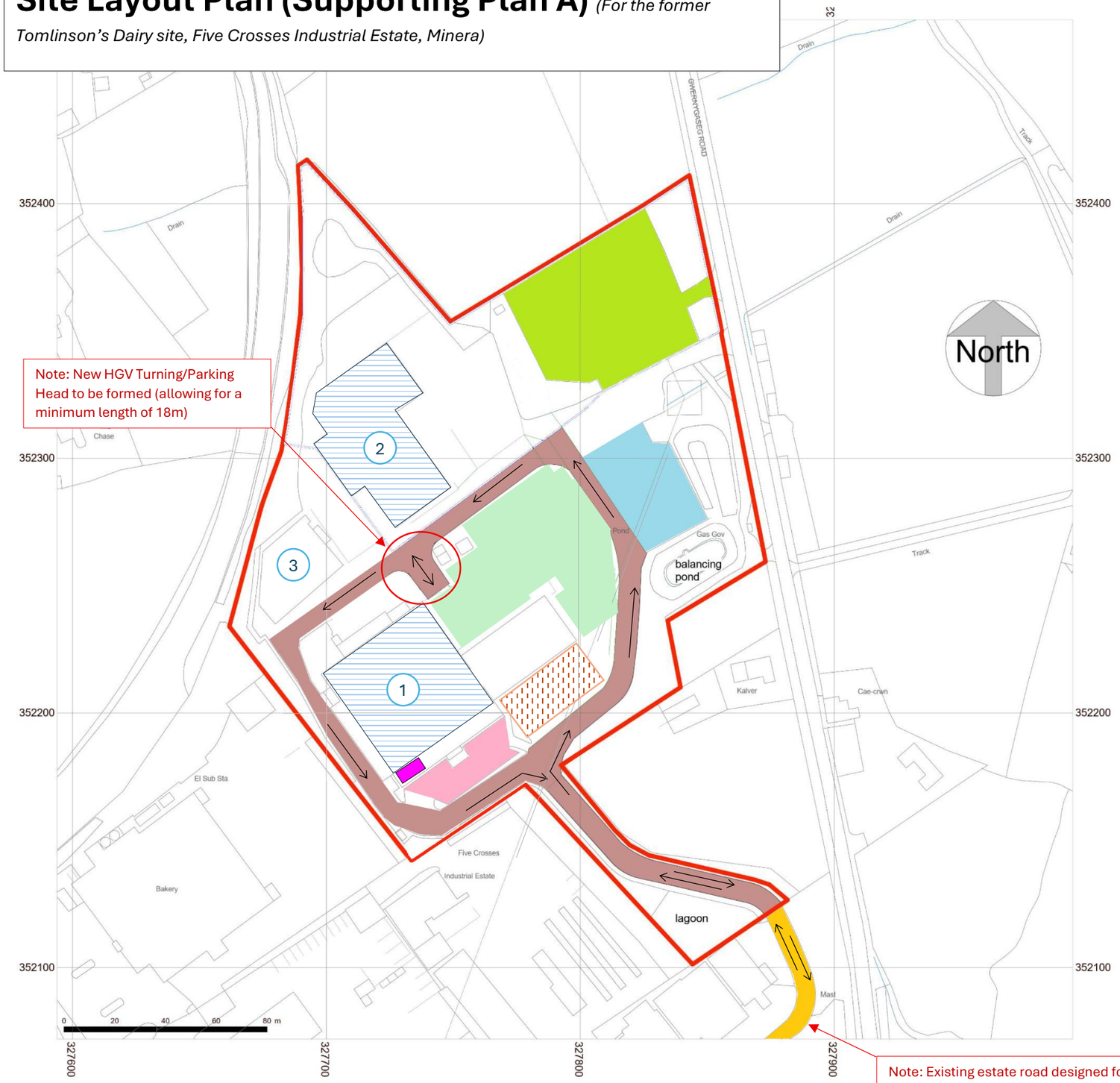
Site Layout Plan (Supporting Plan A) *(For the former Tomlinson's Dairy site, Five Crosses Industrial Estate, Minera)*



1 1 : 1250

Note: Existing estate road designed for HGV use with access to A525 (Ruthin Road), no alteration required.

KEY:

= Five Crosses Estate Road, linking to the A525 Ruthin Road
Primary Access Point and only access for HGV entrance & exit

= Site Road, to be used for HGV and Access & Deliveries
Pedestrian and vehicle movements segregated by existing barriers where practical

= Hard stand area for parking (up to 50 Spaces)

= Existing Parking (26 Spaces)

= Parking Area for cars & light goods vehicles (up to 100 Spaces).
No HGVs
Access to Gwernygaseg Road

= Delivery and Unloading Area: Designated Area with hardstanding yard for Delivery/unloading of racking materials, skip exchange & plant delivery.
All deliveries and unloading to occur within the site boundary.
Temporary skip storage areas.
Future external racking installation areas

1 = Formerly 'Main Dairy' Building

2 = Former 'Bottling Plant' Building

3 = Formerly 'Maintenance Sheds' Building

= Site Boundary

= Covered Cycle Storage & Sheffield Stands

= Internal Demolition Zone within the Main Buildings (removal of mezzanine)

= Existing HGV (OGV2) Parking for 11 wagons

CLIENT Minera Roof Trusses Ltd.	SHEET LOCATION PLAN
PROJECT Former Tomlinson's Dairy	
	Page No E 003 — REV
Scale (@ A2) 1 : 1250	Checked by Checker
Date 12/02/2025	Drawn by Author

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Supporting Notes for Updated Site Layout Plan

Prepared to accompany planning application P-2025-0690 for the Former Tomlinson's Dairy, Five Crosses Industrial Estate

1. Site Access and Circulation

- **Primary Site Access:** All HGVs and commercial traffic will enter and exit via the main estate road (accessed from the A525 Ruthin Road).
- **Secondary (Staff & Visitor) Access:** The existing access from *Gwernygaseg Road* will be retained and used **only by cars and light vans (LGVs)**. This access has historically served a large car park and will not be used by HGVs.
- **Visibility Splays:** Visibility at the Gwernygaseg Road access exceeds the 43m minimum requirement for a 30mph speed environment. (A request to reduce the posted speed limit on this section of the road is under consideration — see Highways Response Letter.)
- **One-Way Circulation System:** A one-way system is in operation on-site with dedicated entry and exit points, minimising conflict between incoming and outgoing vehicles.

2. HGV Turning Head

- A **dedicated HGV turning head** will be implemented and clearly marked near the main warehouse loading area.
- Dimensions: **Approx. 20m x 20m** clear area, suitable for 16.5m – 18m articulated vehicles, based on national swept-path standards.
- Turning manoeuvres will be possible without reversing onto the estate road or entering pedestrian or staff parking areas.

3. Parking Provision

- **Existing hardstanding areas can accommodate approx. 150 car spaces** (unmarked, but demonstrably underutilised).
    - These will tarmacked and marked-up as requirement for spaces develops
- Additional pre-existing **26 marked car spaces** provided adjacent to the office frontage (including accessible bays).
- Current staffing levels: 40 employees (including part-time and drivers); maximum observed car usage: **26 vehicles**.
- Projected growth over 10 years: up to 60 employees — the site has capacity to accommodate this without any additional car park construction.

4. Cycle Parking

- Applicant proposes to provide **a minimum of 10 secure cycle spaces, rising to approximately 14 over time** (based on 1 stand per 5 employees for 60 staff).
- Additional stands will be positioned near the main staff entrances, sheltered where possible.

5. Public Transport

- The nearest bus stop is located at the **Cross Foxes, Coedpoeth** (Google Maps ref: *3W3J+55 Wrexham*), approx. **1.1 miles from the site**.
- Approximately **33% of staff currently walk, cycle or ride share** to work due to living in close proximity to Minera and Coedpoeth villages.

6. Demolition & Construction Notes (CTMP Summary)

- All demolition works are **internal only**, focused on the removal of redundant mezzanine floors.
- Plant and machinery will remain on-site during works; demolition waste will be reused wherever possible (e.g. concrete crushed for use in levelling outdoor hard stands).
- A full **Construction Traffic Management Plan** will be submitted **prior to commencement of site works**, secured via planning condition.