

A Planning Application by
CO-OPERATIVE GROUP

In respect of
**Imperial Palace, Belmont Grove,
Havant**

Technical Note

June 2020



DOCUMENT SIGNATURE AND REVIEW SHEET**Project Details**

Project Title:	Imperial Palace, Belmont Grove, Havant		
Project No.:	1811-26	Report No.:	1811-26/TA/01
Client:	Co-Operative Group		

	Prepared By:	Checked By:	Approved for issue
Name	Patrick Draper	Nathan Hanks	Nathan Hanks
Signature	<i>PD</i>	<i>NH</i>	<i>NH</i>
Date	June 2020	June 2020	June 2020

Document Review

Revision	Date	Description	Checked By

Issued by:

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

Transport Planning Associates
90 High Holborn
London
WC1V 6LJ

020 7119 1155
london@tpa.uk.com
www.tpa.uk.com

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1 INTRODUCTION

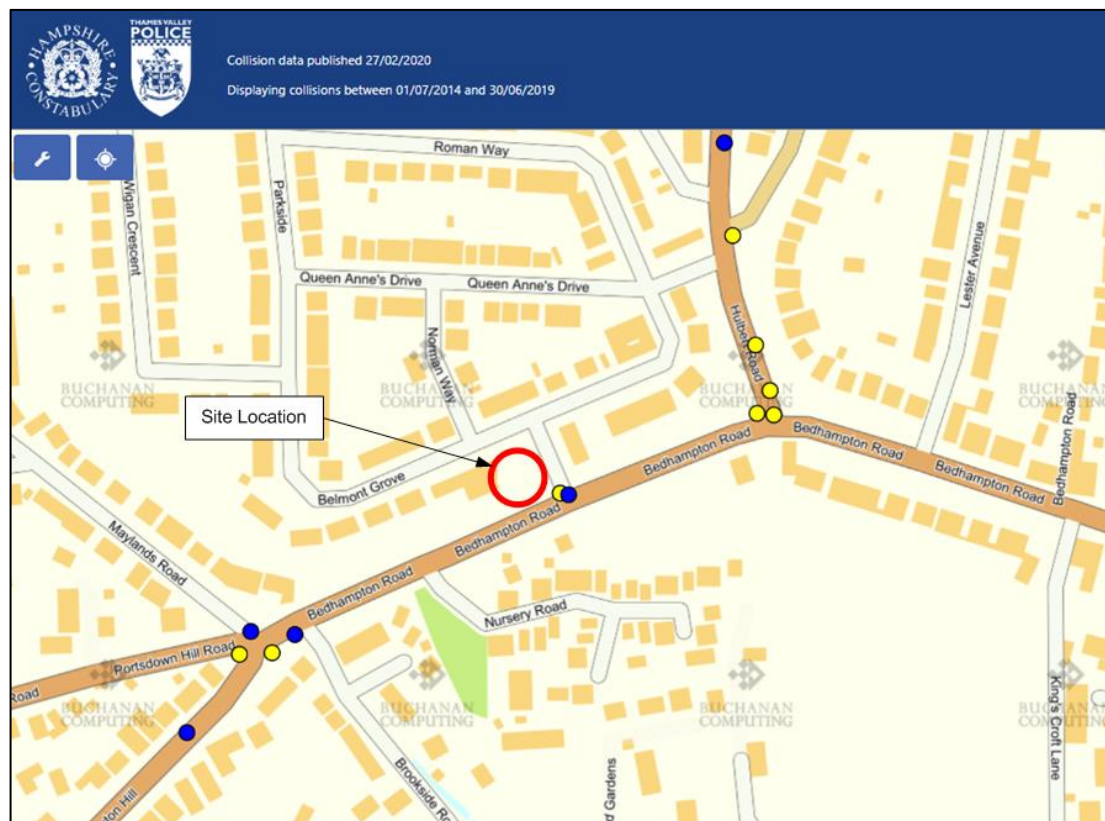
- 1.1 Transport Planning Associates have been appointed by Co-Op to provide transport and highways advice in relation to the proposed conversion of the Imperial Palace Restaurant on Belmont Grove.
- 1.2 The development proposes to convert the existing restaurant into a Co-Op retail store, with a retail sales area of 235 m² and total gross floor area of 360 m².
- 1.3 This Technical Note (TN) has been prepared in response to comments made by Highways Officers at Hampshire County Council (HCC), dated 22 May 2020, with regards to the above site and planning application reference APP/20/00316. A copy of the comments are included as **Appendix A**.
- 1.4 The comments from HCC are summarised below, with the remainder of this TN to provide detailed responses.
- Provide detailed Personal Injury Collision data from Hampshire Police;
 - Provide trip rates for cyclists and pedestrians, in addition to vehicles;
 - Provide a trip rate for the existing land use;
 - Provide justification on the proposed car park provision;
 - Provide a parking management strategy for surrounding highways;
 - Provide updated tracking plans;
 - Provide an updated site access; and,
 - Provide junction modelling for nearby junctions.

2 RESPONSE TO HCC COMMENTS

Personal Injury Collision (PIC) Data

- 2.1 The Highways Officer requested that PIC data near to the site be sought from Hampshire Constabulary. Figure 1 below shows the data available from the force, for the most recent five year period available between 07/2014 and 06/2019.

Figure 1 Personal Injury Collision Data



Source: Hampshire Constabulary (<https://www.tvphampshiretraffweb.co.uk/>)

- 2.2 The data is identical to that provided by CrashMap (included within the Transport Statement which was submitted with the planning application), with two incidents occurring at the junction with Bedhampton Road. The incident marked in yellow was recorded as slight in December 2015, with the incident marked in blue recorded as serious in April 2017.
- 2.3 Due to the low frequency of incidents within the five years of data, it can be considered that each of these incidents are due to driver error and not highway design.

Trip Rates

- 2.4 The Transport Statement submitted with the planning application includes trip rate data for vehicles of the proposed development. The Highway Officer requested additional trip rates be considered, such as pedestrian and cycle trip rates.
- 2.5 A search of the TRICs database has been undertaken using the same parameters as in the TS, however one of the sites selected previously was not counted for a multi modal trip rate. Therefore, the vehicle trip rate differs slightly to the previous search in the TS.
- 2.6 For simplicity, a summary of the typical weekday peak hours is included below in Table 2.1. A complete copy of the results is included in **Appendix B**.

Table 2.1 Convenience store trip generation

Time Period 08:00 – 09:00	Arrivals	Departures	Total
Vehicles	27	26	53
Cycles	1	1	1
Pedestrians	39	36	75
Time Period 17:00 – 18:00	Arrivals	Departures	Total
Vehicles	32	30	62
Cycles	2	2	4
Pedestrians	24	22	46
Total Daily	757	752	1509

*Source: TRICS Report**Notes: Trip rate based on 235m² RFA, any errors due to rounding*

- 2.7 The above trips rates suggest a low number of visitors to the development will cycle, with a total of 4 peak hour trips. The most popular mode choice is highlighted as walking, with a total of 120 pedestrian trips to the site. This is followed by driving to the site, with 115 trips in the peak hours.
- 2.8 The volume of vehicle trips is considered low, with one vehicle arriving every 2 minutes (approx) during the network peak hour. These trips rates are reduced further when taking into consideration the existing trip rates to the site.

Trip rates for the existing site

- 2.9 The TRICS database has again been utilised to assess expected trip rates for the existing restaurant. The data available for comparable restaurants in TRICS only covers vehicles and pedestrians and only the PM peak hour. A copy of the full TRICS data is include at **Appendix C** and a summary of the peak hour trips below in Table 2.2.

Table 2.2 Restaurant traffic generation

Time Period 17:00 – 18:00	Arrivals	Departures	Total
Vehicles	3	1	4
Pedestrians	1	1	2
Total Daily	4	1	5

Source: TRICS Report

Notes: Trip rate based on 284m² GFA, any errors due to rounding

- 2.10 Table 2.3 below includes a deduction of existing trips rates from the proposed trip rates. This equates to 29 arrivals and 29 departures during the PM peak hour.

Table 2.3 Resulting Vehicle Trip Rate

Time Period 17:00 – 18:00	Arrivals	Departures	Total
Vehicles	29	29	59

Source: TRICS Report

Notes: any errors due to rounding

- 2.11 This reduction of approximately 3 vehicles in the PM peak hour is negligible, and would still equate to approximately one vehicle arriving on site every 2 minutes. When considering the proposed car park provision below, the busier hour of the day was identified as 18:00 to 19:00. However, even if the busiest hour for the development was after the network peak, this shouldn't be an issue, given that the network will be less busy as it was in the hour previous.
- 2.12 It is also worth noting that trips to a convenience store are likely to be pass by trips. These are trips that are already on the network, and are commonly known to be circa 70% of all trips to convenience stores. Whereas in comparison to the existing land use, trips to the restaurant would likely create new vehicles on the network.

Proposed Car Parking Provision

- 2.13 Parking standards set by Havant Borough Council (Parking Supplementary Planning Document July 2016) for convenience stores (A1 Food Retail) require a minimum of 1 space per 14m². This equates to a minimum of 26 car parking spaces for the proposed development of 360m². The proposed development has provision for 20 car parking spaces. The below analysis will provide justification for this.
- 2.14 Based upon the TRICS analysis for vehicles, the busiest hour of the day is predicted to be 18:00 to 19:00, with approximately 38 vehicles arriving or departing. The data from this search is provided in hourly flows, yet this does not reflect the limited duration of stay that can be considered for a convenience store. By definition, a visit to a convenience store implies a trip to pick up a small number of items that may have been missed from a larger supermarket shop. As such, it can be considered that any trips to the site would be short in duration, with people visiting the convenience store for 5 – 10 minutes at most.
- 2.15 Taking the above consideration and applying a 15-minute duration of stay for each trip to the site as a robust assessment, each parking space can accommodate 4 vehicles per hour, thus the 20 spaces can accommodate up to 80 vehicles per hour, more than double the expected peak hour trip attraction.
- 2.16 HCC has requested details of the surveys upon which our duration of stay data is based and as such, further background data is provided in the following paragraphs and associated appendices.
- 2.17 This approach has been utilised by TPA in many previous planning applications and appeals, with the duration of stay data being based upon surveys of Tesco Express convenience stores. The most recent of those surveys we have on file is from the Tesco Express store in Trethomas, undertaken in December 2017 over a Friday, Saturday and Sunday. The survey results are presented at **Appendix D**.
- 2.18 The Trethomas site is located on Newport Road and the postcode is CF83 8BY. The site contains a Tesco Express, a charity shop and a barber shop (plus one vacant unit) and includes a car park with 19 spaces. The total floor area of the three operational units on site is 557m². The data shows that peak occupancy in the car park was 15 cars on the Friday, 13 on the Saturday and 14 on the Sunday. Duration of stay was recorded for every parking act and the average duration of stay for each day is presented below:
- Friday - 8 minutes and 6 seconds
 - Saturday - 11 minutes and 12 seconds
 - Sunday - 6 minutes and 45 seconds
- 2.19 The Trethomas survey data illustrates that the 15 minute duration of stay figure presented in the TS is robust, especially given that the Trethomas site includes other units which would be expected to generate longer dwell times, such as the barber shop.

Appeal Precedents

- 2.20 While the Trethomas surveys discussed previously support the calculations and statements in the TS, it is prudent to also provide details of where similar survey data has been presented and accepted by Inspectors during appeals for other convenience store sites.
- 2.21 One such example is appeal reference APP/C4615/W/15/3138401, which was for a Co-Op store in Tipton, Dudley. Paragraphs 10 and 11 of the Inspector's decision are pertinent to the appeal site and parking provision. A copy of the decision is included at **Appendix E**:

“10. The Council's Parking Standards Supplementary Planning Document – Review (Parking Standards) (June 2012) sets a maximum parking standard of 1 space per 14 sq.m of retail food space, equating to 23 spaces for the appeal proposal. The submitted Transport Statement (TS) (July 2015) identifies the need for significantly fewer spaces having regard to TRICS data. This document shows that the proposed parking provision would comfortably accommodate the levels of parking demand likely to be associated with the appeal proposal.

11. In addition, parking surveys were undertaken at 4 other local stores and reported in a Technical Note dated 30 June 2015. Having regard to these results, the appellant identifies that 14 spaces would meet the peak weighted average parking demand across the surveyed stores. The proposed development provides for 14 parking spaces. Whilst this is less than the maximum parking standard, this is expressed as a maxima and the site specific information provided clearly justifies a lower level of provision.”

- 2.22 A second example which is particularly relevant and where an Inspector specifically refers to duration of stay data provided by TPA in his decision notice is appeal reference APP/X1545/A/13/2200683, for a proposed Tesco Express store at Wantz Road, Maldon. The proposal included nine parking spaces and our evidence highlighted that typical dwell time, from surveys of other Tesco Express stores was 7.6 minutes. This was a smaller proposal than the appeal site (345m²), therefore the data suggested peak demand of 5 parking spaces. A copy of the decision is included at **Appendix F**. The most relevant section of the Inspector's report is paragraph 10, which states:

“Notwithstanding that the standard indicates the maximum provision and does not specify a minimum, the Council argues that the proposed number of spaces would not meet normal requirements. It states that applying the TRICS database indicates a peak weekday average hourly parking demand of 30 vehicles, suggesting that the nine proposed spaces would be insufficient for most of the day. The appellant, however, applies a weighted average ‘dwell time’, from entry to the car park to leaving it, of 7.6 minutes and a mode duration of 2 – 4 minutes, derived from observations at a number of Tesco Express stores. By that analysis, the appellant maintains that only five spaces would be typically required at the busiest times. The Council refers to its survey of parking demand at a Tesco Express store in Burnham-on-Crouch, which found an average dwell time of 11 minutes and a maximum accumulation

of 21 vehicles. However, the appellant's sensitivity testing of dwell times at the appeal site indicates that only where average duration exceeds 15 minutes would nine spaces be insufficient to meet parking demand."

Parking Management Strategy

- 2.23 Considering the above assessment, it is highly unlikely that the car park of the proposed development would reach its capacity of 20 spaces. Therefore, a Parking Management Strategy is not deemed necessary.
- 2.24 However, in the unlikely event that the proposed car park did create a problem with on street parking in the vicinity of the site, the client is prepared to make a £5,000 contribution towards new on street parking restrictions. This could be paid in advance of any grant of planning permission, or secured via a Section 106 agreement, with a clause requiring that it is returned to the applicant in the event that it is not utilised within 3 years of the site becoming operational.

Update Access and Vehicle Tracking

- 2.25 The Highways Officer made comments on vehicle tracking, with reference to TPA drawing SP02. This drawing has been reviewed, and subsequently re tracked with the latest development proposals.
- 2.26 TPA drawing SP04 shows a 10.35m Rigid Vehicle accessing and egressing the site, via the proposed access. The vehicle can make each manoeuvre well, avoiding overhanging the verge and any parked vehicles in the opposite bays along Belmont Grove. Co-Op are willing to accept a planning condition restricting delivery vehicles to no larger than this size, as this is a standard Co-Op vehicle.
- 2.27 TPA drawing SP05 shows a Large Car waiting to egress the site access, whilst another Large Car makes the manoeuvre to access the site. Each vehicle is allowed ample space at the proposed access.
- 2.28 TPA drawings SP04 and SP05 are both included in **Appendix G**.

Junction Capacity / Modelling

- 2.29 It is considered that due to the low trip rates for vehicles as detailed earlier in this report, that an assessment of the nearby junctions of the site is not necessary. However, taking the peak hour of 18:00 – 19:00 and dividing the 38 trips in an equal split into and out of the site access equates to 19 vehicles in each direction. It is highly unlikely that an additional 19 vehicles at the junction of Bedhampton Road or Belmont Grove would have any noticeable impact on the performance of the junction.

- 2.30 The movements most likely to cause congestion at the junction would be the right turn out or the right turn in. Assuming an equal split of traffic to and from each direction and assuming, as a theoretical worst case, that all traffic enters and exits via Bedhampton Road, right turning traffic into the junction would only be 9-10 vehicles per hour. This equates to one vehicle every 6 minutes and thus the impact of the development is considered to be negligible and capacity modelling to be unnecessary.
- 2.31 The key test in terms of traffic impact, according to the National Planning Policy Framework is whether or not a development would result in a 'severe cumulative impact' upon traffic and it is considered that the traffic generation associated with this proposal is so low that it could not possibly have a severe impact.

3 SUMMARY AND CONCLUSION

Summary

- 3.1 Transport Planning Associates has been appointed by Co-Op to provide transport and highways advice in relation to the proposed conversion of the Imperial Palace Restaurant on Belmont Grove.
- 3.2 This Technical Note (TN) has been prepared in response to comments made by Highways Officers at Hampshire County Council (HCC), dated 22 May 2020, with regards to the above site and planning application reference APP/20/00316.

Conclusion

- 3.3 This TN has addressed the concerns raised by the Highways Officer at HCC. It is therefore considered that the development proposals are sound in nature and any impact will be minimal on the local highway network.

APPENDIX A

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Chris Hirst
Direct Line 01962 846877
Date 22 May 2020

My reference 028476
Your reference APP/20/00316
Email havantdc@hants.gov.uk

Dear Madam,

Imperial Palace, 37 Belmont Grove, HAVANT PO9 3PT

Change of use - Class A3 (Restaurant) to Class A1 (Foodstore) with single storey side extension and alterations to access

Thank you for consultation on the above planning application which seeks the change of use from a restaurant to a co-op foodstore. A Transport Statement has been submitted by the applicant which features amendments to the existing access into the site. Following a review of this document, the Highway Authority has the following comments to make.

Existing Conditions

The site is currently occupied by the Imperial Palace Restaurant which is accessed via a side road from Belmont Grove. Opposite the vehicular entrance are a number of shops and associated parking bays.

Development Proposals

The proposed development would see the conversion of the existing restaurant into a co-op foodstore. Vehicular access to the site would be retained in the same location but widened to 6.5m. The store is proposed to be accompanied by 20 car parking spaces, falling 5 short of Havant Borough Council's parking standards. Comments are provided on these matters within this response.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Personal Injury Accident Data

Personal Injury Data (PIA) has been obtained from Crashmap for data up to 2018. Given that the accident data is 2 years out of date, the Highway Authority require up to date accident data for the area, along with an analysis of nearby accidents to understand whether the development could potentially exacerbate any existing trends. It should also be noted that the Highway Authority requires the PIA data to be gathered from Hampshire Constabulary. Accident data obtained from Crashmap is not accepted.

Trip Generation

To understand the likely vehicular trip generation from the site, the applicant has utilised the TRICS database for convenience stores in England.

Whilst the vehicular trip rates have been provided, an assessment of the proposed pedestrian and cyclist trips to the development has not been carried out. To understand the overall trip generation of the change of use, the Highway Authority requires a TRICS assessment of both pedestrian and cycle trips too. Upon receipt of this information, the suitability of all of the proposed trip rates will be assessed and the current infrastructure reviewed to understand whether pedestrian and cycle linkages to the wider network are required.

It is noted that existing trips to the restaurant could be deducted from the proposed trip generation, but no TRICS assessment has been carried out. The Highway Authority require this assessment before any potential reduction in trips could be applied.

Given the current predicted increase in trips from the development, junction modelling should be undertaken at the junction between the Belmont Grove side road and Bedhampton Road to ensure that this junction will work within capacity with the addition of development trips.

Parking Capacity

Based on the standards set out in Havant Borough Council's supplementary planning document and applying this to the proposed GFA of the development, 25 parking spaces are required. The development proposes 20 parking spaces, falling 5 short of the current standards.

The Transport Statement notes that a search of similar sites has been undertaken to understand the potential parking demand for this site. The Highway Authority requests the details of this search to review the parking profile, along with clarity over the trip generation, as mentioned above.

The comment regarding any overspill parking being accommodated in the opposite parking layby and nearby residential streets is not agreed. Belmont Grove is utilised for on-site parking by the existing residents and the layby opposite is normally at

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

capacity, resulting in parking on the nearby pavement. This situation must not be exacerbated by the proposed development with all the proposed parking accommodated within the confines of the site.

As such, a parking management strategy will be required for the surrounding road network. This will prevent overspill parking occurring on the highway which could impact on the free flow of traffic.

Vehicular Access

The existing restaurant is currently accessed via a side road in between Belmont Grove and Bedhampton Road. As part of the development, the existing access will be widened to 6.5m metres for use by vehicles, pedestrians and cyclists. As mentioned above, the Highway Authority requires an assessment of pedestrian and cycle trips to the development to understand whether this proposal is acceptable.

Drawing number SP02 provides the tracking for a delivery vehicles accessing and egressing the development. The Highway Authority requires confirmation that this will be the largest vehicle delivering and/or servicing the site. A condition will be sought to prevent any larger vehicles servicing the development given the tight turning movement into the site. The current tracking indicates that the delivery vehicle will require both lanes of the carriageway to undertake the manoeuvre, with the overhang tracking close to the back of the existing layby. For the vehicle to enter the site, reverse into the delivery bay and egress the development, the delivery vehicle will also overrun the verge.

To reduce the damage to verge and ease the turning movement for delivery vehicles into the site, the applicant should consider further widening to the access. Updated modelling should be undertaken following the amendments to the access which also includes cars parked in the layby opposite the existing amenities.

Whilst tracking for a delivery vehicle has been provided, tracking has not been undertaken for a car attempting to enter the site while another vehicle waits to egress. Tracking is required to confirm that this arrangement can be safely accommodated.

Recommendation

The Highway Authority requires further information to address the following points:

- Updated PIA data for the local highway;
- Provision of pedestrian and cycle trips for the proposed land use;
- Provision of trips rates for the existing restaurant;
- Provision of the search results used to derive the proposed parking provision;
- Parking management strategy for the surrounding road network;
- Updated tracking drawings;

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Stuart Jarvis BSc DipTP FCIHT MRTPI

- Amendments to the access as noted above; and
- Junction modelling for the Belmont Grove side road and Bedhampton Road.

I trust that the above is clear. Should you have any queries, please contact Chris Hirst on the number noted above.

Yours sincerely,

Chris Hirst

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

APPENDIX B

Calculation Reference: AUDIT-219602-200601-0608

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
Actual Range: 55 to 380 (units: sqm)
Range Selected by User: 55 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 07/04/17

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	6
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

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

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-01-O-01	SAINSBURY'S LOCAL	DURHAM
	132 STATION LANE		
	HARTLEPOOL		
	SEATON CAREW		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	380 sqm	
	Survey date: MONDAY	26/11/12	Survey Type: MANUAL
2	DV-01-O-01	PREMIER	DEVON
	MELROSE AVENUE		
	PLYMOUTH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	55 sqm	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
3	NY-01-O-03	CO-OPERATIVE	NORTH YORKSHIRE
	FOREST ROAD		
	NORTHALLERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	155 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
4	TW-01-O-02	CO-OPERATIVE	TYNE & WEAR
	ETHEL TERRACE		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	255 sqm	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL
5	WL-01-O-01	ONE STOP	WILTSHIRE
	THE CIRCLE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	250 sqm	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
6	WY-01-O-01	SAINSBURY'S LOCAL	WEST YORKSHIRE
	KEIGHLEY ROAD		
	BRADFORD		
	Edge of Town		
	Residential Zone		
	Total Retail floor area:	375 sqm	
	Survey date: THURSDAY	06/12/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	105	14.762	2	105	14.762	2	105	29.524
07:00 - 08:00	6	245	11.293	6	245	10.816	6	245	22.109
08:00 - 09:00	6	245	11.769	6	245	11.156	6	245	22.925
09:00 - 10:00	6	245	9.116	6	245	8.707	6	245	17.823
10:00 - 11:00	6	245	8.503	6	245	8.503	6	245	17.006
11:00 - 12:00	6	245	9.252	6	245	9.320	6	245	18.572
12:00 - 13:00	6	245	12.653	6	245	11.497	6	245	24.150
13:00 - 14:00	6	245	8.231	6	245	8.027	6	245	16.258
14:00 - 15:00	6	245	9.456	6	245	9.592	6	245	19.048
15:00 - 16:00	6	245	10.884	6	245	11.429	6	245	22.313
16:00 - 17:00	6	245	12.041	6	245	11.293	6	245	23.334
17:00 - 18:00	6	245	13.741	6	245	13.129	6	245	26.870
18:00 - 19:00	6	245	16.054	6	245	16.735	6	245	32.789
19:00 - 20:00	6	245	11.973	6	245	12.585	6	245	24.558
20:00 - 21:00	4	291	4.807	4	291	5.751	4	291	10.558
21:00 - 22:00	4	291	2.918	4	291	3.090	4	291	6.008
22:00 - 23:00	1	380	2.368	1	380	3.158	1	380	5.526
23:00 - 24:00									
Total Rates:			169.821			169.550			339.371

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

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

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Parameter summary

Trip rate parameter range selected:	55 - 380 (units: sqm)
Survey date range:	01/01/12 - 07/04/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	105	0.952	2	105	0.952	2	105	1.904
07:00 - 08:00	6	245	0.748	6	245	0.680	6	245	1.428
08:00 - 09:00	6	245	0.136	6	245	0.204	6	245	0.340
09:00 - 10:00	6	245	0.204	6	245	0.136	6	245	0.340
10:00 - 11:00	6	245	0.204	6	245	0.272	6	245	0.476
11:00 - 12:00	6	245	0.204	6	245	0.204	6	245	0.408
12:00 - 13:00	6	245	0.272	6	245	0.204	6	245	0.476
13:00 - 14:00	6	245	0.136	6	245	0.204	6	245	0.340
14:00 - 15:00	6	245	0.272	6	245	0.204	6	245	0.476
15:00 - 16:00	6	245	0.408	6	245	0.476	6	245	0.884
16:00 - 17:00	6	245	1.020	6	245	0.748	6	245	1.768
17:00 - 18:00	6	245	0.680	6	245	0.748	6	245	1.428
18:00 - 19:00	6	245	1.020	6	245	0.816	6	245	1.836
19:00 - 20:00	6	245	0.544	6	245	0.408	6	245	0.952
20:00 - 21:00	4	291	0.000	4	291	0.000	4	291	0.000
21:00 - 22:00	4	291	0.000	4	291	0.000	4	291	0.000
22:00 - 23:00	1	380	0.000	1	380	0.000	1	380	0.000
23:00 - 24:00									
Total Rates:		6.800			6.256			13.056	

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

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

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	105	12.857	2	105	11.905	2	105	24.762
07:00 - 08:00	6	245	9.796	6	245	8.912	6	245	18.708
08:00 - 09:00	6	245	16.599	6	245	15.714	6	245	32.313
09:00 - 10:00	6	245	8.163	6	245	8.095	6	245	16.258
10:00 - 11:00	6	245	7.007	6	245	6.190	6	245	13.197
11:00 - 12:00	6	245	8.367	6	245	8.095	6	245	16.462
12:00 - 13:00	6	245	8.435	6	245	7.823	6	245	16.258
13:00 - 14:00	6	245	9.864	6	245	9.524	6	245	19.388
14:00 - 15:00	6	245	7.823	6	245	8.231	6	245	16.054
15:00 - 16:00	6	245	15.782	6	245	15.170	6	245	30.952
16:00 - 17:00	6	245	10.272	6	245	11.088	6	245	21.360
17:00 - 18:00	6	245	10.204	6	245	9.388	6	245	19.592
18:00 - 19:00	6	245	11.701	6	245	12.653	6	245	24.354
19:00 - 20:00	6	245	7.007	6	245	8.503	6	245	15.510
20:00 - 21:00	4	291	3.777	4	291	3.777	4	291	7.554
21:00 - 22:00	4	291	2.232	4	291	3.090	4	291	5.322
22:00 - 23:00	1	380	0.000	1	380	0.000	1	380	0.000
23:00 - 24:00									
Total Rates:		149.886			148.158			298.044	

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

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

APPENDIX C

Calculation Reference: AUDIT-219602-200601-0615

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS
 MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 175 to 1136 (units: sqm)
 Range Selected by User: 75 to 1136 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1
High Street	2

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

Secondary Filtering selection:

Use Class:

A3	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	4 days
------------------	--------

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-06-B-01	PREZZO	LINCOLNSHIRE
	BRAYFORD WHARF NORTH		
	LINCOLN		
	BRAYFORD WHARF		
	Edge of Town Centre		
	Development Zone		
	Total Gross floor area:	1136 sqm	
	Survey date: TUESDAY	10/10/17	Survey Type: MANUAL
2	WM-06-B-05	AKBARS	WEST MIDLANDS
	THE BUTTS		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	600 sqm	
	Survey date: THURSDAY	17/11/16	Survey Type: MANUAL
3	WM-06-B-06	ITALIAN RESTAURANT	WEST MIDLANDS
	EARLSDON STREET		
	COVENTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	175 sqm	
	Survey date: THURSDAY	24/11/16	Survey Type: MANUAL
4	WM-06-B-07	INDIAN RESTAURANT	WEST MIDLANDS
	AUDNAM		
	STOURBRIDGE		
	AUDNAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	370 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.571	1	175	1.142
10:00 - 11:00	1	175	0.571	1	175	0.000	1	175	0.571
11:00 - 12:00	2	656	0.763	2	656	0.153	2	656	0.916
12:00 - 13:00	2	656	2.059	2	656	0.381	2	656	2.440
13:00 - 14:00	2	656	1.678	2	656	1.526	2	656	3.204
14:00 - 15:00	2	656	0.915	2	656	1.754	2	656	2.669
15:00 - 16:00	3	560	0.178	3	560	0.357	3	560	0.535
16:00 - 17:00	4	570	0.219	4	570	0.088	4	570	0.307
17:00 - 18:00	4	570	1.052	4	570	0.088	4	570	1.140
18:00 - 19:00	4	570	1.929	4	570	1.315	4	570	3.244
19:00 - 20:00	4	570	2.060	4	570	1.578	4	570	3.638
20:00 - 21:00	4	570	0.833	4	570	1.754	4	570	2.587
21:00 - 22:00	4	570	0.395	4	570	1.184	4	570	1.579
22:00 - 23:00	4	570	0.132	4	570	0.921	4	570	1.053
23:00 - 24:00	4	570	0.044	4	570	0.570	4	570	0.614
Total Rates:			13.399			12.240			25.639

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

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

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Parameter summary

Trip rate parameter range selected:	175 - 1136 (units: sqm)
Survey date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00	1	175	0.571	1	175	0.000	1	175	0.571
10:00 - 11:00	1	175	0.000	1	175	0.000	1	175	0.000
11:00 - 12:00	2	656	0.076	2	656	0.305	2	656	0.381
12:00 - 13:00	2	656	0.229	2	656	0.153	2	656	0.382
13:00 - 14:00	2	656	0.076	2	656	0.458	2	656	0.534
14:00 - 15:00	2	656	0.153	2	656	0.229	2	656	0.382
15:00 - 16:00	3	560	0.119	3	560	0.000	3	560	0.119
16:00 - 17:00	4	570	0.175	4	570	0.000	4	570	0.175
17:00 - 18:00	4	570	0.438	4	570	0.307	4	570	0.745
18:00 - 19:00	4	570	0.570	4	570	0.219	4	570	0.789
19:00 - 20:00	4	570	0.526	4	570	0.307	4	570	0.833
20:00 - 21:00	4	570	0.438	4	570	1.008	4	570	1.446
21:00 - 22:00	4	570	0.570	4	570	0.263	4	570	0.833
22:00 - 23:00	4	570	0.088	4	570	0.351	4	570	0.439
23:00 - 24:00	4	570	0.044	4	570	0.044	4	570	0.088
Total Rates:			4.073			3.644			7.717

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

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

APPENDIX D

Duration of stay

Bay Number	AVERAGE DURATION (HH:MM:SS)		
	Friday 1st	Saturday 2nd	Sunday 3rd
1	00:10:11	00:11:09	00:14:13
2	00:07:25	00:07:29	00:08:30
3	00:07:58	00:16:53	00:07:26
4	00:08:33	00:05:00	00:05:38
5	00:06:27	00:07:18	00:05:50
6	00:06:40	00:09:37	00:06:31
7	00:07:04	00:07:19	00:09:46
8	00:04:47	00:26:20	00:06:20
9	00:05:34	00:07:07	00:05:48
10	00:06:55	00:51:05	00:06:40
11	00:05:47	00:06:29	00:06:15
12	00:09:25	00:12:05	00:05:19
13	00:07:18	00:05:52	00:06:02
14	00:29:42	00:12:29	00:06:49
15	00:05:46	00:05:42	00:06:01
16	00:09:24	00:04:57	00:05:32
17	00:00:00	00:00:00	00:00:00
18	00:05:40	00:06:43	00:06:17
19	00:09:14	00:09:14	00:09:21
All Bays	00:08:06	00:11:12	00:06:45

Accumulation

	Vehicles Parked at the end of the 15 minute period		
	Friday 1st	Saturday 2nd	Sunday 3rd
Start:	5	2	6
08:15	7	2	1
08:30	5	2	3
08:45	7	2	1
09:00	7	3	2
09:15	9	3	3
09:30	8	5	3
09:45	7	7	3
10:00	8	6	3
10:15	14	6	2
10:30	12	9	5
10:45	12	13	4
11:00	12	7	3
11:15	11	10	2
11:30	13	11	4
11:45	14	10	4
12:00	14	11	8
12:15	15	7	6
12:30	13	12	5
12:45	9	10	5
13:00	9	6	7
13:15	12	11	4
13:30	11	9	10
13:45	13	13	6
14:00	14	10	5
14:15	9	12	5
14:30	14	10	9
14:45	10	12	6
15:00	7	6	6
15:15	10	12	9
15:30	9	13	6
15:45	9	6	7
16:00	15	7	6
16:15	11	9	10
16:30	10	10	10
16:45	14	4	12
17:00	14	6	13
17:15	5	9	8
17:30	13	10	10
17:45	10	10	14
18:00	13	8	11
18:15	11	8	12
18:30	12	8	7
18:45	11	6	12
19:00	8	5	10
19:15	10	8	10
19:30	11	1	6
19:45	5	4	7
20:00	12	7	9
20:15	3	7	9
20:30	3	7	9
20:45	3	7	9
21:00	3	7	9
Max:	15	13	14

Friday Average Stay	00:07:47
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Time in HH:MM:SS

Average Stay	00:10:11
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Average Stay	00:07:25
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Average Stay	00:07:58
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Average Stay	00:08:33
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Average Stay	00:06:27
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Bay 1		
Time IN	Time OUT	DURATION
08:22:26	09:23:14	01:00:48
10:44:30	10:49:13	00:04:43
10:58:57	11:19:32	00:20:35
11:48:33	11:52:16	00:03:43
11:52:27	12:03:13	00:10:46
12:09:54	12:16:08	00:06:14
12:18:30	12:23:32	00:05:02
12:27:40	12:31:02	00:03:22
13:42:20	13:54:24	00:12:04
14:23:33	14:24:27	00:00:54
14:28:54	14:31:20	00:02:26
14:35:54	14:41:54	00:06:00
14:46:00	14:47:36	00:01:36
14:49:49	14:53:54	00:04:05
15:28:26	15:37:12	00:08:46
16:07:16	16:11:03	00:03:47
16:13:12	16:31:11	00:17:59
16:34:21	16:51:03	00:16:42
16:55:23	17:05:26	00:10:03
17:22:08	17:25:55	00:03:47
19:01:40	19:18:00	00:16:20
19:08:51	19:13:13	00:04:22
19:16:41	In at End	-

Bay 2		
Time IN	Time OUT	DURATION
08:49:14	08:52:27	00:03:13
10:42:16	11:13:07	00:30:51
11:23:49	11:27:14	00:03:25
12:15:02	12:25:21	00:10:19
12:26:59	12:29:30	00:02:31
12:31:59	12:38:32	00:06:33
13:13:39	13:16:53	00:03:14
13:19:08	13:24:19	00:05:11
13:56:44	14:09:07	00:12:23
15:27:40	15:29:35	00:01:55
15:59:20	16:03:59	00:04:39
16:54:32	17:01:02	00:06:30
17:45:37	17:51:25	00:05:48
18:00:32	18:04:45	00:04:13
18:24:17	18:34:13	00:09:56
18:57:03	19:04:59	00:07:56

Bay 3		
Time IN	Time OUT	DURATION
08:39:06	08:42:07	00:03:01
09:53:20	10:07:34	00:14:14
10:14:51	10:19:16	00:04:25
10:20:40	10:23:56	00:03:16
10:25:16	10:33:51	00:08:35
11:21:42	11:38:45	00:17:03
11:38:58	11:44:28	00:05:30
11:47:04	11:56:42	00:09:38
13:33:00	13:49:53	00:16:53
13:52:25	13:58:44	00:06:19
14:22:21	14:36:47	00:14:26
14:38:49	14:56:13	00:17:24
15:19:41	15:24:53	00:05:12
16:05:43	16:11:18	00:05:35
16:21:16	16:26:56	00:05:40
16:38:06	16:41:08	00:03:02
16:41:20	16:48:44	00:07:24
16:53:25	16:58:06	00:04:41
17:21:01	17:26:09	00:05:08
17:34:41	17:39:12	00:04:31
17:59:51	18:05:33	00:05:42
18:11:00	18:18:46	00:07:46
19:08:14	19:19:22	00:11:08
19:56:38	20:01:11	00:04:33

Bay 4		
Time IN	Time OUT	DURATION
In at Start	08:10:59	-
09:48:56	09:57:00	00:08:04
10:01:14	10:18:49	00:17:35
10:21:37	10:25:04	00:03:27
10:39:31	10:43:12	00:03:41
11:11:06	11:15:57	00:04:51
11:46:06	12:01:17	00:15:11
12:04:24	12:24:09	00:19:45
12:25:52	12:33:01	00:07:09
12:49:22	13:03:24	00:14:02
13:59:35	14:03:48	00:04:13
14:04:21	14:10:41	00:06:20
14:48:12	14:53:33	00:05:21
15:12:20	15:33:08	00:20:48
15:58:21	16:13:15	00:14:54
16:19:02	16:25:52	00:06:50
16:44:57	16:47:56	00:02:59
16:59:03	17:09:01	00:09:58
17:54:02	17:56:57	00:02:55
18:15:07	18:17:08	00:02:01
18:25:12	18:28:30	00:03:18
18:30:27	18:36:43	00:06:16
18:47:09	In at End	-

Bay 5		
Time IN	Time OUT	DURATION
09:14:14	09:14:30	00:00:16
09:20:35	09:23:00	00:02:25
09:43:15	09:48:11	00:04:56
09:48:23	09:53:29	00:05:06
09:53:45	09:57:37	00:03:52
10:10:51	10:16:52	00:06:01
10:20:31	10:27:33	00:07:02
10:28:32	10:34:16	00:05:44
10:39:06	10:44:47	00:05:41
10:46:10	10:47:19	00:01:09
10:54:31	11:02:08	00:07:37
11:06:49	11:10:36	00:03:47
11:20:15	11:30:09	00:09:54
11:38:44	11:47:14	00:08:30
11:48:30	12:05:06	00:16:36
12:15:37	12:21:24	00:05:47
12:25:13	12:29:46	00:04:33
13:07:35	13:15:25	00:07:50
13:24:22	13:27:56	00:03:34
13:31:16	13:45:21	00:14:05
13:51:27	14:03:03	00:11:36
14:16:40	14:39:41	00:23:01
14:44:15	14:46:43	00:02:28
15:42:47	15:47:31	00:04:44
15:57:44	16:01:33	00:03:49
16:29:54	16:36:57	00:07:03
16:37:54	16:43:49	00:05:55
16:49:48	16:56:03	00:06:15
16:56:35	17:00:47	00:04:12
17:20:41	17:28:52	00:08:11
17:29:12	17:34:58	00:05:46
17:53:56	17:55:32	00:01:36
17:57:07	18:05:57	00:08:50
18:24:11	18:28:59	00:04:48
18:30:13	18:35:50	00:05:37
18:44:54	18:49:20	00:04:26
18:55:20	19:01:58	00:06:38
19:02:30	19:10:18	00:07:48
19:15:48	19:19:43	00:03:55
19:28:53	19:35:03	00:06:10
19:51:51	19:58:48	00:06:57

Time IN
08:05:26
09:06:59
09:19:16
09:37:39
09:58:52
10:33:02
11:11:01
11:25:11
12:05:25
12:27:27
12:33:25
14:04:04
14:08:12
14:40:25
14:47:58
15:10:33
15:15:21
15:17:58
15:25:27
15:38:03
16:00:14
16:13:35
16:35:41
16:43:58
17:01:28
17:46:49
18:07:01
18:28:22
19:10:49
19:56:26

Average Stay	00:06:40
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Bay 6	
Time OUT	DURATION
08:13:13	00:07:47
09:12:44	00:05:45
09:24:42	00:05:26
09:39:32	00:01:53
10:03:34	00:04:42
10:58:06	00:25:04
11:15:05	00:04:04
11:30:39	00:05:28
12:21:33	00:16:08
12:31:10	00:03:43
12:38:18	00:04:53
14:06:55	00:02:51
14:11:05	00:02:53
14:43:16	00:02:51
14:57:57	00:09:59
15:14:20	00:03:47
15:17:08	00:01:47
15:36:04	00:18:06
15:31:14	00:05:47
15:39:28	00:01:25
16:11:47	00:11:33
16:22:32	00:08:57
16:39:32	00:03:51
16:46:30	00:02:32
17:13:18	00:11:50
17:52:16	00:05:27
18:17:29	00:10:28
18:31:01	00:02:39
19:14:51	00:04:02
20:00:52	00:04:26

Average Stay	00:07:04
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Bay 7		
Time IN	Time OUT	DURATION
08:10:32	08:15:49	00:05:17
09:02:09	09:10:18	00:08:09
09:15:59	09:25:16	00:09:17
09:30:26	09:34:56	00:04:30
09:40:58	09:45:06	00:04:08
09:45:29	11:15:53	01:30:24
11:19:20	11:28:57	00:09:37
11:29:53	11:34:45	00:04:52
11:38:09	11:57:35	00:19:26
12:00:23	12:07:20	00:06:57
12:08:45	12:10:29	00:01:44
12:10:45	12:13:14	00:02:29
12:14:39	12:21:47	00:07:08
12:24:17	12:32:41	00:08:24
12:41:25	12:46:17	00:04:52
12:47:43	12:50:39	00:02:56
12:55:48	12:59:59	00:04:11
13:13:20	13:15:46	00:02:26
13:17:08	13:20:20	00:03:12
13:21:18	13:31:49	00:10:31
13:34:44	13:37:33	00:02:49
13:37:54	13:40:44	00:02:50
13:41:28	13:48:13	00:06:45
13:50:32	13:58:27	00:07:55
13:58:40	14:03:19	00:04:39
14:03:58	14:11:33	00:07:35
14:15:51	14:25:59	00:10:08
14:26:46	14:29:05	00:02:19
14:31:32	14:40:34	00:09:02
14:43:46	14:48:19	00:04:33
14:49:39	14:53:03	00:03:24
15:03:31	15:05:33	00:02:02
15:10:00	15:13:09	00:03:09
15:14:11	15:23:20	00:09:09
15:39:59	15:54:38	00:14:39
15:56:06	16:08:05	00:11:59
16:11:36	16:15:47	00:04:11
16:21:30	16:25:11	00:03:41
16:26:16	16:32:09	00:05:53
16:39:02	16:41:34	00:02:32
16:41:44	16:50:43	00:08:59
16:52:50	17:03:34	00:10:44
17:11:43	17:16:07	00:04:24
17:17:57	17:27:18	00:09:21
17:27:34	17:37:02	00:09:28
17:39:11	17:43:03	00:03:52
17:44:24	17:50:30	00:06:06
17:52:57	17:56:44	00:03:47
17:56:54	18:01:16	00:04:22
18:03:06	18:05:11	00:02:05
18:06:44	18:09:22	00:02:38
18:14:44	18:26:06	00:11:22
18:26:51	18:31:19	00:04:28
18:32:55	18:36:02	00:03:07
18:37:01	18:39:49	00:02:48
18:42:03	18:45:30	00:03:27
18:46:37	18:49:44	00:03:07
18:52:34	18:59:25	00:06:51
19:01:17	19:04:30	00:03:13
19:04:43	19:09:56	00:05:13
19:10:06	19:16:13	00:06:07
19:18:03	19:22:42	00:04:39
19:27:53	19:31:20	00:03:27
19:51:34	19:54:12	00:02:38
19:57:50	20:00:46	00:02:56

Average Stay	00:04:47
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Bay 8		
Time IN	Time OUT	DURATION
08:10:50	08:12:57	00:02:07
09:19:22	09:20:35	00:01:13
09:41:27	09:44:29	00:03:02
09:49:45	09:50:52	00:01:07
09:54:42	09:57:16	00:02:34
10:08:08	10:21:51	00:13:43
10:23:02	10:28:58	00:05:56
10:34:26	10:38:44	00:04:18
11:11:10	11:13:31	00:02:21
11:22:00	11:29:12	00:07:12
11:39:02	12:00:11	00:21:09
12:03:44	12:10:10	00:06:26
12:12:48	12:14:59	00:02:11
12:16:10	12:21:06	00:04:56
12:25:16	12:37:17	00:12:01
12:51:39	12:53:29	00:01:50
13:53:42	13:56:42	00:03:03
13:56:58	14:00:56	00:03:58
14:03:51	14:07:36	00:03:45
14:20:22	14:27:02	00:06:40
15:19:47	15:24:39	00:04:52
15:34:24	15:40:58	00:06:34
15:42:15	15:52:12	00:09:57
15:58:55	16:02:21	00:03:26
16:31:49	16:36:28	00:04:39
16:36:46	16:39:51	00:03:05
17:01:12	17:02:32	00:01:20
17:20:43	17:24:32	00:03:49
17:28:29	17:31:25	00:02:56
17:35:17	17:40:05	00:04:48
17:44:48	17:46:17	00:01:29
17:51:30	17:54:08	00:02:38
17:54:32	17:57:54	00:03:22
18:28:33	18:33:20	00:04:47
18:46:45	18:48:58	00:02:13
18:56:12	18:57:54	00:01:42
19:01:14	19:02:55	00:01:41
19:05:56	19:12:30	00:06:34
19:14:06	19:21:12	00:07:06

Average Stay	00:05:34
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Bay 9		
Time IN	Time OUT	DURATION
In at Start	12:57:20	-
13:05:28	13:12:16	00:06:48
13:17:30	13:19:38	00:02:08
13:20:45	13:25:47	00:05:02
13:29:36	13:32:07	00:02:31
13:29:41	13:32:12	00:02:31
13:33:45	13:46:31	00:12:46
13:49:18	13:53:16	00:03:58
14:27:54	14:34:46	00:06:52
14:55:13	14:58:12	00:02:59
15:02:30	15:13:08	00:10:38
15:14:06	15:23:45	00:09:39
15:24:01	15:29:13	00:05:12
15:36:55	15:41:16	00:04:21
15:53:32	15:56:23	00:02:51
15:56:48	16:01:53	00:05:05
16:04:40	16:06:04	00:01:24
16:14:57	16:16:46	00:01:49
16:21:50	16:36:32	00:14:42
16:50:06	16:54:02	00:03:56
16:57:48	17:00:13	00:02:25
17:00:06	17:07:31	00:07:25
17:08:50	17:10:12	00:01:22
17:11:35	17:18:25	00:06:50
17:18:59	17:22:53	00:03:54
17:25:18	17:31:59	00:06:41
17:32:14	17:37:38	00:05:24
17:38:49	17:40:57	00:02:08
17:58:07	18:06:01	00:07:54
18:13:36	18:16:31	00:02:55
18:19:10	18:20:34	00:01:24
18:24:28	18:32:21	00:07:53
18:26:49	18:27:10	00:00:21
18:36:52	18:37:47	00:00:55
18:37:57	18:48:37	00:10:40
18:51:21	19:04:47	00:13:26
19:05:31	19:18:26	00:12:55
19:28:38	19:29:55	00:01:17
19:48:03	19:58:22	00:10:19

Average Stay	00:06:55
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Bay 10		
Time IN	Time OUT	DURATION
08:15:36	08:18:46	00:03:10
08:43:18	08:45:57	00:02:39
08:54:07	08:58:09	00:04:02
09:00:37	09:10:42	00:10:05
09:47:36	09:51:13	00:03:37
10:03:55	10:19:57	00:16:02
10:21:53	10:26:10	00:04:17
10:27:12	10:27:54	00:00:42
10:38:58	10:42:32	00:03:34
10:47:56	10:56:58	00:09:02
11:09:24	11:12:18	00:02:54
11:23:02	12:17:10	00:54:08
12:18:13	12:28:14	00:10:01
12:31:00	12:33:35	00:02:35
12:34:16	12:37:31	00:03:15
13:08:27	13:11:09	00:02:42
13:13:32	13:17:59	00:04:27
13:20:12	13:44:50	00:24:38
13:47:16	13:53:10	00:05:54
13:56:17	14:16:19	00:20:02
14:16:50	14:32:37	00:15:47
14:33:48	14:35:44	00:01:56
14:36:05	14:56:21	00:20:16
14:58:12	15:00:35	00:02:23
15:01:39	15:03:36	00:01:57
15:05:04	15:07:50	00:02:46
15:08:17	15:14:06	00:05:49
15:15:50	15:16:10	00:00:20
15:16:32	15:18:10	00:01:38
15:34:06	15:36:11	00:02:05
15:41:41	15:44:21	00:02:40
15:49:57	16:03:42	00:13:45
16:06:40	16:17:14	00:10:34
16:18:20	16:34:48	00:16:28
16:35:07	16:47:15	00:12:08
16:48:07	16:54:41	00:06:34
16:55:06	17:00:13	00:05:07
17:00:24	17:10:01	00:09:37
17:11:22	17:14:18	00:02:56
17:17:52	17:21:06	00:03:14
17:18:37	17:23:09	00:04:32
17:23:42	17:29:12	00:05:30
17:31:05	17:34:51	00:03:46
17:36:40	17:37:32	00:00:52
17:39:14	17:40:45	00:01:31
17:41:10	17:47:48	00:06:38
17:48:23	17:59:18	00:10:55
17:59:42	18:08:59	00:09:17
18:09:37	18:12:08	00:02:31
18:12:16	18:18:17	00:06:01
18:18:32	18:21:10	00:02:38
18:21:55	18:24:16	00:02:21
18:24:23	18:30:28	00:06:05
18:32:09	18:35:27	00:03:18
18:35:55	18:40:15	00:04:20
18:45:53	18:47:39	00:01:46
18:55:06	18:58:26	00:03:20
19:00:50	19:13:18	00:12:28
19:21:38	19:24:46	00:03:08
19:25:34	19:34:59	00:09:25
19:38:11	19:41:39	00:03:28
19:46:57	19:49:40	00:02:43
19:57:51	20:01:34	00:03:43

Average Stay	
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Bay 11	
Time IN	Time OUT
08:06:51	08:14:11
	08:44:58
08:46:03	08:48:29
08:48:52	08:55:26
09:17:18	09:24:53
09:26:24	09:36:18
09:52:41	09:58:17
09:59:45	10:33:46
10:42:45	10:46:21
10:57:13	10:59:33
11:01:51	11:07:16
11:13:38	11:16:38
11:19:52	11:24:42
11:26:12	11:29:38
11:41:14	11:47:50
11:48:57	11:53:03
11:54:41	11:56:50
11:57:04	12:03:38
12:09:17	12:15:40
12:16:12	12:27:33
12:29:40	12:34:12
12:38:26	12:45:05
12:45:32	12:50:36
12:51:17	12:53:04
12:53:27	12:53:47
12:54:36	12:56:32
13:02:31	13:10:44
13:11:46	13:16:42
13:18:12	13:21:30
13:22:43	13:32:50
13:35:15	13:36:50
13:43:36	14:05:56
14:10:19	14:19:45
14:21:08	14:38:34
14:39:07	14:52:06
14:57:06	14:59:35
15:00:37	15:02:32
15:03:59	15:06:46
15:09:34	15:13:03
15:15:24	15:17:07
15:18:20	15:20:08
15:23:02	15:28:11
15:33:05	15:35:05
15:35:45	15:40:12
15:40:36	15:43:16
15:48:55	16:02:40
16:10:10	16:16:17
16:34:15	16:37:14
16:50:36	16:58:47
16:59:14	17:08:55
17:10:35	17:13:12
17:35:38	17:40:55
17:41:40	17:42:11
17:42:57	17:46:50
17:52:06	17:52:16
17:52:20	17:55:06
17:55:26	17:58:58
17:59:11	18:00:33
18:06:19	18:19:42
18:21:24	18:2

00:05:47

Average Stay 00:09:25

Average Stay 00:07:18

Average Stay 00:29:42

Average Stay 00:05:46

Average Stay 00:09:24

DURATION
00:07:20
00:02:37
00:02:26
00:06:34
00:07:35
00:09:54
00:05:36
00:34:01
00:03:36
00:02:20
00:05:25
00:03:00
00:04:50
00:03:26
00:06:36
00:04:06
00:02:09
00:06:34
00:06:23
00:11:21
00:04:32
00:06:39
00:05:04
00:01:47
00:00:20
00:01:56
00:08:13
00:04:56
00:03:18
00:10:07
00:01:35
00:22:20
00:09:26
00:17:26
00:12:59
00:02:29
00:01:55
00:02:47
00:03:29
00:01:43
00:01:48
00:05:09
00:02:00
00:04:27
00:02:40
00:13:45
00:06:07
00:02:59
00:08:11
00:09:41
00:02:37
00:05:17
00:00:31
00:03:53
00:00:10
00:02:46
00:03:32
00:01:22
00:13:23
00:03:12
00:02:54
00:03:27
00:02:58
00:02:58
00:09:29
00:03:10
00:10:32
00:05:58

Bay 12			
Time IN	Time OUT	DURATION	
08:03:49	08:04:01	00:00:12	
08:14:29	08:17:29	00:03:00	
08:23:30	08:46:17	00:22:47	
08:32:46	08:46:07	00:13:21	
09:13:16	09:20:23	00:07:07	
09:23:48	09:30:52	00:07:04	
09:41:44	09:49:30	00:07:46	
09:46:39	09:49:35	00:02:56	
09:51:04	09:56:04	00:05:00	
10:00:51	14:08:38	04:07:47	
14:11:47	14:12:44	00:00:57	
14:13:37	14:20:12	00:06:35	
14:22:02	14:23:43	00:01:41	
14:25:36	14:32:48	00:07:12	
14:33:40	14:36:43	00:03:03	
14:37:31	14:40:06	00:02:35	
14:41:43	14:44:54	00:03:11	
14:52:54	14:57:10	00:04:16	
14:57:57	15:04:11	00:06:14	
15:07:06	15:14:19	00:07:13	
15:14:36	15:15:07	00:00:31	
15:20:21	15:27:56	00:07:35	
15:30:17	15:33:30	00:03:13	
15:34:27	15:37:30	00:03:03	
15:40:02	15:50:08	00:10:06	
15:50:51	16:01:52	00:11:01	
16:03:43	16:09:28	00:05:45	
16:16:30	16:19:32	00:03:02	
16:26:52	16:28:11	00:01:19	
16:29:38	16:32:27	00:02:49	
16:37:28	16:48:01	00:10:33	
16:59:25	17:05:51	00:06:26	
17:06:20	17:11:50	00:05:30	
17:16:52	17:26:52	00:10:00	
17:27:19	17:33:54	00:06:35	
17:34:01	17:36:03	00:02:02	
17:41:27	17:45:55	00:04:28	
17:48:46	17:54:50	00:06:04	
17:55:13	17:59:27	00:04:14	
18:00:26	18:05:42	00:05:16	
18:06:02	18:07:04	00:01:02	
18:08:40	18:10:47	00:02:07	
18:10:57	18:16:05	00:05:08	
18:15:19	18:15:58	00:00:39	
18:16:15	18:17:17	00:01:02	
18:17:26	18:26:04	00:08:38	
18:26:57	18:31:54	00:04:57	
18:35:28	18:37:31	00:02:03	
18:37:46	18:40:34	00:02:48	
18:41:02	18:50:48	00:09:46	
19:02:32	19:05:04	00:02:32	
19:05:16	19:18:29	00:13:13	
19:19:22	19:28:38	00:09:16	
19:29:44	19:34:33	00:04:49	
19:47:46	19:49:07	00:01:21	
19:52:25	19:57:12	00:04:47	
19:57:36	19:58:50	00:01:14	
19:58:59	20:00:20	00:01:21	

Bay 13			
Time IN	Time OUT	DURATION	
In at Start	08:00:41	-	
08:06:29	08:10:23	00:03:54	
08:22:11	08:25:18	00:03:07	
08:36:32	08:39:32	00:03:00	
08:46:36	08:54:16	00:07:40	
08:54:35	09:03:06	00:08:31	
09:04:09	09:06:56	00:02:47	
09:10:57	09:23:09	00:12:12	
09:14:12	09:16:52	00:02:40	
09:23:26	09:27:08	00:03:42	
09:33:24	09:35:58	00:02:34	
09:41:32	09:44:08	00:02:36	
09:45:24	09:49:00	00:03:36	
09:51:37	09:53:36	00:01:59	
09:55:45	09:57:40	00:01:55	
10:00:12	10:04:28	00:04:16	
10:04:40	10:07:08	00:02:28	
10:09:14	10:22:42	00:13:28	
10:22:57	10:30:02	00:07:05	
10:41:41	10:44:20	00:02:39	
10:48:19	10:49:07	00:00:48	
10:55:44	10:59:49	00:04:05	
11:04:16	11:10:08	00:05:52	
11:19:39	11:24:38	00:04:59	
11:26:04	12:12:34	00:46:30	
12:13:22	12:20:58	00:07:36	
12:22:35	12:34:45	00:12:10	
12:36:19	12:39:05	00:02:46	
12:47:53	12:49:36	00:01:43	
12:50:25	12:58:25	00:08:00	
12:59:23	13:01:56	00:02:33	
13:04:09	13:13:07	00:08:58	
13:13:30	13:20:05	00:06:35	
13:20:21	13:25:37	00:05:16	
13:26:04	13:29:39	00:03:35	
13:33:30	13:35:30	00:02:00	
13:39:14	13:48:27	00:09:13	
13:49:12	13:51:17	00:02:05	
13:51:28	15:16:19	01:24:51	
15:11:48	15:16:14	00:04:26	
15:17:01	15:20:25	00:03:24	
15:22:21	15:42:15	00:19:54	
15:42:50	15:47:20	00:04:30	
16:02:12	16:06:37	00:04:25	
16:03:56	16:13:06	00:09:10	
16:16:03	16:17:17	00:01:14	
16:17:39	16:22:31	00:04:52	
16:22:48	16:23:29	00:00:41	
16:23:42	16:26:39	00:02:57	
16:27:53	16:42:43	00:14:50	
16:42:56	16:46:04	00:03:08	
16:47:39	16:49:40	00:02:01	
16:50:38	16:59:06	00:08:28	
17:16:24	17:19:59	00:03:35	
17:20:36	17:44:30	00:23:54	
17:45:34	17:48:05	00:02:31	
17:49:54	17:53:40	00:03:46	
18:15:41	18:16:32	00:00:51	
18:16:37	18:20:09	00:03:32	
18:21:59	18:27:44	00:05:45	
18:28:10	18:33:26	00:05:16	
18:34:42	18:38:31	00:03:49	
18:40:19	18:46:08	00:05:49	
18:43:11	18:47:56	00:04:45	
18:48:23	18:55:31	00:07:08	
19:02:23	19:10:14	00:07:51	
19:11:02	19:23:26	00:12:24	
19:27:27	19:38:28	00:11:01	
19:40:02	19:40:58	00:00:56	
19:42:33	19:47:00	00:04:27	
19:49:05	19:58:35	00:09:30	

Bay 14			
Time IN	Time OUT	DURATION	
In at Start	08:04:05	-	
08:08:37	08:09:04	00:00:27	
08:09:14	08:12:20	00:03:06	
08:13:36	08:17:09	00:03:33	
08:37:37	08:37:48	00:00:11	
08:45:42	08:49:05	00:03:23	
08:50:02	09:01:06	00:11:04	
09:04:17	09:06:14	00:01:57	
09:12:14	09:18:43	00:06:29	
09:18:56	18:29:23	09:10:27	
18:33:15	18:35:58	00:02:43	
18:36:13	18:41:45	00:05:32	
18:42:02	18:49:14	00:07:12	
18:52:52	18:55:26	00:02:34	
18:55:54	19:08:45	00:12:51	
19:09:04	19:14:53	00:05:49	
19:16:24	19:19:43	00:03:19	
19:24:04	19:28:42	00:04:38	
19:29:52	19:35:38	00:05:46	
19:36:25	19:42:36	00:06:11	
19:45:14	19:50:44	00:05:30	
19:51:31	19:54:02	00:02:31	
19:54:54	20:02:57	00:08:03	

Bay 15			
Time IN	Time OUT	DURATION	
In at Start	15:08:37	-	
15:09:57	15:13:46	00:03:49	
15:14:53	15:16:49	00:01:56	
15:18:38	15:21:00	00:02:22	
15:21:28	15:28:40	00:07:12	
15:29:20	15:33:40	00:04:20	
15:35:16	16:12:14	00:36:58	
16:13:42	16:17:29	00:03:47	
16:18:28	16:22:48	00:04:20	
16:23:28	16:24:50	00:01:22	
16:25:03	16:27:52	00:02:49	
16:30:38	16:38:38	00:08:00	
16:39:29	16:43:12	00:03:43	
16:43:46	16:46:48	00:03:02	
16:47:22	16:50:54	00:03:32	
16:51:11	17:01:22	00:10:11	
17:04:34	17:06:29	00:01:55	
17:09:03	17:11:00	00:01:57	
17:12:58	17:15:12	00:02:14	
17:15:25	17:18:23	00:02:58	
17:19:22	17:22:48	00:03:26	
17:23:52	17:35:11	00:11:19	
17:35:48	In at End	-	

Bay 16		
Time IN	Time OUT	DURATION
08:02:32	08:05:57	00:03:25
08:08:17	08:13:46	00:05:29
08:24:12	08:28:23	00:04:11
09:18:53	09:26:01	00:07:08
09:27:37	09:31:07	00:03:30
09:41:21	09:42:03	00:00:42
09:46:48	09:49:07	00:02:19
09:52:10	09:55:14	00:03:04
10:02:23	10:03:03	00:00:40
10:03:21	14:32:13	04:28:52
10:13:35	10:14:26	00:00:51
14:35:29	14:38:42	00:03:13
14:40:36	14:43:37	00:03:01
14:44:38	14:48:55	00:04:17
14:50:01	14:54:17	00:04:16
14:57:10	14:58:01	00:00:51
14:59:01	15:02:38	00:03:37
15:07:41	15:14:11	00:06:30
15:15:02	15:18:18	00:03:16
15:20:48	15:23:45	00:02:57
15:25:48	15:27:42	00:01:54
15:34:11	15:37:06	00:02:55
15:37:24	15:40:01	00:02:37
15:41:15	15:44:18	00:03:03
15:54:24	16:06:09	00:11:45
16:08:07	16:11:16	00:03:09
16:11:50	16:25:48	00:13:58
16:26:15	16:30:07	00:03:52
16:35:40	16:47:45	00:12:05
16:48:24	16:54:31	00:06:07
16:55:15	16:56:48	00:01:33
16:57:30	17:00:52	00:03:22
17:05:11	17:08:14	00:03:03
17:17:02	17:26:18	00:09:16
17:26:35	17:30:57	00:04:22
17:32:02	17:34:33	00:02:31
17:36:35	17:48:40	00:12:05
17:51:36	18:03:08	00:11:32
18:03:20	18:04:27	00:01:07
18:09:22	18:16:50	00:07:28
18:18:15	18:23:40	00:05:25
18:23:57	18:29:01	00:05:04
18:30:55	18:32:42	00:01:47
18:33:11	18:36:45	00:03:34
18:43:10	18:46:08	00:02:58
18:48:53	18:50:06	00:01:13
18:53:40	18:55:07	00:01:27
18:59:44	19:14:44	00:15:00
19:16:10	19:21:49	00:05:39
19:26:21	19:28:30	00:02:09
19:33:48	19:35:33	00:01:45
19:40:32	19:43:20	00:02:48
19:47:11	19:49:52	00:02:41
19:53:10	19:59:04	00:05:54

** 1 OGV across 3 bays

Average Stay	00:06:24
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Average Stay	00:05:40
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Average Stay	00:09:14
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Average Stay	00:02:49
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Bay 17		
Time IN	Time OUT	DURATION
08:09:03	08:11:14	00:02:11
09:29:30	09:34:57	00:05:27
10:21:47	10:28:21	00:06:34
10:31:47	10:35:28	00:03:41
10:39:06	10:39:27	00:00:21
10:42:48	10:45:36	00:02:48
10:58:44	11:01:24	00:02:40
11:17:26	11:19:55	00:02:29
11:22:35	12:05:30	00:42:55
12:08:42	12:15:00	00:06:18
12:15:27	12:17:57	00:02:30
12:19:02	12:24:28	00:05:26
12:27:26	12:29:52	00:02:26
12:31:21	12:34:18	00:02:57
12:43:11	12:55:07	00:11:56
12:58:35	13:02:02	00:03:27
13:06:17	13:12:54	00:06:37
13:13:09	13:24:25	00:11:16
13:28:02	13:30:43	00:02:41
13:33:03	13:34:56	00:01:53
13:37:09	13:41:23	00:04:14
13:46:06	13:51:44	00:05:38
13:55:29	13:58:54	00:03:25
14:06:37	14:08:54	00:02:17
14:14:29	14:19:49	00:05:20
14:21:42	14:24:14	00:02:32
14:26:00	14:33:13	00:07:13
14:36:47	14:39:35	00:02:48
14:50:05	14:51:28	00:01:23
15:09:01	15:11:10	00:02:09
15:13:19	15:18:43	00:05:24
15:25:51	15:46:47	00:20:56
15:54:34	15:57:51	00:03:17
16:01:40	16:06:23	00:04:43
16:13:37	16:17:56	00:04:19
16:18:58	16:23:02	00:04:04
16:30:50	16:35:07	00:04:17
16:36:23	16:42:35	00:06:12
16:44:16	16:52:21	00:08:05
16:53:04	16:55:10	00:02:06
16:59:26	17:12:34	00:13:08
17:19:43	17:25:49	00:06:06
17:26:41	17:30:05	00:03:24
17:33:28	17:34:54	00:01:26
17:37:13	18:06:19	00:29:06
18:11:11	18:13:14	00:02:03
18:15:18	18:17:12	00:01:54
18:19:01	18:22:30	00:03:29
18:24:04	18:30:38	00:06:34
18:31:44	18:32:55	00:01:11
18:35:40	18:56:05	00:20:25
19:05:18	19:18:20	00:13:02
19:19:27	19:28:47	00:09:20
19:35:20	19:44:24	00:09:04
19:56:46	20:01:55	00:05:09

Bay 18		
Time IN	Time OUT	DURATION
08:13:42	08:16:28	00:02:46
10:25:30	10:31:21	00:05:51
10:58:49	11:05:35	00:06:46
11:38:06	11:45:09	00:07:03
11:50:42	11:55:56	00:05:14
12:01:51	12:04:44	00:02:53
12:13:37	12:17:09	00:03:32
12:51:59	12:58:41	00:06:42
12:59:46	13:00:30	00:00:44
13:00:58	13:02:49	00:01:51
13:30:26	14:04:52	00:34:26
14:08:39	14:13:25	00:04:46
14:19:20	14:22:17	00:02:57
14:28:35	14:36:20	00:07:45
15:58:21	16:00:33	00:02:12
16:15:51	16:20:56	00:05:05
16:34:04	16:39:46	00:05:42
16:40:51	16:42:50	00:01:59
16:44:22	16:49:05	00:04:43
16:49:37	16:53:15	00:03:38
17:05:17	17:07:29	00:02:12
17:18:21	17:21:24	00:03:03
17:29:33	17:38:38	00:09:05
17:39:22	17:43:44	00:04:22
17:47:39	18:06:32	00:18:53
18:10:43	18:14:27	00:03:44
18:24:17	18:31:01	00:06:44
18:53:58	18:56:50	00:02:52
19:03:06	19:04:43	00:01:37
19:08:02	19:12:51	00:04:49
19:18:04	19:19:51	00:01:47

Bay 19		
Time IN	Time OUT	DURATION
08:29:54	08:56:09	00:26:15
08:57:59	09:18:28	00:20:29
14:24:51	14:28:10	00:03:19
15:58:54	16:12:20	00:13:26
17:20:35	17:29:01	00:08:26
17:30:00	17:30:21	00:00:21
17:53:14	17:55:02	00:01:48
17:55:35	18:01:00	00:05:25
18:16:06	18:21:11	00:05:05
19:05:43	19:13:32	00:07:49

Bay 8, 9, 10 **		
Time IN	Time OUT	DURATION
13:00:21	13:03:10	00:02:49



Trethomas Parking Survey, Saturday 2nd December 2017

Saturday Average Stay	00:08:15
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Time in HH:MM:SS

Average Stay	00:11:09
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Average Stay	00:07:29
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Average Stay	00:16:53
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Average Stay	00:05:00
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Average Stay	00:07:18
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Average Stay	00:09:37
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Bay 1		
Time IN	Time OUT	DURATION
09:48:29	09:53:29	00:05:00
10:29:51	10:31:54	00:02:03
10:33:13	10:40:31	00:07:18
12:03:12	12:05:51	00:02:39
12:23:30	12:32:42	00:09:12
13:12:00	13:22:41	00:10:41
13:29:59	13:32:51	00:02:52
13:34:11	13:40:39	00:06:28
13:41:36	13:57:15	00:15:39
14:04:27	14:06:28	00:02:01
14:08:37	14:20:43	00:12:06
14:44:23	15:22:33	00:38:10
15:30:12	15:44:58	00:14:46
17:18:34	17:45:48	00:27:14

Bay 2		
Time IN	Time OUT	DURATION
10:35:50	10:39:24	00:03:34
10:46:48	10:50:56	00:04:08
10:55:36	11:00:54	00:05:18
11:05:01	11:08:57	00:03:56
11:15:27	11:47:17	00:31:50
11:49:36	12:08:30	00:18:54
12:22:46	12:33:55	00:11:09
13:10:23	13:12:04	00:01:41
13:15:51	13:21:20	00:05:29
13:34:07	13:41:14	00:07:07
13:44:15	13:49:05	00:04:50
14:04:47	14:13:04	00:08:17
14:16:37	14:18:04	00:01:27
14:18:33	14:21:06	00:02:33
14:40:30	14:45:13	00:04:43
14:45:39	14:53:21	00:07:42
16:24:46	16:30:10	00:05:24
16:36:34	16:43:36	00:07:02
19:38:25	19:45:29	00:07:04

Bay 3		
Time IN	Time OUT	DURATION
09:11:41	09:18:40	00:06:59
10:20:27	10:24:16	00:03:49
10:27:05	10:35:02	00:07:57
10:43:33	10:50:38	00:07:05
10:55:21	11:01:29	00:06:08
11:14:52	11:25:55	00:11:03
11:30:22	11:38:48	00:08:26
12:10:00	12:13:17	00:03:17
12:15:37	12:22:14	00:06:37
12:23:44	12:32:57	00:09:13
12:41:15	12:51:31	00:10:16
13:00:50	13:42:17	00:41:27
13:51:50	16:04:34	02:12:44
16:07:46	16:14:43	00:06:57
17:28:41	17:41:32	00:12:51
17:46:19	17:54:48	00:08:29
18:52:17	18:55:56	00:03:39

Bay 4		
Time IN	Time OUT	DURATION
09:05:15	09:06:56	00:01:41
09:11:02	09:14:30	00:03:28
09:41:35	09:46:18	00:04:43
09:38:49	09:48:58	00:10:09
10:35:46	10:40:08	00:04:22
11:03:54	11:08:16	00:04:22
11:29:59	11:35:40	00:05:41
11:39:40	11:42:39	00:02:59
11:44:23	11:46:25	00:02:02
11:48:30	11:49:42	00:01:12
12:02:51	12:07:33	00:04:42
12:22:25	12:26:42	00:04:17
12:45:32	12:57:23	00:11:51
13:10:46	13:15:56	00:05:10
13:40:35	13:42:57	00:02:22
13:43:07	13:45:47	00:02:40
14:47:05	14:48:45	00:01:40
16:25:24	16:27:15	00:01:51
16:30:01	16:45:35	00:15:34
17:09:15	17:13:53	00:04:38
17:57:24	18:00:13	00:02:49

Bay 5		
Time IN	Time OUT	DURATION
08:05:43	08:12:21	00:06:38
08:18:52	08:27:34	00:08:42
09:32:48	09:37:40	00:04:52
09:38:49	09:48:58	00:10:09
10:25:32	10:36:35	00:11:03
10:43:18	10:47:55	00:04:37
10:48:14	10:51:31	00:03:17
10:52:11	10:53:41	00:01:30
10:54:38	10:57:43	00:03:05
11:06:16	11:11:27	00:05:11
11:14:34	11:28:05	00:13:31
11:52:17	12:03:29	00:11:12
12:05:28	12:10:52	00:05:24
12:11:05	12:13:09	00:02:04
12:31:41	12:36:27	00:04:46
12:36:46	12:45:59	00:09:13
13:07:21	13:18:07	00:10:46
13:19:08	13:32:03	00:12:55
13:32:22	13:42:05	00:09:43
13:49:18	13:57:38	00:08:20
13:58:32	14:07:58	00:09:26
14:08:17	14:22:43	00:14:26
14:35:44	14:46:04	00:10:20
14:50:34	14:52:17	00:01:43
15:09:09	15:13:56	00:04:47
15:14:12	15:20:10	00:05:58
15:25:27	15:30:38	00:05:11
15:51:30	15:59:38	00:08:08
16:00:24	16:29:10	00:28:46
17:44:11	17:48:07	00:03:56
18:38:23	18:43:21	00:04:58
18:49:01	18:53:16	00:04:15
19:18:08	19:18:54	00:00:46
19:20:22	19:22:59	00:02:37
19:25:50	19:28:51	00:03:01

Bay 6		
Time IN	Time OUT	DURATION
09:09:55	09:16:08	00:06:13
09:58:26	10:06:26	00:08:00
10:15:51	10:22:42	00:06:51
10:36:11	10:41:47	00:05:36
10:43:58	10:49:27	00:05:29
10:50:28	11:10:57	00:20:29
11:19:49	11:31:09	00:11:20
11:36:41	12:12:43	00:36:02
12:15:28	12:30:52	00:15:24
12:46:27	12:52:19	00:05:52
12:53:26	12:59:49	00:06:23
13:36:02	13:40:13	00:04:11
13:42:39	13:46:25	00:03:46
13:46:31	13:50:01	00:03:30
14:18:41	14:25:43	00:07:02
14:28:15	14:31:22	00:03:07
14:31:37	14:51:28	00:19:51
14:56:33	14:58:46	00:02:13
15:04:22	15:30:12	00:25:50
15:35:50	15:45:33	00:09:43
16:36:02	16:43:23	00:07:21
17:20:25	17:32:34	00:12:09
17:58:26	18:07:18	00:08:52
18:12:43	18:16:15	00:03:32
18:23:22	18:27:51	00:04:29
18:47:12	18:53:53	00:06:41
19:44:32	In at End	-

Time IN
In at Start
11:51:00
12:06:22
12:13:03
12:22:24
12:27:00
12:34:41
12:39:27
12:50:49
13:03:26
13:14:25
13:17:43
13:29:41
14:03:50
14:22:57
14:27:59
14:34:51
14:43:58
15:09:53
15:30:53
15:49:12
16:18:02
16:40:26
16:51:41
17:08:05
17:12:31
17:16:34
17:20:54
17:30:11
17:43:43
17:52:14
18:13:28
18:22:38
18:32:47
18:38:08
18:54:58
19:01:29
19:13:54
19:20:09

Average Stay	00:07:19
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Bay 7	
Time OUT	DURATION
11:46:07	-
12:05:36	00:14:36
12:10:25	00:04:03
12:18:47	00:05:44
12:26:18	00:03:54
12:31:44	00:04:44
12:37:02	00:02:21
12:46:55	00:07:28
12:54:56	00:04:07
13:12:00	00:08:34
13:17:15	00:02:50
13:24:15	00:06:32
14:02:42	00:03:01
14:21:58	00:18:08
14:25:22	00:02:25
14:32:41	00:04:42
14:41:01	00:06:10
14:50:57	00:06:59
15:28:12	00:18:19
15:35:37	00:04:44
16:09:30	00:20:18
16:44:15	00:26:13
16:41:40	00:01:14
16:54:47	00:03:06
17:11:17	00:05:12
17:15:03	00:02:32
17:20:33	00:03:59
17:24:15	00:03:21
17:34:49	00:04:38
17:48:34	00:04:51
17:57:50	00:05:36
18:19:20	00:05:52
18:27:35	00:04:57
18:34:42	00:01:55
18:43:48	00:05:40
18:58:12	00:03:14
19:05:30	00:04:01
19:19:07	00:05:13
19:27:12	00:07:03

Average Stay	00:26:20
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Bay 8		
Time IN	Time OUT	DURATION
10:50:17	10:54:22	00:04:05
11:06:17	11:10:05	00:03:48
11:22:30	11:27:29	00:04:59
11:28:02	16:33:02	05:05:00
13:18:55	13:28:05	00:09:10
16:39:47	16:40:35	00:00:48
17:05:13	17:13:33	00:08:20
17:31:35	17:37:34	00:05:59
17:38:47	17:38:47	00:02:00
17:42:13	17:45:36	00:03:23
18:36:57	18:40:09	00:03:12
18:47:27	18:56:06	00:08:39
19:04:14	19:05:47	00:01:33
19:14:02	19:21:46	00:07:44
19:53:33	In at End	-

Average Stay	00:07:07
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Bay 9		
Time IN	Time OUT	DURATION
09:09:02	09:15:13	00:06:11
10:20:11	10:23:17	00:03:06
10:36:13	10:40:06	00:03:53
10:43:14	10:48:47	00:05:33
13:47:40	13:52:20	00:04:40
13:53:12	13:55:40	00:02:28
13:56:52	13:59:44	00:02:52
14:02:37	14:09:42	00:07:05
14:12:19	14:14:35	00:02:16
14:14:58	14:19:27	00:04:29
14:22:28	14:26:18	00:03:50
14:27:54	14:32:25	00:04:31
14:33:39	14:49:25	00:15:46
14:50:12	14:56:11	00:05:59
14:58:12	15:01:31	00:03:19
15:05:04	15:10:28	00:05:24
15:16:27	15:17:15	00:00:48
15:20:01	15:33:27	00:13:26
15:45:33	15:53:03	00:07:30
15:45:35	15:53:09	00:07:34
15:55:48	15:58:24	00:02:36
16:01:23	16:07:46	00:06:23
16:13:31	16:16:47	00:03:16
16:17:45	16:30:46	00:13:01
16:35:13	16:12:22	01:37:09
16:40:51	16:43:32	00:02:41
16:50:38	16:57:53	00:07:15
16:58:45	17:01:10	00:02:25
17:03:30	17:07:40	00:04:10
17:08:22	17:13:08	00:04:46
17:15:15	17:21:11	00:05:56
17:24:16	17:26:33	00:02:17
17:27:42	17:33:10	00:05:28
17:45:01	17:51:54	00:06:53
17:52:04	17:55:09	00:03:05
17:55:55	17:59:51	00:03:56
18:07:44	18:14:16	00:06:32
18:09:22	18:12:22	00:03:00
18:22:37	18:25:25	00:02:48
18:28:59	18:39:11	00:10:12
18:51:14	18:55:37	00:04:23
19:00:54	19:03:34	00:02:40
19:08:04	19:12:00	00:03:56
19:13:08	19:18:44	00:05:36
19:19:02	19:22:20	00:03:18
19:52:00	In at End	-

Average Stay	00:01:05
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Bay 10		
Time IN	Time OUT	DURATION
08:04:39	08:26:08	00:21:29
08:48:17	08:52:02	00:03:45
08:55:49	13:14:34	04:18:45
10:11:46	10:12:58	00:01:12
13:14:47	13:18:01	00:03:14
13:29:12	13:47:18	00:18:06
13:49:17	In at End	-

Average Stay	00:06:29
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Bay 11		
Time IN	Time OUT	DURATION
08:22:58	08:32:39	00:09:41
08:42:06	08:43:44	00:01:38
08:47:58	08:49:48	00:01:50
08:57:58	08:59:24	00:01:26
08:59:56	09:11:24	00:11:28
09:32:31	09:40:41	00:08:10
09:40:56	09:43:23	00:02:27
09:48:15	10:12:58	00:24:43
10:13:59	10:18:05	00:04:06
10:19:06	10:31:14	00:12:08
10:33:12	10:37:28	00:04:16
10:38:19	10:56:49	00:18:30
10:57:52	10:59:30	00:01:38
11:02:53	11:05:33	00:02:40
11:06:15	11:07:22	00:01:07
11:08:57	11:10:38	00:01:41
11:12:30	11:17:00	00:04:30
11:22:04	11:24:20	00:02:16
11:27:55	11:29:49	00:01:54
11:30:32	11:34:53	00:04:21
11:36:11	11:44:26	00:08:15
11:45:25	11:48:54	00:03:29
11:49:14	11:51:18	00:02:04
12:01:38	12:07:12	00:05:34
12:09:15	12:12:06	00:02:51
12:14:16	12:18:55	00:04:39
12:22:39	12:27:55	00:05:16
12:28:14	12:36:55	00:08:41
12:38:38	12:43:35	00:04:57
12:44:25	12:47:57	00:03:32
12:51:06	13:00:53	00:09:47
13:05:26	13:12:21	00:06:55
13:12:35	13:17:52	00:05:17
13:17:57	13:26:17	00:08:20
13:29:14	13:31:41	00:02:27
13:31:51	13:34:05	00:02:14
13:34:15	13:39:26	00:05:11
13:40:14	13:49:05	00:08:51
13:50:09	14:20:17	00:30:08
14:20:18	14:24:09	00:03:51
14:27:26	14:34:30	00:07:04
14:40:55	14:42:46	00:01:51
14:45:35	14:48:44	00:03:09
14:51:03	14:54:54	00:03:51
15:13:25	15:17:24	00:03:59
15:25:04	15:29:10	00:04:06
15:29:55	15:35:10	00:05:15
15:59:14	16:19:45	00:20:31
16:25:47	16:29:36	00:03:49
16:37:53	16:40:08	00:02:15
16:45:15	16:47:51	00:02:36
16:50:58	16:57:21	00:06:23
17:00:23	17:09:43	00:09:20
17:11:57	17:19:23	00:07:26
17:21:21	17:24:12	00:02:51
17:24:56	17:41:16	00:16:20
17:43:32	17:52:11	00:08:39
18:37:39	18:53:06	00:15:27
19:19:04	19:26:48	00:07:44
19:31:13	19:37:43	00:06:30
19:39:15	19:42:32	00:03:17
19:48:05	In at End	-

Average Stay	00:12:05
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Bay 12		
Time IN	Time OUT	DURATION
08:11:02	08:26:07	00:15:05
08:32:17	08:36:24	00:04:07
08:50:13	08:52:43	00:02:30
08:55:02	09:00:34	00:05:32
09:07:46	09:10:20	00:02:34
09:11:30	09:11:51	00:00:21
09:13:01	09:20:26	00:07:25
09:36:50	09:41:57	00:05:07
09:45:11	09:45:53	00:00:42
09:46:09	09:56:15	00:10:06
10:05:48	14:20:01	04:14:13
14:24:31	14:26:02	00:01:31
14:35:10	14:38:32	00:03:22
14:39:48	14:41:50	00:02:02
14:44:07	14:52:31	00:08:24
14:56:49	14:59:56	00:03:07
15:02:28	15:12:02	00:09:34
15:14:50	15:36:46	00:21:56
15:44:32	15:49:36	00:05:04
15:51:12	15:59:16	00:08:04
16:04:19	16:32:13	00:27:54
16:36:37	16:42:03	00:05:26
16:48:00	16:49:52	00:01:52
16:54:24	17:00:21	00:05:57
17:04:01	17:09:16	00:05:15
17:10:05	17:17:44	00:07:39
17:18:04	17:23:07	00:05:03
17:38:10	17:45:56	00:07:46
17:46:16	17:49:35	00:03:19
17:52:00	18:02:03	00:10:03
18:02:27	18:08:54	00:06:27
18:10:07	18:13:15	00:03:08
18:13:52	18:17:38	00:03:46
18:17:43	18:20:49	00:03:06
18:21:25	18:27:18	00:05:53
18:28:54	18:39:31	00:10:37
18:45:16	18:51:15	00:05:59
18:51:40	18:53:08	00:01:28
19:01:17	19:05:26	00:04:09
19:10:12	19:22:45	00:12:33
19:38:41	19:42:20	00:03:39
19:46:14	19:49:42	00:03:28
19:51:35	19:56:12	00:04:37
19:57:47	In at End	-

Average Stay	
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Bay 13	
Time IN	Time OUT
08:17:26	08:51:32
08:57:02	09:30:00
09:31:44	09:32:02
09:42:15	09:48:13
09:48:54	09:50:52
09:52:20	10:01:28
10:04:40	10:10:42
10:11:58	10:13:36
10:19:36	10:23:20
10:25:24	10:33:44
10:35:52	10:38:18
10:40:18	10:41:19
10:43:14	10:50:22
10:50:46	10:58:33
11:01:56	11:02:30
11:03:27	11:07:38
11:12:51	11:13:46
11:14:34	11:18:09
11:21:54	11:24:45
11:25:54	11:28:27
11:29:21	11:33:50
11:34:36	11:36:16
11:38:20	11:42:07
11:44:18	11:44:48
11:45:32	11:51:29
11:59:32	12:20:13
12:20:44	12:26:35
12:26:44	12:30:34
12:30:44	12:41:08
12:42:22	12:46:40
12:46:52	12:48:52
12:49:52	12:56:32
12:57:53	13:03:16
13:08:46	13:14:16
13:15:03	13:15:44
13:15:53	13:25:17
13:25:50	13:26:36
13:28:47	13:33:28
13:34:30	13:48:31
13:49:15	13:53:12
13:53:37	13:55:23
13:55:39	14:06:54
14:07:15	14:12:19
14:12:38	14:21:48
14:22:56	14:34:09
14:34:37	14:48:24
14:49:12	14:51:53
15:06:43	15:17:19
15:29:45	15:36:08
15:49:34	15:50:36
15:51:35	15:56:39
16:00:53	16:03:06
16:15:02	16:19:14
16:21:51	16:26:30
16:32:55	16:36:17
16:39:59	16:43:26
16:47:29	16:49:02
16:56:11	16:57:32
17:08:37	17:19:14
17:23:37	17:37:47
17:40:31	17:48:52
17:52:12	17:54:40
17:55:18	17:58:42
18:01:56	18:07:07
18:08:33	18:11:14
18:12:13	18:17:58
18:18:16	18:23:42
18:24:12	18:26:39
18:28:17	18:32:41
18:34:22	18:39:17
18:41:51	18:45:26
18:47:49	18:50:36
18:51:15	18:55:23
18:55:38	18:59:28
19:23:15	19:28:23

00:05:52

Average Stay 00:12:29

DURATION
00:34:06
00:32:58
00:00:18
00:05:58
00:01:58
00:09:08
00:06:02
00:01:38
00:03:44
00:08:20
00:02:26
00:01:01
00:07:08
00:07:42
00:00:34
00:04:11
00:00:55
00:03:35
00:02:51
00:02:33
00:02:33
00:04:29
00:01:40
00:03:47
00:00:30
00:05:17
00:20:41
00:05:51
00:03:50
00:10:24
00:04:18
00:01:55
00:06:40
00:05:23
00:05:30
00:00:41
00:09:24
00:00:46
00:01:40
00:03:57
00:01:46
00:11:15
00:05:04
00:09:10
00:11:13
00:13:47
00:02:41
00:10:36
00:06:23
00:01:02
00:05:03
00:02:13
00:04:12
00:04:39
00:03:22
00:03:27
00:01:33
00:01:21
00:10:37
00:14:10
00:08:21
00:02:28
00:03:24
00:05:11
00:02:41
00:05:45
00:03:36
00:02:47
00:04:08
00:03:50
00:05:08

Bay 14		
Time IN	Time OUT	DURATION
In at Start	12:12:03	-
12:15:12	12:32:02	00:16:50
12:36:30	12:40:46	00:04:16
12:43:19	12:47:25	00:04:06
12:47:52	12:49:20	00:01:28
12:50:57	12:54:13	00:03:16
12:55:15	12:55:43	00:00:28
13:04:22	13:20:20	00:15:58
13:22:33	13:27:14	00:04:41
13:31:24	13:31:58	00:00:34
13:32:10	13:35:29	00:03:19
13:36:08	13:38:16	00:02:08
13:38:33	16:37:11	02:58:38
16:37:42	16:38:50	00:01:08
16:50:32	16:55:23	00:04:51
16:59:01	17:03:37	00:04:36
17:24:35	17:34:54	00:10:19
17:35:15	17:38:45	00:03:30
17:49:14	17:54:50	00:05:36
17:57:18	18:01:43	00:04:25
18:08:11	18:17:51	00:09:40
18:21:18	18:39:43	00:18:25
18:43:50	18:54:46	00:10:56
18:56:24	18:57:49	00:01:25
19:05:17	19:05:00	00:00:43
19:07:56	19:28:40	00:20:44
19:39:35	19:41:31	00:01:56
19:46:22	19:53:36	00:07:14
19:54:43	19:56:53	00:02:10

Bay 15		
Time IN	Time OUT	DURATION
15:10:09	15:22:39	00:12:30
15:23:51	15:26:45	00:02:54
15:27:25	15:32:21	00:04:56
15:32:44	15:40:55	00:08:11
15:48:10	15:52:49	00:04:39
15:53:11	15:59:49	00:06:38
16:02:38	16:05:53	00:03:15
16:08:50	16:10:17	00:01:27
16:11:39	16:16:51	00:05:12
16:17:02	16:20:05	00:03:03
16:20:22	16:24:53	00:04:31
16:25:49	16:26:15	00:00:26
16:26:20	16:30:33	00:04:13
16:30:48	16:42:05	00:11:17
16:51:38	16:56:46	00:05:08
17:03:29	17:09:12	00:05:43
17:12:44	17:15:01	00:02:17
17:18:20	17:21:42	00:03:22
17:29:28	17:32:34	00:03:06
17:33:10	17:37:26	00:04:16
18:03:37	18:10:31	00:06:54
18:11:01	18:25:52	00:14:51
18:26:08	18:29:03	00:01:55
18:28:30	18:34:35	00:06:05
18:36:43	18:41:43	00:05:00
18:43:54	18:51:45	00:07:51
18:52:46	19:03:10	00:10:24
19:04:05	19:06:21	00:02:16
19:06:59	19:22:44	00:15:45
19:26:05	19:27:57	00:01:52
19:37:37	19:49:38	00:12:01
19:54:29	19:55:07	00:00:38

Bay 16		
Time IN	Time OUT	DURATION
08:00:24	08:01:14	00:00:50
08:01:58	08:07:10	00:05:12
08:26:02	08:27:07	00:01:05
08:30:25	08:32:45	00:02:20
08:52:28	08:53:42	00:01:14
08:57:45	09:00:12	00:02:27
09:15:19	09:15:34	00:00:15
09:16:20	09:17:57	00:01:37
09:41:43	09:51:59	00:10:16
09:53:30	09:57:56	00:04:26
10:05:09	10:08:09	00:03:00
10:10:31	10:14:08	00:03:37
10:17:44	10:18:16	00:00:32
10:18:36	10:21:48	00:03:12
10:27:06	10:29:04	00:01:58
10:30:10	10:30:46	00:00:36
10:30:58	10:33:13	00:02:15
10:33:58	10:49:45	00:15:47
10:50:05	10:56:16	00:06:11
10:58:23	10:59:19	00:00:56
11:02:04	11:04:22	00:02:18
11:05:25	11:17:47	00:12:22
11:25:58	11:29:25	00:03:27
11:29:47	11:32:36	00:02:49
11:34:20	11:34:45	00:00:25
11:37:05	11:41:03	00:03:58
11:41:19	11:47:09	00:05:50
11:51:43	11:51:48	00:00:05
11:54:14	11:55:14	00:01:00
11:57:26	12:00:39	00:03:13
12:02:16	12:24:56	00:22:40
12:25:18	12:37:40	00:12:22
12:40:06	12:49:33	00:09:27
12:51:42	12:55:02	00:03:20
13:03:46	13:05:46	00:02:10
13:09:13	13:15:57	00:06:44
13:16:24	13:21:28	00:05:04
13:21:46	13:30:48	00:09:02
13:30:57	13:36:04	00:05:07
13:36:19	13:39:46	00:03:27
13:40:49	13:47:54	00:07:05
13:45:45	13:50:17	00:04:32
13:50:28	13:55:43	00:05:15
13:56:01	13:59:58	00:03:57
14:02:06	14:04:40	00:02:34
14:04:53	14:06:16	00:01:23
14:06:55	14:09:41	00:02:46
14:11:27	14:19:02	00:07:35
14:19:19	14:26:10	00:06:51
14:26:25	14:29:11	00:02:46
14:30:59	14:37:52	00:06:53
14:38:01	14:43:18	00:05:17
14:44:29	14:52:45	00:08:16
14:54:24	14:59:01	00:04:37
15:00:46	15:01:45	00:00:59
15:03:12	15:12:51	00:09:39
15:17:55	15:28:45	00:10:50
15:29:17	15:41:04	00:11:47
15:48:24	15:54:12	00:05:48
15:55:45	15:58:57	00:03:12
16:11:04	16:16:21	00:05:17
16:22:03	16:24:06	00:02:03
16:26:17	16:31:32	00:05:15
16:34:36	16:42:50	00:08:14
16:44:10	16:52:47	00:08:37
16:54:34	16:56:53	00:04:19
16:59:52	17:04:36	00:04:44
17:05:00	17:12:00	00:07:00
17:13:33	17:18:27	00:04:54
17:23:45	17:28:25	00:04:40
17:42:35	17:47:01	00:04:26
17:47:14	17:50:16	00:03:02
17:52:22	17:54:24	00:02:02
17:58:15	18:00:38	00:02:23
18:09:53	18:18:44	00:08:51
18:21:08	18:22:28	00:01:20
18:22:54	18:25:35	00:02:41
18:28:37	18:36:20	00:07:43
18:37:59	18:41:34	00:03:35
18:44:37	18:47:17	00:02:40
18:49:10	18:57:19	00:08:09
18:58:55	19:10:01	00:11:06
19:13:16	19:21:31	00:08:15
19:22:02	19:25:31	00:03:29
19:45:25	19:48:36	00:03:11
19:56:04	In at End	-

Bay 17		
Time IN	Time OUT	DURATION
08:34:02	08:41:21	00:07:19
08:49:24	08:57:17	00:08:13
10:07:50	10:08:57	00:01:07
10:15:07	10:16:47	00:01:40
10:20:13	10:23:29	00:03:16
10:36:25	10:37:30	00:01:05
10:40:21	10:55:53	00:15:32
11:05:53	11:16:31	00:10:38
11:17:13	11:18:12	00:00:59
11:31:25	11:36:40	00:05:15
11:40:53	11:42:02	00:01:09
11:42:51	11:47:42	00:04:51
12:00:21	12:00:53	00:00:32
12:06:14	12:09:09	00:02:55
12:12:00	12:14:15	00:02:15
12:26:23	12:30:04	00:03:41
12:31:37	12:38:18	00:06:41
12:46:17	12:51:25	00:05:08
12:52:39	12:58:29	00:05:50
13:14:44	13:20:45	00:06:01
13:30:35	13:36:56	00:06:21
13:38:23	13:50:10	00:11:47
13:51:33	13:57:46	00:06:13
14:04:23	14:10:39	00:06:16
14:14:47	14:20:14	00:05:27
14:27:30	14:33:29	00:05:59
14:36:16	14:37:32	00:01:16
14:53:52	14:55:42	00:01:50
15:22:39	15:26:38	00:03:59
15:33:38	15:37:25	00:03:47
15:51:53	15:59:25	00:07:32
16:04:53	16:14:25	00:09:32
16:26:01	16:31:06	00:05:05
16:36:10	16:40:22	00:04:12
16:47:49	16:50:35	00:02:46
17:05:38	17:21:51	00:15:23
17:29:43	17:41:16	00:11:33
17:58:31	18:00:19	00:01:48
18:16:28	18:22:06	00:05:38
18:22:21	18:39:23	00:17:02
18:49:52	18:51:03	00:01:31
18:51:25	18:54:31	00:03:06
19:17:05	19:22:58	00:05:53

Bay 18		
Time IN	Time OUT	DURATION
08:04:42	08:11:49	00:07:07
08:13:30	08:25:16	00:11:46
08:44:56	08:48:04	00:03:08
09:07:40	09:38:54	00:31:14
10:21:42	10:48:04	00:26:22
10:48:33	10:57:22	00:08:49
11:07:23	11:13:34	00:06:11
11:24:45	11:25:16	00:00:31
11:27:31	11:40:25	00:12:54
11:41:49	11:42:27	00:00:38
11:45:56	12:07:19	00:21:23
12:15:33	12:17:49	00:02:16
12:21:31	12:24:27	00:02:56
12:31:56	12:33:49	00:01:53
13:15:49	13:20:31	00:04:42
13:26:02	13:26:58	00:00:56
13:41:19	13:43:14	00:01:55
13:45:48	13:48:37	00:02:49
13:57:02	14:05:00	00:07:58
14:05:48	14:13:35	00:07:47
14:33:18	14:35:31	00:02:13
14:38:06	14:42:07	00:04:01
14:46:14	14:58:17	00:12:03
15:10:30	15:15:30	00:05:00
15:15:48	15:18:06	00:02:18
15:26:23	15:31:03	00:04:40
15:49:05	15:52:38	00:03:33
15:57:11	16:06:31	00:09:20
16:39:13	16:44:16	00:05:03
17:21:44	17:29:00	00:07:16
17:36:32	17:38:13	00:01:41
17:44:16	17:45:46	00:01:30
18:24:17	18:26:11	00:01:54
18:32:05	18:36:11	00:04:06
18:52:56	19:00:16	00:07:20

Bay 19		
Time IN	Time OUT	DURATION
10:08:40	10:12:56	00:04:16
11:31:22	11:43:37	00:12:15
11:48:13	11:53:29	00:05:16
12:47:19	13:03:41	00:16:22
13:32:30	13:39:50	00:07:20
13:42:57	13:54:20	00:11:23
14:15:02	14:21:42	00:06:40
14:51:49	15:08:40	00:16:51
17:08:04	17:10:50	00:02:46

Sunday Average Stay	00:06:33
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Time in HH:MM:SS

Average Stay	00:14:13
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Average Stay	00:08:30
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Average Stay	00:07:26
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Average Stay	00:05:38
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Average Stay	00:05:50
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Average Stay	00:06:31
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Bay 1		
Time IN	Time OUT	DURATION
13:27:41	13:32:50	00:05:09
14:29:12	15:42:55	01:13:43
16:14:17	16:20:00	00:05:43
16:27:29	16:31:13	00:03:44
16:55:57	17:02:22	00:06:25
18:19:18	18:27:46	00:08:28
18:34:41	18:38:18	00:03:37
18:40:42	18:47:38	00:06:56
18:51:21	In at End	-

Bay 2		
Time IN	Time OUT	DURATION
13:03:11	13:06:59	00:03:48
13:24:50	13:34:18	00:09:28
16:31:51	16:35:43	00:03:52
16:40:07	16:47:31	00:07:24
17:00:08	17:09:13	00:09:05
17:35:55	17:45:23	00:09:28
18:26:08	18:29:14	00:03:06
18:37:32	18:56:43	00:19:11
19:16:46	19:27:54	00:11:08

Bay 3		
Time IN	Time OUT	DURATION
10:36:49	10:40:07	00:03:18
11:09:25	11:18:22	00:08:57
11:48:02	12:05:06	00:17:04
12:41:49	12:48:00	00:06:11
12:57:50	13:00:01	00:02:11
13:22:57	13:35:26	00:12:29
13:44:38	13:54:00	00:09:22
14:28:00	14:35:11	00:07:11
14:35:48	14:41:04	00:05:16
15:17:18	15:21:16	00:03:58
15:53:07	15:56:56	00:03:49
16:12:45	16:23:44	00:10:59
16:24:00	16:29:32	00:05:32
16:39:33	16:40:58	00:01:25
16:43:38	16:49:04	00:05:26
16:50:20	17:02:45	00:12:25
17:15:07	17:22:14	00:07:07
17:22:25	17:28:02	00:05:37
17:34:54	17:40:22	00:05:28
17:40:36	17:47:16	00:06:40
17:47:53	17:52:30	00:04:37
18:00:20	18:11:26	00:11:06
18:14:20	18:21:59	00:07:39
18:32:14	18:37:43	00:05:29
18:45:17	19:02:03	00:16:46

Bay 4		
Time IN	Time OUT	DURATION
10:35:52	10:41:28	00:05:36
11:22:55	11:26:22	00:03:27
12:22:48	12:27:02	00:04:14
13:24:22	13:26:26	00:02:04
15:37:55	15:42:17	00:04:22
16:15:11	16:24:33	00:09:22
16:26:34	16:34:00	00:07:26
16:53:57	17:02:22	00:08:25
17:05:54	17:09:38	00:03:44
17:14:44	17:18:32	00:03:48
17:32:14	17:34:25	00:02:11
17:34:48	17:39:23	00:04:35
17:39:38	17:44:16	00:04:38
17:47:45	17:51:33	00:03:48
17:56:42	18:01:30	00:04:48
18:04:27	18:19:48	00:15:21
18:23:25	18:29:27	00:06:02
18:38:42	18:43:49	00:05:07
19:07:58	19:17:09	00:09:11
19:21:50	19:26:30	00:04:40

Bay 5		
Time IN	Time OUT	DURATION
09:06:50	09:11:59	00:05:09
09:53:23	09:56:36	00:03:13
10:02:54	10:07:09	00:04:15
11:49:36	11:50:16	00:00:40
12:39:08	12:43:10	00:04:02
12:45:58	12:47:42	00:01:44
12:57:29	13:04:30	00:07:01
13:05:18	13:09:18	00:04:00
13:11:23	13:13:51	00:02:28
13:18:21	13:23:56	00:05:35
13:44:14	13:52:15	00:08:01
14:24:22	14:30:17	00:05:55
14:40:39	14:41:20	00:00:41
15:11:19	15:17:46	00:06:27
15:35:32	15:41:57	00:06:25
15:44:37	15:58:10	00:13:33
15:59:59	16:04:16	00:04:17
16:06:13	16:15:53	00:09:40
16:16:06	16:21:13	00:05:07
16:22:41	16:30:33	00:07:52
16:34:15	16:38:25	00:04:10
16:39:26	16:53:26	00:14:00
17:20:25	17:27:06	00:06:41
17:44:28	17:47:22	00:02:54
18:08:46	18:11:36	00:02:50
18:28:38	18:29:49	00:01:11
18:31:21	18:44:58	00:13:37
18:46:25	18:49:23	00:02:58
18:59:01	19:09:56	00:10:55
19:10:46	19:18:38	00:07:52
19:21:25	19:28:56	00:07:31
19:59:59	In at End	-

Bay 6		
Time IN	Time OUT	DURATION
09:12:36	09:31:00	00:18:24
09:48:01	09:55:25	00:07:24
10:36:42	10:39:15	00:02:33
11:15:50	11:25:51	00:10:01
13:24:07	13:27:54	00:03:47
13:50:49	14:02:36	00:11:47
14:39:24	14:51:05	00:11:41
16:31:19	16:38:13	00:06:54
16:53:53	17:00:57	00:07:04
17:02:00	17:03:09	00:01:09
17:03:27	17:07:38	00:04:11
17:12:01	17:31:09	00:19:08
17:31:27	17:35:49	00:04:22
17:36:33	17:37:49	00:01:16
17:39:09	17:45:19	00:06:10
17:45:44	17:49:36	00:03:52
17:50:21	17:52:46	00:02:25
17:56:15	18:01:49	00:05:34
18:03:42	18:05:58	00:02:16
18:06:11	18:10:39	00:04:28
18:11:08	18:22:16	00:11:08
18:23:14	18:26:18	00:03:04
18:50:54	18:54:09	00:03:15
19:44:33	19:49:08	00:04:35

Time IN
09:06:35
09:31:39
10:33:01
10:41:36
11:22:10
11:47:31
14:07:21
14:17:34
14:35:05
15:01:18
15:11:09
15:14:24
15:16:00
15:28:17
15:46:20
16:22:13
16:30:03
16:38:54
16:44:12
16:52:56
16:54:49
17:08:02
17:20:15
17:29:29
17:38:46
17:42:26
17:46:07
17:48:59
18:05:22
18:18:54
18:30:02
18:34:01
18:42:55
18:56:00
18:58:53
19:03:56
19:11:22
19:27:15
19:34:46
19:43:43
19:54:34

Average Stay	00:09:46
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Average Stay	00:06:20
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Average Stay	00:05:48
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Average Stay	00:06:40
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Average Stay	00:06:15
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Average Stay	00:05:19
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Average Stay	
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Bay 7	
Time OUT	DURATION
09:09:12	00:02:37
09:37:03	00:05:24
10:39:51	00:06:50
10:48:17	00:06:41
11:30:01	00:07:51
13:52:34	02:05:03
14:13:48	00:06:27
14:36:36	00:09:02
14:40:20	00:05:15
15:04:18	00:03:00
15:13:54	00:02:45
15:14:59	00:00:35
15:22:53	00:06:53
15:46:12	00:17:55
16:21:33	00:35:13
16:29:48	00:07:35
16:36:33	00:06:30
16:43:38	00:04:44
16:48:00	00:03:48
16:54:37	00:01:41
17:01:15	00:06:26
17:12:23	00:04:21
17:26:01	00:05:46
17:37:25	00:07:56
17:42:13	00:03:27
17:45:49	00:03:23
17:48:45	00:02:38
18:05:05	00:16:06
18:13:44	00:08:22
18:27:44	00:08:50
18:33:21	00:03:19
18:42:12	00:08:11
18:46:50	00:03:55
18:56:23	00:02:23
19:03:23	00:04:30
19:10:51	00:06:55
19:22:19	00:10:57
19:31:52	00:04:37
19:41:42	00:05:56
19:49:40	00:05:57
In at End	-

Bay 8		
Time IN	Time OUT	DURATION
In at Start	08:06:48	-
09:02:12	09:05:35	00:03:23
11:20:57	11:28:41	00:07:44
12:58:00	13:00:03	00:02:03
16:26:25	16:42:31	00:16:06
16:45:38	16:56:41	00:11:03
16:56:56	16:57:14	00:00:18
16:57:40	17:05:32	00:07:52
17:04:31	17:07:20	00:02:52
17:14:27	17:17:58	00:03:31
17:18:39	17:27:46	00:09:07
17:57:49	18:06:37	00:08:48
19:07:55	19:10:14	00:02:19
19:47:41	19:54:56	00:07:15

Bay 9		
Time IN	Time OUT	DURATION
09:22:58	09:29:18	00:06:20
10:29:43	10:43:12	00:13:29
11:18:09	11:23:55	00:05:46
11:31:01	11:34:17	00:03:16
11:45:03	11:46:42	00:01:39
11:46:53	11:51:06	00:04:13
11:58:36	12:02:38	00:04:02
12:06:56	12:13:49	00:06:53
13:00:46	13:06:07	00:05:21
13:08:19	13:12:21	00:04:02
13:18:36	13:25:56	00:07:20
13:26:10	13:36:50	00:10:40
14:02:57	14:13:22	00:10:25
14:42:12	14:46:25	00:04:13
15:09:33	15:16:52	00:07:19
15:43:50	15:48:11	00:04:21
15:57:08	16:01:37	00:04:29
16:08:48	16:11:59	00:03:11
16:13:09	16:14:29	00:01:20
16:15:40	16:21:50	00:06:10
16:22:54	16:26:01	00:03:07
16:42:10	16:50:46	00:08:36
16:52:24	16:54:51	00:02:27
16:55:16	17:03:34	00:08:18
17:06:34	17:09:29	00:02:55
17:28:36	17:38:03	00:09:27
17:39:25	17:48:25	00:09:00
17:49:40	17:53:27	00:03:47
18:07:59	18:12:31	00:04:32
18:14:41	18:27:04	00:12:23
18:27:28	18:31:20	00:03:52
18:34:17	18:42:30	00:08:13
18:43:07	18:53:59	00:10:52
18:58:15	18:59:20	00:01:05
19:14:09	19:20:58	00:06:49
19:24:19	19:26:09	00:01:50
19:46:49	19:50:47	00:03:58
19:56:21	19:59:59	00:03:38

Bay 10		
Time IN	Time OUT	DURATION
10:09:18	10:11:56	00:02:38
10:17:52	10:22:40	00:04:48
13:56:50	14:00:02	00:03:12
14:13:39	14:25:39	00:12:00
14:26:30	14:28:38	00:02:08
14:59:19	15:01:32	00:02:13
15:32:14	15:36:18	00:04:04
15:50:37	15:54:56	00:04:19
16:03:00	16:12:47	00:09:47
16:14:09	16:15:33	00:01:24
16:15:53	16:25:53	00:10:00
16:26:17	16:30:02	00:03:45
16:31:42	16:36:54	00:05:12
16:37:16	16:40:13	00:02:57
17:04:04	17:16:23	00:12:19
17:16:59	17:19:42	00:02:43
17:20:03	17:33:57	00:13:54
17:34:16	17:43:05	00:08:49
17:43:24	18:01:12	00:17:48
18:02:02	18:09:54	00:07:52
18:10:13	18:17:28	00:07:15
18:17:49	18:23:35	00:05:46
18:24:48	18:29:13	00:04:25
18:32:03	18:39:32	00:07:29
18:39:51	18:47:03	00:07:12
18:53:18	19:00:57	00:07:39
19:03:17	19:21:54	00:18:37
19:23:19	19:27:57	00:04:38
19:29:44	19:32:53	00:03:09
19:38:32	19:44:47	00:06:15
19:54:09	19:56:46	00:02:37
19:59:53	In at End	-

Bay 11		
Time IN	Time OUT	DURATION
In at Start	08:03:06	-
08:26:53	08:42:55	00:15:59
08:54:26	08:56:45	00:02:19
09:01:17	09:07:23	00:06:06
09:11:24	09:16:10	00:04:46
09:30:04	09:33:48	00:03:44
10:03:03	10:05:35	00:02:32
10:26:03	10:34:42	00:08:40
10:34:48	10:36:43	00:01:55
10:39:26	10:40:50	00:01:24
10:41:10	10:45:07	00:03:57
10:56:26	10:59:38	00:03:12
10:59:57	11:01:48	00:01:51
11:08:32	11:10:55	00:02:23
11:15:19	11:21:26	00:06:07
11:23:21	11:28:31	00:05:10
11:38:33	11:50:55	00:12:22
11:51:45	12:06:07	00:14:22
12:13:25	12:16:16	00:02:51
12:18:06	12:25:35	00:07:29
12:25:35	12:30:13	00:04:38
12:40:40	12:42:58	00:02:18
12:56:59	13:05:31	00:08:32
13:06:32	13:12:23	00:05:51
13:15:47	13:19:17	00:03:30
13:20:05	13:35:44	00:15:39
13:38:47	13:47:06	00:08:19
13:48:41	13:55:19	00:06:38
14:01:52	14:08:38	00:06:46
14:27:59	14:36:52	00:08:53
14:38:37	14:41:56	00:03:19
14:57:07	15:02:34	00:05:27
15:16:21	15:18:39	00:02:18
15:21:31	15:24:09	00:02:38
15:24:27	15:35:12	00:10:45
15:36:18	15:38:54	00:02:36
15:42:32	15:45:16	00:02:44
16:04:25	16:14:55	00:10:30
16:22:05	16:26:15	00:04:10
16:26:37	16:30:34	00:03:57
16:31:19	16:34:52	00:03:33
16:35:16	16:58:50	00:23:34
16:59:07	17:04:11	00:05:04
17:17:40	17:24:33	00:06:53
17:27:35	17:29:49	00:02:14
17:35:59	17:46:51	00:10:52
17:47:00	17:52:12	00:05:12
17:53:32	18:00:35	00:07:03
18:00:48	18:03:12	00:02:24
18:04:31	18:22:26	00:17:55
18:22:45	18:24:46	00:02:01
18:25:58	18:32:00	00:06:02
18:32:38	18:39:36	00:06:58
18:39:59	18:43:42	00:03:43
18:43:50	18:49:04	00:05:14
18:51:58	19:02:45	00:10:47
19:41:32	19:47:35	00:06:03

Bay 12		
Time IN	Time OUT	DURATION
In at Start	08:01:53	-
08:36:53	08:42:32	00:05:39
08:45:21	08:49:27	00:04:06
09:25:26	09:29:52	00:04:26
09:59:04	10:05:52	00:06:48
10:07:07	10:10:21	00:03:14
10:12:05	10:14:11	00:02:06
10:26:03	10:28:26	00:02:23
10:32:11	10:37:13	00:05:02
10:46:16	10:49:57	00:03:41
10:50:08	10:58:12	00:08:04
11:04:18	11:05:38	00:01:20
11:06:19	11:07:37	00:01:18
11:07:45	11:13:29	00:05:44
11:25:42	11:31:33	00:05:51
11:32:09	11:35:48	00:03:39
11:36:03	11:41:56	00:05:53
11:43:14	11:48:15	00:05:01
11:51:17	11:55:19	00:04:02
11:56:25	12:00:20	00:03:55
12:01:18	12:05:46	00:04:28
12:06:03	12:10:07	00:04:04
12:11:12	12:22:20	00:11:08
12:36:08	12:40:02	00:03:54
12:45:34	12:51:18	00:05:44
12:51:51	12:55:53	00:04:02
13:05:44	13:10:22	00:04:38
13:15:42	13:21:06	00:05:24
13:22:15	13:25:55	00:03:40
13:30:15	13:36:54	00:06:39
13:40:15	13:44:40	00:04:25
13:55:46	13:57:39	00:01:53
14:01:11	14:03:32	00:02:21
14:08:44	14:10:30	00:01:46
14:12:43	14:15:41	00:02:58
14:16:08	14:20:47	00:04:39
14:22:02	14:26:31	00:04:29
14:35:14	14:39:12	00:03:58
14:42:31	14:47:07	00:04:36
14:51:08	14:53:45	00:02:37
15:07:46	15:16:04	00:08:18
15:09:45	15:24:39	00:14:54
15:25:02	15:29:08	00:04:06
15:48:21	15:54:25	00:06:04
16:01:19	16:04:24	00:03:05
16:15:10	16:21:35	00:06:25
16:27:05	16:36:32	00:09:27
16:45:54	16:50:10	00:04:16
16:49:36	17:00:53	00:11:17
17:02:44	17:06:12	00:03:28
17:14:36	17:17:12	00:02:36
17:26:52	17:32:20	00:05:28
17:32:59	17:34:36	00:01:37
17:35:44	17:38:47	00:03:03
17:38:58	17:43:35	00:04:37
17:43:45	17:44:12	00:00:27
18:09:25	18:14:53	00:05:28
18:15:00	18:20:51	00:05:51
18:21:42	18:41:05	00:19:23
18:41:31	18:45:21	00:03:50
18:45:35	18:53:43	00:08:08
18:55:17	18:58:56	00:03:39
19:00:47	19:06:49	00:06:02
19:07:01	19:12:27	00:05:26
19:12:43	19:20:16	00:07:33
19:20:33	19:44:40	00:24:07
19:45:38	19:49:13	00:03:35
19:45:59	19:56:16	00:10:17
19:57:09	In at End	-

Bay 13	
Time IN	Time OUT
In at Start	08:01:28
08:11:45	08:14:32
08:21:19	08:31:12
08:33:07	08:34:34
08:49:09	08:52:03
08:52:36	09:05:11
09:05:48	09:10:34
09:10:57	09:14:55
09:21:49	09:23:02
09:27:26	09:31:48
09:37:25	09:39:43
09:44:32	09:53:05
09:54:10	09:56:41
10:02:02	10:04:46
10:17:15	10:19:48
10:23:54	10:30:00
10:37:29	10:37:51
10:40:48	10:42:28
10:53:54	11:00:05
11:15:22	11:17:00
11:17:14	11:25:05
11:58:08	12:06:37
12:24:59	12:28:20
12:33:09	12:36:15
12:36:38	12:41:07
13:17:17	13:26:06
13:30:09	13:34:10
13:46:23	13:53:10
13:53:22	13:54:59
14:03:50	14:11:34
14:12:50	14:17:53
14:26:28	14:31:41
14:33:26	14:34:46
14:53:59	15:05:08
15:07:00	15:09:13
15:10:07	15:19:46
15:30:03	15:37:13
15:40:06	15:46:02
15:53:24	16:00:31
16:05:35	16:09:44
16:11:15	16:19:39
16:21:39	16:26:45
16:37:54	16:42:45
16:43:13	16:45:37
16:50:51	16:51:27
16:54:43	17:05:43
17:11:18	17:14:06
17:22:19	17:28:18
17:28:37	17:34:56
17:35:17	18:10:44
17:44:23	17:47:37
17:48:32	17:51:51
17:52:04	18:22:22
17:57:27	17:58:26
17:56:26	18:01:47
18:03:26	18:08:36
18:11:28	18:20:06
18:21:04	18:29:16
18:26:27	18:58:13
19:01:51	19:05:50
19:04:07	19:07:39
19:08:07	19:15:27
19:15:57	19:18:51
19:19:24	19:24:14
19:25:11	19:29:59
19:30:47	19:37:49
19:37:07	19:48:11
19:48:25	19:57:14
19:58:08	In at End

00:06:02

Average Stay 00:06:49

DURATION	Time IN	Time OUT	DURATION
00:02:47	08:01:39	08:04:50	00:03:11
00:09:53	08:33:43	08:36:38	00:02:55
00:01:27	09:33:28	09:36:44	00:03:16
00:02:54	10:13:53	10:17:43	00:03:50
00:12:35	10:29:02	10:31:48	00:02:46
00:04:46	10:31:59	10:36:53	00:04:54
00:03:58	10:41:36	10:50:08	00:08:32
00:01:13	11:19:33	11:25:16	00:05:43
00:04:22	11:26:01	11:28:25	00:02:24
00:02:18	11:39:57	11:55:30	00:15:33
00:08:33	12:07:14	12:27:24	00:20:10
00:02:31	12:39:30	12:46:27	00:06:57
00:02:44	12:47:10	12:49:36	00:02:26
00:02:33	12:50:18	12:57:43	00:07:25
00:06:06	12:58:48	13:02:00	00:03:12
00:00:22	13:02:26	13:06:34	00:04:08
00:01:40	13:06:57	13:19:04	00:12:07
00:06:11	13:19:29	13:39:25	00:19:56
00:01:38	13:40:48	13:45:46	00:04:58
00:07:51	13:46:14	13:50:45	00:04:31
00:08:29	13:59:24	14:04:31	00:05:07
00:03:21	14:06:16	14:14:44	00:08:28
00:03:06	14:15:17	14:24:37	00:09:20
00:04:29	14:25:19	14:31:04	00:05:45
00:08:49	14:34:01	14:35:46	00:01:45
00:04:01	14:37:24	14:43:04	00:05:40
00:06:47	14:43:37	14:46:09	00:02:32
00:01:37	15:24:11	15:30:42	00:06:31
00:07:44	15:35:59	15:37:33	00:01:34
00:05:03	15:38:05	15:39:14	00:01:09
00:05:13	15:42:39	15:53:37	00:10:58
00:01:20	15:54:56	15:57:10	00:02:14
00:11:09	16:01:20	16:02:40	00:05:20
00:02:13	16:04:21	16:08:52	00:04:31
00:09:39	16:12:55	16:17:57	00:05:02
00:07:10	16:20:17	16:27:36	00:07:19
00:05:56	16:30:21	16:33:53	00:03:32
00:07:07	16:34:07	16:39:50	00:05:43
00:04:09	16:40:11	16:43:22	00:03:11
00:09:34	16:44:12	16:47:42	00:03:30
00:05:06	16:47:51	16:53:43	00:05:52
00:04:51	16:54:03	16:56:36	00:02:33
00:02:24	16:57:21	17:00:42	00:03:21
00:10:48	17:08:35	17:11:40	00:03:05
00:06:59	17:12:20	17:22:23	00:10:03
00:06:19	17:22:40	17:24:41	00:02:01
00:03:14	17:26:34	17:36:34	00:10:00
00:03:19	17:37:43	18:15:56	00:38:13
00:06:19	18:16:26	18:38:05	00:21:39
00:35:27	18:38:28	18:41:35	00:03:07
00:03:14	18:41:55	18:50:05	00:08:10
00:03:19	18:51:35	19:03:04	00:11:29
00:00:18	19:05:09	19:11:59	00:06:50
00:01:39	19:12:07	19:13:58	00:01:51
00:05:21	19:14:26	19:17:18	00:02:52
00:05:10	19:18:06	19:26:13	00:08:07
00:08:38	19:27:55	19:32:32	00:04:37
00:05:09	19:32:52	19:39:43	00:06:51
00:32:49	19:40:56	19:54:01	00:13:05
00:02:59	19:59:20	In at End	-
00:03:32			
00:07:20			
00:02:54			
00:04:50			
00:04:48			
00:07:02			
00:10:04			
00:06:49			

Average Stay 00:06:01

Time IN	Time OUT	DURATION
In at Start	15:10:10	
15:12:43	15:18:55	00:06:12
15:20:24	15:25:27	00:05:03
15:25:38	15:34:28	00:08:50
15:34:50	15:43:24	00:08:34
15:43:33	15:46:26	00:02:53
16:00:40	16:03:19	00:02:39
16:06:06	16:17:32	00:11:26
16:18:40	16:23:44	00:05:04
16:24:24	16:27:45	00:03:21
16:29:22	16:31:38	00:02:16
16:32:57	16:36:54	00:03:57
16:37:06	16:48:01	00:10:55
16:48:40	16:55:30	00:06:50
16:55:54	17:03:58	00:08:04
17:05:12	17:07:46	00:02:34
17:08:55	17:11:00	00:02:05
17:12:17	17:13:09	00:00:52
17:13:51	17:21:36	00:07:45
17:22:06	17:26:08	00:04:02
17:26:38	17:41:30	00:14:52
17:41:57	17:52:07	00:10:10
18:02:55	18:07:37	00:04:42
18:07:57	18:19:44	00:11:47
18:20:24	18:24:04	00:03:40
18:24:20	18:39:26	00:15:06
18:39:46	18:47:01	00:07:15
18:47:37	18:48:45	00:01:08
18:49:13	18:53:14	00:04:01
18:54:13	19:04:46	00:10:33
19:09:29	19:12:57	00:03:28
19:13:39	19:14:09	00:00:30
19:55:33	19:57:23	00:01:50

Average Stay 00:05:32

Time IN	Time OUT	DURATION
In at Start	08:00:20	
08:00:48	08:01:43	00:00:55
08:02:09	08:05:23	00:03:14
08:18:09	08:20:34	00:02:25
08:32:24	08:35:41	00:03:17
08:50:38	08:55:02	00:04:24
09:08:09	09:13:58	00:05:49
09:31:48	09:34:50	00:03:02
09:44:36	09:48:13	00:03:37
09:59:00	10:05:18	00:06:18
10:25:14	10:27:39	00:02:25
10:30:32	10:32:32	00:02:00
10:32:52	10:43:01	00:10:09
10:49:01	10:52:07	00:03:06
11:08:38	11:13:34	00:04:56
11:19:25	11:26:36	00:07:11
11:21:33	11:22:24	00:00:51
11:27:33	11:31:38	00:04:05
11:33:46	11:35:38	00:01:52
11:41:20	11:44:40	00:03:20
11:46:08	11:51:35	00:05:27
11:52:42	12:08:49	00:16:07
12:05:45	12:08:50	00:03:05
12:09:43	12:21:13	00:11:30
12:21:58	12:27:41	00:05:43
12:27:59	12:32:41	00:04:42
12:38:06	12:44:50	00:06:44
18:47:31	18:51:13	00:03:42
12:55:29	12:59:12	00:03:43
13:03:43	13:09:05	00:05:22
13:09:43	13:13:18	00:03:35
13:16:43	13:22:15	00:05:32
13:23:01	13:36:52	00:13:51
13:37:31	13:44:46	00:07:15
13:45:39	13:48:23	00:02:44
13:49:52	13:54:09	00:04:17
13:59:12	14:04:06	00:04:54
14:05:38	14:08:48	00:03:10
14:10:11	14:16:19	00:06:08
14:18:35	14:20:36	00:02:01
14:22:00	14:23:28	00:01:28
14:25:33	14:30:04	00:04:31
14:34:10	14:43:14	00:09:04
14:46:53	14:53:30	00:06:37
14:57:31	15:01:21	00:03:50
15:08:09	15:16:35	00:08:26
15:17:15	15:22:54	00:05:39
15:24:34	15:26:55	00:02:21
15:29:00	15:36:37	00:07:37
15:37:05	15:37:09	00:00:04
15:37:27	15:44:15	00:06:48
15:51:21	15:53:50	00:02:29
15:56:39	16:01:39	00:05:00
16:01:47	16:05:33	00:03:46
16:11:48	16:16:07	00:04:19
16:19:53	16:29:10	00:09:17
16:29:32	16:37:23	00:07:51
16:38:47	16:42:18	00:03:31
16:43:20	16:57:58	00:14:38
16:58:50	17:03:55	00:05:05
17:09:18	17:14:55	00:05:37
17:15:18	17:19:18	00:04:00
17:19:45	17:25:50	00:06:05
17:27:47	17:42:51	00:15:04
17:43:13	17:50:57	00:07:44
17:54:14	18:02:31	00:08:17
18:06:11	18:11:32	00:05:21
18:11:52	18:25:30	00:13:38
18:26:22	18:30:02	00:03:40
18:30:20	18:40:29	00:10:09
18:41:00	18:48:04	00:07:04
18:51:46	19:02:28	00:10:42
19:05:50	19:09:10	00:03:20
19:18:14	19:22:37	00:04:23
19:23:06	19:27:57	00:04:51
19:30:49	19:33:06	00:02:17
19:38:44	In at End	-

Average Stay 00:06:51

Time IN	Time OUT	DURATION
09:30:25	09:34:03	00:03:38
10:52:21	10:55:40	00:03:19
11:22:12	11:24:58	00:02:46
11:28:21	11:33:22	00:05:01
11:41:58	11:46:58	00:05:00
11:48:56	11:51:58	00:03:02
12:19:34	12:23:49	00:04:15
12:27:15	12:35:07	00:07:52
12:41:19	12:46:12	00:04:53
13:00:53	13:15:06	00:14:13
13:20:50	13:26:19	00:05:29
13:27:00	13:35:09	00:08:09
14:03:24	14:06:33	00:03:09
14:19:05	14:21:28	00:02:23
14:28:31	14:32:43	00:04:12
15:05:00	15:06:02	00:01:02
15:13:07	15:21:19	00:08:12
15:23:28	15:25:59	00:02:31
15:30:19	15:32:49	00:02:30
15:40:56	15:42:32	00:01:36
16:14:54	16:33:24	00:18:30
16:33:32	16:55:06	00:21:34
16:35:25	16:39:23	00:03:58
16:41:33	16:46:04	00:04:31
16:49:48	16:53:13	00:03:25
16:53:35	16:59:32	00:05:57
17:00:08	17:06:53	00:06:45
17:20:34	17:25:02	00:04:28
17:29:30	18:09:16	00:39:46
18:10:45	18:18:33	00:07:48
18:22:37	18:27:43	00:05:06
18:43:21	18:48:20	00:04:59
18:52:51	19:06:49	00:13:58
19:07:13	19:12:11	00:04:58
19:12:22	19:15:37	00:03:15
19:18:28	19:31:04	00:12:36
19:32:29	19:33:51	00:01:22
19:46:14	19:50:20	00:04:06
19:57:00	In at End	-

Average Stay 00:06:17

Time IN	Time OUT	DURATION
08:25:07	08:31:54	00:06:47
11:08:45	11:12:39	00:03:54
12:01:34	12:07:14	00:05:40
13:05:53	13:12:54	00:07:01
13:23:01	13:27:06	00:04:05
13:30:22	13:38:29	00:08:07
14:30:17	14:32:06	00:01:49
15:14:34	15:22:41	00:08:07
16:02:26	16:04:44	00:02:18
16:11:54	16:15:36	00:03:42
16:21:39	16:26:15	00:04:36
16:34:41	16:36:31	00:01:50
16:40:25	16:46:09	00:05:44
16:49:51	17:03:51	00:14:00
17:11:50	17:24:00	00:12:10
17:24:24	17:29:13	00:04:49
17:31:35	17:42:45	00:11:10
17:44:54	17:57:05	00:12:11
17:59:52	18:05:47	00:05:55
18:12:47	18:21:15	00:08:28
18:28:25	18:31:11	00:02:46
18:37:25	18:43:41	00:06:16
18:44:52	18:45:55	00:01:03
18:55:52	19:01:55	00:06:03
19:08:37	19:15:10	00:06:33
19:18:51	19:32:54	00:14:03
19:41:12	19:41:31	00:00:19

Average Stay 00:09:21

Time IN	Time OUT	DURATION
10:12:25	10:46:31	00:34:06
11:28:39	11:35:38	00:06:59
13:11:40	13:22:59	00:11:19
13:26:13	13:26:35	00:00:22
14:03:45	14:07:47	00:04:02
16:14:25	16:23:51	00:09:26
16:55:20	16:57:09	00:01:49
17:00:47	17:06:07	00:05:20
17:18:20	17:42:09	00:23:49
17:43:39	17:54:00	00:10:21
18:16:49	18:27:26	00:10:37
18:39:17	18:45:32	00:06:15
18:46:06	18:49:42	00:03:36
18:58:22	19:06:15	00:07:53
19:08:53	19:13:10	00:04:17

APPENDIX E

Appeal Decision

Site visit made on 2 August 2016

by Michael Boniface MSc MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 11 August 2016

Appeal Ref: APP/C4615/W/15/3138401

The Summer House, 67 Sedgley Road, Tipton, Dudley, DY1 4NE

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by NewRiver Retail (UK) Ltd against the decision of Dudley Metropolitan Borough Council.
 - The application Ref P15/1043, dated 30 June 2015, was refused by notice dated 19 October 2015.
 - The development proposed is demolition of the existing Class A4 public house and redevelopment of the site to provide a Class A1 convenience store including ATM with dedicated external servicing, refuse and plant area, associated car parking and landscaping.
-

Decision

1. The appeal is allowed and planning permission is granted for demolition of the existing Class A4 public house and redevelopment of the site to provide a Class A1 convenience store including ATM with dedicated external servicing, refuse and plant area, associated car parking and landscaping at The Summer House, 67 Sedgley Road, Tipton, Dudley, DY1 4NE in accordance with the terms of the application, Ref P15/1043, dated 30 June 2015, subject to the conditions contained in the attached Schedule.

Application for costs

2. An application for costs was made by NewRiver Retail (UK) Ltd against Dudley Metropolitan Borough Council. This application is the subject of a separate Decision.

Main Issues

3. The main issues are the effect on the character and appearance of the area, along with the significance of the adjacent Mount Tabor Methodist Chapel, a non-designated heritage asset; and the effect on highway safety, with particular regard to the proposed vehicular access and parking arrangements.

Reasons

Character and appearance

4. The existing public house appears to date from the late 19th - early 20th Century presenting a traditional design and appearance and fronting the public highway. A mix of residential and commercial properties of a similar age are apparent in the street scene but more modern residential development

- surrounds the site on three sides creating a somewhat eclectic character in its vicinity. A locally listed Methodist Chapel stands directly adjacent to the west.
5. The existing public house is pleasant but unremarkable in its design and appearance. I note that it once formed part of a terrace which was demolished to make way for the modern residential development adjacent but the extent of this redevelopment is such that the previous form is barely discernable in the immediate vicinity of the site. To my mind, demolition of the public house would have very little impact on the form and layout of the street scene in the context of the site and would not affect the more traditional terraced layout seen further along Sedgley Road.
 6. The proposed building seeks to introduce a contemporary form of design that would sit alongside the various styles in the area as a contrasting feature, not seeking to replicate or compete with any one style but introducing an alternative that seeks to lift the character of the area. Whilst this is so, the design clearly references the surrounding development form, maintaining the front building line with properties to the west, notwithstanding that there is some variation in the position of buildings in the vicinity. The building would also be located further from the boundary with the chapel, increasing the visual separation and improving the prominence of the locally listed building, which has some architectural merit.
 7. The building would be wider than the existing public house but its height and mass would be reduced, its coping lining up with the eaves of the adjacent chapel. Furthermore, the varied materials including sections of brickwork, render and glass would help to break up its visual massing. As such, the building would appear less prominent than that existing and the scale and form would better reflect those of the adjacent chapel, avoiding visual dominance or any other harm to its setting. Whilst I note that the chapel is locally listed, the Planning, Retail and Heritage Statement (PRHS) (June 2015) explains that the scheme would not harm its significance. This aligns with my own conclusions.
 8. A canopy would protrude beyond the front elevation but this would extend to a similar position to that of the front porch on the adjacent chapel and would be a subtle and unimposing feature of the overall design.
 9. The development would not harm the character and appearance of the area, nor would it harm the significance of the Mount Tabor Methodist Chapel. As such, I find no conflict with Policy ENV2 of the Black Country Core Strategy (CS) (February 2011) which seeks to protect and promote the special qualities, historic character and local distinctiveness of the area, including locally listed buildings; or Policies DD1 and DD4 of the Dudley Borough Unitary Development Plan (UDP) (October 2005), which require good urban design that maintains the character and appearance of the area. For the same reasons, I find no conflict with emerging policies S6 and S8 of the Emerging Dudley Borough Development Strategy, notwithstanding that these policies are yet to be adopted and attract limited weight.

Highway safety

10. The Council's Parking Standards Supplementary Planning Document – Review (Parking Standards) (June 2012) sets a maximum parking standard of 1 space per 14 sq.m of retail food space, equating to 23 spaces for the appeal proposal. The submitted Transport Statement (TS) (July 2015) identifies the need for

significantly fewer spaces having regard to TRICS data. This document shows that the proposed parking provision would comfortably accommodate the levels of parking demand likely to be associated with the appeal proposal.

11. In addition, parking surveys were undertaken at 4 other local stores and reported in a Technical Note dated 30 June 2015. Having regard to these results, the appellant identifies that 14 spaces would meet the peak weighted average parking demand across the surveyed stores. The proposed development provides for 14 parking spaces. Whilst this is less than the maximum parking standard, this is expressed as a maxima and the site specific information provided clearly justifies a lower level of provision.
12. The proposed layout also makes provision for service vehicles likely to be associated with the development to enter and leave the site in a forward gear. However, this is reliant upon the effective management of 4 parking spaces within the site to allow access and manoeuvring space during deliveries. The appellant suggests that such deliveries typically occur early in the morning when the demand for parking is low and the Council suggests that a car park and servicing management plan should be secured by condition to ensure that safe servicing can take place. Whilst measures such as a banks man may be necessary to avoid conflict with existing vehicles and pedestrians within the site noting the constrained nature of the car park it seems to me that the frequency of such conflicts is likely to be very low. I have no reason to take a different view to the Council's Highway Engineer and agree that the proposed parking and servicing arrangements would be appropriate, subject to conditions.
13. Sedgely Road is a busy route and queuing traffic was noted by the Council during a single visit on 11 May 2016. Whilst I note that parking in the highway could lead to disruption, particularly close to the existing bus stop and zebra crossing, there is no reason to expect such behaviour given the provision within the site. This is particularly so given that existing instances of parking within the highway have been noted by both parties yet there is no evidence to suggest that this has led to accidents or highway safety concerns. There are road markings either side of the zebra crossing and it must be expected that drivers will behave responsibly and in accordance with highway regulations. Any instances of inappropriate parking are likely to be limited and are enforceable outside of the planning system.
14. The TS demonstrates that the development can provide the 2.4 x 73m visibility splays sought by the Council. At present, a bus stop is located within this splay and does not appear to have led to any highway safety issue or accidents in connection with its use for the public house according to the accident data provided. However, the appellant has undertaken to move the bus shelter to the back of the pavement to avoid any obstruction. Whilst some transient obstructions may occur from pedestrians, people waiting near the bus stop or a waiting bus these are all common features to the public highway and would be likely to slow emerging drivers that are exercising due caution. A telegraph pole is also located close to the site but this is likely to cause very little interference to visibility by its narrow nature.
15. Concerns of speeding along Sedgely Road are raised but there is no evidence to support this and the TS is clear that there is no pattern of accidents in the vicinity of the site. There is no reason to believe that the proposed development would increase the likelihood of accidents, particularly given the

proposed improvement to the existing access, which has been operating in connection with the public house for some time.

16. The TS identifies that a large proportion of the expected customers would arrive at the store on foot and this has the potential to increase use of the existing zebra crossing close to the site. However, I do not agree that this necessarily necessitates upgrading to a signalised crossing as there is no indication that the zebra crossing would not operate satisfactorily even with increased usage.
17. Overall, I am satisfied that the development would not harm highway safety and that an appropriate vehicular access could be secured. As such, I find no conflict with Policy TRAN2 of the CS or Policies DD1, DD3 and DD4 of the UDP which seek to ensure safe and suitable access and avoid harm to highway safety, including adequate provision for parking, servicing and manoeuvring; or the Council's Parking Standards which impose maximum levels of provision.

Other matters

18. The proposed development involves a 'main town centre use' as defined by the National Planning Policy Framework (the Framework). As the site is in an out of centre location the PRHS undertakes the sequential test and impact assessment required by paragraphs 24 and 26 of the Framework and Policy CEN7 of the Black Country Core Strategy (CS) (February 2011). This concludes that there are no sequentially preferable sites available for the proposed development and that the impact on the nearest local centres would be very small. The Council does not dispute these conclusions and I have no reason to disagree. Whilst the need for the proposed shop has been questioned, there is no requirement in policy to demonstrate need or consider competition (other than the vitality and viability of defined centres); this is a matter for the market.
19. Neighbours to the site raise concerns of noise, disturbance, light pollution and loss of privacy. Whilst there may be some additional activity within the site, this must be balanced against that of the existing public house use. The Council's Environmental Health department is satisfied that neighbour's living conditions would not be materially harmed subject to a range of mitigation measures that could be secured by condition. I note that the plant area would be contained within a tall enclosure, along with tall boundary treatments to the site boundaries with residential properties. Furthermore, conditions could restrict noise levels and opening hours. As such, neighbouring occupants' living conditions would not be unacceptably harmed.
20. The Council advises that an application has been made for the existing public house to be listed as an Asset of Community Value but there is nothing before me to suggest that this listing has been made. In any case, it is clear to me that the public house is enjoyed by a number of local people. I have had regard to this but it does not alter my conclusions with regards to the main issues as there is little evidence to suggest that the public house provides an important function which cannot be fulfilled by other local facilities.
21. I have had regard to the potential for litter deriving from the proposed use but there is no reason to believe that the development would generate unusual quantities of litter that might pose an unacceptable impact.

22. Against these various objections and concerns I have weighed the potential benefits of the scheme which the appellant summarises as an improved local retail offering; a well located shop with good access on foot, by car and using public transport; improved vitality in the area; and a boost to the local economy, including creation of up to 20 jobs. The Framework offers significant support to the promotion of economic development and I attach significant weight to these benefits.

Conditions

23. The Council has suggested a number of conditions in the event that planning permission is granted. In addition to the statutory time period for commencement of development I have specified the approved plans in the interests of certainty.
24. Conditions 3 – 6 limit noise levels, opening hours, delivery times and use of the refuse/plant area and are necessary to protect neighbouring living conditions. However, I have increased the permissible hours for deliveries on Saturdays noting that the restrictions sought by the Council would be likely to adversely impact on the efficient operation of the store. The Council has not explained why lesser hours are necessary and those sought by the appellant would not lead to noise and disturbance at unsociable hours, particularly given the other mitigation measures discussed above.
25. I have secured an acoustic fence along the boundary of 18 – 26 Wren Street to protect living conditions.
26. Implementation of the improved vehicular access to the site is secured in the interests of highway safety. For the same reason, a camera monitoring system is secured as part of the measures outlined for managing the parking spaces on site and ensuring safe servicing arrangements. A Delivery Management Plan is also needed. Redundant dropped kerbs are to be removed and the bus stop must be relocated to ensure that the proposed visibility splays are achieved.
27. Details of staff and visitor cycle storage facilities are secured to promote sustainable patterns of travel, noting that many of the predicted visitors to the site will not be car borne. In addition, an electric vehicle charging point is secured as a means to encourage use of more sustainable vehicles and manage the transport impacts of the development.
28. Use of a permeable surface or incorporation of appropriate drainage is appropriate to prevent surface water flooding or discharge. I have amended the Council's proposed condition to require the submission of details and secure implementation.
29. I have secured details of the proposed facing materials for the proposed building, the proposed bollards and the hard surfacing and walkways in the interests of the character and appearance of the area and for public safety. It is also appropriate to secure implementation of the proposed landscaping scheme to ensure an appropriate appearance for the development. However, I have removed reference to its retention for the lifetime of the development as the Council only seeks replacement for 5 years if it dies and any longer period is unjustified.

- 30. It is necessary to restrict the floor space of the retail use to clarify the terms of the permission and to avoid future increases that might harm vitality and viability.
- 31. For the reasons set out in the main issues, I have not considered it necessary to secure upgrading of the zebra crossing to a signalised crossing. Nor has it been demonstrated that a Traffic Regulation Order to prevent parking on Sedgely Road is necessary.
- 32. I have altered the wording of the Council's proposed conditions as necessary to improve their precision and ensure compliance with the tests for conditions set out within Planning Practice Guidance.

Conclusion

- 33. The development would not harm the character and appearance of the area or the significance of the adjacent non-designated heritage asset, nor would it result in any harm to highway safety. Whilst I have had regard to the significant number of people supporting retention of the existing public house, this does not alter my conclusions with regards to the main issues or outweigh the benefits that I have identified.
- 34. In light of the above, and having considered all other matters, the appeal is allowed.

Michael Boniface

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: T27-0311-B, T27-0308-B, T27-0302-D and T27 6100-A.
- 3) The rating level of sound emitted from any fixed plant and/or machinery associated with the development shall not exceed background sound levels by more than 5dB(A) between the hours of 0700-2300 (taken as a 15 minute LA90 at the nearest sound sensitive premises) and shall not exceed the background sound level between 2300-0700 (taken as a 15 minute LA90 at the nearest sound sensitive premises). All measurements shall be made in accordance with the methodology of BS4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments. Where access to the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property.
- 4) The premises shall not be open to the public before the hours of 0700 nor after 2300 Mondays to Sunday (including Public Holidays).
- 5) No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the hours of 07.00 nor after 21.00 Monday to Friday or before the hours of 07.00 nor after 20.00 Saturdays or before the hours of 09.00 nor after 16.00 on Sundays and Public Holidays.
- 6) No materials shall be moved in the external bins, plant and cage area outside the hours of opening to the public permitted in condition 4 referred to above.
- 7) The store shall not operate until the improved access has been implemented and delivered in accordance with the Proposed Site Plan (Drawing No. T27-0302 D). The access shall be retained in accordance with the approved details for the lifetime of the development.
- 8) Prior to the first use of the development details of real time camera monitoring systems shall be submitted to the Local Planning Authority and approved in writing. These systems shall be provided in accordance with the approved details prior to the first use and maintained for the life of the development.
- 9) The development shall not be occupied/used until details of internal secure and undercover staff cycle storage has been submitted to and approved in writing by the Local Planning Authority. This facility shall be provided in accordance with the approved details prior to the first use/occupation of the development and shall thereafter be retained and maintained for no other purpose for the life of the development.
- 10) The development shall not be occupied/used until details of secure customer cycle storage facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details prior to the first use/occupation

- of the development and shall thereafter be retained and maintained for no other purpose for the life of the development.
- 11) The car park as shown on Drawing No. T27-0302 D shall be laid with a permeable surface or shall incorporate suitable drainage, details of which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The development shall be carried out in accordance with the approved details.
 - 12) Prior to the commencement of development details shall be submitted to and approved in writing by the Local Planning Authority of the proposed bollards associated with the development as shown on Drawing No. T27-0302 D. The scheme shall be implemented in accordance with the approved details and retained for the lifetime of the development.
 - 13) Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of the type, colour and texture of the facing brickwork, render and roofing materials to be used on the elevations and roof of the building hereby permitted and as shown on Drawing No. T27-0311-B. The scheme shall be built in accordance with the approved details and retained for the lifetime of the development.
 - 14) The development shall not be occupied/used until a scheme for the provision of an active electric vehicle charging point and associated electrical infrastructure has been submitted and agreed in writing by the Local Planning Authority. The charging point shall be supplied by an independent 32 amp radial circuit. The electric vehicle charging point and associated electrical infrastructure shall be provided prior to first use/occupation and shall thereafter be retained and maintained for the life of the development.
 - 15) Prior to the operation and use of the store hereby permitted a Delivery Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and retained for the lifetime of the development.
 - 16) The overall floorspace of the foodstore shall not exceed 363 m² gross and no more than 232 m² of the floorspace of the building shall be used for net retail sales for the lifetime of the development.
 - 17) Prior to commencement of the permitted use, a scheme for a continuous acoustic barrier constructed along the rear boundary of the site with 18 – 26 Wren Street of minimum height of 2 metres measured from the ground level and minimum surface density of 10 kg/m² shall be submitted to and approved in writing by, the Local Planning Authority. All works which form part of the approved scheme shall be completed before the approved use commences. The barrier shall be retained throughout the life of the development.
 - 18) The proposed landscaping as shown on Drawing No. T27-6100 Rev A shall be planted following the first planting season of the opening of the store. The landscaping shall be replaced should it die within 5 years of planting.
 - 19) Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of the proposed

texture, type and colour of the proposed hard surface frontage and pedestrian walkway associated with the development as shown on Drawing No. T27-6100 Rev A. The scheme shall be implemented in accordance with the approved details and retained for the lifetime of the development.

- 20) Prior to the first occupation of the retail unit hereby permitted, all redundant dropped kerbs shall be replaced with full height kerbs and retained for the lifetime of the development.
- 21) Prior to the first occupation of the retail unit hereby permitted the existing bus stop adjoining the access into the site shall be repositioned so that it falls outside of the required 2.4m x 73m visibility splays. The bus stop shall be retained in this position for the lifetime of the development.

APPENDIX F



Appeal Decision

Hearing held on 13 November 2013

Site visit made on 13 November 2013

by Nicholas Taylor BA (Hons) MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 31 December 2013

Appeal Ref: APP/X1545/A/13/2200683

The Cups, 214 Wantz Road, Maldon, Essex CM9 5DG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Tesco Stores Ltd against the decision of Maldon District Council.
 - The application Ref FUL/MAL/12/00709, dated 20 August 2012, was refused by notice dated 28 March 2013.
 - The development proposed is erection of single storey side/rear extension, installation of new shopfront and creation of 9 no. parking spaces.
-

Decision

1. The appeal is allowed and planning permission is granted for the erection of single storey side/rear extension, installation of new shopfront and creation of 9 no. parking spaces at The Cups, 214 Wantz Road, Maldon, Essex CM9 5DG in accordance with the terms of the application, Ref FUL/MAL/12/00709, dated 20 August 2012, subject to the conditions set out in the Schedule to this decision.

Preliminary Matters

2. At the hearing, the main parties addressed the reconciliation of plans listed within the Statement of Common Ground (SCG) and those on the file. This confirmed that those on the file are those upon which the Council based its decision and I have determined the appeal on that basis. A s106 Agreement, submitted unsigned and undated before the hearing, has been subsequently amended. I deal with this matter further in my reasoning.

Main Issue

3. The main issue in this case is the implications of the proposal for highway safety, having regard to its impact on parking, servicing and traffic.

Reasons

Background and policy

4. The appeal site comprises a two storey public house ("The Cups") and an adjacent, single storey retail unit, together with outbuildings and open areas used for parking and the storage of vehicles. It occupies one corner, between Wantz Road and Cross Road, of a four-legged road junction. Two of the opposite corners are occupied by a small Co-operative convenience store and a small furniture store, respectively. Otherwise, the immediately surrounding area is predominantly residential in character. The proposed development

would involve the demolition of the retail unit and outbuildings and conversion and extensions to the public house to create a Tesco Express convenience store.

5. The location is designated as a local centre in the *Maldon District Replacement Local Plan* (LP) and the Council raises no objection, in principle, to the use of the entire site for A1 retail purposes. A number of third parties are sceptical about the designation as a local centre, question the need for a Tesco Express store, are concerned about its effect on other retailers in the town and express a preference for other uses on the site. However, in the light of the development plan designation and national planning policy, in the form of the *National Planning Policy Framework* (the Framework), I see no reason to disagree with the Council's view on the principle of the proposed use. Nor are there any planning grounds to object, in principle, to a small, convenience store format, to the particular applicant or its potential effect on the trade of competing businesses.
6. My attention has also been drawn to the emerging *Maldon District Local Development Plan*. A *Preferred Options* document was published in July 2012 and the Council does not envisage adoption of the final plan until late 2014. Under the circumstances, and with regard to paragraph 216 of the Framework, I agree with both main parties that the emerging plan presently carries very limited weight. At the hearing, both confirmed that they are not relying on the emerging plan in this case. Some third parties queried whether the proposed development would prejudice the ability to meet housing need or other policies within the emerging plan. However, I have not been provided with any strong evidence to that effect.

Traffic and parking generation

7. Although the main parties reach differing conclusions on the net increase in floorspace, taking into account demolitions and the upper floor of the public house, a gross floor area of approximately 345 square metres for the proposed store is agreed. Using the Trip Rate Information and Computer System (TRICS) database, the main parties agree broadly similar likely levels of traffic by the scheme. Notwithstanding certain inconsistencies which were discussed during the hearing in the way in which the TRICS figures had been interpreted, I consider that the forecast provides a sound basis for assessment of impact.
8. The forecast levels can be compared with the actual traffic flows at the junction, as surveyed by the appellant and adjusted for predicted growth over time. It was noted at the hearing that the appellant's prediction is both more up to date than a survey¹ carried out by the Highway Authority, referred to by a resident, and assumes a 'worst case scenario' in which all traffic would turn left out of the proposed car park, towards the junction. Applying the Transport Research Laboratory's PICADY model, the appellant maintains that the analysis of the effect of the forecast traffic on the junction shows that the appeal proposal would have an imperceptible impact on the capacity of the junction. The Council does not fundamentally disagree and, on the basis of the evidence before me, including my observations on site, I am satisfied that the design capacity of the junction would not be exceeded.

¹ Vehicle Count Report dated 1 Nov 2007

Parking provision

9. Saved LP Policy T8 refers to the Council's adopted vehicle parking standards, which are set out in a Supplementary Planning Document². This gives a maximum standard of one space per 14 square metres for retailing and convenience stores, which corresponds to a maximum of 25 spaces for the proposed development, with a maximum provision of three spaces for disabled users. The proposed development would provide nine on-site parking spaces, including one space for disabled users.
10. Notwithstanding that the standard indicates the maximum provision and does not specify a minimum, the Council argues that the proposed number of spaces would not meet normal requirements. It states that applying the TRICS database indicates a peak weekday average hourly parking demand of 30 vehicles, suggesting that the nine proposed spaces would be insufficient for most of the day. The appellant, however, applies a weighted average 'dwell time', from entry to the car park to leaving it, of 7.6 minutes and a mode duration of 2 – 4 minutes, derived from observations at a number of Tesco Express stores. By that analysis, the appellant maintains that only five spaces would be typically required at the busiest times. The Council refers to its survey of parking demand at a Tesco Express store in Burnham-on-Crouch, which found an average dwell time of 11 minutes and a maximum accumulation of 21 vehicles. However, the appellant's sensitivity testing of dwell times at the appeal site indicates that only where average duration exceeds 15 minutes would nine spaces be insufficient to meet parking demand.
11. Convenience stores of the type proposed tend to be associated with customer parking stays of short duration. Although the evidential basis for the appellant's dwell time of 7.6 minutes is not set out in detail, I consider that, applied to the appropriate TRICS data, it is likely to provide a reasonably robust indicator of likely parking demand for most of the time. Whilst customers' use of the car park would, initially, be unregulated, I consider that the risk of many people over-staying would be low. The generally sustainable location, reasonably well served by public transport and within walking distance of a large residential catchment, is also a factor to be taken into account. Nevertheless, on the basis that the context for each store is unique, and the parties' analyses are based on extrapolations from survey data, I also accept that it is possible that, at certain times, albeit possibly for short durations, demand for parking spaces could exceed nine spaces.
12. The Council points out that no provision would be made for employee parking. Of the 20 – 25 total staff, the appellant states that between two and four would usually be on-site at any one time. The company's policy is to endeavour to employ mainly local people and, through implementation of a travel plan, to encourage the use of sustainable modes of transport. The opening hours of the proposed store would be 07.00 – 23.00 Mondays to Saturdays and 08.00 – 22.00 Sundays but some employees would need to be there slightly earlier and later. Whilst the evidence indicates that there is limited availability of bus services at the extremes of those hours, the location is, as I have noted above, generally accessible by non-car modes of transport. All in all, employees would be unlikely to contribute significantly to overall parking demand in the locality.

² Maldon District Local Development Framework – Adopted Supplementary Planning Document: 14- Maximum Vehicle Parking Standards (extract)

13. The proposed car park would be to the side of the store, accessed from Cross Road. The nine spaces would have adequate dimensions. If all spaces were occupied, there would be restricted space to move a shopping trolley, pushchair or wheelchair between the car park and the entrance to the store but, given that trolleys would be likely to be used exceptionally and given the short alternative route along the pavement, the layout would be adequate in that respect. I am also satisfied that, although limited by the general constraints of the site layout, acceptable locations could be found for the eight cycle parking spaces required to meet the Council's standard and that this could be addressed by a condition.
14. From drivers' perspectives, however, the car park's internal layout would be irregular and constrained, leaving limited space within it for manoeuvring to enable vehicles to enter and leave all spaces in forward gear. The appellant's swept path analysis³ shows that it is possible for a medium sized car to manoeuvre in and out of one particular space but there is a risk that customers with larger vehicles, lacking in confidence or time or arriving at the same time as another is leaving would encounter some difficulty. Given that and the quick, top-up nature of many of the shopping trips, I consider that the constrained layout of the car park would deter some drivers from attempting to use it, particularly at times when it appeared almost full. That adds to the likelihood that, certainly at busy times and potentially quite frequently, some customers would be likely to seek to park other than in the designated car park.
15. The Council and residents argue that parking in the area is already under stress, due to residents and their visitors, the two existing shops, local schools and people visiting the nearby promenade park, and that the proposed development would significantly exacerbate the problem. However, the Council's parking beat survey of the four arms of the junction indicates that, within 100 metres of the junction, there would be likely to be a sufficient number of spaces to accommodate overspill from the proposed car park.
16. Parking near the junction is restricted by a number of factors, including double yellow lines, advisory parking restrictions across residential driveways, bus stops in Cross Road and Mundon Road and actual or perceived road width. Whilst the parking survey identifies some instances of parking on double yellow lines and across dropped kerbs, these are relatively few in number. I accept that illegal and inconsiderate parking may currently be concentrated around the junction, and the Cross Road leg in particular, due to the existing uses and layout. I also accept that some customers may be reluctant to park up to 100 metres away when calling for a few items, particularly in inclement weather. I do not condone illegal or inconsiderate parking or underestimate its potential to affect highway safety and cause strong feelings among affected residents. However, there are legal means beyond planning powers to enforce parking regulations. Moreover, it would be unreasonable to assume that an unusually large proportion of the store's customers would have a high propensity to park in such a way. Consequently, the evidence does not lead me to place undue weight on the risk of illegal or inconsiderate parking in this case.
17. Clearly, on street parking spaces are not abundant in this location and the proposed development would be likely to add to the pressure on them. However, on the evidence before me, including the Council's survey and my

³ Drawing No. Figure RL-12

observations during my site visit, I consider that the demand for parking likely to be generated by the proposed development would be capable of being accommodated by a combination of the proposed car park and on street provision.

18. I am mindful, also, that the existing lawful use of the site is as a public house and retail unit. Furthermore, the main parties agree that the conversion of the public house to A1 retail use could be carried out under permitted development rights and that, following such a conversion, an extension of a significant size could also be achieved within permitted development limits. Such lawful uses of the site could result in more intensive activity than currently, with consequences for the capacity of the existing, informal parking arrangements and movements on the highway. This factor represents a material planning consideration which weighs in favour of the appeal.

Servicing

19. Servicing is proposed to take place from the frontage of the site, in accordance with a Servicing Management Plan (SMP). It would involve, among other smaller vehicles, articulated vehicles entering the forecourt from the south and exiting northwards onto Wantz Road, taking a diagonal path across the pavement in each direction. A swept path analysis⁴ for a 14.25 metre articulated vehicle indicates that such a manoeuvre could be achieved, albeit with very limited clearance. It would necessitate slight encroachments across the existing give way line at the eastern end of Cross Road and the markings in the centre of Wantz Road. In addition, the vehicle when parked would leave limited space between it and both the back of the pavement and the front entrance of the store.
20. The proposed servicing arrangement poses some potential risk to highway safety, particularly in the event that parked vehicles were to interfere with the delivery vehicle path or highway users act with insufficient caution. However, in view of the existing road conditions around the junction, drivers, cyclists and pedestrians could be expected, in any case, to take particular care in this location. Such large vehicles would be visiting once each day, for around 45 minutes, and the appellant proposes that the SMP would specify that this took place outside peak hours and times when children are going to and from school. I note, also, that the SMP could specify physical and other management measures which could be taken to prevent customers' cars parking on the frontage in such a way as to interfere with delivery vehicles. These factors serve to considerably reduce the potential risk.
21. The proposed large delivery vehicles would exceed an existing 7.5t Weight Restriction Order affecting Wantz Road to the north of the site. However, the appellant has provided evidence indicating that access to collect or deliver goods to the appeal site, being within the order area, would be exempt. Enforcement of the order would be for the relevant authorities, indicating a reduced bearing on the planning merits of the current appeal. With regard to further concerns raised by residents, I have no firm evidence from the Highway Authority or any other source to indicate that the vehicles would be unable to safely negotiate Wantz Road or its junction with High Street or that the structural stability of properties in Wantz Road or of underground utilities would be affected.

⁴ Drawing No. Figure RL-11

22. The current unrestricted use of the forecourt for servicing of the existing uses on the site must be taken into account, together with the potential impact that an intensification or change of those uses, within permitted development limits, as referred to previously, could have on highway safety. Overall, therefore, I am satisfied that the proposed servicing arrangements, subject to a SMP, which would include a safety audit and for which the Council's and the Highway Authority's approval would be sought, would be acceptable.

Pedestrian safety

23. The Highway Authority raises no fundamental objection to the scheme, subject to a number of conditions and the submission of a scheme regarding relocation of the pedestrian crossing on Cross Road, consequent alterations to Traffic Orders to extend parking restrictions and provision of a new pedestrian crossing point on Wantz Road, together with reinstatement of the highway where necessary. The Highway Authority also requires the access to the car park to be not less than 5 metres in width, which the submitted plans and my observations on my site visit indicate can be achieved whilst providing adequate visibility. I have not been provided with any strong evidence to convince me that those changes would be unlikely to be physically achievable or would necessitate the removal of the existing school crossing patrol.
24. There are a number of schools in the area and I understand that the junction becomes busy at particular times. Notwithstanding a recent fatal traffic accident on Cross Road and residents' perception that near misses frequently occur, the junction's accident record does not indicate a significant risk to highway safety resulting from its layout. There is no strong evidence that the proposed changes to pedestrian crossings and the introduction of a new car park access would make the layout of the junction inherently less safe, provided that the alterations to parking restrictions on Cross Road, referred to above, were carried out. I note that the Highway Authority does not require a pedestrian guard rail at the Cross Road/Wantz Road corner and I see no strong reason to take a contrary view.
25. Furthermore, there is no strong evidence to indicate that the appeal scheme would increase pedestrian flows at the junction to the extent that safety would be significantly harmed. I have not been provided with convincing evidence that increased traffic and parking congestion would lead to frustration to the extent that drivers or pedestrians would be significantly more likely to take risks, to the detriment of highway safety.
26. Before the hearing, the appellant provided a draft s106 Agreement in order to address the Highway Authority's requirements. This had been the subject of prior discussion with the Council and the Highway Authority but, at the hearing, the former stated that it would be unable to sign such an agreement in the absence of a resolution of the full Council. I have subsequently been provided with an amended agreement which does not require the Council's signature. It is signed by all other relevant parties, including Essex County Council as Highway Authority, and is certified and dated. Part of the agreement would involve a financial contribution to the costs of amendment of Traffic Orders by the Highway Authority. I am satisfied that the agreement is reasonable and necessary in relation to the appeal proposal and would satisfy the statutory tests in Regulation 122 of the *Communities Infrastructure Levy Regulations* and paragraph 204 of the Framework.

Conclusion with regard to the main issue

27. Overall, with regard to the first issue, I conclude that, provided the alterations and improvements to the highway, as required by the Highway Authority, together with the other proposed measures regarding provision and management of parking and servicing as referred to above, were carried out, the appeal scheme would be acceptable with regard to highway safety, having regard to its impact on parking, servicing and traffic.
28. As a result, the proposal would comply with LP Policy T2, which requires new developments, where appropriate, to, among other things, provide safe access and road layouts, off-site improvements to the highway and priority to pedestrians. Nor would it conflict with LP Policy BE1, particularly with regard to parts (vii) and (x), regarding safety and amenity and traffic impact and access arrangements, or fail to provide safe and suitable access to the site or adversely affect residents' amenities in that respect, as set out in paragraphs 32 and 17 of the Framework respectively. Part (b) of LP Policy SH5 seeks to ensure that change of use of shop units in local shopping centres is not detrimental to the general amenities of the area or occupiers of neighbouring residential properties. The Council considers that the scheme's impact on parking, traffic congestion and comings and goings would conflict with the policy. However, for the reasons set out, I have found no significant harm in that regard.

Other matters

29. The proposed development has the potential to affect the living conditions of nearby residents, particularly in the adjoining dwellings at 4 Cross Road and 210 Wantz Road, due to noise and disturbance arising from the coming and going of customers and deliveries. In the light of the appellant's noise assessment report, the Council's Environmental Health Officer (EHO) considers that potentially adverse noise from deliveries, which could mainly affect 210 Wantz Road, could be mitigated by means of a condition limiting the hours during which deliveries take place. The EHO also considers that the potential impact on 4 Cross Road, which has side windows in the main dwelling and an annex facing the site, of noise from vehicles using the car park would be mitigated by the design of an acoustic barrier along part of the common boundary and by the proposed opening hours of the store. A condition is also recommended requiring a post-operation noise validation report, potentially leading to a remediation plan if required.
30. This is a reasonably busy urban location and the lawful uses of the site also have the potential to generate noise and disturbance. I consider that, from all the evidence and subject to the imposition of suitable conditions as described above, noise and disturbance would be unlikely to be unduly harmful to residents' living conditions or adversely impact on the character of the area.
31. I note that external lighting has been revised, in the light of the EHO's advice, to make it acceptable and could also be subject to a condition. I see no strong reason why the proposed development should give rise to significantly greater litter problems than would be expected within a local shopping centre.
32. The Council raises no objections with regard to the scale (other than with regard to the highway safety implications) and appearance of the proposed development and, taking account of its context, I see no reason to disagree. I

have not been given any strong evidence to indicate that the existing buildings have any heritage significance which might be adversely affected by the proposal. I have considered all of the other matters raised but none of them leads me to alter my overall conclusion with regard to the appeal.

Conditions

33. I have considered the conditions suggested by the Council, set out in the SCG, in the light of the advice in Circular 11/95: *Use of Conditions in Planning Permission* and for succinctness and clarity, and have amended them accordingly where necessary. In addition to the usual commencement condition, it is necessary, in the interests of proper planning and for the avoidance of doubt, to specify the approved plans. Conditions requiring details and samples of external materials and of hard and soft landscaping to be submitted are necessary in the interests of the character and appearance of the area.
34. A number of conditions, as follows, are necessary in order to protect the living conditions of nearby residents. It is necessary to restrict the proposed hours of opening to customers and delivery and collection times. Whilst the Council maintains that all deliveries should be so restricted, in order to limit impact of noise and disturbance on residents - and the occupiers of 210 Wantz Road in particular, the appellant wishes newspapers and magazines to be excluded. Given that early morning availability of newspapers is a normal aspect of such retail operations, the location within a local shopping centre, the absence of any such restrictions on the existing lawful retail use of the site and evidence that such deliveries would be carried out by small vehicles, I consider that exempting newspapers and magazines would have very limited adverse impact on residents. A condition restricting hours of operation of the goods entrance and service yard is also required. I have imposed conditions to secure the provision of acoustic and screen fencing and with regard to external lighting. A condition requiring a noise monitoring and validation report, together with any necessary mitigation measures, is also required.
35. In the interests of highway safety, a SMP should be submitted. Third parties argue that all contractors' vehicles should be excluded from the site during construction. That seems to me to be impractical and, given the temporary nature of the works, excessive. The Council officer at the hearing considered that the suggested condition, requiring details to be submitted of access arrangements during demolition and construction, to be practicable and enforceable. I have, however, substituted a variation of the standard condition requiring submission of a Construction Method Statement which achieves the same ends. I have also imposed conditions relating to details of the proposed permanent car park access, cycle parking and means of discharge of surface water.

Conclusion

36. For the reasons set out above, and having considered all matters raised, the appeal should be allowed.

Nicholas Taylor

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Philip Benoist	Tesco
David Brown	G L Hearn Ltd
Rupert Lyons	Transport Planning Associates
Rhys Scrivener	K R Associates

FOR THE LOCAL PLANNING AUTHORITY:

Debi Bunkell BA Hons MA MRTPI	Planning Officer
Steve Williamson BEng MCIHT	Intermodal Transportation

INTERESTED PERSONS:

Lynda Beveridge	Resident
Jean Jackson	Resident
Judith Lea	The Maldon Society
Rosalind Oakley	Resident
Councillor Stephen Savage	Ward Councillor, Malden District Council
J Sims	Resident
Mr R Still	Resident
Chris Tibballs	Resident
Robert Wyness	Resident

DOCUMENTS SUBMITTED AT THE HEARING

- 1 *Maldon District Local Development Framework – Adopted Supplementary Planning Document: 14 Maximum Vehicle Parking Standards* (extract)
- 2 Extract from Essex County Council Vehicle Count Report Nov 2007
- 3 Car Park Survey- Tesco Express Burnham-on-Crouch October 2013
- 4 Extract from Essex County Council website re: Weight Restriction Orders 30 March 2012
- 5 Illustrative drawing No. Figure RL-10
- 6 Illustrative drawing No. Figure RL-11
- 7 Illustrative drawing No. Figure RL-12
- 8 Email dated 4 Nov 2013 from Essex County Council to appellant re s106 agreement
- 9 Undated s106 agreement signed by the appellant, the owners and the mortgagee

DOCUMENTS SUBMITTED AFTER THE HEARING

- 1 S106 agreement dated 5 December 2013 signed by the appellant, the owners, the mortgagee and Essex County Council as Highway Authority.

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: drawings numbered (P)102, (P)103 Rev F, (P)202, (L)203 Rev E, E90 External Lighting Layout, E92 External Lighting 150W Fittings and E92 External Lighting 150W Floodlight Fittings.
- 3) No development shall take place until details and samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- 4) The premises hereby permitted shall not be open to customers outside the following times: 07.00 to 23.00 Mondays to Saturdays and 08.00 to 22.00 Sundays and Bank or Public Holidays.
- 5) No deliveries, with the exception of newspapers and magazines, shall be taken at or collections made from the site outside the hours of 09.00 to 19.00 Mondays to Saturdays nor at any time on Sundays and Bank or Public Holidays.
- 6) No external access to the goods entrance and service yard identified on drawing no. (P)103 Rev F shall take place outside the hours of 20.00 to 09.00.
- 7) The works comprised in the remainder of the development hereby permitted shall not begin before the acoustic barrier shown on drawings nos. (L)203 Rev E and (P)103 Rev F has been completed. The barrier shall be constructed of a plywood core with sealed absorption panels, melinex and waterproof covering to be over-boarded both sides with softwood treated lapped timber vertical boards, unless otherwise agreed in writing by the local planning authority, and shall be maintained in that form thereafter.
- 8) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall comprise fencing not less than 2.1 metres in height and shall be erected, in accordance with the approved details, on the northern and western boundaries of the site adjacent to 210 Wantz Road and 4 Cross Road respectively prior to the commencement of any other development on site except for the requirements of condition no. 7. The boundary treatment shall be retained as approved thereafter.
- 9) No external illumination of the site shall be provided other than in accordance with the approved lighting plan produced by South Eastern Electrical PLC and shown on drawings nos. E90 External Lighting Layout, E92 External Lighting 150W Fittings and E92 External Lighting 150W Floodlight Fittings. No external lighting shall be erected at a height in excess of 1.8 metres measured from ground level. The external lighting shall be retained in the approved form thereafter.

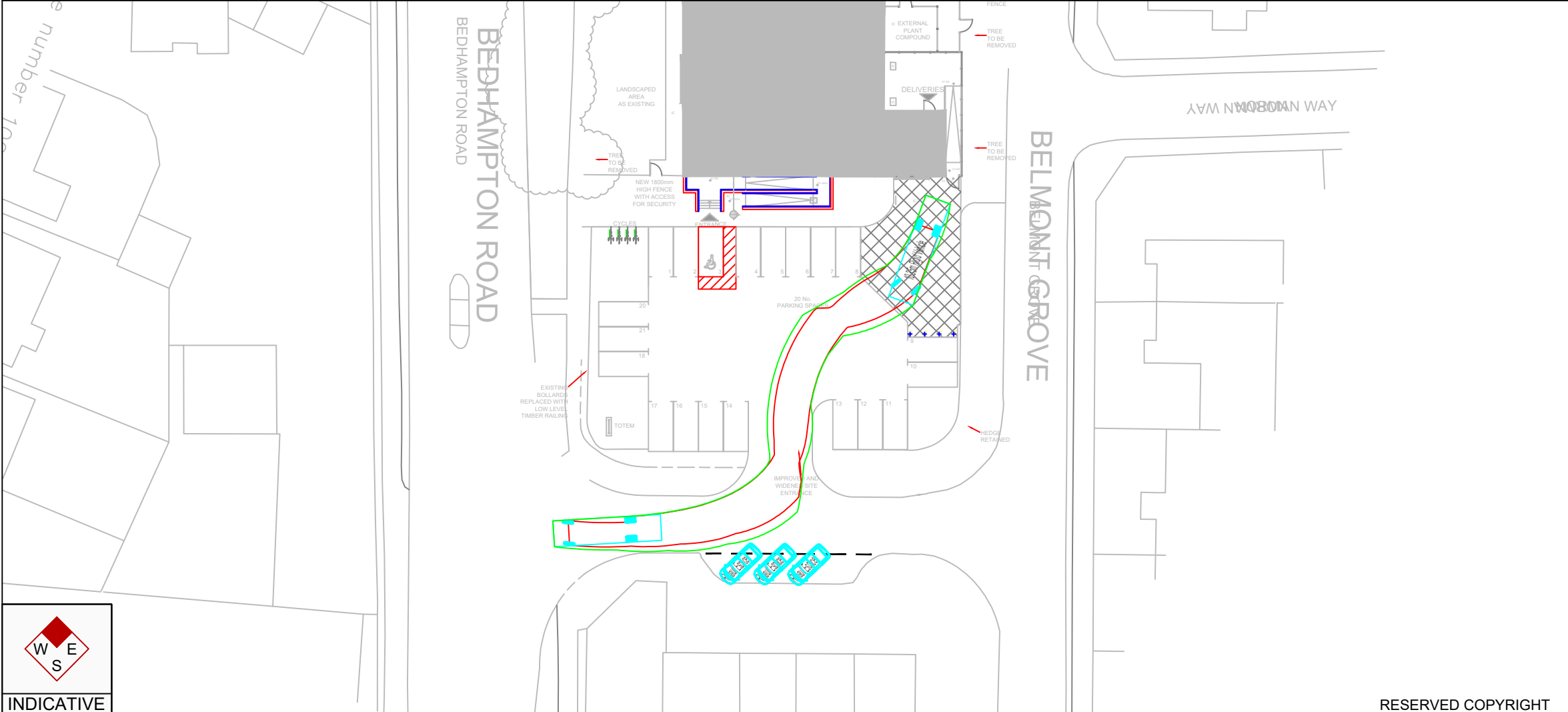
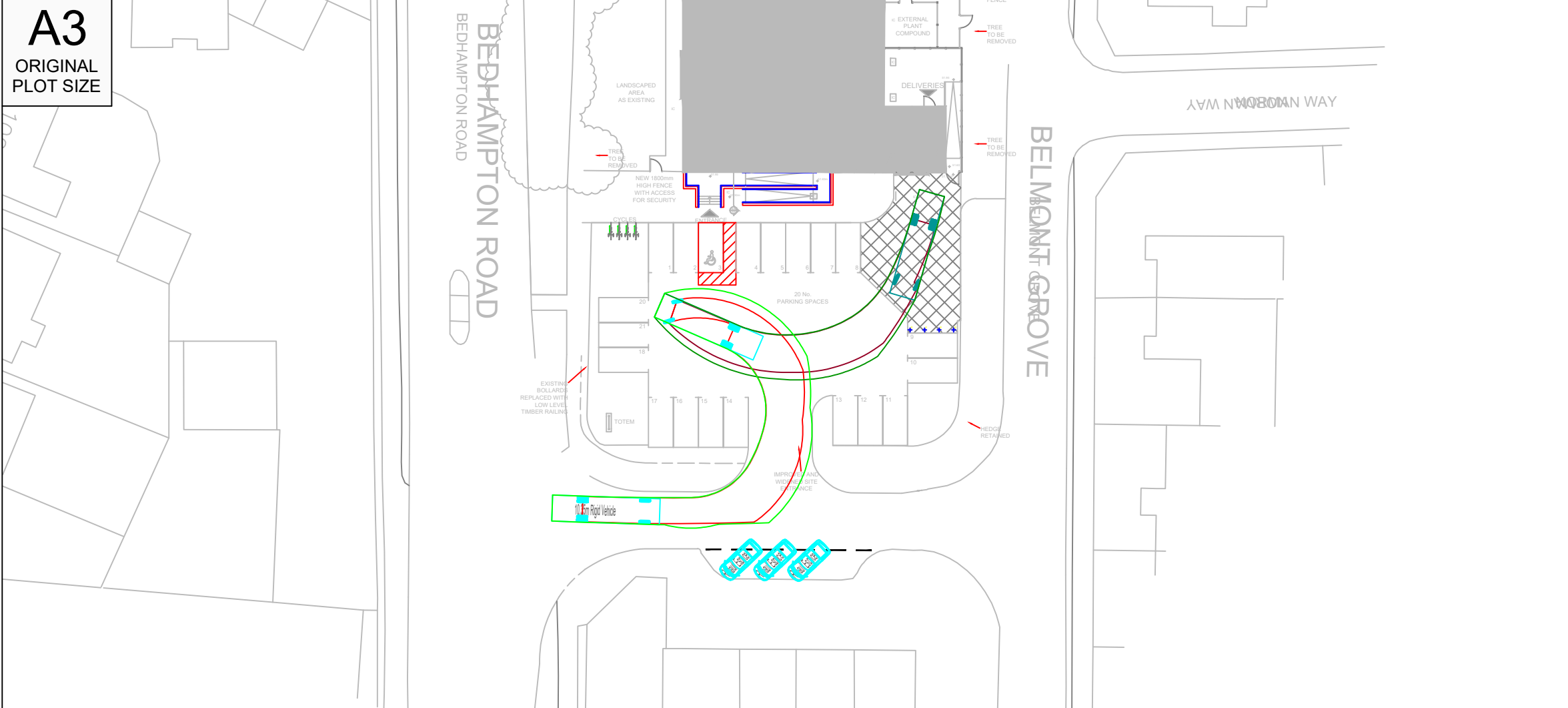
- 10) Within 3 months of first occupation of the building a scheme and methodology, including timescales for its implementation, for the preparation of a report validating and monitoring noise levels shall be submitted to and approved in writing by the local planning authority. In the event that the report shows that noise levels exceed the levels predicted in the Noise Assessment Report by KR Associates (UK) Ltd reference KR02953 version V1.2, a plan of remediation, including timescales for mitigation, shall, within 21 days, be submitted to and approved in writing by the local planning authority. Any required remediation measures shall be carried out as specified in the report and retained thereafter.
- 11) No development shall take place until a Service Management Plan, as set out in principle in Appendix D of the Transport Statement, has been submitted to and approved in writing by the local planning authority. The plan shall include but not be limited to limits on the size of delivery vehicle and their direction of travel to the site. The plan shall be complied with thereafter.
- 12) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i) the access, turning, parking and off-loading within the confines of the site of vehicles of site operatives and visitors
 - ii) loading and unloading of plant and materials
 - iii) storage of plant and materials used in constructing the development
 - iv) wheel washing facilities
 - v) measures to control the spread of mud and debris and emission of dust and dirt during construction.
- 13) The building shall not be occupied until a means of vehicular access to the car park from Cross Road, has been constructed in accordance with the approved plans. The access shall be at right angles to the highway boundary and existing carriageway and its width across its junction with the highway shall be not less than 5 metres and shall be provided with an appropriate dropped kerb crossing of the footway.
- 14) No development shall take place until details of the number, location and design of cycle parking facilities have been submitted to and approved in writing by the local planning authority. Development shall take place in accordance with the approved details and the facilities shall be retained thereafter.
- 15) No development shall take place until details of measures to prevent discharge of surface water from the development onto the highway have been submitted to and approved in writing by the local planning authority. The measures shall be carried out in accordance with the approved details and shall be retained thereafter.
- 16) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include the layout and proposed surfacing materials of

the hard landscaped areas and schedules of shrubs and trees to be planted, noting the species, size, numbers/densities and the planting scheme's implementation aftercare and maintenance programme. The hard landscaped works shall be carried out prior to the first occupation of the building and the soft landscape works shall be carried out within the first available planting season (October to March inclusive) following the commencement of the development or in accordance with the programme agreed with the local planning authority. If within a period of five years from the date of the planting of any tree or plant, that tree or plant, or any tree or plant planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written approval to any variation.

End of Schedule

APPENDIX G

A3
ORIGINAL
PLOT SIZE



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NOTES:

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Manchester
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90 High Holborn
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WC1V 6LJ

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www.tpa.uk.com

CLIENT:
The Co-Operative Group

PROJECT:
**Imperial Palace
Belmont Grove
Bedhampton**

TITLE:
**Swept Path Analysis
of a 10.35m Rigid Vehicle**

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 02/06/20	DRAWN: PD	CHECKED: SK	APPROVED: NH
JOB NO: 1811-26	DRAWING NO: SP04	REVISION:		

ORIGINAL
PLOT SIZE

21

18

TOTEM



20 No.
PARKING SPACES

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NOTES:

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Transport Planning Associates

90 High Holborn
London
WC1V 6LJ

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www.tpa.uk.com

CLIENT:

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PROJECT:

Imperial Palace
Belmont Grove
Bedhampton

TITLE:

Swept Path Analysis of a Large Car

STATUS:

FOR INFORMATION

SCALE:

1:125

DATE:

02/06/20

DRAWN:

PD

CHECKED:

SK

APPROVED:

NH

JOB NO:

1811-26

DRAWING NO:

SP05

REVISION:

11



INDICATIVE

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