

**PROPOSED CONVENIENCE FOODSTORE DEVELOPMENT  
LAND AT THE FIVE CROSSES INN, RUTHIN ROAD, MINERA**

Appeal by NewRiver Retail Limited  
Appeal Statement

**November 2016**

**Appeal by NewRiver Retail Limited  
Proposed Convenience Foodstore Development**

**LPA Reference: P/2016/0540**

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## **1.0 INTRODUCTION**

### **1.1 Connect Consultants**

- 1.1.1 Connect Consultants is a specialist firm of Transport Planning and Highway Design consultants. The company was established in 2007 and is a BSi ISO 9001:2008 accredited company that assists with the delivery of a broad range of development types including residential, employment and retail schemes, working with some of the Country's leading developers and retailers.
- 1.1.2 Connect act for NewRiver Retail for numerous projects that include proposals for c60 new convenience stores located on public house sites.

### **1.2 Evidence Structure**

- 1.2.1 Concentrating on transport considerations, this statement considers refusal reason 1 and demonstrates that it is not justifiable. The structure of the statement is set out below.
- 1.2.2 **Section 2** of this statement provides details of the planning application, the refusal reason, and a review of relevant local and national planning policy.
- 1.2.3 **Section 3** of this statement provides a chronology of the project in terms of Connect Consultants' input.
- 1.2.4 **Section 4** of this statement considers road safety information.
- 1.2.5 **Section 5** of this statement reviews servicing and parking data, which has been used for the assessment of the operation of the proposed on-site car park.
- 1.2.6 **Section 6** of this statement considers the refusal reason, drawing on facts, data and opinions that are all contained within the preceding sections of this statement.

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## **2.0 PLANNING APPLICATION, REFUSAL REASON, AND POLICY CONTEXT**

### **2.1 Introduction**

2.1.1 This section of the statement provides an overview of the development proposals in terms of transport related considerations, an assessment of the transport refusal reason, and a review of the policy context and research pertinent to the refusal reason.

### **2.2 Planning History**

The appeal site has planning permission (P/2015/0644) for the following development:-

- A 232sq.m (gross floor area) convenience foodstore located within the existing public house car park.
- The Five Crosses Inn public house main building will remain as existing.
- The site's existing access to/from the A525 Ruthin Road will be improved and relocated c10m east of its existing location. This is shown on the drawing provided at **Appendix CCL/01**.
- A package of pedestrian walk route improvements will be provided, including footway widening, pedestrian refuge islands, and dropped kerbs and tactile paving at crossings. This is shown on the drawing provided at **Appendix CCL/01**.
- A 23 space car park for the site foodstore and public house.

### **2.3 Planning Application**

2.3.1 The proposed convenience store development, forming the appeal application, consists of the following elements:

- A 325sq.m (gross floor area) convenience foodstore located within the existing public house car park. This is 93sq.m larger than the approved store size.
- The Five Crosses Inn public house main building will remain as existing, as per the extant scheme.
- The site's existing access to/from the A525 Ruthin Road will be improved and relocated c10m east of its existing location, as per the extant scheme.
- A package of pedestrian walk route improvements will be provided, including footway widening, pedestrian refuge islands, and dropped kerbs and tactile paving at crossings, as per the extant scheme.
- 21 car parking spaces for the proposed development, which is in the form of a 20 space car park plus an additional public house parking space accessed from Gwernygaseg Road. This is 3 spaces less than the extant scheme.
- A staff Travel Plan will be provided.
- The applicant will fund a Traffic Regulation Order (TRO) to restrict parking along Ruthin Road adjacent to the site.

2.3.2 The package of pedestrian improvements includes the following:-

- ✓ A new pedestrian refuge island, with dropped kerbs and tactile paving will be provided on Ruthin Road adjacent to the proposed convenience store.
- ✓ The existing footway on the south-western side of Ruthin Road will be extended to the proposed refuge island and widened to 2.0m.
- ✓ The existing Minera Hall Road / Ruthin Road junction bell-mouth will be widened and a new pedestrian refuge island, with dropped kerbs and tactile paving, will be provided.
- ✓ The existing footway on the north side of Gwernygaseg Road will be widened and the Gwernygaseg Road / Ruthin Road junction will be improved to include dropped kerbs and tactile paving for pedestrians.

2.3.3 Therefore, the salient difference between the permitted development and that proposed is an increase in floor area of 93sq.m and a 3 space decrease in parking provision.

## 2.4 Refusal Reason

2.4.1 The application was refused planning permission on 5<sup>th</sup> September 2016 for one reason. Reason 1 relates to transport matters and is provided below.

*"Inadequate provision is made [for] off-street parking provision. The proposals therefore do not accord with policy T8 of the Wrexham Unitary Development Plan."*

2.4.2 The reason for refusal identifies only one principal point of issue, this being that the Council allege that there is an inadequate provision of car parking spaces on-site, and that the development should be refused on that basis alone.

## 2.5 Policy Context

2.5.1 The refusal reason cites Policy T8 within the Wrexham Unitary Development Plan, adopted February 2005.

2.5.2 Policy T8 is provided below.

*"Policy T8 Development granted planning permission will be required to provide vehicle parking spaces either on site or nearby, in accordance with the Council's current parking standards. Special regard will be paid to the following factors, as appropriate:-*

- a) the availability of public transport nearby,*
- b) proximity to public car parking,*
- c) proximity to local services and facilities,*
- d) road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site.*

*Where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate."*

- 2.5.3 This policy does not add further clarity or explanation to the refusal reason. The policy notes specifically that *"where implementation difficulties arise in making parking provision on-site or nearby, the Council will require a developer to make financial contributions for measures to assist public transport, or walking and cycling as appropriate."* The proposals include a package of works to improve pedestrian accessibility to the proposal site, which is pertinent as walking tends to be the main mode of travel to convenience stores (see Graph 2.1 of the Connect May 2016 Transport Statement).

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Local Planning Guidance Note 16

- 2.5.4 Extracts relating to the application of maximum parking for new developments, as taken from Wrexham County Borough Council's Local Planning Guidance Note 16, are provided below.

Extract 1:-

*"The Standards shown in Fig A - D set out parking standards for different land uses as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended). They set a maximum for new developments and changes of use and apply throughout the County Borough. For some uses operational parking (e.g. for delivery/freight haulage vehicles) in addition to non-operation parking (e.g. public/customer parking) is likely to be required. For uses not mentioned in Fig A - D the parking requirements will be determined on the basis of local circumstances and the potential demand for parking associated with that use."*

Extract 2:-

*"The car parking standards set out below are maximum standards for each land use category. In accordance with national policy the Council has no minimum parking requirements. In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access."*

Extract 3:-

*"Some on-site parking is likely to be required for most new developments. Developers should clearly demonstrate that the amount of parking provided will be sufficient to meet likely demand and show they have taken account of how close a site is to employment, local facilities such as shops and frequency of public transport."*

Extract 4:-

*"Development will not be permitted if there is insufficient parking on site and where as a result this will cause or increase highway problems. Any adverse cumulative impact of other developments in the locality will also be taken into account. However if these impacts can be overcome or reduced to acceptable levels by the delivery of new or improved transport infrastructure, including walking or cycling routes, public transport, new car parks, cycling parking or the implementation of traffic management and parking controls developers will be required to fund or in some instances contribute towards the cost of their delivery."*

Extract 5:-

*"The calculation of parking provision for mixed use developments will vary with the type of uses proposed. In cases where the mixed uses generally operate concurrently, levels applicable to all uses will be aggregated. Where the mixed uses generate demands at different times of the day the provision of space will be based on the development type which is the dominant use of that specific site."*

#### Parking Standards

- 2.5.5 For A1 retail the maximum car parking provision is one space per 14sq.m of GFA, which for the proposed development equates to a maximum provision of 23 spaces ( $325 / 14 = 23$ ) and therefore the proposed allocation of 9 spaces does not breach the local maximum parking standards.
- 2.5.6 The 'Local Planning Guidance Note 16, Parking Standards' indicates a disabled parking provision of 10% of the total provision. For the proposed development this equates to a provision of one disabled persons' bay ( $9 \times 0.1 = 0.9$ ) and the proposed provision of one disabled persons' bay accords with local standards.
- 2.5.7 The public house public floor space is 78.6sq.m. For A3 public houses, the parking standards identify a maximum provision of one space per 4sq.m of public floor area. This equates to a maximum provision of 20 spaces ( $78.6 / 4 = c20$  spaces).
- 2.5.8 The allocation of 12 parking spaces for the public house (11 within the car park and 1 from Gwernygaseg Road) does not breach the maximum standard.
- 2.5.9 As the Wrexham parking standards are maximum, the proposed development can only be considered to be in conflict with the policy if Extract 4 (above) applies, if insufficient parking is provided, that this leads to highway problems, and the proposed package of pedestrian improvements are not considered to be sufficient to mitigate this.

#### Planning Policy Wales January 2016

- 2.5.10 Paragraph 8.4.2, as taken from Planning Policy Wales, July 2014 is provided below.

*"8.4.2 Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan."*

#### Policy Observations

- 2.5.11 Both policy documents state clearly (and reiterate) that the parking standards are maximum standards.
- 2.5.12 Planning Policy Wales advocates reducing parking to encourage sustainable modes of travel, which must mean that parking provision is limited so that it acts as a constraint.
- 2.5.13 In a similar manner the Local Plan policy advocates improving non-car facilities where the parking on-site for a development does not meet the likely demand (and is less than the maximum).

## 2.6 Appeal Decisions

APP/H6955/A/13/2209711 - Land adjacent to Red Lion Public House, Marford Hill, Marford, Wrexham, LL12 8SL

- 2.6.1 The table below compares the proposed development with the above appeal scheme (due to their similarities). It can be seen that the Five Crosses proposed scheme includes 22 spaces fewer than the maximum standard (compared to 27 spaces fewer for the Marford scheme which was allowed at Appeal). It can also be seen that at Marford, both the store and public house are larger, and the observed public house accumulation was greater.

**Table CCL/1 – Comparison to Marford, Convenience Store Appeal**

|                                                      | Proposed Development, Five Crosses | Marford Hill, Marford Appeal Scheme |
|------------------------------------------------------|------------------------------------|-------------------------------------|
| Convenience Store Size:-                             | 325sq.m                            | 383sq.m                             |
| Maximum Parking Standard:-                           | 1:14 = 23                          | 1:14 = 27                           |
| Public House - Public Floor Space:-                  | 78.6sq.m                           | 111.2sq.m                           |
| Maximum Parking Standard:-                           | 1:4 = 20                           | 1:4 = 28                            |
| Parking Spaces Blocked During Servicing:-            | 4                                  | 5-6                                 |
| Maximum Observed Public House Parking Accumulation:- | 7                                  | 11                                  |
| Total Maximum Parking Standard for Site:-            | 43                                 | 55                                  |
| Total Site Parking:-                                 | 21                                 | 28                                  |

Note:- The proposal site has a 20 space car park, plus 1 additional public house parking space is accessed from Gwernygaseg Road.

- 2.6.2 In the context of the refusal reason, paragraphs 22 to 26 of the Marford appeal decision are provided below.

*22. Local Planning Guidance Note 16 'Parking Standards' (LPG 16) amplifies the adopted UDP policies. It has been subject to public consultation and adopted by the Council and I attach it significant weight. LPG 16 sets out the maximum requirements for each type of development and states that where developments are close to local services and facilities and/or are in areas where people are able to walk or cycle to them or travel to them easily by public transport, it may be appropriate for less on site parking to be provided than for developments in remoter areas. Also, that in cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand. In accordance with national planning policy, the Council has no minimum parking requirements. Taking the floor area of the existing public house and proposed retail unit, and in accordance with LPG 16, the combined maximum number of parking spaces would be 54.*

*23. It is not known how many store staff would be on duty at any one time. It is estimated that 6 staff would be required but a draft Travel Plan has been prepared by the appellant, the detail of which would be subject to negotiation with the Council, to encourage more sustainable modes of travel and to reduce the need for staff to travel by car and park at the premises. Furthermore, cycle parking facilities are proposed to be provided in the car park and there are locations within the vicinity of the site where customers or staff could park on street legally and without harming road safety or the amenity of local residents. The Council raised concerns regarding overspill of parking on surrounding streets and the potential for customers to park illegally across the site frontage with the resultant hazard to road safety. However, I consider that the presence of zig zag lines and central double white lines on the site frontage would deter parking here. Furthermore, other legislative provisions exist to control this behaviour.*

*24. As demonstrated by the appellant's parking surveys, the peak demand times for parking at the retail store would differ from the peak times associated with the public house. It is unlikely that this would overlap significantly other than at those times and under the circumstances outlined above. Furthermore, the public house is well located for customers to walk or to arrive by public transport or taxi. The public footpaths are street lit along Marford Hill and the crossing provides a safe crossing for pedestrians. It is accessible on foot and by bicycle from local residential areas and there is a school and community hall nearby. It is also well served by bus with regular services between the site and the surrounding area. The site thus benefits from good walking and cycling accessibility from local residential areas and connectivity to public transport. It is recognised that the maximum parking standard would not be provided but LPG 16 allows for less on-site parking to be provided where developments are close to local services and facilities and accessible by walking, cycling and public transport. Moreover, an over-provision of parking would reduce the potential to encourage people to use non-car modes of transport.*

*25. My attention has been drawn to the use of the car park by parents dropping off/collecting children from the nearby school in the mornings and afternoons. However, this has been taken into account within the appellant's parking surveys. Furthermore, the car park is privately owned and use of the car park by anyone other than customers would continue to be at the landowner's discretion.*

*26. For the above reasons, I consider that the proposal would not have a detrimental impact upon the free flow of traffic or upon highway safety. Accordingly, I find that there would be no conflict with adopted UDP Policy GDP1 d) which requires new development to ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality. It would comply with UDP Policy S6 and with Policy T8 which requires development to provide vehicle parking spaces either on site or nearby in accordance with the Council's current parking standards. It requires special regard to be paid to factors such as the availability of public transport nearby, proximity to local services and facilities, road safety hazards and amenity considerations arising from on-street parking in the vicinity of the site. Furthermore, there would be no conflict with LPG 16.*

- 2.6.3 Both the proposed Five Crosses scheme and the Marford scheme have similar ratios of parking compared to the maximum standards, both include Staff Travel Plans, both include on-site cycle parking spaces, and the Inspector has also highlighted that parking can be suitably controlled by TROs.

## **2.7 Research**

- 2.7.1 The publication titled Transport and Sustainability: Volume 5, 'Parking Issues and Policies' (2014), which was edited by Professor Stephen Ison (Transport Studies Group, School of Civil and Building Engineering, Loughborough University) and Corinne Mulley (Institute of Transport and Logistics Studies, The University of Sydney) considers in detail the effects of on-street parking. Under the heading 'findings' within the executive summary, the document notes that:

*"On-street parking typically: serves the highest demand; is efficient in terms of land use and cost; induces lower vehicle speeds; increases safety on low-speed streets [referring to speeds lower than 35mph in the text]; enhances walkability; and fosters less driving, more pedestrian activity and increased vitality".*

- 2.7.2 Under the subheading 'Vehicle Impacts' the assessment is expanded upon highlighting that:-

*"This study suggests that drivers tended to travel statistically significant slower speeds in the presence of occupied on-street parking."*

- 2.7.3 The report section goes on to say that:-

*"In reality, drivers also tend to have different expectations of hazard in more complex environments, and in turn, they compensate for these risks accordingly."*

- 2.7.4 Therefore, the research does not identify safety problems, indicating that that speeds are lower and driver awareness increases in the presence of on-street parking.

## 2.8 Section Summary

2.8.1 A summary of this report section is as follows:-

- The appeal site has planning permission (P/2015/0644) for a 232sq.m (gross floor area) convenience foodstore with 23 car parking spaces.
- The proposed convenience store development, forming the appeal application, consists of a 325sq.m (gross floor area) convenience with a car park for 20 vehicles. This is 93sq.m larger than the approved store size, with 3 less car parking spaces.
- The application was refused planning permission on 5<sup>th</sup> September 2016 for one reason, citing “*Inadequate provision is made [for] off-street parking provision.*”
- Policy T8 identifies that parking for developments should be accommodated on-site, or nearby, albeit that the standards are maxima. The only policy stipulation affecting this proposal is the requirement to prevent overspill car parking where this would have a highway safety or amenity implication. Where parking cannot be accommodated on-site or nearby, the policy states that improvements will be required to non-car access infrastructure.
- Policy documents state clearly (and reiterate) that the parking standards are maximum standards. Planning Policy Wales advocates reducing parking to encourage sustainable modes of travel, this must mean that the supply of parking is limited so that it acts as a constraint.
- By comparison to the Marford appeal scheme (which was allowed), it can be seen that the situation at the proposed development is very similar.
- Recent research into parking identifies that on-street parking is not unquestionably unsafe and that in the presence of on-street parking, users adjust their behaviour and lower their speeds accordingly.

### 3.0 PROJECT CHRONOLOGY

#### 3.1 Introduction

3.1.1 This section of the statement provides details of the project chronology in terms of Connect Consultants' input. For expediency, it focuses on the salient points.

#### 3.2 Chronology

- A pre-application email was sent to Wrexham County Borough Council (WCBC) on 12<sup>th</sup> September 2014 to scope out the parameters of the Transport Statement (TS) to accompany the planning application. No response was received from WCBC.
- The planning application (reference P/2015/0011) was submitted, and accompanied by Connect TS dated December 2014.
- A response was received from WCBC dated 16<sup>th</sup> January 2015 (reference JS/P/2015/0011), which requested further information relating to access, parking, servicing and refuse arrangements, and a Travel Plan.
- Connect Technical Note 001, dated 18<sup>th</sup> February 2015 was submitted to WCBC responding specifically to each of the comments raised by WCBC on 16<sup>th</sup> January. A copy of this note is provided at **Appendix CCL/02**.
- A response was received, by email, from WCBC on 24<sup>th</sup> April 2015, which recommended that the application is refused based on the following two reasons:-
  1. *"The proposed development does not make adequate provision for the parking of vehicles clear of the adjoining carriageway."*
  2. *"The establishment of a development of this nature in this location would be incompatible with through traffic interests and a potential source of danger to road users and pedestrians."*
- The application was withdrawn and resubmitted (P/15/0644) accompanied by Connect TS dated August 2015.
- WCBC responded on 15<sup>th</sup> and 29<sup>th</sup> September 2015, and Connect Technical Note 002, dated 23<sup>rd</sup> October 2015 responded specifically to each of WCBC's points. A copy of this note is provided at **Appendix CCL/03**.
- A further response was submitted to WCBC, by email, on 16<sup>th</sup> December 2015, which compared the development to the Marford Hill convenience store appeal (reference APP/H6955/A/13/2209711) scheme. A copy of this email is provided at **Appendix CCL/04**.
- Further comments were received from WCBC on 6<sup>th</sup> January 2016, which requested further information relating to parking, servicing, a TRO, highways and pedestrian improvements, and the staff Travel Plan.
- Connect emails on the 8<sup>th</sup> January 2016 responded to these points, inclusive of the submission of tracking drawings, confirmation of points already agreed, and confirmation of the applicants willingness to fund a Traffic Regulation Order to restrict on-street parking on Ruthin Road.

- Additionally, Connect drawing 14015-T29-010 Revision F (**Appendix CCL/01**) was submitted, on 11<sup>th</sup> January 2016, to WCBC to confirm the proposed pedestrian and highways improvements, including drawing annotations. A copy of a draft service management plan was also submitted.
- A response was received from WCBC on 11<sup>th</sup> January 2016, and a further response by email on 12<sup>th</sup> February 2016.
- Connect's email dated 23<sup>rd</sup> February 2016 responded to these points. A copy of this email is provided at **Appendix CCL/05**.
- The planning application (P/15/0644) was approved on 29<sup>th</sup> April 2016.
- A new planning application (reference P/16/0540, the appeal scheme) was submitted and accompanied by Connect TS dated May 2016.
- A consultation response was received, and dated 20<sup>th</sup> June 2016, which objected to the proposal on the grounds of parking provision.
- Connect Technical Note 003, dated 1<sup>st</sup> August 2016 was submitted to WCBC. A copy of this note is provided at **Appendix CCL/06**.
- The planning application was refused on 5<sup>th</sup> September 2016 for 1 reason, which relates to highways matters.

### 3.3 Section Conclusions

#### 3.3.1 The project chronology is summarised as follows.

- The WCBC comments on the various planning applications, Transport Statements, and discussions at meetings were responded to in detailed and evidence based technical notes dated 18<sup>th</sup> February 2015, 23<sup>rd</sup> October 2015, and 1<sup>st</sup> August 2016. Copies of these notes are appended to this report, which includes the WCBC commentary to which they responded.
- WCBC has not provided any evidence to substantiate the refusal reason.

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## **4.0 ROAD SAFETY**

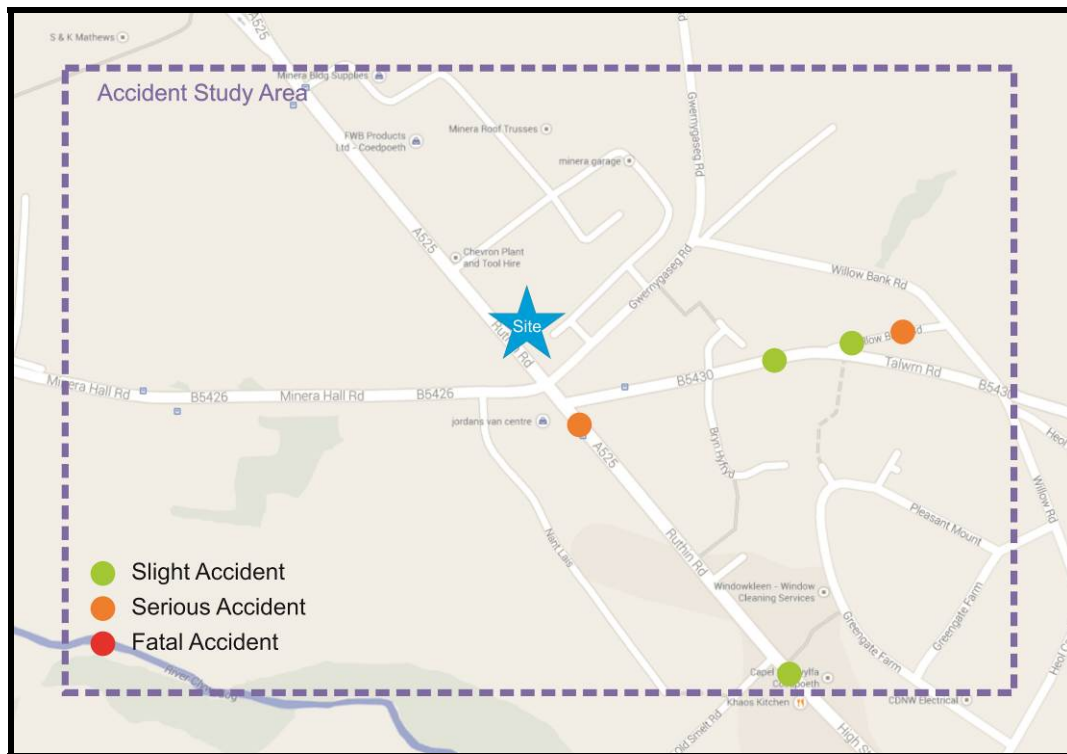
### **4.1 Introduction**

- 4.1.1 This section of the statement summarises the road safety data used in the assessment of the proposed development.
- 4.1.2 This section references the Connect May 2016 Transport Statement, road collision history, and on-site observations.

### **4.2 Site Characteristics**

- 4.2.1 Section 2.6 of the May 2016 Transport Statement considers road safety.
- 4.2.2 Road collision data was obtained from Wrexham County Borough Council for the period between 1<sup>st</sup> January 2011 and 21<sup>st</sup> December 2015. This was the most recent five year period available from this database at the time when the May 2016 TS was prepared.
- 4.2.3 The plan identified that only a low level of road collisions had been recorded near to the proposal site during the period 2011-2015 inclusive, and that none had occurred on the site frontage, which is the area where alleged on-street parking might occur.
- 4.2.4 A plan showing the location and severity of the road collisions within the study area has been provided below.

## Inset CCL/2 – Road Safety Context



4.2.5 A summary of the incidents is provided at **Table CCL/2** below.

**Table CCL/2 – Accident Data**

| Reference | Date       | Severity | Lighting       | Road Surface | Pedestrians | Cyclists | Shunts |
|-----------|------------|----------|----------------|--------------|-------------|----------|--------|
| M126689   | 31/07/2011 | Slight   | Daylight       | Dry          | No          | No       | Yes    |
| N097711   | 16/06/2012 | Slight   | Daylight       | Wet          | No          | No       | No     |
| P169728   | 12/10/2013 | Serious  | Dark/No Lights | Dry          | No          | No       | No     |
| S107353   | 19/07/2015 | Slight   | Daylight       | Wet          | No          | No       | No     |
| S190655   | 14/12/2015 | Serious  | Dark/Lights    | Wet          | Yes         | No       | No     |

- 4.2.6 M126689 - Vehicle2, stationary, was hit in the rear by vehicle1, who then fled the scene.
- 4.2.7 N097711 – The rider of vehicle1 applied the brakes slightly for light right hand bend, the bike has skidded causing front wheel to come out and collide with a traffic sign.
- 4.2.8 P169728 - Vehicle1 (motorcycle) was travelling with three persons on board. The vehicle has taken a left hand bend causing it to slide and the persons on board to fall to ground and collide with a sign.
- 4.2.9 S107353 - Vehicle1 has collided with a wall to the offside of the carriageway before losing a tyre. The driver decamped, but later spoke to the police.

4.2.10 S190655 - Vehicle1, tractor/trailer HGV, was being driven along A525 in the direction of Ruthin from Wrexham. Two boys, who had alighted from the school bus, were waiting at the roadside to cross the main road when one boy slipped off the pavement into the rear wheels of the trailer unit causing serious leg injuries.

4.2.11 The safety record was not cited in the refusal reason, nor did it form part of the refusal reason. Overall, none of the accidents are similar over the five year period. Therefore, there is not a pattern of accidents than can be attributable to a road layout deficiency, nor one that is likely to be materially worsened by the proposed development.

#### Conclusion

4.2.12 Overall the collision record does not indicate any pattern of incidents or any incident which are attributable to a road layout deficiency. On this basis, the collision history does not have a negative bearing on the acceptability of the proposed development.

4.2.13 Furthermore, the collision statistics are not pertinent to the consideration of a planning application for a modest increase in GFA, and a slight reduction in car parking for a permitted development.

### **4.3 Section Conclusions**

4.3.1 The section is summarised as follows:-

- No pattern of collisions has been identified and nor are there any incidents which are attributed to a road layout deficiency.
- 1 accident has occurred that involved pedestrians; the incident does not appear to be caused by a layout deficiency.
- No accidents have occurred that involved the public house use or its servicing arrangements.

## 5.0 PARKING ASSESSMENT AND SERVICING

### 5.1 Introduction

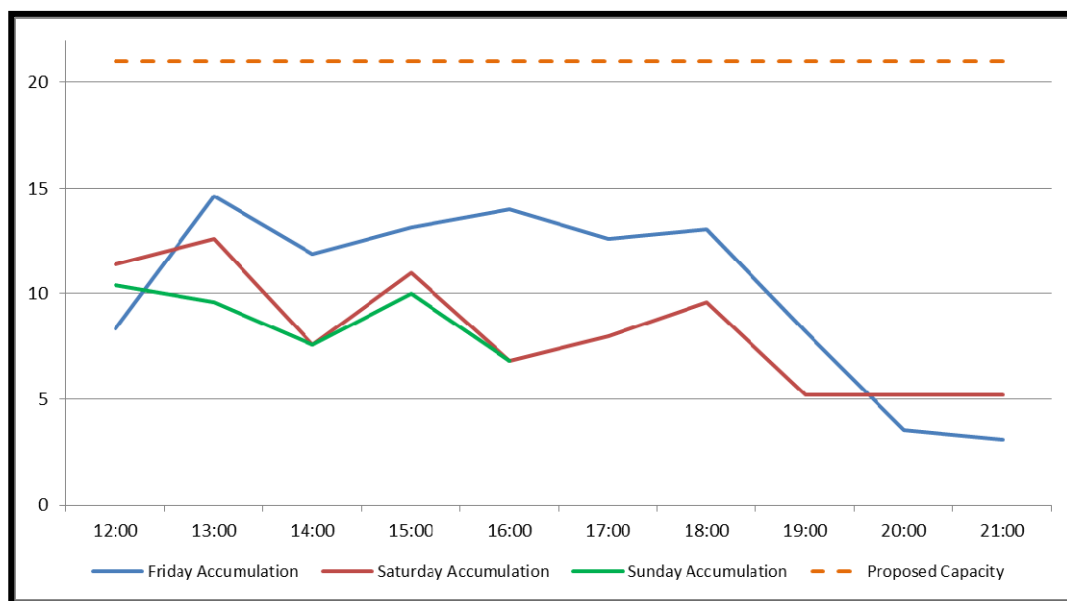
5.1.1 This section of the report summarises the parking analysis and servicing review used in the assessment of the proposed development.

5.1.2 The section refers to the Connect May 2016 Transport Assessment along with Connect technical notes 001 and 002, and additional survey data that has been collected since the refusal of the planning application.

### 5.2 Parking Provision

5.2.1 The parking assessment contained within the May 2016 Transport Statement has been combined (i.e. the surveyed public house parking demand has been added to the TRICS assessed convenience store demand) which shows (at **Graph CCL/1** below) that the car park would operate within capacity on all assessed days.

**Graph CCL/1 – Combined Parking Demand and Capacity**

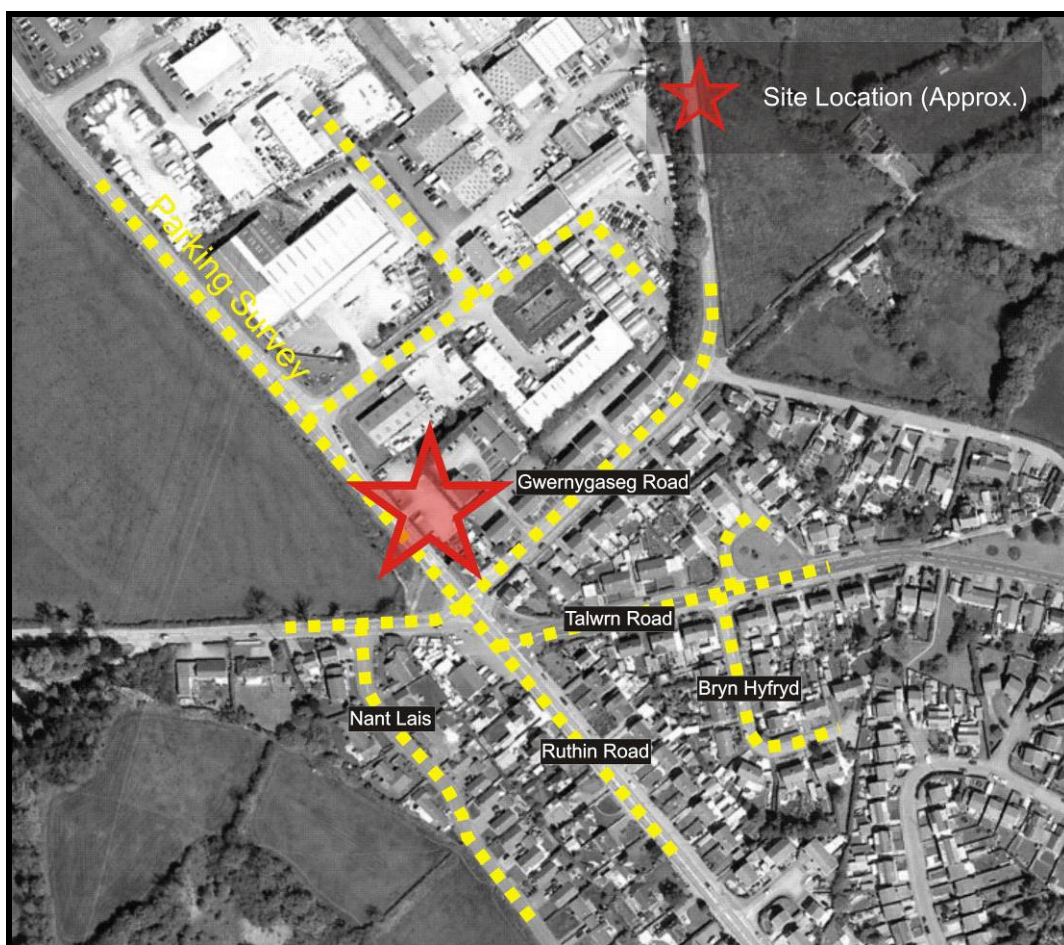


5.2.2 It should be also noted that the use of the car park by public house staff is already inherent in the survey data, which shows a maximum accumulation of only 7 parked cars. The average public house accumulation across the survey period was just 2.8 vehicles.

5.2.3 To assist the validation of the Transport Statement assessment of convenience store parking demand, a survey at a Rhostyllen convenience store was undertaken. The survey showed a maximum demand of only 9 parked cars at any one time, which supports the TRICS assessment above.

- 5.2.4 While the assessment results identify that the proposed parking provision is suitable to accommodate demand, consideration has been given to what will happen should the demand exceed the capacity. It is possible that some existing visitors (as well as future visitors) of the public house will choose to walk instead of driving, especially given that the proposed development includes improvements to pedestrian infrastructure.
- 5.2.5 Additionally, nearby and available on-street parking for the public house is located along roads near to the site.
- 5.2.6 As part of the public house parking surveys (i.e. 30<sup>th</sup> May, 31<sup>st</sup> May and 1<sup>st</sup> June 2014), the availability of parking on local roads was also surveyed. The plan at **Inset 5.1** below shows the roads that were surveyed during the beat surveys.

**Inset 5.1 – On-Street Parking Survey Locations**



- 5.2.7 A summary of nearby areas of legal on-street parking, and the maximum observed accumulations, is provided at **Table CCL / 3** below.

**Table CCL/3 – On-Street Parking Data**

| Location                | Available Spaces to Park Legally        | Maximum Occupancy during Parking Survey            |
|-------------------------|-----------------------------------------|----------------------------------------------------|
| Bryn Hyfryd             | 12 on-street spaces – parking permitted | 9                                                  |
| Gwernygaseg Road        | 36 parking bays                         | 17                                                 |
| First c65m of Nant Lais | 5 on-street spaces – parking permitted  | 3                                                  |
| Ruthin Road             | 27 parking bays                         | 5                                                  |
| Talwrn Road             | 35 parking bays                         | 10                                                 |
| <b>Total</b>            | <b>115</b>                              | <b>44 (maximums do not occur at the same time)</b> |

5.2.8 Clearly, there is significant additional on-street parking capacity located near to the proposal site.

5.2.9 The available on-street parking would accommodate any excess parking demand, albeit that the evidence does not suggest that this will be required.

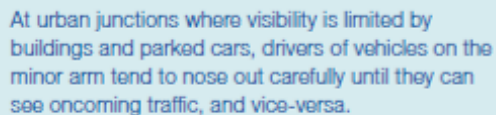
5.2.10 With regard to Ruthin Road adjacent to the site, as shown by the parking surveys, drivers are less inclined to park their vehicle along this corridor, particularly given the availability of parking along other roads. The parking surveys identified that no vehicles parked along this road during the survey periods, and this is unlikely to change during the 'with development' scenario even if on-street parking occurs on other roads.

5.2.11 That said, Ruthin Road is a straight, fairly wide road (c8.0m) with good visibility. There is nothing about the characteristics of the road to suggest that occasional limited parking would be unsafe, or inhibit the free flow of movements along this corridor.

5.2.12 However, WCBC has requested that the applicant funds a Traffic Regulation Order to restrict parking along Ruthin Road adjacent to the site, which has been agreed by the applicant in the interests of collaborative working.

5.2.13 Should occasional on-street parking occur, it is possible that this might be close to the proposed access and such situations are considered in Manual for Street 2 at Section 10.7. Manual for Streets 2 states that *"Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice."*

### **Inset CCL/3 – Manual for Streets 2, Section 10.7**



In the images above, the blue car moves forward slowly until it can see far enough past the parked vehicles to see that the gap to the next oncoming vehicle is long enough for it to pull out. Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out.

## Parking Survey – Five Crosses Inn Car Park

- Page 19

**Table CCL/4 – Parking Data – Five Crosses Inn**

| Time  | Friday Accumulation | Saturday Accumulation | Sunday Accumulation |
|-------|---------------------|-----------------------|---------------------|
|       | # Parked Cars       | # Parked Cars         | # Parked Cars       |
| 7:00  | 5                   | 5                     | 6                   |
| 8:00  | 6                   | 5                     | 6                   |
| 9:00  | 6                   | 5                     | 6                   |
| 10:00 | 6                   | 5                     | 6                   |
| 11:00 | 6                   | 5                     | 6                   |
| 12:00 | 6                   | 5                     | 6                   |
| 13:00 | 6                   | 6                     | 6                   |
| 14:00 | 6                   | 7                     | 7                   |
| 15:00 | 6                   | 6                     | 8                   |
| 16:00 | 5                   | 6                     | 7                   |
| 17:00 | 5                   | 6                     | 6                   |
| 18:00 | 5                   | 5                     | 6                   |
| 19:00 | 6                   | 6                     | 6                   |
| 20:00 | 5                   | 6                     | 5                   |
| 21:00 | 5                   | 6                     | 5                   |

- 5.3.2 The results at **Table CCL/4** above collaborate the results of the previous survey at the public house car park, as set out in the May 2016 Transport Statement.
- 5.3.3 Interestingly, the number of parked vehicles within the car park does not appear to fluctuate across the day, and there were at least 5 parked vehicles on all occasions. Anecdotally (from the traffic survey company), there was little turnover of parking, suggesting that the number of vehicles, above, includes parking abuse, and the demand for the pub car park is in fact much lower than the observed levels.
- 5.3.4 It is likely that the casual use of the public house car park currently occurs as there is capacity to accommodate this. However, should the car park occupancy increase this casual use by non-customers is likely to be displaced.

Parking Survey – Marford Cooperative Store and Red Lion Pub Car Park

- 5.3.5 Additionally, given that the Marford Appeal scheme is now operational, a parking survey was undertaken at the combined Red Lion Public House and Cooperative store car park. The survey was undertaken on Saturday 1<sup>st</sup>, Sunday 2<sup>nd</sup> and Friday 7<sup>th</sup> October 2016 between 07:00 and 21:00; a summary of the results is provided at **Table CCL/5** below, while full results are provided at **Appendix CCL/7**.

**Table CCL/5 – Parking Data – Red Lion and Coop Store, Marford**

| Time  | Friday Accumulation | Saturday Accumulation | Sunday Accumulation | Capacity | Maximum Occupancy |
|-------|---------------------|-----------------------|---------------------|----------|-------------------|
|       | # Parked Cars       | # Parked Cars         | # Parked Cars       | # Spaces | %                 |
| 7:00  | 4                   | 8                     | 10                  | 28       | 36%               |
| 8:00  | 13                  | 12                    | 13                  | 28       | 46%               |
| 9:00  | 16                  | 10                    | 17                  | 28       | 61%               |
| 10:00 | 10                  | 11                    | 15                  | 28       | 54%               |
| 11:00 | 13                  | 15                    | 14                  | 28       | 54%               |
| 12:00 | 11                  | 17                    | 15                  | 28       | 61%               |
| 13:00 | 17                  | 9                     | 16                  | 28       | 61%               |
| 14:00 | 11                  | 10                    | 14                  | 28       | 50%               |
| 15:00 | 19                  | 12                    | 14                  | 28       | 68%               |
| 16:00 | 21                  | 17                    | 21                  | 28       | 75%               |
| 17:00 | 17                  | 18                    | 18                  | 28       | 64%               |
| 18:00 | 23                  | 16                    | 18                  | 28       | 82%               |
| 19:00 | 11                  | 19                    | 15                  | 28       | 68%               |
| 20:00 | 9                   | 14                    | 11                  | 28       | 50%               |
| 21:00 | 5                   | 14                    | 8                   | 28       | 50%               |

- 5.3.6 During the parking counts, the survey company were asked to record any on-street parking local to the Co-op store on Marford Hill. The surveys identified that no on-street parking occurred.
- 5.3.7 **Table CCL/5** above identifies a maximum occupancy of 23 parked vehicles (82%), which occurred at 18:00 during the weekday survey.
- 5.3.8 Both the public house and the convenience store at Marford are larger (41% and 18% respectively) than the proposal site, and the surveyed public house accumulation (prior to the implementation of the store) was higher (11 compared to 7/8) than is observed at the Five Crosses. Both of which are likely to mean that the accumulation at the proposed development will be lower than the Marford site. This supports the findings in the May 2016 Transport Statement.

Traffic Survey Ruthin Road

- 5.3.9 Finally, an Automatic Traffic Count loop was placed on Ruthin Road, adjacent to the site for the period Saturday 1<sup>st</sup> October to Friday 7<sup>th</sup> October 2016. The purpose of this count is to inform the Appeal the context of the existing traffic conditions. A summary of the results is provided at **Table CCL/6** below, while full results are provided at **Appendix CCL/08**.

**Table CCL/6 – Traffic Data, Ruthin Road**

| Period        | Northbound Traffic Flow |        |        |         |           |          |        |
|---------------|-------------------------|--------|--------|---------|-----------|----------|--------|
|               | Saturday                | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| Busiest Hour  | 398                     | 417    | 457    | 452     | 469       | 446      | 551    |
| 07:00 - 19:00 | 3499                    | 3177   | 3885   | 3920    | 3960      | 3845     | 4578   |
| 06:00 - 22:00 | 3890                    | 3521   | 4448   | 4459    | 4501      | 4387     | 5318   |
| 06:00 - 24:00 | 4000                    | 3602   | 4514   | 4527    | 4607      | 4481     | 5441   |
| 00:00 - 24:00 | 4138                    | 3746   | 4678   | 4720    | 4812      | 4676     | 5636   |
| Period        | Southbound Traffic Flow |        |        |         |           |          |        |
|               | Saturday                | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday |
| Busiest Hour  | 396                     | 457    | 449    | 515     | 458       | 466      | 423    |
| 07:00 - 19:00 | 3400                    | 3697   | 4014   | 4185    | 4020      | 3997     | 4253   |
| 06:00 - 22:00 | 3735                    | 4073   | 4411   | 4607    | 4506      | 4440     | 4695   |
| 06:00 - 24:00 | 3813                    | 4116   | 4489   | 4674    | 4583      | 4532     | 4782   |
| 00:00 - 24:00 | 3934                    | 4205   | 4636   | 4795    | 4698      | 4658     | 4908   |

- 5.3.10 The survey identifies a maximum daily flow of 10,544 vehicles (both directions combined) along the Ruthin Road, which across a 24 hour period is fairly modest.
- 5.3.11 The Design Manual for Roads and Bridges TA46/97 'Traffic Flow Ranges for use in the Assessment of New Rural Roads', Table D/2 identifies a congestion reference flow of 23,000 for single carriageway (7.3m) 'principle roads' i.e. the AADT flow at which the carriageway is likely to be 'congested' in the peak periods on an average day. Clearly the observed flows are well within this figure.
- 5.3.12 The additional traffic movements turning into / out of the site associated with the proposed development are nominal and unlikely to cause any noteworthy interruption of the free-flow of traffic along Ruthin Road. That said, the flows for the proposed convenience store are unlikely to vary significant from the scheme which has been approved.

## **5.4 Servicing**

- 5.4.1 A 10m rigid vehicle is the maximum size delivery vehicle that is proposed to be used at this site by the proposed operator, The Cooperative and by the public house operator (Marston's).
- 5.4.2 The May 2016 Transport Statement provides a drawing that shows a service vehicle driving into the site from Ruthin Road, and leaving again in forward gear.
- 5.4.3 The provision of a delivery management plan / strategy that controls and manages servicing is acceptable to the developer, and this was made clear to WCBC during the consultation period, including the submission of a draft management plan.
- 5.4.4 The swept path analysis shows that 4 spaces would be affected by a lorry manoeuvring on-site. The parking analysis identifies that the maximum accumulation (combined) is less than 17 (i.e. 21 spaces – 4 = 17) parked cars on all assessment occasions. The 4 required spaces are capable of being 'coned-off' or restricted during periods of servicing as a means to achieve deliveries in this manner.
- 5.4.5 By way of summary, the following details have been provided by The Cooperative in relation to their delivery schedule.
- 3 ambient deliveries per week.
  - 6 fresh/frozen/milk deliveries per week.
  - Deliveries occur between 07:00 and 20:00, but typically occur early morning (for delivery of fresh goods) and ambient deliveries thereafter.
  - Delivery vehicle dwell times are c30-40 minutes.
  - Newspapers/magazines (1 daily), sandwiches (1 daily), and bread (2 per day) are delivered by external suppliers and typically in smaller vehicles, such as transit vans. Newspapers/ sandwiches typically arrive before 10:00am.
- 5.4.6 The following details have been provided by Marston's in relation to their delivery schedule.
- 1 delivery per week.
  - Deliveries occur between 06:00 and 15:00, but typically occur early morning.
  - Delivery vehicle dwell times are c30 minutes.
- 5.4.7 It is likely that site deliveries would take place during periods when the vehicle demand is low as the store will be less busy and staff will be able to deal with deliveries.
- 5.4.8 Overall, the delivery vehicle is capable of manoeuvring entirely on-site, which is capable of being managed.

## **5.5 Section Conclusions**

5.5.1 This report section is summarised as follows:-

- The assessment shows that the proposed car park is sufficient to accommodate assessed parking demand including the existing public house.
- Surveys undertaken at two local convenience stores support the convenience store TRICS assessment figures.
- On-street parking bays are located on roads close to the proposal site, which have significant observed spare capacity.
- Occasional on-street parking adjacent to the site is not inherently unsafe, but will be discouraged by the proposed traffic regulation order.
- The ATC survey data identified that traffic movements along Ruthin Road are only modest and the increased use of the access by the proposed development is unlikely to affect the free-flow of traffic along Ruthin Road.
- Service vehicles can arrive and depart in forward gear, manoeuvre on-site without over-running parking bays, and the servicing arrangements are capable of being managed.

## 6.0 CONSIDERATION OF REFUSAL REASON

### 6.1 Introduction

6.1.1 As set out at **Section 1**, the application was refused planning permission on 5<sup>th</sup> September 2016.

6.1.2 Reason 1 relates to highways matters and is provided below.

*"Inadequate provision is made [for] off-street parking provision. The proposals therefore do not accord with policy T8 of the Wrexham Unitary Development Plan."*

6.1.3 The reason for refusal identifies only one principal points of issue, this being that the Council allege that there is an inadequate provision of car parking spaces on-site, and that the development should be refused on that basis alone.

### 6.2 Consideration of Refusal Reason

6.2.1 Policy T8 identifies that parking for developments should be accommodated on-site, or nearby, albeit that the standards are maxima. The only policy stipulation affecting this proposal is the requirement to prevent overspill car parking where this would have a highway safety or amenity implication. Where parking cannot be accommodated on-site or nearby, the policy states that improvements will be required to non-car access infrastructure.

6.2.2 The parking assessment (which is supported by surveys at other local convenience stores) shows that the on-site parking capacity is greater than the assessment demand. Even so, the on-street parking surveys show that there is significant observed capacity at parking bays close to the site.

6.2.3 Additionally, the proposed development includes local pedestrian infrastructure improvements, along with measures to discourage on-street parking adjacent to the site.

6.2.4 Research into parking identifies that on-street parking is not unquestionably unsafe and that in the presence of on-street parking, users adjust their behaviour and lower their speeds accordingly.

6.2.5 The collision record does not indicate any pattern of incidents or any incident which are attributable to a road layout deficiency, that have involved pedestrians, or the existing use of the public house.

6.2.6 In the context of Policy T8, all aspects of the proposals are acceptable, namely that the proposal:-

- ✓ provides a total parking number less than the maximum parking standard set out within Wrexham County Borough Council's Local Planning Guidance Note 16
- ✓ provides sufficient parking to accommodate the assessed parking demand
- ✓ has identified that there is significant on-street parking capacity within parking bays on roads close to the proposal site

- ✓ includes a package of pedestrian infrastructure improvements, which will assist encouraging travel by foot (this being the dominant mode of travel to convenience developments)
- ✓ includes funding for the promotion of a Traffic Regulation Order
- ✓ includes a staff Travel Plan for the convenience store, and
- ✓ provides cycle parking spaces on-site.

6.2.7 Notwithstanding the above, the applicant has also agreed to the provision of a service management plan, which is capable of suitably managing deliveries.

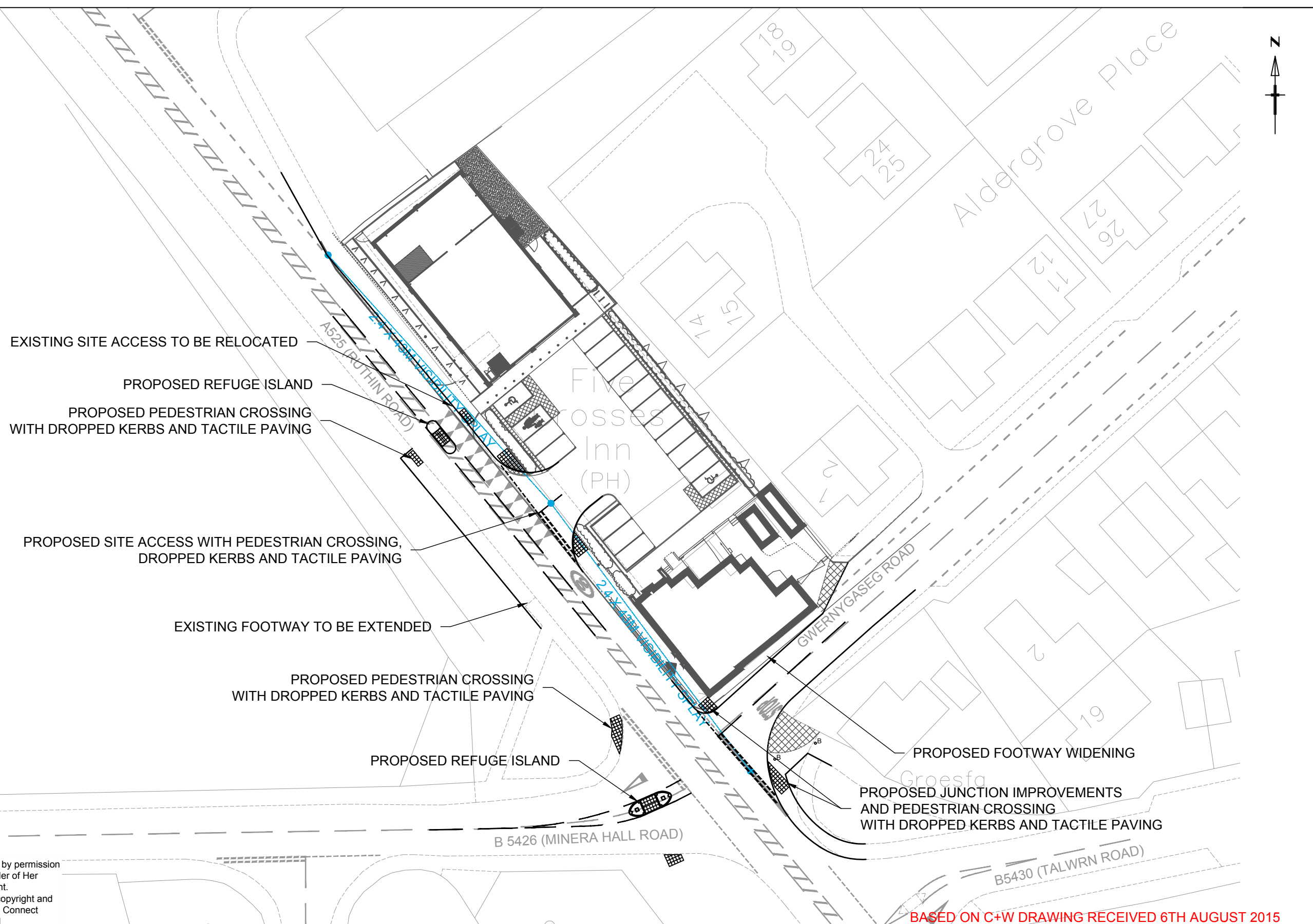
### **6.3 Section Conclusion**

6.3.1 In conclusion, this statement demonstrates that there is no technical justification for the concerns on which the refusal reason is based.

## **Appendix CCL / 01**

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A3



**connect**  
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committed to  
**CSCS**  
Platinum award



client  
**NEWRIVER RETAIL**

project  
**PROPOSED DEVELOPMENT  
MINERA  
FIVE CROSSES**

title  
**PROPOSED SITE ACCESS ARRANGEMENTS**

|                                            |                                  |                          |
|--------------------------------------------|----------------------------------|--------------------------|
| scale<br><b>1:500</b>                      | drawn by<br><b>T.A.S</b>         | checked by<br><b>N.B</b> |
| date<br><b>JAN 2016</b>                    | cad file<br><b>14015-T29-010</b> |                          |
| drawing number<br><b>14015 - T29 - 010</b> |                                  | rev.<br><b>F</b>         |

## **Appendix CCL / 02**

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## NEWRIVER RETAIL

### PROPOSED CONVENIENCE FOODSTORE DEVELOPMENT, FIVE CROSSES INN, MINERA

#### NOTE 001 (T29) - RESPONSE TO WCBC HIGHWAYS COMMENTS

18<sup>TH</sup> FEBRUARY 2015

#### Introduction

This technical note has been produced to respond to comments made by Wrexham County Borough Council (WCBC) on 16<sup>th</sup> January 2015 associated with NewRiver Retail's proposals for a convenience foodstore development located at The Five Crosses Inn, Minera. WCBC's comments also relate to Connect Consultants' December 2014 Transport Statement.

WCBC's comments and information requests are provided below, followed by a response from Connect in each case.

#### WCBC Comment 1

##### Existing Parking Provision

There are currently 34 parking spaces provided within the public house car park. However, details of the public floor space within the public house have not been provided with the application. It is therefore not possible to assess parking provision in respect of LPGN 16 requirements. **Could you please ask the applicant to provide this information.**

I understand that there is an existing re-cycling facility based within the pub car park which is currently serviced by the WCBC Refuse Section. I assume that this facility will be lost if the application is supported.

#### CCL Comment 1

The public house public floor space is 78.6m<sup>2</sup>. For A3 public houses, the parking standards identify a maximum provision of one space per 4m<sup>2</sup> of public floor area. This equates to a maximum provision of 20 spaces (78.6 / 4 = c20 spaces).

The recycling facility will be removed from the proposal site should the proposed development be implemented. The parking / vehicular attraction benefits of this are not taken into account in the parking analysis within the Transport Statement.

#### WCBC Comment 2

##### Proposed Access

The proposed access indicated on layout plan - **Drg. No. T29-0302** appears to be 6.8m wide with 6m kerb radii. Such an access would need to incorporate appropriate dropped kerb crossing points with minimum 1200 x 1200mm tactile paving (400mm concrete units) in line with the back of the footway. This detail has not been indicated on the submitted layout plan. **Could you please ask the applicant to include this detail on a revised layout plan.**

#### CCL Comment 2

A revised access arrangement plan, which has been updated in accordance with the comments above, is provided at **Appendix 1**.

### WCBC Comment 3

#### Proposed Parking Provision

It is proposed to reduce the number of parking spaces at the site (currently serving the public house) from 34 to 15 no. spaces to serve both the existing public house and proposed retail unit.

The proposed convenience store has a gross floor area of 372m<sup>2</sup>. Based on A1 Shop Use, LPGN 16 would normally require 1 car space per 14m<sup>2</sup> GFA equating to the requirement of a maximum of 27 spaces. However, only 8 out of the 15 no. spaces are proposed for use by the retail unit.

I understand that up to 20 no. staff will be employed at the proposed retail unit. It is assumed that a proportion of these staff will own cars and will park within the proposed car park which will leave less than 8 spaces available for customers visiting the site.

Based on previous information provided at a similar application site (ie/ planning ref: P/2014/0868 – Kingsmill Hotel, Kingsmills Road, Wrexham), it is suggested that 3 of the 20 no. proposed staff would travel by car and require a parking space. Based on this assumption, only 5 no. spaces would be available for customers visiting the retail unit at the Five Crosses site. This would equate to an 81% shortfall in parking provision compared with LPGN 16 maximum requirements which is considered unacceptable.

The applicant has included a parking survey relating to available on-street parking capacity along Ruthin Road, Minera Hall Road, Nant Lais, Gwernygaseg Road, Talwrn Road and sections of carriageway within the Minera Industrial Estate (unadopted). It is suggested that 255 parking spaces could be accommodated along these roads making parking provision acceptable at the development in the context of the availability of these on-street parking spaces.

The survey also includes parking demand over 3 selected days within the public house car park. It is reported that a maximum of 7 cars were parked in the existing car park at any one time during the survey. I assume that at least 2 cars associated with staff working at the pub will be parked within the car park leaving only 5 parking spaces for customers visiting the pub. There would also appear to be limited parking for one vehicle to the side of the public house off Gwernygaseg Road.

It is unclear from the submitted information as to whether the public house is utilized on occasion for any functions that may attract additional customers ie/ parties, christenings, watching of live football matches etc, which are likely to result in an increased parking demand at the premises.

**Could you please ask the applicant to clarify the above issue.**

Any proposed development would be expected to provide adequate parking provision within the curtilage of the site. The reliance on customers parking along the existing streets would be considered unacceptable particularly given the busy crossroads arrangement in this location. The proposed retail unit will include an ATM facility which is located in close proximity to the adjoining highway. I assume that anybody visiting the site to use this facility may well park directly outside the premises on Ruthin Road rather than park within the car park particularly if it is full. Any on-street parking in this location in close proximity to the existing crossroads would be incompatible with through traffic interests and a potential source of danger to road users.

Details of the public floor space within the public house have not been provided with the application. It is therefore not possible to assess parking provision in respect of LPGN 16 requirements for the public house. **Could you please ask the applicant to provide this information.**

### CCL Comment 3

#### Context

The WCBC comments compare the site with Kingsmill Road in Wrexham, where the use of personal vehicles could be higher. The site is located near to dwellings, on a moderately trafficked road, with a moderately low total catchment population, and with a number of competing attractions. It might be expected that therefore only a moderate (i.e. average) or low vehicular attraction in the context of convenience stores will be achieved.

Likewise, the potential for non-car attraction exists, the total number of pedestrians attracted to the site may be average (or slightly below this), and the relative proportion would also be average (for convenience stores).

Therefore, the assessment included in the Transport Statement for vehicular attraction, and for parking attraction, is potentially an over-estimate.

#### Policy

##### Local Planning Guidance Note 16

Extracts relating to the application of maximum parking for new developments, as taken from Wrexham County Borough Council's Local Planning Guidance Note 16, are provided below.

##### Extract 1:-

*"The Standards shown in Fig A - D set out parking standards for different land uses as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended). They set a maximum for new developments and changes of use and apply throughout the County Borough. For some uses operational parking (e.g. for delivery/freight haulage vehicles) in addition to non-operation parking (e.g. public/customer parking) is likely to be required. For uses not mentioned in Fig A - D the parking requirements will be determined on the basis of local circumstances and the potential demand for parking associated with that use."*

##### Extract 2:-

*"The **car parking** standards set out below **are maximum** standards for each land use category. In accordance with national policy the Council has no minimum parking requirements. In cases where the amount of parking provided is below the maximum the Council will need to be satisfied that this is appropriate for the likely level of demand, without undermining requirements for inclusive access."*

##### Extract 3:-

*"Some on-site parking is likely to be required for most new developments. Developers should clearly demonstrate that the amount of parking provided will be sufficient to meet likely demand and show they have taken account of how close a site is to employment, local facilities such as shops and frequency of public transport."*

##### Extract 4:-

*"Development will not be permitted if there is insufficient parking on site and where as a result this will cause or increase highway problems. Any adverse cumulative impact of other developments in the locality will also be taken into account. However if these impacts can be overcome or reduced to acceptable levels by the delivery of new or improved transport infrastructure, including walking or cycling routes, public transport, new car parks, cycling parking or the implementation of traffic management and parking controls developers will be required **to fund or in some instances contribute towards the cost of their delivery.**"*

Extract 5:-

*"The calculation of parking provision for mixed use developments will vary with the type of uses proposed. In cases where the mixed uses generally operate concurrently, levels applicable to all uses will be aggregated. Where the mixed uses generate demands at different times of the day the provision of space will be based on the development type which is the dominant use of that specific site."*

Planning Policy Wales July 2014

Paragraph 8.4.2, as taken from Planning Policy Wales, July 2014 is provided below.

*"8.4.2 **Car parking provision** is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan."*

Both policy documents state clearly (and reiterate) that the parking standards are maximum standards. Planning Policy Wales advocates reducing parking to encourage sustainable modes of travel, which must mean that parking is provided so that it acts as a constraint.

On this basis, the policy supports the proposed parking provision.

Commentary

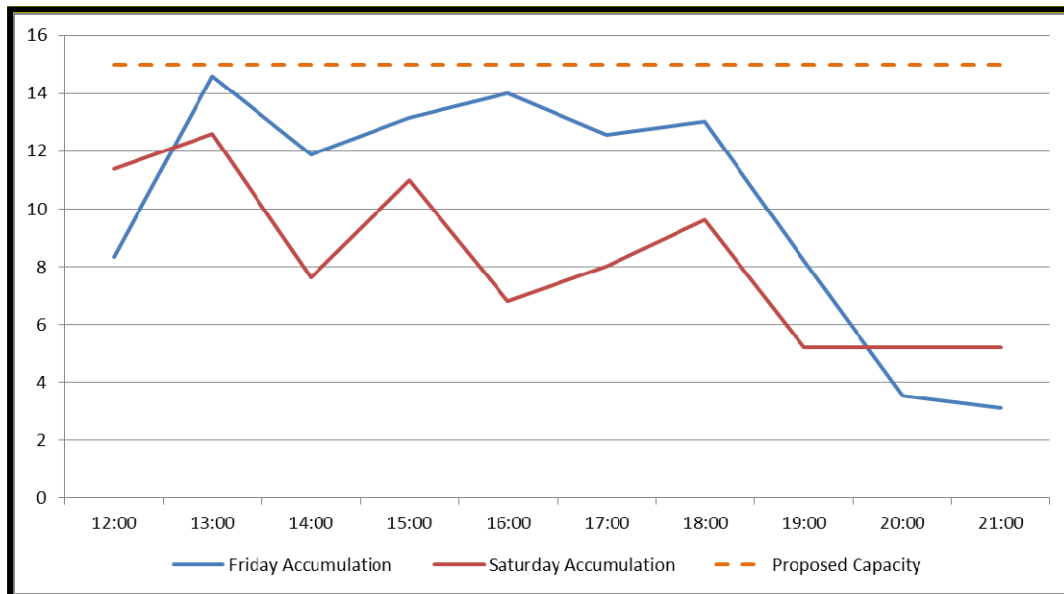
The Transport Statement and application drawings notionally allocate spaces. In practice as the public house and store have different operational peaks, it is unlikely to be necessary to formally control of the parking areas for each specific use, and both areas will be available for visitors of both uses. Paragraph 3.7.13 of the December 2014 Transport Statement is provided below:

*"In practice, should either the public house or the proposed convenience store's demand exceed its allocated number of spaces then it is likely that some drivers would either park in the other on-site parking area (space permitting) or park on-street near to the site."*

Notwithstanding the comments above in relation to the parking attraction, the combined parking assessment based on the information provided within the December 2014 Transport Statement shows (at **Graph 1** below) that the car park would operate within capacity during the assessment period and therefore that the proposed parking provision meets demand.

It should be noted that the assessment of parking demand uses the TRICS database and will therefore include all surveyed movements to/from existing convenience stores (inclusive of staff).

**Graph 1 – Combined Parking Demand and Capacity**



With regard to the proposed ATM and potential for parking adjacent to the site, the parking surveys identified that no vehicles parked along Ruthin Road during the survey periods, and this is unlikely to change during the 'with development' scenario.

No details have been provided regarding existing functions operated by the public house, but it is reasonable to assume that any pub operator could run such events (it is noteworthy that during the parking surveys there were international football matches, and the Aviva rugby premierships final). Functions, however, are typically abnormal events.

Overall, the proposed parking arrangements are appropriate for the scale of development proposed.

#### WCBC Comment 4

##### Turning Provision

The submitted Transport Statement includes the swept path details of a 10m long (HGV) delivery vehicle. I assume that a dray wagon also services the public house via the existing car park which is of a similar size plus smaller vans for food supplies.

If such a vehicle arrives / parks within the car park to service the retail unit, at least 7 spaces are blocked / lost whilst the deliveries take place. It is unclear how long such deliveries take. The overall car park is then only capable of accommodating 8 cars during this period.

If a dray wagon arrives / parks within the car park to service the public house, at least 8 spaces are blocked / lost whilst the deliveries take place. It is unclear how long such deliveries take. The overall car park is then only capable of accommodating 7 cars during this period.

If both delivery truck and dray wagon arrive together and park within the proposed car park, then no parking spaces for cars would be available for a given time. However, I assume that this scenario could be avoided / managed by a suitable Service & Delivery Management Plan. However, the loss of approximately half of the proposed car parking spaces during deliveries is of concern and may well result in customers parking along the adjoining highway.

#### CCL Comment 4

The provision of a delivery management plan / strategy is acceptable to the developer. By way of summary, the following details have been provided by The Cooperative in relation to their delivery schedule.

- 1 – 2 deliveries per day.
- Deliveries occur between 06:00 and 21:00, but typically occur early morning (for delivery of fresh goods and in the evening).
- Delivery vehicle dwell times are c30-40 minutes.

The following details have been provided by Marston's in relation to their delivery schedule.

- 1 delivery per week.
- Deliveries occur between 06:00 and 15:00, but typically occur early morning.
- Delivery vehicle dwell times are c30 minutes.

It is likely that site deliveries would take place during periods when the vehicle demand is low and therefore it is unlikely that service vehicles will require visitors to park on-street.

#### WCBC Comment 5

##### Travel Plan

If the application was to be supported then I would recommend that a Final Travel Plan is submitted after 6 months of the first use of the development.

#### CCL Comment 5

It is agreed that a Travel Plan would be beneficial, promote sustainable forms of travel and reduce the likelihood for staff parking on site.

**WCBC Comment 6**

**Service & Delivery Management Plan**

If the application was to be supported then I would recommend that the applicant submits a Service & Delivery Management Plan detailing how and when deliveries will take place without impeding parking / access within the site.

**CCL Comment 6**

The provision of a delivery management plan / strategy is acceptable to the developer.

**WCBC Comment 7**

**Recycling / Refuse Collection**

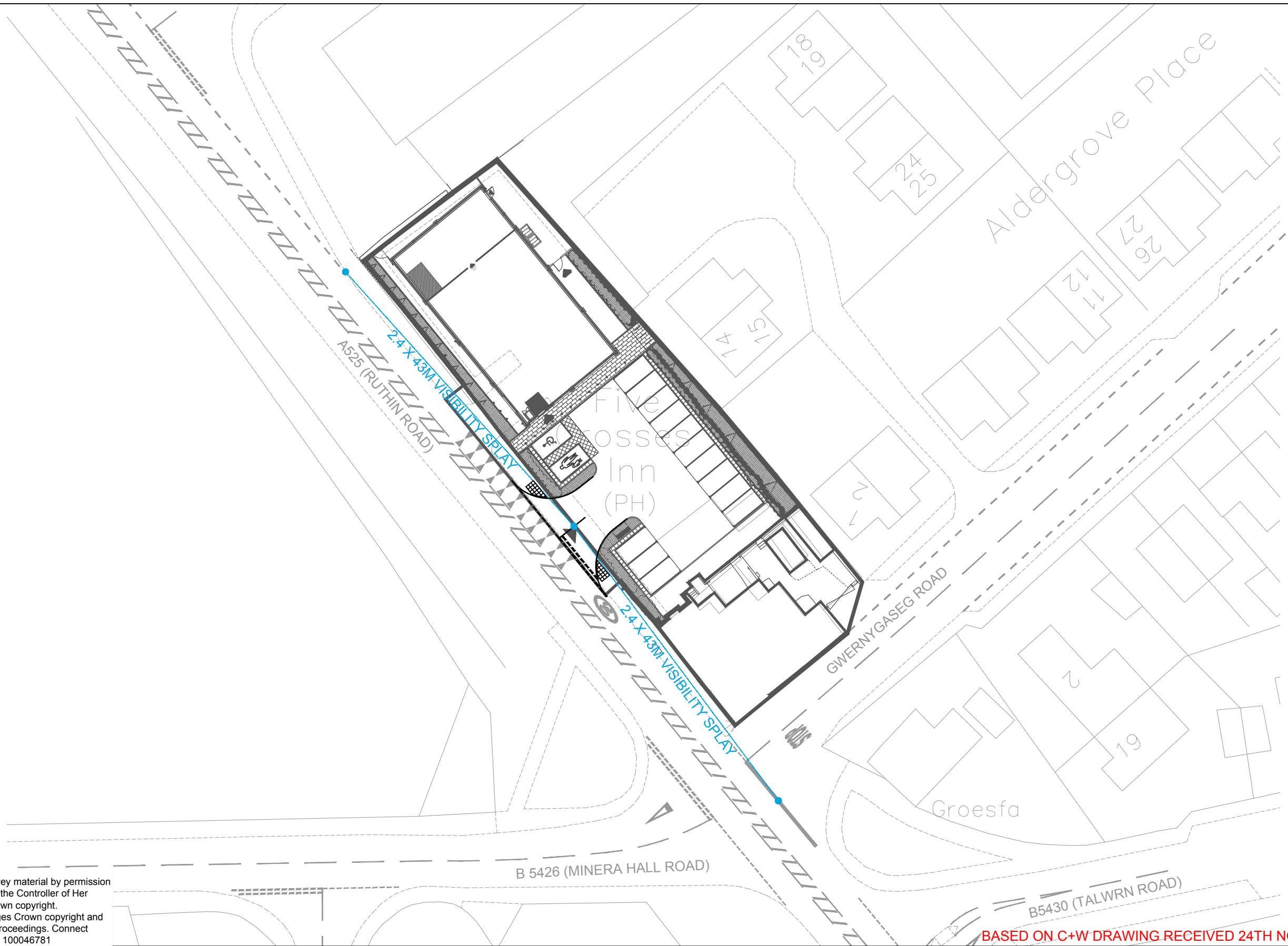
I assume that both the proposed retail store and public house would be serviced by a private refuse management company using appropriately sized vehicles which could turn within the car park and exit in a forward gear.

A private management company would service the site, and some waste would be collected privately. Some waste will be stored in external bins and collected by standard refuse collection vehicles.

## **Appendix 1**

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A3



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BASED ON C+W DRAWING RECEIVED 24TH NOVEMBER 2014

**connect**  
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client  
NEWRIVER RETAIL

project  
PROPOSED DEVELOPMENT  
MINERA  
FIVE CROSSES

title  
PROPOSED SITE ACCESS ARRANGEMENTS

|                   |               |            |
|-------------------|---------------|------------|
| scale             | drawn by      | checked by |
| 1:500             | T.A.S         | N.B        |
| date              | cad file      |            |
| OCT 14            | 14015-T29-010 |            |
| drawing number    | rev.          |            |
| 14015 - T29 - 010 | B             |            |

## **Appendix CCL / 03**

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## NEWRIVER RETAIL

### PROPOSED CONVENIENCE FOODSTORE DEVELOPMENT, FIVE CROSSES INN, MINERA

#### NOTE 002 (T29) - RESPONSE TO WCBC HIGHWAYS COMMENTS

23<sup>RD</sup> OCTOBER 2015

#### Introduction

This technical note has been produced to respond to comments made by Peter Douthwaite (PD) at Wrexham County Borough Council (WCBC) on 15<sup>th</sup> and 29<sup>th</sup> September 2015 associated with NewRiver Retail's proposals for a convenience foodstore development located at The Five Crosses Inn, Minera. WCBC's comments also relate to Connect Consultants' August 2015 Transport Statement.

WCBC's comments are provided below, followed by a response from Connect in each case.

#### WCBC 15/09/15 Comment 1 – Part 1

##### Proposed Parking Provision

It is proposed to reduce the number of parking spaces at the site (currently serving the public house) from 34 to 18 no. spaces to serve both the existing public house and proposed retail unit.

The proposed convenience store has a gross floor area of 325m<sup>2</sup>. Based on A1 Shop Use, LPGN 16 would normally require 1 car space per 14m<sup>2</sup> GFA equating to the requirement of a maximum of 23 spaces. However, only 9 out of the 18 no. spaces are proposed for use by the retail unit.

I understand that up to 20 no. staff will be employed at the proposed retail unit. It is assumed that a proportion of these staff will own cars and will park within the proposed car park which will leave less than 9 spaces available for customers visiting the site.

Based on previous information provided at a similar application site (ie/ planning ref: P/2014/0868 – Kingsmill Hotel, Kingsmills Road, Wrexham), it is suggested that 3 of the 20 no. proposed staff would travel by car and require a parking space. Based on this assumption, only 6 no. spaces would be available for customers visiting the retail unit at the Five Crosses site which is considered unacceptable.

The applicant has included a parking survey relating to available on-street parking capacity along Ruthin Road, Minera Hall Road, Nant Lais, Gwernygaseg Road, Talwrn Road, Five Crosses Car Park, Bryn Hyfryd and sections of carriageway within the Minera Industrial Estate (unadopted). It is suggested that 255 parking spaces could be accommodated along these roads making parking provision acceptable at the development site in the context of the availability of these on-street parking spaces. This survey incorrectly appears to include areas that are not highway eg/ Five Crosses Industrial Estate, sections of highway subject to double yellow lines and several junctions, where parking would not be permitted.

The submitted Transport Statement also includes a survey of parking demand over 3 selected days within the public house car park. It is reported that a maximum of 7 cars were parked in the existing car park at any one time during the survey. I assume that at least 2 cars associated with staff working at the pub will be parked within the car park leaving only 7 parking spaces for customers visiting the pub. There would also appear to be limited parking for one vehicle to the side of the public house off Gwernygaseg Road.

There are currently 34 parking spaces provided within the public house car park. I understand that the existing public house has a public floor space of 78.6m<sup>2</sup>. Based on A3 Use – LPGN 16 would require a maximum of 1 space per 4m<sup>2</sup> public floor space. This would equate to a maximum requirement of 20 spaces.

## WCBC 15/09/15 Comment 1 – Part 2

It is unclear from the submitted information as to whether the public house is utilized on occasion for any functions that may attract additional customers ie/ parties, christenings, watching of live football matches etc, which are likely to result in an increased parking demand at the premises.

The submitted Transport Statement also includes a parking survey conducted at the Co-operative Store @ 50 Wrexham Road, Rhosyllen. This store is located on a busy, classified road where the main road and side roads in close proximity to the shop are protected with double yellow lines. The shop has a gross floor area of approximately of 279m<sup>2</sup>. Based on A1 Shop Use, LPGN 16 would normally require 1 car space per 14m<sup>2</sup> GFA equating to the requirement of a maximum of 20 spaces. This unit appears to have 8 no. parking spaces. I understand that the maximum recorded parking demand during the survey was 9 no. cars. However, having spoken with our Parking Enforcement Section, I understand that several requests have been made for our officers to observe this site due to complaints of indiscriminate parking in this area by customers visiting the shop. This would appear to suggest that the existing car park has insufficient capacity for customers.

Any proposed development would be expected to provide adequate parking provision within the curtilage of the site. The reliance on customers parking along the existing streets would be considered unacceptable particularly given the busy crossroads arrangement in this location. The proposed retail unit will include an ATM facility which is located in close proximity to the adjoining highway. I assume that anybody visiting the site to use this facility may well park directly outside the premises on Ruthin Road rather than park within the car park particularly if it is full. Any on-street parking in this location in close proximity to the existing crossroads would be incompatible with through traffic interests and a potential source of danger to road users.

In summary, the overall development (ie/ public house and retail unit) would normally require a maximum of 43 spaces. However, only 18 spaces are proposed which represents a 58% shortfall in parking provision compared with maximum standards. The proposed level of parking provision at the development site is considered to be inadequate.

## CCL Comment 1

The parking assessment included in the August 2015 Transport Assessment identifies a maximum accumulation of 9 cars for the convenience store, 7 vehicles for the public house, and a maximum combined accumulation of 15 vehicles. The proposed car park has 18 spaces.

PD identifies that at a different convenience store site, 3 spaces were intended to be used by staff members. Whilst the use of the car park by staff members is inherent within all the survey data presented in Connect's analysis (and which shows the car park operating within capacity), the applicant is willing to suitably control the use of the car park by staff as part of the future employment Travel Plan.

PD has stated that the on-street parking survey includes areas that are unadopted along with junctions and areas of double-yellow markings where parking may be inappropriate. The parking survey at section 3.7 of the August 2015 TA has been reanalysed for the following streets, which includes only the locations where parking is already permitted by Wrexham Borough Council. A copy of this information is provided at **Appendix 1** of this note.

**Table 1 – Parking Data**

| Location                | Available Spaces to Park Legally        | Maximum Occupancy during Parking Survey            |
|-------------------------|-----------------------------------------|----------------------------------------------------|
| Bryn Hyfryd             | 12 on-street spaces – parking permitted | 9                                                  |
| Gwernygaseg Road        | 36 parking bays                         | 17                                                 |
| First c65m of Nant Lais | 5 on-street spaces – parking permitted  | 3                                                  |
| Ruthin Road             | 27 parking bays                         | 5                                                  |
| Talwrn Road             | 35 parking bays                         | 10                                                 |
| <b>Total</b>            | <b>115</b>                              | <b>44 (maximums do not occur at the same time)</b> |

Clearly, there is significant additional parking capacity located near to the proposal site.

PD assumes that 2 of the public house spaces will be used by members of staff. This could be true, but the use of the car park by staff is already inherent in the survey data, which shows a maximum accumulation of only 7 parked cars. The average public house accumulation across the survey period was just 2.8 vehicles. Clearly the proposed shared provision of 18 spaces supports the anticipated demand for the on-site uses.

PD states that the parking survey at the Cooperative store at Wrexham Road, Rhostyllen suggests that there is additional demand, and that parking enforcement is being considered as a means to control parking. The survey at the Rhostyllen store shows a maximum of only 9 cars at any one time which supports the TRICS assessment. The proposed store will have a minimum of at least (18 – 7 =) 11 parking spaces available.

Additionally, PD highlighted that WCBC consider parking restrictions as a means to control parking on roads where such parking is deemed unsuitable. This is unnecessary in this case because the car park is shown to operate within capacity, and there are suitable other parking locations available close to the site.

A number of the TRICS sites used for the assessment of trip attraction include cash points and therefore the assertion that drivers will park on the road adjacent to the site is premised on the car park being full, and that suitable parking is not available nearby; the statement is therefore unfounded.

PD's comments are speculative, and other than a maximum standard, the authority does not present any evidence or reasoning to suggest that the assessments provided in the August 2015 Transport Assessment (or previous submissions) are unsuitable. Therefore, the proposed development 1. provides sufficient parking to support the development, 2. accords with the WCBC parking standards, and 3. there is additional legal parking located very close to the development.

## WCBC 15/09/15 Comment 2

### Turning Provision

The submitted Transport Statement includes the swept path details of a 10m long (HGV) delivery vehicle. I assume that a dray wagon also services the public house via the existing car park which is of a similar size plus smaller vans for food supplies.

If such a vehicle arrives / parks within the car park to service the retail unit, it would appear that at least 9 spaces are blocked / lost whilst the deliveries take place. I understand that dwell times are around 30 - 40 minutes, with 1 - 2 deliveries occurring per day. The overall car park is then only capable of accommodating 9 cars during this period.

If a dray wagon arrives / parks within the car park to service the public house, it would appear that at least 7 spaces are blocked / lost whilst the deliveries take place, with 1 delivery occurring per week. I understand that dwell times are around 30 minutes. The overall car park is then only capable of accommodating 11 cars during this period (or 2 spaces actually allocated to the public house).

If both delivery truck and dray wagon arrive together and park within the proposed car park, then only a maximum of 2 parking spaces for cars would be available in the overall car park for a given time. However, I assume that this scenario could be avoided / managed by a suitable Service & Delivery Management Plan. However, the loss of approximately half of the proposed car parking spaces during deliveries is of concern and may well result in customers parking along the adjoining highway.

Swept path analysis plans showing a 10m rigid HGV have been included in the Transport Statement. The movements indicated out of the access in the south easterly direction demonstrate a significant encroachment of the vehicle onto the opposite lane which is not ideal.

## CCL Comment 2

As stated by PD, the servicing can be suitably managed to avoid the busier periods within the car park. The applicant is willing to provide a Service and Delivery Management Plan as suggested.

It should be noted that during convenience store deliveries only 4 spaces are blocked, and during public house deliveries only 4 spaces are blocked. This is demonstrated on the plans provided at **Appendix 2**.

The positioning of delivery vehicles can be controlled as part of the management plan.

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**WCBC 15/09/15 Comment 3**

**Travel Plan**

If the application was to be supported then I would recommend that a Final Travel Plan is submitted after 6 months of the first use of the development.

**CCL Comment 3**

The applicant is agreeable to an employment Travel Plan.

**WCBC 15/09/15 Comment 4**

**Service & Delivery Management Plan**

If the application was to be supported then I would recommend that the applicant submits a Service & Delivery Management Plan detailing how and when deliveries will take place without impeding parking / access within the site. However, I assume that deliveries will only be permitted in normal working hours due to the nearby residential properties. Assuming this to be the case, then it is likely that conflict will occur between delivery vehicles and cars wishing to utilize the car park.

**CCL Comment 4**

As above, the applicant is willing to provide a Service and Delivery Management Plan as suggested.

The parking assessment identifies a maximum convenience store accumulation of just 6 vehicles before midday, and a maximum combined accumulation of just 8 vehicles after 19:00. Clearly, there will be suitable periods for both the store and public house to suitably service their units.

**WCBC 15/09/15 Comment 5**

**Recycling / Refuse Collection**

I assume that both the proposed retail store and public house would be serviced by a private refuse management company using appropriately sized vehicles which could turn within the car park and exit in a forward gear.

**CCL Comment 5**

A private management company would service the site, and some waste would be collected privately. Some waste will be stored in external bins and collected by standard refuse collection vehicles.

A swept path for a refuse vehicle accessing the site is provided at **Appendix 3**. Again, access to the site by private refuse vehicles will be controlled through the use of the management plan.

**WCBC 15/09/15 Comment 6**

**Pedestrian Access**

Existing pedestrian access to the site via Gwernygaseg Road, Talwrn Road, Ruthin Road (south) and Minera Hall Road is relatively poor. There is a lack of adequate footways and pedestrian crossing facilities (eg/ pedestrian refuges) in close proximity to the site which would be of concern given the busy nature of Ruthin Road.

The submitted Transport Statement does not appear to offer any pedestrian improvements which could make accessing the site safer / more convenient for pedestrians.

The comment above is superseded by the WCBC 29<sup>th</sup> September 2015 comment below.

**WCBC 29/09/15 Comment 1**

**Pedestrian Access**

Existing pedestrian access to the site via Gwernygaseg Road, Talwrn Road, Ruthin Road (south) and Minera Hall Road is relatively poor. There is a lack of adequate footways and pedestrian crossing facilities (eg/ pedestrian refuges) in close proximity to the site which would be of concern given the busy nature of Ruthin Road.

The submitted layout plan appears to offer some degree of pedestrian improvements along Gwernygaseg Road in the form of additional footway provision and a pedestrian crossing facility (dropped kerb) fronting the site across Ruthin Road. However, given the busy nature of the Five Crosses junction, I would normally expect a development of this nature to provide additional pedestrian refuges (min. 1.8m wide) at suitable locations across both Ruthin Road (fronting the development site) and Minera Hall Road.

The provision of such facilities are likely to require the widening of a section of Ruthin Road and provision of a 2.0m wide footway on the western side of Ruthin Road. Consideration would need to be given to turning movements of larger HGVs in respect of any pedestrian refuges.

However, even with such improvements, I would not wish to support a development of this nature in this location for the reasons stated in my memo dated 15<sup>th</sup> September 2015.

**CCL Comment 7**

The applicant is willing to provide the suggested pedestrian improvements. The drawing provided at **Appendix 4** identifies the proposed site access arrangements including new pedestrian refuge islands and tactile paving. **Appendix 4** also includes a swept path analysis of the proposed arrangements.

## **Appendix 1**

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# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 30.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Bryn Hyfryd

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

Narrow Road

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               | Illegal Parking Areas |                      |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------------|----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify)       | Driveway             | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 12                  | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0                     | 9                    | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 12                    | Total Illegal Spaces |                |               |               |            |            | 9          |          |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 4                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 4                       | 33%                  | 4                     | 33%                  |
| 13:00 | 4                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 4                       | 33%                  | 4                     | 33%                  |
| 14:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 6                       | 50%                  | 6                     | 50%                  |
| 15:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 6                       | 50%                  | 6                     | 50%                  |
| 16:00 | 9                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 9                       | 75%                  | 9                     | 75%                  |
| 17:00 | 8                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 8                       | 67%                  | 8                     | 67%                  |
| 18:00 | 8                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 8                       | 67%                  | 8                     | 67%                  |
| 19:00 | 7                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 7                       | 58%                  | 7                     | 58%                  |
| 20:00 | 7                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 7                       | 58%                  | 7                     | 58%                  |
| 21:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 6                       | 50%                  | 6                     | 50%                  |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 30.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Gwernygaseg Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               | Illegal Parking Areas |                      |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------------|----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify)       | Driveway             | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 0                   | 36           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0                     | 0                    | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 36                    | Total Illegal Spaces |                |               |               |            |            |            | 0        |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 0                   | 11           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 11                      | 31%                  | 11                    | 31%                  |
| 13:00 | 0                   | 11           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 11                      | 31%                  | 11                    | 31%                  |
| 14:00 | 0                   | 12           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 12                      | 33%                  | 12                    | 33%                  |
| 15:00 | 0                   | 14           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 14                      | 39%                  | 14                    | 39%                  |
| 16:00 | 0                   | 10           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 10                      | 28%                  | 10                    | 28%                  |
| 17:00 | 0                   | 10           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 10                      | 28%                  | 10                    | 28%                  |
| 18:00 | 0                   | 13           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 13                      | 36%                  | 13                    | 36%                  |
| 19:00 | 0                   | 14           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 14                      | 39%                  | 14                    | 39%                  |
| 20:00 | 0                   | 16           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 16                      | 44%                  | 16                    | 44%                  |
| 21:00 | 0                   | 15           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 15                      | 42%                  | 15                    | 42%                  |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 30.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Nant Lais

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               | Illegal Parking Areas |                      |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------------|----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify)       | Driveway             | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 5                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 5                     | 2                    | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 5                     | Total Illegal Spaces |                |               |               |            |            |            | 2        |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |     |    |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|-----|----|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |     |    |
| 12:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |    |
| 13:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0                     | 0%                   | 0   | 0% |
| 14:00 | 2                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 2                    | 40%                   | 2                    | 40% |    |
| 15:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 20%                   | 1                    | 20% |    |
| 16:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |    |
| 17:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 20%                   | 1                    | 20% |    |
| 18:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |    |
| 19:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |    |
| 20:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |    |
| 21:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |    |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 30.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Ruthin Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

Part of the road is narrow

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |                      | Illegal Parking Areas |          |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|----------------------|-----------------------|----------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow        | Other (Specify)       | Driveway | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 69                  | 27           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | M/C Bays             | 96                    | 10       | 0              | 0             | 0             | 0          | 0          | 0          | 10       |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          | Total Illegal Spaces |                       |          |                |               |               |            |            |            |          |
|                    |                     |              |             |                 |                |                  |           |          |               |             |              |          | 10                   |                       |          |                |               |               |            |            |            |          |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 0                   | 5            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 5                       | 5%                   | 5                     | 5%                   |
| 13:00 | 0                   | 3            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 3        | 3%                      | 3                    | 3%                    |                      |
| 14:00 | 0                   | 2            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 2        | 2%                      | 2                    | 2%                    |                      |
| 15:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0%                   | 0                     | 0%                   |
| 16:00 | 0                   | 3            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 3        | 3%                      | 3                    | 3%                    |                      |
| 17:00 | 0                   | 1            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 1        | 1%                      | 1                    | 1%                    |                      |
| 18:00 | 0                   | 3            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 3        | 3%                      | 3                    | 3%                    |                      |
| 19:00 | 0                   | 1            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 1        | 1%                      | 1                    | 1%                    |                      |
| 20:00 | 0                   | 2            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 2        | 2%                      | 2                    | 2%                    |                      |
| 21:00 | 0                   | 2            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 2        | 2%                      | 2                    | 2%                    |                      |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 30.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Talwrn Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Parking Bays: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 20                  | 35           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 4                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 55              | Total Illegal Spaces  |                |               |               |            |            |            | 4        |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 1                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 8                       | 15%                  | 8                     | 15%                  |
| 13:00 | 1                   | 4            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 5        | 9%                      | 5                    | 9%                    |                      |
| 14:00 | 1                   | 5            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 6        | 11%                     | 6                    | 11%                   |                      |
| 15:00 | 1                   | 5            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 6        | 11%                     | 6                    | 11%                   |                      |
| 16:00 | 1                   | 4            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 5        | 9%                      | 5                    | 9%                    |                      |
| 17:00 | 1                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 8        | 15%                     | 8                    | 15%                   |                      |
| 18:00 | 1                   | 8            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 9        | 16%                     | 9                    | 16%                   |                      |
| 19:00 | 1                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 8        | 15%                     | 8                    | 15%                   |                      |
| 20:00 | 1                   | 10           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 11       | 20%                     | 11                   | 20%                   |                      |
| 21:00 | 1                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 8        | 15%                     | 8                    | 15%                   |                      |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 31.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Bryn Hyfryd

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

Narrow Road

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 12                  | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 9                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 12              | Total Illegal Spaces  |                |               |               |            |            |            | 9        |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 3                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 3                       | 25%                  | 3                     | 25%                  |
| 13:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 6        | 50%                     | 6                    | 50%                   |                      |
| 14:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 6        | 50%                     | 6                    | 50%                   |                      |
| 15:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 6        | 50%                     | 6                    | 50%                   |                      |
| 16:00 | 4                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 4        | 33%                     | 4                    | 33%                   |                      |
| 17:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 6        | 50%                     | 6                    | 50%                   |                      |
| 18:00 | 7                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 7        | 58%                     | 7                    | 58%                   |                      |
| 19:00 | 5                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 5        | 42%                     | 5                    | 42%                   |                      |
| 20:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 6        | 50%                     | 6                    | 50%                   |                      |
| 21:00 | 6                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 6        | 50%                     | 6                    | 50%                   |                      |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 31.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Gwernygaseg Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                      |               |               |            |            |            |          |  |   |  |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------------|---------------|---------------|------------|------------|------------|----------|--|---|--|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL       | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |  |   |  |
| Number of Spaces   | 0                   | 36           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0                    | 0             | 0             | 0          | 0          | 0          | 0        |  |   |  |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 36              |                       | Total Illegal Spaces |               |               |            |            |            |          |  | 0 |  |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 0                   | 12           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 12                      | 33%                  | 12                    | 33%                  |
| 13:00 | 0                   | 14           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 14                      | 39%                  | 14                    | 39%                  |
| 14:00 | 0                   | 14           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 14                      | 39%                  | 14                    | 39%                  |
| 15:00 | 0                   | 13           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 13                      | 36%                  | 13                    | 36%                  |
| 16:00 | 0                   | 15           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 15                      | 42%                  | 15                    | 42%                  |
| 17:00 | 0                   | 13           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 13                      | 36%                  | 13                    | 36%                  |
| 18:00 | 0                   | 11           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 11                      | 31%                  | 11                    | 31%                  |
| 19:00 | 0                   | 17           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 17                      | 47%                  | 17                    | 47%                  |
| 20:00 | 0                   | 17           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 17                      | 47%                  | 17                    | 47%                  |
| 21:00 | 0                   | 17           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 17                      | 47%                  | 17                    | 47%                  |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 31.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Nant Lais

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 5                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 2                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 5               | Total Illegal Spaces  |                |               |               |            |            |            | 2        |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |     |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|-----|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |     |
| 12:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |
| 13:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 20%                   | 1                    | 20% |
| 14:00 | 2                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 2                    | 40%                   | 2                    | 40% |
| 15:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 20%                   | 1                    | 20% |
| 16:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |
| 17:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0%  |
| 18:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 20%                   | 1                    | 20% |
| 19:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 20%                   | 1                    | 20% |
| 20:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 20%                   | 1                    | 20% |
| 21:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 20%                   | 1                    | 20% |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 31.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Ruthin Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

Part of the road is narrow

## Aerial View:



## Street View:



## Parking Inventory

| Parking Type       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          |    |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|----|
|                    | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |    |
|                    | Number of Spaces    | 69           | 27          | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               |                       | 10             | 0             | 0             | 0          | 0          | 0          | 0        | 10 |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 96              | Total Illegal Spaces  |                |               |               |            |            |            |          | 10 |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |    |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|----|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |    |
| 12:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0                    | 0%                    | 0                    | 0% |
| 13:00 | 0                   | 1            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 1%                    | 1                    | 1% |
| 14:00 | 0                   | 2            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 2                    | 2%                    | 2                    | 2% |
| 15:00 | 0                   | 2            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 2                    | 2%                    | 2                    | 2% |
| 16:00 | 0                   | 3            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 3                    | 3%                    | 3                    | 3% |
| 17:00 | 0                   | 3            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 3                    | 3%                    | 3                    | 3% |
| 18:00 | 0                   | 3            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 3                    | 3%                    | 3                    | 3% |
| 19:00 | 0                   | 1            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 1                    | 1%                    | 1                    | 1% |
| 20:00 | 0                   | 2            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 2                    | 2%                    | 2                    | 2% |
| 21:00 | 0                   | 2            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 2                    | 2%                    | 2                    | 2% |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 31.05.2014  
**Survey Type:** Parking Beat  
**Road Name:** Talwrn Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Parking Bays: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 20                  | 35           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 4                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 55              | Total Illegal Spaces  |                |               |               |            |            |            | 4        |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 2                   | 5            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 7                       | 13%                  | 7                     | 13%                  |
| 13:00 | 2                   | 6            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 8                       | 15%                  | 8                     | 15%                  |
| 14:00 | 1                   | 9            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 10                      | 18%                  | 10                    | 18%                  |
| 15:00 | 1                   | 10           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 11                      | 20%                  | 11                    | 20%                  |
| 16:00 | 1                   | 6            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 7                       | 13%                  | 7                     | 13%                  |
| 17:00 | 1                   | 8            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 9                       | 16%                  | 9                     | 16%                  |
| 18:00 | 1                   | 9            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 10                      | 18%                  | 10                    | 18%                  |
| 19:00 | 1                   | 9            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 10                      | 18%                  | 10                    | 18%                  |
| 20:00 | 0                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 7                       | 13%                  | 7                     | 13%                  |
| 21:00 | 0                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 7                       | 13%                  | 7                     | 13%                  |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 01.06.2014  
**Survey Type:** Parking Beat  
**Road Name:** Bryn Hyfryd

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

Narrow Road

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 12                  | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 9                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 12              | Total Illegal Spaces  |                |               |               |            |            |            | 9        |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 3                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 3                       | 25%                  | 3                     | 25%                  |
| 13:00 | 4                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 4        | 33%                     | 4                    | 33%                   |                      |
| 14:00 | 5                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 5        | 42%                     | 5                    | 42%                   |                      |
| 15:00 | 7                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 7        | 58%                     | 7                    | 58%                   |                      |
| 16:00 | 5                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 5        | 42%                     | 5                    | 42%                   |                      |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 01.06.2014  
**Survey Type:** Parking Beat  
**Road Name:** Gwernygaseg Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               | Illegal Parking Areas |                      |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------------|----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify)       | Driveway             | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 0                   | 36           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0                     | 0                    | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 36                    | Total Illegal Spaces |                |               |               |            |            |            | 0        |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 0                   | 15           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 15                      | 42%                  | 15                    | 42%                  |
| 13:00 | 0                   | 16           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 16                      | 44%                  | 16                    | 44%                  |
| 14:00 | 0                   | 16           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 16                      | 44%                  | 16                    | 44%                  |
| 15:00 | 0                   | 17           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 17                      | 47%                  | 17                    | 47%                  |
| 16:00 | 0                   | 16           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 16                      | 44%                  | 16                    | 44%                  |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 01.06.2014  
**Survey Type:** Parking Beat  
**Road Name:** Nant Lais

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               | Illegal Parking Areas |                      |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------------|----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify)       | Driveway             | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 5                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0                     | 2                    | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 5                     | Total Illegal Spaces |                |               |               |            |            | 2          |          |

## Parking Beat Data

| Time  | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
|       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 1                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 1                       | 20%                  | 1                     | 20%                  |
| 13:00 | 3                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 3                       | 60%                  | 3                     | 60%                  |
| 14:00 | 3                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 3                       | 60%                  | 3                     | 60%                  |
| 15:00 | 2                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 2                       | 40%                  | 2                     | 40%                  |
| 16:00 | 2                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 2                       | 40%                  | 2                     | 40%                  |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 01.06.2014  
**Survey Type:** Parking Beat  
**Road Name:** Ruthin Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Shared User: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

Part of the road is narrow

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 69                  | 27           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 10                    | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 96              | Total Illegal Spaces  |                |               |               |            |            |            | 10       |

## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 0                   | 2            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 2                       | 2%                   | 2                     | 2%                   |
| 13:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0%                   | 0                     | 0%                   |
| 14:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0%                   | 0                     | 0%                   |
| 15:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0%                   | 0                     | 0%                   |
| 16:00 | 0                   | 0            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 0                       | 0%                   | 0                     | 0%                   |

# Intelligent Data Collection Limited



**Client:** Connect Consultants Ltd  
**Project Number:** ID01961  
**Date of Survey:** 01.06.2014  
**Survey Type:** Parking Beat  
**Road Name:** Talwrn Road

**Prepared by:** Sanjay Munigeti  
**Checked by:** Luke Martin

## Parking Restrictions:

Parking Bays: No restrictions  
 Pay and Display: No restrictions  
 Permit Holders: No restrictions  
 Resident Permits: No restrictions  
 Loading Bays: No restrictions  
 Single Yellow: No restrictions

## Notes (reasons for any overstress and details of 'Other' parking types):

None

## Aerial View:



## Street View:



## Parking Inventory

|                    | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          |
|--------------------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|
| Parking Type       | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |
| Number of Spaces   | 20                  | 35           | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 4                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        |
| Total Legal Spaces |                     |              |             |                 |                |                  |           |          |               |             |              |          |               | 55              | Total Illegal Spaces  |                |               |               |            |            |            | 4        |

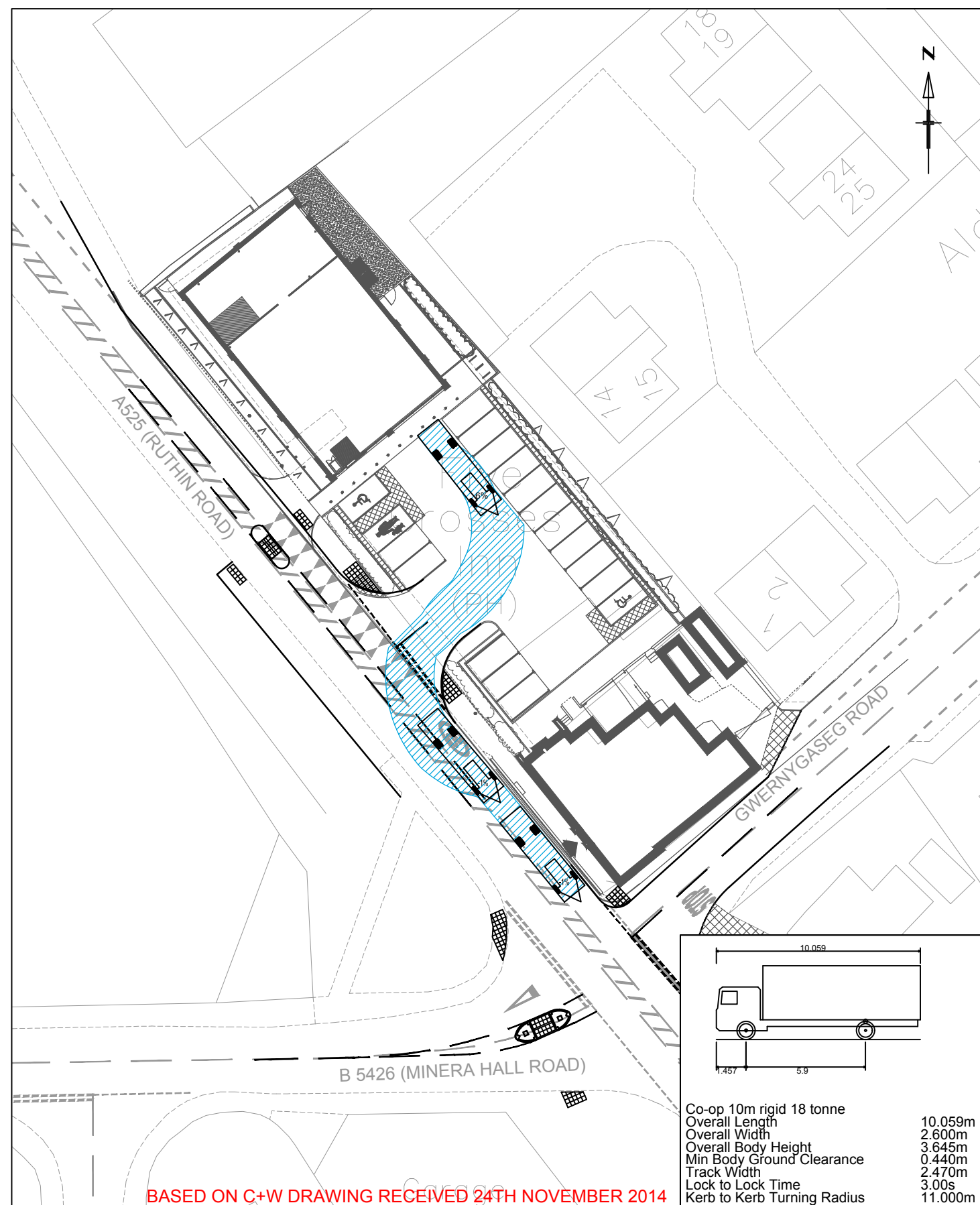
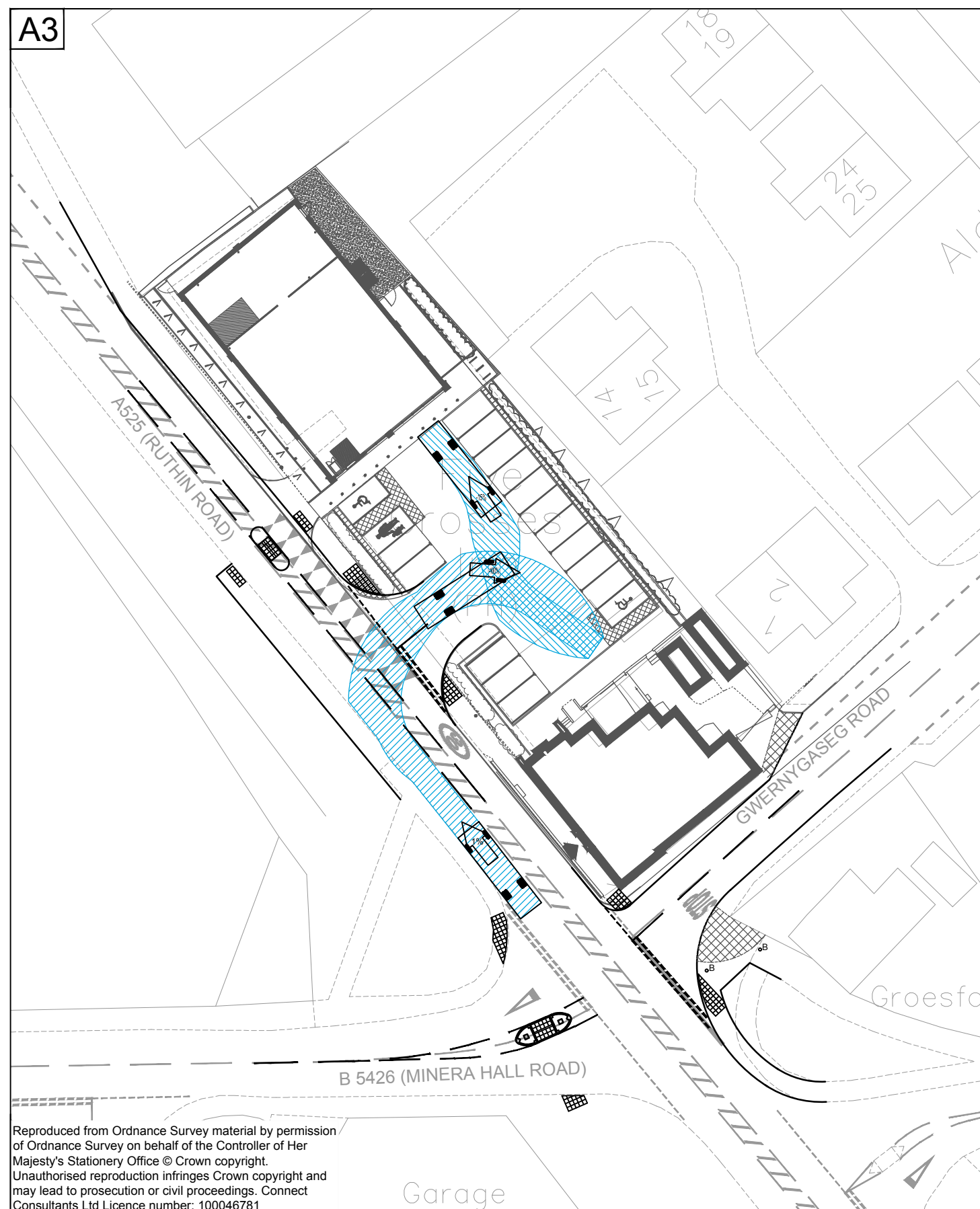
## Parking Beat Data

|       | Legal Parking Areas |              |             |                 |                |                  |           |          |               |             |              |          |               |                 | Illegal Parking Areas |                |               |               |            |            |            |          | Legally Parked Vehicles | Legal Parking Stress | Total Parked Vehicles | Total Parking Stress |
|-------|---------------------|--------------|-------------|-----------------|----------------|------------------|-----------|----------|---------------|-------------|--------------|----------|---------------|-----------------|-----------------------|----------------|---------------|---------------|------------|------------|------------|----------|-------------------------|----------------------|-----------------------|----------------------|
| Time  | No Lines            | Parking Bays | Shared User | Pay and Display | Permit Holders | Resident Permits | Free Bays | Car Club | Disabled Bays | Doctor Bays | Loading Bays | M/C Bays | Single Yellow | Other (Specify) | Driveway              | Driveway / SYL | Single Yellow | Double Yellow | Single Red | Double Red | Keep Clear | Bus Stop |                         |                      |                       |                      |
| 12:00 | 2                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 0        | 9                       | 16%                  | 9                     | 16%                  |
| 13:00 | 2                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 9        | 16%                     | 9                    | 16%                   |                      |
| 14:00 | 2                   | 7            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 9        | 16%                     | 9                    | 16%                   |                      |
| 15:00 | 1                   | 6            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 7        | 13%                     | 7                    | 13%                   |                      |
| 16:00 | 1                   | 6            | 0           | 0               | 0              | 0                | 0         | 0        | 0             | 0           | 0            | 0        | 0             | 0               | 0                     | 0              | 0             | 0             | 0          | 0          | 0          | 7        | 13%                     | 7                    | 13%                   |                      |

## **Appendix 2**

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A3



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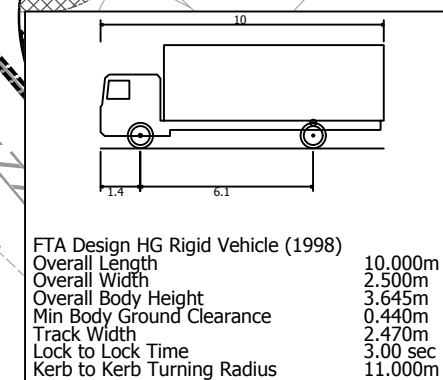
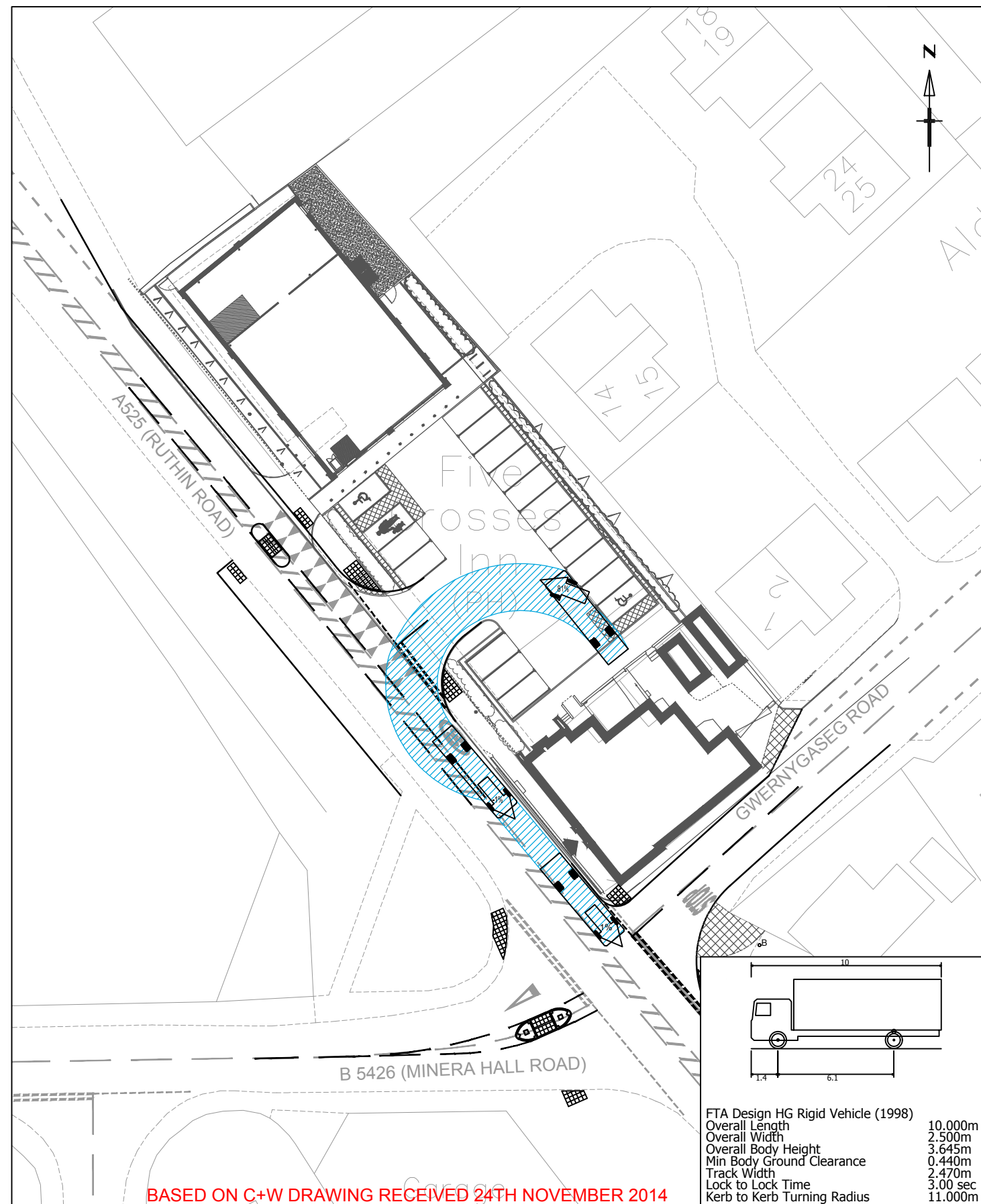
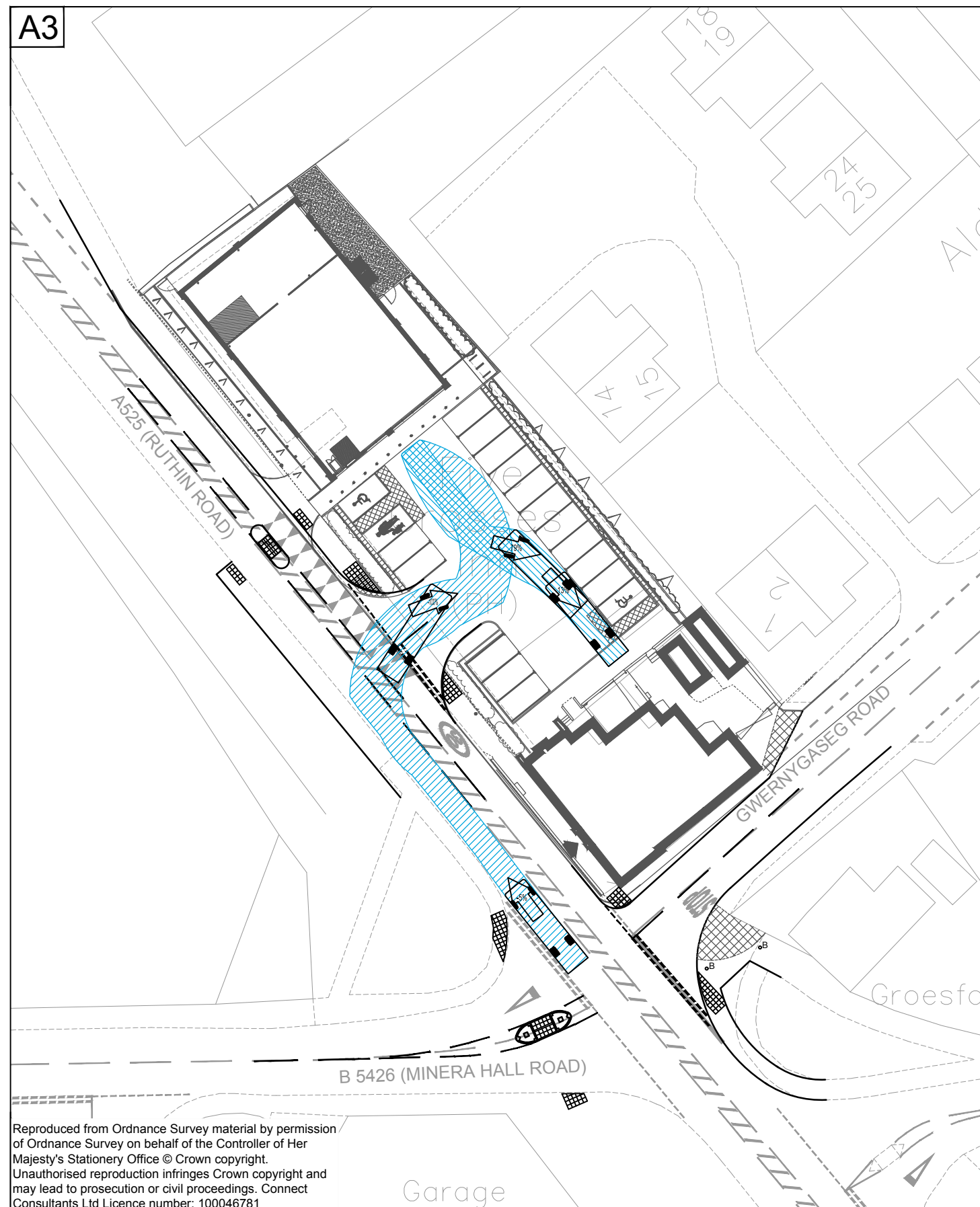


|         |                                                |
|---------|------------------------------------------------|
| client  | NEWRIVER RETAIL                                |
| project | PROPOSED DEVELOPMENT<br>MINERA<br>FIVE CROSSES |

|                                                           |
|-----------------------------------------------------------|
| title<br>SWEPT PATH ANALYSIS<br>10m RIGID SERVICE VEHICLE |
|-----------------------------------------------------------|

|                                       |                             |                   |
|---------------------------------------|-----------------------------|-------------------|
| scale<br>1:500                        | drawn by<br>T.A.S           | checked by<br>N.B |
| date<br>OCT 15                        | cad file<br>14015-T29-TR001 |                   |
| drawing number<br>14015 - T29 - TR001 |                             | rev.<br>E         |

A3



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client  
NEWRIVER RETAIL

project  
PROPOSED DEVELOPMENT  
MINERA  
FIVE CROSSES

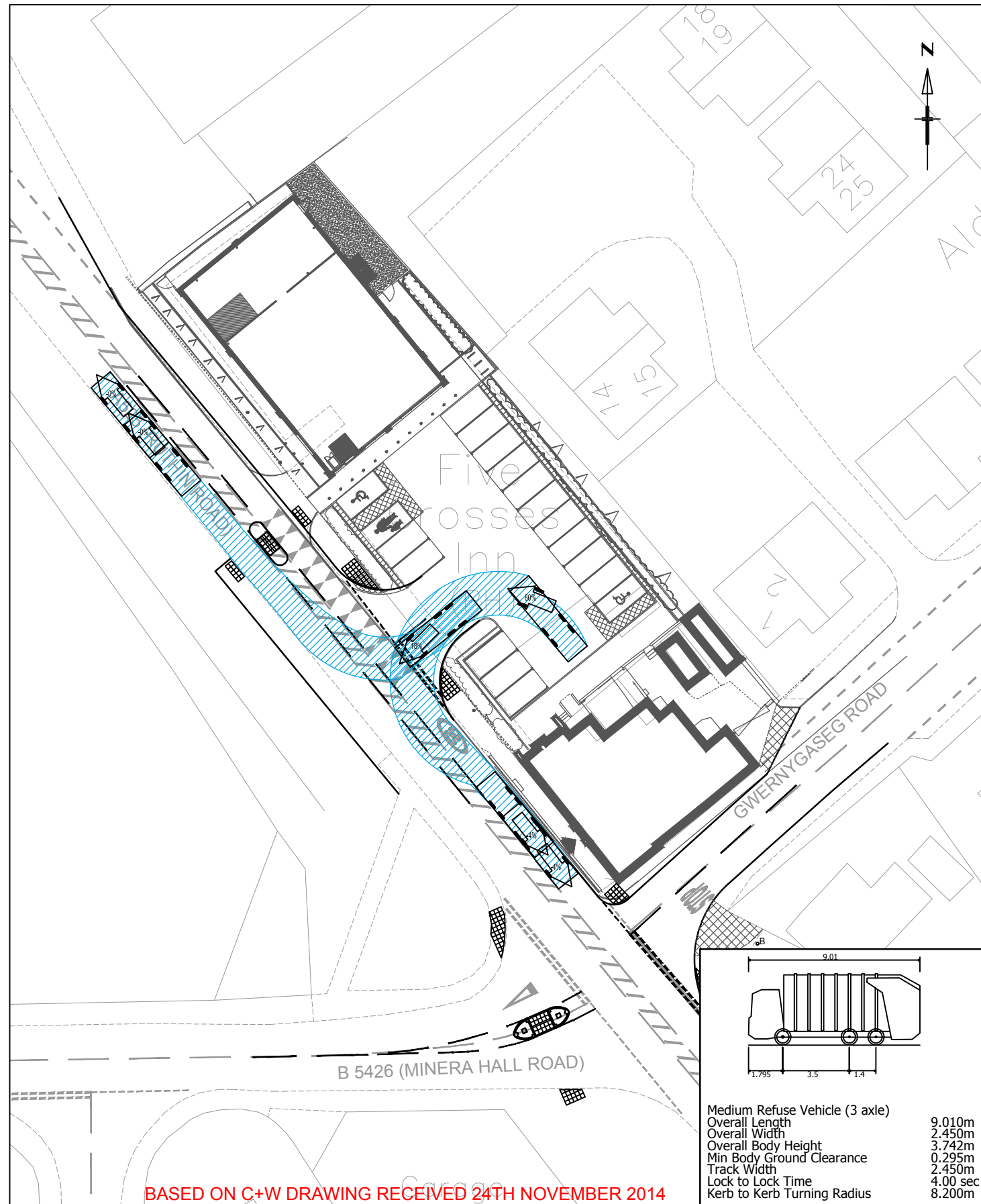
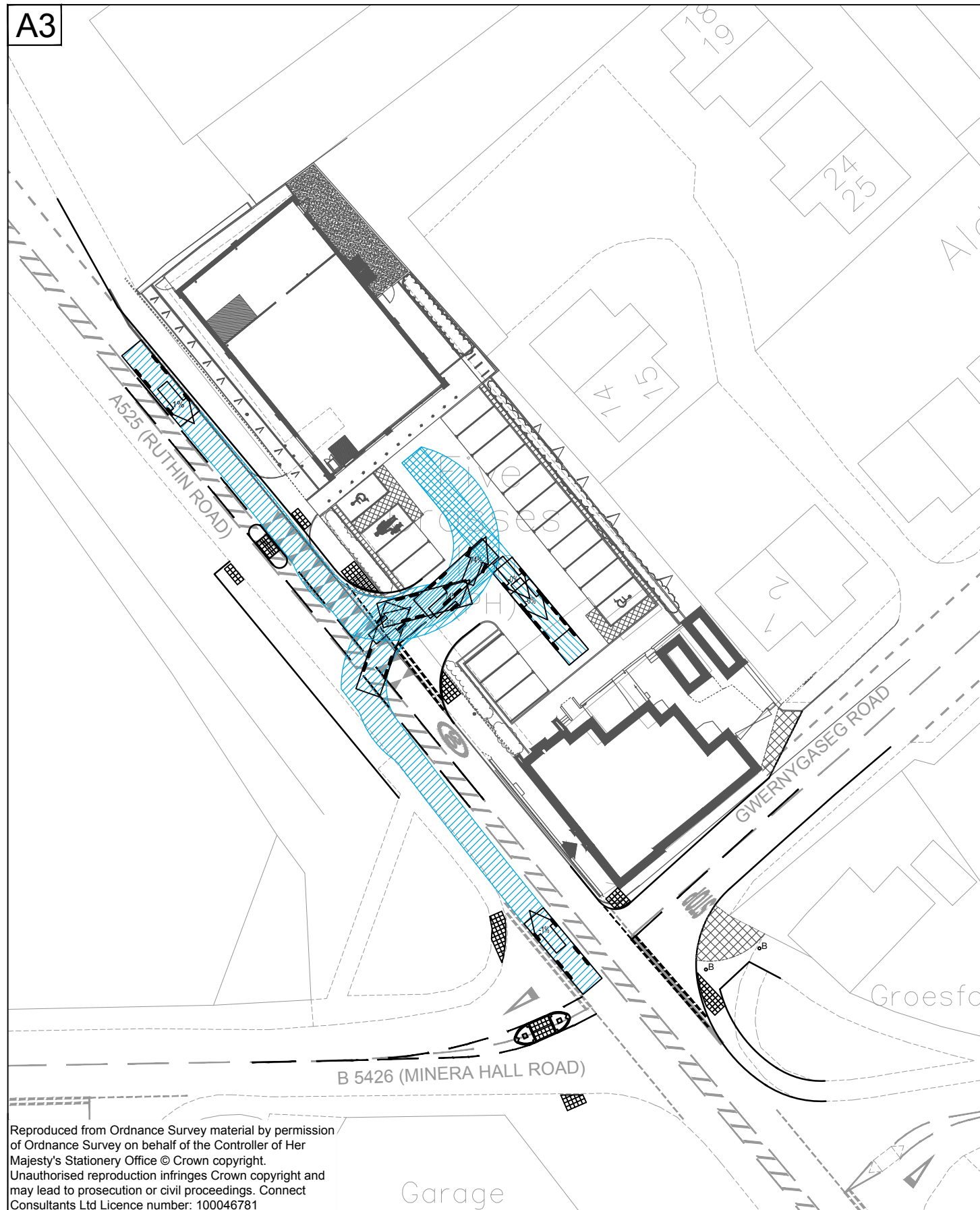
title  
SWEPT PATH ANALYSIS  
10m RIGID SERVICE VEHICLE  
PUB DELIVERIES

|                     |                 |            |
|---------------------|-----------------|------------|
| scale               | drawn by        | checked by |
| 1:500               | T.A.S           | N.B        |
| date                | cad file        |            |
| OCT 15              | 14015-T29-TR003 |            |
| drawing number      | rev.            |            |
| 14015 - T29 - TR003 |                 |            |

## **Appendix 3**

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A3



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project  
**PROPOSED DEVELOPMENT  
MINERA  
FIVE CROSSES**

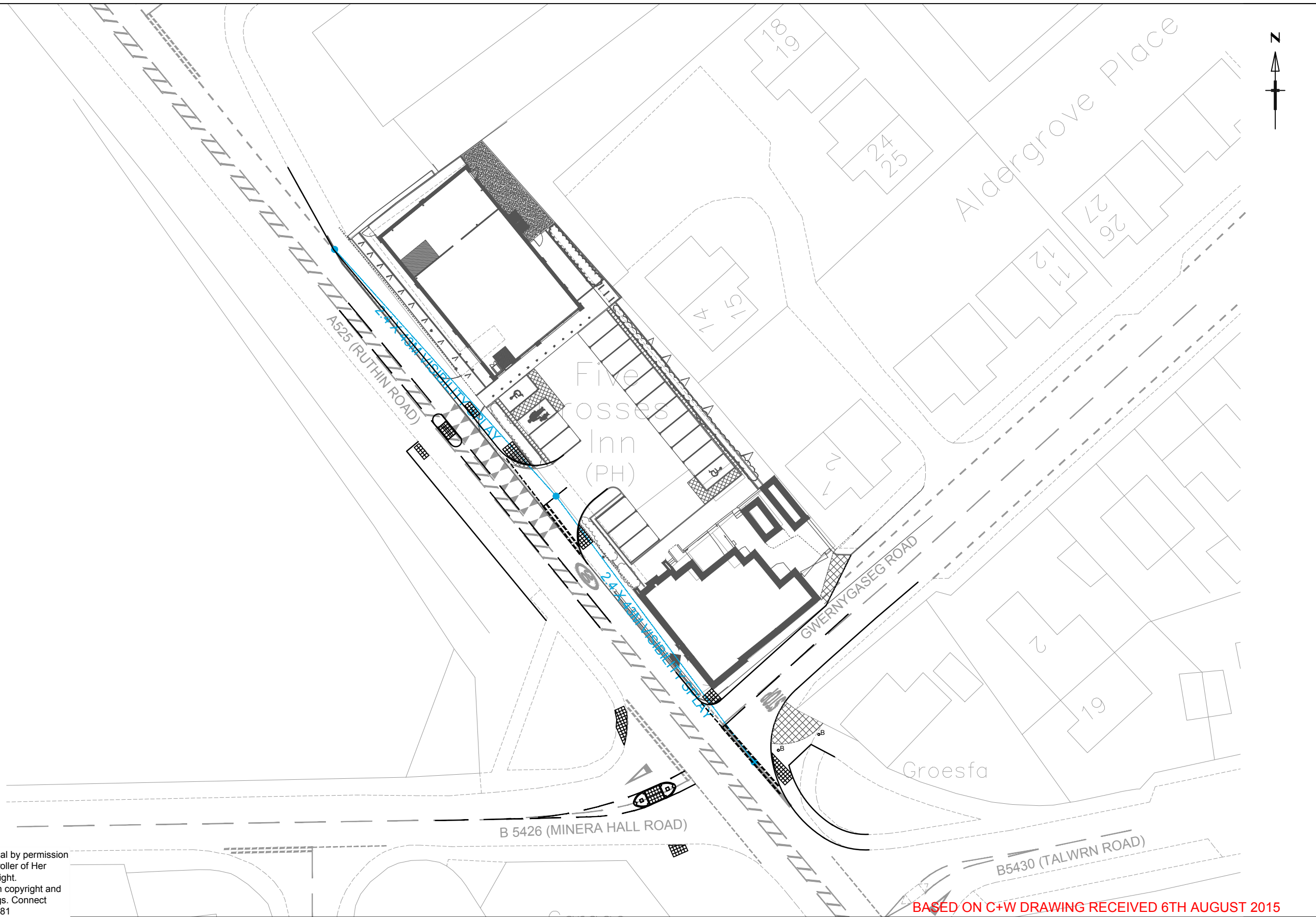
title  
**SWEPT PATH ANALYSIS  
REFUSE VEHICLE**

|                     |                 |            |
|---------------------|-----------------|------------|
| scale               | drawn by        | checked by |
| 1:500               | T.A.S           | N.B        |
| date                | cad file        |            |
| OCT 15              | 14015-T29-TR004 |            |
| drawing number      | rev.            |            |
| 14015 - T29 - TR004 |                 |            |

## **Appendix 4**

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A3

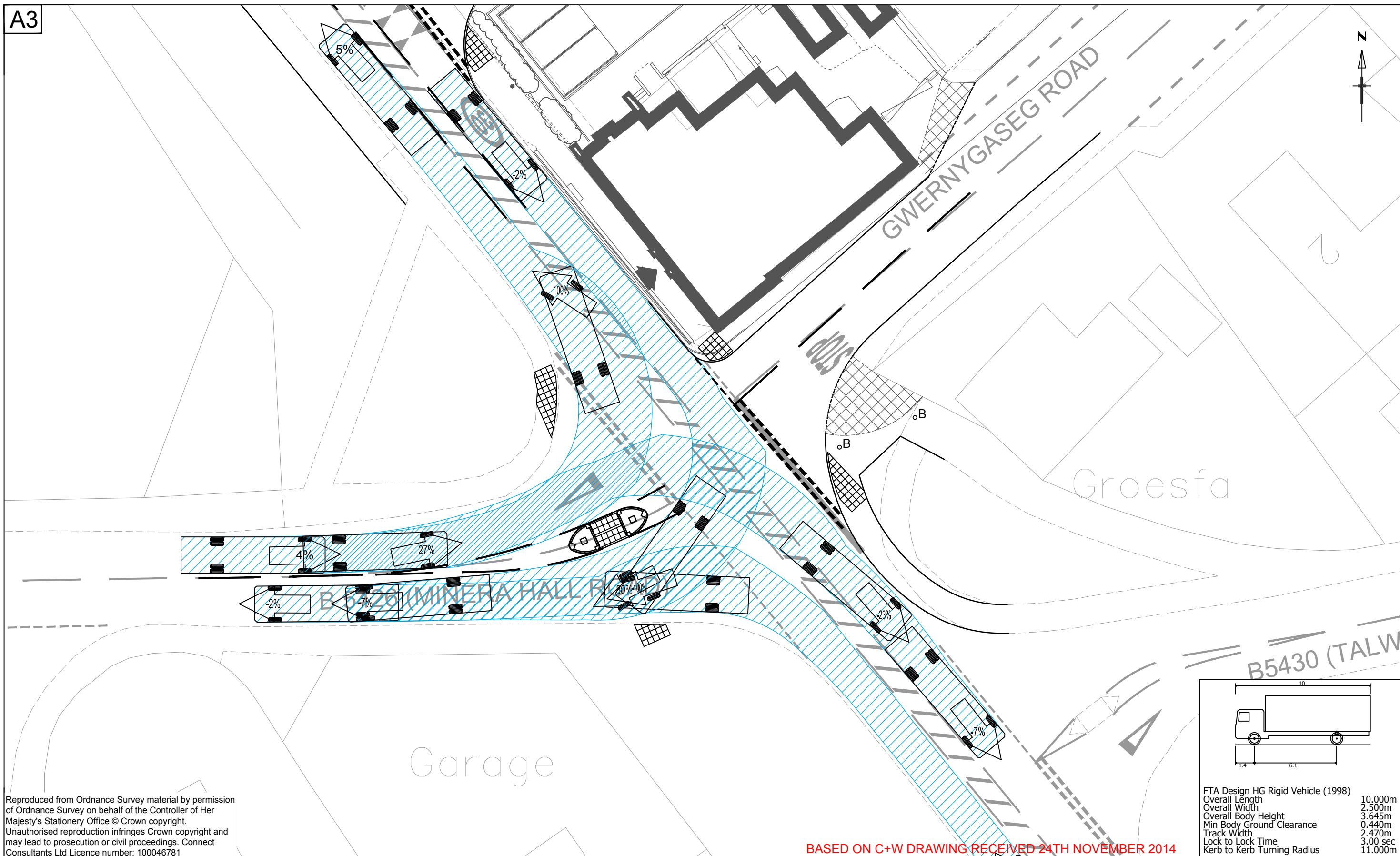


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BASED ON C+W DRAWING RECEIVED 6TH AUGUST 2015

|                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                |                                                                                            |                                            |                                     |                           |                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------|-------------------------------------|---------------------------|-------------------|
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|                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                |                                                                                            |                                            | date<br>OCT 15                      | cad file<br>14015-T29-010 |                   |
|                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                |                                                                                            |                                            | drawing number<br>14015 - T29 - 010 |                           | rev.<br>E         |
|                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                |                                                                                            |                                            |                                     |                           |                   |

A3



|                                    |          |
|------------------------------------|----------|
|                                    |          |
| FTA Design HG Rigid Vehicle (1998) | 10.000m  |
| Overall Length                     | 2.500m   |
| Overall Width                      | 3.645m   |
| Overall Body Height                | 0.440m   |
| Min Body Ground Clearance          | 2.470m   |
| Track Width                        | 3.00 sec |
| Lock to Lock Time                  | 11.000m  |
| Kerb to Kerb Turning Radius        |          |

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QUALITY MANAGEMENT SYSTEM  
ISO 9001 : 2008 FS 594947

client  
**NEWRIVER RETAIL**

project  
**PROPOSED DEVELOPMENT  
MINERA  
FIVE CROSSES**

title  
**SWEPT PATH ANALYSIS  
10m RIGID VEHICLE**

|                     |                 |            |
|---------------------|-----------------|------------|
| scale               | drawn by        | checked by |
| 1:250               | T.A.S           | N.B        |
| date                | cad file        |            |
| OCT 15              | 14015-T29-TR002 |            |
| drawing number      | rev.            |            |
| 14015 - T29 - TR002 |                 |            |

## **Appendix CCL / 04**

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## Daniel Hough

---

**From:** Daniel Hough  
**Sent:** 16 December 2015 11:39  
**To:** 'Peter.Douthwaite@wrexham.gov.uk'  
**Cc:** thallett@peterbrett.com; Nick Bradshaw; Ruth Child (rchild@peterbrett.com); 'Janet.Sutherberry@wrexham.gov.uk'  
**Subject:** RE: 2015/0644 - Proposed Convenience Store - Five Crosses, Minera  
**Attachments:** 131106-T29-SK004-0 Plot T29 Site Plan.pdf

Peter,

Good morning. I note that you are still yet to be satisfied regarding the proposed parking provision at Five Crosses, Minera.

Whilst we believe that the provisions that have been previously submitted are acceptable, the client is willing to make a compromise as a means to try to reach some common ground. To this end, the scheme has been revised (as attached) to reduce the convenience store floor area further (to 232sq.m from 325sq.m and 372sq.m before that) and increase the parking provision to 23 spaces (plus 1 existing space accessed from Gwernygaseg Road = 24 spaces). The parking provision is now 9 spaces greater than originally submitted.

You will recall that the submitted parking surveys observed a maximum occupation at the public house of 7 vehicles, and the survey at the Rhostyllen store had a total parking demand (inclusive of any on-street parking) of 9 vehicles. If the parking maximums overlapped, this would require 16 spaces for the site and so the revised provision of 24 spaces is now 8 spaces more than this.

I thought you also might be interested in seeing a comparison of the revised proposals with the Appeal scheme at Marford. For ease of reference, I have produced the table below which compares the proposed development with the Appeal scheme (due to their similarities). You can see that the proposed scheme is now just 12 spaces fewer than the maximum standard (compared to 27 spaces fewer for the Marford scheme which was allowed at Appeal). You can also see that at Marford, both the store and public house were larger, and the observed public house accumulation was higher. Clearly the situation is better at the proposed development.

|                                                      | Proposed Development,<br>Five Crosses | Marford Hill, Marford<br>Appeal Scheme |
|------------------------------------------------------|---------------------------------------|----------------------------------------|
| Convenience Store Size:-                             | 233sq.m                               | 383sq.m                                |
| Parking Standard:-                                   | 1:15 = 16                             | 1:14 = 27                              |
| Public House - Public Floor Space:-                  | 78.6sq.m                              | 111.2sq.m                              |
| Parking Standard:-                                   | 1:4 = 20                              | 1:4 = 28                               |
| Parking Spaces Blocked During Servicing:-            | 4                                     | 5-6                                    |
| Maximum Observed Public House Parking Accumulation:- | 7                                     | 11                                     |
| Total Maximum Parking Standard for Site:-            | 36                                    | 55                                     |
| Total Site Parking Proposed:-                        | 23 + 1 (Gwernygaseg Road) = 24        | 28                                     |

I trust that you now find the development details acceptable, and I would be grateful if you can respond at your next opportunity.

Regards,

Dan

**Daniel Hough PG Dip Maths (Open) BSc (Hons) MCIHT MILT**  
**Principal Transport Planner**

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## **Appendix CCL / 05**

---

## Daniel Hough

---

**From:** Daniel Hough  
**Sent:** 23 February 2016 13:43  
**To:** thallett@peterbrett.com  
**Cc:** Nick Bradshaw; Ruth Child (rchild@peterbrett.com)  
**Subject:** RE: Five Crosses Inn. Minera. Ref: P/2015/0644  
**Attachments:** 14015-T29-TR008.pdf; 14015-T29-TR009.pdf

Tom, please see my comments below using the same headings used by the highways officer.

### **Pedestrian Refuge across Minera Hall Road junction**

We don't have any objection in principle to a slight relocation to the proposed pedestrian refuge island, however, the purpose of the proposed location, is to facilitate pedestrian movements at a location where the crossing distances are greater, and is along the desire line for pedestrian movements north-south along the southwest side of Ruthin Road. Moving the proposed refuge island to a narrower part of the carriageway is of little benefit as the crossing distances at these locations are already smaller, the swept path analysis is shown to be acceptable, and the existing garage access is unaffected.

Additionally, tracking drawings have been produced for a large coach at the Minera Hall Road / Ruthin Road junction and service vehicles travelling to/from the existing access to Jordans Garage Site off Miner Hall Road. The attached tracking drawings demonstrate that vehicles will be able to manoeuvre the junctions within the carriageway and without impacting on the proposed pedestrian refuge island.

With this in mind, no change to the proposed access arrangements / off-site highways works plan has been made.

### **Possible footway widening along A525 Ruthin Road**

The narrow section of existing footway fronting Ruthin road is unlikely to feature on the main pedestrian walk route to/from the store, as there are a number of existing refuge island crossings to the north-east side of the carriageway, where the proposed store is located. The plan below demonstrates that pedestrian access the store have suitable routes / crossings available to the as part of the existing and proposed infrastructure.

Additionally, any widening to short sections of existing footways may result in an unfortunate road alignment, that could result in vehicle-kerb strikes.

On this basis, no additional pedestrian infrastructure is proposed.



Regards,

Dan

**Daniel Hough PG Dip Maths (Open) BSc (Hons) MCIHT MILT**  
**Principal Transport Planner**

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**From:** Thomas Hallett [<mailto:thallett@peterbrett.com>]  
**Sent:** 22 February 2016 10:01  
**To:** Nick Bradshaw; Daniel Hough  
**Cc:** Ruth Child

**Subject:** FW: Five Crosses Inn. Minera. Ref: P/2015/0644  
**Importance:** High

Morning Nick/Dan,

Please see further comments from highways in respect of the Five Crosses below.

Please could these be considered at your earliest convenience in an effort to ensure this application reaches the 7<sup>th</sup> March committee.

Many Thanks

Regards,

**Tom Hallett**  
Assistant Planner

For and on behalf of Peter Brett Associates LLP

---

**From:** Janet Sutherberry [<mailto:Janet.Sutherberry@wrexham.gov.uk>]  
**Sent:** 22 February 2016 09:58  
**To:** Thomas Hallett  
**Subject:** FW: Five Crosses Inn. Minera. Ref: P/2015/0644

Tom,  
Apologies for not getting back to you earlier. Unfortunately I was not very well last week.

However, I can advise that Minera Community Council had some concerns still. My highway colleagues had a site meeting with them, and the following should be noted.

Can these matters be sorted out?

Regards  
Janet

**Janet Sutherberry**  
Senior Planning Officer / Uwch Swyddog Cynllunio



☎ 01978 298776  
✉ Wrexham County Borough Council, Guildhall, Wrexham LL11 1AY  
✉ Cyngor Bwrdeistref Sirol Wrecsam, Neuadd y Dref, Wrecsam LL11 1AY  
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---

**From:** Phil Palmer  
**Sent:** 12 February 2016 10:38  
**To:** Janet Sutherberry  
**Subject:** Five Crosses Inn. Minera. Ref: P/2015/0644

Hi Janet

Myself and Pete met with the Community Council on site yesterday (Thurs 11/02/2016).  
Concerns raised by the Community Council were as follows:-

#### **Pedestrian Refuge across Minera Hall Road junction**

The Community Council has requested that the proposed pedestrian refuge is re-located further away from the junction with Ruthin Road to the narrowest section of Minera Hall Road. They are of the opinion that coaches / HGVs will hit the proposed refuge in its current position when turning up Minera Hall Road and it would also be safer for pedestrians to cross where the road is narrower.

Consideration would need to be given to those vehicles accessing Jordans Garage Site off Minera Hall Road. Swept Path Analysis details would need to be re-submitted.

#### **Possible footway widening along A525 Ruthin Road**

There is a particularly narrow section of existing footway fronting the property known as Bryn Derfel. The footway along this section is less than 1m wide and provides very little separation between pedestrians and traffic on the adjoining carriageway.

The Community Council has requested that the applicant looks at the feasibility of widening the section of footway fronting the properties between Crossways and Florian.

Consideration will need to be given to the location of existing refuge islands and maintaining adequate running lane widths for HGVs travelling along Ruthin Road.

Could you please ask the applicant to review the above issues.

Regards, Phil

**Phil Palmer**

**Highway Development Control Engineer / Peiriannydd Rheoli Datblygu Priffyrdd**

Wrexham County Borough Council/Cyngor Bwrdeistref Sirol Wrecsam

☎ 01978 729688

✉ Housing, Public Protection and Environment Department, Wrexham County Borough Council, Abbey Road South, Wrexham Industrial Estate, Wrexham, LL13 9PW

✉ Adran Tai, Gwarchod y Cyhoedd a'r Amgylchedd, Cyngor Bwrdeistref Sirol Wrecsam, De Ffordd yr Abaty, Ystad Ddiwydiannol Wrecsam, Wrecsam, LL13 9PW

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Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.

Ewch i weld - mi fedrwch chi dalu, rhoi gwybod, gwneud cais, dweud eich dweud, a dod o hyd i wybodaeth ar-lein yn [www.wrecsam.gov.uk](http://www.wrecsam.gov.uk). Arbedwch bapur - meddyliwch cyn argraffu!

Mae'r neges e-bost hon ac unrhyw atodiadau wedi eu bwriadu ar gyfer yr unigolyn neu'r sefydliad y'i cyfeirir atynt yn unig. Am yr amodau llawn ynglŷn ? chynnwys a defnyddio'r neges e-bost hon ac unrhyw atodiadau, cyfeiriwch at [www.wreccsam.gov.uk/top\\_navigation/disclaimersw.htm](http://www.wreccsam.gov.uk/top_navigation/disclaimersw.htm) ??

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## **Appendix CCL / 06**

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## **NEWRIVER RETAIL**

### **PROPOSED CONVENIENCE FOODSTORE DEVELOPMENT, FIVE CROSSES INN, MINERA**

#### **NOTE 003 (T29) - RESPONSE TO WCBC HIGHWAYS COMMENTS**

**1<sup>ST</sup> AUGUST 2016**

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**Introduction** - This technical note has been produced to respond to the comments and objection made by Peter Douthwaite (PD) at Wrexham County Borough Council on 20th June 2016, associated with NewRiver Retail's proposals for a convenience foodstore development located at The Five Crosses Inn, Minera.

PD's response is predominantly repetition of comments made in relation to the previous planning application (P/2015/0644), which received planning permission on 29th April 2016. Bearing this in mind, a response is provided below.

**Proposed Access Junction** - The proposed access junction, and off-site highways improvements (as shown on Connect drawing 14015-T29-010 Revision I) are the same as those previously permitted (P/2015/0644).

**Proposed Parking Provision** - PD states that the proposed provision of 21 parking spaces is unacceptable to serve the public house and convenience store. All of PD's comments have been responded to within the submissions made as part of the previous application.

The previously proposed provision (P/2015/0644) of 23 parking spaces was found acceptable. The assessment contained within the May 2016 Transport Statement (which includes parking surveys at local convenience stores, and the public house) identifies a maximum combined accumulation of 15 vehicles, and therefore the reduction in capacity of just 2 spaces (compared to permission P/2015/0644), is unlikely to affect the operation of the site.

**Turning Provision** - The turning arrangements both on and off-site are the same as those previously permitted (P/2015/0644).

**Travel Plan** - A staff Travel Plan will be provided, as per planning condition 11 and 12 of the previous planning permission (P/2015/0644).

**Service and Delivery Management Plan** - A Service and Delivery Management Plan will be provided, as per planning condition 3 of the previous planning permission (P/2015/0644), and as provided at Appendix 4 of the May 2016 Transport Statement. It appears from the comments that PD has not seen this.

**Recycling and Refuse Collection** - As stated at Section 3.0 of the May 2016 Transport Statement, a private management company would service the site, and some waste would be collected privately. The remainder of waste will be stored in external bins and collected by standard refuse collection vehicles.

**Highway and Pedestrian Improvements** - PD's comments are accepted in relation to Connect drawing 14015-T29-010 Revision I.

**Swept Path Analysis** - PD's comments are accepted in relation to the Connect swept path drawings.

**Traffic Regulation Order** - PD states the requirement for a traffic regulation order to deter parking along Ruthin Road. This was agreed as part of the previous planning permission (P/2015/0644), and the applicant is still agreeable to this provision.

**Conclusion** - The objection raised is unjustified, particularly given the principles established by virtue of planning permission P/2015/0644, and it is requested that Mr Douthwaite reconsiders the highways response to the current application.

## **Appendix CCL / 07**

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# Minera and Marford Parking Survey

## Saturday 1st, Sunday 2nd and Friday 7th October 2016

Produced by Road Data Services Ltd

| Friday 7th October |                           |                  |                          |
|--------------------|---------------------------|------------------|--------------------------|
| Time               | Five Crosses Car Park     | Marford Car Park | Marford Onstreet Parking |
|                    | Number of vehicles parked |                  |                          |
| 7:00               | 5                         | 4                | 0                        |
| 8:00               | 6                         | 13               | 0                        |
| 9:00               | 6                         | 16               | 0                        |
| 10:00              | 6                         | 10               | 0                        |
| 11:00              | 6                         | 13               | 0                        |
| 12:00              | 6                         | 11               | 0                        |
| 13:00              | 6                         | 17               | 0                        |
| 14:00              | 6                         | 11               | 0                        |
| 15:00              | 6                         | 19               | 0                        |
| 16:00              | 5                         | 21               | 0                        |
| 17:00              | 5                         | 17               | 0                        |
| 18:00              | 5                         | 23               | 0                        |
| 19:00              | 6                         | 11               | 0                        |
| 20:00              | 5                         | 9                | 0                        |
| 21:00              | 5                         | 5                | 0                        |

| Saturday 1st October |                           |                  |                          |
|----------------------|---------------------------|------------------|--------------------------|
| Time                 | Five Crosses Car Park     | Marford Car Park | Marford Onstreet Parking |
|                      | Number of vehicles parked |                  |                          |
| 7:00                 | 5                         | 8                | 0                        |
| 8:00                 | 5                         | 12               | 0                        |
| 9:00                 | 5                         | 10               | 0                        |
| 10:00                | 5                         | 11               | 0                        |
| 11:00                | 5                         | 15               | 0                        |
| 12:00                | 5                         | 17               | 0                        |
| 13:00                | 6                         | 9                | 0                        |
| 14:00                | 7                         | 10               | 0                        |
| 15:00                | 6                         | 12               | 0                        |
| 16:00                | 6                         | 17               | 0                        |
| 17:00                | 6                         | 18               | 0                        |
| 18:00                | 5                         | 16               | 0                        |
| 19:00                | 6                         | 19               | 0                        |
| 20:00                | 6                         | 14               | 0                        |
| 21:00                | 6                         | 14               | 0                        |

| Sunday 2nd October |                           |                  |                          |
|--------------------|---------------------------|------------------|--------------------------|
| Time               | Five Crosses Car Park     | Marford Car Park | Marford Onstreet Parking |
|                    | Number of vehicles parked |                  |                          |
| 7:00               | 6                         | 10               | 0                        |
| 8:00               | 6                         | 13               | 0                        |
| 9:00               | 6                         | 17               | 0                        |
| 10:00              | 6                         | 15               | 0                        |
| 11:00              | 6                         | 14               | 0                        |
| 12:00              | 6                         | 15               | 0                        |
| 13:00              | 6                         | 16               | 0                        |
| 14:00              | 7                         | 14               | 0                        |
| 15:00              | 8                         | 14               | 0                        |
| 16:00              | 7                         | 21               | 0                        |
| 17:00              | 6                         | 18               | 0                        |
| 18:00              | 6                         | 18               | 0                        |
| 19:00              | 6                         | 15               | 0                        |
| 20:00              | 5                         | 11               | 0                        |
| 21:00              | 5                         | 8                | 0                        |

## **Appendix CCL / 08**

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# Minera ATC, Ruthin Road

Produced by Road Data Services Ltd.

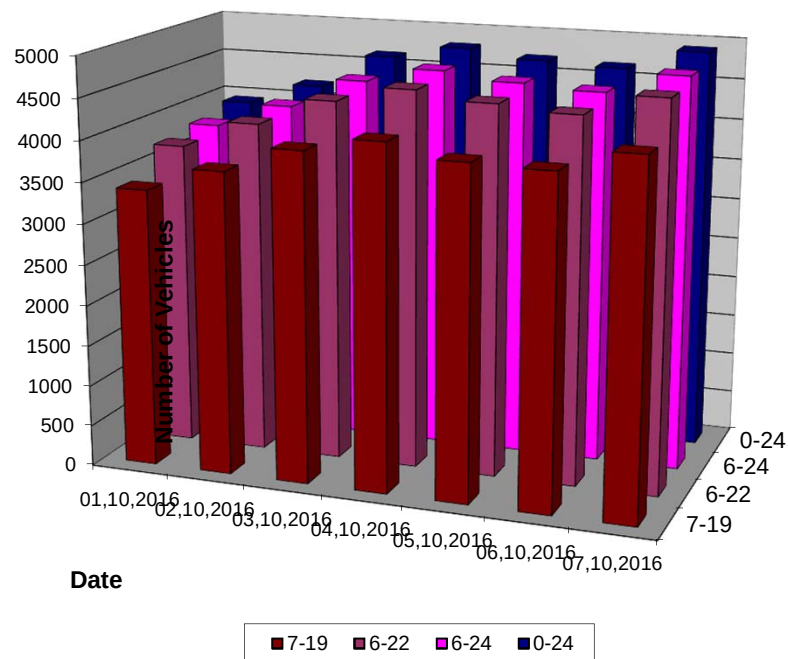
Channel 1 - Southbound

Vehicle Flow

Week 1

| Hr Ending | 01,10,2016<br>Saturday | 02,10,2016<br>Sunday | 03,10,2016<br>Monday | 04,10,2016<br>Tuesday | 05,10,2016<br>Wednesday | 06,10,2016<br>Thursday | 07,10,2016<br>Friday | 5 Day Ave | 7 Day Ave |
|-----------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|-----------|-----------|
| 1         | 23                     | 20                   | 8                    | 10                    | 6                       | 7                      | 7                    | 8         | 12        |
| 2         | 18                     | 24                   | 7                    | 10                    | 11                      | 14                     | 10                   | 10        | 13        |
| 3         | 12                     | 11                   | 12                   | 8                     | 9                       | 10                     | 16                   | 11        | 11        |
| 4         | 5                      | 8                    | 18                   | 19                    | 13                      | 14                     | 8                    | 14        | 12        |
| 5         | 17                     | 7                    | 38                   | 15                    | 16                      | 22                     | 28                   | 24        | 20        |
| 6         | 46                     | 19                   | 64                   | 59                    | 60                      | 59                     | 57                   | 60        | 52        |
| 7         | 64                     | 34                   | 137                  | 121                   | 137                     | 130                    | 115                  | 128       | 105       |
| 8         | 113                    | 63                   | 328                  | 358                   | 298                     | 301                    | 292                  | 315       | 250       |
| 9         | 197                    | 88                   | 449                  | 515                   | 458                     | 466                    | 423                  | 462       | 371       |
| 10        | 307                    | 174                  | 331                  | 363                   | 354                     | 390                    | 351                  | 358       | 324       |
| 11        | 307                    | 278                  | 308                  | 323                   | 315                     | 282                    | 311                  | 308       | 303       |
| 12        | 358                    | 328                  | 304                  | 326                   | 300                     | 288                    | 380                  | 320       | 326       |
| 13        | 396                    | 406                  | 349                  | 268                   | 304                     | 319                    | 388                  | 326       | 347       |
| 14        | 332                    | 390                  | 308                  | 364                   | 304                     | 286                    | 343                  | 321       | 332       |
| 15        | 303                    | 414                  | 337                  | 345                   | 389                     | 310                    | 357                  | 348       | 351       |
| 16        | 289                    | 413                  | 315                  | 310                   | 287                     | 338                    | 341                  | 318       | 328       |
| 17        | 324                    | 457                  | 360                  | 381                   | 404                     | 373                    | 406                  | 385       | 386       |
| 18        | 253                    | 383                  | 363                  | 368                   | 361                     | 381                    | 374                  | 369       | 355       |
| 19        | 221                    | 303                  | 262                  | 264                   | 246                     | 263                    | 287                  | 264       | 264       |
| 20        | 137                    | 193                  | 146                  | 141                   | 162                     | 145                    | 174                  | 154       | 157       |
| 21        | 80                     | 98                   | 71                   | 83                    | 110                     | 93                     | 97                   | 91        | 90        |
| 22        | 54                     | 51                   | 43                   | 77                    | 77                      | 75                     | 56                   | 66        | 62        |
| 23        | 38                     | 26                   | 61                   | 52                    | 60                      | 58                     | 58                   | 58        | 50        |
| 24        | 40                     | 17                   | 17                   | 15                    | 17                      | 34                     | 29                   | 22        | 24        |
| 7-19      | 3400                   | 3697                 | 4014                 | 4185                  | 4020                    | 3997                   | 4253                 | 4094      | 3938      |
| 6-22      | 3735                   | 4073                 | 4411                 | 4607                  | 4506                    | 4440                   | 4695                 | 4532      | 4352      |
| 6-24      | 3813                   | 4116                 | 4489                 | 4674                  | 4583                    | 4532                   | 4782                 | 4612      | 4427      |
| 0-24      | 3934                   | 4205                 | 4636                 | 4795                  | 4698                    | 4658                   | 4908                 | 4739      | 4548      |

Vehicle Flow (Channel 1)

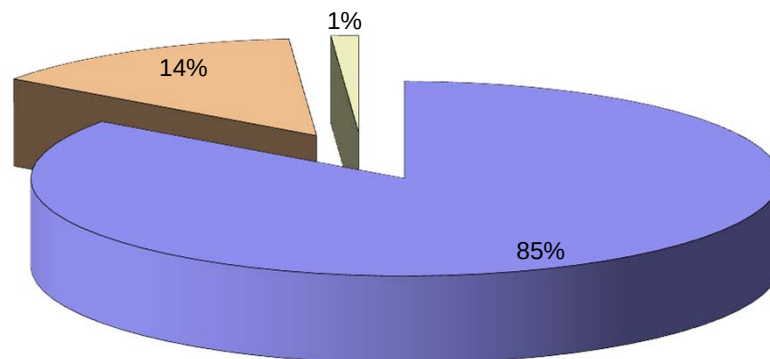


# Minera ATC, Ruthin Road

Produced by Road Data Services Ltd.

| Channel 1 - Southbound |                            | Vehicle Class                |                          |                 | Week 1 |
|------------------------|----------------------------|------------------------------|--------------------------|-----------------|--------|
| Classes<br>Day / Time  | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |        |
| 01,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3022                       | 343                          | 35                       |                 | 3400   |
| 6-22                   | 3304                       | 394                          | 37                       |                 | 3735   |
| 6-24                   | 3378                       | 398                          | 37                       |                 | 3813   |
| 0-24                   | 3472                       | 423                          | 39                       |                 | 3934   |
| 02,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3217                       | 427                          | 53                       |                 | 3697   |
| 6-22                   | 3558                       | 460                          | 55                       |                 | 4073   |
| 6-24                   | 3597                       | 464                          | 55                       |                 | 4116   |
| 0-24                   | 3676                       | 473                          | 56                       |                 | 4205   |
| 03,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3391                       | 579                          | 44                       |                 | 4014   |
| 6-22                   | 3724                       | 636                          | 51                       |                 | 4411   |
| 6-24                   | 3799                       | 638                          | 52                       |                 | 4489   |
| 0-24                   | 3901                       | 676                          | 59                       |                 | 4636   |
| 04,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3512                       | 621                          | 52                       |                 | 4185   |
| 6-22                   | 3887                       | 665                          | 55                       |                 | 4607   |
| 6-24                   | 3949                       | 670                          | 55                       |                 | 4674   |
| 0-24                   | 4042                       | 695                          | 58                       |                 | 4795   |
| 05,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3386                       | 579                          | 55                       |                 | 4020   |
| 6-22                   | 3800                       | 650                          | 56                       |                 | 4506   |
| 6-24                   | 3872                       | 653                          | 58                       |                 | 4583   |
| 0-24                   | 3955                       | 680                          | 63                       |                 | 4698   |
| 06,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3300                       | 652                          | 45                       |                 | 3997   |
| 6-22                   | 3694                       | 699                          | 47                       |                 | 4440   |
| 6-24                   | 3779                       | 706                          | 47                       |                 | 4532   |
| 0-24                   | 3867                       | 739                          | 52                       |                 | 4658   |
| 07,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3579                       | 630                          | 44                       |                 | 4253   |
| 6-22                   | 3959                       | 686                          | 50                       |                 | 4695   |
| 6-24                   | 4038                       | 694                          | 50                       |                 | 4782   |
| 0-24                   | 4132                       | 725                          | 51                       |                 | 4908   |
| Average                |                            |                              |                          |                 |        |
| 7-19                   | 3344                       | 547                          | 47                       |                 | 3938   |
| 6-22                   | 3704                       | 599                          | 50                       |                 | 4352   |
| 6-24                   | 3773                       | 603                          | 51                       |                 | 4427   |
| 0-24                   | 3864                       | 630                          | 54                       |                 | 4548   |

**Total Vehicle Class Distribution**



# Minera ATC, Ruthin Road

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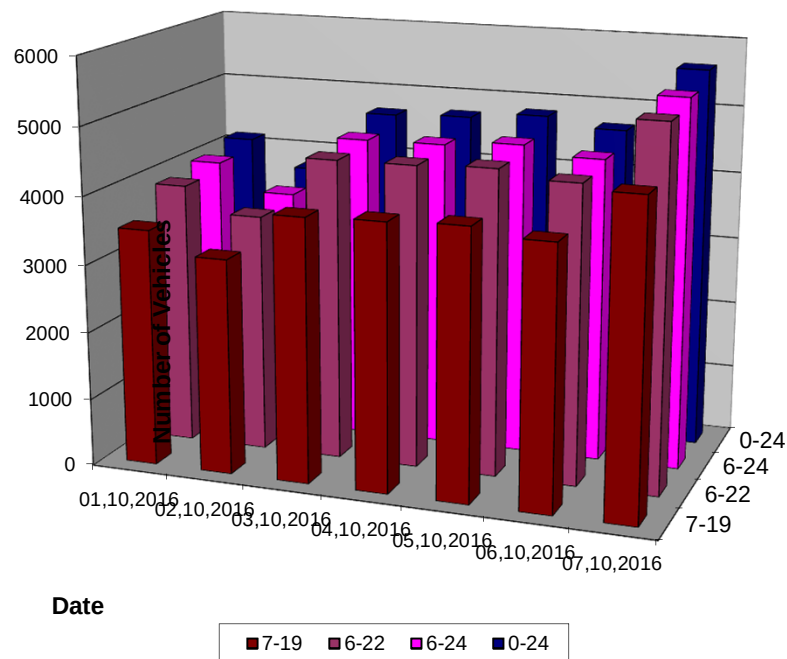
Channel 2 - Northbound

Vehicle Flow

Week 1

| Hr Ending | 01,10,2016<br>Saturday | 02,10,2016<br>Sunday | 03,10,2016<br>Monday | 04,10,2016<br>Tuesday | 05,10,2016<br>Wednesday | 06,10,2016<br>Thursday | 07,10,2016<br>Friday | 5 Day Ave | 7 Day Ave |
|-----------|------------------------|----------------------|----------------------|-----------------------|-------------------------|------------------------|----------------------|-----------|-----------|
| 1         | 27                     | 20                   | 11                   | 19                    | 15                      | 15                     | 19                   | 16        | 18        |
| 2         | 17                     | 27                   | 15                   | 11                    | 13                      | 18                     | 17                   | 15        | 17        |
| 3         | 13                     | 11                   | 8                    | 15                    | 16                      | 19                     | 16                   | 15        | 14        |
| 4         | 15                     | 10                   | 19                   | 13                    | 27                      | 17                     | 20                   | 19        | 17        |
| 5         | 19                     | 15                   | 23                   | 30                    | 29                      | 29                     | 29                   | 28        | 25        |
| 6         | 47                     | 61                   | 88                   | 105                   | 105                     | 97                     | 94                   | 98        | 85        |
| 7         | 41                     | 34                   | 128                  | 113                   | 133                     | 116                    | 126                  | 123       | 99        |
| 8         | 115                    | 86                   | 304                  | 306                   | 297                     | 301                    | 250                  | 292       | 237       |
| 9         | 196                    | 140                  | 304                  | 321                   | 322                     | 323                    | 324                  | 319       | 276       |
| 10        | 320                    | 306                  | 244                  | 302                   | 303                     | 301                    | 301                  | 290       | 297       |
| 11        | 365                    | 284                  | 275                  | 307                   | 272                     | 278                    | 307                  | 288       | 298       |
| 12        | 375                    | 362                  | 305                  | 260                   | 306                     | 268                    | 339                  | 296       | 316       |
| 13        | 398                    | 417                  | 322                  | 282                   | 294                     | 284                    | 367                  | 310       | 338       |
| 14        | 316                    | 354                  | 294                  | 292                   | 296                     | 291                    | 397                  | 314       | 320       |
| 15        | 319                    | 300                  | 338                  | 292                   | 303                     | 274                    | 420                  | 325       | 321       |
| 16        | 296                    | 275                  | 362                  | 371                   | 337                     | 363                    | 452                  | 377       | 351       |
| 17        | 323                    | 286                  | 457                  | 450                   | 469                     | 397                    | 551                  | 465       | 419       |
| 18        | 267                    | 210                  | 417                  | 452                   | 465                     | 446                    | 498                  | 456       | 394       |
| 19        | 209                    | 157                  | 263                  | 285                   | 296                     | 319                    | 372                  | 307       | 272       |
| 20        | 174                    | 136                  | 216                  | 198                   | 184                     | 169                    | 283                  | 210       | 194       |
| 21        | 107                    | 87                   | 120                  | 118                   | 134                     | 140                    | 198                  | 142       | 129       |
| 22        | 69                     | 87                   | 99                   | 110                   | 90                      | 117                    | 133                  | 110       | 101       |
| 23        | 71                     | 50                   | 44                   | 46                    | 73                      | 67                     | 80                   | 62        | 62        |
| 24        | 39                     | 31                   | 22                   | 22                    | 33                      | 27                     | 43                   | 29        | 31        |
| 7-19      | 3499                   | 3177                 | 3885                 | 3920                  | 3960                    | 3845                   | 4578                 | 4038      | 3838      |
| 6-22      | 3890                   | 3521                 | 4448                 | 4459                  | 4501                    | 4387                   | 5318                 | 4623      | 4361      |
| 6-24      | 4000                   | 3602                 | 4514                 | 4527                  | 4607                    | 4481                   | 5441                 | 4714      | 4453      |
| 0-24      | 4138                   | 3746                 | 4678                 | 4720                  | 4812                    | 4676                   | 5636                 | 4904      | 4629      |

Vehicle Flow (Channel 2)



# Minera ATC, Ruthin Road

Produced by Road Data Services Ltd.

| Channel 2 - Northbound |                            | Vehicle Class                |                          |                 | Week 1 |
|------------------------|----------------------------|------------------------------|--------------------------|-----------------|--------|
| Classes<br>Day / Time  | Car / LGV /<br>Caravan - 1 | OGV1 / Bus<br>- 2,3,5,6,7,12 | OGV2<br>- 4,8,9,10,11,13 | TOTAL<br>- 1-13 |        |
| 01,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3176                       | 289                          | 34                       |                 | 3499   |
| 6-22                   | 3538                       | 313                          | 39                       |                 | 3890   |
| 6-24                   | 3645                       | 316                          | 39                       |                 | 4000   |
| 0-24                   | 3772                       | 327                          | 39                       |                 | 4138   |
| 02,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 2920                       | 220                          | 37                       |                 | 3177   |
| 6-22                   | 3243                       | 236                          | 42                       |                 | 3521   |
| 6-24                   | 3320                       | 240                          | 42                       |                 | 3602   |
| 0-24                   | 3460                       | 243                          | 43                       |                 | 3746   |
| 03,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3341                       | 482                          | 62                       |                 | 3885   |
| 6-22                   | 3857                       | 524                          | 67                       |                 | 4448   |
| 6-24                   | 3920                       | 527                          | 67                       |                 | 4514   |
| 0-24                   | 4080                       | 531                          | 67                       |                 | 4678   |
| 04,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3306                       | 544                          | 70                       |                 | 3920   |
| 6-22                   | 3804                       | 580                          | 75                       |                 | 4459   |
| 6-24                   | 3867                       | 583                          | 77                       |                 | 4527   |
| 0-24                   | 4048                       | 593                          | 79                       |                 | 4720   |
| 05,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3328                       | 574                          | 58                       |                 | 3960   |
| 6-22                   | 3828                       | 610                          | 63                       |                 | 4501   |
| 6-24                   | 3932                       | 611                          | 64                       |                 | 4607   |
| 0-24                   | 4125                       | 621                          | 66                       |                 | 4812   |
| 06,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3272                       | 521                          | 52                       |                 | 3845   |
| 6-22                   | 3762                       | 567                          | 58                       |                 | 4387   |
| 6-24                   | 3855                       | 568                          | 58                       |                 | 4481   |
| 0-24                   | 4033                       | 584                          | 59                       |                 | 4676   |
| 07,10,2016             |                            |                              |                          |                 |        |
| 7-19                   | 3963                       | 585                          | 30                       |                 | 4578   |
| 6-22                   | 4639                       | 644                          | 35                       |                 | 5318   |
| 6-24                   | 4759                       | 647                          | 35                       |                 | 5441   |
| 0-24                   | 4942                       | 656                          | 38                       |                 | 5636   |
| Average                |                            |                              |                          |                 |        |
| 7-19                   | 3329                       | 459                          | 49                       |                 | 3838   |
| 6-22                   | 3810                       | 496                          | 54                       |                 | 4361   |
| 6-24                   | 3900                       | 499                          | 55                       |                 | 4453   |
| 0-24                   | 4066                       | 508                          | 56                       |                 | 4629   |

**Total Vehicle Class Distribution**

