

Draft Travel Plan

Title Proposed Industrial Unit 3

Client Legat Owen

Location Link 56, Deeside Industrial Park, Weighbridge Road, Deeside

Project number 23-0160

BIM reference DIPD-BSP-ZZ-XX-RP-D-0005-P02_Travel Plan

Date September 2023

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Office Address:	BSP Consulting, 12 Oxford Street, Nottingham, NG1 5BG
Telephone No:	0345 413 4000

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CDS	Caitlin Simon BSc (Hons)	c.simon@bsp-consulting.co.uk Transport Planner
TB	Tom Bowey BSc (Hons)	t.bowey@bsp-consulting.co.uk Principal Transport Planner
JAD	Jason Davenport BEng (Hons) MCIHT	j.davenport@bsp-consulting.co.uk Associate Director

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1.0 Introduction

- 1.1 This Travel Plan (TP) has been prepared by BSP Consulting on behalf of Legat Owen, in support of a Planning Application for a proposed industrial unit development at a site located in Deeside Industrial Park, Flintshire.
- 1.2 A Framework TP considering measures specific to the proposed employment unit use is considered to be the most appropriate form of TP to accompany the planning application.
- 1.3 This TP will also be used to form part of the evidence to meet the requirements for the BREEAM assessment of the building. This document has been prepared to cover BREEAM New Construction (NC) TRA01 and TRA02 assessment criteria in conjunction with the accompanying Transport Assessment (TA).
- 1.4 The Application Site is located in Deeside Industrial Park in Flintshire, Wales. The Site is in between the River Dee and the Wales-England border, approximately 10km North West of Chester. **Figure 1.1** shows the site location below.

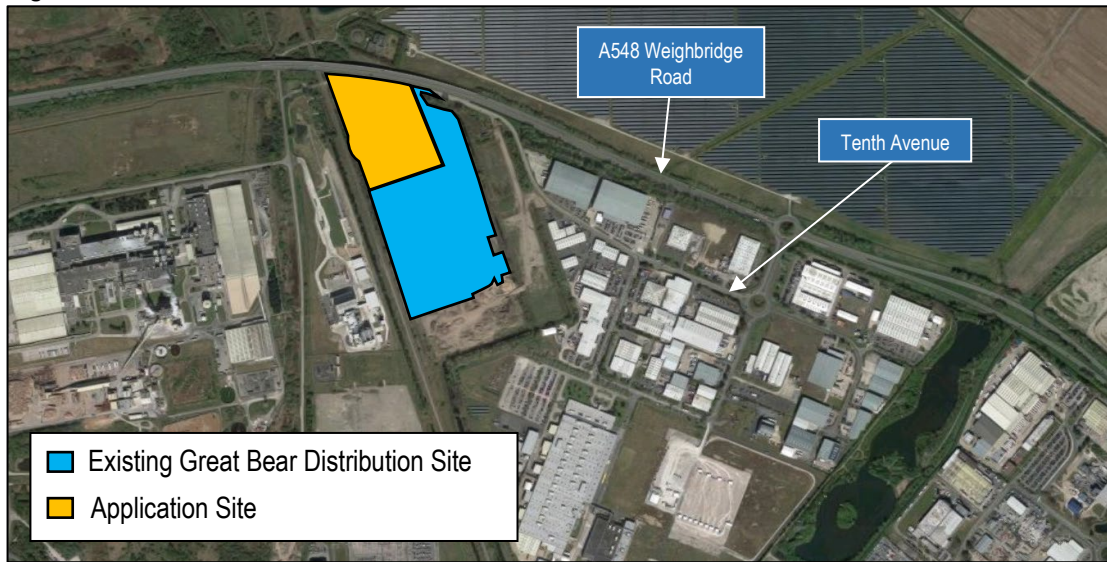
Figure 1.1: Site Location Plan



- 1.5 The Application Site is located in Deeside Industrial Park in Flintshire, Wales. The Site is in between the River Dee and the Wales-England border, approximately 10km North West of Chester. **Figure 1.2** shows the site location overleaf.
- 1.6 The Application Site has an area of 9.96 acres, and was formerly used as a vehicle repair and re-painting workshop. The land is currently being used as a car park for the existing Great Bear Distribution Site whilst work is ongoing to the Unit 2 extension.
- 1.7 The Application Site is bound to the north by an access road and Weighbridge Road which is grade-separated, to the west the site is bound by the Borderlands railway line and to the south and east by the existing Great Bear Distribution industrial units.

- 1.8 Site access is via Tenth Avenue through Deeside Industrial Park. Tenth Avenue is a 7.3m wide two-lane single carriageway road which runs from the A548 Weighbridge Road to the site access and is subject to a 30mph speed limit and parking restrictions on both sides of the road.
- 1.9 The proposed layout for the site is shown in **Appendix A**, and the Site is shown in a local context in **Figure 1.2** below.

Figure 1.2: Local Context



2.0 National Policy Context

2.1 Travel Plan Policy

- 2.1.1 TP's have become an important element of working towards national and local transport and sustainability policy objectives.
- 2.1.2 TP's have the potential to help achieve more sustainable development. The implementation of an effective TP for new developments can help sites to maximise accessibility, and can actively encourage sustainable travel choices by promoting walking, cycling and use of public transport, as well as alternatives such as car sharing.
- 2.1.3 A TP is a management tool that brings together a coordinated strategy and a package of initiatives to minimise the number and length of car trips generated by a development, while encouraging more sustainable forms of travel and reducing the overall need to travel.
- 2.1.4 The implementation of TP's for new developments ensure a high standard of accessibility, help to manage any increase in congestion at peak hours and manage the overall environmental impact of development, by actively encouraging sustainable travel choices. For workplaces, this includes promoting walking, cycling and use of public transport, as well as alternatives such as car sharing, pool cars, low and ultra-low emission vehicles and flexible working, including working from home, shift patterns, video conferencing and virtual meetings.

2.2 National Planning Policy Framework (NPPF) (2021)

- 2.2.1 The need to reduce car dependency, increase travel choices and encourage sustainable travel is supported by the NPPF which states that all developments which generate significant amounts of movement should be required to provide a travel plan. The revised NPPF, published in July 2021, paragraph 105 states that
“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”.
- 2.2.2 The National Planning Policy Framework (NPPF) (MHCLG, 2021) states (paragraph 113):
“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”
- 2.2.3 The NPPF (paragraph 112) states that applications for development should demonstrate the following:
 - a. “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

- c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”

2.3 Planning Practice Guidance - Travel Plans, Transport Assessments and Statements (2014)

2.3.1 The Planning Practice Guidance on “Travel Plans, Transport Assessments and Statements” (MHCLG, 2014) states that:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”

2.3.2 It also sets out that Travel Plans (along with Transport Statements/Assessments), usually required to support planning application for developments in line with national planning policy, can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.3.3 The guidance states that Travel Plans should evaluate and consider:

- benchmark travel data including trip generation databases;
- the nature of the proposed development and forecast level of trips by all modes of transport;
- existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

2.3.4 It is important that Travel Plans set out:

- outcomes sought by the Travel Plan, including SMART targets
- measures and processes proposed in delivering the required outcomes;

- timeframes and costs;
- proposals for the on-going management, implementation and review processes.

2.3.5 The guidance acknowledges that it is valuable to review outcomes and targets, and the proposed measures and processes, after the development is operating.

3.0 Travel Plan Benefits, Aims & Objectives

3.1 Benefits

3.1.1 The production of an effective TP can result in a number of key benefits for a variety of stakeholders, including the developer, the local authority, and ultimately the users of the site.

3.1.2 **Table 3.1** below describes the benefits of travel planning measures to each of the stakeholders.

Table 3.1: Travel Plan Benefits for Site Users and Stakeholders

Stakeholder/ User Group	Travel Plan Benefits
Flintshire County Council (FCC)	<ul style="list-style-type: none"> • Demonstration of long term strategy by developer for reducing traffic impact on local road network. • Help achieve wider local policy objectives. By actively pursuing travel plans through the planning process, FCC can deliver on other commitment to sustainability and healthy lifestyle objectives. • Contribute to vibrant local economies.
The Developer	<ul style="list-style-type: none"> • Reduce development costs – reducing car demand means fewer parking spaces are needed. Land that might otherwise be used for parking can be more effectively used e.g. increasing development density. • Strengthen relationships with FCC by adhering fully to the planning process. • Assist in achieving mode share targets, minimising the potential for expenditure on physical measures that FCC can require. • Help reduce the carbon footprint of the development and enhance the corporate environmental image and contribute to ISO1400 Environmental Management Standards.
Staff	<ul style="list-style-type: none"> • Less stress over car parking issues • Reduced problems caused by parking demand • Reduce journey times • Increased accessibility, including those without access to a car or those with a disability • Opportunities to incorporate healthy exercise into daily lifestyle. • Reduce the cost of travel (or avoid the need to buy a car).
Visitors	<ul style="list-style-type: none"> • Maximise ease of access by sustainable travel modes. • Reduced problems caused by parking demand

3.2 Aims & Objectives

3.2.1 The overall aim of the TP is:

‘To develop a package of measures which promote safe and sustainable travel to and from the site, where possible encouraging alternatives to the private car.’

3.2.2 The North Wales Joint Local Transport Plan (NWJLTP) sets out the following as an overall aim for transport in North of Wales:

“The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks.”

3.2.3 Following on from this, the objectives to deliver the vision were developed based on identified problems and opportunities:

- 1) “Optimise accessibility to employment, education, health and services for all the diverse communities of North Wales
- 2) Improve the quality and provision of passenger transport throughout North Wales and to and from the Region
- 3) Facilitate the efficient movement of freight supporting the Region’s industry and commerce and its International Gateway functions
- 4) Provide, promote and improve sustainable forms of transport and infrastructure to minimise the negative impacts of transport on the local and global environment
- 5) Improve safety of all forms of transport
- 6) Enhance the efficiency and use of the transport network
- 7) Upgrade and maintain the transport infrastructure, providing new where necessary”

3.2.4 The objectives of this Travel Plan link closely to the objectives set out in the NWLTP’s guidance. The objectives of this TP are:

Objective 1 – To increase the level of cycling to and from the site;

Objective 2 – To increase the level of walking to and from the site;

Objective 3 – To increase the level of public transport use to and from the site;

Objective 4 – To increase the number of people car sharing to and from the site; and in turn

Objective 5 – To reduce single occupancy car travel to and from the site.

3.2.5 Targets will be set to reduce the percentage of single occupancy car journeys to and from the site, and to increase the percentage of people using more sustainable modes of transport for these journeys.

3.2.6 Once the targets have been set, the objective of the TP is to provide a mixture of measures and mechanisms to encourage sustainable transport methods and make these alternatives more attractive than the single occupancy car journey. This will include providing information, marketing material and suitable facilities, and holding promotional events. The TP will also monitor the results of such measures and review the targets and progress on a regular basis.

4.0 Travel Plan Administration

- 4.1 Effective management is essential to the success of a TP and current best practice recommends that a single point of contact is appointed in order to take overall responsibility for transport issues relevant to the whole site.
- 4.2 It will be critical to the success of the TP that the Travel Plan Co-ordinator (TPC) is seen as an enthusiastic exponent of the TP measures. This will include the ability to lead by example, the ability to approach issues with a practical and balanced perspective, and a flair for original and innovative thinking to raise awareness of the TP.
- 4.3 It is recognised that the activities of a TPC are seen as a cornerstone of a successful TP, and will be the first point of contact for site users, FCC and other outside organisations in all matters regarding travel.
- 4.4 The TPC's full details and contact information will be submitted to FCC before the development is occupied. The TPC will work closely with the local authority and public transport operators to agree objectives and targets for the site. The TPC role will be to encourage travel by foot, cycle or public transport by engendering a walk, cycle, public transport culture for all users of the site.
- 4.5 The TPC's duties will be to:
- liaise with FCC / public transport operators and other transport organisations
 - prepare information packs for staff and disseminate
 - prepare travel leaflets for visitors
 - be a point of contact for any outside organisations
 - complete the initial travel surveys within 3 months of first occupation and in accordance with the monitoring schedule
 - oversee the implementation and development of the site TP
 - monitor and review the site TP
 - prepare update reports

5.0 Sustainable Transport

5.1 National Census 2021 Data

- 5.1.1 The 2021 Census data contains information regarding the mode of travel chosen for journeys to work. The site is in the 'Flintshire 008' Middle Layer Super Output Area (MSOA). The MSOA boundary is shown in **Figure 5.1** below.

Figure 5.1: Flintshire 008 MSOA boundary



- 5.1.2 **Table 5.1** below gives details of the existing "Travel to Work" modal split for the Flintshire 008 MSOA, which would be considered suitable as an indication of travel patterns for the proposals.

Table 5.1: 2021 Census Modal Split – Flintshire 008 MSOA (% of people employed)

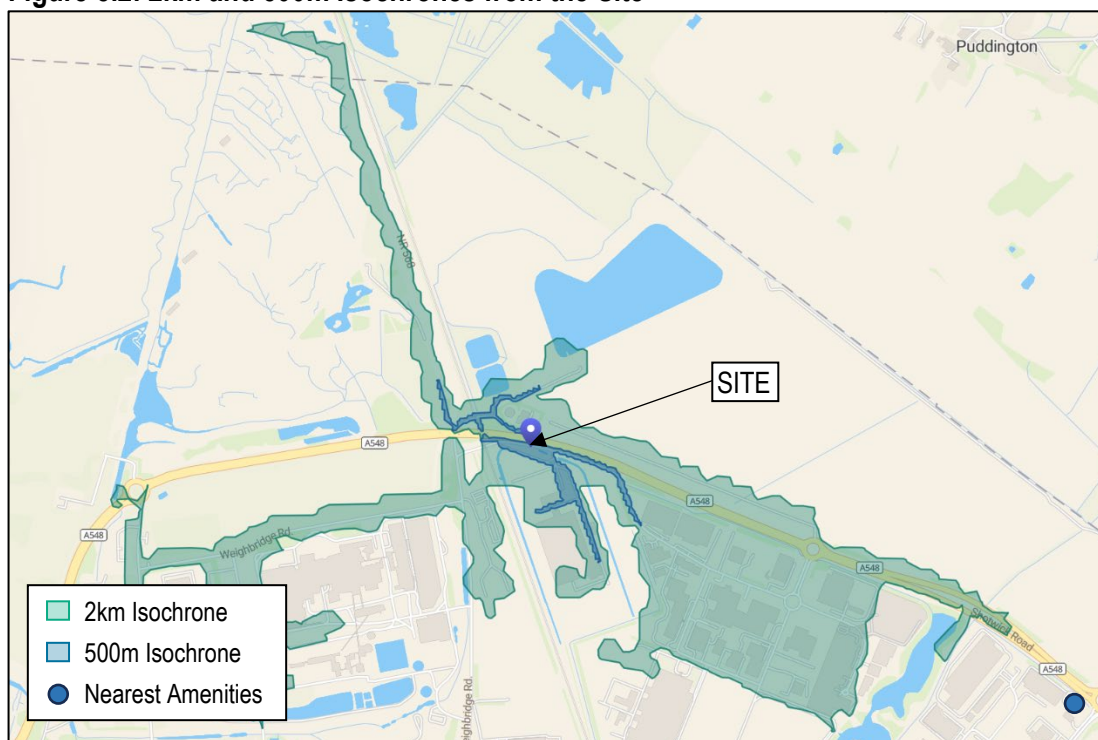
Mode of Travel	Car Driver	Passenger / Car Share	Pedestrians	Bicycle	Public Transport	Other
No.	2431	231	136	84	114	81
%	79	8	4	3	4	2

- 5.1.3 Travel patterns within the Flintshire 008 MSOA currently indicate that 79% of journeys to work are made by single occupancy car journeys. This is relatively high compared to other areas nationally, and the Travel Plan process would aim to improve upon this figure, by encouraging sustainable modes of transport. **Table 5.1** shows that public transport, walking, cycling and car sharing are currently less common modes of transport in the Flintshire 008 MSOA, and these could therefore be targeted for improvement.

5.2 Walking

- 5.2.1 Typically, a distance of 2km would be considered as a threshold distance below which a sustainable approach to transport planning would seek to replace car trips for walking trips. **Figure 5.2** below shows the areas within a 2km and 500m walking distance of the site.

Figure 5.2: 2km and 500m Isochrones from the Site



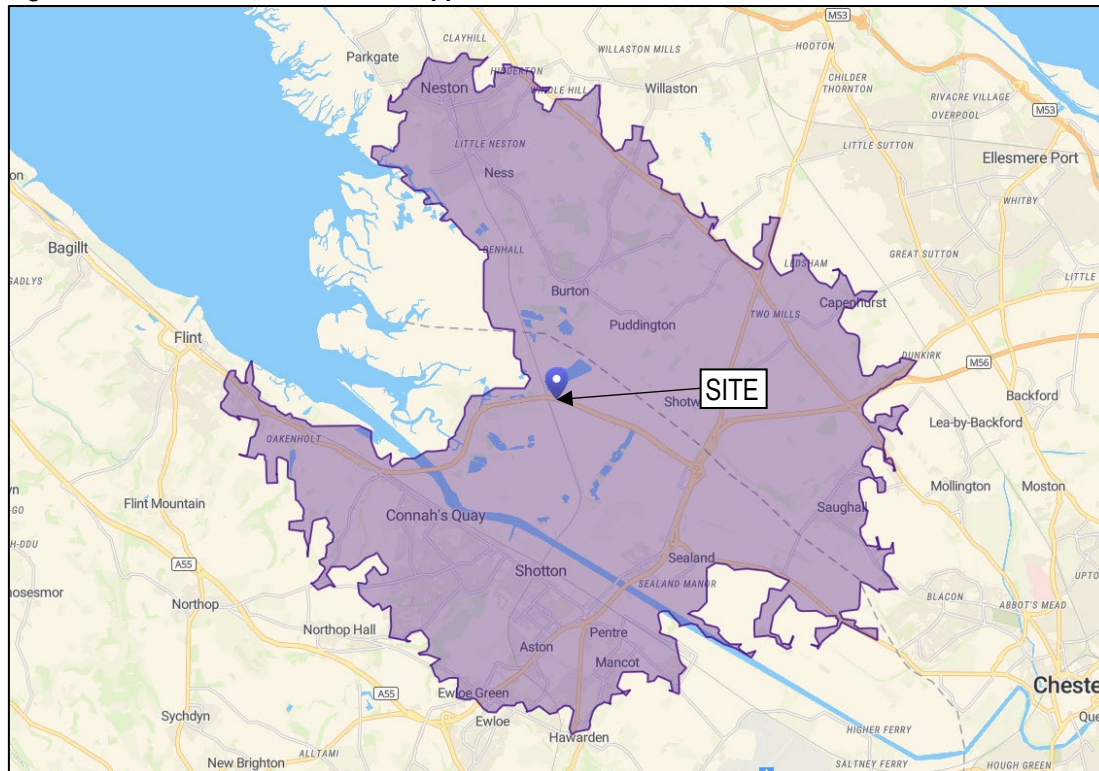
- 5.2.2 It can be seen on **Figure 5.2** that the area within a 2km isochrone of the site is primarily industrial land.
- 5.2.3 Dropped kerbs with tactile paving are provided on all pedestrian and cycleways within the industrial estate as part of a recent upgrade to the available infrastructure. There are good pedestrian links with the adjacent settlements of Connah's Quay and Garden City, including pedestrian footways over the River Dee.
- 5.2.4 It should be noted that there are no local amenities within a 500m isochrone of the Application Site. The nearest local amenities, shown in **Figure 5.2**, are a local garage, Starbucks and Burger King, approximately a ten minute cycle from the Site.
- 5.2.5 Given the details outlined above, it would be expected that some trips to and from the site may be made using this mode of transport despite most of the local residential areas sitting outside of the 2km isochrone.

5.3 Cycling

- 5.3.1 Cycling is a very cheap and fast option for accessing amenities at short to medium distances, which would therefore appeal to staff and visitors travelling to and from the site.

5.3.2 Typically, cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles (8km). While some confident and experienced cyclists will cycle longer distances, 8km represents a reasonable maximum cycling distance. **Figure 5.3** overleaf shows the area within 8km of the Application Site.

Figure 5.3: 8km Isochrone from the Application Site



5.3.3 **Figure 5.3** shows that the area within 8km of the site is a mix of rural, industrial and urban land. It would be expected that cycling trips could be made between the site and the existing villages within a reasonable cycling distance of the site including Connah's Quay, Shotton and Neston. Some larger settlements such as Chester, Flint Wirral and Ellesmere Port are also close to the edge of the 8km isochrone, and therefore have the potential to be commuted from by confident cyclists and e-bike users.

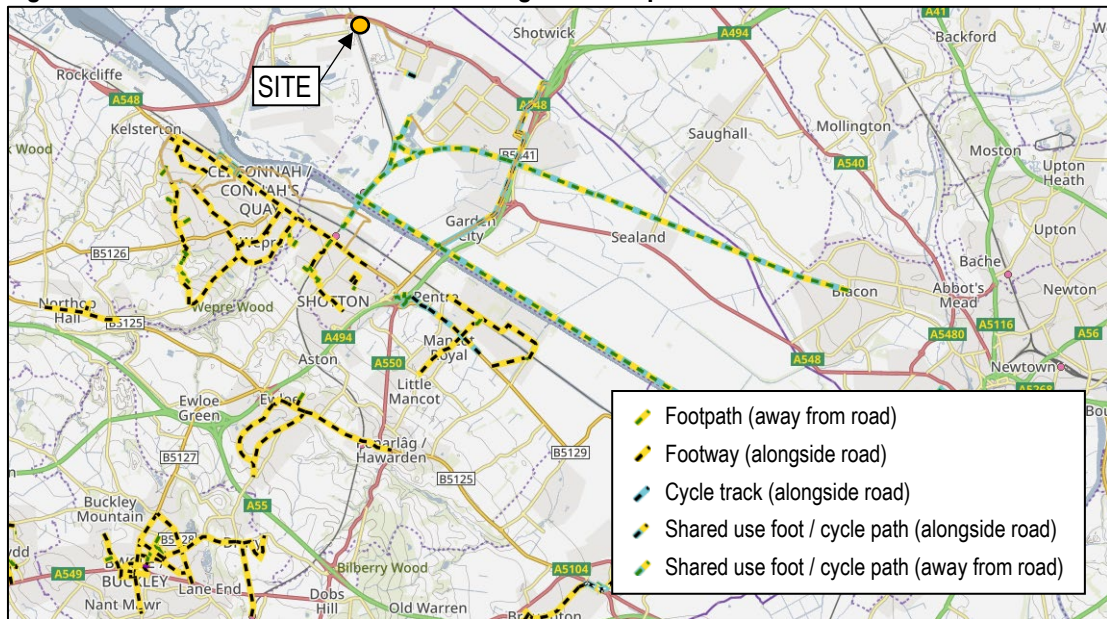
5.3.4 As detailed above, there are shared footway / cycleways along the site access carriageway and throughout Deeside Industrial Estate. An example of the local infrastructure showing a shared footway / cycleway with active travel priority is shown below in **Figure 5.4**.

Figure 5.4: Shared Cycle / Footway on Tenth Avenue



- 5.3.5 Deeside Industrial Estate is part of the National Cycle Network (NCN) which is shown below in **Figure 5.5**. Several NCN routes meet in the immediate vicinity of the application site which provides excellent cycle access from Flint, Connah's Quay and Chester (Route 5); Ellesmere Port (Route 563); Parkgate and Neston (Route 568) and Willaston (Route 56). A significant proportion of the route is designated as "traffic free", which will further encourage cycle use on the routes.
- 5.3.6 Additionally to the existing NCN routes, a number of cycling routes were shown on the 'Active Travel Existing Routes Map'. These routes are not exhaustive, however they have undergone an audit ensuring that they meet the criteria set out in the 'Active Travel Act Guidance' (July 2021) published by the Welsh Government. An extract of the 'Active Travel Existing Routes Map' which shows routes local to Deeside Industrial Park is shown overleaf in **Figure 5.6**. It should be noted that the extract does not include any information on routes in England.

Figure 5.6: Extract from Active Travel Existing Route Map



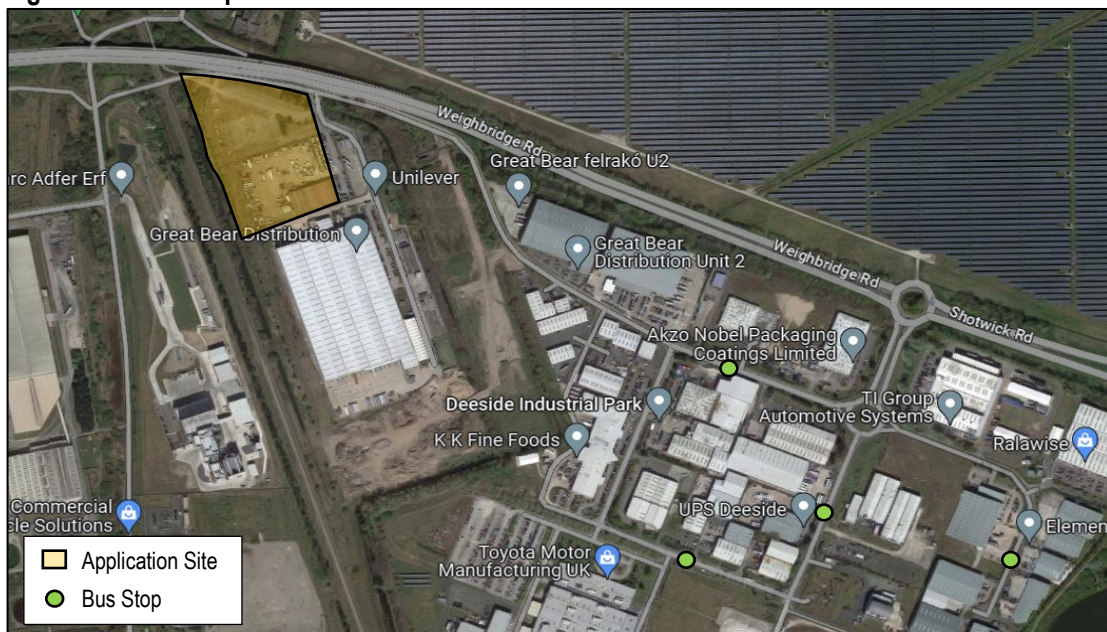
5.3.7 In light of the above, it would be expected that a high number of trips to and from the site would be made by this mode of transport.

5.4 Public Transport

Bus Services

5.4.1 The nearest bus stop to the site is located on Tenth Avenue to the south east of the Application Site. The location is shown in **Figure 5.7** below. The nearest bus stop to the site is 830m walking distance from the site access, which would encourage the use of this mode of transport to access the Site.

Figure 5.7: Bus Stop Location Plan



- 5.4.2 The bus stops are identified by shelters and road markings as shown in **Figure 5.8** below, and have raised kerbs to increase accessibility.

Figure 5.8: Bus Stop on Tenth Avenue



- 5.4.3 Comprehensive pedestrian infrastructure, mentioned earlier in **Section 5.3**, will encourage the use of buses as the footpaths are wide, well-lit and accessible.
- 5.4.4 The bus stops shown in **Figure 5.7** are served by a range of bus services, and the timetables for these services are summarised in **Table 5.2** overleaf.

Table 5.2: Summary of Bus Services

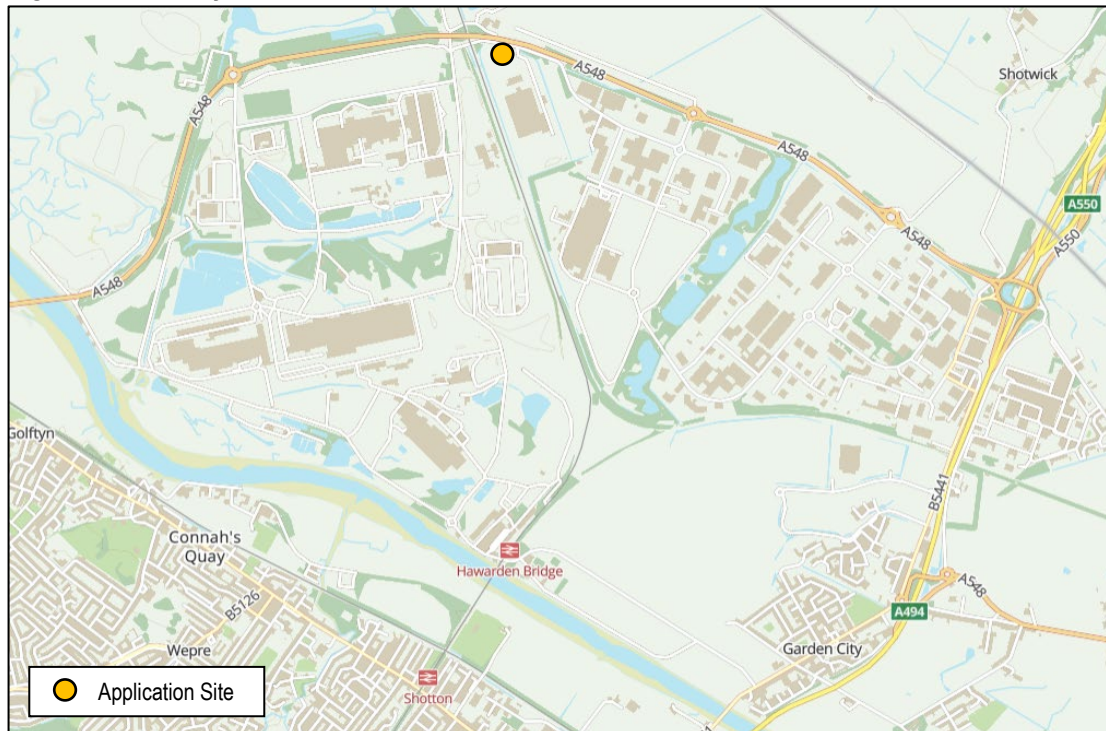
Bus Route	Bus Stop	Route	Days	Times	Approximate Daytime Frequency
D1	Tenth Avenue	Flint (Saturday/Sunday) - Connah's Quay - Garden City - Deeside Industrial Park	Mon - Fri	05.45 - 22.45	60 mins
			Sat	05.55 - 17.55	60mins (with 4hr gap 09.00-13.00)
			Sun	05.55 - 17.55	60mins (with 4hr gap 09.00-13.00)
		Deeside Industrial Park - Flint (Saturday/Sunday) - Connah's Quay - Garden City	Mon - Fri	06.10 - 23.10	60 mins
			Sat	06.05 - 18.05	60mins (with 4hr gap 09.30 - 13.30)
			Sun	06.05 - 18.05	60mins (with 6hr gap 07.00 - 13.00)
D2	Tenth Avenue	Connah's Quay- Deeside Industrial Park	Mon - Fri	05.45 - 22.45	60 mins
			Sat	N/A	N/A
			Sun	N/A	N/A
		Deeside Industrial Park - Connah's Quay	Mon - Fri	06.10 - 23.10	60 mins
			Sat	N/A	N/A
			Sun	N/A	N/A
D3	Tenth Avenue	Flint - Deeside Industrial Park	Mon - Fri	05.48 - 22.48	60 mins
			Sat	N/A	N/A
			Sun	N/A	N/A
		Deeside Industrial Park - Flint	Mon - Fri	06.10 - 23.10	60 mins
			Sat	N/A	N/A
			Sun	N/A	N/A
204	Tenth Avenue	Chester - Deeside Industrial Park	Mon - Fri	07.40 - 17.30	5 services
			Sat	N/A	N/A
			Sun	N/A	N/A
		Deeside Industrial Park - Chester	Mon - Fri	07.40 - 17.30	4 services
			Sat	N/A	N/A
			Sun	N/A	N/A

- 5.4.5 **Table 5.2** shows that the existing bus services provide regular links to a number of surrounding destinations, including, Flint, Connah's Quay and Chester. There are bus services available throughout the day, with services running 7 days a week.
- 5.4.6 Journeys from nearby areas such as Flint and Connah's Quay have a high frequency of buses and a short travel time (approximately 20 minutes) which makes it a particularly convenient mode of transport for journeys from those areas.
- 5.4.7 In light of the above, it would be expected that a high number of trips to and from the site would be made using this mode of transport.

Rail Services

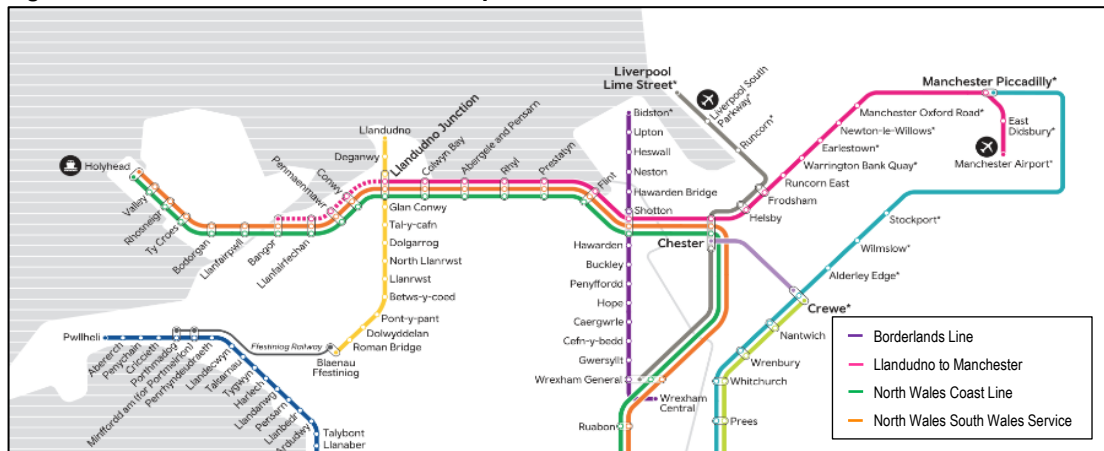
- 5.4.8 In addition to the bus services outlined above, the site is also well located for easy access to rail services. The site is located in close proximity to Hawarden Bridge and Shotton railway stations, as shown in **Figure 5.9** below. The railway stations are located 3km and 4km respectively from the site and are both on the NCN routes. Both train stations are located within a reasonable cycling distance of the site, and train journeys to the site would therefore be possible from destinations further afield.

Figure 5.9: Railway Station Locations



- 5.4.9 Both Hawarden Bridge and Shotton Railway Stations are on the north - south Borderlands Line with services connecting Bidston – Wrexham. The service stops daily at Hawarden Bridge and hourly at Shotton. Transport for Wales (TfW) expect that this service will increase in frequency to two per hour during 2023.
- 5.4.10 Shotton Railway Station is also on the North Wales Coast Line, Llandudno to Manchester Line and North Wales South Wales Line which all run east - west and provide connections from Holyhead, Llandudno, Manchester and Cardiff. **Figure 5.10** overleaf shows an extract from the TfW Network Map.

Figure 5.10: Extract from TfW Network Map



- 5.4.11 The stations are managed and served by TfW, and there are regular train services available from Monday to Sunday.
- 5.4.12 Shotton Railway Station has both car and cycle parking available to allow multi-modal journeys, and both railways stations have step-free access.
- 5.4.13 In light of the above, it would be expected that some trips to and from the Site may be made from further afield using the train services available from both Hawarden Bridge and Shotton railway stations.

5.5 Accessibility Index

- 5.5.1 The Accessibility Index of the Application Site, a measure of the distance and frequency of public transport in the vicinity of site has been calculated as 1.42 using the BREEAM 2018 Tra01/02 Accessibility Index Calculator. The results are shown in **Appendix B**.

6.0 Development Proposals

6.1 Development Schedule

6.1.1 The development proposals are for the construction of a new Great Bear Distribution warehouse facility (planning use class B8). The warehouse will have a Gross Internal Floor Area (GIFA) of 15,188m² for B8 use and will include a two storey office (planning use class B1) which will have a total GIFA of 800m². The development proposals also include a new car park and service yard. The proposed site layout is shown in **Appendix A**, and the GIFA of the proposed building is summarised below in **Table 6.1**.

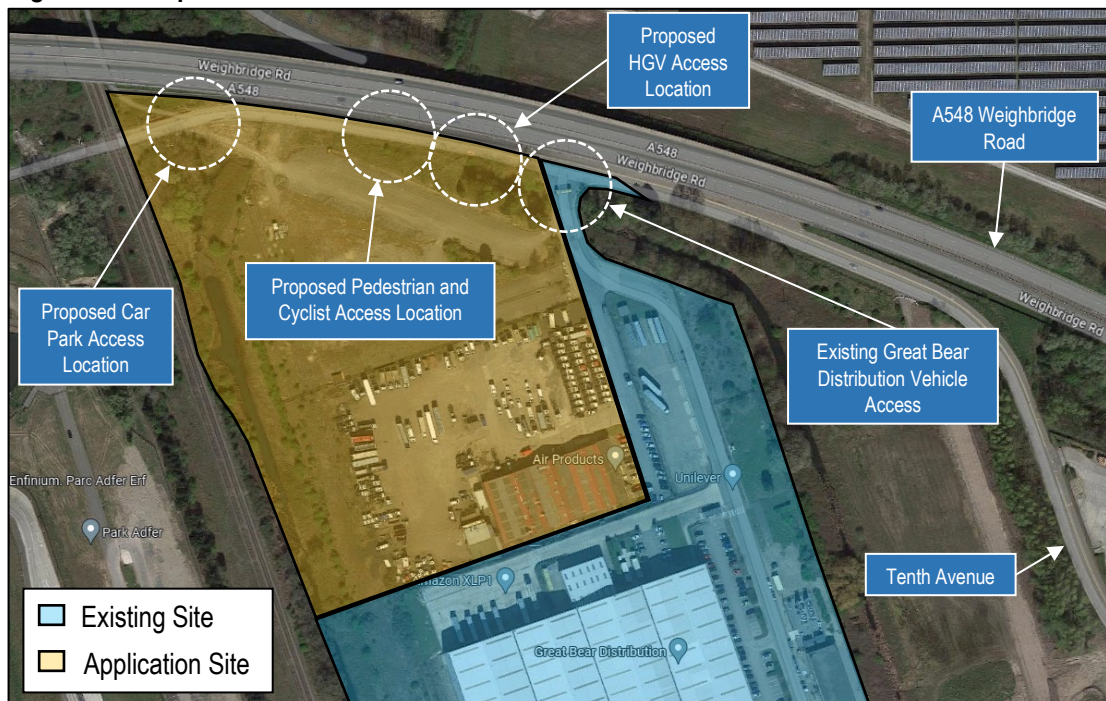
Table 6.1: GIFA

Planning Use Class	GIFA (m ²)
B1	800
B8	15,188
Total	15,988

6.2 Site Access

6.2.1 It is proposed that the primary vehicular accesses will be to the north of the Application Site via priority junctions off Tenth Avenue. The access locations are shown below in **Figure 6.1**, and the access arrangements are shown in more detail on the proposed site layout in **Appendix A**.

Figure 6.1: Proposed Site Access Locations



6.2.2 It is proposed that access for pedestrians and cyclists is also to the north of the Site as there is existing combined cycle and footway infrastructure adjacent to the Application Site. Crossing points will be provided to enable safe use of the existing infrastructure.

6.3 Car Parking Provision

6.3.1 Car parking would be provided in accordance with the maximum car parking standards shown in Table 1 of FCC's adopted "Supplementary Planning Guidance Note 11: Parking Standards" (SPGN11). **Table 6.2** below shows the maximum number of permitted car parking spaces based on SPGN11, and **Table 6.3** shows the number of parking spaces. The car park will be set out in accordance with the dimensions stated in SPGN11.

Table 6.2: Car Parking Standards

Planning Use Class	Car Parking Standard	GIFA (m ²)	Maximum Car Parking Spaces
B1	1 space / 30m ²	800	800 / 30 = 27
B8	1 space / 100m ²	15,188	15,188 / 100 = 152
Total		15,988	179

Table 6.3: Proposed Car Parking Provision

GIFA (m ²)	Maximum Car Parking Spaces	Proposed Car Parking Spaces	% of Maximum
15,988	179	160	89.3%

6.3.2 **Table 6.3** shows that in total there are 160 car parking spaces proposed and that the maximum number permitted is 179, and therefore 89.3% of the maximum number of car parking spaces are proposed. The proposed level of car parking would be considered appropriate for the size and location of the proposed development.

6.3.3 According to paragraph 5.6 in SPGN11, 10% of all spaces provided should be at a wider "mobility standard" (3.6m wide compared to 2.4m wide standard car parking spaces), and 60% of those spaces should be designated exclusively as "disabled" spaces. **Table 6.4** below shows the required number of accessible parking spaces. The required number of disabled and mobility spaces are included on the proposed site layout, shown in **Appendix A**.

Table 6.4: Disabled and Mobility Standard Car Parking Provision

Total Car Parking Spaces Proposed	Mobility Standard (Total inc. disabled spaces)	Disabled Spaces
160	16	8

6.3.4 Electric Vehicles (EV's) provide a more sustainable and less polluting alternative to diesel and petrol cars. It is proposed that 25% of the car parking spaces are also 7kW Electric Vehicle Charging Points (EVCP's). As such, 40 car parking spaces will have EVCP infrastructure. The parking spaces with EVCP infrastructure are shown on the proposed site layout in **Appendix A**.

6.3.5 8 priority car share parking spaces will be made available, located close to the main building entrance, to encourage a reduction in the number of single occupancy vehicles attending the Application Site every day.

6.4 HGV Parking Provision

- 6.4.1 The proposals for the service yards include 26 dock levellers and an additional 30 HGV parking spaces. The proposed numbers of HGV parking spaces and dock levellers are summarised in **Table 6.5** below, and shown on the proposed site layout in **Appendix A**.

Table 6.5: Provision for HGVs

Dock Levellers	HGV Parking Spaces	Total
26	30	56

6.5 Cycle Parking Provision

- 6.5.1 Given the location of the site and the proximity to the NCN routes, it is anticipated that a number of trips to and from the site will be made by cycling, as was discussed in **Section 5.4**.
- 6.5.2 Cycle use should be encouraged by the provision of cycle spaces. As cycle theft deters greater cycle use, the type of cycle parking provision is important. Covered 'Sheffield' stands are appropriate for short-term cycle parking.
- 6.5.3 Cycle parking provision for the proposed development has been planned in accordance with Table 2 in Flintshire's Adopted SPGN11. The required minimum cycle parking provision is shown in **Table 6.6** below.

Table 6.6: Cycle Parking Provision

Planning Use Class	Cycle Parking Standard	GIFA (m ²)	Minimum Cycle Parking Spaces	Proposed Parking Provision
B1	1 space / 350m ²	800	800 / 350 = 2.3	
B8	1 space / 1000m ²	15,188	15,188 / 1000 = 15.2	
Total		15,988	18 spaces	9 stands (18 spaces)

- 6.5.4 Motorcycle parking provision is also in accordance with the guidance set out in SPGN11. **Table 6.7** shows the motorcycle parking requirements below.

Table 6.7: Motorcycle Parking Provision

Motorcycle Parking Standard	No. Proposed Car Parking Spaces	Minimum Motorcycle Parking Spaces	Proposed Parking Provision
1 space / 25 car parking spaces	160	160 / 25 = 7.1	8 spaces

- 6.5.5 **Table's 6.6** and **6.7** shows that the proposed bicycle and motorcycle parking provision is in accordance with FCC's guidance.

7.0 Travel Demand and Targets

7.1 Trip Generation

7.1.1 Details of the trip generation for the proposed development is included within the accompanying Transport Assessment (TA). The modal split of trips within the Flintshire 008 MSOA was discussed in **Section 5.1.2** of this TP. The existing modal split of trips, from Census 2021 data, has been used to estimate the multi-modal trip generation levels for the proposed development.

7.1.2 In the TA, the anticipated number of car trips in and out of the site was estimated, for the weekday AM peak hour (08:00 – 09:00) and the weekday PM peak hour (17:00 – 18:00). These figures are shown in **Table 7.1** below and have been used to calculate the likely number of trips made by the alternative modes of transport. The figures in **Table 7.1** show the total trip generation of the site.

Table 7.1: Total Multi-Modal Trip Generation

Mode	Modal Split	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
		Arrive	Depart	Arrive	Depart
Car Driver	79%	45	18	10	36
Car Passenger / Share	8%	5	2	1	4
Pedestrians	4%	2	1	1	2
Bicycles	3%	2	1	0	1
Public Transport	4%	2	1	1	2
Other	2%	1	0	0	1
Total	100%	57	23	13	46

7.2 Targets

7.2.1 It is important to set positive, but achievable targets in TPs to assess whether or not the objectives of the TP are being realised. It is considered that targets should be established immediately after the results of the initial travel survey have been collated and analysed, once the site is occupied. The survey will provide a detailed indication of the travel behaviour at the site, from which appropriate SMART (Specific, Measurable, Attainable, Realistic and Time Bound) targets can be set.

7.2.2 The first-year targets for the site will be mainly outcome based, and these will include:

- Provide digital/paper Travel Packs to each individual member of staff working on the site. The pack will contain travel information regarding potential means of access to the site.
- The operator will set up servicing / delivery procedures to maximise travel efficiency.
- Organise travel surveys within 3 months of occupation and complete a TP. Update Report to submit to FCC for approval.
- Work with FCC and other employers within the area to promote joined up working and best practices, looking at underlying issues affecting the area with regards to travel and parking.

7.2.3 Based on the predicted trip generation summarised within **Table 7.2**, a set of provisional modal split targets for the first 5 years of occupation of the site have been suggested for the proposed development and these are presented within **Table 7.2** below.

Table 7.2: Total Multi-Modal Trip Generation – Targets

Travel to Work Mode	Existing Modal Split	Target Modal Split	Percentage Change
Car Driver	79%	69%	-10%
Car Passenger / Share	8%	11%	+3%
Pedestrians	4%	6%	+2%
Bicycles	3%	6%	+3%
Public Transport	4%	6%	+2%
Other	2%	2%	0%
Total	100%	100%	

7.2.4 The headline target is to reduce the percentage of car drivers across the peak hours by 10% over 5 years. However, it is suggested that the TP targets are confirmed based on the results of the initial travel survey in order to ensure that they are realistic.

7.2.5 Additional targets have been set for increasing the use of particular sustainable modes of travel which provide a focus for the measures being implemented, however these targets will also need to be confirmed based on the results of the initial travel survey.

7.2.6 The full monitoring schedule is set out in **Section 9.0**, which will involve future travel surveys being undertaken within the anniversary month of the initial travel surveys.

8.0 Travel Plan Measures

8.1 BREEAM TP Measures

8.1.1 The Transport Assessment has identified the local opportunities for sustainable travel. This has informed the series of measures and initiatives included in this Travel Plan to manage and reduce single occupancy car journeys and encourage more sustainable travel to and from the site.

8.1.2 In accordance with the Travel Plan objectives (set out in **Section 3.0**), the measures focus on:

- reducing single occupancy car journeys, and ensuring they are low, in line with the Census data for other employment sites in the local area;
- utilising the local pedestrian and cycle network, and bus service accessible within Deeside Industrial Park;
- reducing the need to travel; and,
- reducing the impact of journeys are made by private and commercial vehicles

8.1.3 The list of Travel Plan measures is not exhaustive and can be developed and expanded on by the TPC as the TP is implemented, monitored and reviewed.

8.1.4 The development of this Travel Plan has initially considered the following measures from BREEAM NC TRA02 Table 7.4 Sustainable public, private and active transport, incorporating the suggested measures where feasible.

Table 8.1: BREEAM Travel Plan Measures

Access Option	Measure Ref	Public Transport Measures	Site Specific Proposals and Notes
1	1	Accessibility Index (AI) score of at least 8	AI less is less than 8 as closest transport node (bus stop) is ~800m from the site access. See Appendix B for Calculation.
2	2	Demonstrate an increase in AI through negotiation with local operators to increase frequency	It has not been possible to negotiate the provisions of increased public transport services with new or diverted services.
	3	Demonstrate an increase in AI through provision of a diverted bus route, a new or enhanced bus stop, or other similar	No bus route diversions have been implemented and existing bus stop provision is already of high quality.
	4	Provide a dedicated service, such as a bus route or service	It has not been possible to negotiate the provisions of a dedicated bus service.

3	5	Public transport information system	A touch-screen tablet is to be provided in the publicly accessible reception area of the building, to allow building users access to 'real-time' information on the available public transport and transport infrastructure.
			This will also include signposting to cycling and walking infrastructure, and local amenities, plus journey planning tools.
Access Option	Measure Ref	Private Transport Measures	Site Specific Proposals and Notes
4	6	EV recharging stations - minimum of 7kW for at least 10% of the total car parking capacity	Electric recharging stations of at least 7kW are provided for 25% of the total car parking spaces available for the building (40/160).
			EVCP spaces are shown on the proposed site layout in Appendix A .
5	7	Set up a car sharing group or facility to facilitate and encourage building users to car share.	The TPC will set up a building specific car share scheme group.
	8	Raise awareness of the car sharing scheme with marketing and communication materials.	Details of the car share scheme will be provided to all staff in travel information/welcome packs on moving to the new building, and to all new staff who subsequently join the workplace.
5	9	Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development.	Car share spaces are provided for 5% of the total car parking spaces for the building (8/160), as shown on the plan in Appendix A .
	10	Locate priority parking spaces nearest the development entrance used by the sharing scheme participants	The car share spaces are provided closest to the footpath leading to the main entrance to the office building, as shown on the plan in Appendix A .
Access Option	Measure Ref	Active Transport Measures	Site Specific Proposals and Notes
6	11	Consultation with local authority on the state of the local cycling network and public accessible pedestrian routes, most relevant to the development, and how to improve it.	Pedestrian / cyclist crossing points to be constructed to link into existing pedestrian infrastructure at site entrance.
	12	Agree and implement one proposition chosen with the local authority.	

7	13	Install compliant cycle storage spaces to meet minimum levels	There are secure covered cycle storage racks suitably spaced and in a prominent location with natural surveillance to store at least 18 cycles, for the 180 staff, meeting the minimum requirement of 1 per 10 staff.
8	14	Option 7 has been achieved.	See above – achieved.
	15	Provide at least two compliant cyclists' facilities for the building users.	TBC
9	16	At least 3 existing accessible amenities are present.	There are no accessible amenities within 500m of the site entrance due to the size and nature of the building.
10	17	Ensure a minimum of one new accessible amenity is provided. OR	No new accessible amenities provided.
	18	Ensure more than one new accessible amenity is provided.	No new accessible amenities provided.
Access Option	Measure Ref	Alternative Transport Measures	Site Specific Proposals and Notes
11	19	Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	TBC

8.2 Additional Travel Plan Measures

8.2.1 The following additional measures will also be implemented for the users of the proposed development.

Staff Welcome Packs/Travel Information Packs

8.2.2 It is important to get information to building users at an early stage, in order to influence their travel behaviour before any new travel patterns become established. Welcome packs/travel information packs will be supplied to all new staff on relocation to the new building, and as new staff join the workplace.

8.2.3 The contents of the welcome packs shall include:

- Introduction to the TP concept detailing objectives and targets;
- Details of the Travel Plan Co-ordinator (TPC);
- Literature on the benefits of active travel and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking and cycling routes and key amenities;
- Details of public transport services, including timetables and routes;

- Details of local car share schemes such as LiftShare;
- Details of local taxi companies and car club operators;
- Summary of benefits of Ultra Low Emission Vehicles (ULEV) and local and national support available for their uptake (e.g. salary sacrifice schemes, incentives for purchase/lease, home charging facilities); and
- Details of local and national sustainable travel schemes (cycles to work scheme).

Measures to Encourage Walking

8.2.4 It has been demonstrated in the TA that there is a good existing level of pedestrian infrastructure in the local area. The following measures will be promoted in order to encourage users to walk to and from the building:

- Raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site;
- Information on the local pedestrian routes, including public footpaths (welcome packs and touch screen tablet); and
- Promote the www.walkit.com website for journey planning on foot.

Measures to Encourage Cycling

8.2.5 It has been demonstrated in the TA that there is an excellent existing level of cycling infrastructure in the local area, with a recently improved footway/cycleway running along the frontage of the site providing access to the fairly comprehensive existing cycle route network. The following measures will be promoted in order to encourage users to cycle to and from the building:

- Provide information on the local cycle network routes (welcome packs and touch screen tablet)
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk and FCC website;
- Investigate offering tax free cycle purchases through the Government's salary sacrifice Cycle to Work Scheme;
- Invite local cycle clubs/forums to take part in promotional events to raise awareness;
- Promotion of events such as "National Bike Week"; and
- Investigate setting up a Bicycle User Group (BUG).

Measures to Encourage Public Transport

8.2.6 It has been demonstrated in the TA that the building is accessible by public transport, with local bus stops providing connections to the nearby residential areas of Flint, Connah's Quay and Garden City.

- 8.2.7 The following measures will be delivered in order to encourage staff to travel by public transport:
- Provide up to date bus and rail information including timetables and contact information (welcome packs and touch screen tablet);
 - Share the Traveline Journey Planning tool (<https://www.traveline.info/>)
 - Advertise ticketing options and promotions offered by public transport operators;
 - Liaise with bus operators on any future improvements and/or extensions to local services;

Additional Marketing Measures

- 8.2.8 In addition to the above, the following measures are also proposed:
- Include Travel Plan and Travel Information on the company website
 - Produced and distribute an annual newsletter to staff, providing an update on the Travel Plan, targets and indicators and new / existing measures to be promoted;
 - Offer staff the opportunity for 1 to 1 'Travel Doctor' sessions for personalised journey planning advice;
 - Promote sustainable travel related national events such as Walk to Work Day, Walk to School Week, Bike Week and European Mobility Week;
 - Review operations for commercial journeys and deliveries/servicing with a view to make efficiency savings, e.g. combine journeys to reduce travel, use electric vehicles.

9.0 Monitoring and Review

- 9.1 The monitoring of progress towards the modal shift targets will be the responsibility of the TPC. There will be an annual review of travel patterns to assess progress towards achieving the target mode shifts, as well as setting annual progress targets for the following year.
- 9.2 The TPC will organise travel surveys to be undertaken, to establish the modal split and obtain feedback on the uptake of incentives such as the membership of car share schemes. The surveys will need to be approved by FCC before issue.
- 9.3 The TPC will collate, analyse and summarise the raw data before issuing an annual progress report to FCC. The findings of the monitoring surveys will be used to identify progress towards the target mode shifts. The TPC will liaise with FCC to review and amend the TP targets and measures accordingly.
- 9.4 The monitoring program will also include the following 'hard' data recorded at 12 monthly intervals by the Travel Plan Co-ordinator:
- demand for car parking and car share parking spaces (number of spaces occupied)
 - the level of inquiry and use of the car share scheme
 - demand for cycle parking (number of spaces occupied)
 - informal comments made by staff regarding the operation of the Plan.
- 9.5 It is recommended that monitoring will continue for 5 years. The TPC will produce an annual monitoring report, for review and evaluation with FCC.
- 9.6 If the monitoring shows that the targets of the TP have not been achieved, then the lifespan of the TP would be extended beyond 5 years, and an evaluation of the measures carried out would be undertaken.
- 9.7 The Annual Monitoring Reports would be made available to staff within the development. This could be either as hard copies or as a digital copy available for anyone to view. This is important so that individuals can see how their travel choices fit into the Travel Plan.

10.0 Action Plan

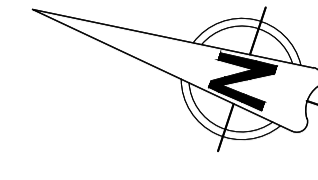
- 10.1 An Action Plan for the TP is provided in **Appendix C**. It sets out the tasks required to initiate and implement the TP, including the proposed measures and responsibilities, as well as the monitoring schedule.
- 10.2 The proposed TP measures are set out by mode of travel, with infrastructure based 'hard' measures followed by marketing based 'soft' measures. The list is not exhaustive and can be developed and expanded on by the TPC as the TP is implemented.
- 10.3 An approximate budget to implement the measures, that will not be already included within the design and build of the development, are included in Action Plan.

Project Number: 23-0160
Project Title: Proposed Industrial Unit 3
Location: Link 56, Deeside Industrial Park, Weighbridge Road, Deeside
BSP Document Ref: DIPD-BSP-ZZ-XX-RP-D-0005-P02_Travel_Plan



Appendix A

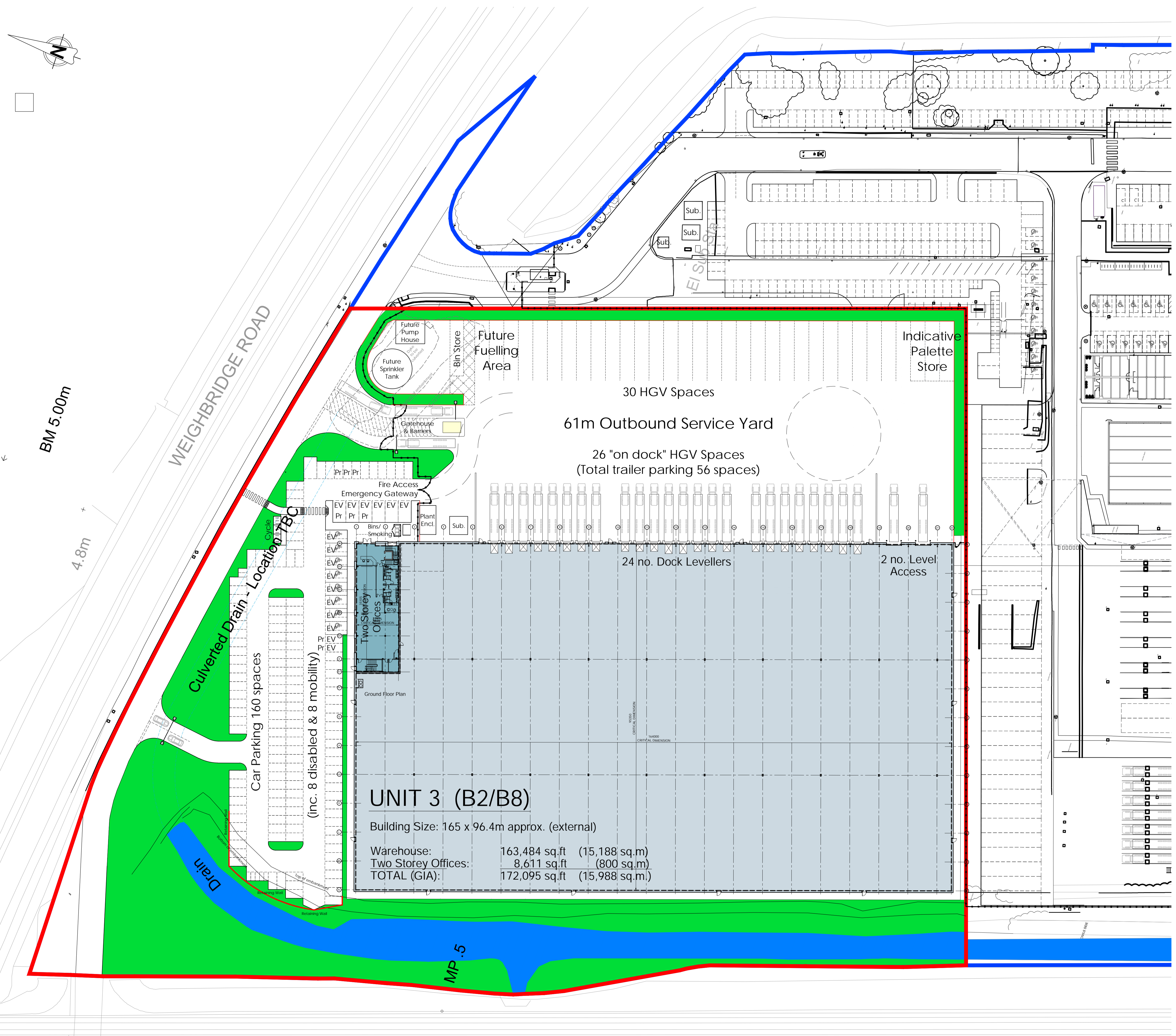
Proposed Site Layout



notes
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Schedule of Accommodation
 All areas are approximate gross internal

Unit 3		
Warehouse:	15,188 sq.m.	163,484 sq.ft.
Two Storey Offices	800 sq.m.	8,611 sq.ft.
Total	15,988 sq.m.	172,095 sq.ft.
Car Parking	160 spaces	(1 in 100sqm)
inc. Disabled parking	8 spaces	(5% of 160 total)
inc. Mobility parking	8 spaces	(5% of 160 total)
Car Parking with EVCP	16 spaces	(10% of 160 total)
Car Parking for Car Share	10 spaces	(6% of 160 total)
Lorry Parking (Yard)	30 spaces	
Lorry Parking (On Dock)	26 spaces	
Lorry Total	56 spaces	
Plot Area (red line)	9.96 acres	4.03 ha.
Site Density	40%	



UNIT 3 (B2/B8)
 Building Size: 165 x 96.4m approx. (external)
 Warehouse: 163,484 sq.ft (15,188 sq.m)
 Two Storey Offices: 8,611 sq.ft (800 sq.m)
 TOTAL (GIA): 172,095 sq.ft (15,988 sq.m.)

no.	date	revision	by
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aja architects llp
 1170 Elliott Court
 Herald Avenue
 Coventry Business Park
 COVENTRY CV5 6UB
 T: 024 7625 3200
 F: 024 7625 3210
 E: aja@aja-architects.com
 W: www.aja-architects.com
AJA Architects is the trading style of AJA Architects Consulting limited (a limited company no. 1049279) and AJA Architects LLP (a limited liability partnership registered in England no. OC335721).
 client:



project
UNIT 3
LINK 56
DEESIDE INDUSTRIAL PARK

drawing
PROPOSED
SITE LAYOUT PLAN

scale	1:500 @ A1	drawn	SRA
checked	SPP	date	22.01.24

no.
 7205-013
 PLANNING - PRELIMINARY

Project Number: 23-0160
Project Title: Proposed Industrial Unit 3
Location: Link 56, Deeside Industrial Park, Weighbridge Road, Deeside
BSP Document Ref: DIPD-BSP-ZZ-XX-RP-D-0005-P02_Travel_Plan



Appendix B

AI Calculation

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	830										
Average frequency per hour	1	1	1								

Accessibility Index	1.42
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Project Number: 23-0160
Project Title: Proposed Industrial Unit 3
Location: Link 56, Deeside Industrial Park, Weighbridge Road, Deeside
BSP Document Ref: DIPD-BSP-ZZ-XX-RP-D-0005-P02_Travel_Plan



Appendix C

Action Plan



Nottingham

12 Oxford Street
Nottingham
NG1 5BG

0115 704 3300

Derby

5 Pride Point Drive
Pride Park
Derby
DE24 8BX

01332 374 880

Leicester

Floor 4
24 De Montfort St
Leicester
LE1 7GB

0116 204 7766

Sheffield

Smithy Wood House
Smithy Wood Cres
Sheffield
S8 0NU

0114 272 1589

www.bsp-consulting.co.uk  

