



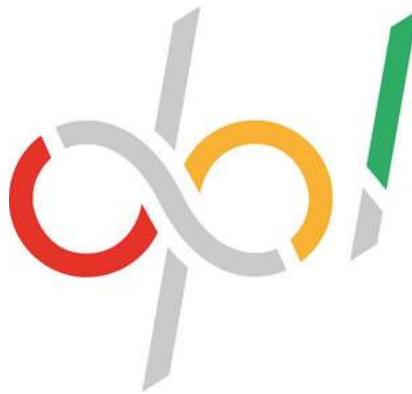
TRAVEL PLAN – (INCORPORATING CAR PARK MANGEMENT PLAN)

MAGELLAN WREXHAM NEW FACILITY
MAGELLAN AEROSPACE (UK) LIMITED



DOCUMENT QUALITY CONTROL			
Project Number	2020200	Report Number	002
Report Title	Travel Plan (Incorporating Car Park Mangement Plan)		
Issue	Status	Date	Approved
-	First Issue	September 2020	D Sagstad

Development Planning Limited
 Old Barn 418 Aberford Road
 Stanley
 Wakefield
 WF3 4AA
 01924 684 000
info@devplanning.co.uk
www.devplanning.co.uk
 Company Number : 08771328



A CARBON NEUTRAL COMPANY

WE ARE PROUD TO BE OFFSETTING
 ALL OUR OPERATIONAL BUSINESS
 CARBON EMISSIONS THROUGH
 INTERNATIONALLY CERTIFIED PROJECTS.

FOR THE PLANET AND FOR THE FUTURE

Contents

1. Introduction	1
2. Travel Plan Implementaion	3
3. Mode Share	5
4. Smart Objectives	7
5. Sustainable Access	10
6. Car Park Management	13

Appendices

Appendix A – Figures

1. INTRODUCTION

1.1 BACKGROUND

- 1.1.1 It is intended that this document is used for internal purposes at Magellan Aerospace (UK) Limited and is formally submitted for approval by the local authority's Travel Plan officer as part of the planning application package.
- 1.1.2 This Travel Plan forms a Site-Wide Travel Plan, which commits Magellan Aerospace to deliver the Travel Plan (Incorporating Car Park Management Plan) at both the proposed and existing facilities at Miners Road, Llay Industrial Estate.

1.2 ENVIRONMENTAL STEWARDSHIP

- 1.2.1 With regard to environmental stewardship, Magellan Aerospace set out that:

Magellan operates in many communities worldwide, ranging from urban to suburban, as well as rural sites located away from major population centres. As individual employees, and as a corporation, we recognize our role as an environmental steward to protect the environment and engage our stakeholders in this effort.

Under the direction of Magellan's Board of Directors, we maintain ISO 14001 certification at each of our manufacturing sites and are currently working towards this certification with our newly acquired operations. We have established an Environmental Council to promote collaboration between divisions, to provide a structure to focus environmental improvement efforts, and to effectively apply Magellan's knowledge base for continual improvement of our environmental management system and the corporation's overall environmental performance.

- 1.2.2 To this end, Magellan Aerospace set out their clear message that:

Environmental performance, at Magellan and in other areas of our lives, makes a difference for everyone.

- 1.2.3 Magellan Aerospace's Environmental Policy sets out that:

It is the policy of Magellan Aerospace that all divisions deliver quality products and services to our customers in a profitable, globally competitive and environmentally responsible manner. We will achieve this by:

- *Identifying the environmental aspects and impacts of our operations and ensuring that we meet our compliance obligations;*
- *Providing a framework for setting and reviewing our environmental objectives in line with the goals of our business; and*
- *Establishing environmental programs that are consistent with our commitment to continual improvement of the environmental management system to enhance environmental performance and protection of the environment.*

- 1.2.4 The delivery of this Travel Plan aligns with Magellan Aerospace's environmental commitments, including the oversight by the Environmental Council and ISO 14001 certification.

1.3 OBJECTIVES AND COMMITMENT

- 1.3.1 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.

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

1.3.3 These objectives may change over time due to the results of the surveys, changes within the organisation and changes to the environment around it, however our overall commitment to reducing the impact of our operations on the road network will remain.

1.3.4 Any changes are to be agreed with the highway authority prior to implementation.

1.3.5 We are committed to implementing the Travel Plan to help us to deliver these objectives, helping to reduce our impact on the environment.

Name:

Position:

Signed:

(On behalf of Magellan Aerospace (UK) Limited)

2. TRAVEL PLAN IMPLEMENTATION

2.1 INTRODUCTION

2.1.1 It is common for Travel Plan Co-ordinators to be given little or no training on the delivery of a Travel Plan. An overly complex and long Travel Plan may often be misunderstood either by those delivering it or those who are in senior management positions who can realistically affect the implementation and success of a Travel Plan.

2.1.2 In reality, a Travel Plan can often be seen as a tool relating to the planning process and the benefits of a Travel Plan get lost following planning permission being granted. As such, prior to the measures being discussed in detail, it is important to state the benefits of a Travel Plan and, also, to consider ways in which key elements can be automated through readily accessible Travel Plan and travel-specific websites and services.

2.2 BENEFITS OF A TRAVEL PLAN

2.2.1 It is important that the benefits of a Travel Plan are clearly stated to ensure buy-in at all levels of the implementing body. The benefits can often be overlooked, however are much further reaching than simply complying with a planning condition.

2.2.2 Positive messaging should be utilised within a Travel Plan and the key aims should be made clear to all who are impacted by it.

2.2.3 A successful Travel Plan should engage with management and staff and be beneficial to the operations of the site. Benefits include:

- Improved staff retention;
- Reducing the inequality of access to employment;
- Access to a wider pool of potential employees (through an increased understanding of travel choices to a site);
- Increased use of active travel modes (reducing congestion and pollution, whilst improving health and wellbeing);
- Reduce the cost of travel for staff; and
- Help to form greater social bonds and social responsibilities for staff.

2.2.4 Importantly, employers have become increasingly invested in the wellbeing of their employees and supply chain over the last couple of decades. This has resulted in the adoption of employee policies which were not common-place historically. The Travel Plan should contribute towards the wellbeing of staff in helping them to make healthy travel choices and reduce the cost of travel to work.

2.3 TRAVEL INFORMATION

2.3.1 The nature of Travel Plans has evolved significantly since first inception and the use of the internet sites has overtaken the use of paper documentation being utilised, particularly for up to date travel information.

2.3.2 A key resource for all travel matters within Wrexham is available online at http://old.wrexham.gov.uk/english/sections/transport_streets.htm and will be promoted to staff. The resource includes links to active travel, bus and general travel links, including Traveline.

2.4 TRAVEL CO-ORDINATOR

2.4.1 It is common practice for a Travel Co-ordinator to oversee the delivery of the Travel Plan. This role is commonly undertaken by HR or management at a site. Magellan Aerospace will engage and empower a site-wide Travel Co-ordinator to deliver the Travel Plan.

2.4.2 The contact details of the Travel Co-ordinator are:

Name:

Contact Details: (address, email and phone number)

Signed:

(Travel Co-ordinator)

3. MODE SHARE

3.1 INTRODUCTION

- 3.1.1 This chapter sets out the existing mode share to the site, along with the targets for mode share reduction by single occupancy private cars.
- 3.1.2 For completeness, the mode share by electric powered private vehicles has also been estimated, based upon the Government's emission targets.

3.2 EXISTING MODE SHARE

- 3.2.1 Before considering mode share targets for the site, it is useful to understand the existing staff travel patterns. Due to the Covid restrictions an estimation has been provided by the management of the site with regard to the mode share of employees to the existing Magellan Aerospace facility.
- 3.2.2 There are currently around 350 staff who occupy the existing site, with this being around the capacity of the site. The existing site operates shift patterns and, as such, not all staff are on site at the same time. Of these:
- Around 5% liftshare;
 - Around 5% walk;
 - Observations are for around 10 cycles to be present on site – around 5% based upon shift patterns;
 - Observations are for around 6 powered to wheelers to be present on site – around 3% based upon shift patterns.
- 3.2.3 The estimated sustainable mode share to the site is around 18%, with the remainder consisting of single occupancy car users.
- 3.2.4 The estimated mode share of the existing site has been used as the basis for the proposed development.

3.3 MODE SHARE TARGETS

- 3.3.1 Travel Plan guidance recommends that targets should be SMART (See Chapter 4). At this stage in the Travel Plan process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with a consequential increase in trips on foot, bike and public transport trips as well as a passenger in a car or van.
- 3.3.2 It is generally accepted that a reduction in car or van driver trips of between 5 to 10% over five years is both realistic and challenging. It is not particularly important how this reduction in car trips is distributed across the sustainable modes and indeed this will vary from location to location.
- 3.3.3 More detailed targets for each sustainable mode should be derived once an accurate baseline mode split has been established from the travel surveys. At that stage it may be beneficial to calculate the modal split to one decimal place such that marginal changes can be identified rather than being lost in the rounding of figures.
- 3.3.4 To conclude, a target reduction in car or van driver trips of 5 to 10% within five years of full occupation of the site is considered to be both aspirational and achievable. Which mode has/ modes have the greater potential to realise an increase in demand will become more apparent from the results of the baseline travel survey.
- 3.3.5 The Travel Plan aims for a short-term target of 82% single occupancy car drivers, which is based upon the existing mode share.

- 3.3.6 The two to three-year target is 78% single occupancy car drivers (equivalent to a 5% modal shift away from single occupancy car drivers).
- 3.3.7 The Travel Plan sets a stretch target of 74% car drivers (equivalent to a 10% modal shift away from single occupancy car drivers). The stretch target is to be aimed for once the 5% target has been met.
- 3.3.8 To summarise, the following are set as the Travel Plan targets:

Table 3.1 Travel Plan Targets

		Base Year (2020)	2022 (Opening)	2025 (+5% Mode Shift)	2028 (+10% Mode Shift)	3031	2035 (100% Sustainable)
Single occupancy Car	Fossil Fuel	82%	82%	70%	56%	37%	0%
	Ultra Low and Zero	0%	0%	8% (10% of cars)	18% (25% of cars)	37% 50% of cars)	74% (100% of cars)
Car share as driver	All	82%	82%	78%	74%	74%	74%
Car Share/ Taxi	5% reduction in single occupancy cars = 22% increase in sustainable modes 10%=50% increase in sustainable modes	5%	+	+	+	+	+
Cycle		5%	+	+	+	+	+
Walk		5%	+	+	+	+	+
Powered Two- Wheeler		3%	+	+	+	+	+
Public Transport		-%	+	+	+	+	+

3.4 MONITORING

- 3.4.1 An important element of the Travel Plan will be to understand staff travel patterns and the perceived barriers to more sustainable travel choices. As such, an initial staff travel survey will be undertaken within three months of the new facility opening to assess an up to date baseline mode share.
- 3.4.2 The survey will include questions to help the Travel Co-ordinator understand the current mode share of staff and, as importantly, any additional measures which could be considered for implementation to help further encourage an increase in sustainable mode share.
- 3.4.3 The results of the survey will be utilised to provide targeted mode share targets by mode and the survey will be repeated annually on the anniversary of the initial travel survey.

4. SMART OBJECTIVES

4.1 INTRODUCTION

4.1.1 This Travel Plan aims to promote travel choice for employees and visitors to the site, and hence to increase the use of sustainable transport modes. Overarching targets for the Site are to be set against the baseline travel information which has been provided by the Magellan Aerospace management team. Any objectives set for the Travel Plan will need to be 'SMART' i.e. they must be:-

- Site-specific;
- Measurable;
- Achievable;
- Realistic; and
- Time related.

4.1.2 These SMART objectives are set out in a tabular format below, to provide a quick and easy reference point for the designated Travel Co-ordinator post holder to be able to ensure that they are delivering to their commitments.

4.1.3 It is intended that this Travel Plan is kept as a live document and the last date of delivery of each of the SMART objectives be noted, so that the performance against the commitments can be easily reviewed.

4.2 TRAVEL PLAN OBJECTIVES

4.2.1 To minimise the space taken to allocate the responsibilities, the following shorthand annotations have been utilised:

- TC – Travel Co-ordinator;
- M – Management; and
- HR – Human Resources.

4.2.2 To ensure that the objectives can be easily summarised, the following shorthand annotations have been utilised:

- 3 Months Prior – Three months prior to the new facility opening;
- Pre-opening – Prior to the new facility opening; and
- Within 'x' months – Within 'x' months of the new facility opening.

4.2.3 As part of this Travel Plan, a RAG (Red, Amber and Green) assessment has been undertaken to prioritise the measures. Whilst all measures are to be implemented, the RAG system is intended to operate as follows:

- **Green** – Implement prior to first occupation;
- **Amber** – Implementation as soon as practicable, following first occupation;
- **Red** – Implement when the outcome is likely to result in material changes to travel to the site, i.e. once occupation reaches a certain level.

4.2.4 The SMART Objectives are set out overleaf:

Table 4.1 SMART Travel Plan Objectives

Impact	Activity	Who?	Timescale	Last Undertaken
Deliver Travel Plan	Management to sign up to Travel Plan commitments (Chapter 1 of this Travel Plan)	M	3 Months Prior	
	Management to engage a Travel Co-ordinator for the site (Chapter 2 of this Travel Plan)	M	3 Months Prior	
Reduced Private Car Impact	Management to sign up to Car Park Management Strategy (Chapter 6 of this Travel Plan)	M	3 Months Prior	
	Implement Car Share Spaces at Existing Facility – 10 Spaces	M	Pre-opening	
	Implement Car Share Spaces at Proposed Facility – 7 Spaces	M	Pre-opening	
	Implement Car Park Management Plan (See Chapter 6)	M/ HR	Pre-opening	
	Promote car sharing to the site	TP	Pre-opening	
	Implement two active electric car charging spaces for new facility	M	Pre-opening	
	Deliver passive electric vehicle charging capability for 100% of new car parking spaces	M	Pre-opening	
Promote Sustainable Travel	Provide a free lift home to sustainable travellers in an emergency	HR	Pre-opening	
	Provide showers and lockers within the new facility to encourage active travel	M	Pre-opening	
	Provide covered and secure cycle storage to encourage cycling	M	Pre-opening	
	Provide basic cycle maintenance equipment on site	TC	Pre-opening	

	The health and wealth benefits of sustainable travel to be promoted to staff	TC	Pre-opening and ongoing	
	Monitor use of sustainable travel modes and continue to promote the benefits	TC	Ongoing	
	Promote http://old.wrexham.gov.uk/english/sections/transport_streets.htm to staff to access sustainable travel information	TC	Pre-opening and ongoing	
Monitor Staff Travel	Undertake a post-opening travel survey of staff	TC	Within 3 months	
	Collate and public the post-opening travel survey, including set mode share targets by mode	TC	Within 4 months	
	Repeat staff travel survey annually (on anniversary of initial survey)	TC	Annually	
	Review opportunities to enhance the Travel Plan measures in discussion with staff	TC	Following survey	

5. SUSTAINABLE ACCESS

5.1 INTRODUCTION

- 5.1.1 Studies show that transportation accounts for one third of CO₂ emissions in major cities and is the fastest growing source of greenhouse gases. Whilst this is being tackled through initiatives including C40 Cities, the transport hierarchy remains that active and public travel modes are to be encouraged.
- 5.1.2 This chapter reviews the existing travel patterns to the existing Magellan Aerospace unit, which is a suitable proxy for the adjacent development site and a reasonable basis for assessing the development proposals.
- 5.1.3 Changing technologies are likely to reflect the ways in which people travel and, as such, consideration should be given to these technologies as they become more integrated into our society.

5.2 PEDESTRIAN ACCESS

- 5.2.1 Walking is an affordable and safe transportation option that does not generate emissions, traffic noise or traffic congestion, and instead boosts mental and physical health.
- 5.2.2 Around 5% of staff are estimated to travel to the site on foot.
- 5.2.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1 Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/ School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 5.2.4 Whilst Table 5.1 provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

- 5.2.5 The 2km walking isochrone is shown in Figure 5.1, Appendix A. It can be seen from Figure 5.1 that the majority of Llay is within 1km of the site, with the borders of the Cefn-y-Bedd and Gresford conurbations being at the edge of the 2km walking isochrone. As

such, it is expected that the vast majority of pedestrians to the site would originate from within Llay.

- 5.2.6 There is opportunity for some employees from areas beyond the 2km isochrone to walk, however the proportion would likely reduce as distances further than 2km are considered.
- 5.2.7 To the north of the site, Miners Road benefits from continuous lit footways on both sides of the carriageway. Similarly, Llay Road to the south also benefits from continuous lit footways.
- 5.2.8 The footways provide pedestrian linkage to the residential areas of Llay and provide the opportunity to walk to the site from these areas.
- 5.2.9 Public Right of Way Llay 6 is located around 120m to the west of the southern site entrance. The footpath provides direct connections to many areas of Llay on vehicle-free route.
- 5.2.10 There are appropriate pedestrian facilities to access the site on foot from within the local area.

5.3 ACCESS BY CYCLE

- 5.3.1 As with walking, cycling is also an affordable and safe transportation option that does not generate emissions, traffic noise or traffic congestion and, similarly, boosts mental and physical health.
- 5.3.2 Around 5% of staff are estimated to travel to the site by cycle.
- 5.3.3 It is widely recognised that cycling offers an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport. Figure 5.2, Appendix A, shows the 3km, 4km and 5km cycle isochrones.
- 5.3.4 All destinations within a reasonable walking distance of the site are also within a reasonable cycling distance.
- 5.3.5 The closest cycle facility to the site is around the Llay Road/ Llay New Road roundabout, around 300m to the west of the southern site entrance and provides links to the south, towards the nearest major conurbation of Wrexham. The cycle route provides the opportunity for cyclists to travel a significant length of the distance to Wrexham segregated from traffic.
- 5.3.6 The northern areas of Wrexham, and all of Gresford, Brynteg, Gwersylit, Brymbo, Yr Hob, and Rossett are within the 5km cycle isochrone.
- 5.3.7 Importantly, 5km is not the absolute limit of cycle distance, with commuter cyclists often travelling significantly further than this.
- 5.3.8 There are appropriate cycle facilities to access the site by cycle from within the local and wider area.

5.4 PUBLIC TRANSPORT

- 5.4.1 The nearest bus stops to the site are located on Llay Road, adjacent to the existing Magellan Aerospace facility and on Rackery Lane, around 200m from the boundary of the site.
- 5.4.2 The bus stops on Llay Road are served by routes 34, PC1 and PC2. The bus stop on Rackery Lane is served by routes PC1 and PC2.

- 5.4.3 Route 34 operates Monday to Saturday, accessing the bus stops closest to the site at 10:04am, 12:04pm and 16:04pm in the direction of Trevalyn and at 10:40am, 12:40pm and 16:40pm in the direction of Wrexham.
- 5.4.4 Route PC1 operates Monday to Friday, accessing the bus stops closest to the site at 7:32am in the direction of Llay and 16:37pm in the direction of Southsea.
- 5.4.5 Route PC2 also operates Monday to Friday, accessing the bus stops closest to the site at 07:34am in the direction of Llay and 16:35pm in the direction of Caego.
- 5.4.6 The bus routes that operate closest to the site provide the site with a similar level of public transport access as that which is available to the rest of the existing industrial units.

5.5 ACCESS BY ULTRA LOW AND ZERO EMISSION VEHICLE

- 5.5.1 Anyone who can drive a car can drive an ultra-low or zero emission vehicle. Within the lifetime of the development these vehicle types will become increasingly utilised, until the Government phase out the sales of all new polluting vehicles by 2035, or before.

6. CAR PARK MANAGEMENT

6.1 INTRODUCTION

- 6.1.1 This chapter discusses the car park management strategy for the wider Magellan Aerospace facilities on Miners Road, consisting of the existing Magellan Aerospace facility and the proposed new facility

6.2 EXISTING FACILITY

- 6.2.1 The car parking availability on the existing site will be reduced as a result of the development proposals. In addition, there is currently an off-site provision of 40 spaces, which would be extinguished following the redevelopment proposals.
- 6.2.2 Importantly, as 72 spaces are proposed for the new facility, with 40 being extinguished for the existing facility, the net increase in available car parking as a result of the development proposals is 32.
- 6.2.3 The residual car parking spaces for the existing facility are located as follows:
- Main car park – 72 spaces;
 - Front car park – 41 spaces; and
 - Treatment area car park – 10 spaces.
- 6.2.4 There are currently 123 spaces at the existing facility that will remain in operation following the development being implemented.
- 6.2.5 The following car parking strategy for the 7-7 night shift staff is proposed:
- 7pm to 7am night shift staff to use front car park and treatment area car park – 51 spaces.
- 6.2.6 These 51 spaces are forecast to meet with the 7-7 night shift staff demand of 50 car parking spaces. The spaces should be adequate to meet with the car parking demand and would be vacant shortly after 7am.
- 6.2.7 The following car parking strategy for the 7-7 day shift staff is proposed:
- 7am to 7pm day shift staff to use main car park – 72 spaces.
- 6.2.8 These 72 spaces are forecast to meet with the 7-7 day shift staff demand of 50 car parking spaces. There is forecast to be a residual availability of 22 spaces within the main car park.
- 6.2.9 The following car parking strategy for the 8-5 day shift staff is proposed:
- 8am to 5pm day shift staff to use front car park, treatment area car park and residual spaces in the main car park – 73 spaces
- 6.2.10 These 73 spaces are forecast to meet with the 8-5 day shift staff demand of 58 spaces. These spaces would generally be vacated by shortly after 5pm, with almost all spaces vacated by 7pm, in time for the 7pm to 7am night shift to arrive.
- 6.2.11 Any residual car parking demand would be within the main car parking area.
- 6.2.12 In order to further encourage sustainable travel, it is proposed to allocate 10 spaces within the 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

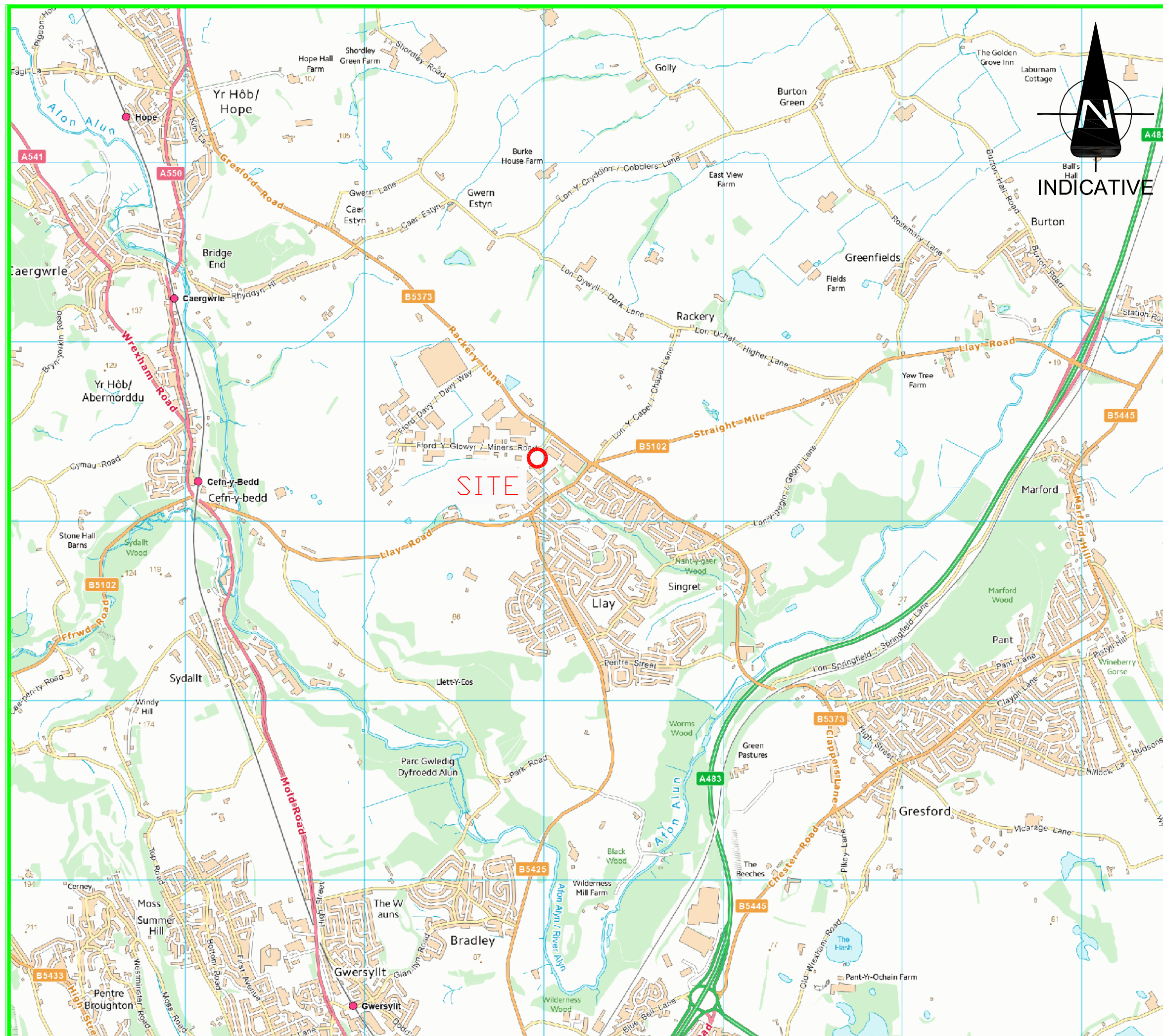
existing 5% staff who car share, with a further 3% available to encourage new car sharers.

- 6.2.13 The use of the car sharing spaces would be monitored and the provision extended as demand requires.

6.3 PROPOSED FACILITY

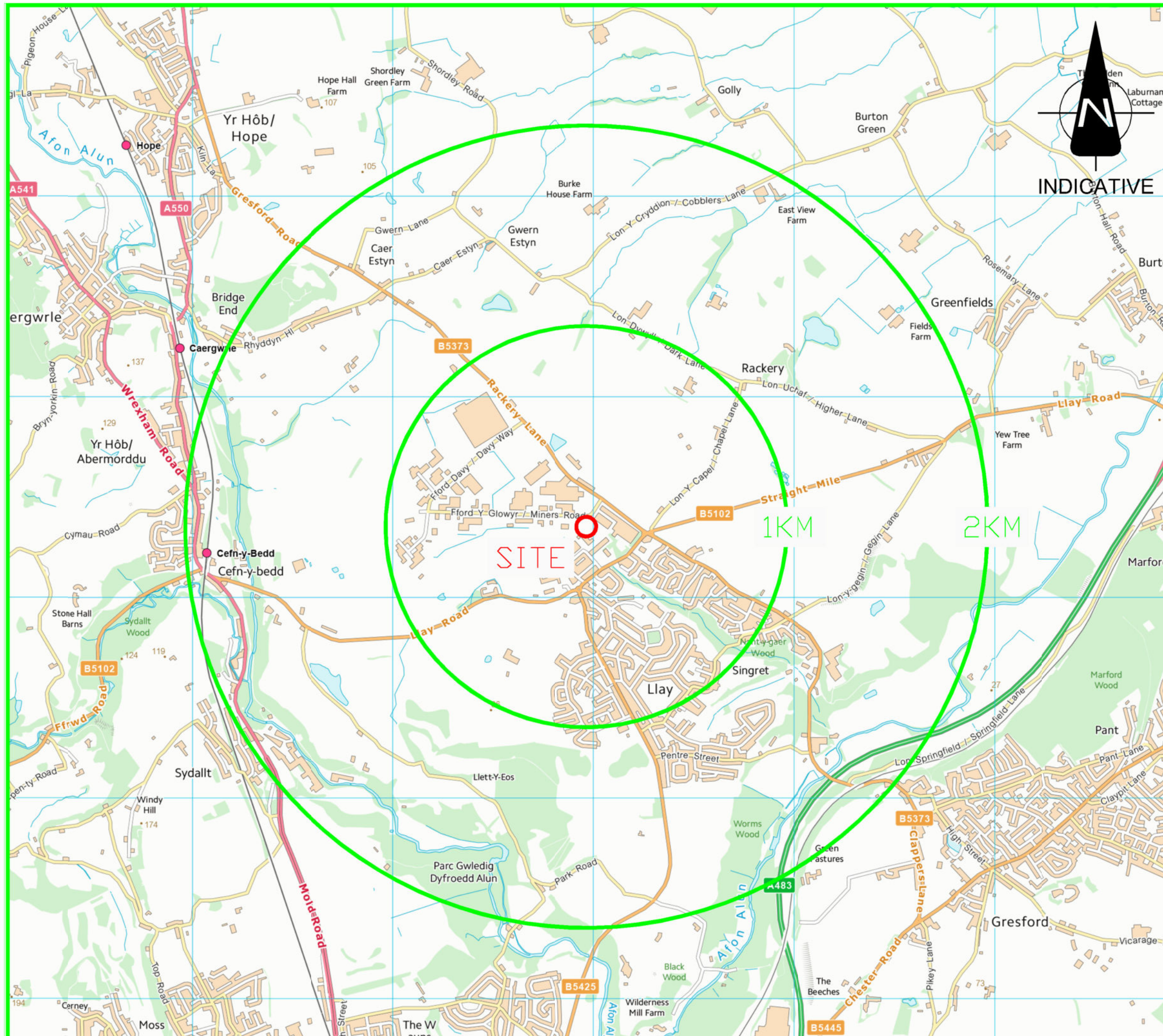
- 6.3.1 The peak occupation for the proposed facility is forecast to be around 95 staff, which could result in a car parking requirement of 78 spaces. The development proposals are for 72 spaces to be provided, which would result in 6 cars being required to park on the existing site, taking the total number of spare car parking spaces across the site to 9, which provides only minimal flexibility for day to day fluctuations in mode share and visitors to the two facilities.
- 6.3.2 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.
- 6.3.3 With an uptake of car sharing and sustainable mode share as a result of the implementation of this Travel Plan, the forecast car parking provision should meet with staff demands.

APPENDIX A



Tel : 01924 684 000 Email : info@devplanning.co.uk
<http://www.devplanning.co.uk>

CLIENT:		MAGELLAN AEROSPACE (UK) LIMITED				
PROJECT:		MAGELLAN WREXHAM NEW FACILITY				
TITLE:		SITE LOCATION PLAN				
SCALE @ A3:	NTS	APPROVED:	DRS	DATE:	30/09/2020	
PROJECT No:	2020200	DRAWING No:		FIGURE 2.1	REV:	-
© Development Planning Limited						



Tel : 01924 684 000 Email : info@devplanning.co.uk
<http://www.devplanning.co.uk>

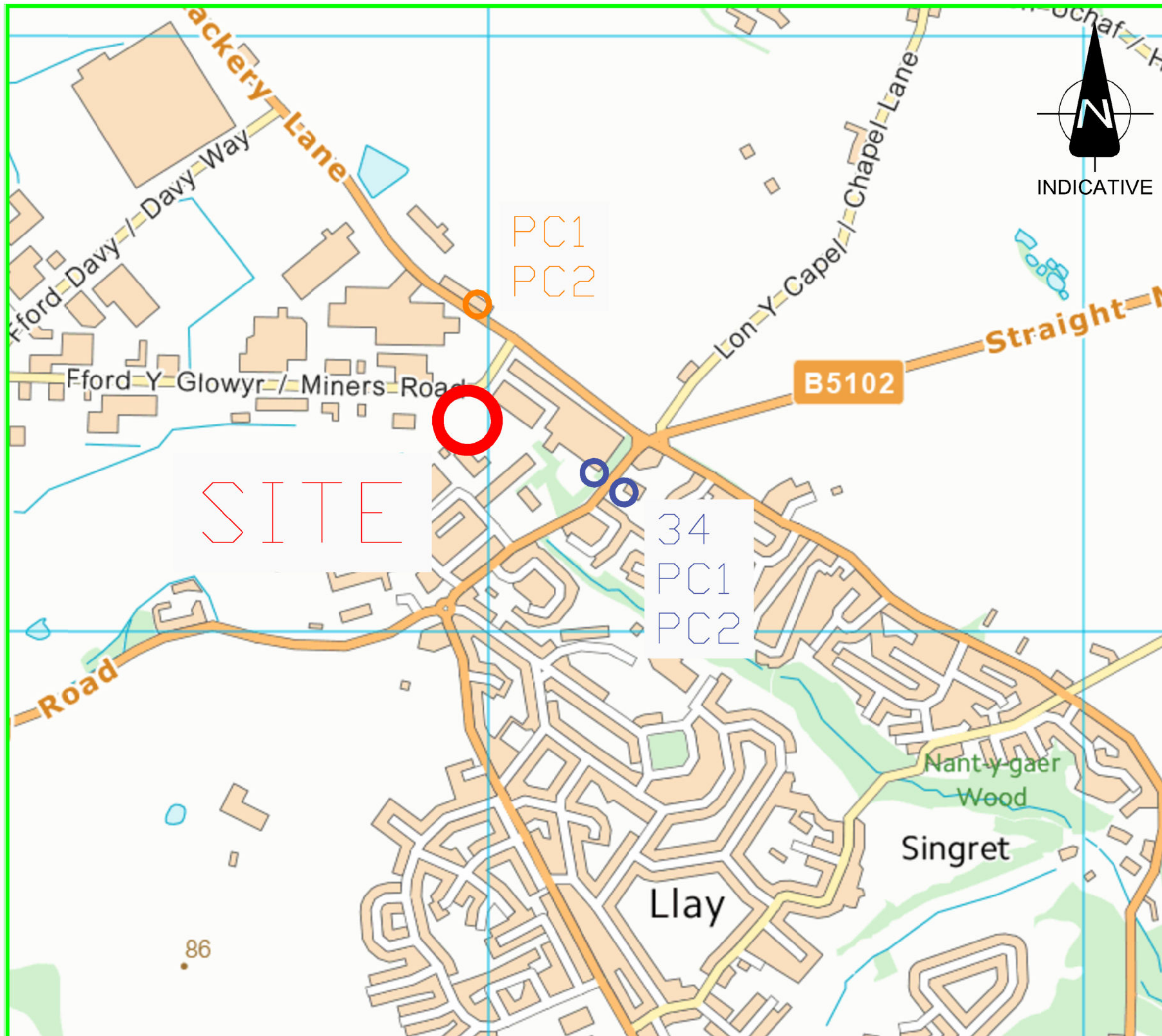
CLIENT:
MAGELLAN AEROSPACE (UK) LIMITED

PROJECT:
MAGELLAN WREXHAM NEW FACILITY

TITLE:
WALKING ISOCHRONES
1KM AND 2KM

SCALE @ A3: NTS	APPROVED: DRS	DATE: 30/09/2020
PROJECT No: 2020200	DRAWING No: FIGURE 5.1	REV: -

© Development Planning Limited



Tel : 01924 684 000 Email : info@devplanning.co.uk
<http://www.devplanning.co.uk>

CLIENT:
MAGELLAN AEROSPACE (UK) LIMITED

PROJECT:
MAGELLAN WREXHAM NEW FACILITY

TITLE:
BUS STOP LOCATION PLAN

SCALE @ A3: NTS	APPROVED: DRS	DATE: 30/09/2020
PROJECT No: 2020200	DRAWING No: FIGURE 5.3	REV: -

© Development Planning Limited



A CARBON NEUTRAL COMPANY
FOR THE PLANET AND FOR THE FUTURE