCDONALDS, ELGIN	Industrial Zone	350	1999	662	36 Match(3)	
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 HC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	963	48 Match(3)	
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 HF-06-D-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(3)	
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 HC-06-D-01	MCDONALDS, NEAR ROMSEY	Free Standing	279	2003	1141	42 Match(3)	
TW-16-B-02	2 HALFORDS	Commercial Zone	925	2003	8260	3568 GM-01-F-01	HALFORDS,TRAFFORD	Free Standing	1874	1989	987	143 Match(5)	
TW-16-B-02	2 HALFORDS	Commercial Zone	925	2003	8260	3568 WVS-01-F-01	HALFORDS,BOGNOR	Edge of Town	3810	0	1989	5	0 Match(5)
TW-16-B-02	2 HALFORDS	Commercial Zone	925	2003	8260	3568 WS-01-F-02	HALFORDS,CHICHESTER	Commercial Zone	1858	1992	660	155 Match(5)	
TW-16-B-02	2 HALFORDS	Commercial Zone	925	2003	8260	3568 WS-01-F-01	FIX IT BRIGHTON	Suburban Area	1115	1987	524	35 Match(3)	
TW-16-B-02	3 AA SERVICE CENTRE	Commercial Zone	-1	2003	8260	3568 WM-15-A-02	WHEEL WORKS, BIRMINGHAM	Neighbourhood Centre	0.5	2001	62	6 Match(3)	
TW-16-B-02	4 BOOTS	Commercial Zone	945	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	4 BOOTS	Commercial Zone	945	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	5 NEXT	Commercial Zone	1750	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	5 NEXT	Commercial Zone	1750	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)	
TW-16-B-02	5 NEXT	Commercial Zone	1750	2003	8260	3568 WM-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	6 MILLER BROTHERS	Commercial Zone	950	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	6 MILLER BROTHERS	Commercial Zone	950	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	7 OUTFIT	Commercial Zone	1125	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	7 OUTFIT	Commercial Zone	1125	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)	
TW-16-B-02	7 OUTFIT	Commercial Zone	1125	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	8 POUNDSTRETCHER	Commercial Zone	1200	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	8 POUNDSTRETCHER	Commercial Zone	1200	2003	8260	3568 WM-01-G-03	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)	
TW-16-B-02	8 POUNDSTRETCHER	Commercial Zone	1200	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	9 ARGOS	Commercial Zone	1200	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	9 ARGOS	Commercial Zone	1200	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)	
TW-16-B-02	9 ARGOS	Commercial Zone	1200	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	10 CURRYS	Commercial Zone	1400	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	10 CURRYS	Commercial Zone	1400	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)	
TW-16-B-02	10 CURRYS	Commercial Zone	1400	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	11 PC WORLD	Commercial Zone	1400	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	11 PC WORLD	Commercial Zone	1400	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)	
TW-16-B-02	11 PC WORLD	Commercial Zone	1400	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	12 COMET	Commercial Zone	1500	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	12 COMET	Commercial Zone	1500	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)	
TW-16-B-02	12 COMET	Commercial Zone	1500	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	13 HARVEYS/ROSELEYS/STORIES/BENSONS	Commercial Zone	1500	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	13 HARVEYS/ROSELEYS/STORIES/BENSONS	Commercial Zone	1500	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)	
TW-16-B-02	13 HARVEYS/ROSELEYS/STORIES/BENSONS	Commercial Zone	1500	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	14 JIB SPORTS	Commercial Zone	950	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	14 JIB SPORTS	Commercial Zone	950	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	15 NORTHERN ELECTRIC	Commercial Zone	950	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)	
TW-16-B-02	15 NORTHERN ELECTRIC	Commercial Zone	950	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)	
TW-16-B-02	16 WALTER WALL CARPETS	Commercial Zone	720	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)	
TW-16-B-02	16 WALTER WALL CARPETS	Commercial Zone	720	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)	
TW-16-B-02	16 WALTER WALL CARPETS	Commercial Zone	720	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)	
TW-16-B-02	17 FRANKIE and BENNY'S NEW YORK ITALIAN DI	Commercial Zone	430	2003	8260	3568 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Edge of Town	900	1999	233	67 Match(2)	
TW-16-B-02	18 UCI CINEMA	Commercial Zone	3320	2003	8260	3568 KC-07-A-01	VIRGIN STROOD	Edge of Town	3438	1997	1127	590 Match(3)	
TW-16-B-02	18 UCI CINEMA	Commercial Zone	3320	2003	8260	3568 LC-07-A-02	UCI PRESTON	Development Zone	3251	1998	1701	686 Match(3)	
TW-16-B-02	18 UCI CINEMA	Commercial Zone	3320	2003	8260	3568 WM-07-A-01	USC CINEMA, BIRMINGHAM	Suburban Area	5600	2001	1630	561 Match(3)	
TW-16-B-02	19 PIZZA HUT	Commercial Zone	420	2003	8260	3568 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(2)	
WM-01-K-01	1 HOMEBASE	Neighbourhood Centre	3400	2000	2411	355 LC-01-E-03	WICKES	Neighbourhood Centre	2702	1996	823	131 Match(1)	
WM-01-K-01	2 PC WORLD	Neighbourhood Centre	1370	2000	2411	355 CB-01-G-01	CARPHONE WAREHOUSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)	
WM-01-K-01	2 PC WORLD	Neighbourhood Centre	1370	2000	2411	355 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)	
WM-01-K-01	3 CURRYS	Neighbourhood Centre	1370	2000	2411	355 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)	
WM-01-K-01	3 CURRYS	Neighbourhood Centre	1370	2000	2411	355 CB-01-G-01	CARPHONE WAREHOUSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)	
WM-01-K-01	3 CURRYS	Neighbourhood Centre	1370	2000	2411	355 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)	
WM-01-K-01	3 CURRYS	Neighbourhood Centre	1370	2000	2411	355 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 CK-01-G-01	STERLING, TILLCOUNTRY	Edge of Town	12500	1997	1037	550 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 RC-01-G-01	GRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 BUJ-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)	
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)	
WM-01-K-01	5 HALFORDS	Neighbourhood Centre	1500	2000	2411	355 WS-01-F-02	HALFORDS,CHICHESTER	Commercial Zone	1858	1992	660	155 Match(3)	
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	1750 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150 Match(1)	
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	1750 ES-01-E-10	TEXAS,BRIGHTON	Edge of Town	3250	1989	1031	161 Match(1)	
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	1750 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225 Match(1)	
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	1750 NF-01-E-01	DOH-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 CB-01-A-01	ASDA,KENDAL	Edge of Town	5967	1992	3070.5	567 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 BI-01-A-02	MORRISONS,KENDAL	Edge of Town	6975	1992	894	694 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 CH-01-A-03	ASDA,WIDNES	Edge of Town	6814	1989	2869	600 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DC-01-A-06	SAINSBURYS,CHRISTCHURCH	Edge of Town	5720	1990	4320	555 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DV-01-A-01	TESCO,NEWTON ABBOT	Edge of Town	5333	1992	700	5497 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DV-01-A-15	SAINSBURYS,EXETER	Edge of Town	6081	1995	3821	624 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DV-01-A-18	TESCO, EXETER	Edge of Town	6224	1995	4325	670 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 CB-01-A-02	ASDA,BRIGHTON	Edge of Town	6261	1991	2923.75	727 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 ES-01-A-03	ASDA,BRIGHTON	Edge of Town	9500	1993	4235	790 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-10	ASDA,TAMESIDE	Edge of Town	9244	1989	4491	618 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-14	ASDA,BOLTON	Edge of Town	6224	1991	3593	580 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-17	ASDA,TAMESIDE	Edge of Town	9244	1989	6459	618 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-23	ASDA,TAMESIDE	Edge of Town	9244	1998	6474	618 Match(1)	
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-24	TESCO, MANCHESTER	Edge of Town	6990	1998	6852	800 Match(1)	

WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 HC-01-A-01	SAINSBURYS,FAREHAM	Edge of Town	5030	1993	2804	585 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 HC-01-A-02	SAINSBURYS, FAREHAM	Edge of Town	6210	1999	4475	563 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 KC-01-A-12	TESCO,WHITSTABLE	Edge of Town	6038	1994	4047	710 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 LC-01-A-01	ASDA LANCASTER	Edge of Town	6689	1989	4116	506 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 LC-01-A-09	SAINSBURYS,PRESTON	Edge of Town	5704	1993	4826	500 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 LN-01-A-04	MORRISONS,STAMFORD	Edge of Town	7017	1993	4678	595 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 NA-01-A-01	SAFEWAY, STEVENSTON	Edge of Town	5028	1999	3665	407 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 SC-01-A-01	SAINSBURYS,BURPHAM	Edge of Town	6456	1989	4891	610 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 SC-01-A-02	TESCO,REIGATE	Edge of Town	7350	1992	5640	700 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 SC-01-A-03	SAINSBURYS,GUILDFORD	Edge of Town	7012	1992	5501.5	593 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 SH-01-A-01	SAINSBURYS,MACDONALDS DRIVET	Edge of Town	5850	1993	5221	700 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 WS-01-A-02	TESCO,HORSHAM	Edge of Town	6503	1987	5417	647 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 WS-01-A-05	SAINSBURYS,CHICHESTER	Edge of Town	5769	1991	4110	639 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 DC-01-A-07	SAINSBURYS,CHRISTCHURCH	Edge of Town	5720	1997	5221	589 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 NT-01-A-02	ASDA, MANSFIELD	Edge of Town	8081	2000	6326	601 Match(1)
WS-01-J-01	2	TESCO	Edge of Town	7435	1993	8962	1750 NT-01-A-03	SAFEWAY	Edge of Town	5016	2000	4644	761 Match(1)
WS-01-J-01	3	MARKS and SPENCER	Edge of Town	10037	1993	8962	1750 CK-01-G-01	STERLING, TILLCOLTRY	Edge of Town	12500	1997	1037	550 Match(1)
WS-01-J-01	3	MARKS and SPENCER	Edge of Town	10037	1993	8962	1750 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(1)
WS-01-J-01	3	MARKS and SPENCER	Edge of Town	10037	1993	8962	1750 RC-01-G-01	CRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(1)
WS-01-K-07	1	COURTS	Commercial Zone	3716	1996	3975	535 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
WS-01-K-07	1	COURTS	Commercial Zone	3716	1996	3975	535 WM-01-G-04	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	1	COURTS	Commercial Zone	3716	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	2	CURRYS	Commercial Zone	1194	1996	3975	535 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	2	CURRYS	Commercial Zone	1194	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	2	CURRYS	Commercial Zone	1194	1996	3975	535 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
WS-01-K-07	3	HALFORDS	Commercial Zone	1234	1996	3975	535 WS-01-F-02	HALFORDS,CHICHESTER	Commercial Zone	1858	1992	660	155 Match(1)
WS-01-K-07	4	POWERHOUSE	Commercial Zone	1205	1996	3975	535 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	4	POWERHOUSE	Commercial Zone	1205	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	4	POWERHOUSE	Commercial Zone	1205	1996	3975	535 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
WS-01-K-07	5	ALLIED CARPETS	Commercial Zone	1904	1996	3975	535 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
WS-01-K-07	5	ALLIED CARPETS	Commercial Zone	1904	1996	3975	535 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	5	ALLIED CARPETS	Commercial Zone	1904	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	5	ALLIED CARPETS	Commercial Zone	1904	1996	3975	535 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
WS-01-K-07	6	HARVEYS and CARPET RIGHT	Commercial Zone	1498	1996	3975	535 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	6	HARVEYS and CARPET RIGHT	Commercial Zone	1498	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	6	HARVEYS and CARPET RIGHT	Commercial Zone	1498	1996	3975	535 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
WS-01-K-07	7	TEXAS HOMECARE	Commercial Zone	3792	1996	3975	535 ES-01-E-07	DO-IT-ALL, WORTHING	Commercial Zone	3605	1992	1169	180 Match(1)

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