

Appendix 8.4: Travel Plan



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Land North of Bryn Lane Wrexham Industrial Estate

Framework Travel Plan

Final Report for:



June 2023

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APPENDICES

APPENDIX A – PROPOSED ACCESS ARRANGEMENTS

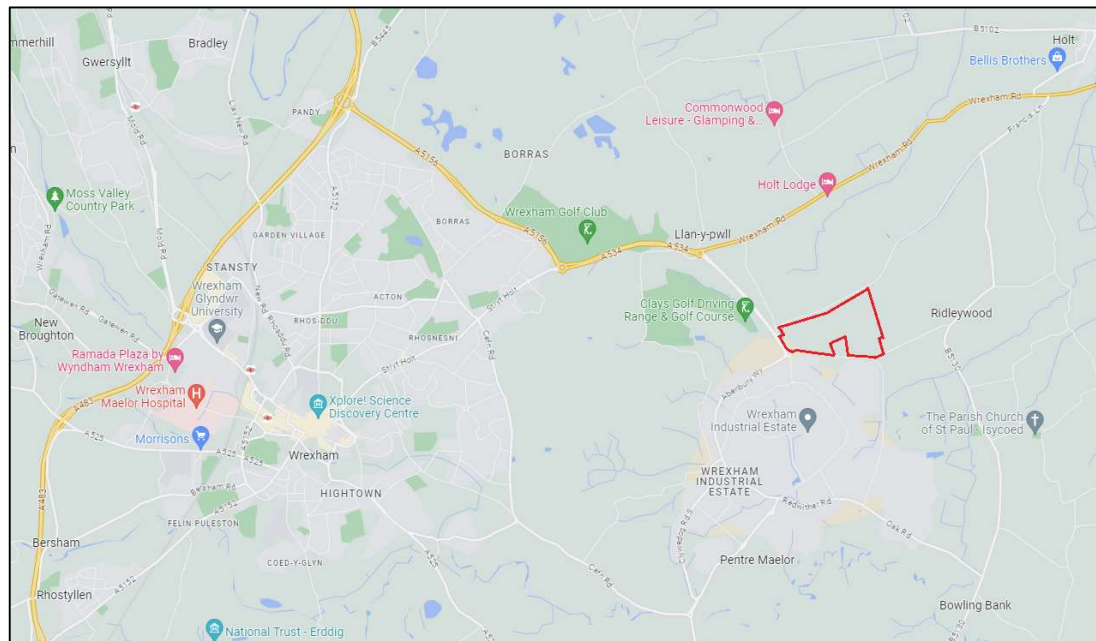
APPENDIX B – SITE PLANS AND AREA SCHEDULE

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Cora IHT have been instructed by Net World Sports to prepare a Framework Travel Plan [FTP] to support proposals for an industrial / employment development located to the north of Wrexham Industrial Estate. **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.1.2 Staff, visitors and the servicing of the development will be targeted through this Framework Travel Plan, to encourage an overall reduction in the number of single occupancy vehicle trips made to the site. As units are constructed and occupied, each will be required to provide a detailed Travel Plan which follows the aims and objectives of this FTP. The detailed Travel Plans of future occupiers can be secured by way of an appropriately worded planning condition.

1.2 Travel Plan Commitment

- 1.2.1 The developer recognises the importance of reducing the potential negative transport related impacts of the mixed-use development and the need to provide for, and encourage, a range of sustainable travel options as an alternative to car use.

- 1.2.2 This Travel Plan provides:

- i. clearly specified ongoing targets for staff travel mode shares;
- ii. action plan setting out how the targets and objectives of the Travel Plan will be delivered
- iii. a plan for monitoring and reviewing the effectiveness of the Full Travel Plan.

1.3 Travel Commitments

- 1.3.1 The travel plan provides a commitment to provide the following initiatives to promote sustainable travel:

-
- Development and distribution of travel information to all staff, outlining the accessibility of the site on foot, by bicycle and public transport;
 - Provision of lit, safe pedestrian routes surrounding the site;
 - Provision of secure cycle parking facilities, as appropriate; and
 - The travel plan is to be implemented for a minimum of 5 years or otherwise agreed with the Council.

2.0 SITE CONTEXT

2.1 *Proposed Development*

2.1.1 The proposed development will be commercial in nature and will include the following primary components:

Detailed Component:

1. Demolition of existing buildings, site clearance and preparation works, including removal of vegetation and reprofiling of topsoil, where necessary;
2. Construction of a new warehouse unit, providing 33,595 sqm Gross External Area (GEA) for B1c (light industry appropriate in a residential area), B2 (general industrial) and B8 (storage & distribution) uses (Unit 2);
3. Construction of 8 new smaller units (Units 3-7; 14-16), providing a total of 29,659 sqm GEA for B1c (light industry appropriate in a residential area), B2 (general industrial) and B8 (storage & distribution) uses;

Outline Component:

1. Construction of up to 72,635 sqm GEA for employment uses (B1c (light industry appropriate in a residential area), B2 (general industrial) and B8 (storage & distribution) uses), ancillary retail/drive thru facilities and potential for a hotel and petrol filling station (A1, A3, C1 or sui generis). The overall quantum of A1, A3, C1 or sui generis use would not exceed 16,150 sqm GEA;
2. The proposed buildings will be up to 28.5m in height above ground level;

Site Wide

1. Access and parking provision, including new access junctions, internal roads, service yards and car and HGV parking. Two new junctions are proposed (in detail) providing vehicular access, as well as cycle and pedestrian access, from Bryn Lane/Industrial Estate Road with an additional access road for a substation. Car parking spaces, HGV trailer spaces and HGV lorry spaces are proposed across the application site;
2. Retention and enhancement of some existing on-site green spaces and provision of landscaping around the application site; and
3. Implementation of drainage/attenuation measures.

2.1.2 Vehicular access to the detailed component is proposed via a new priority right turn island junction off Bryn Lane. A pedestrian refuge island is proposed to the west of the site access to assist crossing of Bryn Lane.

2.1.3 A new access arm off the 4-arm Industrial Estate Road roundabout is also proposed. As part of the proposals dropped kerbs and tactile crossings are proposed at the new access roundabout.

2.1.4 At this stage it is considered that the roundabout access will come forward prior to the occupation of the drive thru and petrol filling station.

- 2.1.5 The proposed development will provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists. 2m footway off-road and 2m on-road cycleways are proposed throughout the site.
- 2.1.6 Additional footpaths are proposed within the site which provides access to Francis' Lane to the northeast of the site. The public right of way on the eastern boundary of the site will be retained and improved providing linkage between Bryn Lane and Francis' Lane.
- 2.1.7 **Figures 2.1 and 2.2** provides extracts of the proposed Bryn Lane and Roundabout access points respectively.
- 2.1.8 **Figure 2.3** provides an extract of the proposed detailed component site layout whilst **Figure 2.4** provides an extract of the illustrative masterplan. **Appendix B** shows the full site layout plans including the area schedule.

Figure 2.1: Proposed Bryn Lane Access

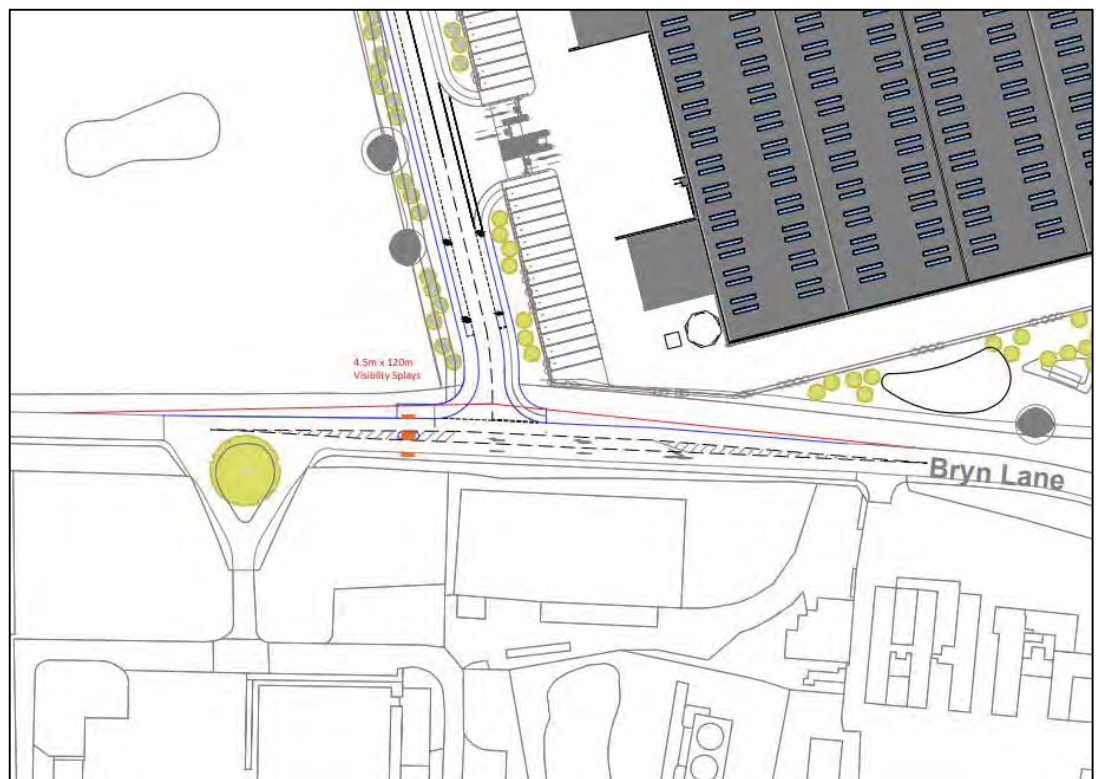


Figure 2.2: Proposed Roundabout Access



Figure 2.3: Proposed Site Layout (Detailed Component)

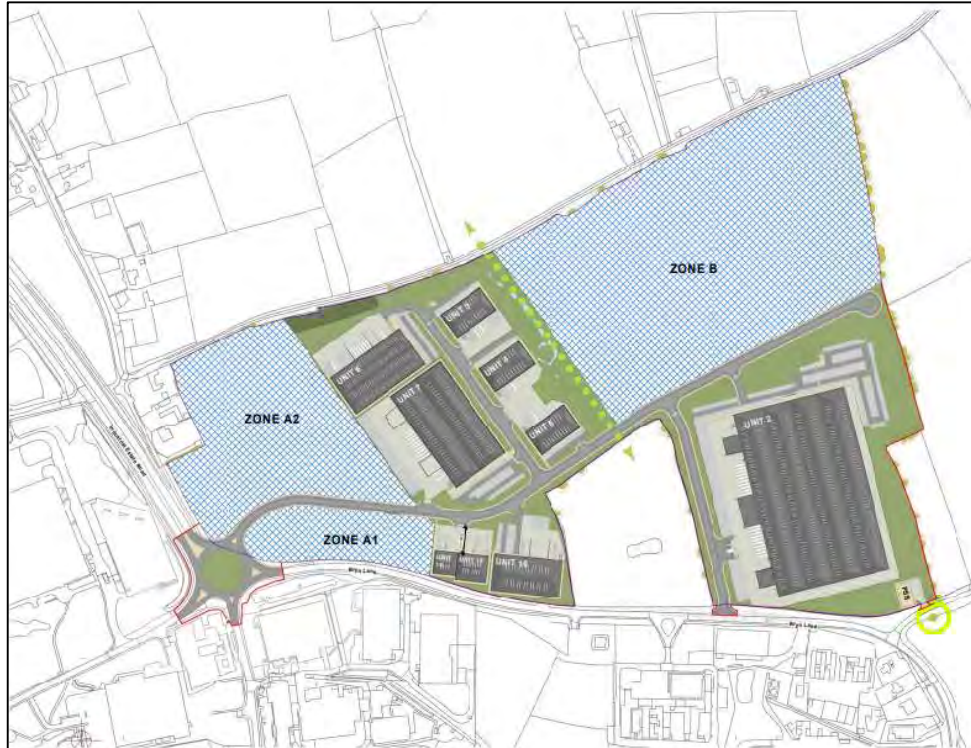
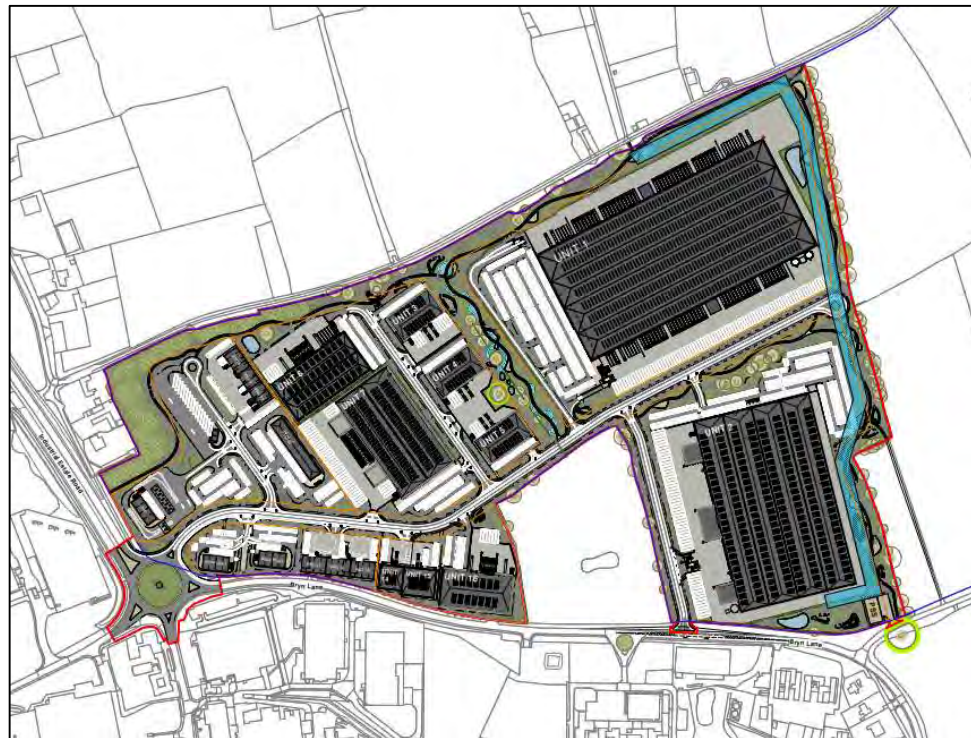


Figure 2.4: Proposed Site Layout (Whole Site)



2.2 Parking Standards / Cycle Parking

- 2.2.1 Secure, covered cycle parking areas within each plot will be located in close proximity to the building entrances to encourage use as well as enhance security. Shower / changing facilities will be provided within the development plots to encourage non-car travel.
- 2.2.2 The Wrexham car and cycle parking standards are set out in **Table 2.1**. The proposed parking is provided in the area schedule within **Appendix B**.

Table 2.1: Car and Cycle Parking Standards

	Car Parking	Cycle Parking
	1 space per sqm	1 space per sqm
B8	100	1000
B2	50	500
Drive thru	10	40
Hotel	1 per bedroom	10%

3.0 TRAVEL PLAN POLICY AND ACCESSIBILITY

3.1 Preamble

- 3.1.1 In order to assess the proposals and develop a travel plan strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development.

3.2 Statutory Development Plan

- 3.2.1 The statutory development plan for Wrexham County Borough Council (WCBC) currently comprises the Wrexham Unitary Development Plan (UDP) (adopted 2005), which covers the plan period 1996 to 2011. Relevant policies include:

- Policy PS8 - encourages the provision of public transport, cycling and walking.
- Policy GDP1 - requires built development to be located where it has convenient access to public transport facilities and pedestrian and cycle routes wherever possible.
- Policy T9 – requires developments to provide walking and cycling routes, where feasible and appropriate, that link with existing or proposed routes, and integrate with the public transport system.

3.3 Other Material Considerations

Local Planning Guidance Note No.15 (Cycling) (2000)

- 3.3.1 This Guidance Note encourages a greater number of journeys to be made by bicycle and sets out how developers will be expected to provide facilities for cyclists, including minimum cycle parking standards. It also provides design guidance on the construction of cycle routes and cycle parking facilities.

Local Development Plan

- 3.3.2 The Council has been progressing with a new Local Development Plan (LDP). The LDP covers the period 2013-2028 and would replace the UDP as the primary planning policy document against which the Council consider planning applications, if adopted. The LDP has been found sound by an Inspector, who recommended adoption of the plan; however in April 2023, the Council voted against the adoption of the LDP. As the LDP has been through examination and been endorsed by a Planning Inspector, this still forms a significant material consideration in the determination of this planning application. Relevant policies include:

- Policy SP12 - Promotes increased use of walking and cycling as safe, viable and sustainable alternatives to the car.
- Policy DM1 - Development proposals must prioritise walking, cycling and public transport use ahead of travel by car.
- Policy T1 - Proposals for new development will be supported where they facilitate increased journeys by more sustainable modes of travel first by walking and cycling, then by public transport and finally by private motor vehicle. Developments that would generate significant amounts of movement should be accompanied by a Travel Plan.
- Policy T2 - New development will be supported where walking and cycling infrastructure is an integral part of the overall design. Facilities should encourage and promote Active Travel and new developments should provide information referencing the benefits of

cycling and walking. Measures should be taken to reduce the dominance of vehicles.

- Policy T3 - To reduce dependency on the private car, developments should enhance promotion and marketing of public transport alternatives through Travel Plans.

Planning Policy Wales (2021)

3.3.3 The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. The planning system seeks to:

- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;
- Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.
- Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

Technical Advice Note 18: Transport (March 2007)

3.3.4 Developers may voluntarily submit a Travel Plan with a planning application. The weight to be attached to a Travel Plan when determining a planning application will depend upon the extent to which it (or parts of it) can be secured through a planning condition or obligation and the extent to which it affects the acceptability of the development proposed.

3.4 Accessibility Brief

3.4.1 The purpose of this section is to outline the accessibility of the site by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the site by sustainable modes of transport, appropriate travel plan measures can be identified to promote travel by these modes.

3.5 Walking and Cycling

3.5.1 The surrounding area benefits from an adequate level of pedestrian infrastructure, with a lit cycleway found on the non-site side of Bryn Lane. Dropped kerbs and dedicated pedestrian cycleways can be found along Industrial Estate Road near the vicinity of the development site.

3.5.2 Bryn Road adjacent to the site is subject to a 40mph speed limit heading eastbound from the 4-arm roundabout nearby. Partial footways on the site side and a full footway on the southern side can be found along the road.

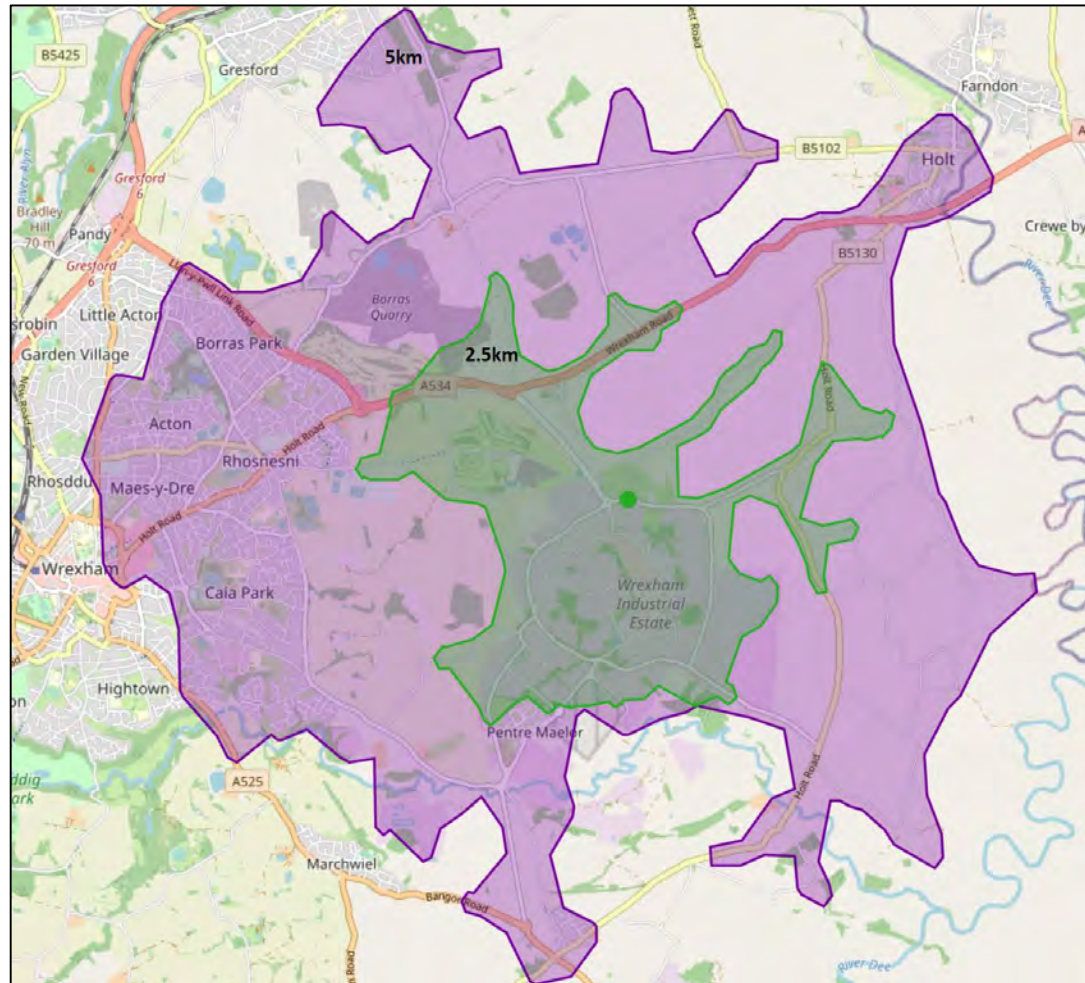
3.5.3 Industrial Estate Road has dedicated footways / cycleways on both sides of the road within the vicinity of the site. With the cycleway on the site side providing a connection to Hugmore Lane.

3.5.4 Short car journeys of up to 2km are considered replaceable by walking and up to 5km by cycling. The general topography of area is reasonably flat, which should assist in encouraging employees and visitors of the proposed development to travel by cycle or foot.

3.5.5 **Figure 3.1** provides the 400m, 1km and 2km walk catchment plan.

The map shows the Wrexham Industrial Estate with a central point marked by a black dot. A yellow-shaded area represents the 1400m radius zone, which is irregular in shape. A blue-shaded area represents the 2km radius zone, which is also irregular. A green-shaded area represents the 1km radius zone, which is a smaller, more regular shape in the center. The map includes various roads and landmarks, such as the A534, A53, and A530, and the B5130. The central point is located near the intersection of Bryn Lane and Kelliog. The 1400m radius area covers a significant portion of the industrial estate, including the central area around the central point and extending to the edges of the estate. The 2km radius area covers a larger area, including the surrounding residential and commercial areas. The 1km radius area is the smallest and is located in the center of the 1400m radius area.

- Figure 3.2: 2.5km and 5km Cycle Catchment Plan**



- 3.5.8 As can be seen from **Figure 3.2**, the whole of Wrexham Industrial Estate, the east of Wrexham and the market town of Holt is within 5km of the site, providing access to further amenities, services and residential communities.
- 3.5.9 There are no official cycle routes within the vicinity of the site, however the general topography of the area is relatively flat and there is existing cycle infrastructure available from the site. These provisions can assist in encouraging potential staff and customers to travel to and from the development by cycle.

3.6 Public Transport

- 3.6.1 The proposed site is served by public transport with the nearest bus stops located circa 550m walk away along Abbey Road (Abbey Road bus stops).
- 3.6.2 The 41/41W bus services can be accessed from these stops providing 2 per hour in the morning (6-9am) and 1 per hour after 9am routing to and from Wrexham Bus Station.
- 3.6.3 **Figure 3.3** shows the bus stop locations.

Figure 3.3: Bus Stop Locations



- 3.6.4 **Table 3.1** below shows the relevant information for the bus services in the area.

Table 3.1: Bus Service Information

<i>Bus Service</i>	<i>Route</i>	<i>Monday - Saturday (Frequency)</i>	<i>Sunday (Frequency)</i>
<i>41 / 42W</i>	<i>Wrexham Bus Station – Wrexham Industrial Estate</i>	<i>2 per hour (Between 6- 9am) 1 per hour after 9am</i>	<i>N / A</i>

3.7 Conclusions

- 3.7.1 In summary, the proposed development site is located in an accessible location enabling visitors and employees to make use of the existing public transport links and pedestrian / cycle facilities.

4.0 AIMS, OBJECTIVES AND TARGETS

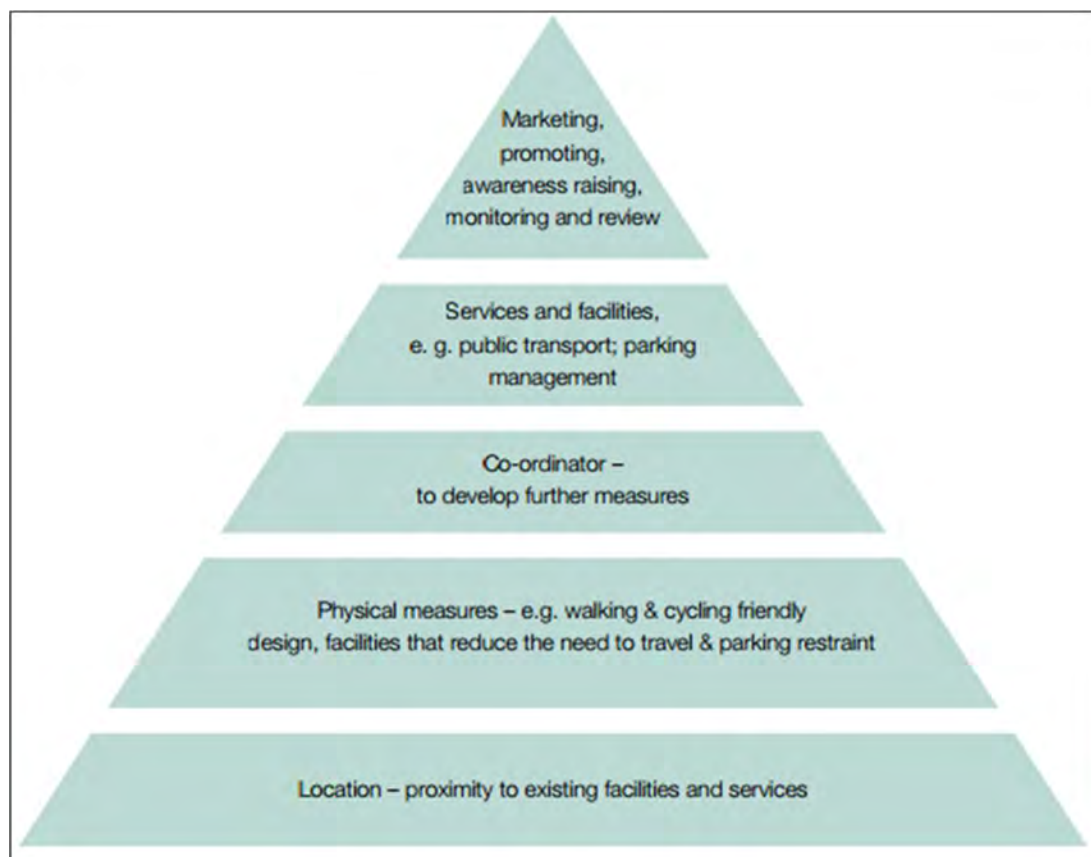
4.1 Overview

- 4.1.1 The aim of this Travel Plan is to provide a long-term strategy for the development to reduce the dependence of employees and visitors on travel by private car. Aims, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aims, objectives and targets for this Travel Plan.

4.2 Travel Plan Pyramid

- 4.2.1 Within the DfT guidance 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', the Travel Plan pyramid sets out the various facets of a travel plan that are key to making the travel plan successful. The Travel Plan pyramid is reproduced below:

Figure 4.1 – Travel Plan Pyramid



- 4.2.2 The features as described in Section 3 of this report make it suitable for encouraging sustainable travel behavior.

4.3 Travel Plan Aim

- 4.3.1 This Framework Travel Plan aims to provide the overarching focus and end goal for the future occupier specific travel plans. The aim enables the overall success of the travel plans to be assessed and, as such, all travel plan initiatives should contribute to achieving the Framework Travel Plan aim.
- 4.3.2 The overall aim of this Framework Travel Plan is to achieve a reduction in the number of single occupancy vehicle journeys to the site and promote sustainable modes of transport including walking and cycling.
- 4.3.3 This will be achieved by maximising the accessibility of the development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

4.4 Travel Plan Objectives

- 4.4.1 Objectives provide an overview of what the Travel Plan is trying to achieve. Each of the objectives outlined should contribute towards the Travel Plan's aim, whilst Travel Plan targets should help achieve the objectives of the travel plan.
- 4.4.2 As this stage, it is not possible to derive specific objectives for the site which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport for new developments:
- Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of travel to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - Contain car parking demand.
- 4.4.3 Travel plan guidance 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plans at the site.

4.5 Travel Plan Targets

- 4.5.1 Travel plan guidance recommends that 'SMART' targets are set, that are:
- Specific;
 - Measurable;
 - Achievable;
 - Realistic; and
 - Time-bound.

4.5.2 A target reduction on single occupancy car travel of 10% is proposed.

5.0 TRAVEL PLAN MEASURES

5.1 Preamble

- 5.1.1 An important aspect of a successful travel plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.
- 5.1.2 The aim of travel plan initiatives is to maximise the accessibility of the site by alternative modes of transport to the private car. It is worth noting that the location of the site and the current provision for walking, cycling and public transport on the adjacent highway network is considered to be conducive to encouraging travel by non-car modes of transport.
- 5.1.3 The travel plan initiatives outlined within this section may benefit staff and visitors of the site by facilitating sustainable travel choices, resulting in the following:
- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
 - Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site; and
 - A pedestrian / cycle friendly environment.
- 5.1.4 This section provides a summary of the key initiatives contained within this travel plan. The initiatives reflect previous experience of workplace travel plans, along with national government guidelines. The list is not exhaustive and additional measures may be added to the list in light of the annual travel survey responses.

5.2 Travel Tool

- 5.2.1 A Travel tool could be used in order to assist in the implementation of the Travel Plan(s) for the site. This section references the SusGo Travel Tool; however this is provided as an example tool at this stage, for further consideration by future occupiers.
- 5.2.2 SusGo is an electronic travel planning tool which assists:
- Councils to monitor travel plans.
 - Travel Plan Coordinators (TPC) to promote sustainable travel.
 - Individuals to have the ability to readily have access to sustainable travel mode choices.
- 5.2.3 The key features of the tool are as follows:
- Automatically sets up car share scheme within work group.
 - Initiating travel surveys for repeated and manual schedules.
 - Communicating events and special offers relating to sustainable transport i.e. free buses, cycle weeks, walk to school / work days, discount taxi rides, etc.
 - Automated travel to work information using live google mapping to create real time travel options for all journeys. These include walk routes, cycle routes, bus times, car share availability.

- Personalised staff and visitors travel planning including live journey tracking to promote sustainable travel on the go.
- Electric charging point locator.
- Production of summarised reports for Council monitoring.

5.2.4 The SusGo Travel Tool application can electronically replace the Welcome Pack which companies need to provide to their staff and members with both a web facility and mobile app.

5.3 Marketing and Promotion

5.3.1 From the outset, sustainable travel will be promoted to staff and employees. The travel plan will be launched as soon as possible after occupation of each unit and will be continually marketed through the provision of travel information and communication sessions.

5.3.2 The following section describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices. It is important that there is a central source of information for all queries relating to sustainable travel for staff at the site. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the travel plan to staff.

5.3.3 It is envisaged that each unit will have its own Travel Plan Coordinator (TPC) and Travel Plan based on the objectives of this Framework Travel Plan. The information will include:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details of local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the Travel Plan Coordinator.

5.3.4 In order to integrate the travel plan with the wider sustainable travel agenda, the TPC will promote national and international initiatives such as 'Bike Week' and 'In Town Without My Car'. The Travel Plan Coordinator will be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

5.3.5 The Travel Plan Coordinator will also provide staff with information regarding the travel plan and specific initiatives contained within it, and will be the main point of contact for all travel-related queries. This will include information on journeys by public transport, cycling and on foot between the development site and local amenities. The TPC will also provide details of organisation-wide travel plan initiatives available to staff such as the cycle to work scheme.

5.4 Initiatives to Promote Car Sharing

5.4.1 Following occupation, detailed occupier specific Travel Plans should canvas staff to understand the appetite and potential for implementing a staff car share scheme.

5.5 Initiatives to Promote Travel by Public Transport

5.5.1 Information on the bus and rail timetables and services available which can be accessed by staff and visitors will be provided. This will include details and links to online journey planning websites such as Traveline.

- 5.5.2 Details of the public transport and local taxi companies will also be provided to visitors on request, to facilitate onward travel by more sustainable transport modes.

5.6 *Initiatives to Promote Walking*

- 5.6.1 Travel Plan Coordinators will provide mapping which identifies the pedestrian friendly routes surrounding the site, in order to ensure that staff are aware of the facilities available to them.
- 5.6.2 Details of national events, such as Walk to Work Week will be promoted at the site and staff will be encouraged to participate.

5.7 *Initiatives to Promote Cycling*

- 5.7.1 Travel Plan Coordinators will provide information on the cycle routes available between the site and common destinations, including local amenities and residential areas.
- 5.7.2 The TPC will investigate the potential to set up a Cycle to Work scheme to enable staff to access a tax exempt loan for the purchase of bicycles and safety equipment. (www.dft.gov.uk/publications/cycle-to-work-scheme-guidance).

5.8 *Initiatives relating to Site Servicing*

- 5.8.1 Where servicing or deliveries take place by external organizations, sustainable practices will be adhered to where possible. This will include using fuel efficient delivery trucks and vehicles and driving using eco-driving techniques.

6.0 TRAVEL PLAN MANAGEMENT

6.1 Overview

- 6.1.1 Key to the success of the travel plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the occupiers' Travel Plan Coordinator, the Council's Travel Planning Team and other sustainable travel groups. This section outlines the roles and responsibilities of key individuals and stakeholders who will manage the travel plan.

6.2 Travel Plan Coordinator

- 6.2.1 The responsibility for managing and implementing the travel plan lies with the Travel Plan Coordinator. Each unit will, upon occupation, establish the Travel Plan Coordinator and confirm this information to the Council. This will be secured by way of an appropriately worded planning condition. The contact details for the Travel Plan Coordinator will be released once appointed.
- 6.2.2 The Travel Plan coordinator will work in partnership with the Council and any relevant stakeholders to ensure the effective delivery of the travel plan.
- 6.2.3 The role and responsibilities of the Travel Plan Coordinator will include:
- To implement and promote various travel plan initiatives at the site to promote sustainable travel;
 - To promote the travel plan to staff and visitors;
 - To provide a point of contact for the Local Authority, steering group and any other stakeholders on any issues relating to the travel plan;
 - To monitor the success of the travel plan initiatives, including undertaking and analysing travel surveys; and
 - To review the travel plan's success and prepare action plans.

6.3 Travel Plan Targets

- 6.3.1 Specific targets will be set for the site using the results of the initial travel survey for each detailed travel plan, which will provide the baseline travel behaviour of staff. The results of the survey will allow mode share targets to be established.
- 6.3.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report, in sections 2 and 3.
- 6.3.3 Once the results of the travel survey are known, accurate targets can be set for the travel plans. These targets will be agreed with the Council as part of the full travel plans' development. At this stage an indicative target has been set to ensure that there is a commitment to achieve a 10% reduction in the number of single occupancy car trips to and from the site. The targets will be revised once the results of the travel surveys are known.
- 6.3.4 A travel plan is not a one-off event but is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the travel plans.
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- 6.3.5 Following completion of the initial survey, indicative targets will be replaced with ones that are site-specific and encourage (rather than discourage) those responsible for trying to achieve these targets.

7.0 MONITORING AND REVIEW

7.1 *Monitoring*

7.1.1 There is a need to monitor the success of a Travel Plan for a number of reasons:

- It gauges whether a Travel Plan is achieving any success in its objectives;
- It helps to identify strengths, weaknesses and potential areas for improvement in future travel planning; and
- There is a general need to collect data measuring the impacts and outcomes of Travel Plans so that there is clearer evidence for local authorities and other Government bodies on their success.

7.2 *The Role of the Travel Plan Co-Ordinator Monitoring the Travel Plan*

7.2.1 The Travel Plan Co-ordinator will be principally responsible for the monitoring of the Travel Plan. Key tasks for the TPC include:

- Undertaking travel surveys as soon as it is practically possible to establish baseline travel patterns;
- Preparing a baseline travel summary report;
- Preparing an action plan detailing the short, medium and long term measures to be implemented to achieve Travel Plan objectives;
- Undertaking subsequent travel surveys;
- Preparing an annual report summarising travel information, key problems and opportunities identified, and the success of the Travel Plan in relation to its objectives;
- Reassessing Travel Plan objectives and targets and the measures action plan year-on-year based upon annual surveys.

7.3 *Reporting*

7.3.1 The Travel Plan Coordinator will agree any necessary amendments to the Travel Plan with the Council, in light of the monitoring exercise (for example, new targets if previous targets have been achieved etc.).

8.0 TRAVEL PLAN PROGRAMME

8.1 Travel Plan Programme

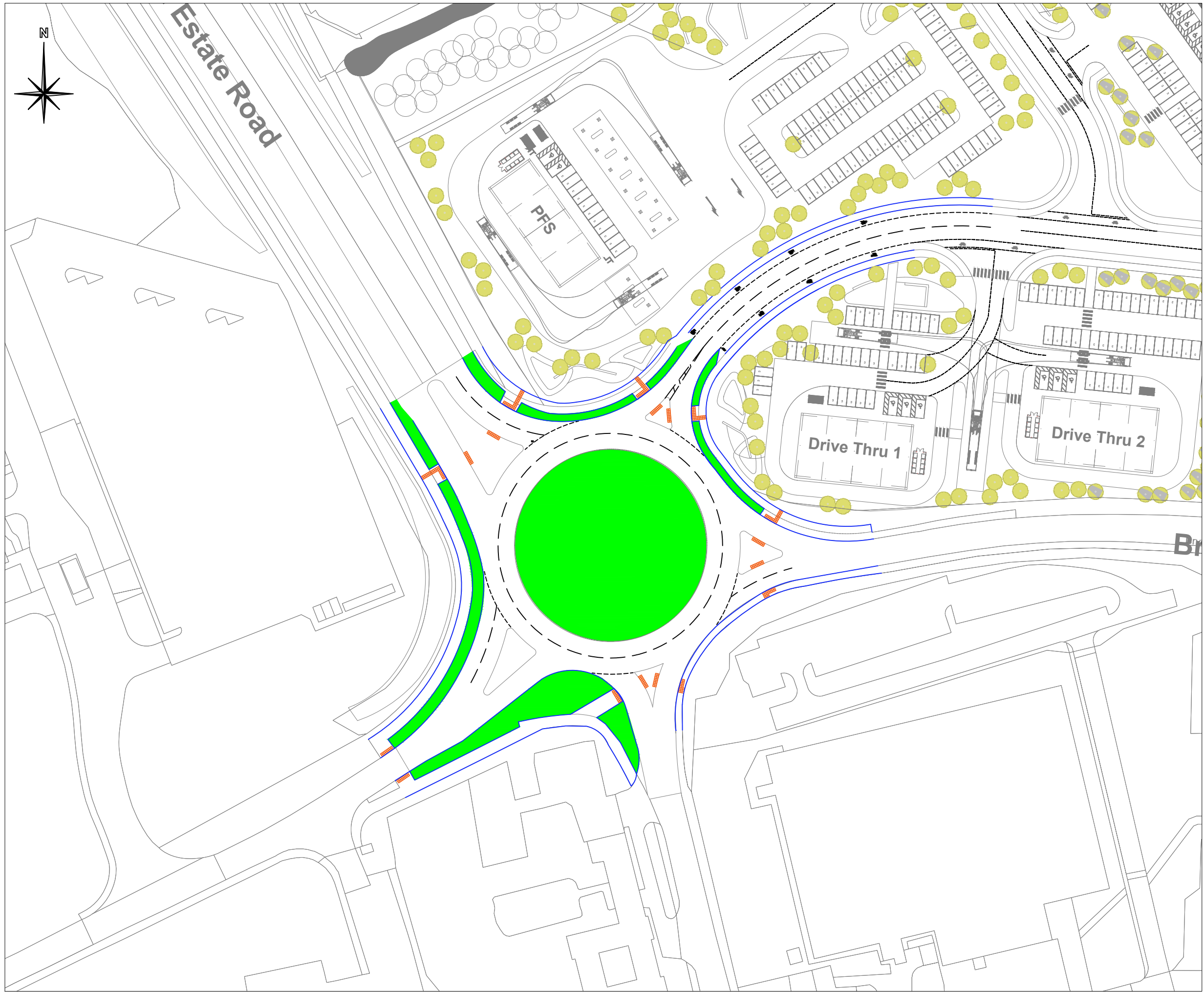
- 8.1.1 **Table 8.1** outlines the key actions for the future Travel Plans for the site to adhere to. The development of occupier specific Travel Plans, which adhere to the strategy of this Framework Travel Plan, can be secured by way of an appropriately worded planning condition.

Table 8.1: Travel Plan Action Plan

Action	Timescale
Implement travel notice boards in communal areas of the site	Prior to occupation
Provide car and cycle parking in line with the provision outlined in Section Two of this report	Prior to occupation
Provide showers and changing facilities at the site	Prior to occupation
Develop a travel welcome pack	Within 3 months of occupation
Undertake a travel survey	Within 3 months of occupation
Identify baseline travel information	3 months after initial travel survey
Develop full travel plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt travel plan	6 months after initial travel survey
Implement travel plan initiatives	On-going, following adoption of the travel plan
Monitor success of travel plan actions and progress towards targets. Amend travel plan, if necessary	On-going, following adoption of the travel plan
Undertake travel surveys and other monitoring activities to measure the success of travel plan and discuss findings with the Council. Review travel plan and amend, if necessary.	On-going, every 12 months following adoption of the travel plan for a minimum of 5 years

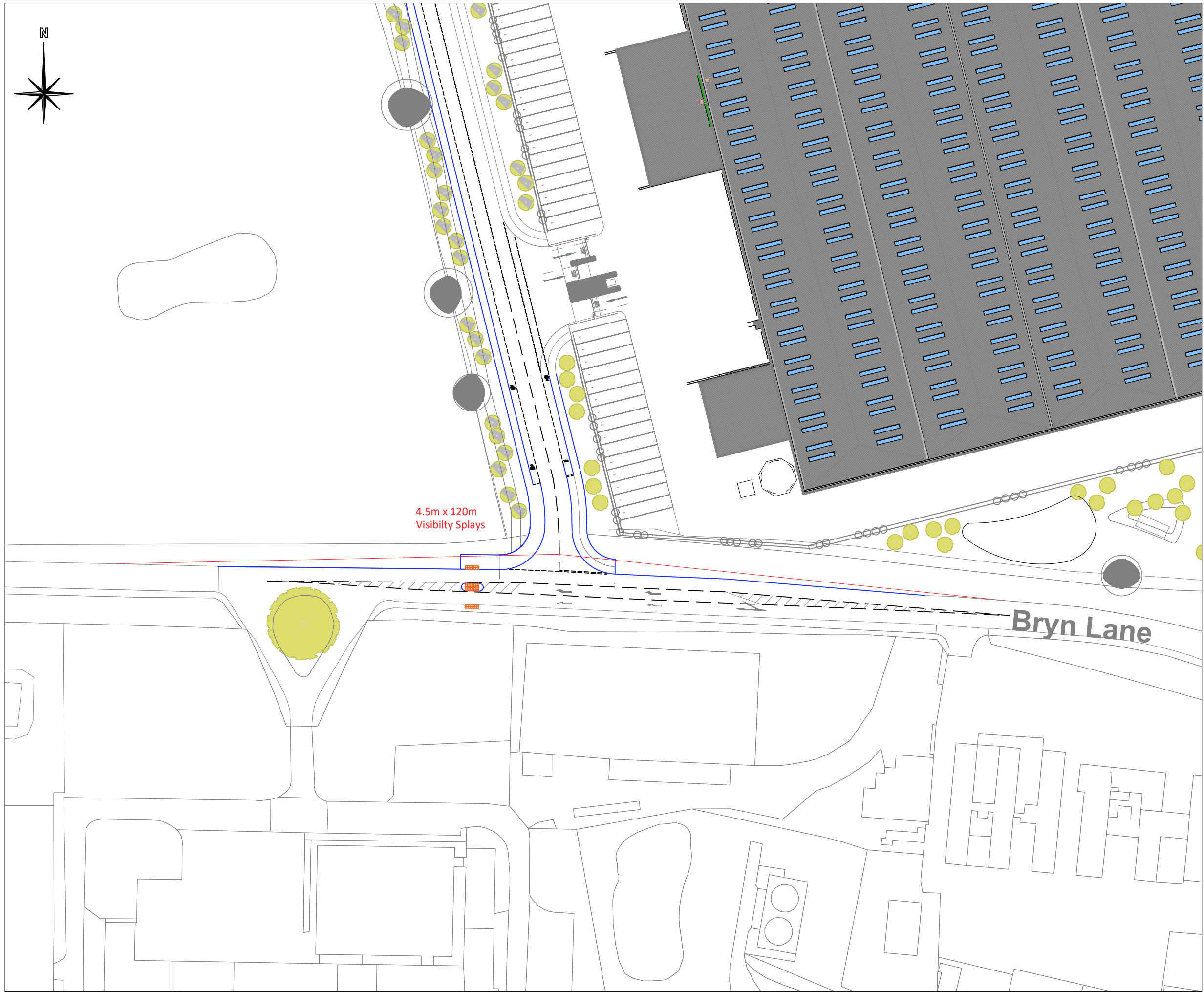
APPENDICES

APPENDIX A – PROPOSED ACCESS ARRANGEMENTS



- Notes:**
1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
Cora iHt Adamson House, Towers Business Park Wilmslow Road Manchester M20 2YJ Tel: 0161 955 4422 Email: manchester@coraiht.com Web: www.coraiht.com				
Client				
Net World Sports Limited				
Project				
North of Bryn Lane Wrexham				
Title				
Proposed Roundabout Access Arrangement				
Drawing Status				
Job No. 16-2067				
Drawn MC	Checked TC	Scale at A3 1:1000	Date 24/05/23	Issue Date -
Drawing No. 101				-



- Notes:**
1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
 2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
Cora iHt Adamson House, Towers Business Park Wilmslow Road Manchester M20 2YY Tel: 0161 955 4422 Email: manchester@coraiht.com Web: www.coraiht.com				
Client				
Net World Sports Limited				
Project				
North of Bryn Lane Wrexham				
Title				
Proposed Bryn Lane Access Arrangement				
Drawing Status				
Job No. 16-2067				
Drawn MC	Checked TC	Scale at A3 1:1000	Date 24/05/23	Issue Date -
Drawing No. 102				-

APPENDIX B – SITE PLANS AND AREA SCHEDULE

Rev	Date	By	Description
A	24/02/2023	JMS	Revised in line with comments received from NWS
B	10/03/2023	JMS	Revised in line with CBRE comments
C	27/03/2023	AZ	Drawing revised in line with comments received on design meeting on 27.03.2023.
D	28/03/2023	AZ	Area Schedule updated.
E	29/03/2023	AZ	Drawing revised in line with comments received on design meeting on 29.03.2023.
F	09/04/2023	JMS	Ecology point locations added.
G	24/04/2023	AZ	Revised Landscape layout received from NLG on 21/04/2023 (approved).



LEGEND

-  Application Boundary
37.21Ha II 91.94Ac
-  Ownership Boundary
89.30Ha II 220.66Ac
-  Development Boundary
-  Retained Trees
-  Proposed Bunds
-  Retained Ponds
-  Proposed Ponds
-  Veteran Tree Buffer
-  Proposed Green Corridor
-  Outline Zone Boundary
-  Easement Zone

Note: Plan is for illustrative purposes only - not for approval

Refer to landscaping plan for landscaping details.



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Wrexham
Bryn Lane

Drawing Name:
Illustrative Masterplan

Drawing Stage: **PLANNING**

Status: **S2**

22-136 03/02/2023 AZ MMS 1 : 1250

SGP Project No. _____ Date _____ Drawn _____ Tiers _____ Scale _____
Drawing Number: _____

22136-SGP-ZZ-ZZ-DR-A-1

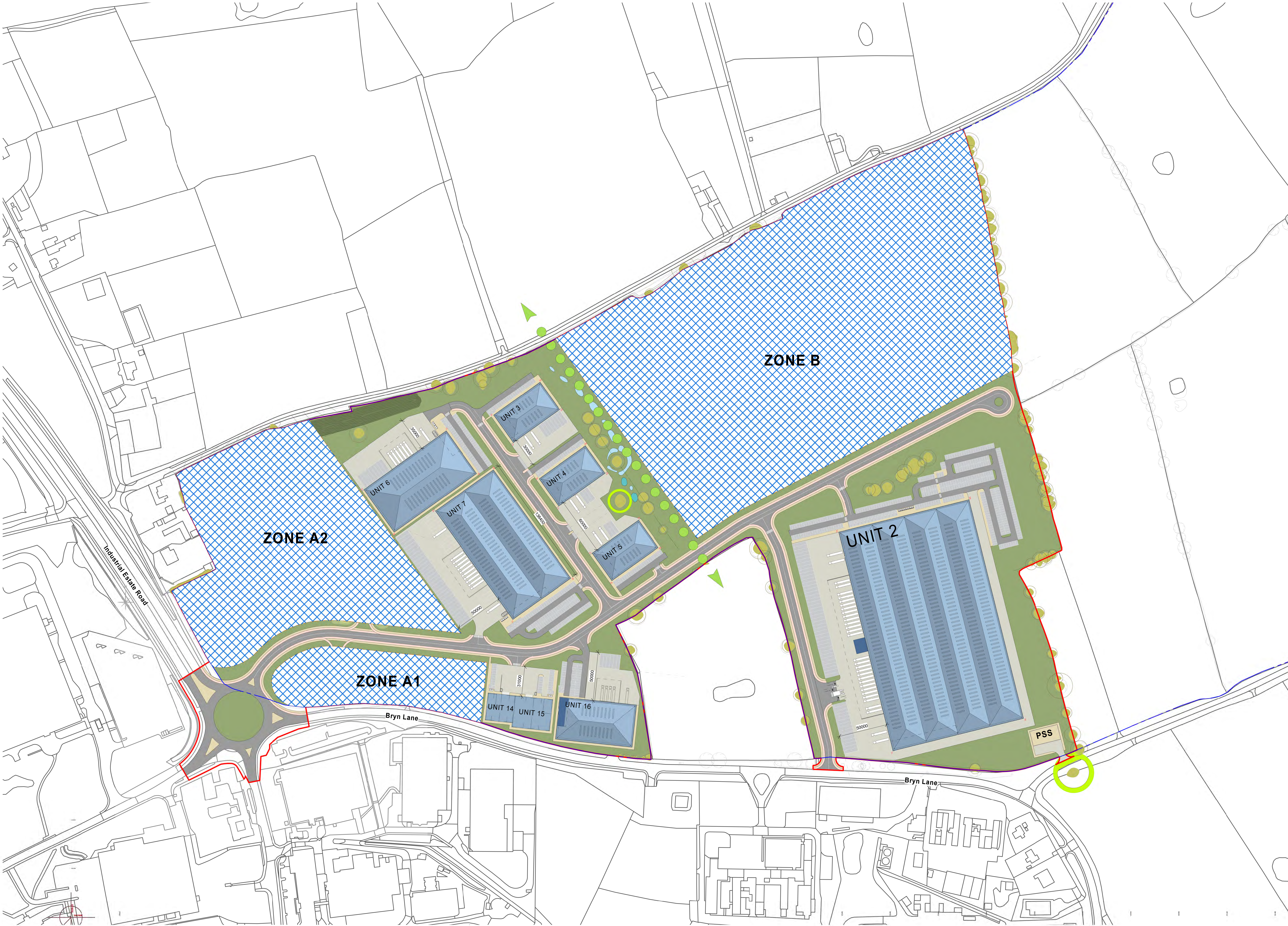
Proposed Illustrative Site Masterplan
1 : 1250

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SCALE 1:1250





Proposed Masterplan
1 : 1250

- LEGEND**
- Application Boundary
37.21Ha || 91.94Ac
 - Ownership Boundary
89.30Ha || 220.66Ac
 - Retained Trees
 - Proposed Bunds
 - Retained Ponds
 - Proposed Ponds
 - Veteran Tree Buffer
 - Proposed Green Corridor
 - Proposed Area of Outline Planning Application



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Drawing Name:
Proposed Masterplan

Drawing Stage: **PLANNING**

Status: **INFORMATION**

SGP File Ref: 22136-SGP-ZZ-ZZ-A3-A-000001

22-136 08/03/2023 AZ MMS 1:1250 @ A0

SGP Project No. Date Drawn Team Scale Rev

Drawing Number: 22136-SGP-ZZ-ZZ-DR-A-110006

Project Code: Original: Valued: Level: Type: Role: Number:

SCALE 1:1250

25m 125m



FULL PLANNING APPLICATION BUILDINGS SCHEDULE GIA																		
UNIT NAME	ZONE	HAUNCH HEIGHT (m)	WAREHOUSE GIA (sq.m)	WAREHOUSE GIA (sq.ft)	OFFICE GIA (sq.m)	OFFICE GIA (sq.ft)	GATEHOUSE GIA (sq.m)	GATEHOUSE GIA (sq.ft)	TOTAL GIA (sq.m)	TOTAL GIA (sq.ft)	TotalGEA m2	TotalGEA sqft	DOCK LEVELLERS	LEVEL ACCESS DOORS	CYCLE SPACES	HGV SPACE S	CAR PARKING SPACES	ACC. CAR PARKING SPACES
Unit 2	ZONE D	18.00	31559	339697	1594	17154	24	262	33177	357113	33595 m²	361610	24	6	40	56	323	14
Unit 3	ZONE B	10.00	1862	20039	201	2165	0	0	2063	22204	2206 m²	23741	0	2	10	8	21	2
Unit 4	ZONE B	10.00	1862	20039	201	2165	0	0	2063	22204	2206 m²	23741	0	2	10	3	20	2
Unit 5	ZONE B	10.00	1862	20039	201	2165	0	0	2063	22204	2206 m²	23741	0	2	10	3	20	2
Unit 6	ZONE B	15.00	5296	57004	416	4479	0	0	5712	61482	5945 m²	63989	6	2	10	16	49	3
Unit 7	ZONE B	15.00	9628	103638	665	7157	0	0	10293	110795	10618 m²	114294	11	4	20	46	95	5
Unit 14	ZONE B	8.50	625	6727	229	2468			854	9195	954 m²	10266		1	10	0	9	1
Unit 15	ZONE B	8.50	1090	11731	229	2468			1319	14199	1436 m²	15458		1	10	0	16	1
Unit 16	ZONE B	12.50	3351	36067	528	5684	0	0	3879	41751	4090 m²	44024	4	2	10	6	39	2
TOTAL GIA									61423	661148	63254 m²	680864						

OUTLINE PLANNING APPLICATION BUILDINGS SCHEDULE GIA																		
BUILDING NAME	ZONE	HAUNCH HEIGHT (m)	WAREHOUSE GIA (sq.m)	WAREHOUSE GIA (sq.ft)	OFFICE GIA (sq.m)	OFFICE GIA (sq.ft)	GATEHOUSE GIA (sq.m)	GATEHOUSE GIA (sq.ft)	TOTAL GIA (sq.m)	TOTAL GIA (sq.ft)	TOTAL GEA (sq.m)	TOTAL GEA (sq.ft)	DOCK LEVELLERS	LEVEL ACCESS DOORS	CYCLE SPACES	HGV SPACES	CAR PARKING SPACES	ACC. CAR PARKING SPACES
Drive Thru 1	ZONE A1	8.00	485 m²	56159 ft²	0 m²	0			485 m²	5217	539 m²	5800		0	10	0	30	3
Drive Thru 2	ZONE A1	8.00	511 m²	59193 ft²	0 m²	0			511 m²	5499	567 m²	6100		0	10	0	40	3
HGV Amenity Pod	ZONE A1	6.00	77 m²	8972 ft²	0 m²	0			77 m²	834	100 m²	1076		0	0	15	0	0
Petrol Station	ZONE A1	6.00	403 m²	46648 ft²	0 m²	0			403 m²	4334	455 m²	4900		0	0	0	76	2
Unit 11 SME	ZONE A1	8.00	392 m²	45403 ft²	229 m²	2468			621 m²	6686	711 m²	7653		1	10	0	8	1
Unit 12 SME	ZONE A1	8.00	392 m²	45403 ft²	229 m²	2468			621 m²	6686	711 m²	7653		1	10	0	6	1
Unit 13	ZONE A1	8.00	392 m²	45403 ft²	229 m²	2468			621 m²	6686	711 m²	7653		1	10	0	8	1
Hotel	ZONE A2	12.50	82 m²	9476 ft²	2865 m²	30840			2947 m²	31720	3257 m²	35063		0	20	0	100	7
UNIT 8	ZONE A2	8.00	301 m²	34874 ft²	137 m²	1479			438 m²	4719	506 m²	5450		1	10	0	19	1
UNIT 9	ZONE A2	8.00	210 m²	24280 ft²	137 m²	1479			347 m²	3734	409 m²	4400		1	10	0	19	1
UNIT 10	ZONE A2	8.00	210 m²	24282 ft²	137 m²	1479			347 m²	3735	409 m²	4400		1	10	0	19	1
Unit 1	ZONE C	18.00	40918 m²	4740795 ft²	2660 m²	28627	24 m²	262	43602 m²	469323	44403 m²	477948	80	6	60	89	416	15
TOTAL GIA									51020 m²	549174	52778 m²	568097						

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Wrexham
Bryn Lane

Drawing Name:
Illustrative Masterplan Schedule

Drawing Stage: Sketch

Status: INFORMATION

SGP File Ref: 23136-SGP-ZZ-ZZ-M3-A-000001

22-13615/05/2023JMSMMS@ A2
SGP Project No DateDrawn TeamScaleRev

Drawing Number:

22136-SGP-ZZ-ZZ-SH-A-131703

Project CodeOriginatorVolumeLevelTypeRoleNumber

Red Line Boundary based on O/S Data and **NOT** confirmed as the Legal Boundary

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