



CAR PARK MANAGEMENT PLAN

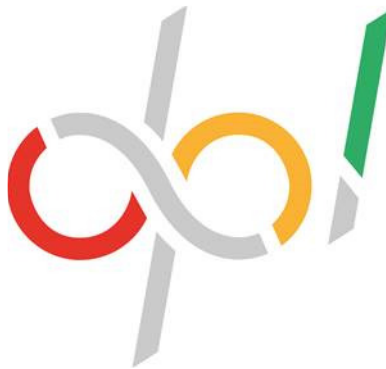
MAGELLAN WREXHAM NEW FACILITY
MAGELLAN AEROSPACE (UK) LIMITED



MAGELLAN
A E R O S P A C E

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Appendices

Appendix A – Detailed Car Parking Demand Calculations

1. INTRODUCTION

1.1 BACKGROUND

1.1.1 Development Planning Limited have been commissioned by Magellan Aerospace (UK) Limited to provide a Car Park Management Plan for the Magellan Wrexham New Facility

1.1.2 This Car Park Management Plan has been produced as a working document which will be operated by the Magellan to improve the efficiency of the existing car park management on-site and reduce the impacts of car parking.

1.2 REDUCING CAR USAGE

1.2.1 The primary purpose of this Car Park Management Plan is to manage the provision of car parking across the whole site. The starting point for this should be to seek to reduce car usage, before setting out the strategy for mitigating the impacts. As such, a Travel Plan has been submitted as a separate document.

1.2.2 The following measures are set out within the Travel Plan to help encourage staff to travel sustainably and reach the short-term and stretch mode share targets:

- Car share priority spaces;
- Car sharing to be promoted to staff, including the cost benefits being promoted. This could include an informal car sharing database of people who wish to pick up or be picked up. A recommended contribution towards fuel costs could be suggested;
- Car park management to be implemented;
- Passive electrical charging provision to all spaces within the proposed new car park;
- Active electrical charging provision to two spaces within the proposed new car park (equivalent to a 3% provision, which significantly exceeds the current electric vehicle ownership levels of 0.3%);
- Adequate secure and covered cycle shelters to be provided;
- Lockers and showers to be available for walkers/ cyclists;
- Active travel to be encouraged, with the health and cost benefits promoted to staff; and
- A Travel Plan to be implemented and promoted to staff to help encourage them to travel to work by sustainable travel modes.

1.2.3 The objectives of the Travel Plan are aligned with the requirements of Planning Policy Wales and local guidance. The aims are summarised as follows:

- Reduce the need for unnecessary travel through technology-based access to work;
- Encourage the use of active travel modes from within the local area;
- Encourage the use of public transport;
- Reducing the residual use of the private car through promotion of public transport;
- Reduce the impact of the residual impact of private cars through car-sharing and the use of ultra-low and zero-emission vehicles;
- Reduce demand for parking; and
- Reduce local road congestion.

1.2.4 The Travel Plan incorporates commitments for the site operator as the key stakeholder.

1.2.5 The Travel Plan sets targets to increase the proportion of active and sustainable trips to the site by staff by between 5% and 10% over the initial five-year period.

1.3 PURPOSE OF THIS REPORT

1.3.1 The Car Park Management Plan will help to manage the pattern of car parking on-site and reduce ad hoc car parking. The measures include:

- Improve the efficiency of staff parking;
- Encourage car sharing for staff;
- Provide suitable provision for disabled and accessible car parking spaces;
- Provide for visitor parking within the site; and
- Allow for the charging of electric and ultra-low emission vehicles.

2. PROPOSED PARKING PROVISION

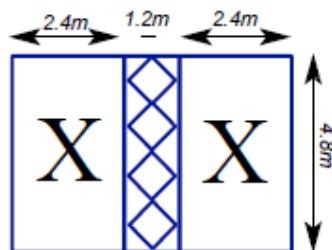
2.1 BACKGROUND

- 2.1.1 The primary aim of the Car Park Management Plan is to set out the strategy for car parking across the whole sites. This chapter sets out the types of parking bays which are to be provided.

2.2 DISABLED PARKING SPACES

- 2.2.1 Disabled car parking spaces are provided for the use of those with a blue badge only. Wrexham Parking Standards require 6% of spaces to be allocated for blue badge holders. The layout of blue badge spaces is shown in the extract below:

Extract 3.1 Disabled Bay Sizes



- 2.2.2 The disabled parking bays across the site will have a minimum dimension of 2.4mx4.8m, with a minimum 1.2m wide aisle along at least one edge, in line with the standards.

2.3 ELECTRIC VEHICLE CHARGING

- 2.3.1 Planning Policy Wales sets out the standards for electric vehicle charging as:

To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development.

Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have ULEV charging points...

- 2.3.2 The required provision is clarified as:

It may be appropriate for some of the provision to be 'passive', with the necessary underlying infrastructure provided to enable installation and activation in the future.

- 2.3.3 Active spaces are those provided with a charging pillar (one pillar generally serves two spaces). Passive spaces would be provided with ducting and an inspection chamber for the subsequent fitting of electric charging pillars.

- 2.3.4 The demand for electric charging will be monitored and the passive provision replaced with charging pillars, as demand requires.

- 2.3.5 Initially, the proposal is for a single charging pillar to be provided within the car park, which would allow for the charging of two vehicles simultaneously. This is equivalent to around 3% of spaces, with passive allowance for up to 100% of spaces to be upgraded in the future for electric vehicle charging.

2.4 CAR SHARE PRIORITY SPACES

- 2.4.1 Car Share priority spaces will be allocated on a priority basis to those who can demonstrate that they car share. The allocated car share spaces would be signed as such.
- 2.4.2 It is proposed to allocate 10 spaces within the existing front car park to become car share priority spaces. This equates to 8% of car parking at the existing facility to be for car sharers. The 8% should accommodate the existing 5% staff who car share, with a further 3% available to encourage new car sharers.
- 2.4.3 It is proposed to allocate 7 spaces within the new car park to be car share priority spaces. This equates to 9% of car parking at the new facility to be for car sharers. The 9% should accommodate 5% staff car sharing, with a further 4% available to encourage new car sharers.
- 2.4.4 Where there are insufficient car sharers to fill the car share priority spaces, these spaces are available for standard parking use.

2.5 EXISTING CAR PARKING

- 2.5.1 The existing car parking provision is currently set out over four area, as follows:
- Main car park – 72 spaces;
 - Front car park – 41 spaces;
 - Treatment area car park – 10 spaces; and
 - Offsite car park – 40 spaces.
- 2.5.2 The total parking provision is 163 spaces, of which 123 are located on-site.
- 2.5.3 The offsite car park is understood to be lightly used as it is not as convenient as the on-site car parking. Consequently, the offsite car park is assumed not to be utilised as part of this Car Park Management Plan.

2.6 EXISTING CAR PARKING OBSERVATIONS

- 2.6.1 The highway authority's consultation response states that some overflow of car parking can be observed at the existing site. The existing car park management of the site has been assessed and inefficiencies observed in terms of the allocation of car parking outside of the office building.
- 2.6.2 The existing office building car parking is allocated to office workers only, however this leads to that car park being empty overnight. The proposed Car Park Management Plan includes the reallocation of the office parking to allow night-shift workers to utilise the office car park.
- 2.6.3 As night shift workers would have left the site before the office workers arrive, this change in management regime does not affect the availability of parking for office workers, however would remove the requirement for overspill car parking (see detailed analysis in Appendix A).
- 2.6.4 The key change to Car Park Management as part of this Plan is that night-shift staff would be allowed to park within the front car parking area.

2.7 EXISTING CAR PARKING OPERATION

- 2.7.1 Assessment has been undertaken of the change of allocation of the front car park, which shows that the available car parking spaces (excluding the 40 offsite spaces) could result in:
- 23 spaces being available at 7am; and

- 15 spaces being available at 8am.

2.7.2 These are the key shift-changeover times and forecast that the reallocation could result in 15 or more spaces being available on-site, prior to the new building being brought into use.

2.7.3 With a successful Travel Plan (a separate document submitted as part of the planning application package), the forecast number of available car parking spaces could increase.

2.8 NEW FACILITY CAR PARKING

2.8.1 The proposed car park is for 72 new spaces to be created.

2.8.2 The peak occupation for the proposed facility is forecast to be around 95 staff, which would result in a car parking requirement of 78 spaces. The development proposals are for 72 spaces to be provided, which would result in 6 cars being required to park on the existing site, taking the total number of spare car parking spaces across the site to 9, which provides flexibility for day to day fluctuations in mode share and visitors to the two facilities.

2.8.3 The overall on-site car parking is forecast to meet with demand, subject to the implementation of this Car Park Management Plan.

2.9 VISITOR PARKING

2.9.1 The forecast excess provision of car parking at the site, above that required by staff, is nine spaces.

2.9.2 The nine spaces are considered to be suitable for meeting the visitor parking demand at the site. There is potential for the car share spaces (discussed above) to be car share/ visitor spaces.

3. CAR PARK ACCUMULATION

3.1 INTRODUCTION

- 3.1.1 This chapter considers the car park accumulation across the existing and proposed car parking areas.

3.2 EXISTING PARKING ACCUMULATION

- 3.2.1 The Transport Statement for the planning application sets the mode share for the site at 82%. This mode share has been utilised to assess the car park accumulation for the existing site.
- 3.2.2 The car park accumulation has been undertaken to consider the highest overall occupation of the site, in the AM peak period.
- 3.2.3 Prior to the peak period, 61 staff could be on the 7pm to 7am night shift. Utilising a mode share of 82% as car drivers, this equates to 50 cars parked.
- 3.2.4 Prior to 7am, a further 61 staff arrive for the 7am to 7pm night shift, requiring 50 additional cars to be parked. This equates to 100 cars parked at 7am, with an available car parking capacity of 23 spaces.
- 3.2.5 Following 7am, the night shift depart, leaving 73 spaces being available.
- 3.2.6 The 8am to 5pm dayshift arrive before 8am, with 71 staff requiring 58 parking spaces. This equates to 108 parking spaces being required to accommodate the staff within the 123 existing parking spaces, i.e. 15 spaces remain available.
- 3.2.7 As there are no shift changeovers when the 8am to 5pm day shift depart, the parking demand in the AM peak period forms the peak on-site parking demand.

3.3 PROPOSED PARKING ACCUMULATION

- 3.3.1 The proposed building is forecast to accommodate 10 night shift staff, 20 7pm to 7am night shift staff, 20 7am to 7pm dayshift staff and 75 8am to 5pm dayshift staff.
- 3.3.2 Prior to 7am, 30 nightshift staff would be on site, requiring 25 car parking spaces. Prior to 7am, 20 dayshift staff would arrive, requiring 16 car parking spaces. The excess car parking at 7am is forecast to be 31 spaces.
- 3.3.3 Between 7am and 8am, the nightshift staff would depart and 75 8am to 5pm dayshift staff arrive, requiring 56 spaces.
- 3.3.4 With a total of 95 staff in the new building at peak occupancy, this equates to 78 spaces, i.e. an excess parking demand of six spaces to be accommodated within the 15 available on the existing site.
- 3.3.5 The forecast parking demand is met by the proposed number of parking spaces, subject to the implementation of this Car Park Management Plan.

APPENDIX A

Shifts - Future Unit

		Half		4 Fifths																					
Assembly		50 Staff		7-7-7-5 days		20		20 Staff Per Shift		Night Shift		10		Day Shift		75									
Full Capacity 135 (Excludes Visitors)																									
Hour		Mon		Tue		Wed		Thu		Fri		Sat		Sun											
Start	End	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site
00:00	01:00				0	0	0	30	0	0	30	0	0	30	0	0	30	0	0	0	0	0	0	0	0
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04:00	05:00				0	0	0	30	0	0	30	0	0	30	0	0	30	0	0	0	0	0	0	0	0
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06:00	07:00	20		20	20	0	50	20	0	50	20	0	50	20	0	50	20	0	50	20	0	50	20	0	50
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23:00	00:00			30	0	0	30	0	0	30	0	0	30	0	0	30	0	0	0	0	0	0	0	0	0
Total		125		95		125		125		125		125		125		95		125		125		95		125	

Adjust for holidays, absences and working not on site 10% (25 days holiday vs 254 working days - excludes bank holidays)

Standard Capacity 122																									
Hour		Mon		Tue		Wed		Thu		Fri		Sat		Sun											
Start	End	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site	Arrive	Depart	On Site
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23:00	00:00	0	0	27	0	0	27	0	0	27	0	0	27	0	0	27	0	0	27	0	0	27	0	0	27
Total		113		86		113		113		113		113		86		113		113		113		86		113	

Peak Staff Demand (Excludes Visitors)							
Night		7-7 Leaving		7-7 Arrival/ Working		Day	
07:00		10		20		0	
08:00		0		20		75	

Existing Mode Share

Existing Mode Share	82%
7-7 Night Shift	20
Night	10
Mode Share	82%
Parking Requirement	23
Proposed Car Park	56
Total	72
Remaining	-47
7-7 Day Shift	20
Mode Share	82%
Parking Requirement	18
Proposed Car Park	47
Total	47
Remaining	-31 @7am

5% Modal Shift

Existing Mode Share	82%
8-5 Day Shift	75
Mode Share	82%
Parking Requirement	63
Proposed Car Park	56
Total	56
Remaining	-26 @8am
7-7 Day Shift	20
Mode Share	82%
Parking Requirement	18
Proposed Car Park	47
Total	47
Remaining	-31 @7am

Shifts - Existing

24/7, 7-7	61 Per Shift	5 day 8-5	71 Per Shift
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Full Capacity		325 (Excludes Visitors - On Site Only)																											
		Mon				Tue				Wed				Thu				Fri				Sat				Sun			
Start	End	Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site	
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02:00	03:00			61		61		61		61		61		61		61		61		61		61		61		61		61	
03:00	04:00			61		61		61		61		61		61		61		61		61		61		61		61		61	
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09:00	10:00			132		132		132		132		132		132		132		132		132		61							
10:00	11:00			132		132		132		132		132		132		132		132		132		61							
11:00	12:00			132		132		132		132		132		132		132		132		132		61							
12:00	13:00			132		132		132		132		132		132		132		132		132		61							
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14:00	15:00			132		132		132		132		132		132		132		61		61		61							
15:00	16:00			132		132		132		132		132		132		132		61		61		61							
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17:00	18:00		71	61		61		71	61		61		71	61		61		61		61		61							
18:00	19:00	61		122	61	122	61	122	61	122	61	122	61	122	61	122	61	122	61	122	61	122	61	122	61	122	61	122	
19:00	20:00		61	61		61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61		
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22:00	23:00		61	61		61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61		
23:00	00:00		61	61		61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61	61		
Total		193	193			193	193			193	193			193	193			193	193			122	122			122	122		

Adjust for holidays, absences and working not on site 10% (25 days holiday vs 254 working days - excludes bank holidays)

Standard Capacity		293																											
Hour Start		Mon				Tue				Wed				Thu				Fri				Sat				Sun			
	End	Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site		Arrive	Depart	On Site	
00:00	01:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
01:00	02:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
02:00	03:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
03:00	04:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
04:00	05:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
05:00	06:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
06:00	07:00	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	
07:00	08:00	64	55	119	64	55	119	64	55	119	64	55	119	64	55	119	64	55	119	64	55	119	64	55	119	64	55	119	
08:00	09:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	
09:00	10:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	
10:00	11:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	
11:00	12:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	
12:00	13:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	
13:00	14:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	64	55	0	0	55	0	0	55	0	0	55	
14:00	15:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	55	0	0	55	0	0	55	0	0	55	
15:00	16:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	55	0	0	55	0	0	55	0	0	55	
16:00	17:00	0	0	119	0	0	119	0	0	119	0	0	119	0	0	119	0	0	55	0	0	55	0	0	55	0	0	55	
17:00	18:00	0	64	55	0	64	55	0	64	55	0	64	55	0	64	55	0	0	55	0	0	55	0	0	55	0	0	55	
18:00	19:00	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	55	0	110	
19:00	20:00	0	55	55	0	55	55	0	55	55	0	55	55	0	55	55	0	55	55	0	55	55	0	55	55	0	55		
20:00	21:00	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55		
21:00	22:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
22:00	23:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
23:00	00:00	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	
Total		174	174	0		174	174	0		174	174	0		174	174	0		174	174	0		110	110	0		110	110	0	

Peak Staff Demand (Excludes Visitors)					
	Night	7-7 Leaving	7-7 Arrival/ Working	Day	Total
07:00	0	61	61	0	122
08:00	0	0	61	71	132

Production	61
Other	71

Car Parking Availability	
Main Car Park	72 Spaces
Front Car Park	41 Spaces
Treatment Area	10 Spaces
Total	123 Spaces

Existing Mode Share

Existing Mode Share	82%
7-7 Night Shift	61
Mode Share	82%
Parking Requirement	50

Front Car Park	41
Treatment Area	10
Total	51

Remaining	-4
Main Car Park	72
Available Spaces	71

7-7 Day Shift	61
Mode Share	82%
Parking Requirement	50

Current Shifts

(24/7, 7-7)	Treatment	Structures	Quality			Half	Half						
Production	140	90	14	244	Total	122	61	Per Shift					
(8-5)	CI	Finance	Engineering	HR	HSE	IT	Maint	Mgt	Prod Control	Planning	Quality		
Other	3	8	18	8	2	2	7	11	3	0	9	71	Per Shift
												315	Total
												15	Offsite
												330	Employees



A CARBON NEUTRAL COMPANY
FOR THE PLANET AND FOR THE FUTURE