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Proposed Residential Redevelopment
for 20 * 1-Bedroom Apartments and 4 *
1-Bedroom Walk-up Apartments

Ty Gwyn Jones, Rhuddlan Road,
Abergele, Conwy

Transport Statement

Prepared on behalf of:



Wales & West Housing
Association Limited

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf of Wales & West Housing Association (W&WHA) Limited (the applicant) to consider highways and transport matters with respect to proposals for redevelopment of land off Rhuddlan Road, Abergele. The proposals seek the demolition of existing Ty Gwyn Jones buildings at the site, which currently comprises 33 flats for over 55s in 2- and 3-storey buildings, with warden and ancillary accommodation, to provide 20 * 1-bedroom apartments and 4 * 1-bedroom walk-up apartments. The new apartments would provide general needs social housing. The site is located at an edge of town centre location and therefore accords with the key principles of sustainable development (in transport terms) as set out in national and local planning policy.
- 1.2 The TS report has been prepared to apprise the Local Planning & Highway Authority (LPA & LHA) Conwy County Borough Council (CBCC) of relevant highways and transport matters associated with the proposed residential development, including an assessment of the level of traffic demand anticipated to be generated by the application scheme, and to set out the design & nature of the proposed site access and parking arrangements.
- 1.3 The report is to be submitted alongside a detailed planning application for the residential scheme (programmed to be submitted Spring 2025), with the scope and extent of matters considered within this report based on a review of prevailing highway conditions and the experience of the preparation of technical statements to support similar small scale development schemes.
- 1.4 The core structure of the remainder of this TS report is therefore as follows:
- A description of the location of the application site and relevant planning status / planning history.
 - A review of existing local highway network conditions - including an analysis of historical road safety records.

- An audit of sustainable transport opportunities available in the immediate vicinity of the application site, including a review of local walking & cycling catchments and accessibility to public transport.
- A description of the main development elements proposed - including a review of proposed vehicle and pedestrian site access arrangements, car parking provision, large vehicle servicing and measures to encourage residents to utilise alternative travel modes to the private car.
- An assessment of the anticipated travel demand associated with the application scheme during critical weekday periods and an assessment of the practical operational effects of the redevelopment proposals over the immediate local highway network.
- Summary and conclusions.

2.0 SITE LOCATION, EXISTING SITE USE & RELEVANT PLANNING POLICY

2.1 Site Location

- 2.1.1 The application site is located to the immediate east of Abergele Town Centre. A plan illustrating the strategic location of the application site in relation to the surrounding built up areas of Abergele and the key distributor road routes of A547 Rhuddlan Road and A55 (T) is included as **Figure TS1** to this report, with an aerial photo plan of the existing site layout and immediate local streets included as **Figure TS2**. The aerial image shows the site in the context of the immediate local road route of Wenfro, off which the site is currently accessed.

2.2 Existing Site Layout and Land Use

Existing Site Land Use

- 2.2.1 The application site currently comprises the Ty Gwyn Jones aged persons flats (comprising 33 flats in 2- and 3-storey buildings with warden and ancillary accommodation), located to the immediate south of the A547 Rhuddlan Road, and accessed via Wenfro. The site is a broadly rectangular-shaped parcel of land, bounded to the north by the alignment of A547 Rhuddlan Road, to the east by the residential properties of Rhuddlan Road and Maes-Y-Dre, to the south by Wenfro and further residential properties, and west by a parking area serving Llys Jenkins (a residential scheme managed by the applicant), and residential properties fronting Rhuddlan Road, one of which has been converted into a take-away off Rhuddlan Road. The site is partially vacant.
- 2.2.2 Vehicle and pedestrian access to the site is available via Wenfro, with the application site located at the terminus of this route. Pedestrian access is also available via a direct public footway connecting the A547 Rhuddlan Road and Wenfro, with this footway running along the western boundary of the site and also providing access to the adjacent Llys Jenkins residential development. A gated access to the site is as available at the eastern side of its frontage to Rhuddlan Road. A dropped kerb shared with the adjacent property is available albeit this only stretches halfway across the aforementioned gates. Whilst this access is of

sufficient width to accommodate vehicle access, and was historically used by the site manager, due to their only being a partial dropped kerb and a lack of turning space on-site, it is understood that this access has been utilised by pedestrians only in recent years.

2.3 Relevant Planning Policy Framework

2.3.1 The following paragraphs provide a summary of transport related planning policy matters that are considered relevant to the application scheme. This review includes consideration of transport policy guidance set out in both national and local planning and transport policy documentation.

National Planning Policy: Future Wales - the National Plan 2040

2.3.2 Future Wales represents the national development plan for Wales to 2040 and was updated in February 2021. With reference to transport matters, this document seeks to ensure “a Wales where people live in places where travel is sustainable’, identifying that sustainable transport must be “embedded within development to enable easy and convenient access from one place to another”.

2.3.3 This document references the Active Travel (Wales) Act 2013 as the influence to integrating active travel with new development. The Active Travel Guidance (July 2021) has been referenced in the design of the internal access arrangements which incorporate footways and dropped kerbs/tactile paving.

National Planning Policy: Planning Policy Wales (PPW)

2.3.4 PPW12 (updated February 2024) sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes.

2.3.5 Transport is considered in detail in Chapter 4 of PPW. The document sets out the aims “to ensure new development is located and designed in a way which minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities.”

- 2.3.6 The document states that this will be done by “integrating development with sustainable transport infrastructure and designing schemes in a way which maximises provision and use of sustainable forms of travel, including prioritising these modes over the private car.”
- 2.3.7 The document states that the planning system can assist with improving transport choice and achieve the above aims in the following ways:
- Bringing services to people to reduce the need to travel, planning for better physical and digital connectivity to support access to more local services / more home and remote working, to reduce dependency on cars.
 - Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport via investing in reliable, efficient and affordable transport services, and ensuring that transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.
 - Use sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.
 - Encouraging people to make the change to more sustainable transport by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.
- 2.3.8 Accordingly, this TS has been prepared to include the consideration of; accessibility by sustainable modes, including walking, cycling and public transport; road safety; and the impacts of the development on the local highway network.

Technical Advice Note 18: Transport (TAN18)

- 2.3.9 Technical Advice Note (TAN) 18, published 31 March 2007, provides detailed guidance on implementing the transport objectives contained in PPW.
- 2.3.10 TAN18 sets out thresholds of development at which formal transport assessment is considered as being necessary, identifying a threshold of greater than 100

dwellings for residential development schemes. Given that the application scheme only represents a development scheme of circa 24 dwellings, there is an argument that formal transport appraisal of the project is not required. However, this Transport Statement report has been prepared to set out key practical aspects of the development, including accessibility by sustainable modes, along with access, parking and servicing arrangements.

Conwy Local Development Plan 2007-2022

- 2.3.11 The prevailing development plan for the application site and the wider Colwyn Bay area is the Conwy Local Development Plan 2007 - 2022 (LDP). This plan was adopted by Conwy CBC in October 2013 and remains the basis for decisions on land use planning within the County Borough administrative area.
- 2.3.12 The application site lies within the settlement boundary of Abergele as defined on the Conwy LDP proposals map and is close (but does not fall within) a designated conservation zone and the extents of Abergele Town Centre. Ultimately the site is not currently subject to any formal local plan allocations.
- 2.3.13 The Conwy LDP includes for a number of transport related policies that are relevant to the consideration of new residential development. These policies are set out below:
- *Policy STR1 - Sustainable Transport, Development and Accessibility:* Development to be located so as to minimise the need to travel. Convenient access via footways, cycle infrastructure and public transport should exist or be provided where appropriate, thereby encouraging the use of these modes of travel for local journeys and reducing the need to travel by private car and improving the accessibility of services to those with poor availability of transport.
 - *Policy STR/2 - Parking Standards:* Car parking provision should be provided in accordance with the Council's maximum standards, to reduce dependency on the car and to promote sustainable forms of transport. In locations with good accessibility to facilities and services, and served by high quality public

transport, the Council will seek to reduce the amount of car parking provided, in line with the Conwy Parking Standards. Secure cycle storage should be provided in accordance with the Council's standards.

- *Policy STR/3 - Mitigating Travel Impacts:* New developments will be required to mitigate the undesirable effects of travel such as noise, pollution, impact on amenity & health and other environmental impacts. Where a proposed development is likely to have significant transport, social or environmental implications, the Council will require developers to submit a Transport Assessment with the planning application. Where the proposed development is demonstrated to have significant transport implications on a wider area, financial contributions will be required towards improvements in transport infrastructure, in particular to support public transport, cycling and walking.
- *Policy STR/4 - Non-Motorised Travel:* The Council will support increased levels of non-motorised travel, including cycle use and walking, by ensuring that travel generating developments are located and designed to facilitate and encourage short distance trips between home, work, school and colleges and other suitable destinations.

3.0 REVIEW OF EXISTING LOCAL HIGHWAY NETWORK CONDITIONS

3.1 Description of the Local Highway Network to the Application Site

- 3.1.1 As noted in section 2.2 to this report, access to the application site is currently afforded via Wenfro. Wenfro represents a local access route of circa 5.7m width with 2.0m wide footways to both sides. Wenfro is lit and operates under 20mph speed limit. The route serves entirely frontage residential development, the majority of which has off-road parking, and accordingly only limited levels of on-street parking occurs. Such level of existing on-street parking is not noted to impact the operation of the route. Wenfro is circa 250m in length, ultimately connecting to St George Road at a priority-controlled junction south of the site. St George Road continues in a northwest direction to the A547 Rhuddlan Road, and southeast to the parish of St George.
- 3.1.2 The application site is located immediately south of A547 Rhuddlan Road. A547 Rhuddlan Road is the main local distributor road through Abergele and is characterised by almost continuous frontage development (mix of commercial and residential properties) to both sides through the town. The route is of generally straight horizontal alignment in the immediate vicinity of the application site and operates as a single carriageway route (minimum 6.5m vehicular carriageway), under a 20mph urban speed limit, with associated street lighting. Good standard continuous wide (circa 2.5m - 3.0m) segregated footways are provided to both sides of the route, with a zebra crossing of the route available to the application site's frontage. Side road connection points to the route are generally of simple T-junction layouts, with no dedicated central right turn markings.
- 3.1.3 A combination of double yellow line parking restrictions, pedestrian crossing zig-zag markings and short-stay time-limited parking restrict parking at the site frontage and throughout Abergele Town Centre. Opportunities for unrestricted on-street parking are only available circa 100m east of the application site. Typically, even on those sections of the A547 Rhuddlan Road route where parking takes place, the available carriageway width is still suitable to accommodate two-way light vehicle traffic, without the need for give-way shuttle working between areas of parked vehicles. The A547 Rhuddlan Road provides access to the A55 North Wales

Expressway at the Faenol Interchange circa 400m east of the application site, beyond which the A547 continues to Rhuddlan. To the west, the A547 runs through Abergele Town Centre, and onwards to Llandulas and Colwyn Bay.

3.2 Road Safety: Review of Personal Injury Accident Records

- 3.2.1 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the most recently available 5-year search period (Jan 2020 to Dec 2024 inclusive). This database includes for all accident incidents as recorded by the police & emergency services and therefore represents ‘industry standard’ data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a minimum five-year search period accords with criteria recommended in good practice guidance, with the study area including for the entire length of Wenfro, St George Road (between Wenfro and A547 Rhuddlan Road) and A547 Rhuddlan Road approximately 150 either side of the application site.
- 3.2.2 Details of the extent of the search area and the number & location of recorded accident events are illustrated in **Figure TS3** to this report.
- 3.2.3 Review of the recorded accident data demonstrates that no accident events have taken place along the entire length of Wenfro, nor the section of St George Road which falls within the study area. Indeed, only two injury accident events have been recorded across the full study area over the 5-year search period. One incident was of ‘slight’ injury class and occurred at the access to Ysgol Emrys Ap Iwan, located on the opposite side of Rhuddlan Road to the application site. The incident involved a vehicle in the act of turning right and a vehicle moving off, resulting in slight injury to both drivers. A ‘serious’ incident was recorded at the zebra crossing at Rhuddlan Road, involving a car colliding with a pedestrian. The full accident records are provided in **Appendix TS1** to this report. Whilst any accident is regrettable, due to the limited occurrence of incidents in the locality there does not appear to be any obvious geometric highway design issues.

- 3.2.4 Based on the above review of matters, it is ultimately concluded that there are no clear & substantive prevailing road safety issues that would call into question the proposed redevelopment of the application site for residential use or require the implementation of additional highway safety mitigation measures.

4.0 SITE ACCESSIBILITY AUDIT

4.1 Introduction

4.1.1 Redevelopment of the application site at Ty Gwyn Jones for residential land use would need to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

4.1.2 The nature of local sustainable transport connections available within the immediate catchment of the application site is summarised in the paragraphs below.

4.2 Access to Public Transport

Bus Links

4.2.1 Closest formal bus stops to the application site are located on A547 Rhuddlan Road to the immediate west of the site frontage (i.e. within 20m walk), close to the side road connection with Llwyn Morfa. These local bus stops are characterised by a simple flagpost and service information boards - available in each travel direction. The stops are served by the 13 service, as follows:

- *Service 13:* Llandudno - Deganwy - Llandudno Junction - Colwyn Bay - Abergele - Rhuddlan - Prestatyn. 60-minute frequency service Mon-Sat Daytime each direction (from circa 06:00-21:00), and 6 buses per day on Sunday each direction.

4.2.2 As noted, the A547 Rhuddlan Road stops are located almost adjacent to the proposal site frontage, with direct walking connections to / from the proposal site available via the footways fronting this route. These existing local pedestrian connections are of a good standard, being generally of at least 2.0m width and benefit from street lighting. A zebra crossing facility, including tactile dropped

crossing points, is located adjacent to the bus stops, directly outside the proposal site frontage, therefore promoting opportunities for safe access to the westbound bus stop and onward walking links to local schools and colleges via Llwyn Morfa & Faenol Avenue (see paragraph 2.9 below).

4.2.3 Additional bus services are available 400m west of the application site at A547 Market Street (George & Dragon Stops). These stops also provide access to the 12 and 43 services, which provide the following service:

- *Service 12:* Rhyl to Llandudno via Abergele, Old Colwyn, Colwyn Bay and Penrhyn Bay. Up to 5 per hour Mon-Fri (05:30-00:00). Up to 4 buses per hour Sat (05:30-00:00). Up to 3 buses per hour (07:00-00:00).
- *Service 43:* Llanfair - Pensarn via Abergele, Belgrano. Up to 6 buses per day each direction Mon - Fri (08:30 - 18:00). No Sunday service.

4.2.4 These local available bus connections therefore provide a good frequency of day-time service and links to key local towns and settlements along the North Wales coast. Services are also well timed to allow for commuter connections during key weekday rush-hour periods.

Rail Connections

4.2.5 Local rail services are available from Abergele & Pensarn train station which is located circa 1.5km to the northeast of the proposal site. This station is served by regular trains to Llandudno Junction, Colwyn Bay & Rhyl and onward links to Holyhead, & Chester.

4.3 Accessibility to Local Facilities (Walking)

4.3.1 In addition to the above identified local public transport connections, the application site provides the opportunity for convenient access to a range of local 'everyday' shops and services by foot or cycle. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km. Guidance produced by CIHT also notes that 800m represents an 'acceptable' walking distance

to community facilities and shops, with 1.2km representing a 'preferred maximum'. 2km has been identified as a suitable walk distance for regular commuting trips and journeys to / from school.

4.3.2 **Figure TS4** to this report illustrates the extent of a local 1km walking catchment from the site (as measured from the boundary with the adjacent Llys Jenkin development) and demonstrates that a wide range of 'everyday' type destinations lie within a convenient and practical walking distance, including:

- Primary & Secondary School / College;
- Local convenience shopping at Faenol Avenue;
- Dentist & Pharmacy;
- Leisure facilities and parks;
- Pubs & restaurants;
- Abergele town centre shopping and community facilities (range of shops, post office, library, etc).

4.3.3 Key walking routes to access core local facilities are as follows:

- *Local Schools, Leisure Centre & Convenience Shopping at Faenol Road* (see **Figure TS5**) - crossing of A547 Rhuddlan Road at the zebra crossing facility with tactile dropped crossing, existing segregated footpaths to Llwyn Morfa (with footways to both sides and speed table feature at designated pedestrian crossing point which includes tactile paving) and the segregated footways to Faenol Road. There are no major side road connection points of Llwyn Morfa or Faenol Road that would specifically require additional tactile dropped crossing provision.
- *Abergele Town Centre Shops & Services* (see **Figure TS6**) - accessed by use of site-side footway to Rhuddlan Road (circa 300m walk distance from site). This footway corridor is characterised by tactile dropped crossing points of major side road connection points (Llys Jenkin / St Georges Road) and is generally of width suitable to allow two-way pedestrian passage without conflicts. Push button controlled pedestrian crossing opportunities are available of key main road routes, at the junctions with Water Street & Chapel Street.

4.4 Cycle Accessibility

4.4.1 National Planning Guidance notes that cycling has the potential to substitute for short car trips - particularly those journeys of less than 5km or those which could form part of a longer journey by public transport. The location of the application site allows for practical cycling access across all of the built-up area of Abergele, as well as the settlements of Pensarn, Towyn and Llandulas (**Figure TS7**).

4.4.2 A plan of available designated cycle routes in Abergele is illustrated in **Figure TS8** to this note. The nearest recognised cycle route to the proposal site is the 'quiet road' route of Sea Road, which connects from A547 Market Street to the west of Abergele town centre to the North Wales Coastal Cycle Route (National Cycle Route 5). NCR5 provides segregated, generally off-road connections towards Colwyn Bay to the west and Towyn & Rhyl to the east.

4.5 Accessibility Summary

4.5.1 Overall, it is considered that the application site represents a suitable location for residential development, being located at an established edge of local centre residential area and within a practical walking distance of regular frequency public transport services (bus & train) and a wide range of everyday local shops, services & facilities. Local walking routes linking to the site are of a good standard, with a number of locations within Abergele Town Centre including for dedicated pedestrian traffic signal crossing facilities.

4.5.2 Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet the core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

5.0 REVIEW OF THE DEVELOPMENT PROPOSALS

5.1 Development Principles

5.1.1 The application scheme represents the redevelopment of land at Ty Gwyn Jones, Rhuddlan Road, Abergele. The scheme represents the demolition of the Ty Gwyn Jones buildings at the site, which currently comprises 33 aged persons flats (2- and 3 storey) with warden and ancillary accommodation, to provide a building of 20 * 1-bedroom apartments and 4 * 1-bedroom walk-up apartments. The proposed site plan which illustrates the proposed general arrangements of the application scheme is included as **Appendix TS2** to this report.

5.1.2 The attached site masterplan also identifies the layout of proposed internal site vehicle arrangements, car parking areas, cycle parking and ancillary landscaping zones.

5.2 Highway Access Arrangements

5.2.1 Vehicle access to the application scheme is proposed to be retained via Wenfro as existing. It is proposed that the internal vehicular and pedestrian access arrangements are modified to serve a revised parking area and pedestrian access to the building, with dropped kerbs and tactile paving provided throughout the parking area. The footway connecting the A547 Rhuddlan Road and Wenfro would be retained, with the existing access located at the eastern end of the site's Rhuddlan Road frontage utilised to serve the walk-up apartment refuse store.

5.2.2 Within the proposed development area, the internal site access road corridor would be maintained to a 5.5m wide vehicular carriageway, narrowing to 4.8m on approach to the walk-up flats. All areas directly serving car parking spaces would be provided with a 6.0m aisle width. The access junction to the parking area serving the apartment building would act as a turning head for vehicles, to assist manoeuvring within the car park and general servicing. This turning head would be suitable to accommodate a large refuse vehicle or fire tender (see also section 5.4 to this report). A plan of key internal highway features is provided in **Appendix TS3** to this report.

5.3 Development Car Parking & Cycle Parking

Car Parking

5.3.1 Guidance on car parking supply levels to support new residential development in Conwy are set out in Conwy LDP Supplementary Planning Document “LDP2 Parking Standards” (adopted Feb 2014). These guideline standards build upon the core principles for development parking provision as set out in LDP Policy STR/2 and identify the following core car parking demand levels to support new apartment development:

- Zone 2 - 3 ‘Town Centre & Urban’ = *Resident Parking*: 1 space per bedroom
= *Visitor Parking*: 1 space per 5 units

5.3.2 LDP2 goes on to state that when considering car parking at new development, it is important that:

- Safe pedestrian access be provided between each dwelling unit and its parking space.
- Visitor parking must be designed as an integral part of any development where it is required and must take into account the needs of the disabled.
- For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to the numbers of parking spaces may be taken. Acceptable evidence of this would include contractual arrangement with tenants to secure low car ownership levels.

5.3.3 It is considered that the third bullet point identified above is particularly relevant to the consideration of the application scheme at Ty Gwyn Jones, given that the proposals scheme involves housing association managed properties, targeted at low car ownership tenants and which would be operated with tenancy agreements that include policies directly aimed at encouraging car-free living.

- 5.3.4 LDP2 also notes that when assessing the parking requirements for a particular development, the Council should take into account a number of factors in relation to the development and its location, including:
- Accessibility to, and the level of service frequency provided by, available public transport services;
 - Accessibility by walking and cycling;
 - Existing and possible future congestion in streets adjacent to the development;
 - Accessibility to, and the availability of, public and / or private car parking spaces in the vicinity of the site.
- 5.3.5 Appendix 6 ‘Sustainability’ to the LDP2 guidance notes that sustainability points will be awarded to developments that meet key locational criteria, with a good sustainability rating potentially allowing consideration of a reduction in parking requirements away from core levels. These sustainability criteria are set out in **Appendix TS4** to this report, along with an assessment of the application site’s location with respect to these identified thresholds.
- 5.3.6 Review of the information set out in **Appendix TS4** suggests that the Ty Gwyn Jones site at A547 Rhuddlan Road scores a minimum of 13 sustainability points, thereby securing the highest sustainability rating available and thus the potential for consideration of reduced of parking levels. In particular it is noted that the proposal site scores highly as a result of the good range of key everyday facilities that lie within a short walk of the site (schools, convenience shopping and town centre all within 400m walk), plus the immediate proximity to local bus stops.
- 5.3.7 It is considered that this excellent sustainability rating, in combination with the fact that all proposed units are 1-bedroomed, means that the apartment development in particular is likely to appeal to future residents who are comfortable with adopt town centre-based car-free living. It is therefore not considered that 100% (i.e. 1 space per residential unit) parking supply is necessary.
- 5.3.8 In recognition of the application site’s excellent locational sustainability, the site masterplan proposes a car parking area providing 20 on-site parking spaces. Parking spaces would be available on a first-come first-served basis. Two of these

spaces within the apartment car park would be provided to mobility impaired standard.

- 5.3.9 The promotion of low car use / car ownership in such a sustainable / accessible location is reflected by W&WHA operational experience of the adjacent Llys Jenkin and other local developments managed by the applicant, which are characterised by the under-use of existing parking provision.
- 5.3.10 In order to demonstrate the applicant's operational experience of parking demand of similar housing developments to the application scheme, the applicant has collected data regarding car ownership amongst residents of each development where possible and has also undertaken surveys over three days, with data collected in the morning (06:00-07:00) and evening (after 19:00) in order to establish peak parking demand. The survey was originally undertaken in February/March 2024, with an updated survey completed in August/September 2025. Full survey results are provided in a report prepared by the applicant and is attached at **Appendix TS5** to this note. A summary of the results is provided in **Table TS5.1-5.2** below.

Table TS5.1: W&WHA Development Parking Review - 2024 surveys

Development	Number of units	Number of parking spaces	Car ownership amongst residents (%'age of residents)	Maximum recorded parking demand (%'age of residents)
The Tannery, Wrexham	20 (1-bed)	20 (100%)	9 (45%)	11 (55%)
Trooper Court, Wrexham	9 (1-bed)	9 (100%)	5 (44%)	4 (44%)
Cadets Court, Wrexham	12 (1-bed)	13 (108%)	5 (58%)	7 (58%)
Galahad Court, Wrexham	9 (1-bed)	9 (100%)	4(33%)	5 (56%)
Llys Jenkin, Abergele (housing element excluded)	12 (inc. 2 supported living units) - 2, 3 & 4-beds	12 (100%)	3 (25%)	4 (33%)
Llys Colwyn, Old Colwyn	24 (7 * 1-bed + 17 * 2-bed)	24 (100%)	9 (38%)	10 (42%)
Derby Villas, Wrexham	24 (2-bed)	14 ^o (58%)	Data not available	10 (42%)
Sylvester Court / Shields Court, Wrexham [^]	50	34 (68%)	Data not available	19 (38%)
Average			(42%)	(46%)

^ospaces unmarked, parking capacity calculated by applying a standard parking space width of 2.4m to available parking areas.

[^]surveys undertaken by survey sub-consultant on Friday 26th January 2024 14:30-20:00 & Saturday 27th January 2024 to support a planning application at the site

Table TS5.2: W&WHA Development Parking Review - 2025 surveys

Development	Number of units	Number of parking spaces	Car ownership amongst residents (%'age of residents)	Maximum recorded parking demand (%'age of residents)
The Tannery, Wrexham	20 (1-bed)	20 (100%)	9 (45%)	12 (60%)
Trooper Court, Wrexham	9 (1-bed)	9 (100%)	5 (44%)	5 (56%)
Cadets Court, Wrexham	12 (1-bed)	13 (108%)	5 (58%)	4 (31%)
Galahad Court, Wrexham	9 (1-bed)	9 (100%)	4 (33%)	4 (56%)
Llys Jenkin, Abergele (housing element excluded)	12 (inc. 2 supported living units) - 2, 3 & 4-beds	12 (100%)	3 (25%)	4 (33%)
Llys Colwyn, Old Colwyn	24 (7 * 1-bed + 17 * 2-bed)	24 (100%)	9 (38%)	9 (39%)
Derby Villas, Wrexham	24 (2-bed)	14 ^o (58%)	Data not available	10 (42%)
Average			(42%)	(45%)

^ospaces unmarked, parking capacity calculated by applying a standard parking space width of 2.4m to available parking areas.

- 5.3.11 Review of **Tables TS5.1-5.2** demonstrates that whilst the surveyed sites typically provide 100% car parking, car ownership amongst residents is low, averaging just 42%. Surveys of resident parking areas undertaken during early morning and late evening periods identifies that parking demand averages 45-46% (likely in excess of resident car ownership due to occasional visitor parking). This information provides further evidence that 100% parking provision at the application site is not required. Indeed, the proposed level of parking at the site represents a level well in excess of the average recorded parking demand at other W&WHA developments.
- 5.3.12 The proposed level of parking is also supported by local 2021 census data, which indicates that 50.4% of social rented households could be expected to not own a car or van (58% owning 1 or more vehicle). This statistic includes all social housing (i.e. houses and apartments). **Table TS5.3** provides car or van availability in social rented properties for the W01000183 : Conwy 008E 2021 super output area (lower layer) dataset.

Table TS5.3: Census Statistics: Car/Van Availability

Tenure of household	Rented: Social rented	Percentage
Total	605	100%
No cars or vans in household	305	50.4%
1 car or van in household	226	37.4%
2 or more cars or vans in household	74	12.2%

- 5.3.13 The proposed level of car parking is therefore considered entirely appropriate, with census statistics also suggesting that the proposed provision of 20 spaces across the development of 24 total units would easily accommodate resident parking and would not result in any overspill on-street parking.
- 5.3.14 Parking would be available on a first-come, first-served basis, an arrangement which works successfully at other housing schemes operated by the applicant.
- 5.3.15 The building specification would allow for the provision of ducting to parking spaces to future proof the site for Electric Vehicle Charging.

Pedal Cycle Parking

- 5.3.16 Secure covered cycle storage would be provided within the ground floor of the apartment building. Available storage would be in excess of minimum core LDP2 parking levels (1 space per 5 apartments for cycle spaces) and reflects the commitment of W&WHA, as future operator of the site, to promoting maximum use of non-car travel.

5.4 Site Servicing

- 5.4.1 The internal road layout to the application scheme has been designed to be able to accommodate refuse vehicles, fire appliances and small van-based delivery movements (see **Appendix TS6**), including for a designated servicing / turning area within the apartment building car park zone. Such arrangements are expected to cater for day-to-day all site related servicing movements, albeit refuse collection for the walk-up apartments would be via Rhuddlan Road (as shown in **Appendix TS6**).

6.0 PREDICTED TRAVEL DEMAND ASSOCIATED WITH THE APPLICATION SCHEME AND ANTICIPATED DEVELOPMENT TRAFFIC IMPACT

6.1 Trip Demand Levels Associated with the Application Scheme

6.1.1 This section of the TS report seeks to identify the future level of traffic demand anticipated to be generated by the proposals following redevelopment. These estimates have been undertaken via reference to representative affordable (flats and housing) sites held within the industry standard TRICS development trip rate database. TRICS is a nationally regarded source of historical trip demand data and contains observed traffic data for a variety of development-type sites and, as such, can be considered to produce reliable base trip rate data.

6.1.2 The reference residential sites chosen from the TRICS database (see **Appendix TS7** to this report for full TRICS output) have been selected for general characteristics similar to the application site and surrounding area, viz:

- Mixed affordable housing sites (flats and houses).
- Town centre, edge of town centre and suburban sites only.
- Development sites of under 50 apartment units.
- Not including sites in Greater London or Eire.

6.1.3 Details of the calculated trip rates and associated trip demand associated with the proposed 24-unit scheme, are included in **Table TS6.1** below.

Table TS6.1: Residential Trip Rates from TRICS and Calculated Trip Demand

Time Period	Trip Rates (per dwelling)			Trip Demand (24 units)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.058	0.161	0.219	1	4	5
PM Peak (17:00-18:00)	0.263	0.248	0.511	6	6	12
12h hour (07:00-19:00)	2.256	2.199	4.455	54	53	107

6.1.4 The above exercise demonstrates that residential development at the application site is not anticipated to generate a substantive level of vehicle trip demand during

traditional weekday 'rush hour periods', with maximum two-way (in + out) vehicle demand associated with the proposals predicted to be no more than 12 vehicles per hour (PM peak). Such demand is the equivalent of circa 1 additional development vehicle trip movement every 5 minutes and is therefore unlikely to result in any distinguishable operational impact on prevailing local network conditions.

- 6.1.5 Core weekday 12hr day-time trip demand (07:00-09:00) associated with the site is anticipated to be of the order of 107 vehicle movements (54 in / 53 out), or on average just circa 9 vehicle movements per hour (in +out). Again, such traffic levels are considered to be negligible and would not be expected to give rise to a discernible change in local highway network operating conditions.

6.2 Development Impact

- 6.2.1 It is important to note that the existing site provides 33 dwellings for over 55s, which, although partially vacant, could be brought back into full use and would be expected to result in +30% more vehicle movements than the proposed redevelopment scheme.
- 6.2.2 Given the above, it is considered that there is no requirement for further highway assessment.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared by Focus Transport Planning Ltd (Focus TP) on behalf of Wales & West Housing Association (W&WHA) Limited to consider highways and transport issues with respect to proposals for re-development of the Ty Gwyn Jones site to provide 20 * 1-bedroom apartments and 4 * 1-bedroom walk-up apartments. The proposals seek the sustainable redevelopment of an edge of local centre site and therefore accord with the key principles of sustainable development (in transport terms) as set out in national and local planning policy.

Site Location & Land Use

- 7.2 The application site is located to the immediate east of Abergele Town Centre, to the south of the A547 Rhuddlan Road, and accessed via Wenfro. The application site current comprises the Ty Gwyn Jones aged persons flats (comprising 33 flats in 2- and 3-storey buildings) with warden and ancillary accommodation and is partially vacant.

Local Highway Network Conditions

- 7.3 Vehicle and pedestrian access to the site is available via Wenfro. Pedestrian access is also available via a direct public footway connecting the A547 Rhuddlan Road and Wenfro, with this footway running along the western boundary of the site and also providing access to the adjacent Llys Jenkins residential development. A gated access to the site is as available at the eastern side of its frontage to A547 Rhuddlan Road.
- 7.4 The application site provides a direct frontage to A547 Rhuddlan Road, the main local distributor road through Abergele. A547 Rhuddlan Road is the main local distributor road through Abergele and is characterised by almost continuous frontage development (mix of commercial and residential properties) to both sides through the town.

Review of Highway Safety

- 7.5 An appraisal of the operational safety of the immediate local highway network to the application site has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the most recently available 5-year search period (Jan 2020 to Dec 2024 inclusive). This exercise identified that no recorded accident events have taken place along the entire length of Wenfro, nor the section of St George Road between Wenfro and A547 Rhuddlan Road. Only two injury accident events have been recorded across the full study area over the 5-year search period, both at Rhuddlan Road. Whilst any accident is regrettable, due to the limited occurrence of incidents in the locality there does not appear to be any obvious geometric highway design issues. It is therefore concluded that there are no clear & substantive prevailing road safety issues that would call into question the proposed redevelopment of the application site for residential use or require the implementation of additional highway safety mitigation measures.

Site Accessibility

- 7.6 It is considered that the application site represents a suitable location for residential development, being located at an established edge of local centre residential area and within a practical walking distance of regular frequency public transport services (bus & train) and a wide range of everyday local shops, services & facilities. Local walking routes linking to the site are of a good standard, with a number of locations within Abergele Town Centre including for dedicated pedestrian traffic signal crossing facilities. Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet the core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

Review of Development Proposals

- 7.7 The application scheme represents the demolition of the Ty Gwyn Jones buildings at the site, which currently comprises 33 aged persons flats (double and 3 storey) with warden and ancillary accommodation, to provide a building of 20 * 1-bedroom apartments and 4 * 1-bedroom walk-up apartments.
- 7.8 Vehicle access to the application scheme is proposed to be retained via Wenfro, albeit internal arrangements reconfigured to serve the revised parking arrangements. Footway connections including dropped kerbs and tactile paving would be provided throughout, including the retention of the existing footway connecting the A547 Rhuddlan Road and Wenfro along the site's western boundary, with the with the existing access located at the eastern end of the site's Rhuddlan Road frontage utilised to serve the walk-up apartment refuse store.

Car Parking & Servicing

- 7.9 In recognition of the application site's excellent locational sustainability, the site masterplan proposes a car parking area providing 20 on-site parking spaces. Two of these spaces would be provided to mobility impaired standard. Such level of provision is supported by surveys of similar development schemes and local car ownership data.
- 7.10 The internal road layout to the application scheme has been designed to be able to include for servicing / turning area within the car park zone. Such arrangement would cater for day-to-day delivery movements such as Amazon, Evri deliveries or taxi pick-up / drop-off. Refuse servicing would also take place within the parking area for the main apartment building, and on-street at Rhuddlan Road for the walk-up apartments.

Pedal Cycle Parking

- 7.11 Secure, covered cycle storage would be provided within the ground floor of the apartment building.

Anticipated Future Development Traffic Demand

- 7.12 Future traffic demand associated with the application scheme has been estimated via reference to representative apartment sites held within the industry standard TRICS development trip rate database.
- 7.13 This trip generation exercise demonstrates that the proposed residential development is not anticipated to generate a substantive level of vehicle trip demand during traditional weekday ‘rush hour periods’, with maximum two-way (in + out) vehicle demand associated with the proposals predicted to be no more than 12 vehicles per hour. Such demand is the equivalent of circa 1 additional development vehicle trip movement every 5 minutes. Ultimately such traffic levels are considered to be negligible, especially when considering that the existing site represents a higher level of development than the proposal scheme.

Summary

- 7.14 Overall, it is concluded that the redevelopment of the application site for residential 1-bedroom apartment land use would not result in a material impact on the existing and future operation of the immediate local highway network. The proposals are not anticipated to result in an increase in development traffic on local links, especially when considering that the extant use of the site is higher density residential development than now proposed and would therefore not result in safety or operational capacity concerns. The location of the application site is also considered to offer excellent practical opportunities to encourage the use of alternative travel modes to the private car for a range of ‘everyday’ journeys, with the proposals considered suitable to meet key transport objectives regarding encouraging sustainable development and limiting the need for car trip making. Focus TP therefore considers that there are no over-riding reasons for refusing the planning application on highways and transportation grounds.



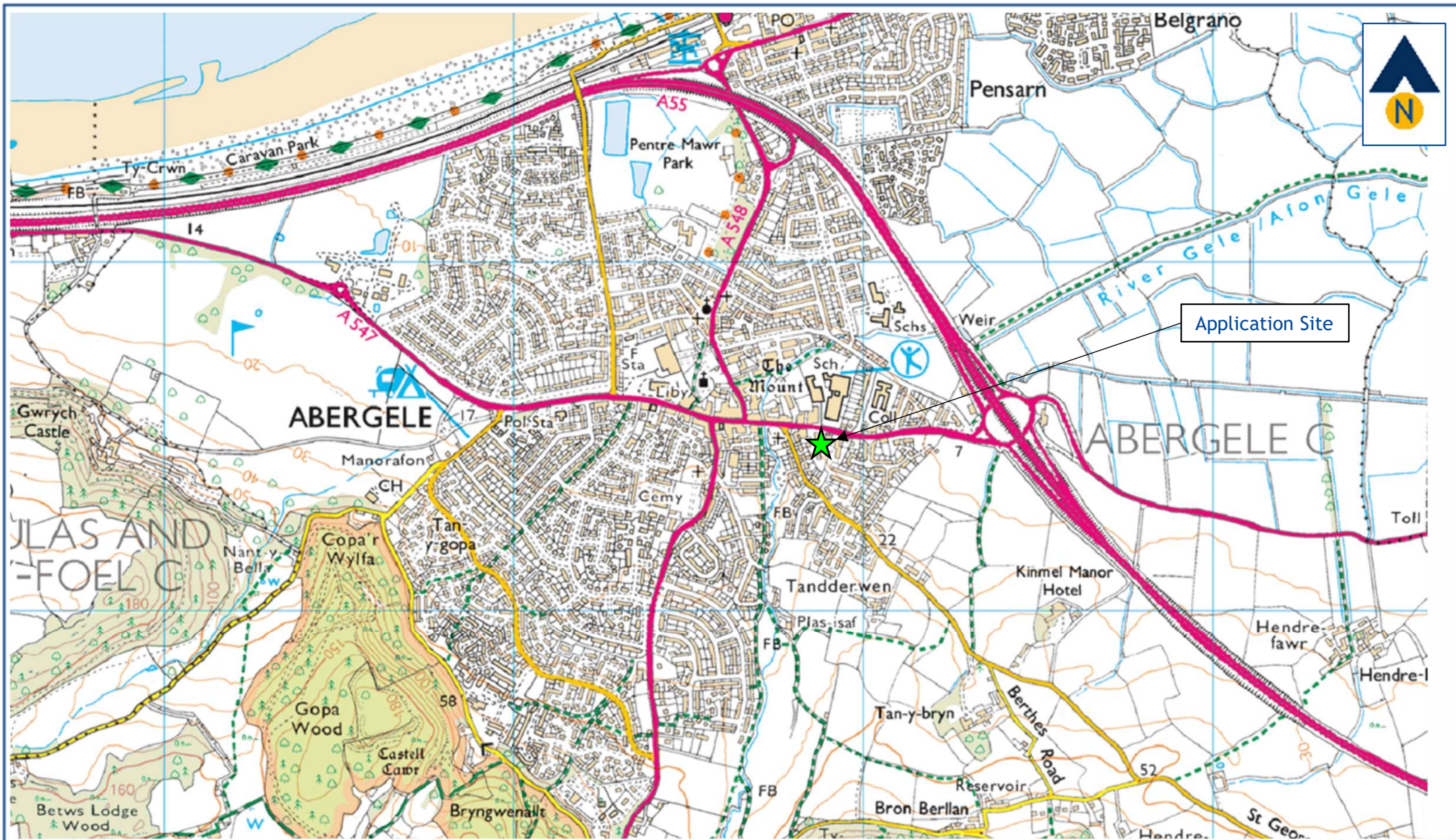


Figure TS1

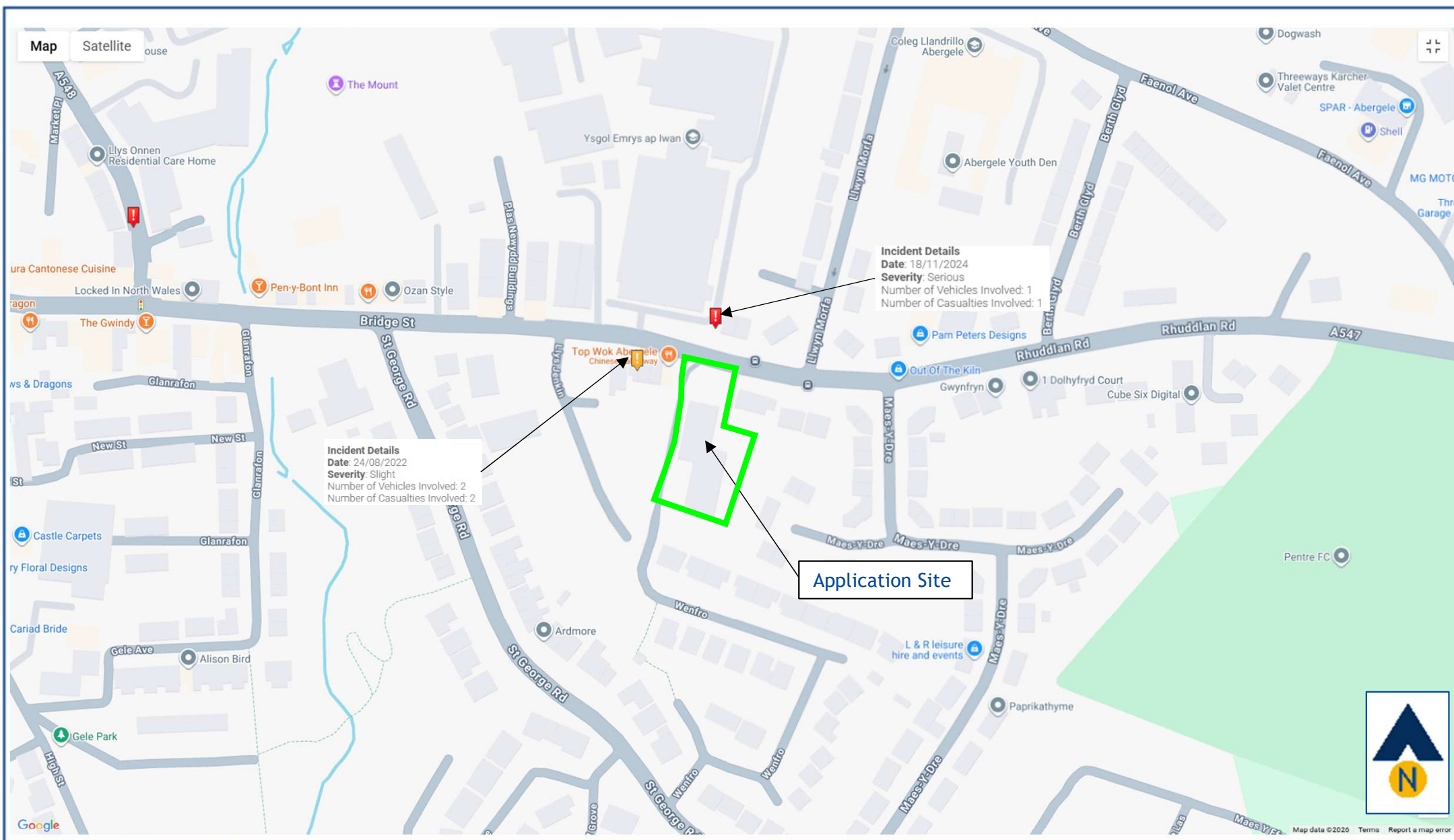
Site Location: Strategic Context

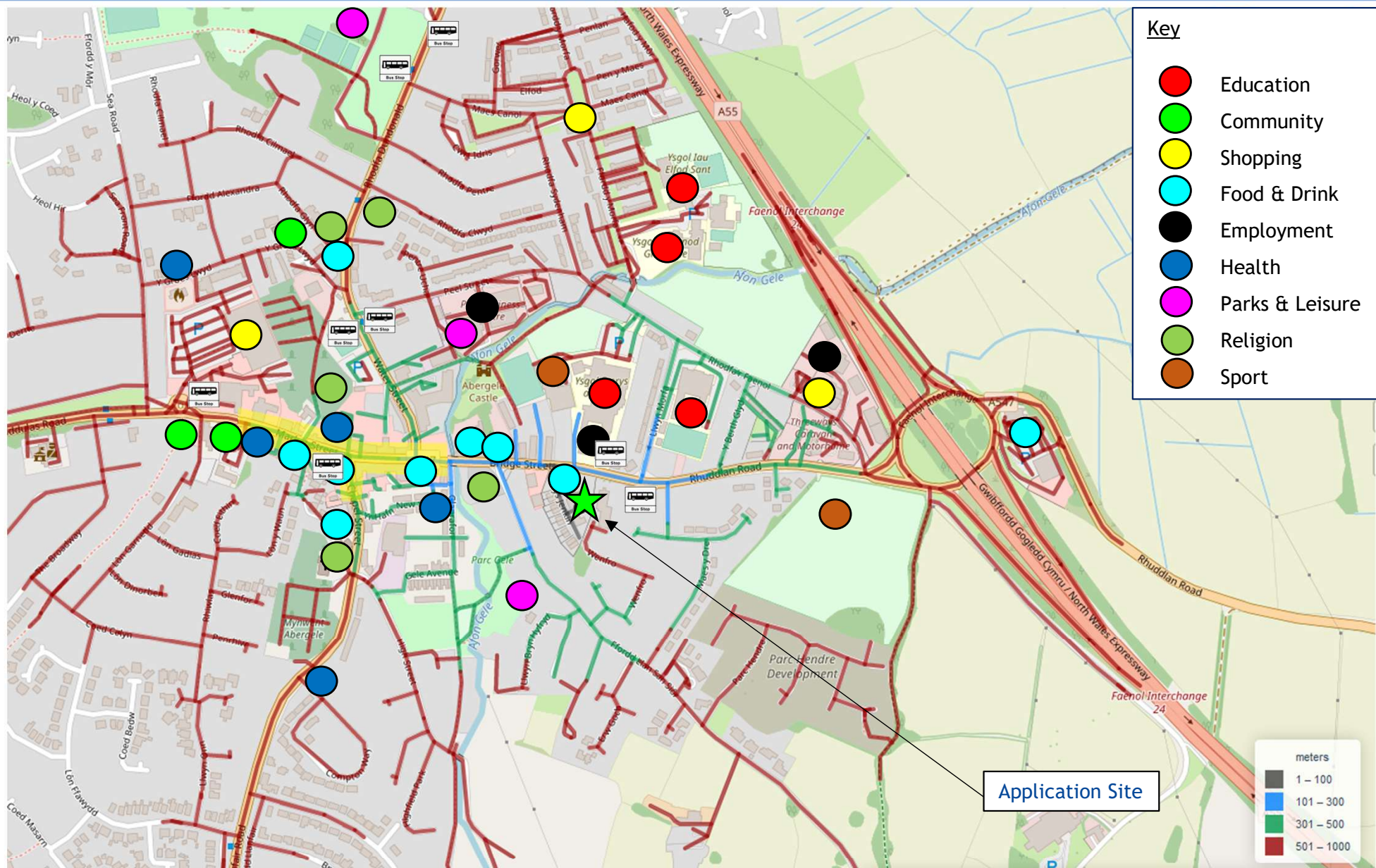
J000408

Ty-Gwyn-Jones, Abergele

June 2026

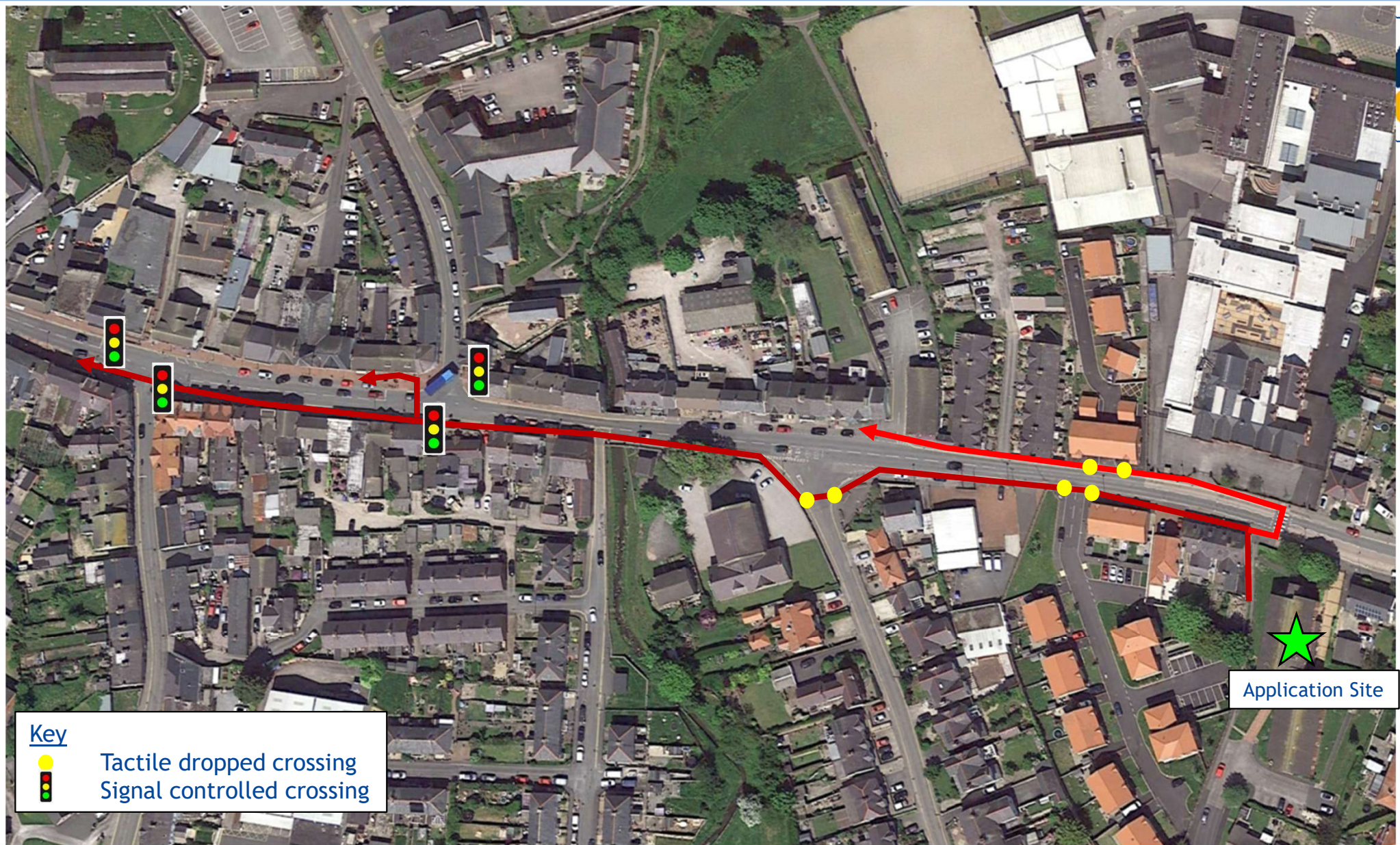


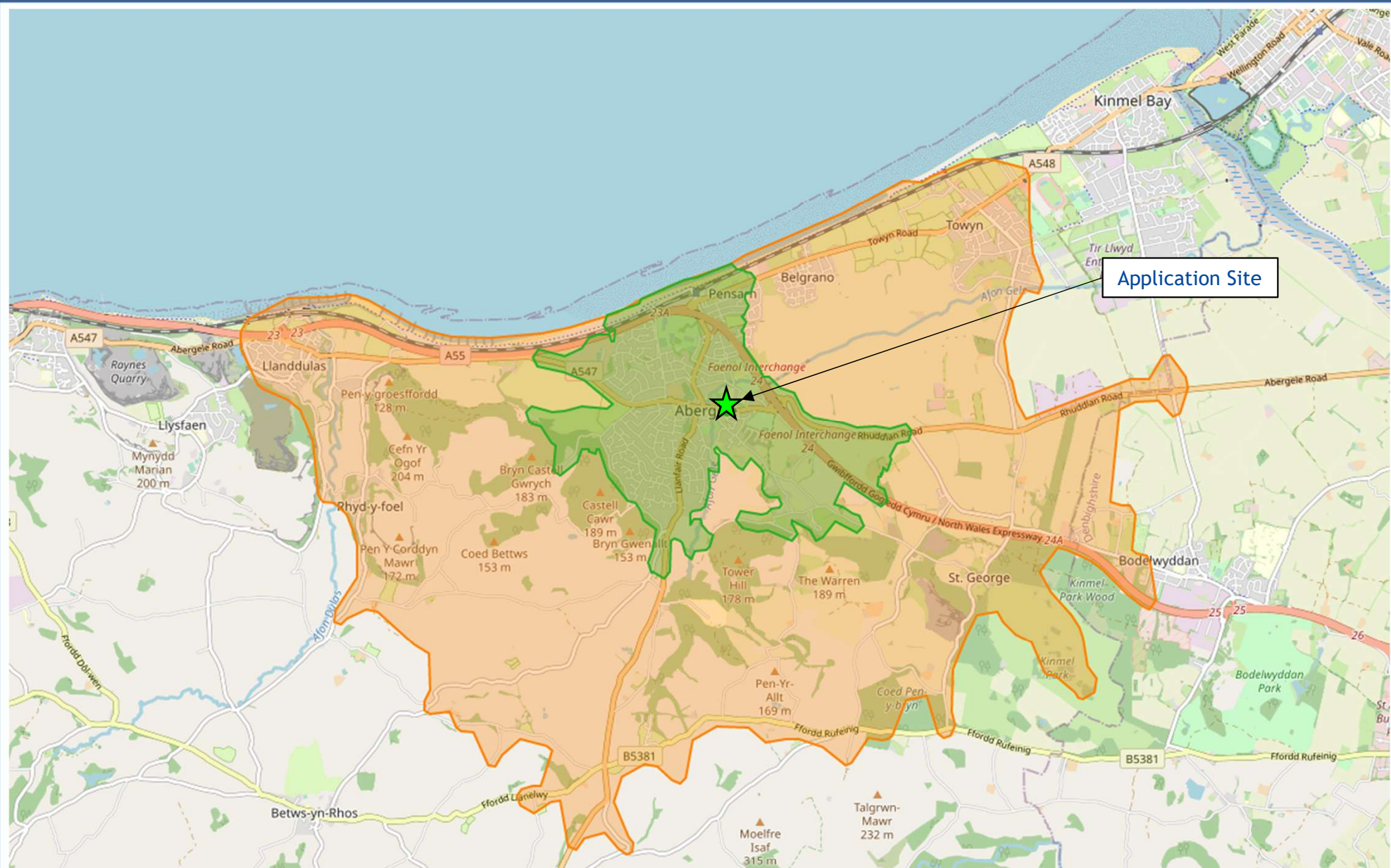






Application Site













Validated Data

Crash Date: Wednesday, August 24, 2022 **Time of Crash:** 14:49:00 **Crash Reference:** 202260B128638

Highest Injury Severity: Slight **Road Number:** U **Casualties:** 2

Highway Authority: Conwy **Vehicles:** 2

Local Authority: Conwy **OS Grid Reference:** 294897 377506

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

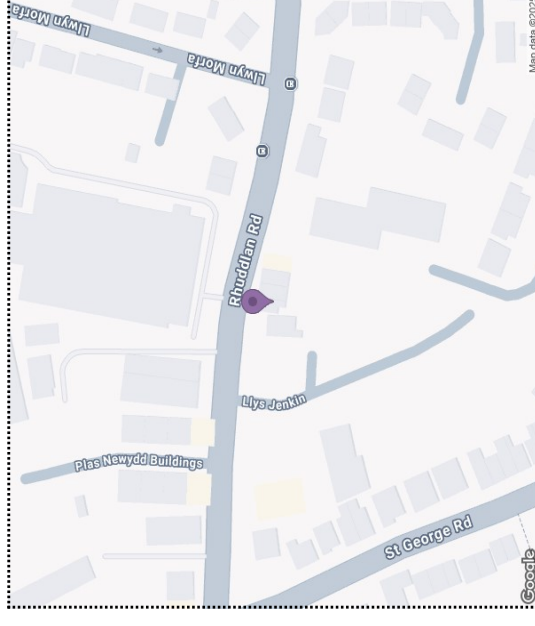
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Wednesday, August 24, 2022 **Time of Crash:** 14:49:00 **Crash Reference:** 202260B128638

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	3	Female	21 - 25	Vehicle is in the act of turning right	Nearside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	5	Female	21 - 25	Vehicle is moving off	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, November 18, 2024 **Time of Crash:** 17:47:00 **Crash Reference:** 202460Q174156

Highest Injury Severity: Serious **Road Number:** A547

Highway Authority: Conwy **Casualties:** 1

Local Authority: Conwy **Vehicles:** 1

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 20

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

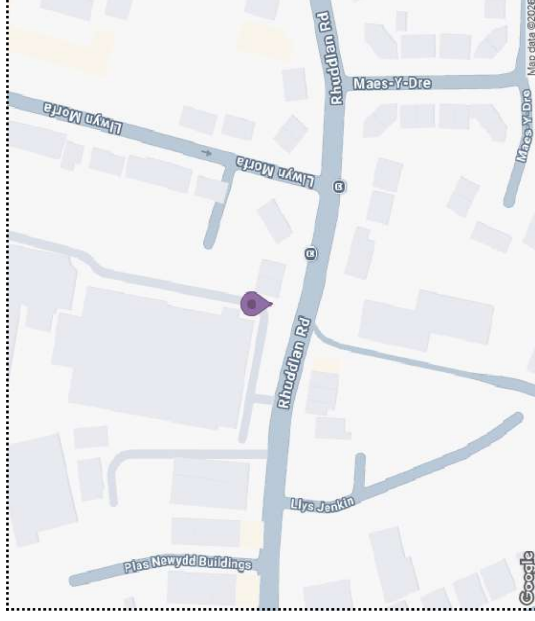
Junction Detail: Unknown

Junction Pedestrian Crossing: Zebra crossing

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

OS Grid Reference: 294935 377525



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, November 18, 2024 Time of Crash: 17:47:00 Crash Reference: 202460Q174156

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Male	36 - 45	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	16 - 20	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



02/06/2026 15:16:01

swot analysis

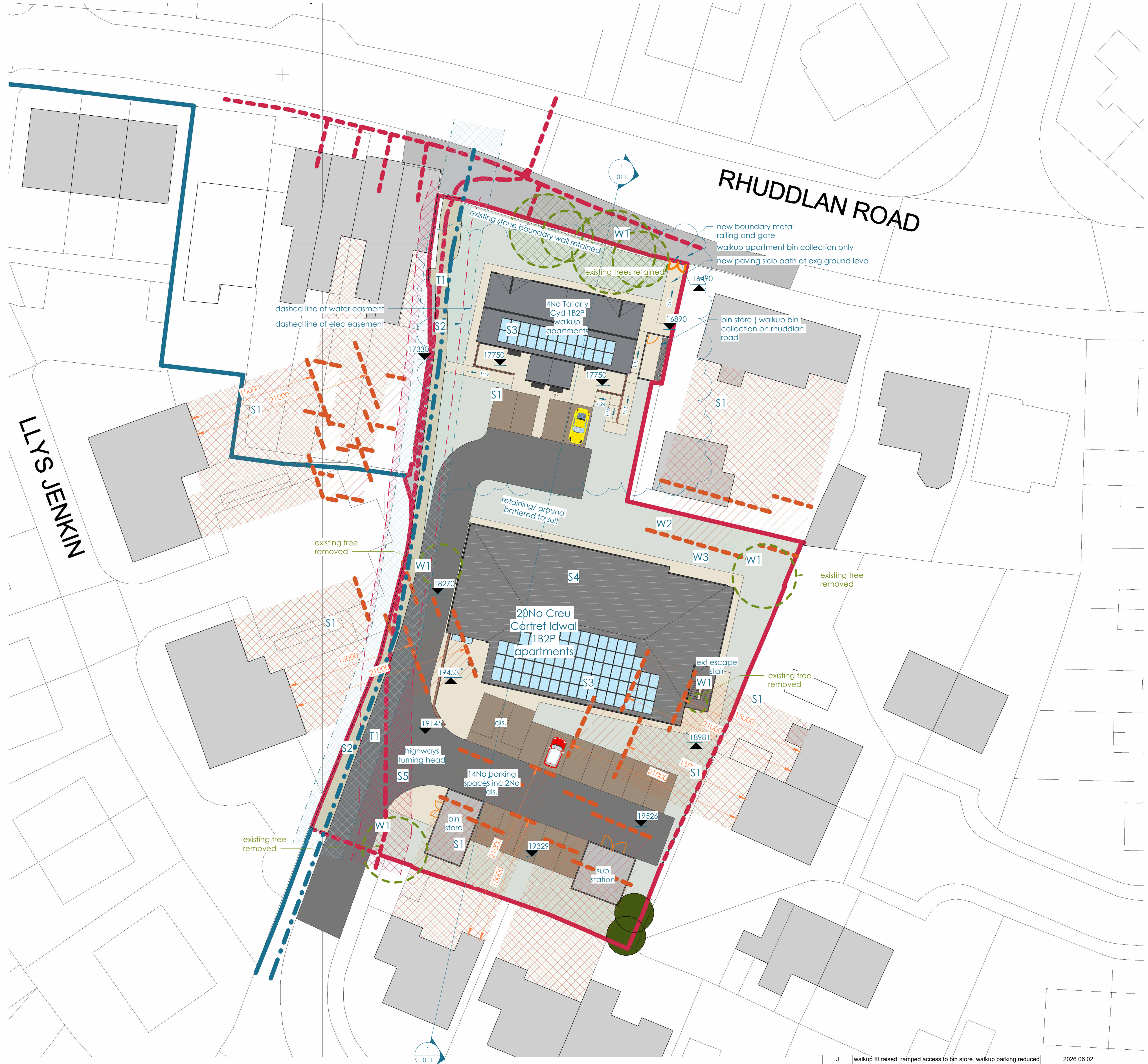
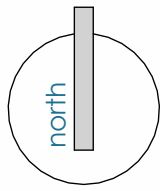
S1 maintains space around building standards
S2 maintains existing elec and drainage easment
S3 properties orientated to allow for south facing solar active roof and elevation
S4 building footprint runs parallel with existing site topography
S5 on site bin store turning head for apartments

W1 existing trees to be removed
W2 proposed levels and gradients require further development to suit existing topography
W3 apartment building level is higher than dwelling resulting in overlooking

O1
T1 line of elec main running down western boundary
unknown - easment may affect layout

- site boundary
- elec main below ground
- elec main above ground
- elec main redundant
- bt above ground
- water drainage surface
- water drainage foul
- water main
- gas main

gas based on W&WU job ref: tbc
elec based on SP map ref tbc
drainage and water services tbc



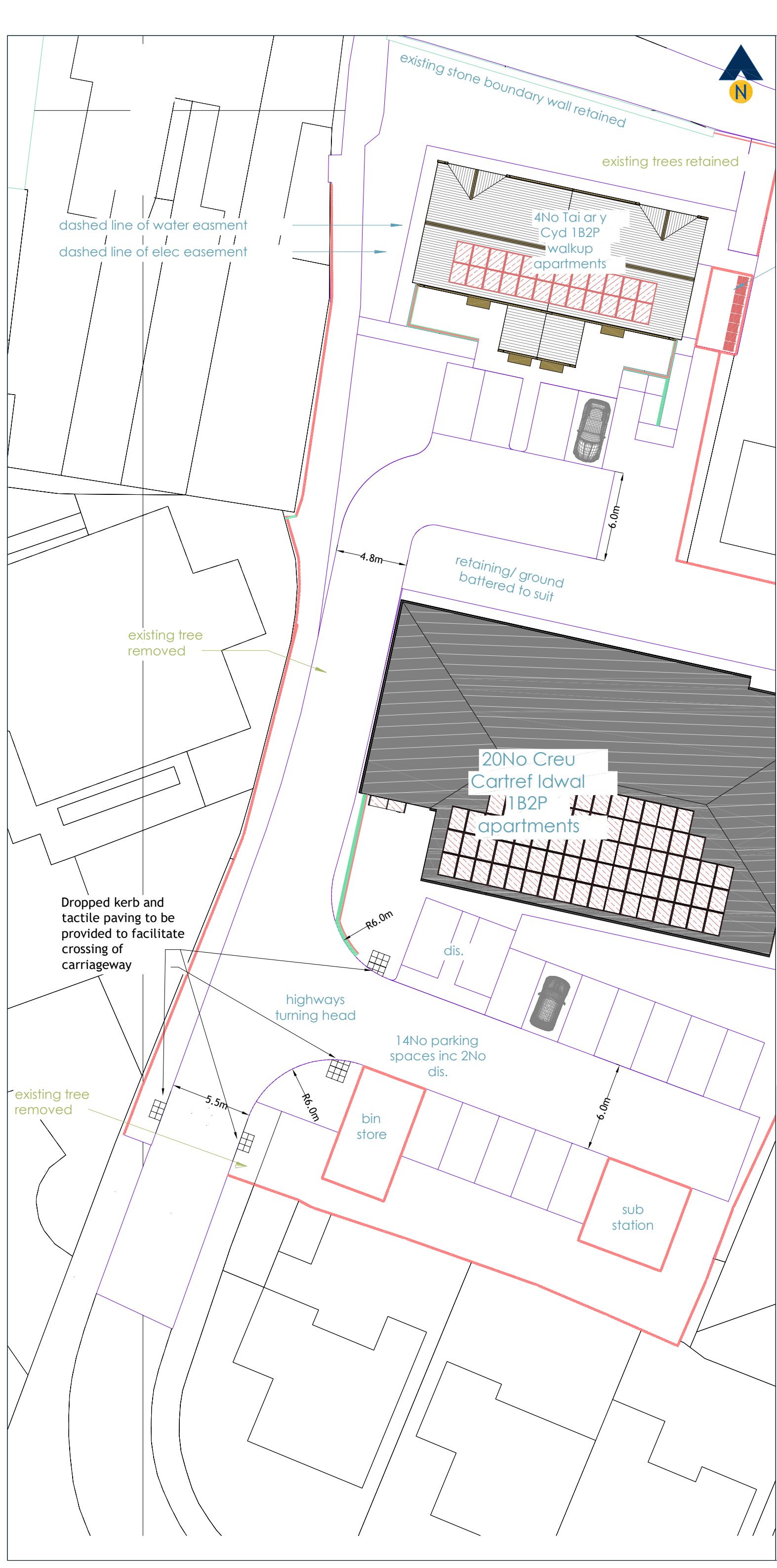
1 PROPOSED SITE OPTION 03
1 : 250

- for construction
- for approval
- for discussion

drawing status

J	walkup fit raised, ramped access to bin store, walkup parking reduced, refer to engineers drawing for road levels	2026.06.02	AJR
H	levels revised to engineers details	2026.05.06	AJR
G	walkup changed to TAYC type site adjusted to suit, Northern stone boundary wall retained, boundary fencing and paving slab path.	2026.03.04	AJR
F	parking adjusted to 2600 wide, paths introduced, sub station and bin store layout revised to suit, panoramas updated to suit	2026.01.30	AJR
E	lift omitted, areas adjusted	2026.01.14	AJR
D	WIP - bin store, parking & sub station layout revised to focus comments	2025.06.03	
C	WIP - service easements along western boundary adjusted following gpr, bin stores relocated, 3No storey apartment	2025.05.14	
B	WIP - issued for review/ comment	2025.05.05	
A	WIP - issued for review/ discussion	2025.04.14	
Revision	Description	Date of Revision	Issued by





Revision:
A Updated site plan 23.06.26

Client:
Wales & West Housing Association Limited

Project:
Ty Gwyn Jones, Abergele

Drawing Title:
Appendix TS3
Key Internal Highway Features

Drawing Number: J000408/SK01 Revision: A

Date: 05/02/2026 Scale: 1:250@A3

Drawn By: LACB Checked By: KG

Status:
Information

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



SITE SUSTAINABILITY AUDIT EXERCISE

CCBC Parking Standards (LDP2) - Extract from Appendix 6

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
<u>Local Facilities</u>		
Local facilities include a foodstore, post office, health facility, school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m	3 pts
	400m	2 pts
	800m	1 pt
<u>Public Transport</u>		
Access to bus stop or railway station	300m	3 pts
	400m	2 pts
	800m	1 pt
<u>Cycle Route</u>		
	200m	1 pt
	Frequency	
<u>Frequency of Public Transport</u>		
Bus or rail service within 800m walking distance which operates consistently between 7am and 7 pm. Deduct one point for service which does not extend to these times.	5 minutes	3 pts
	20 minutes	2 pts
	30 minutes	1 pt

Sustainability Points	Parking Reduction (Per dwelling)
<u>Residential Developments</u>	
10 pts	2 spaces
7 pts	1 space

(Distances measured from centre of proposal site)

Local Facilities	Distance	Points	Notes
Abergele Town Centre	350m		Market Street
Abergele Post Office	400m	4	Market Street
Shell Garage & Londis	450m		Faenol Avenue
Ysgol Sant Elfrod	600m	0.5	Foordd-Y-Morfa
Ysgol Glan Morfa	600m	0.5	Foordd-Y-Morfa
College Llanrillo Abergele	350m	1	Queens Road
Ysgol Emrys ap Iwan	365m	1	Faenol Avenue
Abergele Leisure Centre	500m	0.5	Faenol Avenue
Gele Park	425m	0.5	St Georges Road

8 Sub-total

Public Transport

Bus Stop	100m	3	Rhuddlan Road / Llwyn Morfa
Railway Station	1450		Abergele & Pensarn

3 Sub-total

Cycle Route

NCR (5 via Sea Road)	1500m		Nant-Y-Gamar Road (on carriageway)
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0 Sub-total

Frequency of Public Transport

Service 13 (Llandudno - Prestatyn)	100m	0	Every 60 minutes daytime frequency (Mon-Sat), 7 buses on a Sunday
Service 12 (Rhyl - Llandudno)	400m	2	5 per hour (Mon-Fri), 4 per hour (Sat), 3 per hour (Sun)
Service 43 (Belgrano - Abergele Hosp)	400m	0	6 buses per day (Mon-Sat), No Sunday Service

2 Sub-total

13 Total - Potential to reduce parking by 1 space per dwelling



Vehicle Ownership Data from Wales & West Housing

Existing Housing Stock

1.0 Introduction

As part of the planning application for the redevelopment of the Guys Cliff site in Colwyn Bay, Wales and West Housing have been asked to justify the reduced level of parking provided within the design. The new scheme provides 22 one-bedroom apartments and 1 two-bedroom apartment with 13 unallocated parking spaces, one being for disabled use. The scheme is based on a general needs' occupancy.

As an experienced social housing provider, WWHA are aware that car ownership within social housing is low and has therefore produced data for several schemes through resident feedback and parking surveys.

The schemes identified are of a similar nature and occupancy to the Guys Cliff design and are within proximity to the local town.

1.1 Survey Parameters

Each property was surveyed over three days between 6-7am and in the evening after 7pm. The thought behind this being that most working residents will start their commute after 7am and return before 7pm, therefore showing a true reflection of car ownership for each scheme.

2.0 The Tannery

The Tannery is located in Wrexham within a 0.2-mile radius (8-minute walk) to the town center. The scheme provides 20 one-bedroom apartments with 20 unallocated parking spaces [Fig.1].

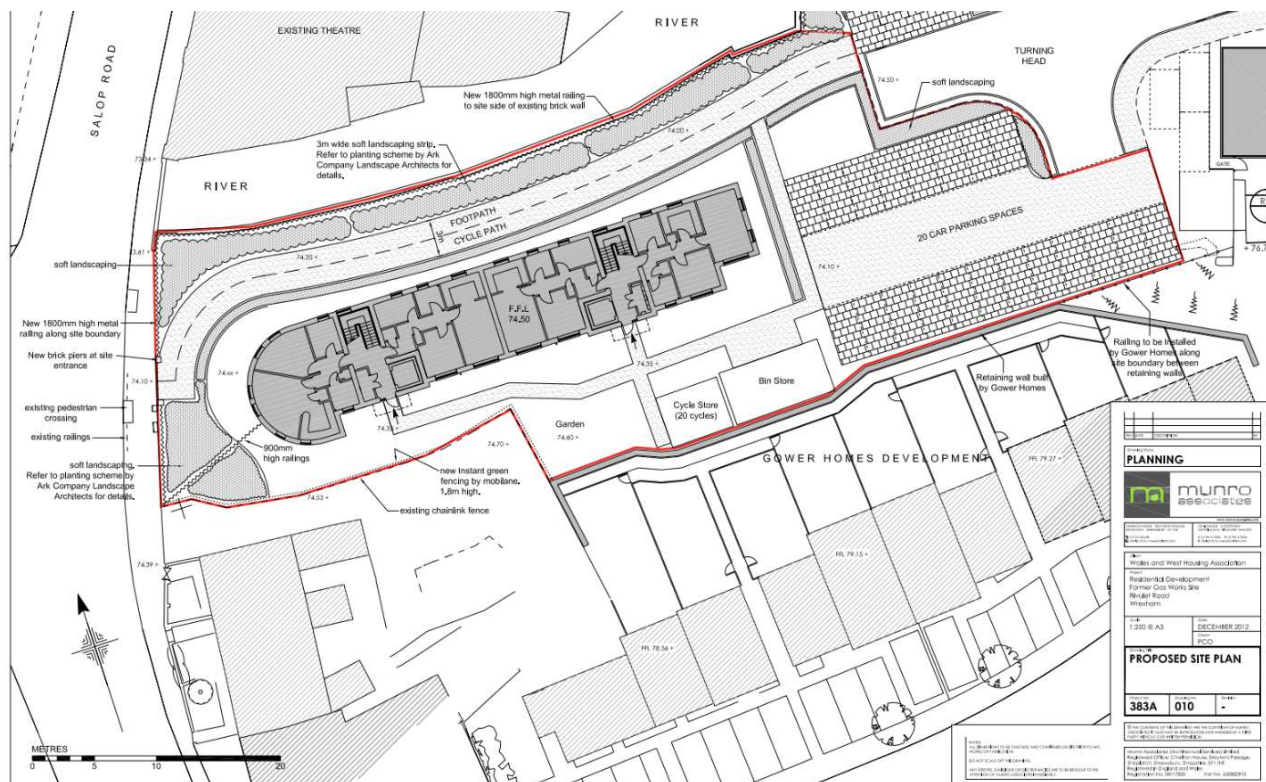


Figure 1: The Tannery Site Layout

The housing department have spoken with all residents within the building and have confirmed that only nine residents own a vehicle. Car ownership is identified in the following properties:

Property no	Address	Number of vehicles
60	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
61	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
53	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
58	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
52	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
50	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
54	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
49	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	2
Total		9

The following vehicles were recorded during the surveys:

Date	Time	Vehicle numbers	Details
06.02.2024	06:40am	10	Honda Civic (White), Vauxhall astra (Black), Renault Kadjar (White), Nissan Qashqai (Black), Mercedes (Silver), VW Golf (Red), Vauxhall astra (Silver), VW Polo (White) Citroen C1 (White), VW Caddy (Blue)

07.02.2024	06:40am	9	Honda Civic (White), Vauxhall astra (Black), Renault Kadjar (White), Nissan Qashqai (Black), Mercedes (Silver), VW Golf (Red), Vauxhall astra (Silver), VW Polo (White) Citroen C1 (White)
09.02.2024	07:00am	9	Honda Civic (White), Vauxhall astra (Black), Renault Kadjar (White), Nissan Qashqai (Black), Mercedes (Silver), VW Golf (Red), Vauxhall astra (Silver), VW Polo (White) Citroen C1 (White)
20.02.2024	19:00pm	11	Suzuki (Blue), Nissan Qashqai (Red), Vauxhall astra (Silver), Honda Civic (Grey), Ford (Black), Vauxhall astra (Black), Renault Kadjar (White), Kia (White), VW Golf (Red), VW Caddy (Blue)
21.02.24	19:40pm	11	Suzuki (Blue), Nissan Qashqai (Red), Vauxhall astra (Silver), Honda Civic (Grey), Ford (Black), Vauxhall astra (Black), Renault Kadjar (White), Kia (White), VW Golf (Red), VW Caddy (Blue)
22.02.24	19:10pm	6	Vauxhall astra (Silver), Renault kadjar (White), Ford (Black), Honda civic (Grey), Kia (White), VW Golf (Red)

2.1 Trooper Court, Cadets Court, and Galahad Court (Kingsmill)

Trooper court, Cadets Court and Galahad Court were built as separate blocks under one scheme in the Hightown area of Wrexham within 0.6m (15-minute walk) from the center.

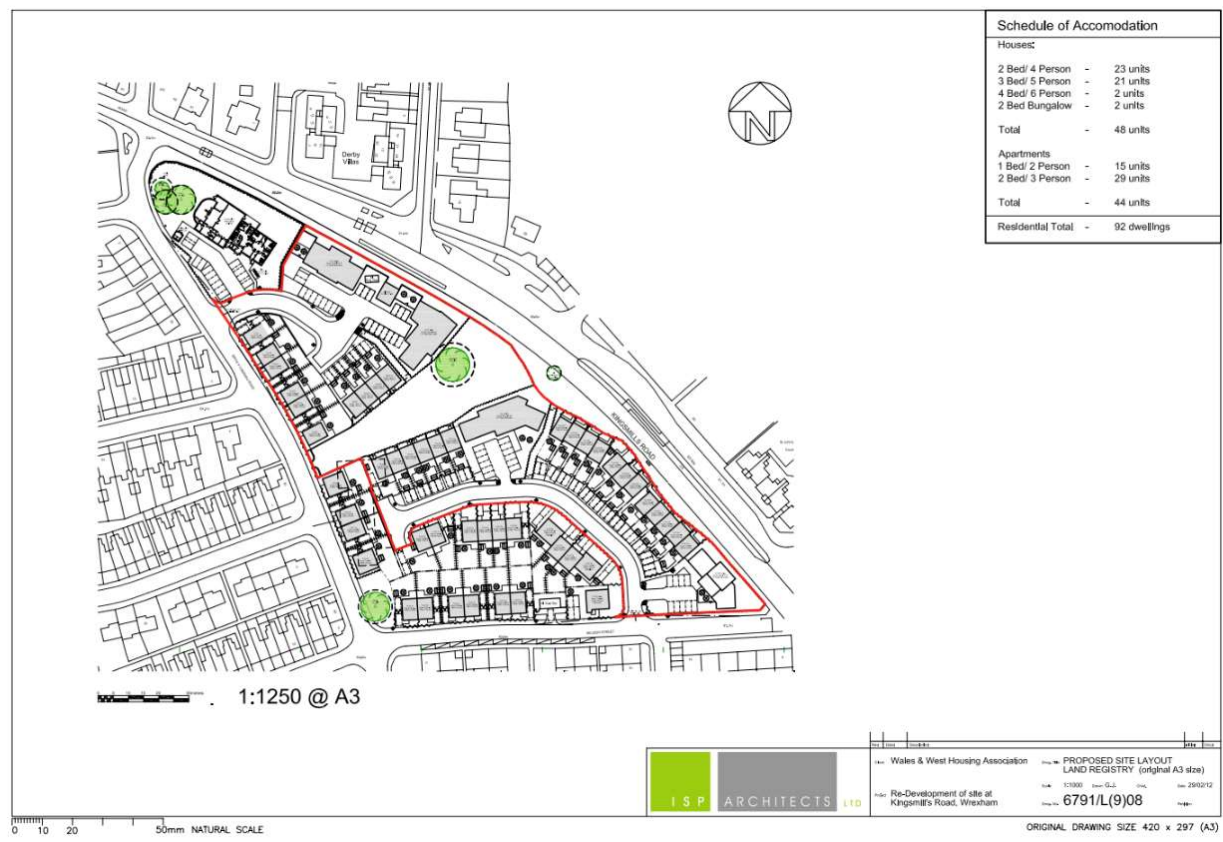


Figure 2: Kingsmill Layout Masterplan

Trooper court is located is the further building located in the northwest of the red boundary line with 9 allocated parking spaces. The building is a general needs residence with 9 one-bedroom apartments.

Adjacent trooper court is cadets court, which provides 12 general needs one-bedroom apartments with 13 car parking spaces.

Galahad court is in the far corner of the northeast boundary line in red and provides 9 general needs one-bedroom apartments and 9 unallocated parking bays.

The housing department have spoken with all residents within the building and have confirmed that only nine residents own a vehicle. Car ownership is identified as follows:

Trooper Court

Property no	Address	Number of vehicles
1	Trooper Court	0
2	Trooper Court	1
3	Trooper Court	1
4	Trooper Court	0
5	Trooper Court	1
6	Trooper Court	0
7	Trooper Court	1

8	Trooper Court	0
9	Trooper Court	1
Total		5

Cadets Court

Property no	Address	Number of vehicles
1	Cadets Court	0
2	Cadets Court	0
3	Cadets Court	0
4	Cadets Court	1
5	Cadets Court	1
6	Cadets Court	0
7	Cadets Court	0
8	Cadets Court	0
9	Cadets Court	0
10	Cadets Court	1
11	Cadets Court	0
12	Cadets Court	2
Total		5

Galahad

Property no	Address	Number of vehicles
1	Galahad	0
2	Galahad	0
3	Galahad	0
4	Galahad	1
5	Galahad	0
6	Galahad	1
7	Galahad	1
8	Galahad	1
9	Galahad	0
Total		4

The surveys identified the following:

Trooper Court

Date	Time	Vehicle numbers	Details
06.02.2024	06:50am	4	Ford fiesta (Red), Vauxhall Insignia (Silver), VW Golf (Black), BMW (White)
07.02.2024	06:47am	4	Ford fiesta (Red), Vauxhall Insignia (Silver), VW Golf (Black), BMW (White)
09.02.2024	06:49am	4	Ford fiesta (Red), Vauxhall Insignia (Silver), VW Golf (Black), BMW (White)

20.02.2024	19:10pm	3	Vauxhall Zafira (Silver), BMW (White), Vauxhall Insignia, (Silver)
21.02.2024	19:30pm	2	Vauxhall Zafira (Silver), BMW (White)
22.02.2024	19:22pm	3	BMW (White), Vauxhall Insignia, (Silver), VW Golf (Black)

Cadets Court

Date	Time	Vehicle numbers	Details
06.02.2024	06:45am	7	BMW (Silver), BMW (Black), Vauxhall Corsa (Red), Peugeot 3008 (Silver), Ford Fiesta (Red), Ford Fiesta (Red), Vauxhall Zafira (Silver)
07.02.2024	06:50am	7	BMW (Silver), BMW (Black), Vauxhall Corsa (Red), Peugeot 3008 (Silver), Ford Fiesta (Red), Ford Fiesta (Red), Vauxhall Zafira (Silver)
09.02.2024	06:47am	7	BMW (Silver), BMW (Black), Vauxhall Corsa (Red), Peugeot 3008 (Silver), Ford Fiesta (Red), Ford Fiesta (Red), Vauxhall Zafira (Silver)
20.02.2024	19:13pm	3	Ford Fiesta (Red), Vauxhall Corsa (Red), Peugeot 3008 (Silver)
21.02.2024	19:31pm	4	Ford Fiesta (Red), Vauxhall Corsa (Red), Peugeot 3008 (Silver), BMW (Black)
22.02.2024	19:24pm	3	Ford Fiesta (Red), Vauxhall Corsa (Red), BMW (Black)

Galahad Court

Date	Time	Vehicle numbers	Details
06.02.2024	06:55am	4	Mini (Black), BMW (Silver), Ford fiesta (Silver), Audi (Black)
07.02.2024	06:55am	4	Mini (Black), BMW (Silver), Ford fiesta (Silver), Audi (Black)
09.02.2024	06:45am	4	Mini (Black), BMW (Silver), Ford fiesta (Silver), Audi (Black)
20.02.2024	19:20pm	5	Mini (Black), BMW (Silver), Ford fiesta (Silver), Audi (Black), Peugeot (Red)
21.02.2024	19:26pm	4	Mini (Black), BMW (Silver), Ford fiesta (Silver), Peugeot (Red)
22.02.2024	19:10pm	5	Mini (Black), BMW (Silver), Ford fiesta (Silver), Audi (Black), Peugeot (Red)

3.0 Llys Jenkin

Llys Jenkin is a scheme of 10 apartments across two blocks with 2 supported living units located in the center of Abergele. 12 parking spaces are provided. Additionally, the scheme contains 13 semi-detached houses. A full breakdown of the scheme car ownership is provided below, with properties 12-23 being those located within the apartment blocks.



Figure 3: Llys Jenkin Layout

Property no	Address	Number of vehicles	House Type	Parking Type
1	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
2	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	House	Private
3	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
4	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
5	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	House	Private
6	Llys Jenkin, Abergele, Conwy. LL22 7HJ	4	House	Private
7	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
8	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
9	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
10	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
11	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
12	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
13	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
14	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
15	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
16	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
17	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	Flat	Communal
18	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal

19	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	Flat	Communal
20	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
21	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	Flat	Communal
22	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
23	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
Total				16

The following vehicles were noted during surveys specifically in the area for apartment parking. Parking data above showing private car parking is for additional information only.

Date	Time	Vehicle numbers	Details
12.02.24	7:00am	4	Seat Ibiza (Blue), Ford KA (Red), Honda Jazz (Blue), Vauxhall Estate (Black)
13.02.24	06:40am	4	Seat Ibiza (Blue), Ford KA (Red), Honda Jazz (Blue), Vauxhall Estate (Black)
14.02.24	7:00am	4	Seat Ibiza (Blue), Ford KA (Red), Honda Jazz (Blue), Vauxhall Estate (Black)
27.02.24	19:01pm	3	Fiat Punto (Green), MG (Silver), Vauxhall Estate (Black)
28.02.24	19:35pm	3	Fiat Punto (Green), MG (Silver), Honda Jazz (Blue)
05.03.24	19:30pm	3	MG (Silver), Honda Jazz (Blue), Vauxhall Estate (Black)

3.1 Llys Colwyn

Llys Colwyn is a scheme based in Old Colwyn based within a 0.2-mile (4 minute-walk) to local facilities. There are 24 general needs apartments across five blocks with associated parking spaces. The scheme is based at the end of a congested residential street where roadside parking was heavily used due to the number of cars owned by non WWA properties.



Figure 4: Llys Colwyn Street View

The WWHHA housing department has engaged with residents to ascertain the level of car ownership across the scheme. Residents confirmed that only 9 properties have access to a vehicle from the 24 in question, those being allocated to the following addresses:

Property no	Address	Number of vehicles
24	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
9	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
7	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
21	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
19	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
10	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
17	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
8	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
16	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
Total		9

The following vehicles were noted during surveys.

Date	Time	Vehicle numbers	Details
12.02.24	6:35am	10	Ford Fiesta (Red), High LWB Transit (Silver), High LWB Citroen (White), Volvo (Blue), Jeep (Black), Honda (Blue), Seat Ibiza (Red), Nissan Qashqai (Silver), Peugeot (Silver), Hyaundi (Grey)
13.02.24	7:00am	10	Ford Fiesta (Red), High LWB Transit (Silver), High LWB Citroen (White), Volvo (Blue), Jeep (Black), Honda (Blue), Seat Ibiza (Red), Nissan Qashqai (Silver), Peugeot (Silver), Hyaundi (Grey)
14.02.24	6:35am	10	Ford Fiesta (Red), High LWB Citroen (White), Volvo (Blue), Jeep (Black), Honda (Blue), Seat Ibiza (Red), Nissan Qashqai (Silver), Peugeot (Silver), Hyaundi (Grey), Vauxhall Insignia (Grey)
27.02.24	19:25pm	8	Transit LWB (Silver), Citroen LWB (White), Volvo (Blue), Jeep (Black), Honda (Blue), Nissan Qashqai (Silver), Peugeot (Silver), Hyundai (Grey)
28.02.24	19:18pm	8	Transit LWB (Silver), Citroen LWB (White), Volvo (Blue), Jeep (Black), Honda (Blue), Nissan Qashqai (Silver), Peugeot (Silver), Hyundai (Grey)
05.03.24	19:15pm	9	Transit LWB (Silver), Citroen LWB (White), Volvo (Blue), Jeep (Black), Honda (Blue), Nissan Qashqai (Silver), Peugeot (Silver), Hyundai (Grey), Vauxhall Caddy Van (White)

4.0 Derby Villas

Derby Villas is a scheme of 24 apartments across 3 apartment blocks with a shared communal parking area in the Hightown area of Wrexham. Parking bays are not marked out, and spaces are not allocated.



Figure 5: Street View of Derby Villas, Wrexham

The following data was taken from surveys at the scheme:

	Time	Vehicle numbers	Details
06.02.2024	7:00am	8	VW Golf (Silver), Mini (Blue), VW Passat (Silver), Toyota Aygo (Silver), Ford Puma (Red), Vauxhall Aglia (Blue), Peugeot 3008 (Grey), Seat Ibiza (White)
07.02.2024	7:05am	7	VW Golf (Silver), Mini (Blue), VW Passat (Silver), Toyota Aygo (Silver), Ford Puma (Red), Vauxhall Aglia (Blue), Seat Ibiza (White)
09.02.2024	6:44am	8	VW Golf (Silver), Mini (Blue), VW Passat (Silver), Toyota Aygo (Silver), Ford Puma (Red), Vauxhall Aglia (Blue), Peugeot 3008 (Grey), Seat Ibiza (White)
20.02.2024	19:25pm	10	VW Golf (Silver), Ford Fiesta (White), Peugeot 3008 (Grey), Ford Puma (Red), Seat (Grey), Vauxhall Aglia (Blue), Vauxhall Corsa (Black), Seat (White), Toyota (Silver), Mini (Blue)
21.02.2024	19:35pm	10	VW Golf (Silver), Ford Fiesta (White), Peugeot 3008 (Grey), Ford Puma (Red), Seat (Grey), Vauxhall Aglia (Blue), Vauxhall Corsa (Black), Seat (White), Toyota (Silver), Mini (Blue)
22.02.2024	19:30pm	8	VW Golf (Silver), Ford Fiesta (White), Peugeot 3008 (Grey), Ford Puma (Red), Seat (Grey), Vauxhall Aglia (Blue), Vauxhall Corsa (Black), VW (Black)

Vehicle Ownership Data from Wales & West Housing

Existing Housing Stock – 2025 Survey

1.0 Introduction

As part of the planning application for the redevelopment of the Guys Cliff site in Colwyn Bay, Wales and West Housing have been asked to justify the reduced level of parking provided within the design. The new scheme provides 23 one-bedroom apartments with 13 unallocated parking spaces, one being for disabled use. The scheme is based on a general needs' occupancy.

As an experienced social housing provider, WWHA are aware that car ownership within social housing is low and has therefore produced data for several schemes through resident feedback and parking surveys.

The schemes identified are of a similar nature and occupancy to the Guys Cliff design and are within proximity to the local town.

1.1 Survey Parameters

Each property was surveyed over three days in September between 6-7am and in the evening after 7pm. The thought behind this being that most working residents will start their commute after 7am and return before 7pm, therefore showing a true reflection of car ownership for each scheme.

2.0 The Tannery

The Tannery is located in Wrexham within a 0.2-mile radius (8-minute walk) to the town center. The scheme provides 20 one-bedroom apartments with 20 unallocated parking spaces [Fig.1].

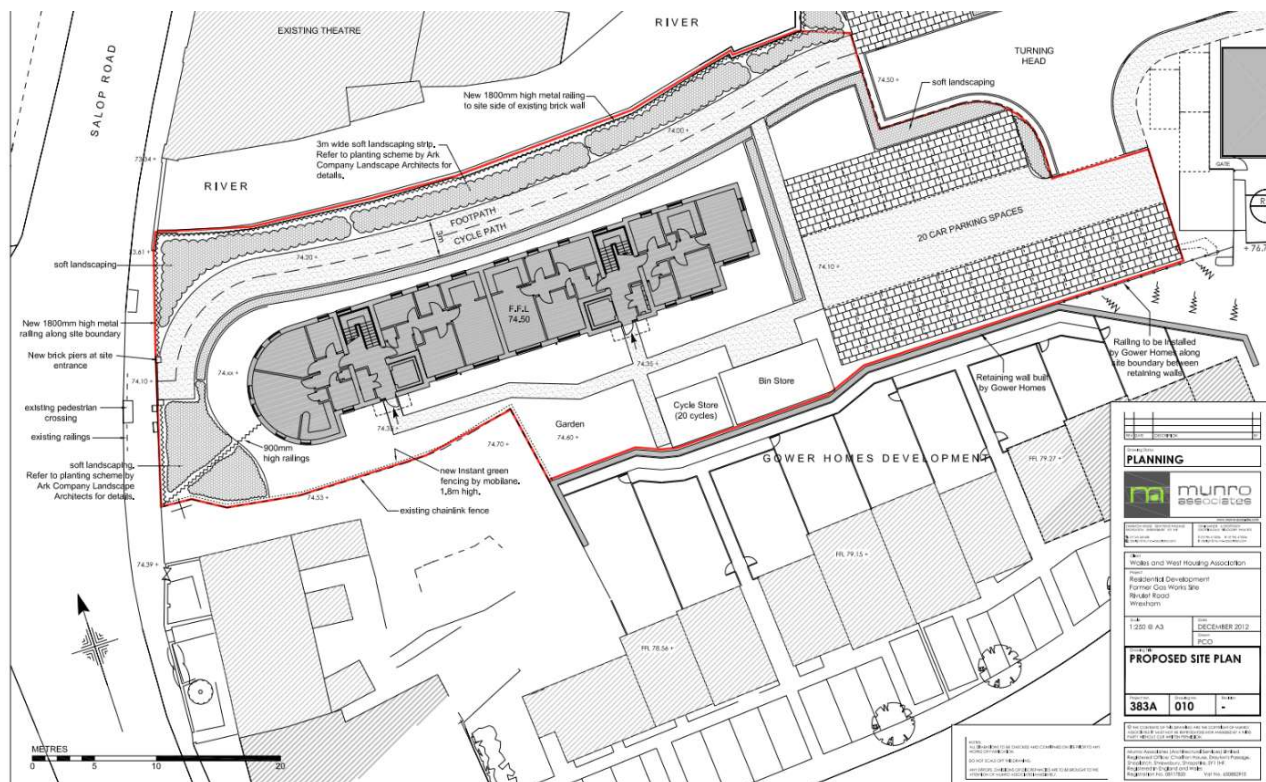


Figure 1: The Tannery Site Layout

The housing department have spoken with all residents within the building and have confirmed that only nine residents own a vehicle. Car ownership is identified in the following properties:

Property no	Address	Number of vehicles
60	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
61	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
53	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
58	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
52	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
50	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
54	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	1
49	The Tannery, Cefn Y Nant, Wrexham. LL13 8EQ	2
Total		9

The following vehicles were recorded during the surveys:

Date	Time	Vehicle numbers	Details
02.09.2025	06:10am	10	Turquoise BMW, Red Fiat, Black VW, White VW, Grey Renault, Black VW, Silver Vauxhall, Blue VW, Silver Hyundai, Silver Kia

03.09.2025	06:09am	12	Turquoise BMW, Red Fiat, White Citroen, black VW, Grey Renault, White VW, Grey Renault, Silver Vauxhall, Blue VW, Silver Hyundai, Silver Kia, Silver Mercades,
04.09.2025	06:42am	11	Turquoise BMW, Silver Honda, White Citroen, Black VW, Grey Renault, White VW, Grey Renault, Silver Vauxhall, Blue VW, Silver Hyundai, Silver Kia,
27.08.2025	19:05pm	12	White Tesla, Turquoise BMW, Silver Honda, Black Mercedes, Red Fiat, Blue BMW, Black Nissan, White Citroen, Black Volkswagen, White Volkswagen, Grey Renault, Black Volkswagen
28.08.2025	19:45pm	8	Turquoise BMW, Red Fiat, Blue BMW, White Citroen, Black VW, White VW, Black VW, Silver Vauxhall
03.09.2025	19:20pm	12	White Tesla, Red Fiat, White Citroen, Black VW, White VW, Grey Renault, Black VW, Silver Vauxhall, Blue VW, Silver Hyundai, Silver Kia, Black BMW

2.1 Trooper Court, Cadets Court, and Galahad Court (Kingsmill)

Trooper court, Cadets Court and Galahad Court were built as separate blocks under one scheme in the Hightown area of Wrexham within 0.6m (15-minute walk) from the center.

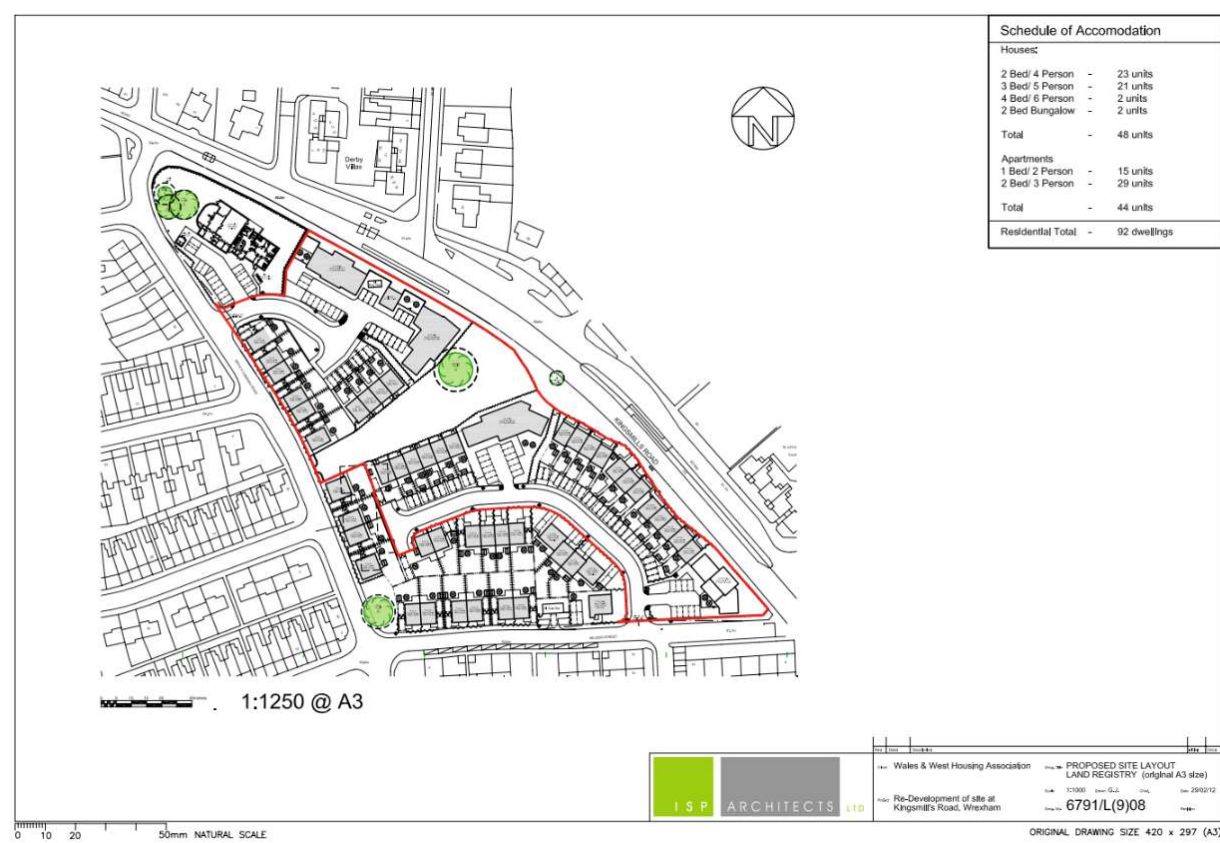


Figure 2: Kingsmill Layout Masterplan

Trooper court is located is the further building located in the northwest of the red boundary line with 9 allocated parking spaces. The building is a general needs residence with 9 one-bedroom apartments.

Adjacent trooper court is cadets court, which provides 12 general needs one-bedroom apartments with 13 car parking spaces.

Galahad court is in the far corner of the northeast boundary line in red and provides 9 general needs one-bedroom apartments and 9 unallocated parking bays.

The housing department have spoken with all residents within the building and have confirmed that only nine residents own a vehicle. Car ownership is identified as follows:

Trooper Court

Property no	Address	Number of vehicles
1	Trooper Court	0
2	Trooper Court	1
3	Trooper Court	1
4	Trooper Court	0
5	Trooper Court	1
6	Trooper Court	0
7	Trooper Court	1
8	Trooper Court	0
9	Trooper Court	1
Total		5

Cadets Court

Property no	Address	Number of vehicles
1	Cadets Court	0
2	Cadets Court	0
3	Cadets Court	0
4	Cadets Court	1
5	Cadets Court	1
6	Cadets Court	0
7	Cadets Court	0
8	Cadets Court	0
9	Cadets Court	0
10	Cadets Court	1
11	Cadets Court	0
12	Cadets Court	2
Total		5

Galahad

Property no	Address	Number of vehicles
1	Galahad	0

2	Galahad	0
3	Galahad	0
4	Galahad	1
5	Galahad	0
6	Galahad	1
7	Galahad	1
8	Galahad	1
9	Galahad	0
Total		4

The surveys identified the following:

Trooper Court

Date	Time	Vehicle numbers	Details
02.09.2025	06:28am	3	White BMW, Red Landrover, Black Kia
03.09.2025	06:16am	4	White BMW, Red Landrover, Black Kia, Black Ford
04.09.2025	06:35am	5	White BMW, Red Landrover, Black Nissan, Blue VW, Red Ford
27.08.2025	19:12pm	5	White BMW, Red Landrover, Black Nissan, Grey Renault, Black Ford
28.08.2025	19:26pm	5	White BMW, Red Landrover, Grey Renault, Black Ford, Blue VW,
03.09.2025	19:11pm	5	White BMW, Red Landrover, Black Nissan, Black Ford, Blue VW,

Cadets Court

Date	Time	Vehicle numbers	Details
02.09.2025	06:30am	4	Red Ford, Red Vauxhall, Black BMW, Blue BMW
03.09.2025	06:25am	4	Red Ford, Red Vauxhall, Black BMW, Blue BMW
04.09.2025	06:39am	4	Red Ford, Red Vauxhall, Black BMW, Blue BMW
27.08.2025	19:15pm	2	Red Ford, Red Vauxhall,
28.08.2025	19:27pm	3	Red Ford, Red Vauxhall, Black BMW,
03.09.2025	19:09pm	4	Red Ford, Red Vauxhall, Black BMW, Blue BMW

Galahad Court

Date	Time	Vehicle numbers	Details
02.09.2025	06:40am	2	Blue Toyota, Blue Peugeot
03.09.2025	06:40am	3	Blue Toyota, Blue Peugeot, Grey Mazda
04.09.2025	06:30am	3	Blue Toyota, Blue Peugeot, Grey Mazda
27.08.2025	19:20pm	3	Blue Toyota, Blue Peugeot, Grey Mazda
28.08.2025	19:20pm	4	Blue Toyota, Blue Peugeot, Grey Mazda, Green Mini
03.09.2025	19:07pm	4	Blue Toyota, Blue Peugeot, Grey Mazda, Cream Vauxhall

3.0 Llys Jenkin

Llys Jenkin is a scheme of 10 apartments across two blocks with 2 supported living units located in the center of Abergele. 12 parking spaces are provided. Additionally, the scheme contains 13 semi-detached houses. A full breakdown of the scheme car ownership is provided below, with properties 12-23 being those located within the apartment blocks.



Figure 3: Llys Jenkin Layout

Property no	Address	Number of vehicles	House Type	Parking Type
1	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
2	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	House	Private
3	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
4	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
5	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	House	Private
6	Llys Jenkin, Abergele, Conwy. LL22 7HJ	4	House	Private
7	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
8	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
9	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
10	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
11	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	House	Private
12	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal

13	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
14	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
15	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
16	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
17	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	Flat	Communal
18	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
19	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	Flat	Communal
20	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
21	Llys Jenkin, Abergele, Conwy. LL22 7HJ	1	Flat	Communal
22	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
23	Llys Jenkin, Abergele, Conwy. LL22 7HJ	0	Flat	Communal
Total				16

The following vehicles were noted during surveys specifically in the area for apartment parking. Parking data above showing private car parking is for additional information only.

Date	Time	Vehicle numbers	Details
09.09.2025	6:10am	4	Black Honda, Black Vauxhall, Black Vauxhall, Grey Fiat
10.09.2025	06:30am	3	Black Vauxhall, Black Vauxhall, Grey Fiat
15.09.2025	6:00am	4	Black Vauxhall, Grey Fiat, Black Honda, Red Ford
17.09.2025	19:10pm	4	Black Vauxhall, Grey Fiat, Black Vauxhall, White Citroen
22.09.2025	19:10pm	2	Black Honda, Grey Fiat
23.09.2025	19:15pm	3	Black Vauxhall, Grey Fiat, Black Vauxhall

3.1 Llys Colwyn

Llys Colwyn is a scheme based in Old Colwyn based within a 0.2-mile (4 minute-walk) to local facilities. There are 24 general needs apartments across five blocks with associated parking spaces. The scheme is based at the end of a congested residential street where roadside parking was heavily used due to the number of cars owned by non WWHHA properties.



Figure 4: Llys Colwyn Street View

The WWhA housing department has engaged with residents to ascertain the level of car ownership across the scheme. Residents confirmed that only 9 properties have access to a vehicle from the 24 in question, those being allocated to the following addresses:

Property no	Address	Number of vehicles
24	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
9	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
7	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
21	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
19	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
10	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
17	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
8	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
16	Llys Colwyn, Fairmount, Old Colwyn. LL299NF	1
Total		9

The following vehicles were noted during surveys.

Date	Time	Vehicle numbers	Details
09.09.2025	6:40am	7	Black Jeep, Black Volvo, Grey Landrover, Black Honda, Grey Mercedes, Blue Fiat, Grey Honda
10.09.2025	6:57am	6	Black Volvo, Grey Landrover, Black Honda, Grey Mercedes, Blue Fiat, Grey Honda
15.09.2025	6:16am	7	White Citreon, Black Volvo, Grey Landrover, Black Honda, Grey Mercedes, Blue Fiat, Grey Honda
17.09.2025	19:22pm	9	White Fiat, Grey Landrover, Black Volvo, Black Honda, Grey Mercedes, Blue Fiat, White Toyota, Grey Honda, Black Mini

22.09.2025	19:32pm	7	Grey Landrover, Black Volvo, Black Honda, Grey Mercedes, Blue Fiat, Grey Honda, Black Ford
23.09.2025	19:40pm	6	Grey Landrover, Black Volvo, Black Honda, Grey Mercedes, Blue Fiat, Grey Honda,

4.0 Derby Villas

Derby Villas is a scheme of 24 apartments across 3 apartment blocks with a shared communal parking area in the Hightown area of Wrexham. Parking bays are not marked out, and spaces are not allocated.



Figure 5: Street View of Derby Villas, Wrexham

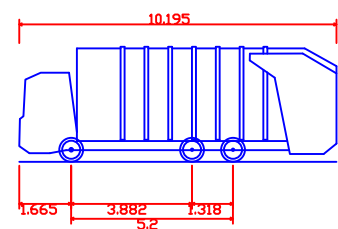
The following data was taken from surveys at the scheme:

	Time	Vehicle numbers	Details
02.09.2025	6:20am	7	Blue Ford, Silver VW, Black VW, Red Ford, White Kia, Silver Toyota, Grey Peugeot
03.09.2025	6:13am	10	Blue Ford, Silver VW, Black VW, Red Ford, White Kia, Silver Toyota, Grey Peugeot, Black Peugeot, Black Vauxhall, Blue Vauxhall
04.09.2025	6:27am	7	Blue Ford, Black VW, Red Ford, White Kia, Silver Toyota, Grey Peugeot, Black Vauxhall
27.08.2025	19:09pm	7	Blue Ford, Silver VW, Black VW, Red Ford, Black Peugeot, Black Vauxhall, White Kia
28.08.2025	19:35pm	6	Blue Ford, Silver VW, Red Ford, Black Vauxhall, White Kia, Silver Toyota
03.09.2025	19:15pm	6	Blue Ford, Black VW, White Ford, Grey Peugeot, Blue Vauxhall, White Kia





Revision:		23/06/26
A	Updated site plan	



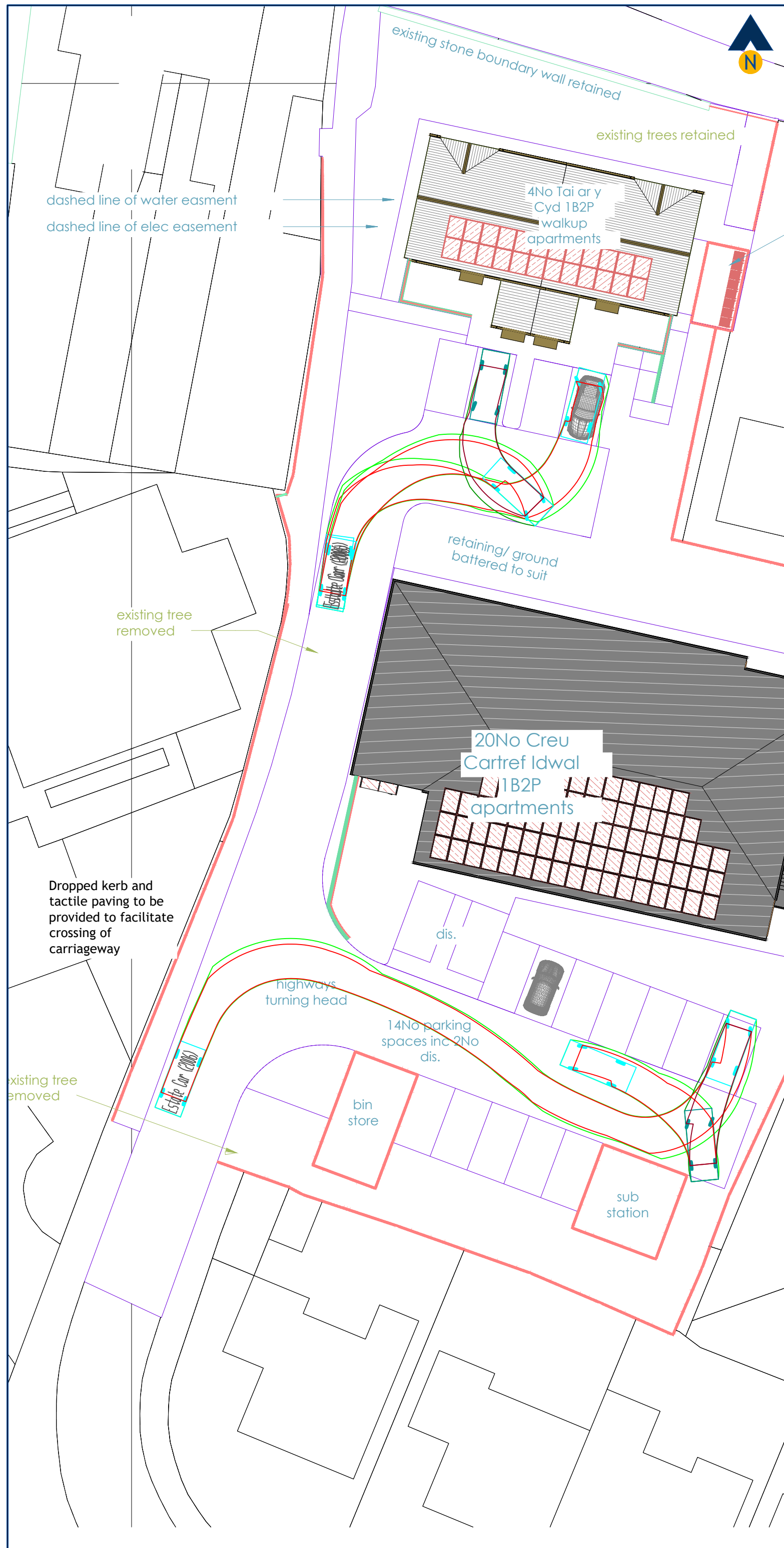
Phoenix 2-17N (with Elite 2 6x2 MS chassis)
Overall Length 10.195m
Overall Width 2.330m
Overall Body Height 3.699m
Min Body Ground Clearance 0.251m
Track Width 2.200m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.300m

Client:		Wales & West Housing Association Limited
Project:		Ty Gwyn Jones, Abergele
Drawing Title:		Appendix TS6 Refuse Vehicle Swept Path Assessment
Drawing Number:	Revision:	J000408/ATR01A
Date:	Scale:	10/02/20261:250@A3
Drawn By:	Checked By:	KGKG
Status:		Information

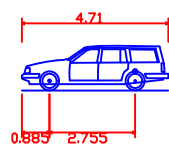
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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:		23/06/26
A	Updated site plan	



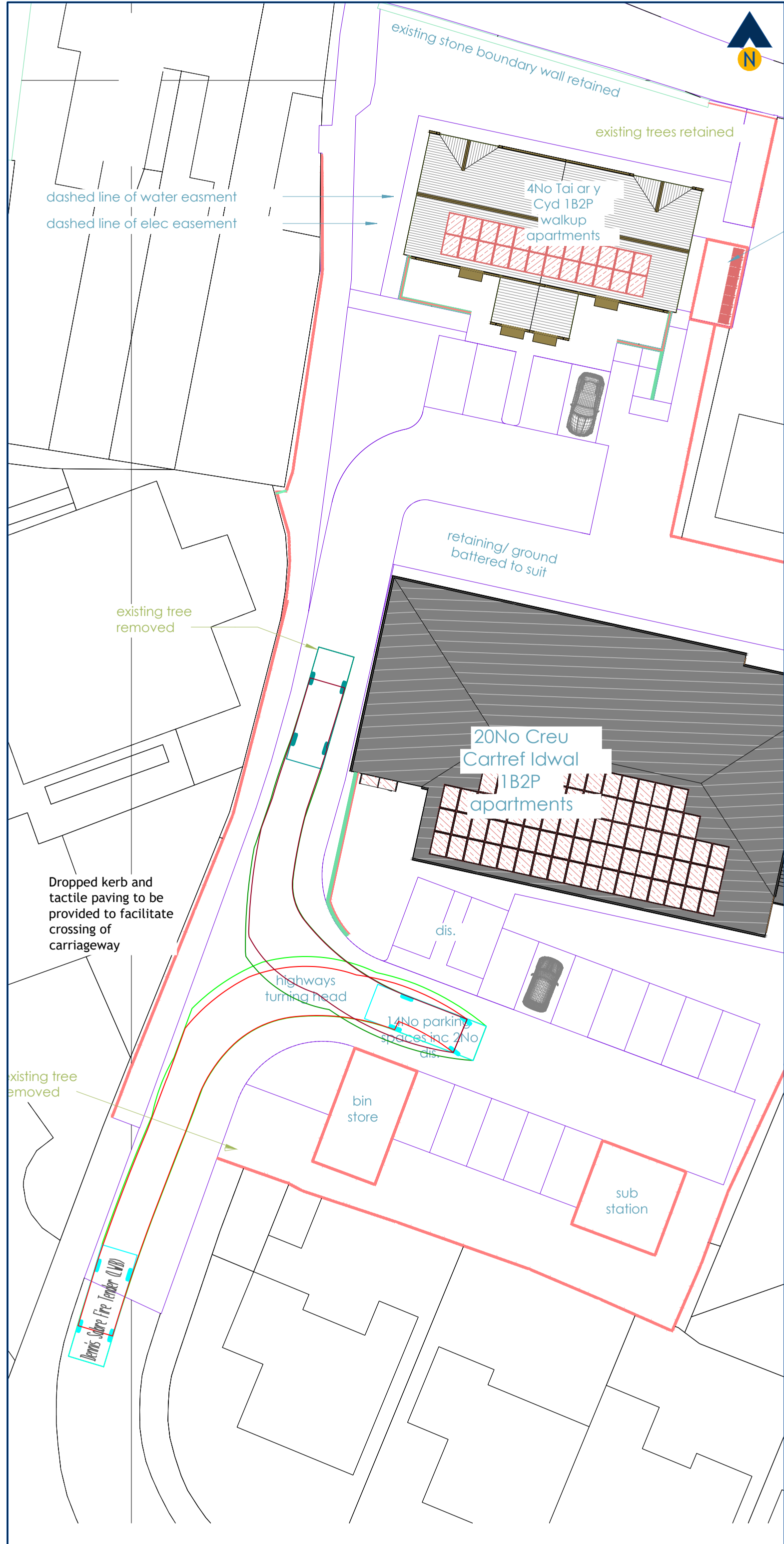
Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Client:	Wales & West Housing Association Limited	
Project:	Ty Gwyn Jones, Abergele	
Drawing Title:	Appendix TS6 Car Swept Path Assessment	
Drawing Number:	J000408/ATR02	Revision: A
Date:	10/02/2026	Scale: 1:250@A3
Drawn By:	KG	Checked By: KG
Status:	Information	

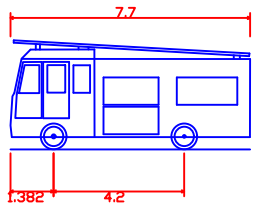
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Revision:		23/06/26
A	Updated site plan	



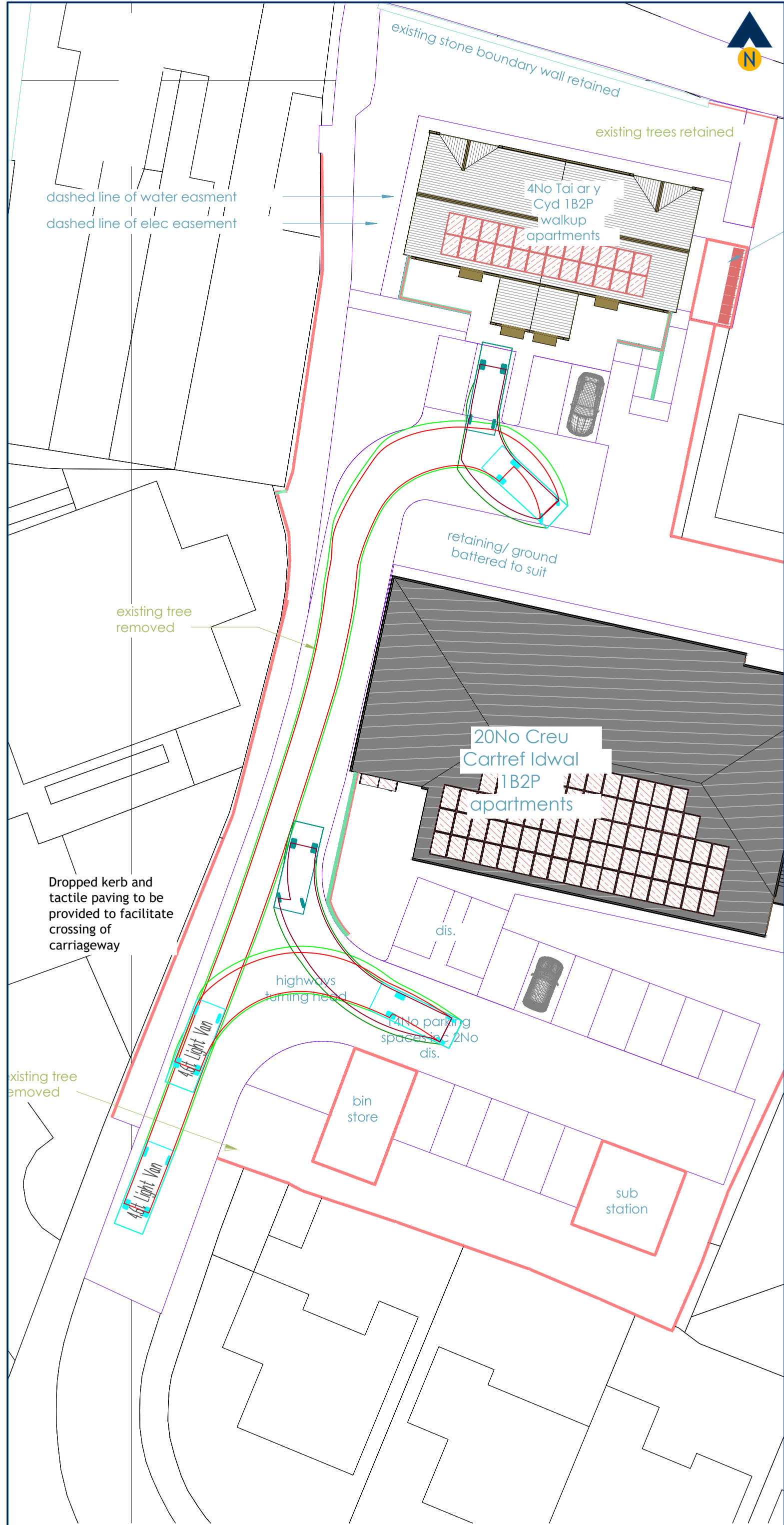
Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.12m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	7.00s
Kerb to Kerb Turning Radius	7.400m

Client:		Wales & West Housing Association Limited
Project:		Ty Gwyn Jones, Abergele
Drawing Title:		Appendix TS6 Fire Tender Swept Path Assessment
Drawing Number:	Revision:	J000408/ATR03A
Date:	Scale:	10/02/20261:250@A3
Drawn By:	Checked By:	KGKG
Status:		Information

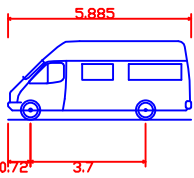
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Revision:		23.06.26
A	Updated site plan	



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	1.765m
Track Width	1.400m
Lock to lock time	0.72s

Client:		Wales & West Housing Association Limited
Project:		Ty Gwyn Jones, Abergele
Drawing Title:		Appendix TS6 Delivery Vehicle Swept Path Assessment
Drawing Number:	Revision:	J000408/ATR04A
Date:	Scale:	10/02/20261:250@A3
Drawn By:	Checked By:	KGKG
Status:		Information
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DO NOT SCALE - Follow any figured dimensions.		
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Calculation Reference: AUDIT-506501-250205-0202

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SE SHEFFIELD	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	1 days
17	ULSTER (NORTHERN IRELAND)	
	TY TYRONE	1 days

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 19 to 46 (units:)
Range Selected by User: 18 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/05/21

Selected survey days:

Tuesday 2 days
Thursday 2 days
Friday 1 days

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone 3
No Sub Category 2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days
10,001 to 15,000 1 days
25,001 to 50,000 3 days

Population within 5 miles:

25,001 to 50,000 1 days
125,001 to 250,000 1 days
250,001 to 500,000 3 days

Car ownership within 5 miles:

0.6 to 1.0 4 days
1.6 to 2.0 1 days

Travel Plan:

No 5 days

PTAL Rating:

No PTAL Present 5 days

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	GM-03-L-01 CASTLE AVENUE ROCHDALE	TERRACED AND FLATS	GREATER MANCHESTER
	Edge of Town Centre Residential Zone Total No of Dwellings:	46	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
2	SE-03-L-01 DELVES CLOSE SHEFFIELD	HOUSES & FLATS	SHEFFIELD
	Edge of Town Residential Zone Total No of Dwellings:	21	
	Survey date: TUESDAY	18/12/12	Survey Type: MANUAL
3	SW-03-L-03 CROWN STREET SWANSEA MORRISTON	TERRACED HOUSES AND FLATS	SWANSEA
	Edge of Town No Sub Category Total No of Dwellings:	21	
	Survey date: FRIDAY	14/05/21	Survey Type: MANUAL
4	TW-03-L-01 JOHNSON STREET GATESHEAD	SEMI-DET/TERRACED/FLATS	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	19	
	Survey date: THURSDAY	03/10/13	Survey Type: MANUAL
5	TY-03-L-01 BURN ROAD COOKSTOWN	MIXED HOUSES & FLATS	TYRONE
	Edge of Town Centre No Sub Category Total No of Dwellings:	30	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

Focus Transport Planning Village Way Wilmslow

Licence No: 506501

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	27	0.073	5	27	0.139	5	27	0.212
08:00 - 09:00	5	27	0.058	5	27	0.161	5	27	0.219
09:00 - 10:00	5	27	0.168	5	27	0.161	5	27	0.329
10:00 - 11:00	5	27	0.109	5	27	0.139	5	27	0.248
11:00 - 12:00	5	27	0.263	5	27	0.263	5	27	0.526
12:00 - 13:00	5	27	0.168	5	27	0.182	5	27	0.350
13:00 - 14:00	5	27	0.263	5	27	0.190	5	27	0.453
14:00 - 15:00	5	27	0.234	5	27	0.234	5	27	0.468
15:00 - 16:00	5	27	0.212	5	27	0.190	5	27	0.402
16:00 - 17:00	5	27	0.226	5	27	0.146	5	27	0.372
17:00 - 18:00	5	27	0.263	5	27	0.248	5	27	0.511
18:00 - 19:00	5	27	0.219	5	27	0.146	5	27	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.256			2.199			4.455

Parameter summary

Trip rate parameter range selected: 19 - 46 (units:)
 Survey date range: 01/01/10 - 14/05/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0