

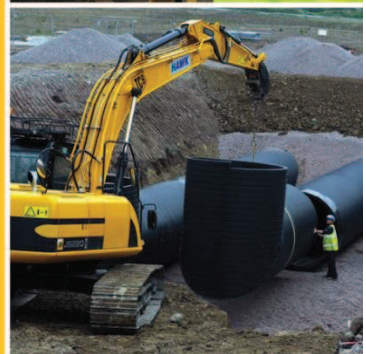


**PROPOSED HOLIDAY ACCOMODATION,
COMMONWOOD FISHERY, BUCK ROAD,
HOLT, WREXHAM**

TRANSPORT STATEMENT

FEBRUARY 2017

REPORT REF: 22495/02-17/4569



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COMMONWOOD FISHERY, BUCK ROAD,
HOLT, WREXHAM**

TRANSPORT STATEMENT

FEBRUARY 2017

REPORT REF: 22495/02-17/4569

CLIENT: Lambe Planning & Design Ltd

ENGINEER: Mewies Engineering Consultants
The Colmore Building
20 Colmore Circus Queensway
Birmingham
B4 6AT

Tel: 0121 262 4045
Email group@m-ec.co.uk

Report Prepared By:



.....
Ben Malin

Report Checked By:



.....
Neil Benison, B.Sc (Hons) IEng MICE

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1.0 INTRODUCTION

- 1.1 Mewies Engineering Consultants Ltd (M-EC) has been commissioned by Lambe Planning and Design Ltd on behalf of Commonwood Fishery, to produce a Transport Statement (TS) in support of a planning application for a proposed development comprising of 8 Fishing Lodges and 12 holiday fishing pods on the existing site at Commonwood Fishery, Buck Road, Holt, Wrexham. A site location plan is included in Appendix A, with a site layout plan included in Appendix B.
- 1.2 This TS provides information relating to the following;
- Review of sustainable transport modes – walking, cycling, and public transport, along with accessibility to key local facilities and amenities;
 - Review of the site access and relevant junctions within the vicinity of the site;
 - Review of local accident data for the most recently available five-year period;
 - Assessment of vehicle trip generation of the existing and proposed uses.
- 1.3 This TS will review all existing and proposed highway elements, providing appropriate conclusions in order to demonstrate whether the proposed development will result in severe impacts upon the local highway network.
- 1.4 Pre-application discussions have been undertaken with Wrexham County Borough Council (WCBC) to inform the scope of the TS. A response from WCBC, which can be seen in Appendix C, was received on 26th October 2016, the contents of which have been given due regard during the completion of this report.
- 1.5 M-EC has completed this report for the benefit of the individuals referred to in paragraph 1.1 and any relevant statutory authority which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from M-EC.
- 1.6 M-EC accepts no responsibility or liability for:
- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned;
 - b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 EXISTING SITE

Existing Site

- 2.1 The site is located on Buck Road, approximately 5.3km from Wrexham town centre. The site currently has 8 fishing lakes and a lodge with a café, where visitors are able to use the facilities from 7am until 7pm in summertime and 7:30am until dusk during winter months.
- 2.2 The east of the site is bound by Buck Road, with agricultural and arable land to the north, south and west boundaries of the site. Beyond the immediate boundary, residential dwellings and agricultural buildings are located to the north of the site.

Figure 1 – Aerial imagery of the application site



- 2.3 There is an existing vehicular access into the site from Buck Road, which is a single carriageway, measuring approximately 6.8m in width. Buck Road is subject to the National Speed Limit (60mph), with no footpaths on either side of the carriageway as grass verges form its immediate boundary.

Proposed Development

2.4 The development proposals comprise of the following:

- 8 Holiday Fishing Lodges
- 12 Holiday Fishing Pods
- New Lake
- Central Facilities Building
- Combined Reception / Office / Manager's Lodge

2.5 The intention of the development proposals are to provide overnight accommodation to existing visitors, and offer family fishing breaks. The proposed holiday accommodation units and lake will be located to the west of the existing units and lakes at the site. An internal access road will also be provided, linking the proposed uses to the existing uses. The proposed site layout is provided within Appendix B.

3.0 SUSTAINABILITY

- 3.1 Pre-application discussions between the client and the Local Planning Authority, Wrexham County Borough Council (WCBC), were undertaken in August 2016, to discuss the acceptability of the proposed development. The response from WCBC raised concerns with the sustainability of the site, stating the following:

'The fishery is located in an isolated position, devoid from local facilities such as shops conveniences. It is also not well located insofar as accessibility by modes of transport other than the car. This would lead to visitor accommodation being relatively isolated from existing facilities, any area of population and effectively, divorced from any facilities which would benefit from its presence.'

- 3.2 This chapter seeks to provide details of the sustainability of the site and address the concerns raised by the Local Planning Authority.

Existing Pedestrian Facilities

- 3.3 The DfT National Travel Survey (England), 2014 found that walking constitutes 22% of all journeys made in a year, and that approximately 3 out of 4 (76%) of walking trips were under a mile (1.6km). On average, people are willing to travel 18 minutes per walking trip.
- 3.4 Drawing 22495_08_010_02 in Appendix D illustrates a number of local facilities and amenities within the vicinity of the site. A list of local facilities and their approximate walking distance from the site access is included in Table 1 below.

Table 1: Accessibility Assessment

Facility	Approx. Distance (m)	Approx. Journey Time (minutes)*	
		Walking	Cycling
Holt Lodge Inn	1100	13	3
Wrexham Aquatic & Garden Centre	1700	22	6
Crafty Corner Cafe	1700	22	6
The Credington Arms Bar & Bistro	2500	30	10
Wrexham Golf Club	3300	39	14

*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.

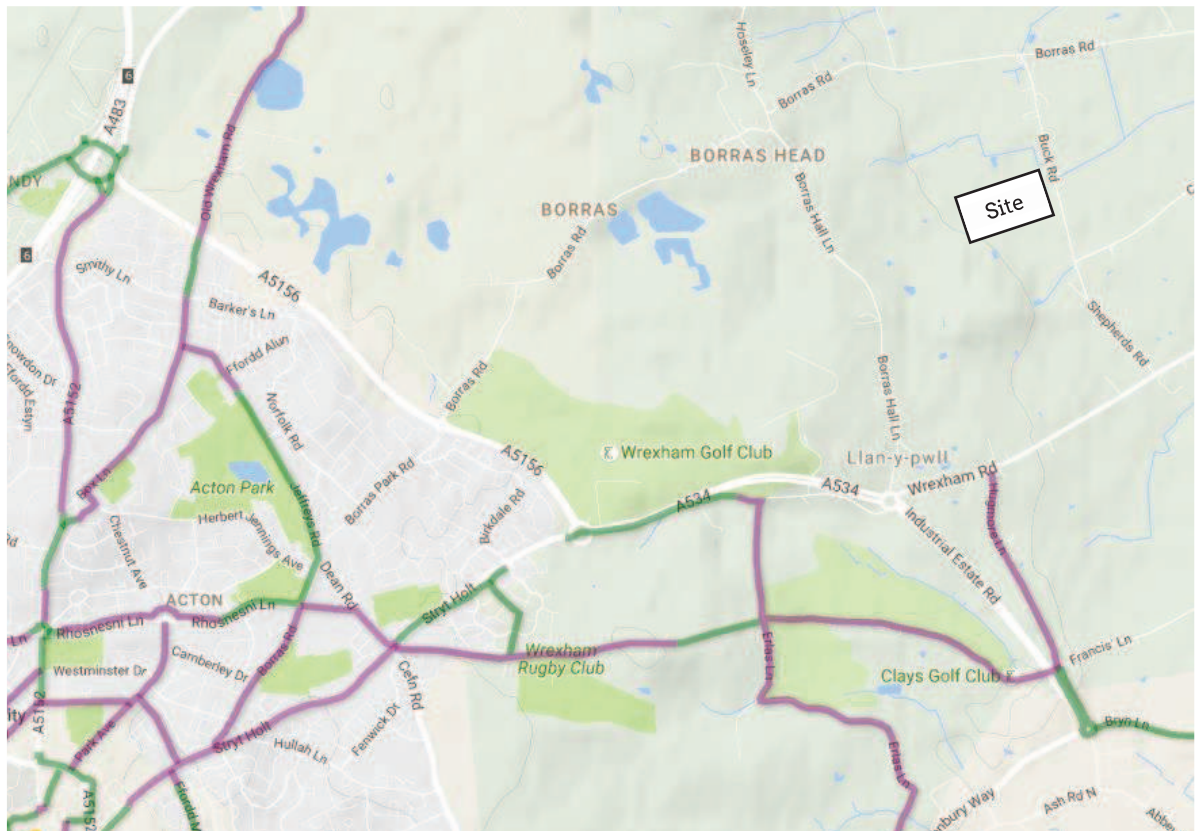
Public Right of Ways (PRoWs)

- 3.5 There are a number of PRoWs within the vicinity of the site, including public footpath Holt 21 located to the south of the site, and public footpath Holt 19 located to the east of the site. Drawing 22495_08_010_02 in Appendix D highlights the PRoWs within the local area, which provide links to neighboring towns/villages and nearby local cycle routes.

Existing Cycle Facilities

- 3.6 A review of sustrans.org.uk highlight that there are no National Cycle Routes within the immediate vicinity of the site however, National Route 45 is located approximately 14km to the east of the site. National Cycle Route 45 provides links between Chester and Salisbury and can be accessed from Regional Route 70, located approximately 8km to the east / south-east of the site.
- 3.7 There are various local routes located to the south-west of the site, which connect into Wrexham town centre. These routes are demonstrated in Figure 2 below.

Figure 2 – Local Cycle Routes



- 3.8 Previous PPG13 guidance provided advice on likely journey lengths for cyclists, and although this guidance has since been superseded, it is still commonly accepted that cycle journeys can potentially substitute for car trips over distances up to 5km, or as part of a multi-modal journey that includes cycling and public transport (especially rail). Based on

typical cycling speeds, such a journey might take just over 20 minutes to complete. Journeys to surrounding towns and villages such as Farndon, Ridleywood and Borrass are located within this 5km distance.

Existing Public Transport – Bus

- 3.9 The nearest bus stops to the site are located along Wrexham Road (A534), approximately 800m south-east of the site access (a walk of approximately 10 minutes). These stops operate bus service 89 on Mondays only and C56 Monday to Saturday at a 2-hour frequency. The bus stops are flag-and-pole stops, with timetable information provided. Further along Wrexham Road there are other bus stops located.
- 3.10 A summary of all bus services operating in close proximity to the site can be found in Table 2 below and on Drawing 22495_08_010_03 in Appendix E.

Table 2: Summary of bus services operating in close proximity to the site

Service	Approx. Operating Time	Frequency	Route
C56	Mon-Fri 07.25-17.43	Every 2 Hours	Wrexham to Chester via Holt, Farndon, Aldford Bridge and Saighton
	Sat 08.10-18.32		
13B	Mon-Fri 07.20-17.10	Every Hour	Wrexham Industrial Estate via Borrass
89	Monday Only 09.25-14.45	Twice a day	Nantich-Wrexham via Burland, Bulkeley, Farndon and Holt

Existing Public Transport – Rail

- 3.11 Wrexham General Train Station is located approximately 5.5km west of the development site, and approximately 500m from Wrexham Bus Station. The train station, which is managed by Arriva Trains Wales with services also provided by Virgin Trains, operates Monday to Sunday. The station provides services to London, Chester, Shrewsbury and Birmingham.
- 3.12 A 24-hour car park is located at the station, which provides 68 vehicle parking spaces. There are also 20 cycle storage spaces located at the front of the station. Facilities such as information services, ticket office, toilets and waiting rooms are also provided within the station.
- 3.13 The train station can be accessed bus service C59 which runs from a stop in walking distance to development site, travels directly to Bus Station and the complete journey time from development site to train station is approximately 32 minutes.

Sustainability Conclusion

- 3.14 The site has limited facilities and amenities within close proximity to the site however, there is the opportunity to access facilities and amenities further afield by way of public transport, local cycle routes or PRowWs, as identified in the previous sections.
- 3.15 Whilst the proposals are for holiday accommodation, it will not necessarily be the same as general holiday accommodation sites, as the proposals are intended to provide accommodation for people who already visit the site to take part in the activities available. It is therefore likely that visitors will remain within the site for the majority of the time but may leave to visit local shops, pubs, restaurants, etc.
- 3.16 There has also recently been a planning application approved at Westfield, Buck Road, Holt approximately 500m to the north of the site, for the change of use of the site for the sale, service and repair of tractors and agricultural machinery. The application (P/2015/0086) was approved on 30th March 2015.
- 3.17 Although application P/2015/0086 is for a different use compared to the current proposals, it is likely that customers and staff will travel to/from the site by vehicle, or make use of the same modes of sustainable transport previously mentioned throughout this chapter. No concerns were raised for approved application P/2015/0086 with regards to the sustainability of the site.

4.0 TRAFFIC IMPACT

- 4.1 This chapter examines the potential impact the proposed development will have on the local highway network, compared to the existing uses at the site.

Existing Trip Generation

- 4.2 In order to understand the number of vehicular trips the existing site generates, the TRICS7 database was interrogated however, no comparable sites were identified. As no comparable sites were identified within the TRICS7 database, the client has provided a copy of the number of visitors to the site, for the period of March 2015 to February 2016. The information includes details of the number of general visitors to the site, the number of visitors taking part in fishing club matches and the number of members of the Borrass Shooting Club and Clay Pigeon Shooting Club.
- 4.3 It has been indicated that the fishing club matches generate an average of 12 visitors approximately 8 times per year, equating to a total of approximately 96 visitors per year. The Borrass Shooting Club generates an average of 25 visitors approximately 24 times per 6 months, equating to a total of approximately 1,200 visitors per year. The Clay Pigeon Shooting Club generates an average of 8 visitors approximately 10 times per year, equating to a total of approximately 80 visitors per year. In total, these activities generate an average of approximately 115 visitors per month.
- 4.4 Between the period of March 2015 to February 2016, a total of 2,845 visitors visited the site. A breakdown of the number of visitors for each month between the period of March 2015 to February 2016 is provided below in Table 3.

Table 3: Breakdown of number of visitors per month

Month	Number of Visitors
March 2015	136
April 2015	240
May 2015	245
June 2015	287
July 2015	296
August 2015	384
September 2015	315
October 2015	298
November 2015	236
December 2015	174

January 2016	125
February 2016	109
Total	2,845

- 4.5 Table 3 demonstrates that August 2015 was the peak month for the number of visitors at the site, with 384 visitors. On average, the existing site generates approximately 237 visitors to the site each month.
- 4.6 When combining the average number of general visitors per month (237 visitors) with the average number of visitors generated by the fishing club matches and shooting clubs (115 visitors), it equates to a total of approximately 352 visitors per month.
- 4.7 The total number of visitors per month equates to approximately 11 visitors per day (based on a 31-day month), which in turn equates to approximately 22 vehicle movements per day.

Proposed Trip Generation

- 4.8 To establish the number of vehicular trips the proposed development is likely to generate, the TRICS7 database has been interrogated. The trip rates obtained are for 'Residential – Holiday Accommodation' (03/J). The criteria used to search the database were as follows:
- All regions except Greater London, Scotland, NI and RoI;
 - Only sites between 10 – 200 units;
 - Only sites surveyed on weekdays (not Sat / Sun) and;
 - Selected locations of Free Standing
- 4.9 A summary of the trip rates and flows for the proposed development are provided below in Table 4 below, with a summary of the TRICS results provided within Appendix F.

Table 4: Trip rate analysis for the proposed development

TRICS Land Use Category		Daily Trips (07:00 – 22:00)	
		Arrivals	Departures
Residential / Holiday Accommodation	Trip Rates per Unit	1.281	0.992
	20 Units	26	20
Total Daily Trips		46 Trips	

Vehicle Trip Comparison

- 4.10 Having established the number of vehicular trips the existing and proposed uses could generate, it appears that the development proposals could lead to an increase in vehicular trips at the site. Table 5 below compares the existing and proposed trip rates.

Table 5: Trip Rate Comparison

Land Use	Vehicle Flows		
	Daily Arrivals	Daily Departures	Total Daily Two-Way Flows
Existing Uses	11	11	22
Proposed Development	26	20	46
Total Difference	+15	+9	+24

- 4.11 Table 5 demonstrates that the proposed development will generate 24 additional two-way vehicle trips per day, compared to the existing uses at the site. Based on the sites summertime opening hours of 7am to 7pm, this equates to 1 additional vehicle trip every 30 minutes throughout the 12-hour period.

Vehicular Impact Conclusion

- 4.12 The trip rate comparison table demonstrates that the proposed development will generate an increase in vehicular trips compared to the existing uses at the site, which would result in approximately 1 additional vehicle trip every 30 minutes. Whilst the proposals are for holiday accommodation at the site, it is likely that the trips generated by the proposed use will replace some of the existing visitor trips, as it is anticipated that existing visitors staying in the proposed lodges and pods, will also make use of the existing fishing facilities.
- 4.13 The number of additional daily vehicular trips likely to be generated by the development proposals are not considered to be significant, and are not anticipated to have a detrimental impact on the operation or safety of the local highway network. On this basis, the increase in vehicular trips does not result in a severe impact, in accordance with the requirements set out in paragraph 32 of the National Planning Policy Framework (NPPF).

5.0 ACCESS

5.1 Pre-application discussions have been undertaken with the Local Highway Authority Wrexham County Borough Council (WCBC), to agree the scope of this report. A copy of the correspondence can be found within Appendix C. The Highway Authority raised the following points to be considered within the report:

- Review the existing access and ensure that it is to standard;
- Provide details of parking and turning provision;
- Provide details of existing and proposed daily traffic movements; and
- Consider the suitability of access to the site via Borrass Road / Buck Road junction and Shepherds Road / Holt Road (A534) junction.

5.2 This chapter seeks to provide details of the site access and address the points raised by the Highway Authority. Details of the existing and proposed daily traffic movements can be found in Chapter 4 of this report.

Site Access

5.3 There is an existing access into the site from Buck Road. The access bellmouth measures approximately 11m wide, enabling two vehicles to pass each other within the access. The access is gated, with the gates set back approximately 13.5m from the edge of the carriageway, where the access reduces in width to approximately 4.1m wide.

5.4 The existing access is considered to be constructed to an acceptable standard therefore, it is not proposed to make alterations the access.

Visibility Splays

5.5 At the access, Buck Road is subject to the National Speed Limit (60mph) requiring visibility splays of 215m in both directions, when measured 2.4m back from the edge of the carriageway. The straight alignment of the carriageway allows visibility splays in excess of those required to be achieved in both directions, when measured to the nearside edge of the carriageway.

5.6 There is an existing hedgerow along the eastern boundary of the site, running parallel with Buck Road. The hedgerow is set back approximately 2m from edge of the carriageway. A section of the hedgerow is planted within the visibility splays however, it is in land within the applicant's ownership, so it can be cut back and reduced in height. The hedgerow will be maintained at all times, to ensure that it does not exceed a maximum height of 1m.

Parking Provision

- 5.7 There is an existing parking area located in front of the café and shop, which can accommodate approximately 25 vehicles. The existing parking facilities will remain, with additional parking provided at the proposed central facilities building. Parking will also be provided adjacent to each holiday lodge and holiday pod.
- 5.8 The existing turning facilities within the site shall remain. There is sufficient space within the site for vehicles to turn, and re-enter the public highway using a forward gear.

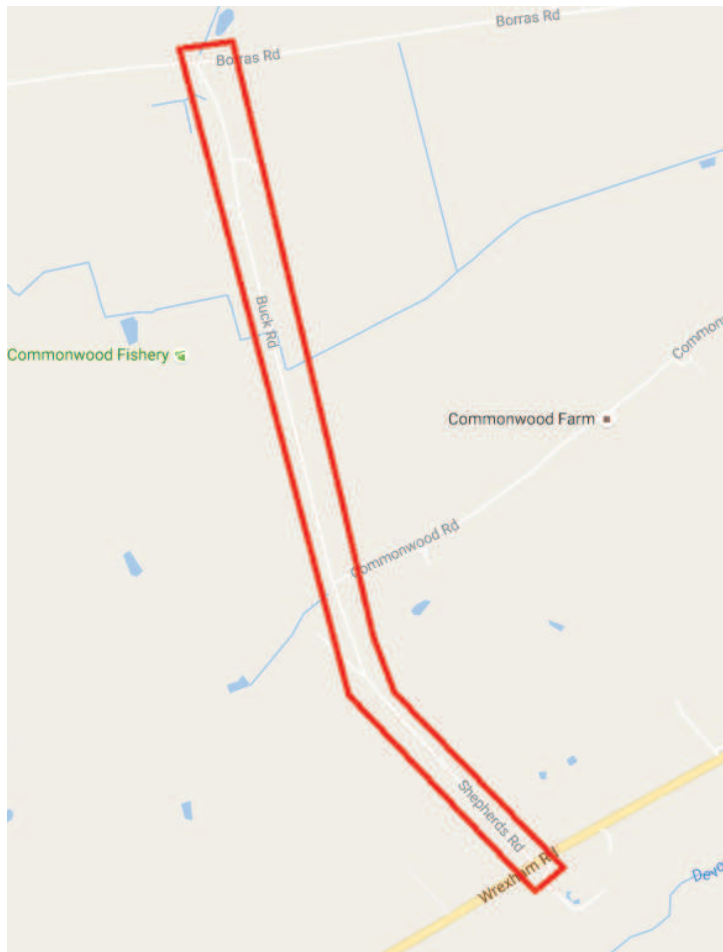
Junction Impact

- 5.9 The existing junctions of Borrass Road / Buck Road and Shepherds Road / Holt Road (A534) appear to be below standard, as the required visibility splays cannot be achieved at the junctions. Visibility splays are obstructed at both junctions by the adjacent hedgerow.
- 5.10 Despite both junctions being below standard, the development proposals would only generate approximately an additional 24 vehicular trips per day, which equates to approximately 1 vehicle movement every 30 minutes. It is unlikely that the additional vehicular trips generated by the proposed development will have a detrimental impact on the operation or safety of the Borrass Road / Buck Road junction or Shepherds Road / Holt Road (A534) junction.
- 5.11 A review of the Personal Injury Accident data for the most recently available 5-year period (01/01/2011 to 31/12/2015) indicates that there has only been 1 recorded accident at the junction of Borrass Road / Buck Road. No accidents were recorded at the junction of Shepherds Road / Holt Road (A534). The Personal Injury Accident data is assessed in more detailed in Chapter 6 of this report.
- 5.12 Based on the information above, no further assessment of the junctions of Borrass Road / Buck Road and Shepherds Road / Holt Road (A534) have been undertaken.

6.0 ACCIDENT DATA

- 6.1 Personal Injury Accident (PIA) data has been obtained from WCBC for the study area shown below in Figure 3, for the most recently available five-year period (01/01/2011 to 31/12/2015). The following paragraphs provide analysis of the recorded PIAs within the identified study area.

Figure 3 – Accident Study Area



- 6.2 In total, there has been 1 PIA recorded within the study area during the most recently available 5-year period. The accident occurred in 2012, at the junction of Buck Road / Borrás Road. The severity of the accident was classified as 'slight'. A detailed accident report and location is provided in Appendix G.
- 6.3 Having reviewed the PIA data within the study area, it is considered that there is no existing accident problem or identifiable accident trends that would be exacerbated by the proposed development.

7.0 CONCLUSIONS

7.1 This TS has been produced to provide information in support of a planning application for a development that comprises of the following:

- Holiday Fishing Lodges
- 12 Holiday Fishing Pods
- New Lake
- Central Facilities Building
- Combined Reception / Office / Manager's Lodge

7.2 Based on the information provided, the following points are considered of key relevance to the proposed development in relation to the highway matters:

- Bus service 89 and C56 operate from the nearest bus stop on Wrexham Road. Bus Service C56 operates Monday to Friday every two hours. There are several local cycle routes PRowWs within the vicinity of the site, with public footpath Holt 21 located to south of the site and public footpath Holt 19 located to the east.
- The TRICS7 database has been interrogated in order to establish the number of vehicular trips likely to be generated by the proposed development. The TRICS database indicates that the proposed development would generate an additional 24 vehicle trips per day, compared to the existing uses at the site. The additional vehicular trips equates to approximately 1 vehicle trip per 30 minutes, based on a 12-hour period (07:00 – 19:00). In accordance with paragraph 32 of the NPPF, the proposed development should not be prevented or refused planning on transport grounds, as the cumulative impacts of the development proposals are not considered to be severe.
- The existing access into the site shall be utilised to serve the proposed development. The access is located on Buck Road, and is approximately 11m wide, enabling two vehicles to pass each other within the access.
- Accident data obtained from WCBC demonstrates that there has only been 1 accident recorded within the study area, which suggests that there are no road safety concerns at the existing access or junctions within the vicinity of the site.

7.3 Based on the information provided above and attached, there are no highways or transportation reasons why the proposed development should not be granted planning permission.

APPENDIX A

M-EC
Wellington House
Leicester Road
Ibstock
Leicestershire
LE67 6HP



SITE LOCATION PLAN

Project: COMMONWOOD FISHERY, BUCK ROAD, HOLT, WREXHAM

File Ref: 22459

O.S. Grid Ref: 337849, 353246

Postcode: LL13 9TF

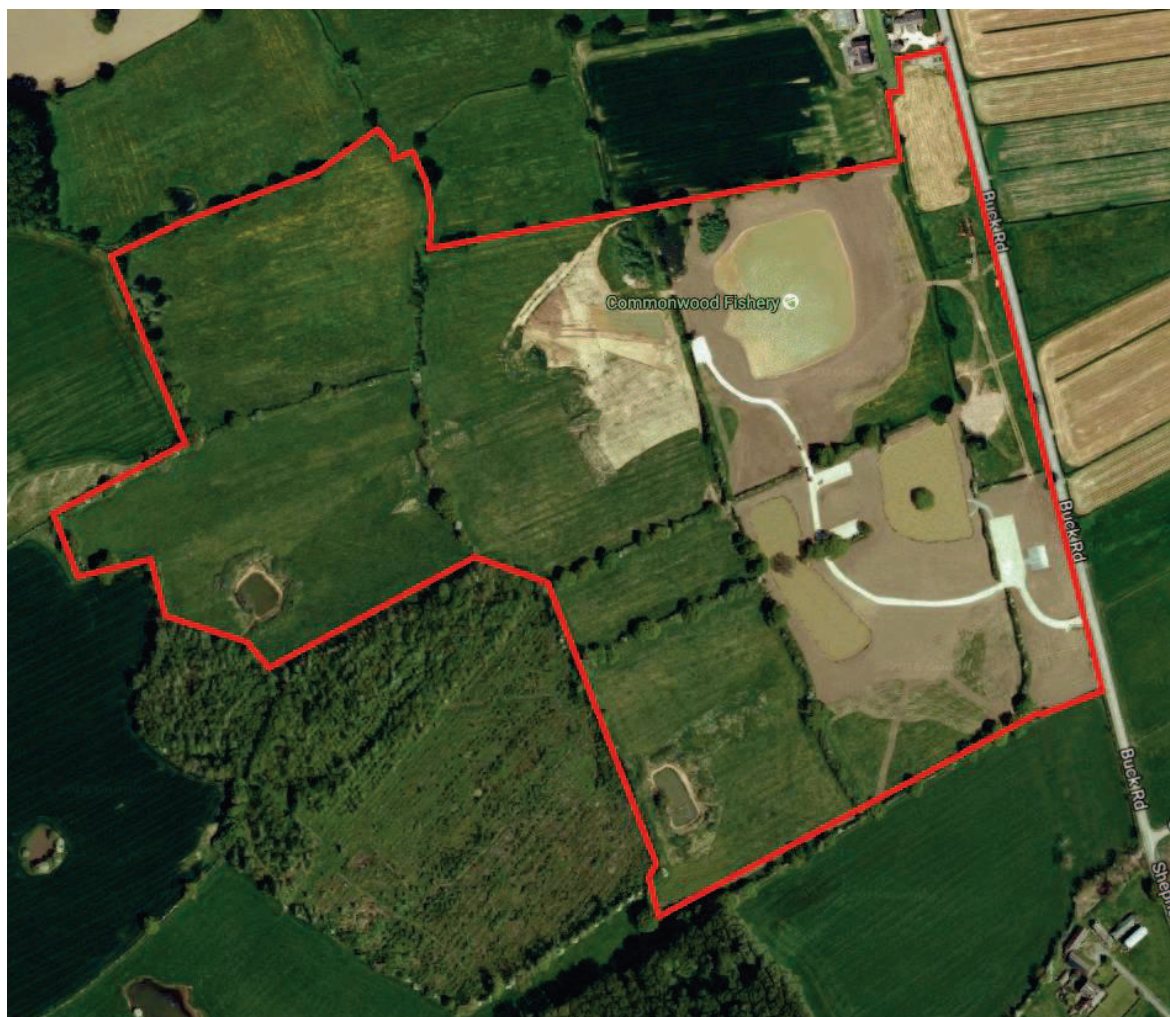
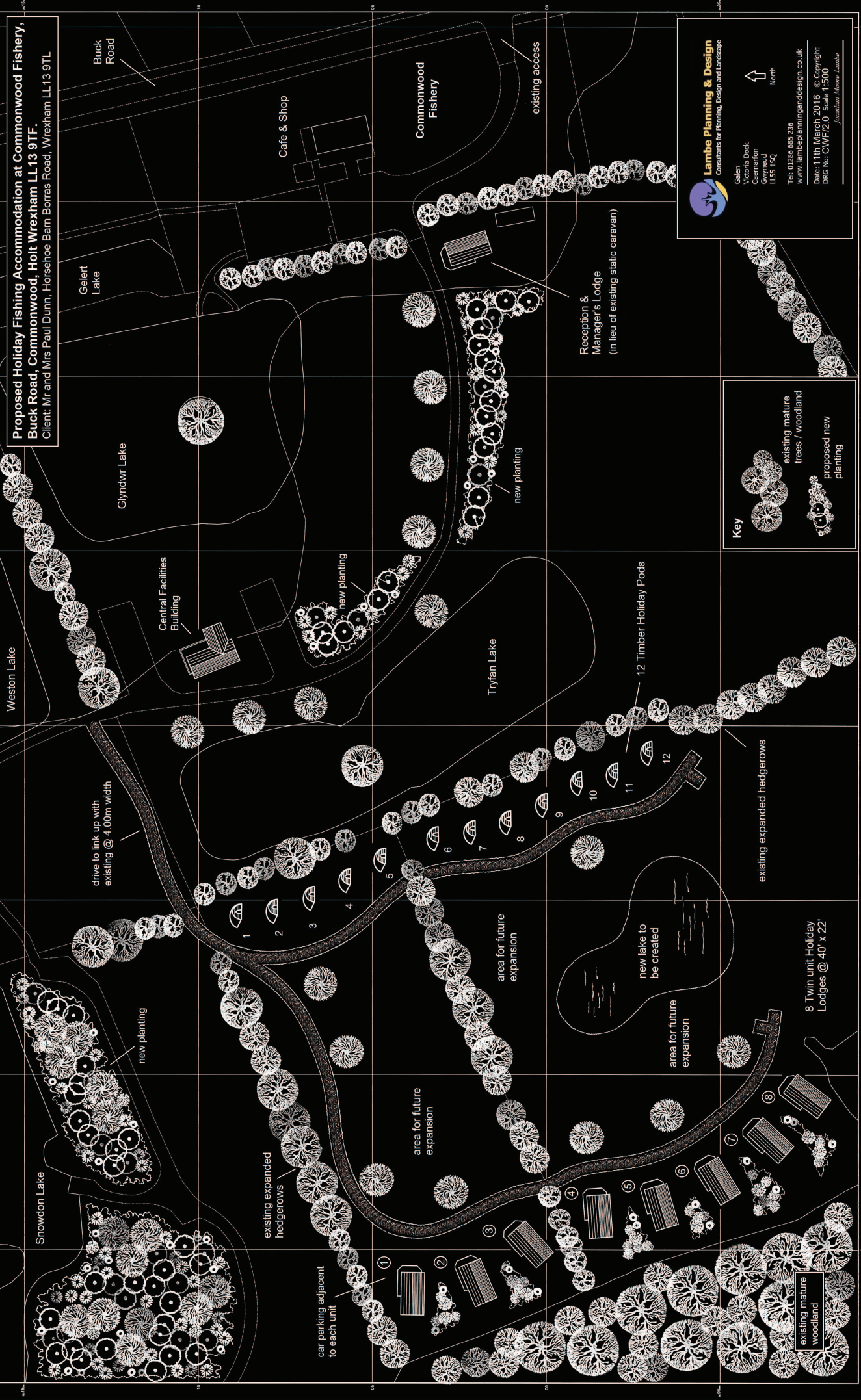


Image Source: Google Earth

APPENDIX B

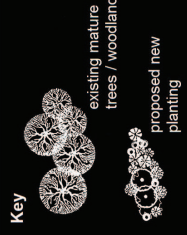
**Proposed Holiday Fishing Accommodation at Commonwood Fishery,
Buck Road, Commonwood, Holt Wrexham LL13 9TF.**

Client: Mr and Mrs Paul Dunn, Horsehoe Barn Borras Road, Wrexham LL13 9TL



Lambe Planning & Design
Consultants for Planning, Design and Landscape
Galleri
Victoria Dock
Caernarfon
Gwynedd
LL55 1SQ
Tel: 01286 665 236
www.lambeplanninganddesign.co.uk

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DRG No: CWP/2.0 Scale 1:500
Jenifer Jones / Lambe



APPENDIX C

Ben Malin

From: Phil Palmer <Phil.Palmer@wrexham.gov.uk>
Sent: 26 October 2016 13:21
To: Saima Khan
Subject: RE: Proposed Development at Commonwood Fishery, Buck Road, Holt

Hi Saima

- Need to review existing access onto Buck Road. Visibility only around 2.4 x 30m in both directions due to hedgerow. Original planning consent required splays of 2.4 x 215m in both directions.
- Need to provide details of parking & turning provision.
- Need to provide existing & proposed daily traffic movements.
- Need to consider suitability of access via Borrass Rd / Buck Rd junction and Shepherds Rd / A534 Holt Rd junction.

Regards, Phil

From: Saima Khan [mailto:Saima.Khan@m-ec.co.uk]
Sent: 25 October 2016 15:15
To: Phil Palmer
Subject: Proposed Development at Commonwood Fishery, Buck Road, Holt

Good Afternoon Phil,

I have been informed to contact you to confirm the scope of a Transport Statement I am preparing. The proposed development is for 8 fishing lodges and 12 holiday fishing pods at Commonwood Fishery, Buck Road, Holt. I have attached a site location plan for reference.

Within the TS, I am looking to provide the following:

- Review of sustainable transport modes – walking, cycling, and public transport, along with accessibility to key local facilities and amenities;
- Review of local accident data for the most recently available five year period
- Information on Trip Generation for the proposed site

If there are any other areas which you feel need to be covered within the Transport Statement, please let me know.

Please do not hesitate to contact me

Kind Regards

Saima Khan
Transport Engineer

M-EC Consulting Development Engineers
The Colmore Building | 20 Colmore Circus Queensway | Birmingham | B4 6AT

T: 0121 262 4047
E: saima.khan@m-ec.co.uk

For our other office locations visit www.m-ec.co.uk

From: Sharon Williams [mailto:Sharon.Williams@wrexham.gov.uk]
Sent: 25 October 2016 10:13

To: Saima Khan <Saima.Khan@m-ec.co.uk>

Subject: RE: Proposed Development at Commonwood Fishery, Buck Road, Holt

Dear Madam,

I refer to your email regarding a Transport Assessment and I would advise you to contact our Highways Department directly for their comments. I would suggest your contact phil.palmer@wrexham.gov.uk

If you wish to have further planning advice then please see our pre application advice service information on our website. We would need to fill in the relevant form and there is a fee payable for this service. Further details can be found on http://www.wrexham.gov.uk/english/planning_portal/application_forms/application_forms.htm

Regards

Sharon Williams

Business Support Officer (Development Control)



- 01978 298785
- Cyngor Bwrdeistref Sirol Wrecsam, Adran Amgylchedd a Chynllunio, 16 Stryt yr Arglwydd, Wrecsam LL11 1LG
- Wrexham County Borough Council, Environment and Planning Department, 16 Lord Street, Wrexham LL11 1LG
- wrecsam.gov.uk | wrexham.gov.uk
- twitter.com/cbswrecsam | twitter.com/wrexhamcbc
- facebook.com/cyngorwrecsam | facebook.com/wrexhamcouncil
- twitter.com/wrexhamcbc | twitter.com/cbswrecsam
- facebook.com/wrexhamcouncil | facebook.com/cyngorwrecsam

From: Cerys Jones

Sent: 21 October 2016 16:08

To: Sharon Williams

Subject: FW: Proposed Development at Commonwood Fishery, Buck Road, Holt

Sharon

This has come into the shared inbox

Cerys Jones

Business Support Assistant / Cynorthwydd Cymorth Busnes
Environment and Planning / Amgylchedd a Chynllunio



- 01978 298741
- 16 Lord Street, Wrexham, LL11 1LG
- 16 Stryt yr Arglwydd, Wrecsam, LL11 1LG
- wrexham.gov.uk | wrecsam.gov.uk
- twitter.com/wrexhamcbc | twitter.com/cbswrecsam

Mae'r Ymgynghoriad Cyllideb Penderfyniadau Anodd ar agor nawr ar gyfer sylwadau tan Hydref 26, 2016. Manteisiwch ar y cyfle hwn i ddweud eich dweud i'n helpu i ddod o hyd i arbedion o £5 miliwn ar gyfer y flwyddyn ariannol 17/18.

Difficult Decisions Budget Consultation is now open for comment until October 26, 2016. Please take this opportunity to have your say and help us find £5 million savings for the 17/18 financial year.

http://www.wrexham.gov.uk/welsh/consultation_w/budget/index.htm

<http://www.wrexham.gov.uk/english/consultation/budget/index.htm>

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

Ewch i weld - mi fedrwch chi dalu, rhoi gwybod, gwneud cais, dweud eich dweud, a dod o hyd i wybodaeth ar-lein yn www.wreccsam.gov.uk. Arbedwch bapur - meddyliwch cyn argraffu!

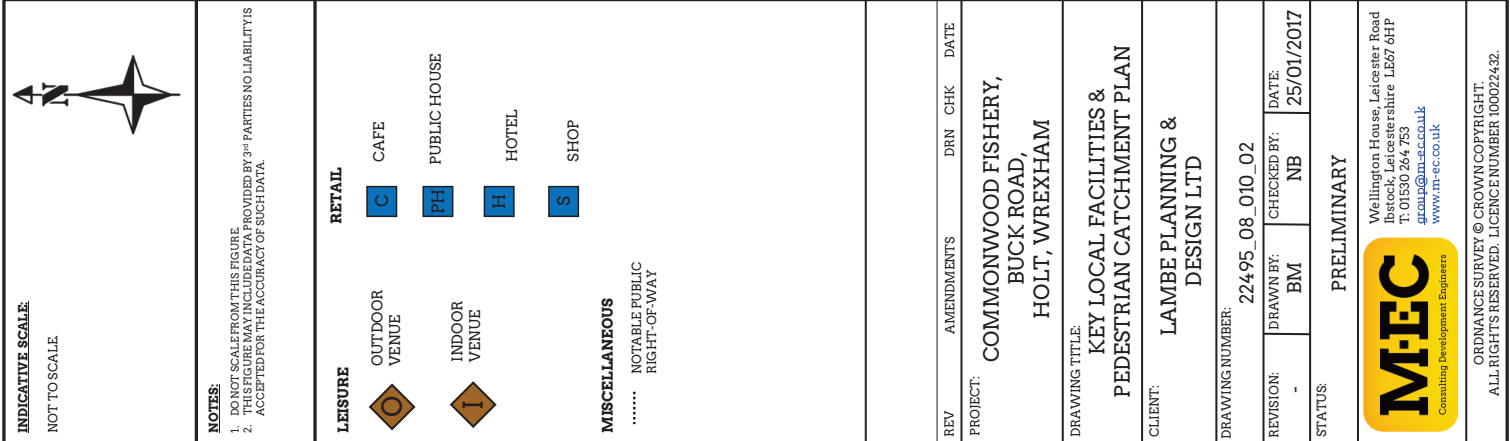
Mae'r neges e-bost hon ac unrhyw atodiadau wedi eu bwriadu ar gyfer yr unigolyn neu'r sefydliad y'i cyfeirir atynt yn unig. Am yr amodau llawn ynglŷn â chynnwys a defnyddio'r neges e-bost hon, ac unrhyw atodiadau, cyfeiriwch at www.wreccsam.gov.uk/top_navigation/disclaimersw.htm

We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.

Take a look - you can pay, report, request, have your say and find information online at www.wrexham.gov.uk. Save paper - think before you print!

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APPENDIX D



APPENDIX E

SCALE:
NOT TO SCALE

NOTES:

1. DO NOT SCALE FROM THIS FIGURE

2. THIS DRAWING IS PROVIDED BY 3rd PARTIES NO LIABILITY IS ACCEPTED FOR THE ACCURACY OF SUCH DATA

89 SERVICE (DAGC_DG)
(Mondays Only)
Approximately 10 mins

CS6 SERVICE (DAGC_DG)
(Mon-Sat)
Approximately Every 2 Hours

13B (STAGECOACH)
(Mon-Fri)
Approximately Every Hour

BUS STOPS WITHIN 400m OF SITE

BUS STOPS WITHIN 1000m OF SITE

REV

AMENDMENTS

DRN

CHK

DATE

PROJECT:

COMMONWOOD FISHERY,
BUCK ROAD,
HOLT, WREXHAM

DRAWING TITLE:

LOCAL PUBLIC TRANSPORT
ACCESSIBILITY PLAN

CLIENT:

LAMBE PLANNING &
DESIGN LTD

DRAWING NUMBER:

22495_08_010_03

REVISION:

DRAWN BY: BM

CHECKED BY: NB

DATE: 25/01/2017

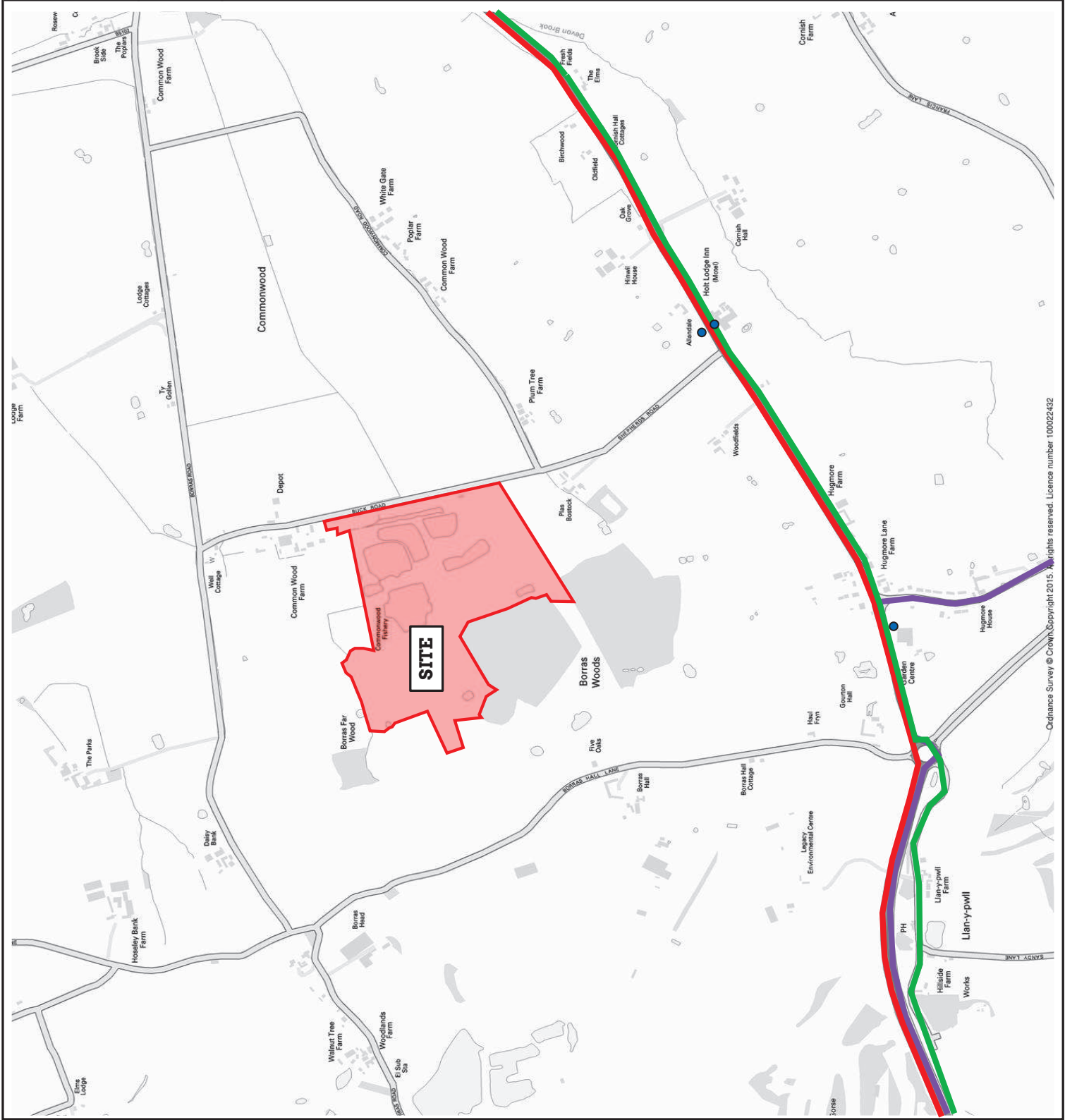
STATUS:

PRELIMINARY

Wellington House, Leicester Road
Buckinghamshire
T: 01530 264 753
groups@m-ec.co.uk
www.m-ec.co.uk

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C56 WREXHAM TO CHESTER via Holt, Farndon, Aldford Bridge and Saughton

D JONES & SON

Monday to Friday (not Bank Holiday) / Llun I Gwener heblaw Gwyliau Cyhoeddus

Days / Dyddiau:		NSD CSDO				
Wrexham, Bus Station [7]	0725	0855	1055	1255	1510	1655
	0730	0900	1100	1300	1515	1700
Rhosnesni, Greyhound Inn	0733	0905	1105	1305	1520	1705
Holt, Cross	0743	0914	1114	1314	1529	1714
Farndon	0746	0917	1117	1317	1532	1717
Churton	0749	0920	1120	1320	1535	1720
Aldford Bridge	0755	0925	1125	1325	1540	1725
Saughton	0758	0928	1128	1328	1543	 1728
Chester, Foregate Street	0813	0943	1143	1343	1558	 1743

C56 WREXHAM TO CHESTER via Aldford Bridge and Saughton - Farndon - Holt

D JONES & SON

Monday to Friday (not Bank Holiday) / Llun I Gwener heblaw Gwyliau Cyhoeddus

Chester, Foregate Street	0905	0945	1145	1345	1645	1745
Saughton	0918	0958	1158	1358	1658	1758
Aldford Bridge	0921	1003	1203	1403	1703	1803
Churton	0926	1008	1208	1408	1708	1808
Farndon	0929	1011	1211	1411	1711	1811
Holt, Cross	0932	1014	1214	1414	1714	1814
Greyhound Inn	0941	1023	1223	1423	1723	1823
Market Street	0946	1028	1228	1428	1728	1828
Wrexham, Bus Station	0950	1032	1232	1432	1732	1832

CSDO: Cheshire School Days Only / Cheshire Dyddiau Ysgol yn unig

NSD: School Holidays / Gwyliau Ysgol

C56 WREXHAM TO CHESTER via Holt, Farndon, Aldford Bridge and Saughton

D JONES & SON

Saturday (not Bank Holidays) / Dydd Sadwrn heb law Gwyliau Cyhoeddus

Wrexham, Bus Station [7]	0725	0855	1055	1255	1455	1655
Market Street	0730	0900	1100	1300	1500	1700
Rhosnesni, Greyhound Inn	0733	0905	1105	1305	1505	1705
Holt, Cross	0741	0914	1114	1314	1514	1714
Farndon	0744	0917	1117	1317	1517	1717
Churton	0747	0920	1120	1320	1520	1720
Aldford Bridge	0752	0925	1125	1325	1525	1725
Saughton	0755	0928	1128	1328	1528	1728
Chester, Foregate Street	0810	0943	1143	1343	1543	1743

C56 WREXHAM TO CHESTER via Aldford Bridge and Saughton - Farndon - Holt

D JONES & SON

Saturday (not Bank Holidays) / Dydd Sadwrn heb law Gwyliau Cyhoeddus

Chester, Foregate Street	0810	0945	1145	1345	1545	1745
Saughton	0820	0958	1200	1400	1600	1800
Aldford Bridge	0823	1003	1203	1403	1603	1803
Churton	0828	1008	1208	1408	1608	1808
Farndon	0831	1011	1211	1411	1611	1811
Holt, Cross	0834	1014	1214	1414	1614	1814
Greyhound Inn	0843	1023	1223	1423	1623	1823
Market Street	0845	1028	1228	1428	1628	1828
Wrexham, Bus Station	0849	1032	1232	1432	1632	1832

13B WREXHAM - WREXHAM INDUSTRIAL ESTATE via Borras

D JONES & SON

Monday to Friday except Bank Holidays : Llun i Gwener heblaw Gwyliau Cyhoeddus

Wrexham, Bus Station [5]	0720	0810	0840	1640
Rhosddu Road / Osborne Road	0724	0812	0842	1642
Wrexham, Jefferies Rd	0729	0817	0849	1649
Dean Road	0731	0819	0851	1651
Abenbury Way	0738	0826	0858	1658
Redwither Tower	0748	0832	0910	1710

13B WREXHAM INDUSTRIAL ESTATE - WREXHAM via Borras

D JONES & SON

Monday to Friday except Bank Holidays : Llun i Gwener heblaw Gwyliau Cyhoeddus

Redwither Tower	1712
Wrexham Industrial Estate, Wockhardt	1713
Dean Road	1719
Osbourne Road	1727
Wrexham, Bus Station	1731

From 22 September 2016 / O 22 Medi 2016

89 Nantwich-Wrexham via Burland - Bulkeley - Farndon - Holt

Monday Only / Dydd Llun yn unig

Nantwich, Bus Station	0925
Burland, Bridge	0933
Faddiley, Smithy	0934
Ridley Green	0942
Bulkeley, Mill Grove	0945
Broxton Roundabout	0955
Farndon	1000
Holt, Cross	1005
Wrexham, Bus Station	1025

D&G BUS

89 Wrexham- Nantwich via Holt, Farndon, Bulkeley, Burland

Monday Only / Dydd Llun yn unig

Wrexham, Bus Station	[8]	1345
Holt, Cross		1405
Farndon		1410
Broxton Roundabout		1415
Bulkeley, Mill Grove		1425
Ridley Green		1428
Faddiley, Smithy		1436
Burland, Bridge		1437
Nantwich, Bus Station		1445

D&G BUS

APPENDIX F

Calculation Reference: AUDIT-350901-161115-1156

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION

VEHICLESSelected regions and areas:

03 SOUTH WEST	
DC DORSET	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days

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

Filtering Stage 2 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:	Number of units
Actual Range:	86 to 152 (units:)
Range Selected by User:	10 to 200 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/08 to 29/07/11
-------------	----------------------

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	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 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:

Free Standing (PPS6 Out of Town)	3
----------------------------------	---

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:

Village	1
Out of Town	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.

Filtering Stage 3 selection:Use Class:

Not Known	2 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:

1,000 or Less	2 days
1,001 to 5,000	1 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
25,001 to 50,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
1.6 to 2.0	2 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	3 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.

LIST OF SITES relevant to selection parameters

1	DC-03-J-05	CAMPING/CARAVAN	DORSET
	STATION ROAD		
	MORETON		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	122	
	Survey date: FRIDAY	11/07/08	Survey Type: MANUAL
2	DS-03-J-01	CARAVAN PARK	DERBYSHIRE
	MAIN ROAD		
	ELVASTON		
	THULSTON		
	Free Standing (PPS6 Out of Town)		
	Village		
	Total Number of units:	152	
	Survey date: FRIDAY	29/07/11	Survey Type: MANUAL
3	WM-03-J-01	CARAVAN PARK	WEST MIDLANDS
	MILL LANE		
	ASTON CANTLOW		
	NEAR COVENTRY		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	86	
	Survey date: MONDAY	08/06/09	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.

M-EC Wellington House Ibstock

Licence No: 350901

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

VEHICLES**Calculation factor: 1 UNITS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	3	120	0.025	3	120	0.042	3	120	0.067
08:00 - 09:00	3	120	0.025	3	120	0.044	3	120	0.069
09:00 - 10:00	3	120	0.047	3	120	0.058	3	120	0.105
10:00 - 11:00	3	120	0.050	3	120	0.114	3	120	0.164
11:00 - 12:00	3	120	0.072	3	120	0.092	3	120	0.164
12:00 - 13:00	3	120	0.072	3	120	0.075	3	120	0.147
13:00 - 14:00	3	120	0.106	3	120	0.031	3	120	0.137
14:00 - 15:00	3	120	0.114	3	120	0.078	3	120	0.192
15:00 - 16:00	3	120	0.103	3	120	0.067	3	120	0.170
16:00 - 17:00	3	120	0.125	3	120	0.086	3	120	0.211
17:00 - 18:00	3	120	0.164	3	120	0.061	3	120	0.225
18:00 - 19:00	3	120	0.106	3	120	0.086	3	120	0.192
19:00 - 20:00	3	120	0.117	3	120	0.083	3	120	0.200
20:00 - 21:00	3	120	0.097	3	120	0.042	3	120	0.139
21:00 - 22:00	2	137	0.058	2	137	0.033	2	137	0.091
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.281			0.992			2.273	

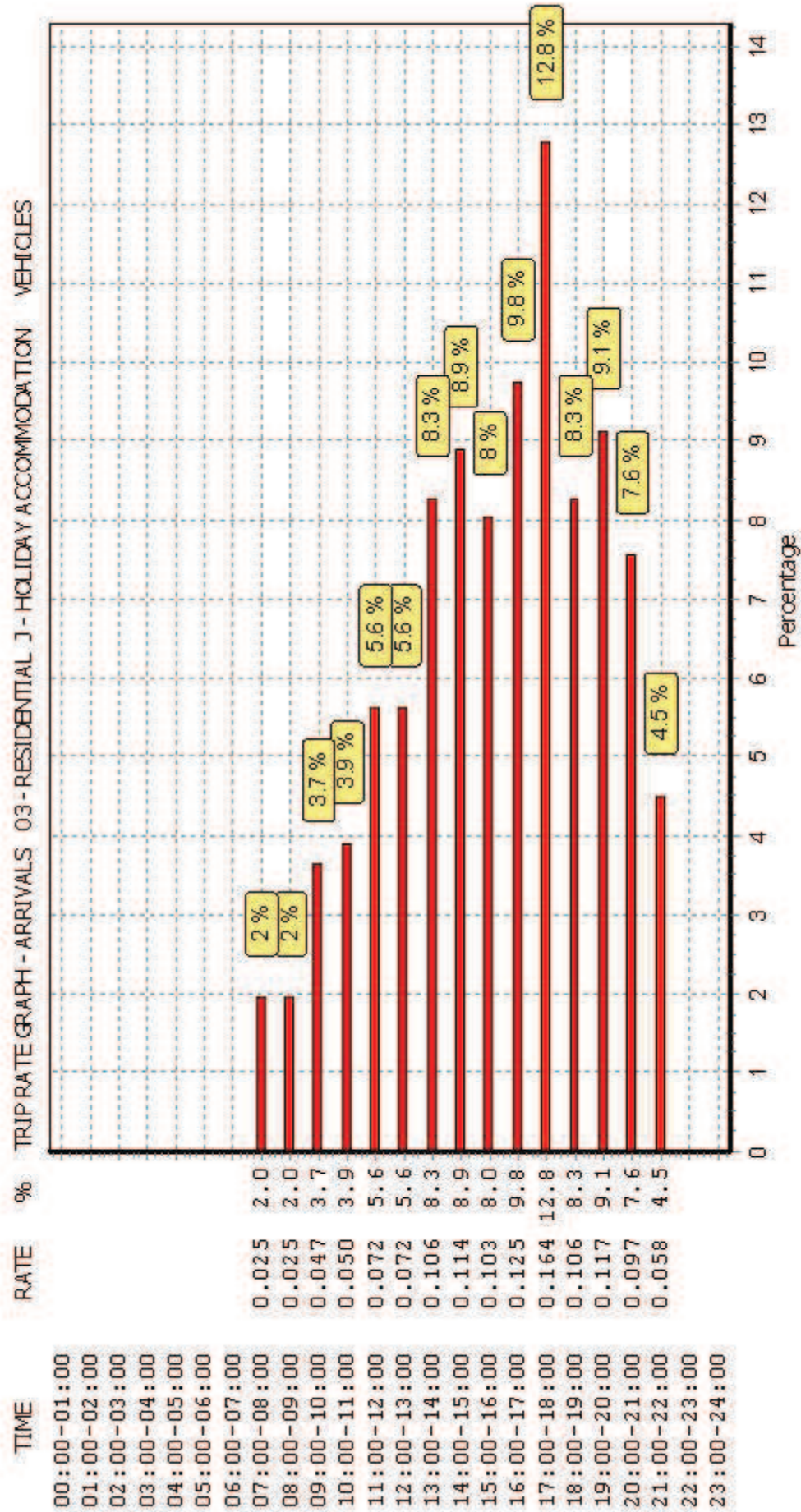
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

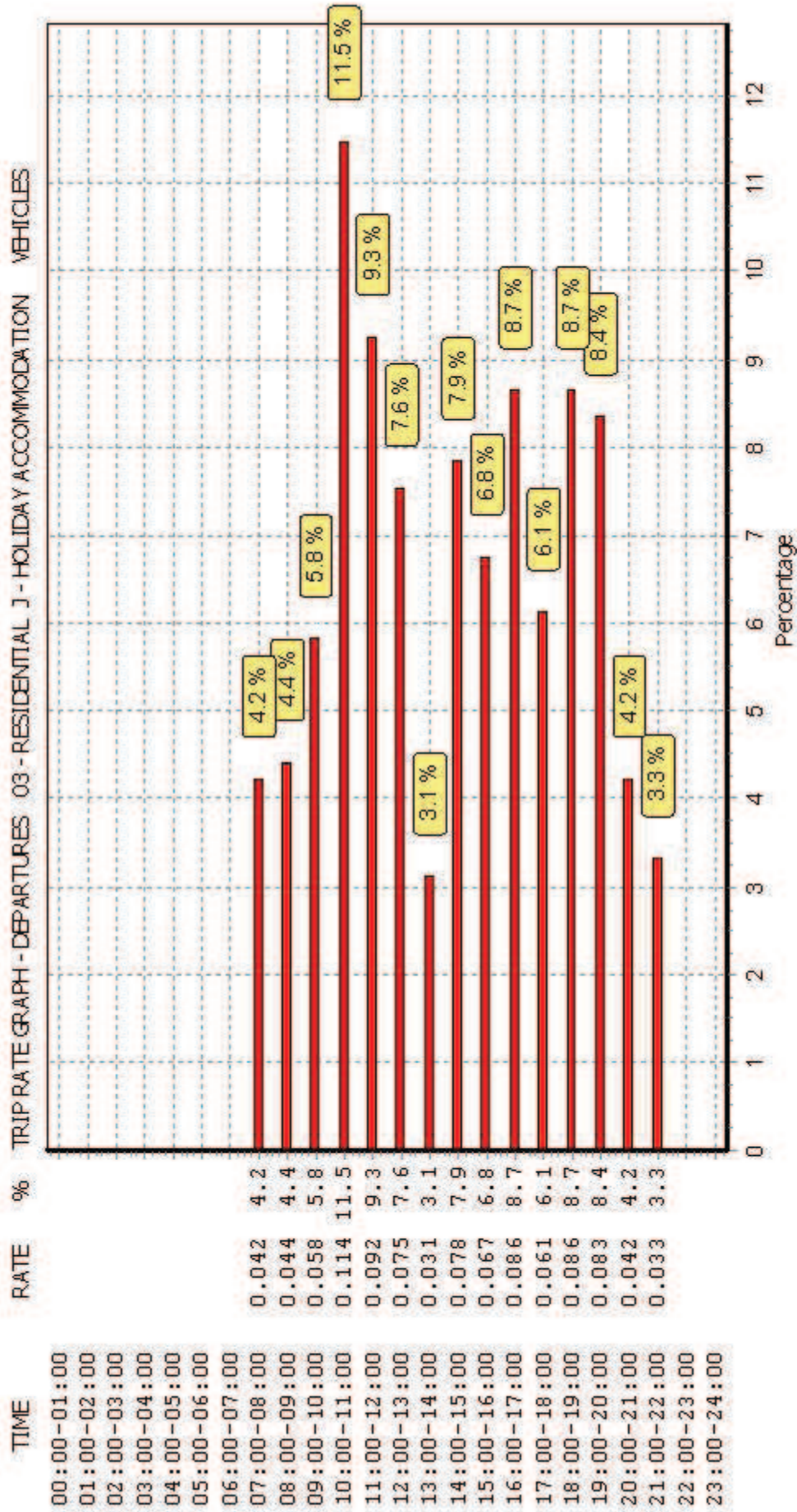
Parameter summary

Trip rate parameter range selected:	86 - 152 (units:)
Survey date range:	01/01/08 - 29/07/11
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

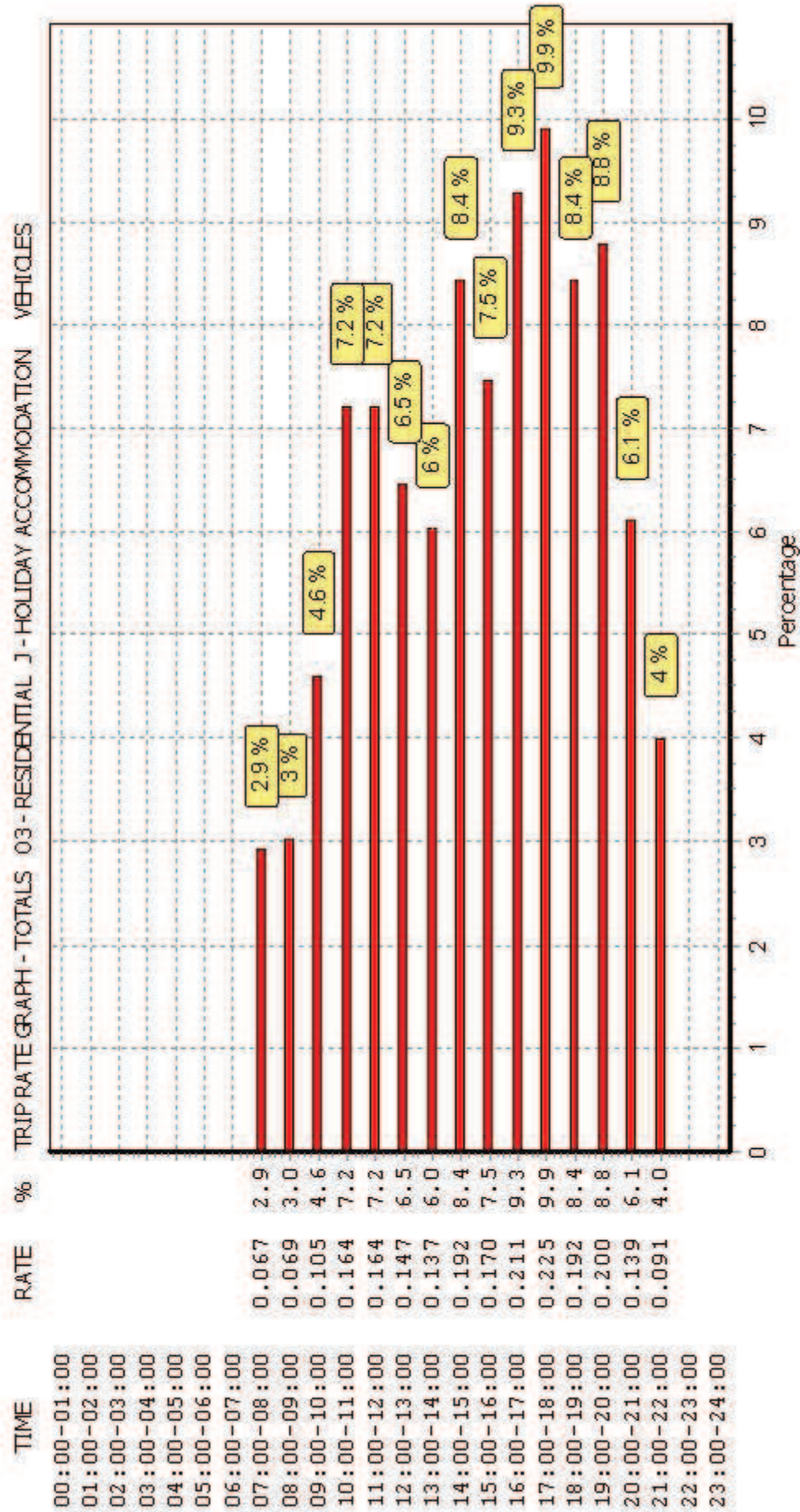
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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M-EC Wellington House Ibstock

Licence No: 350901

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

CYCLISTS**Calculation factor: 1 UNITS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	3	120	0.000	3	120	0.000	3	120	0.000
08:00 - 09:00	3	120	0.000	3	120	0.000	3	120	0.000
09:00 - 10:00	3	120	0.000	3	120	0.003	3	120	0.003
10:00 - 11:00	3	120	0.000	3	120	0.003	3	120	0.003
11:00 - 12:00	3	120	0.003	3	120	0.000	3	120	0.003
12:00 - 13:00	3	120	0.000	3	120	0.000	3	120	0.000
13:00 - 14:00	3	120	0.000	3	120	0.000	3	120	0.000
14:00 - 15:00	3	120	0.003	3	120	0.006	3	120	0.009
15:00 - 16:00	3	120	0.006	3	120	0.003	3	120	0.009
16:00 - 17:00	3	120	0.006	3	120	0.006	3	120	0.012
17:00 - 18:00	3	120	0.006	3	120	0.000	3	120	0.006
18:00 - 19:00	3	120	0.003	3	120	0.008	3	120	0.011
19:00 - 20:00	3	120	0.000	3	120	0.000	3	120	0.000
20:00 - 21:00	3	120	0.003	3	120	0.003	3	120	0.006
21:00 - 22:00	2	137	0.000	2	137	0.000	2	137	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.032			0.062

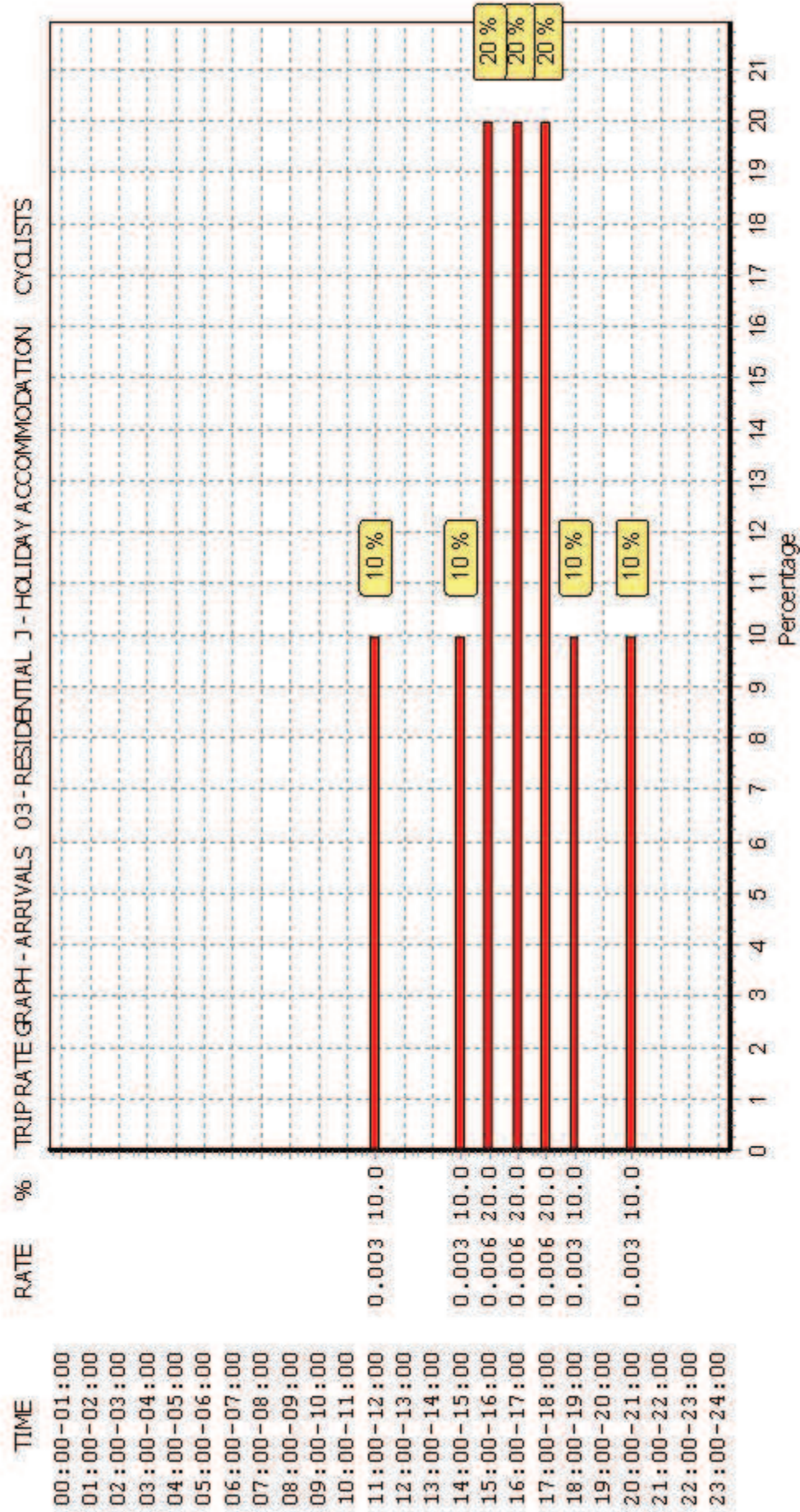
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

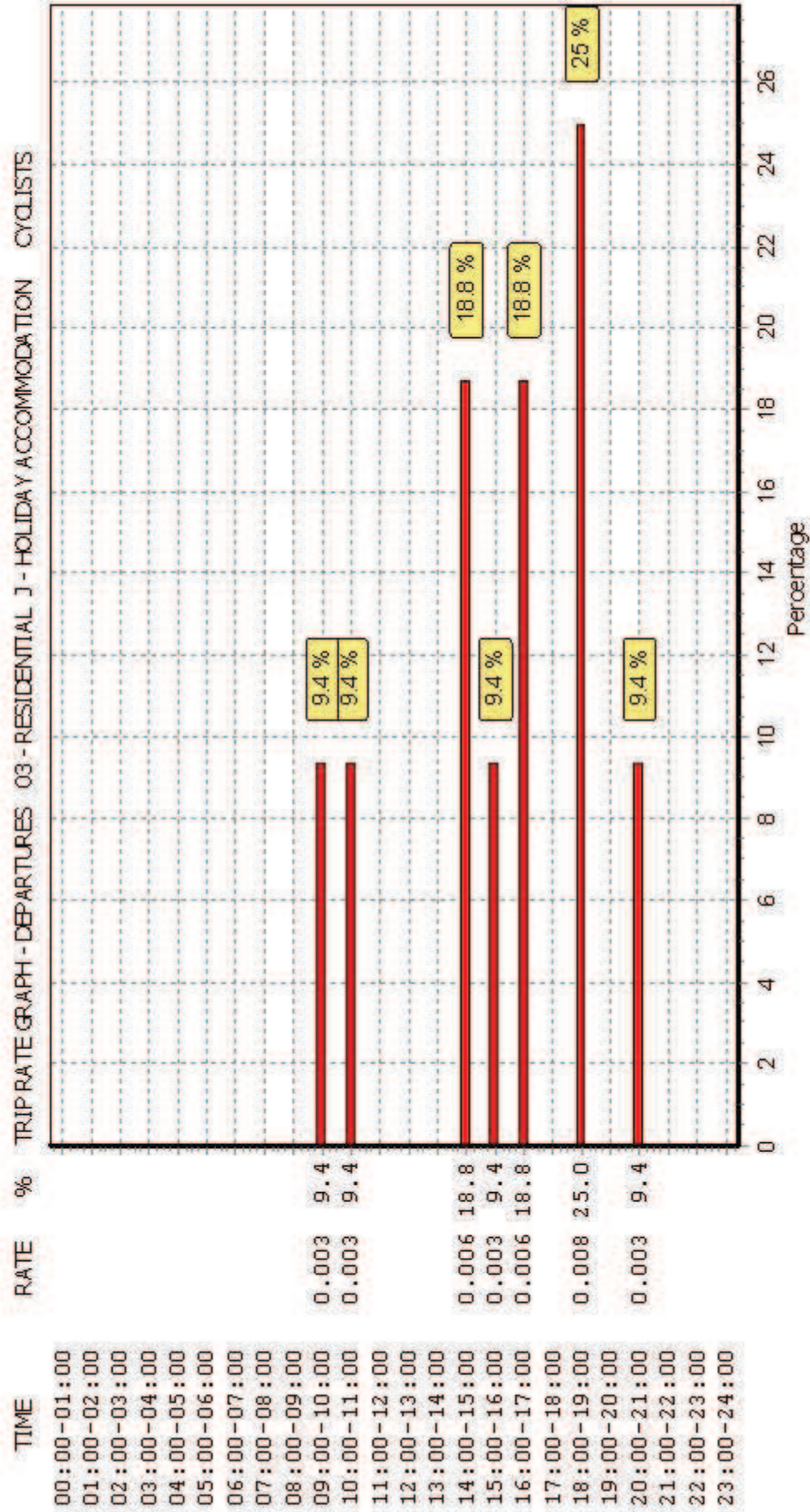
Parameter summary

Trip rate parameter range selected:	86 - 152 (units:)
Survey date range:	01/01/08 - 29/07/11
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

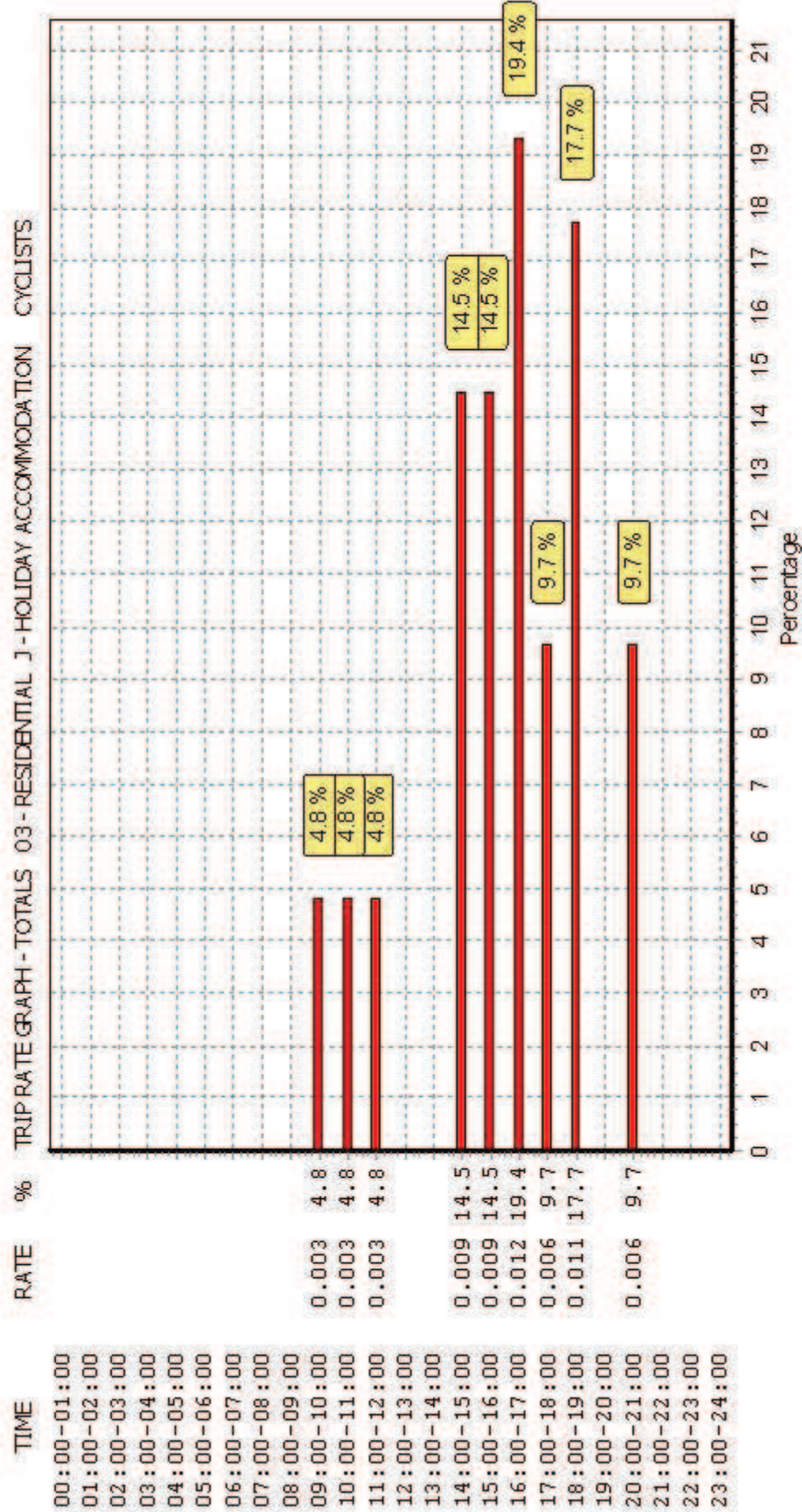
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



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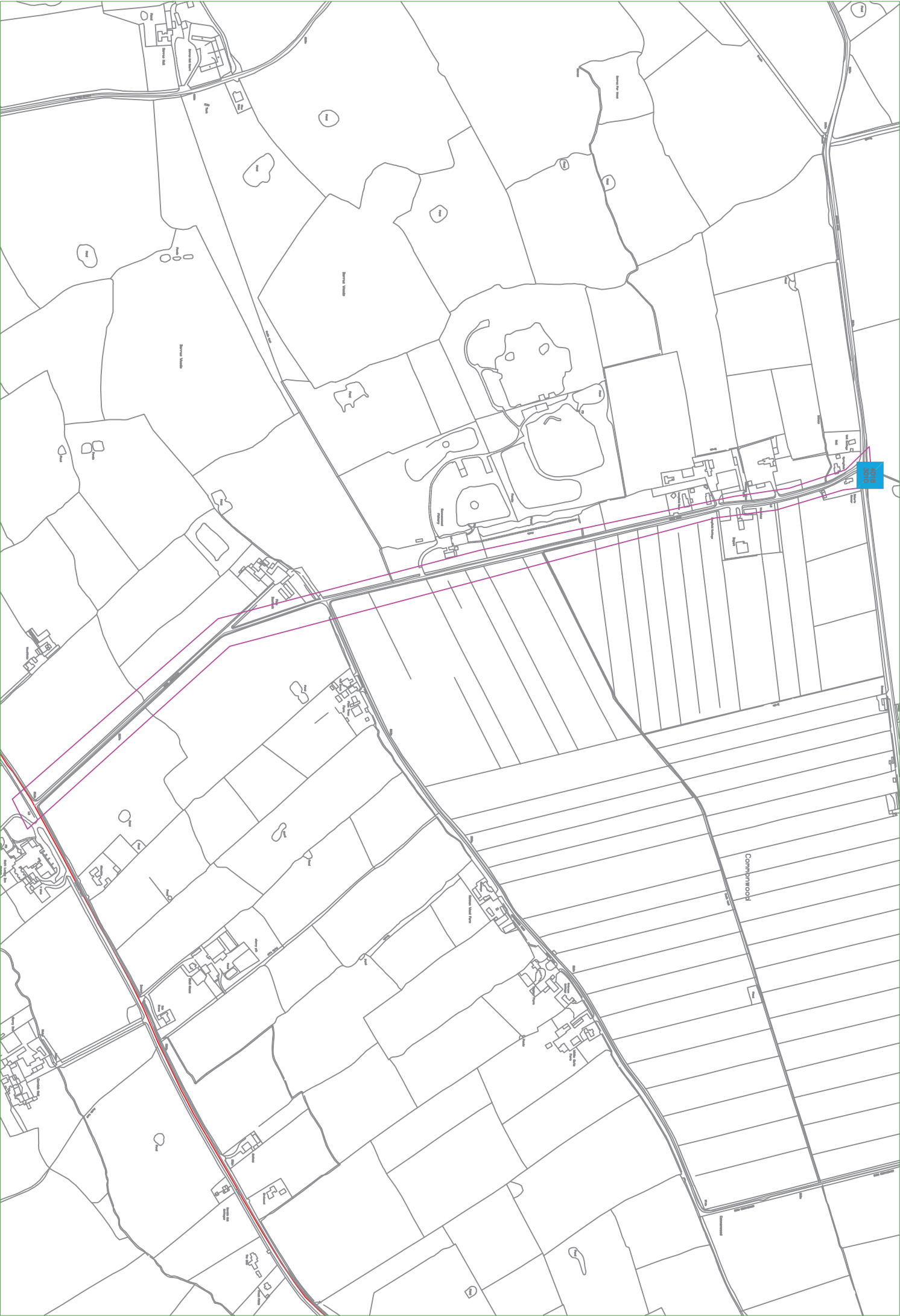


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

APPENDIX G



Accident Date BETWEEN '01-Jan-2011' AND '31-Dec-2015'

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
1		W06000006	N098831	Slight	Monday	18/06/2012	13:50	337839/353736					
Location: Borrass Road at House Name Bakers Corner J/W Buck Road, Commonwood, Wrexham 1st Rd: U 2nd Rd: U													
Speed	C'Way		Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60 MPH	Single c'way		T/Stag Give	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Right turn	S E	Cycleway	Junt cleared	No	None		None	Female	73	N/P
2	Car	No	Going ahead	W E	On main	Junt appr	Yes	None		None	Male	18	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	73	Slight	No	Not ped	Not ped	Not ped	Other			
Description: Veh1 Has Pulled out of Junction into Path of on Coming Veh2. Veh2 Has Broke Hard but Unable to Stop in Time.													
User Information:													

Civil Engineering

Drainage

Flood Risk

Transport

Highways

Structures

Geotechnics

Contamination

Sustainability

Environment

Services

Surveying



Wellington House
Leicester Road, Ibstock
Leicestershire
LE67 6HP

T: 01530 264 753
F: 01530 588 116
ibstock@m-ec.co.uk
www.m-ec.co.uk