Travis Perkins, Croesfoel Industrial Estate, Wrexham

Travis Perkins Property Company Ltd

Transport Statement

October 2024



Document Control

Job No.	24-0378	
Project Name	Travis Perkins, Croesfoel Industrial Estate, Wrexham	
Document Title	Transport Statement	
Status	Final Issue	
Client	Travis Perkins Property Company Ltd	
	Name	Date
Prepared By	Ben Bastock	October 2024
Checked By	Jon Ashcroft	October 2024
Approved By	Chris Elliott	October 2024

Record of Revisions

Revision	Date	Details	Made By
V1	**May 2024**	**Final Issue**	**BB**
V2	**October 2024**	**Final Issue**	**BB**

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1 Introduction

1.1 Rappor Consultants Ltd. (Rappor) has been instructed by Travis Perkins Property Company Ltd to prepare a Transport Statement (TS) in support of a planning application for the change of use from a car dealership (sui generis) to a builders' merchant (sui generis) with the refurbishment of the existing building and a new storage building measuring at 607 square metres (sq.m.) at the former Dickens Car Dealership, Croesfoel Industrial Estate, Wrexham.

1.2 The application site comprises approximately 1 hectare of land, occupied by two vacant units, a large main building and a smaller building. As well as this there are two yard areas, which for the purposes of this report are named the lower and upper tier yard. The site is currently occupied by the former Dickens car dealership which was involved with the sale of new and used cars and included a servicing and MOT centre together with a vehicle repair shop. The dealership was open between 8.30am and 5.30pm Monday to Friday and between 9am and 12.30pm on a Saturday.

1.3 The proposals include a new storage building on the upper tier yard to the north east of the existing main building.

1.4 The key issues that are addressed within this TS are:

a) Review of the site location, composition, and local highway network;
b) Analysis of local highway safety data for the most recent five-year period available;
c) Description of site accessibility and opportunities for sustainable travel;
d) Description of the development proposals, including access arrangements and swept path analysis; and
e) Forecast net trip attraction and predicted impact upon the operation of the local highway network.

1.5 This TS concludes that the proposed redevelopment is acceptable in highway and transportation, and there are no such reasons that should prevent Wrexham County Borough Council (WCBC) from recommending approval of this planning application.

2 The Site and Adjacent Highway Network

Site Location and Composition

2.1 The application site comprises land occupied by a large main building unit and a smaller unit to the south of the main building and two concreted yard areas, namely the lower tier and upper tier. The proposals include a new storage building on the upper tier yard to the north east of the existing main building at the Dickens Car Dealership, Croesfoel Industrial Estate, Wrexham.

2.2 The application site is located within a wider industrial park and is bound to the north and south by industrial units. The access road runs north to south along the western boundary of the site, while residential areas are located to the east separated from the site with significant tree coverage. The location of the application site is shown on the plan at **Appendix A**, with the existing car dealership site layouts provided at **Appendix B**.

2.3 The planning application will see the change of use from a car dealership (sui generis) to a builders' merchant (sui generis) with the refurbishment of the existing building and a new storage building.

Local Highway Network

Existing Access

2.4 The vacant unit currently provides a singular access point from the Croesfoel Access Road, on the western boundary of the application site. The access point will be retained to serve the proposed development, with full details of the access strategy provided in **Section 5**.

Croesfoel Industrial Estate Access Road

2.5 The unnamed Croesfoel Industrial Estate (CIE) access road is a single carriageway access road which routes in a north to south alignment from its junction with A5152 Wrexham Road in the south to the access to an industrial unit in the north where access is restricted by security barrier. The CIE has a carriageway width of approximately 6.5m and is a cul-de-sac. It is subject to a 20mph speed, benefits from street lighting and has footways provision on both sides of the carriageway.

2.6 CIE Access Road forms the minor arm of a ghost island priority junction with A5152 Wrexham Road. At its southern end on the western side of the CIE is an access to a service station comprising a hotel, petrol station and takeaway/coffee shop outlets. Directly opposite the service station is an access to another car dealership and to the north there are further accesses to a number of industrial units. The western side of the carriageway has double yellow line restrictions along its entire length, whereas the eastern side has a combination of double yellow lines and some areas of no parking restrictions, where observed on-street parking is present.

A5152 Wrexham Road

2.7 A5152 Wrexham Road is a radial route linking the Croesfoel Interchange some 150m to the west of the CIE to Wrexham town centre in the east where if forms a four-arm traffic signal junction with Brook Street, Town Hill and St Giles Way. The Croesfoel Interchange is a grade separated junction with the A483 passing above the junction with associated on and off-slip roads permitting all movements to and from the A483. Wrexham Road forms the western and eastern arms at the interchange. The A483 provides access to Swansea via Oswestry, Llandrindod Wells and Llandovery and Chester, with further connections to North Wales and Manchester via the A55.

2.8 Where Wrexham Road passes the CIE it is subject to a 20mph speed limit in line with Wales Default 20mph limit that was introduced in September 2023. Wrexham Road has a general carriageway width of 6.5m with localised widening to accommodate right turn lanes at junctions.

2.9 Footway provision is initially provided on the northern side of the carriageway from Croesfel Interchange, before being available on both sides of the carriageway starting from approximately 35m east of the CIE Access Road where there is an uncontrolled pedestrian crossing in the form of a refuge island including dropped kerbs and tactile paving. There is a further pedestrian refuge island some 75m to the east and a signal controlled crossing a further 100m to the east. Wrexham Road benefits from street lighting and there are double yellow line parking restrictions on both sides between the Croesfoel Interchange and Church Street some 400m to the east.

Local Highway Safety

2.10 To determine whether there are any existing highway safety issues within the vicinity of the site, the CrashMap database has been reviewed for the most recent five-year period, until December 2022. The results of the search area are demonstrated in the CrashMap extract at **Figure** 2.1

2.11 The review identifies that within the most recent five-year period of PIC data available there has been no recorded collisions within the search area, which encompassed the entirety of CIE Access Road and A5152 Wrexham Road in between Croesfoel Interchange and Church Street.



Figure 3.1 PIC Review Area – 5-year Review Period

2.12 Overall, the absence of any recorded PICs across the five-year review period, indicates that there are no inherent highway safety concerns in the vicinity of the site that could be exacerbated by the proposed development. Furthermore, with no expected increase in vehicle trips to the proposed Travis Perkins site, (discussed in **Section 5**) the expectation is that the local highway network will continue to operate in a safe manner.

3 Site Accessibility

3.1 In order to ensure that the development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes.

3.2 Given the nature of the proposed use, a builders' merchants selling building materials and a storage and distribution warehouse, most customers will drive to the site, and so the real opportunity to promote sustainable travel will revolve around employee travel.

Local Amenities

3.3 It is key to a site's accessibility that there are a wide range of services and amenities nearby. The closest facilities to the site are the service station incorporating an Asda Express, a Subway and a coffee shop all located at the Wrexham Road / CIE junction. These facilities are approximately 160m and 210m from the site respectively or around a 2-munite walk. Further afield at a distance of around 1km there are additional facilities including, a takeaway diner, pharmacy, a Co-op and a public house.

3.4 The range of facilities available at the service station, which are all within comfortable walking distance, would provide staff located at the application site with an opportunity to purchase refreshments throughout the day without the need for a car.

Walking and Cycling

Walking

3.5 The Institution of Highways and Transportation (now the: Chartered Institution of Highways and Transportation) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.

3.6 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within a 10 minute walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.7 This guidance is supported by the National Travel Survey (NTS) which found that over the past four years 80% (2019), 82% (2020), 82% (2021), 83% (2022) of trips under a mile (1.6km) are undertaken on foot (NTS0308). It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 and 2022 NTS, which demonstrates a 2-percentage point and 3-percentage point, respectively, increase in journeys by foot under a mile since 2019. These findings also demonstrate that a steady increase in the number of trips under a mile undertaken on foot is present.

3.8 It has already been demonstrated that both the CIE and Wrexham Road benefit from good footway provision and are lit throughout. There are also two uncontrolled pedestrian refuge islands with dropped kerbs and tactile paving and a signal controlled crossing on Wrexham Road within close proximity of the site.

Cycling

3.9 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered acceptable for commuting purposes. The NTS 2022 (Table NTS0303) notes that the average cycle trip is approximately 3.6 miles (5.8km). The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

3.10 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

> *'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'*

3.11 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are within acceptable cycling distance. The entirety of Wrexham is all within approximately 8km of the site and although there are no dedicated cycle facilities on Wrexham Road the recent introduction of a 20mph restriction provides a safe an attractive environment for cyclists.

Public Transport

3.12 The nearest bus stops to the site are located on Wrexham Road with the stop serving eastbound services located just to west of Church Street and the stop serving westbound services just to the east of Colliery Road. These stops are 450m or a 6-minute walk and 500m or a 7-minute walk from the site respectively. The eastbound stop provides a layby, a raised kerb, a shelter with seating and printed timetable information. The westbound stop provides a layby, a raised kerb and printed timetable information.

3.13 Both bus stops are served by Routes 2, 2a, 2c, 3, 4, 4a, 4c, 5 and 5c services to Wrexham, Oswestry, Llangollen and Cefn-mawr.

3.14 A summary of the routes, operating times and service frequency is provided in **Table 4.1**.

Service	Route / Destinations Served	Operates	Timetable Summary		
			First Service	Approx. Frequency	Last Service
2/2a	Oswestry Bus Station to Wrexham Bus Station	Mon - Fri	07:46	20-40 mins	22:01
		Sat	08:48	30-60 mins	22:01
		Sun	10:36	60 mins	18:36
	Wrexham Bus Station to Oswestry Bus Station	Mon - Fri	07:02	20-40 mins	22:24
		Sat	08:32	30-60 mins	22:24
		Sun	08:38	60 mins	16:38
2c	Heol Craigfab to Wrexham Bus Station	Mon - Fri	07:06	30-60 mins	20:10
		Sat	07:10	30-60 mins	20:10
	Wrexham Bus Station to Heol Craigfab	Mon - Fri	08:02	30-60 mins	21:09
		Sat	07:46	30-60 mins	21:16
3	Penycae to Wrexham Bus Station	Mon - Fri	06:56	30-60 mins	23:02
		Sat	08:02	30-60 mins	23:02
		Sun	10:15	60 mins	17:15
	Wrexham Bus Station to Penycae	Mon - Fri	06:14	30-60 mins	22:24
		Sat	07:23	30-60 mins	22:23
		Sun	10:24	60 mins	17:24
4a/4c	Penycae to Wrexham Bus Station	Mon - Fri	06:45	60 mins	17:45
		Sat	06:45	60 mins	17:45
	Wrexham Bus Station to Penycae	Mon - Fri	07:08	60 mins	17:08
		Sat	06:08	60 mins	17:08
5/5c	Llangollen to Wrexham	Mon - Fri	07:12	30-60 mins	00:01
		Sat	07:16	30-60 mins	00:02
		Sun	10:15	60 mins	19:15
5/5c	Wrexham to Llangollen	Mon - Fri	06:08	30-60 mins	23:01
		Sat	06:08	30-60 mins	23:00
		Sun	09:08	60 mins	18:08

Table 4.1 Bus Services and Frequencies (Source: https://www.arrivabus.co.uk/ May 2024)

3.15 The level of bus provision available, as summarised in **Table 4.1**, indicates that staff, and potentially customers, could reasonably travel to the application site by public transport with a short walk (450-500m) between bus stops and the site. Between the site and the bus

stops there are two uncontrolled and one signal controlled pedestrian crossings on Wrexham Road providing a safe walking route between the site and the bus stops.

Car Sharing

3.16 Many online car sharing tools are available for use within Wrexham and the wider area. Sites such as liftshare.com and blablacar.co.uk allow users to car share with other people that might be travelling to, or near to, the same destination. Employees at the site will be made aware of these car sharing opportunities and will be encouraged to car share where practicable. Car sharing will be promoted and managed through the Travel Plan which is also being submitted as a supporting document to the planning application.

Summary

3.17 It is acknowledged that, given that final use of the site as a builders merchants where large heavy items are typically collected, the scope for customers to use sustainable travel is limited. However, there are opportunities for staff to travel by public transport, walking and cycling in accordance with national and local planning policy. The availability of a convenience store, a Subway and a coffee shop within 200m or a 2-minute walk from the site would provide staff located at the application site with an opportunity to purchase refreshments throughout the day without the need for a car.

3.18 It is acknowledged that due to the nature of goods available at a builders' merchants, it is highly unlikely customers will travel by any other means than private vehicle. However, it is envisaged that, due to the presence of opportunities for sustainable travel within the locality of the site, employees will have the option to travel by alternative means to the site, other than by car.

3.19 The promotion and encouragement of sustainable travel to and from the site, will be promoted and managed through the Travel Plan which is also being submitted as a supporting document to the planning application.

4 Development Proposals

4.1 Planning permission is sought for the for the change of use from a car dealership (sui generis) to a builders' merchant (sui generis) with the refurbishment of the existing building and a new storage building measuring 607 sq.m. (GEA) at the former Dickens Car Dealership, Croesfoel Industrial Estate, Wrexham.

4.2 The Architect's proposed site layout plan is included in **Appendix C**.

Site Access

4.3 The proposed development will utilise the existing site access arrangement serving the application site. The site is served by a vehicle crossover which is formed on the eastern side of the CIE access road approximately half way along its length. The access arrangements are demonstrated on the layout plan attached at **Appendix D**. Vehicle tracking of the site access has been undertaken to demonstrate that a 16.5m articulated HGV can satisfactorily enter and exit the site from CIE access road in forward gear. This is shown in the swept path analysis drawing at **Appendix E**.

4.4 These access arrangements are deemed suitable and will continue to operate safely as per the existing situation. As evidenced at **Figure 3.1**, there is an absence of any recorded PICs in the search area for the most recent 5-year review period, which included the access of the proposed development.

4.5 Therefore, given that existing access will not see a significant increase in vehicle movements in comparison to the previous use by Dickens as a car dealership, as set out in **Section 5**, the access arrangements are expected to continue to operate safely with no unacceptable impact resulting from the development proposals.

Internal Layout

4.6 The internal layout of each parcel will generally follow a one-way system with vehicles accessing and egressing at the same point. The loading / unloading area for HGVs is marked out within the upper tier with space available for four HGVs to park at any one time. Travis Perkins has advised that typically there will only be one articulated HGV on site at any one time, however in the event of a second or third HGV arriving at the same time, the parking and manoeuvring will be carefully managed by Travis Perkins staff to ensure safe and efficient access and egress arrangements.

4.7 A controlled loading area on the lower tier is proposed which will accommodate movement of stock from one yard to the other.

4.8 Swept path analysis of the upper tier is provided at **Appendix E**, including access and internal manoeuvres by a 16.5m articulated HGV. The swept path analysis confirms that the arrangements are suitable to accommodate all HGV movements.

Car Parking

4.9 Under the proposed development, a total of 15 new customer vehicle parking spaces will be provided, plus 17 staff parking spaces and customer loading bays within the lower tier. Two disabled parking spaces are proposed one in the staff car park and one in the customer car park.

4.10 The purpose of providing parking is to formalise the parking arrangement, providing easier access for customers without staff vehicles obstructing the internal arrangements or the local highway network. The provision of internal staff parking will remove the potential of on-street parking from the access, providing safer and easier access for HGVs.

4.11 In terms of the quantum of parking, it is generally considered that the end user, Travis Perkins, is in the best position to determine the parking requirement at the development. Travis Perkins has determined the level of parking provision is suitable to accommodate the forecast parking demand for staff and customers based on many years of operating experience.

4.12 Swept path analysis of the customer areas and staff parking has been produced and provided at **Appendix F**. The swept path analysis demonstrates that the customer loading area and staff parking bays can be safely and conveniently accessed by a large car and a Mercedes Sprinter Van.

Cycle Parking

4.13 Five Sheffield stands for the parking of 10 bicycles are being provided in the south west corner of the staff car park.

Servicing

4.14 Servicing arrangements will generally conform to that of the delivery procedures, with servicing vehicles, including waste collection vehicles, accessing and egressing the site via the proposed arrangements and utilising the available loading / unloading bays within the development.

Summary

4.15 The site access has been determined as safe and suitable, with the access, egress and internal vehicle manoeuvres achievable for cars, large vans and HGVs.

4.16 Car parking is provided to formalise existing arrangements, separating customer and staff parking and alleviating existing parking stress on the local highway network.

4.17 The site is therefore compliant with paragraph 114 and 116 of the NPPF.

5 Forecast Trip Attraction

Trip Generation

5.1 This section considers the trip attraction associated with both the existing and proposed site uses using trip rates derived from the TRICS database and provides an overall net trip comparison to assess any changes of impact predicted on the local highway network.

5.2 Based on the existing and proposed uses at the site, it is suggested that net-impact trip attraction assessments for the following scenarios would be appropriate:

a) Weekday AM Peak (08:00-09:00)
b) Weekday PM Peak (17:00-18:00);and
c) Total Weekday Trips (07:00-19:00)

Existing Use

5.3 The site is currently occupied by a large main building unit and a smaller unit to the south of the main building and two concreted yard areas, namely the lower tier and upper tier which until recently was occupied by a car showroom including a service centre and vehicle repair shop. (Use Class sui generis). The total floor area of the existing buildings is 1,338sqm.

5.4 In order to assess the trip attraction associated with the proposed use of the site on a weekday, sites with similar characteristics have been identified in the TRICS 7.11.1 database and average vehicle trip rates have been obtained. In regard to land use, an assessment has been undertaken for Use Class sui generis *'car showroom'*.

5.5 For the existing car showroom use, available TRICS sites were filtered to provide a comparable assessment to the existing use, based on the following selection criteria:

a) Sites located in England (excluding Greater London), Wales and Scotland;
b) Sites located in Edge of Town, Suburban Area and Edge of Town Centre areas;
c) Weekday surveys only, where impact of the proposed development would be greatest;
d) Sites included a vehicle repair garage from site photos and/or site description.

5.6 A summary of trip rates and forecast traffic attraction in relation to the existing use is set out on **Table 5.1**, whilst a copy of the associated TRICS output is provided in **Appendix G**.

Time Period	Trip Rates per 100sq.m			Trip Attraction (1,338sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.977	0.347	1.324	13	5	18
PM Peak (17:00-18:00)	0.266	0.735	1.001	4	10	13
Total Daily Trips (07:00-19:00)	6.138	6.15	12.288	82	82	164

Table 5.1 Existing trip rates and trip attraction (Car Showroom with vehicle garage – 1,338sq.m)

5.7 **Table 5.1** indicates that the existing garage use could attract 18 and 13 trips during the AM and PM peaks respectively. Between 7am and 7pm the site has the potential to generate a total of 164 two-way trips.

Proposed Use Trip Assessment – Builders Merchants

5.8 In order to assess the trip attraction associated with the proposed use of the site on a weekday, sites with similar characteristics have been identified in the TRICS 7.11.1 database and average vehicle trip rates have been obtained. In regard to land use, an assessment has been undertaken for '*Employment – Builders Merchants'.*

5.9 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:

a) Sites located in England (excluding Greater London), Wales and Scotland;
b) Sites located in Edge of Town, Suburban Area and Edge of Town Centre areas;
c) Weekday surveys only, where impact of the proposed development would be greatest.

5.10 **Tables 5.2** sets out the resultant vehicle trips derived from the TRICS database assessment.

Time Period	Trip Rates per 100sq.m			Trip Attraction (1,945sq.m)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.099	0.068	0.167	12	9	21
PM Peak (17:00-18:00)	0.055	0.136	0.191	2	4	6
Total Daily Trips (07:00-19:00)	1.386	1.386	2.772	115	118	233

Table 5.2 Proposed trip rates and trip attraction (Builders Merchants- 1,945sq.m)

5.11 Table 5.2 indicates that the proposed builders merchants would attract 21 and 6 trips during the AM and PM peaks respectively. Between 7am and 7pm the site has the potential to generate a total of 233 two-way trips.

Net Trip Assessment

5.13 In order to consider the overall net trip impact of the development proposals on the local highway network, a comparison of the existing and forecast trips, set out in **Tables 5.1 and 5.2** above, is provided in **Table 5.3**.

Use Type	Time Period	Net Vehicle Trips		
		Arrivals	Departures	Total
A – Existing Use: Car Garage	AM Peak	13	5	18
	PM Peak	4	10	14
	Daily	82	82	164
B – Proposed Use: Self Storage and Community Use	AM Peak	12	9	21
	PM Peak	2	4	6
	Daily	115	118	233
Total for Development (B-A)	**AM Peak**	**-1**	**+4**	**+3**
	PM Peak	**-2**	**-6**	**-8**
	Daily	**+33**	**+36**	**+69**

Table 5.3 Net Trip Impact Assessment

5.14 **Table 5.3** indicates that there would be a slight increase in trips during the AM peak with three additional two-way movements. This represents one additional vehicle movement every 20 minutes in the AM peak. A decrease is however, observed in the PM peak. The level of increase expected during the AM peak would be imperceptible on the local highway network and is not at a level that would justify any further assessment.

5.15 **Table 5.3** also indicates that throughout the day, the builders' merchants use would generate an additional 69 two-way trips when compared with the existing use of the site as a car showroom. When spread throughout a 12 hour day this represents around five to six additional trips per hour which as above would be imperceptible on the local highway network.

6 Summary and Conclusions

Summary

6.1 Rappor has been instructed by Travis Perkins Property Company Ltd to prepare a Transport Statement in support of a planning application for the change of use from a car dealership (sui generis) to a builders' merchant (sui generis) with the refurbishment of the existing building and a new storage building measuring at 607 square metres (GEA) at the Dickens Car Dealership, Croesfoel Industrial Park, Wrexham.

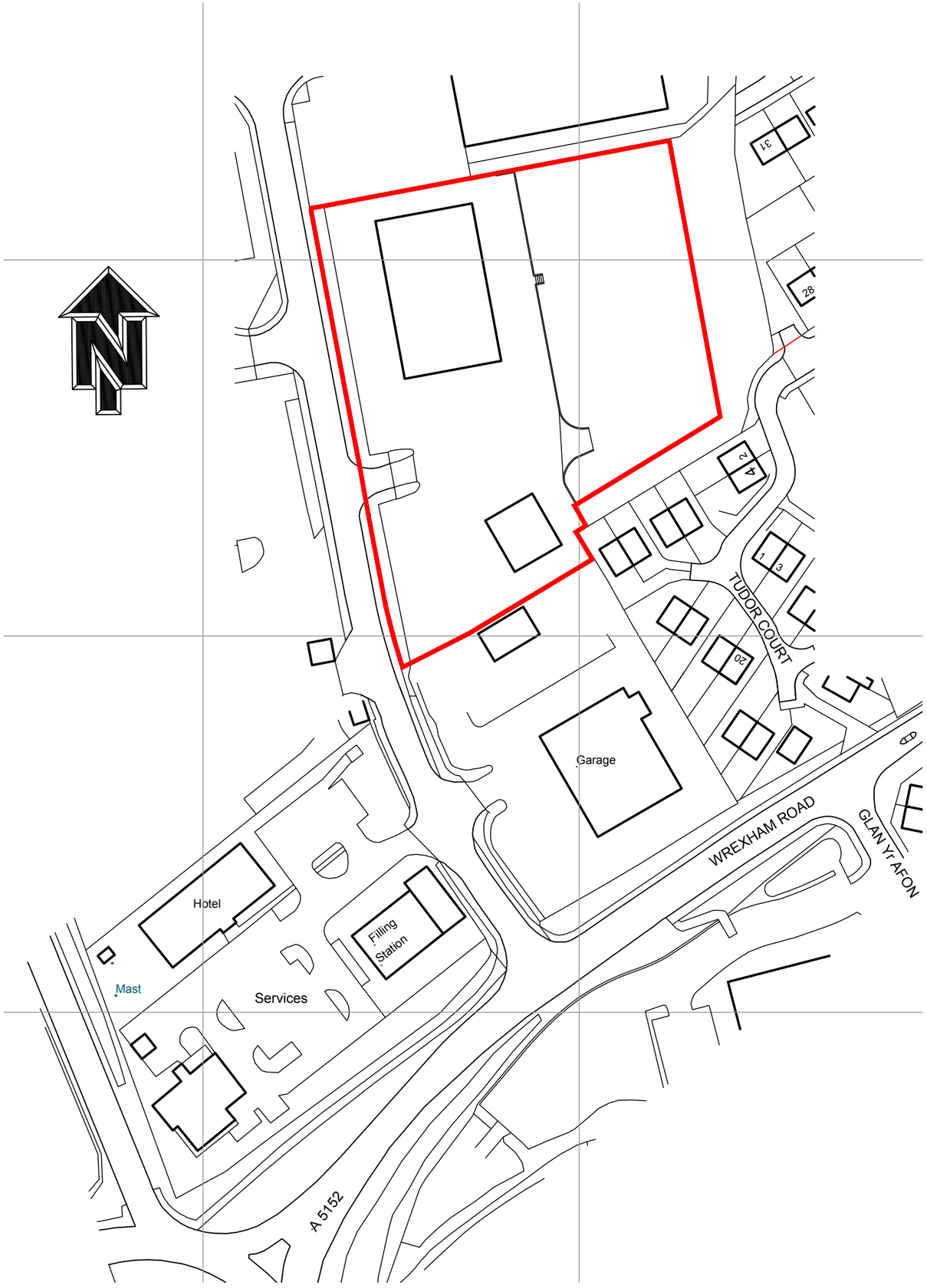
6.2 .This TS has demonstrated the following:

a) A review of the local highway network and accident data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;
b) The site is sustainably located and accessible to a range of public transport services operating on Wrexham Road;
c) The site has good pedestrian connections including controlled and uncontrolled crossings on Wrexham Road;
d) Due to the introduction of a 20mph speed restriction, the local highway network is suitable for cycling;
e) There is a convenience store, a Subway and a coffee shop within 200m or a 2-minute of the site;
f) Access and egress arrangements are safe and suitable as demonstrated by swept path analysis;
g) The internal site layout is suitable for use by the largest forecast vehicles; and
h) The additional trip attraction is shown to be negligible and therefore the proposals will result in only an imperceptible impact on the local highway network.

Conclusions

6.3 Rappor concludes that the proposed development will not have an unacceptable impact on the safety or operation of the surrounding local highway network and as such, there are no significant highways and transportation matters that would preclude WCBC from approving this planning application.

Appendix A – Site Location Plan



10 0 10 20 30 40 50 60 70 80 90 100

Scale 1:1250

DESIGNER RISK INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:-

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Rev	Date	Amendment		
P03	16.10.24	RED LINE BOUNDARY AMENDED	NT	AJN
P02	07.08.24	TITLE BLOCK AMENDED. RED LINE BOUNDARY AMENDED	NT	AJN
P01	13.05.24	FIRST ISSUE	NT	AJN

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SITE LOCATION PLAN

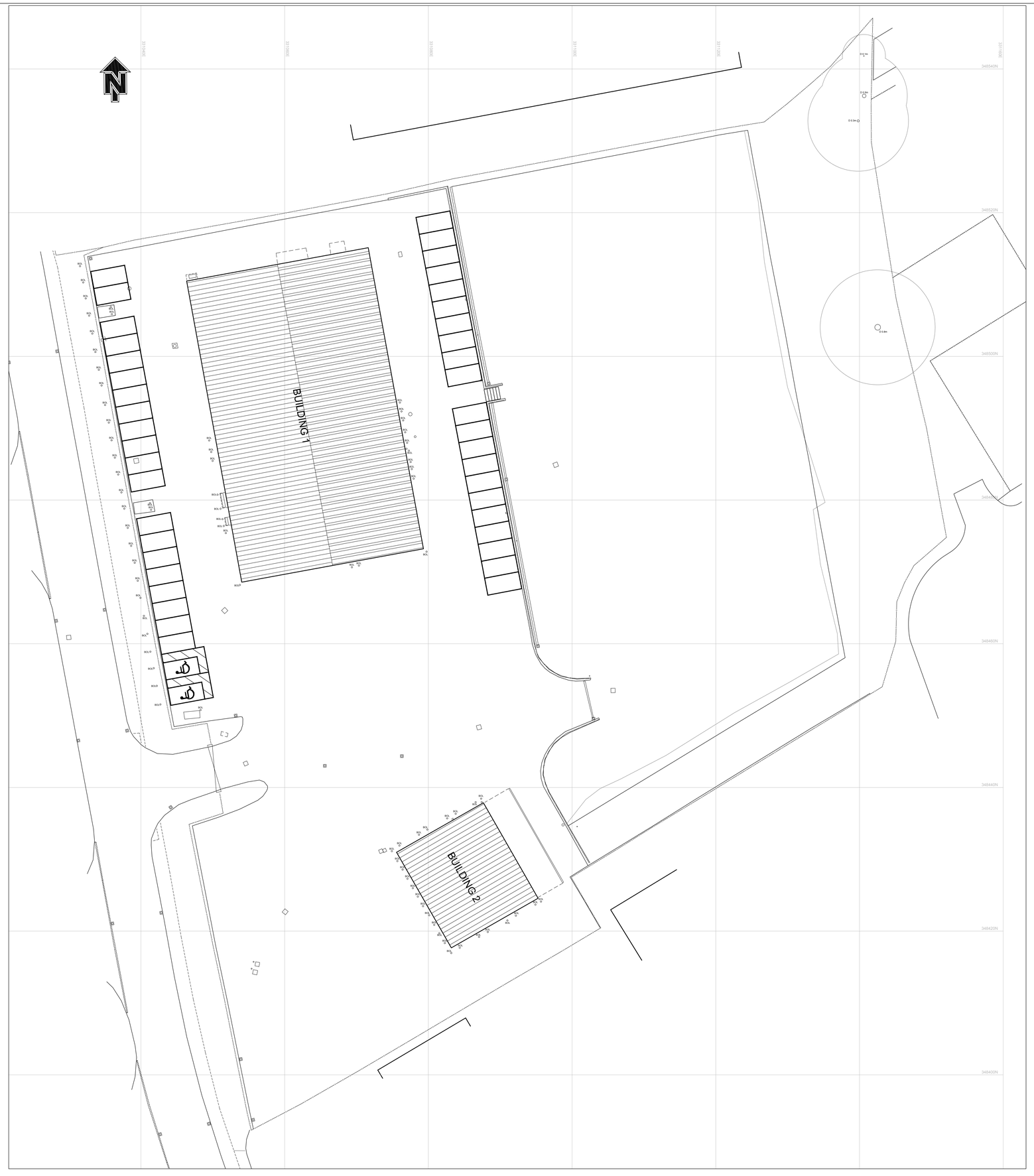
nt	AJN	AJN
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Revision Status: P03	Suitability Status: S4	Date: MAY '24

Suitability Description: FOR APPROVAL (PLANNING)

Drawing Reference:
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9003-MJM-XX-XX-DR-D-6600

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Appendix B – Existing Site Layout



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MAINTENANCE/CLEANING:

DECOMMISSIONING/DEMOLITION:

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

5 0 10 20 30 40 50

Scale Bar
1:200

EXISTING PARKING:

2No DDA Spaces

9No Staff Spaces

32No Customer Spaces

43No Total Car Spaces

Rev	Date	Amendment		
P03	17.10.24	TITLE BLOCK AMENDED. RED LINE BOUNDARY OMITTED. CAR PARK SPACES AND NUMBERS ADDED	NT	AJN
P02	25.07.24	TOPOGRAPHICAL SURVEY ADDED.	NT	AJN
P01	13.05.24	FIRST ISSUE	NT	AJN

mjm Consulting Engineers Ltd
Southgate House, 38 Southgate, Wakefield WF1 1TL
T: 01924 811 000 mjmc.co.uk

Project:
TRAVIS PERKINS
CROESFOEL INDUSTRIAL ESTATE
WREXHAM, LL14 4BJ

Client:

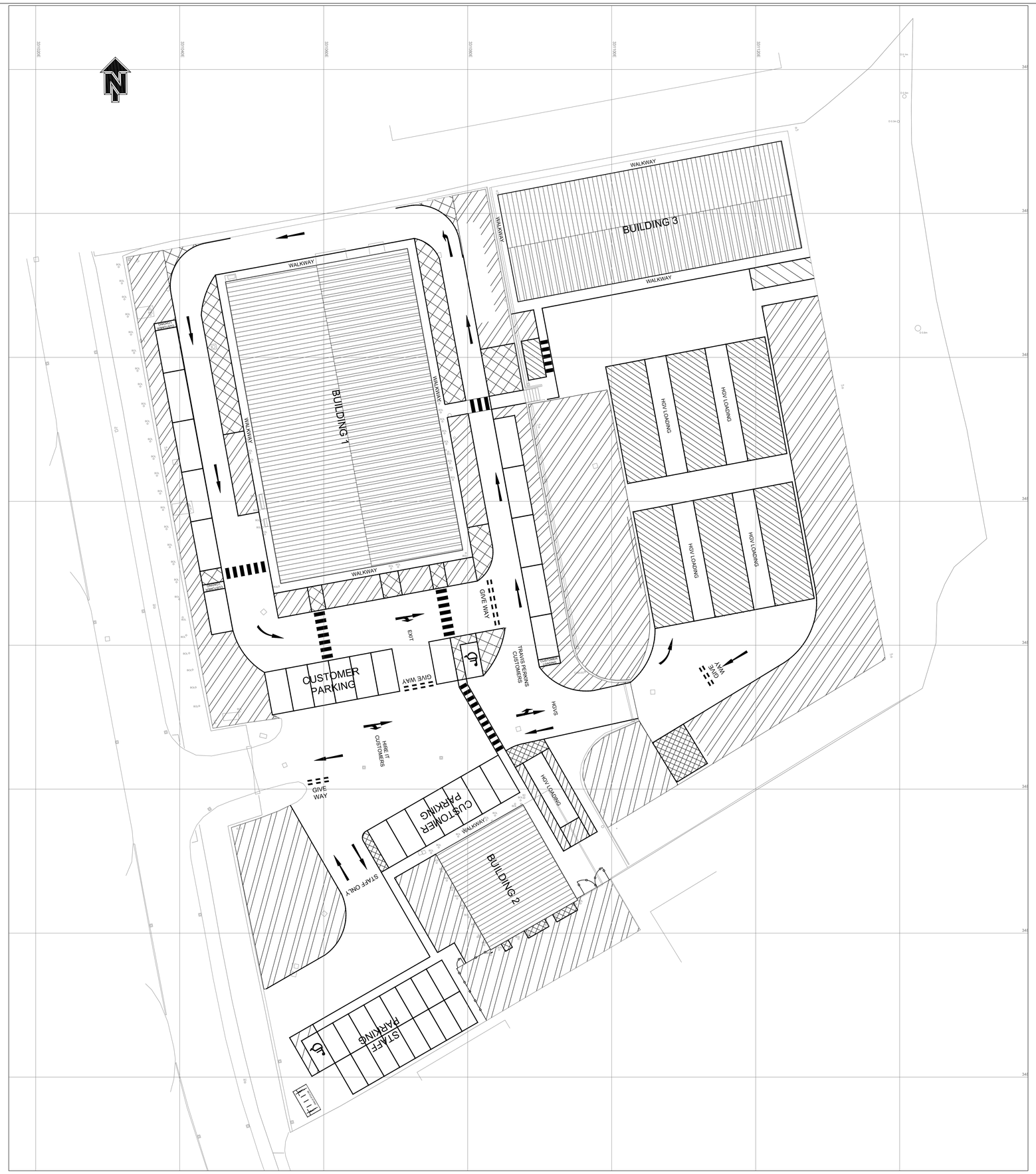
Drawing Title:
EXISTING SITE LAYOUT

NT	AJN	AJN
MJMC Ref: 9003	Scale: 1:200	Sheet Size: A0
Revision Status: P03	Suitability Status: S4	Date: MAY '24
Suitability Description: FOR APPROVAL		

Drawing Reference:
Project - Originator - Zone - Level - File Type - Discipline - Number
9003-MJM-XX-XX-DR-D-6601

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Appendix C – Proposed Site Layout



DESIGNER RISK INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:-

CONSTRUCTION:

MAINTENANCE/CLEANING:

DECOMMISSIONING/DEMOLITION:

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

5 0 10 20 30 40 50

Scale Bar
1:200

KEY:

- HGV SERVICING ZONE
- EXTERNAL RACKING/STORAGE ZONES (UP TO 5.5m HIGH)
- KEEP CLEAR

SCHEDULE OF ACCOMMODATION:

Site Area - 1.0011 hectares

Building 1 (Showroom/Sales/Warehouse/Offices/Staff Facilities)
GEA - 1,095sqm
GIA - 1,057sqm

Building 2 (Sales/Warehouse)
GEA - 213sqm
GIA - 200sqm

Building 3 (Warehouse)
GEA - 607sqm
GIA - 582sqm

PROPOSED PARKING:

Customer Spaces
15 Car Spaces Incl 1 DDA Space
13 Pick-Up Spaces

Staff Parking
7 Car Spaces Incl 1 DDA Space
5 HGV Spaces

Rev	Date	Amendment		
P04	17.07.24	TITLE BOX AMENDED. RED LINE BOUNDARY OMITTED. SITE AREA AMENDED. PARKING No ADDED.	NT	AJN
P03	25.07.24	SURVEY ADDED.	nt	AJN
P02	18.06.24	CUSTOMER/STAFF PARKING SHOWN. CYCLE PARKING ADDED. VEHICLE ROUTES ADDED.	nt	AJN
P01	18.06.24	FIRST ISSUE	nt	TM

mjm Consulting Engineers Ltd
Southgate House, 38 Southgate, Wakefield WF1 1TL
T: 01924 811 000 mjmc.co.uk

Project:
TRAVIS PERKINS
CROESFOEL INDUSTRIAL ESTATE
WREXHAM, LL14 4BJ

Client:

Drawing Title:
PROPOSED SITE LAYOUT

NT	AN	AN
MJMC Ref: 9003	Scale: 1:200	Sheet Size: A0
Revision Status: P04	Suitability Status: S4	Date: MAY '24

Suitability Description: FOR APPROVAL

Drawing Reference:
Project - Originator - Zone - Level - File Type - Discipline - Number
9003-MJM-XX-XX-DR-D-6611

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Appendix D – Access Arrangements



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Travis Perkins, drawing number 9003 P04, and drawing date 17/10/24 .
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Key:

Extent of adopted highway maintainable at public expense

Rev	Date	Details	By	Chkd
P01	17.10.24	Layout updated	BB	CE

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CLIENT:
Travis Perkins

PROJECT:
Croesfoel Industrial Estate
Wrexham Road, Rhostyllen

TITLE:
Proposed Site Access
Visibility Splays

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	28.05.24	BB	SE	CE

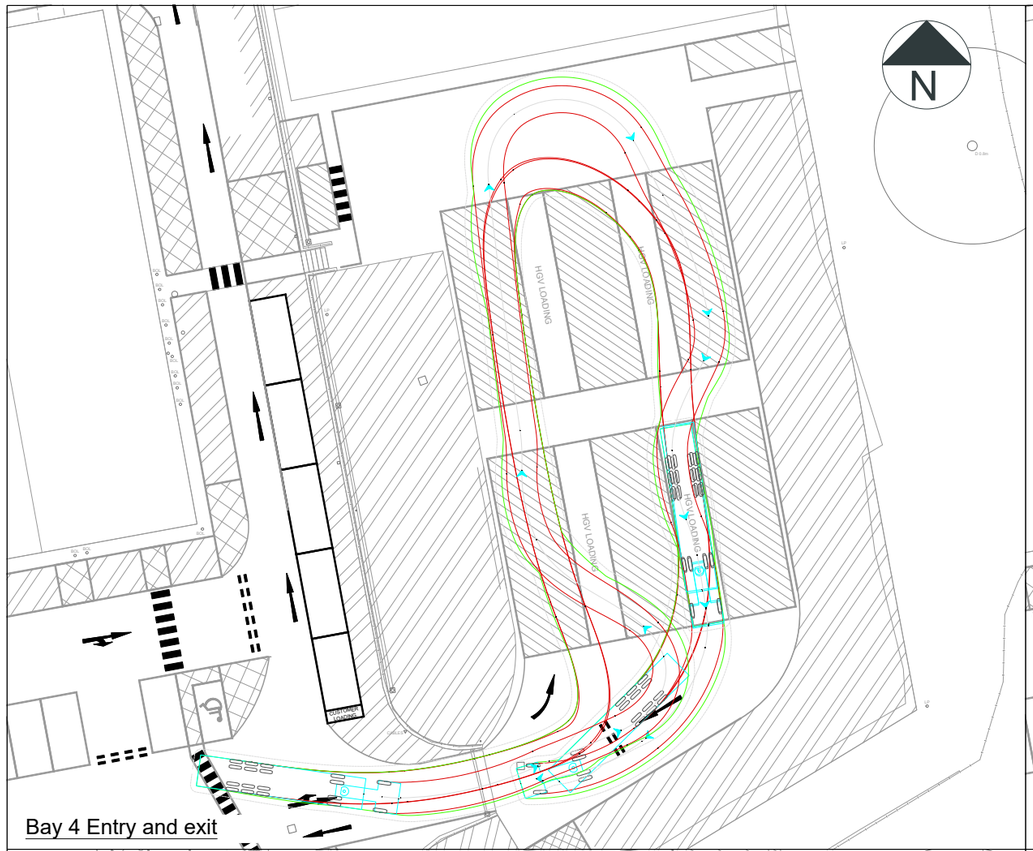
STATUS: INFORMATION

DRAWING NO: 24-0378-RAP-XX-XX-DR-TP-3200

REVISION: P01

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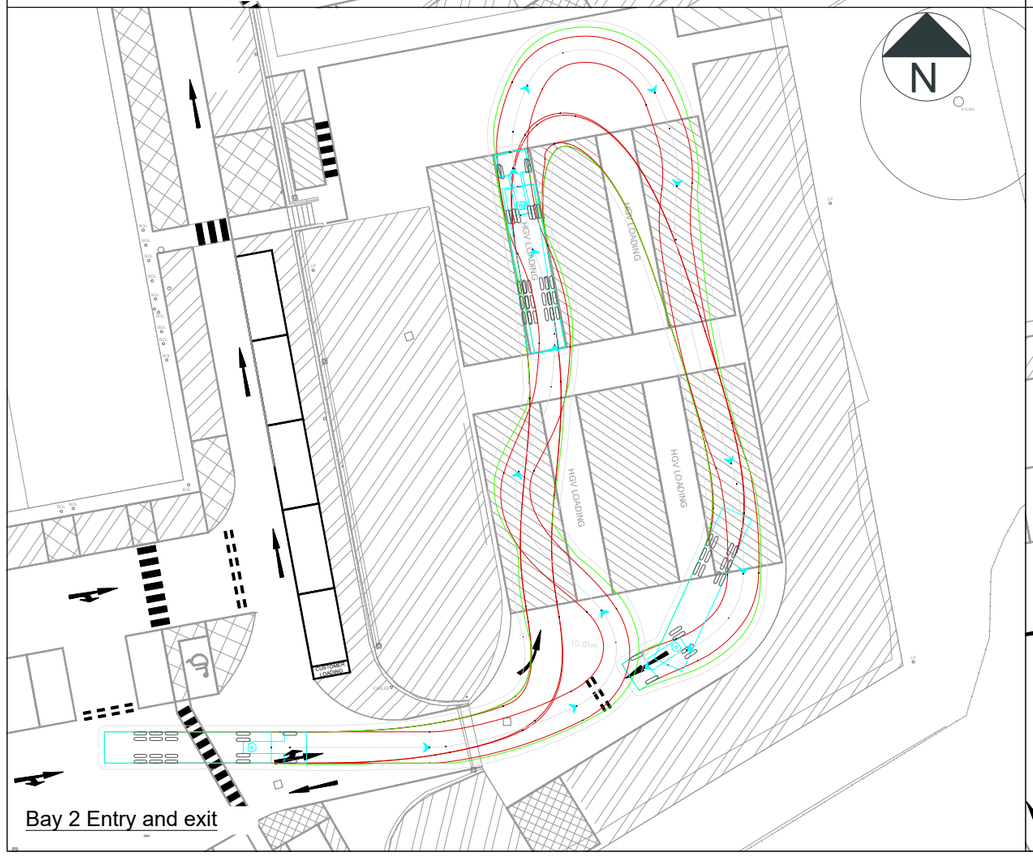
Appendix E – Swept Path Analysis (HGV)



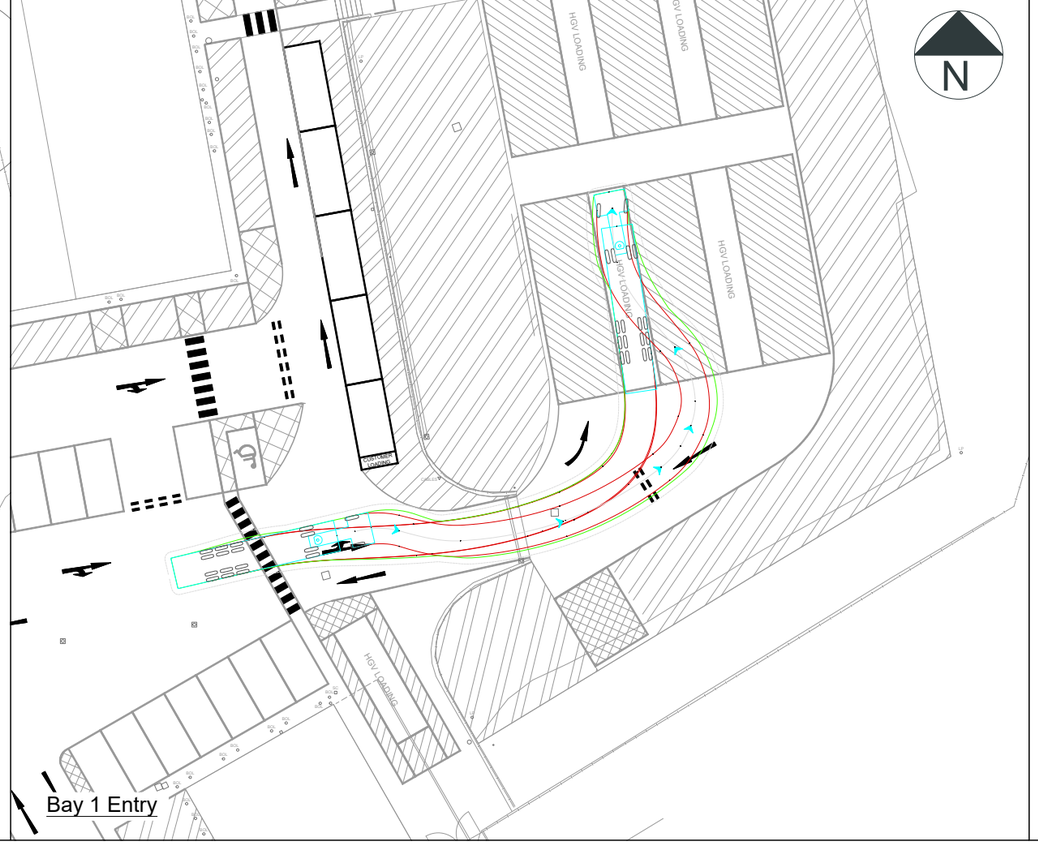
Bay 4 Entry and exit



Bay 3 Entry



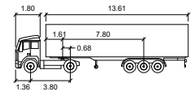
Bay 2 Entry and exit



Bay 1 Entry

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Travis Perkins, drawing number 9003 P04, and drawing date 17/10/24 .
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4. Tolerance of 0.5m applied.



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Rev	Date	Details	By	Chkd
P01	18.10.24	Layout/Tracking Updated	BB	CE

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CLIENT:
Travis Perkins

PROJECT:
Croesfoel Industrial Estate
Wrexham Road, Rhostyllen

TITLE:
Swept Path Analysis
16.5m Artic

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	29.05.24	BB	JA	AP

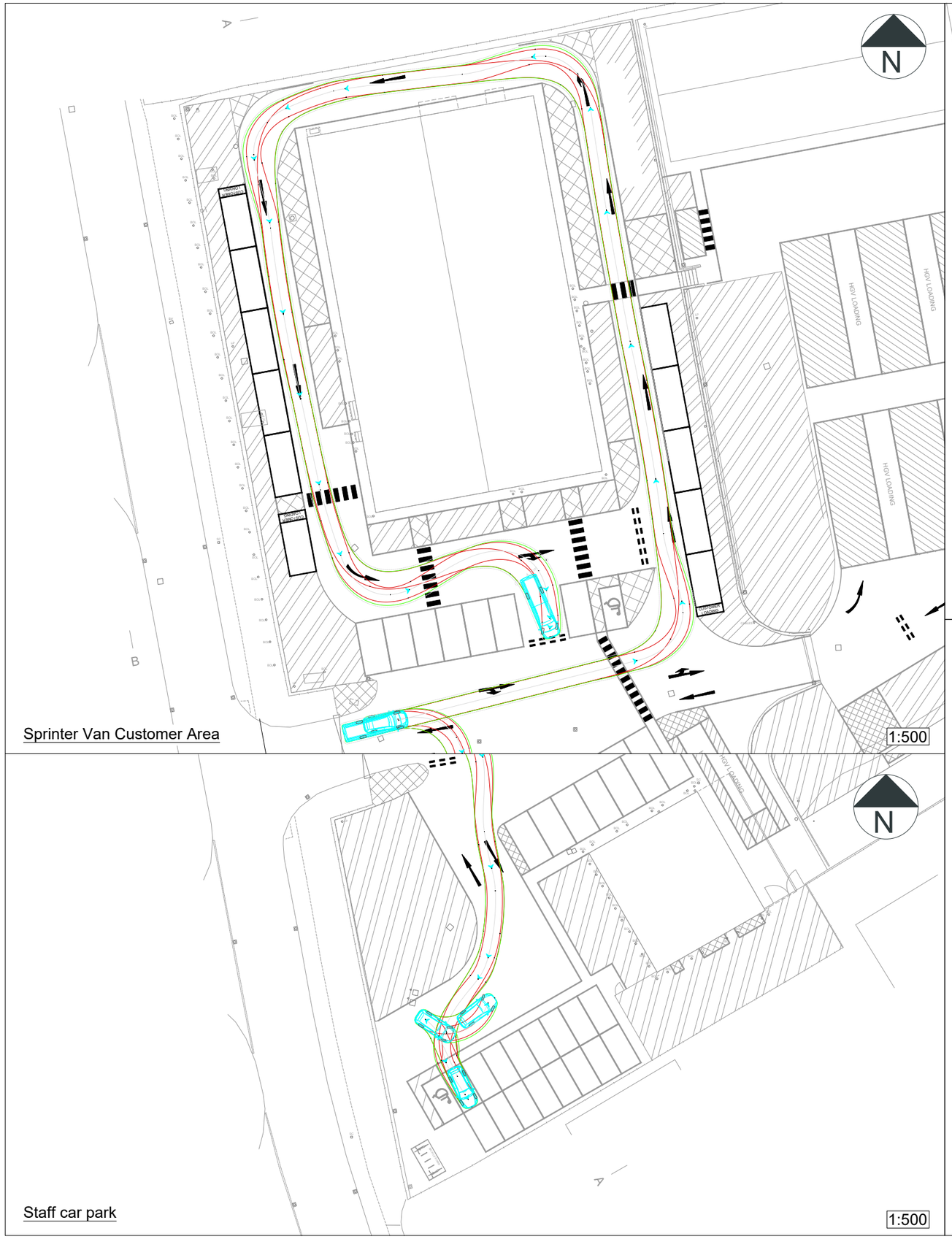
STATUS: INFORMATION

DRAWING NO: 24-0378-RAP-XX-XX-DR-TP-4101

REVISION: P01

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Appendix F – Swept Path Analysis (Van and Car)

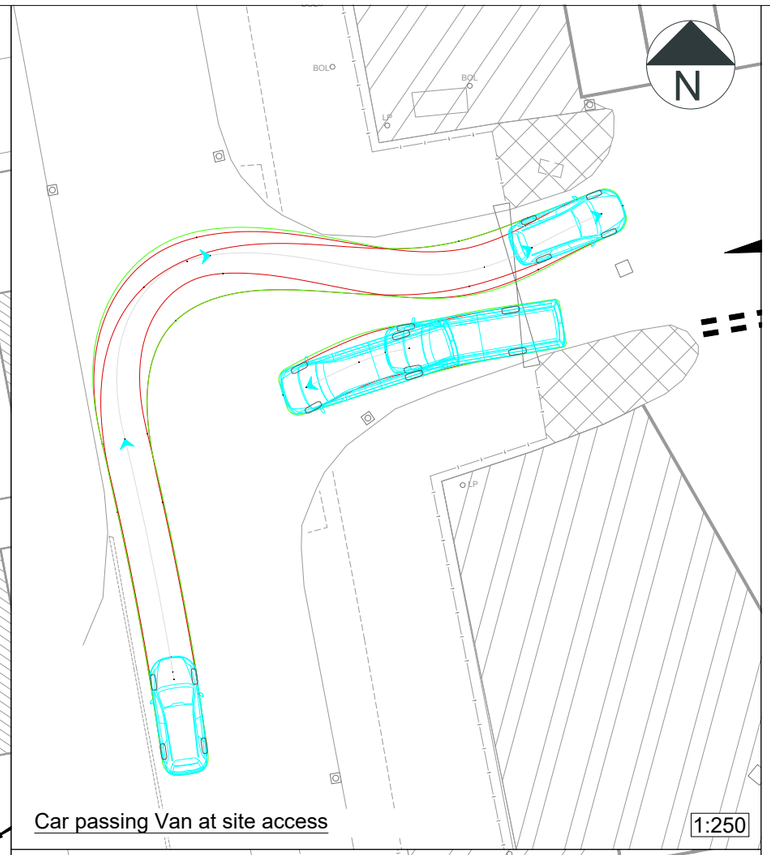


Sprinter Van Customer Area

1:500

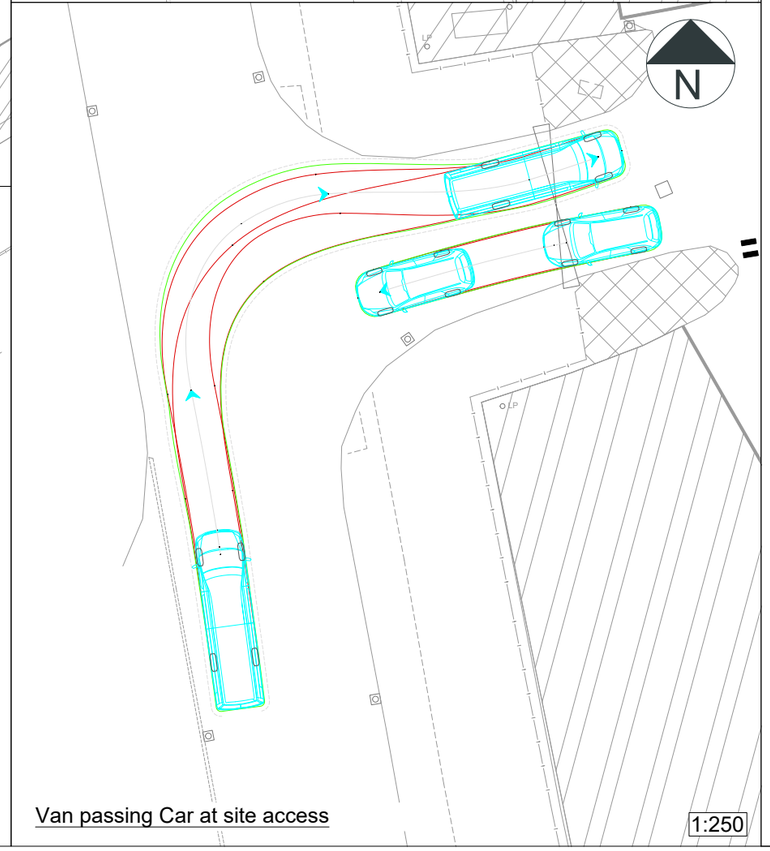
Staff car park

1:500



Car passing Van at site access

1:250

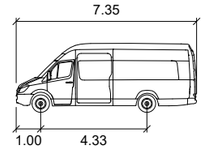


Van passing Car at site access

1:250

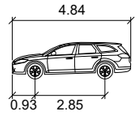
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Travis Perkins, drawing number 9003 P04, and drawing date 17/10/24 .
3. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.
4. Tolerance of 0.2m added.



2012 Mercedes Sprinter XL

	meters
Width	: 1.99
Track	: 1.95
Lock to Lock Time	: 6.0
Steering Angle	: 41.0



2012 Ford Mondeo Wagon

	meters
Width	: 1.89
Track	: 1.89
Lock to Lock Time	: 6.0
Steering Angle	: 34.7

Rev	Date	Details	By	Chkd
P01	18.10.24	Layout/Tracking Updated	BB	CE

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CLIENT:

Travis Perkins

PROJECT:

Croesfoel Industrial Estate
Wrexham Road, Rhostyllen

TITLE:

Swept Path Analysis
Van and Car

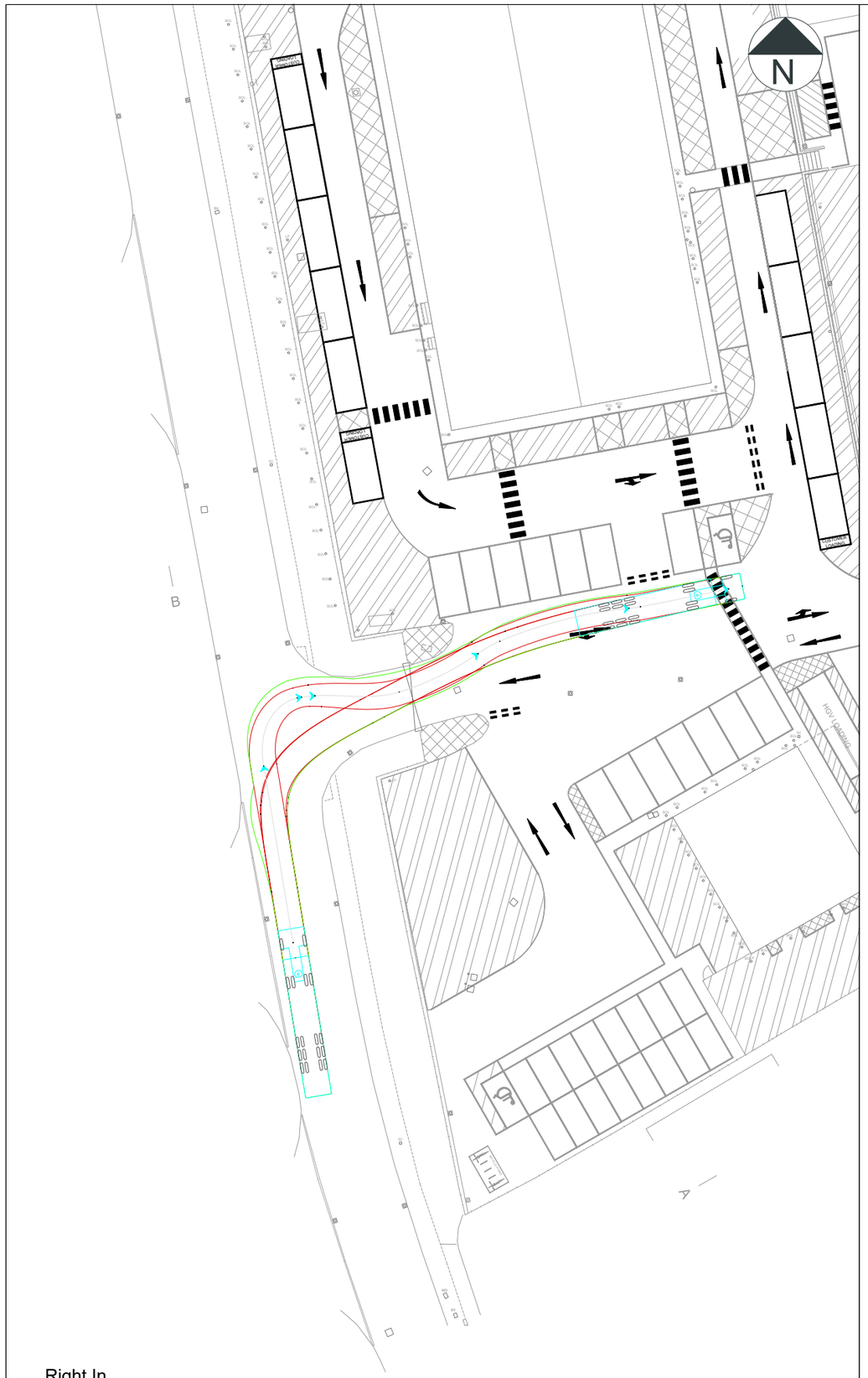
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
AS SHOWN	30.05.24	BB	JA	AP

STATUS: INFORMATION

DRAWING NO:	REVISION:
24-0378-RAP-XX-XX-DR-TP-4102	P01

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Appendix G – TRICS Data



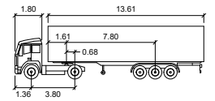
Right In



Left Out

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Travis Perkins, drawing number 9003 P04, and drawing date 17/10/24 .
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Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Rev	Date	Details	By	Chkd
P01	17.10.24	Layout/Tracking updated	BB	CE

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CLIENT:
Travis Perkins

PROJECT:
Croesfoel Industrial Estate
Wrexham Road, Rhostyllen

TITLE:
Swept Path Analysis
16.5m Artic

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	24.05.24	BB	SE	CE

STATUS:
INFORMATION

DRAWING NO:	REVISION:
24-0378-RAP-XX-XX-DR-TP-4100	P01

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Rappor Consultants Ltd CTP House, Knapp Road Cheltenham Licence No: 701101

Calculation Reference: AUDIT-701101-240508-0559

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : L - BUILDER'S MERCHANTS
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	5020 to 12966 (units: sqm)
Range Selected by User:	600 to 12966 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 11/06/23

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
Built-Up Zone	1

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

E(a)	3 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

Travel Plan:

No	3 days

PTAL Rating:

No PTAL Present	3 days

LIST OF SITES relevant to selection parameters

1 LN-01-L-01 JEWSON LINCOLNSHIRE
WHARF ROAD
GRANTHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 6020 sqm
Survey date: MONDAY *15/11/10* *Survey Type: MANUAL*

2 LN-01-L-02 JACKSON BUILDING CENTRE LINCOLNSHIRE
SOUTH PARADE
GRANTHAM

Edge of Town Centre
Commercial Zone
Total Gross floor area: 13051 sqm
Survey date: TUESDAY *11/06/13* *Survey Type: MANUAL*

3 WM-01-L-02 SELCO WEST MIDLANDS
CHARLOTTE ROAD
BIRMINGHAM
STIRCHLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 5600 sqm
Survey date: WEDNESDAY *19/10/11* *Survey Type: MANUAL*

Rappor Consultants Ltd CTP House, Knapp Road Cheltenham Licence No: 701101

TRIP RATE for Land Use 01 - RETAIL/L - BUILDER'S MERCHANTS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	5600	0.000	1	5600	0.000	1	5600	0.000
06:00 - 07:00	3	7862	0.127	3	7862	0.008	3	7862	0.135
07:00 - 08:00	3	7862	0.394	3	7862	0.267	3	7862	0.661
08:00 - 09:00	3	7862	0.640	3	7862	0.479	3	7862	1.119
09:00 - 10:00	3	7862	0.602	3	7862	0.619	3	7862	1.221
10:00 - 11:00	3	7862	0.619	3	7862	0.585	3	7862	1.204
11:00 - 12:00	3	7862	0.598	3	7862	0.564	3	7862	1.162
12:00 - 13:00	3	7862	0.500	3	7862	0.521	3	7862	1.021
13:00 - 14:00	3	7862	0.505	3	7862	0.568	3	7862	1.073
14:00 - 15:00	3	7862	0.475	3	7862	0.509	3	7862	0.984
15:00 - 16:00	3	7862	0.394	3	7862	0.403	3	7862	0.797
16:00 - 17:00	3	7862	0.267	3	7862	0.437	3	7862	0.704
17:00 - 18:00	3	7862	0.110	3	7862	0.220	3	7862	0.330
18:00 - 19:00	1	5600	0.464	1	5600	0.482	1	5600	0.946
19:00 - 20:00	1	5600	0.214	1	5600	0.357	1	5600	0.571
20:00 - 21:00	1	5600	0.000	1	5600	0.036	1	5600	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.909			6.055			11.964

Parameter summary

Trip rate parameter range selected:	5020 - 12966 (units: sqm)
Survey date date range:	01/01/10 - 11/06/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Rappor Consultants Ltd CTP House, Knapp Road Cheltenham Licence No: 701101

Calculation Reference: AUDIT-701101-240523-0536

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
Category : A - CAR SHOW ROOMS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	SO	SLOUGH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	GC	GLASGOW CITY	1 days
	SB	SCOTTISH BORDERS	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	282 to 4660 (units: sqm)
Range Selected by User:	45 to 9800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/04/23

Selected survey days:

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	2
Village	1
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	6 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

Travel Plan:

No	6 days

PTAL Rating:

No PTAL Present	6 days

LIST OF SITES relevant to selection parameters

1 EX-14-A-02 KIA ESSEX
BRAINTREE ROAD
BRAINTREE

Edge of Town
Development Zone
Total Gross floor area: 1275 sqm
Survey date: FRIDAY *08/07/16* *Survey Type: MANUAL*

2 GC-14-A-01 LAND ROVER GLASGOW CITY
MARYHILL ROAD
GLASGOW

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 4660 sqm
Survey date: MONDAY *25/11/19* *Survey Type: MANUAL*

3 KS-14-A-03 PEUGEOT KIRKLEES
LEEDS ROAD
NEAR DEWSBURY
WOODKIRK
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1122 sqm
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

4 SB-14-A-01 VOLVO SCOTTISH BORDERS
MELROSE ROAD
GALASHIELS
EASTER LANGLEE
Edge of Town
Industrial Zone
Total Gross floor area: 1275 sqm
Survey date: TUESDAY *25/04/23* *Survey Type: MANUAL*

5 SO-14-A-01 JAGUAR LAND ROVER SLOUGH
LEIGH ROAD
SLOUGH
SLOUGH TRADING ESTATE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3772 sqm
Survey date: MONDAY *09/07/18* *Survey Type: MANUAL*

6 TW-14-A-03 CAR SHOW ROOM TYNE & WEAR
SOUTHWICK ROAD
SUNDERLAND
MONKWEARMOUTH
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 282 sqm
Survey date: WEDNESDAY *05/04/17* *Survey Type: MANUAL*

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	4	2746	0.455	4	2746	0.055	4	2746	0.510
08:00 - 09:00	6	2064	0.977	6	2064	0.347	6	2064	1.324
09:00 - 10:00	6	2064	0.646	6	2064	0.565	6	2064	1.211
10:00 - 11:00	6	2064	0.614	6	2064	0.468	6	2064	1.082
11:00 - 12:00	6	2064	0.589	6	2064	0.581	6	2064	1.170
12:00 - 13:00	6	2064	0.468	6	2064	0.484	6	2064	0.952
13:00 - 14:00	6	2064	0.541	6	2064	0.509	6	2064	1.050
14:00 - 15:00	6	2064	0.492	6	2064	0.492	6	2064	0.984
15:00 - 16:00	6	2064	0.396	6	2064	0.525	6	2064	0.921
16:00 - 17:00	6	2064	0.589	6	2064	0.727	6	2064	1.316
17:00 - 18:00	6	2064	0.266	6	2064	0.735	6	2064	1.001
18:00 - 19:00	6	2064	0.105	6	2064	0.662	6	2064	0.767
19:00 - 20:00	1	4660	0.000	1	4660	0.000	1	4660	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.138			6.150			12.288

Parameter summary

Trip rate parameter range selected:	282 - 4660 (units: sqm)
Survey date date range:	01/01/16 - 25/04/23
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

Rappor Consultants Ltd

www.rappor.co.uk

Cheltenham
Bristol
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