Cole Easdon

TECHNICAL NOTE – 10543/01
DELIVERY & SERVICING MANAGEMENT PLAN

Units 4-6, Wynnstay Industrial Estate, Ruabon, Wrexham on Behalf of Screwfix Direct Limited.

Project Title:	Units 4-6, Wynnstay Industrial Estate, Ruabon, Wrexham				
Client:	Screwfix Direct Limited				
Project No.:	10543	Date:	June 2025	Issue No.:	3
Title:	Delivery & Servicing Management Plan				
Written By:	C. Curtis BA (hons) MSc MCIHT	Checked By:	D. Hickman BSc FCILT	Authorised By:	D. Hickman BSc FCILT

1.0 INTRODUCTION

1.1 This *Delivery & Servicing Management Plan* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Screwfix Direct Limited (SDL) in relation to planning application reference P/2025/0176 seeking a change of use from B1 (Business) to Class B8 (Storage or Distribution) and associated external alterations at Units 4-6, Wynnstay Industrial Estate, Ruabon, LL14 6EN. Refer to CE Plan 10543-201 [*Site Location Plan*] enclosed with this Report.

1.2 In their consultation response, the Highways Department of Wrexham County Borough Council (WCBC) raised a number of queries relating to the following:

- details of how HGV's will be offloaded and loaded within the premises;
- swept path analysis for rigid HGV's, to be able to demonstrate safe access into the parking area and unloading bay;
- provision of cycle parking in accordance with LPG16; and
- provision of bin stores and refuse collection points, not on the public highway.

1.3 This Report seeks to address these points by providing the following information;

- a summary of the servicing and refuse arrangements for the proposed development, together with swept path analysis; and
- details of the cycle parking arrangements for this development, including details of the relevant cycle parking standards.

2.0 SITE OVERVIEW

2.1 The site is situated within the recently constructed Wynnstay Industrial Estate, situated in between the villages of Ruabon to the northeast and Plas Madoc to the west. The site is located to the east of Wynnstay Lane, which is accessed from the A359 (Llangollen Road) to the north and the B5605 (Park Road) to the south.

2.2 Planning permission was approved in April 2024 for the erection of 6 No. industrial units (Class B1) (planning application ref: P/2022/0306). These have been constructed and SDL is in the process of acquiring by lease Units 4-6.

3.0 OPERATIONAL DETAILS

Branch Opening Hours

3.1 The branch will follow the same operating pattern as other branches of Screwfix, with the trade counter generally open during the following hours:

- 07:00 to 20:00 Monday to Friday;
- 07:00 to 18:00 Saturday; and
- 09:00 to 16:00 Sunday.

Branch Deliveries

3.2 The Service and Delivery Management Plan for the extant permission on site encouraged companies with regular deliveries to arrange for these to be made outside of peak hours where feasible, in order to alleviate pressure on the highway network.

3.3 SDL will endeavour to ensure that as many deliveries as possible occur outside of the highway network peak hours through liaison with their suppliers. It is proposed for deliveries to be scheduled during the morning or early evening when the use of the car park will be lowest.

3.4 SDL have advised that up to three deliveries per week will take place on site, which will take up to 1 hour (typically 30-40 minutes) to unload.

3.5 To avoid conflict for deliveries between the neighbouring units so that only one delivery or servicing vehicle is on-site at any one time, deliveries will need to be co-ordinated wherever possible with delivery and servicing vehicles from the adjacent unit(s) at the eastern end of the site. SDL are proposing to take a leasehold interest in their unit and as such, details of the arrangements for deliveries for the adjacent unit(s) can only be finalised when a tenant takes the adjacent empty and vacant unit(s).

Vehicular Access and Delivery Routing

3.6 Vehicular access from the site is via the main entrance located on the industrial estate access road to the south of the site.

3.7 Vehicles leaving the site will route west onto Wynnstay Lane and then head north towards the A359. A 3 tonne weight restriction is in force towards the southern end of Wynnstay Lane. This requires all delivery vehicles that need to travel east to travel via the A359. Vehicles heading towards the England border or directly to the south of the site (Newbridge and Pentre) should head west along the A359 and then rejoin the B5605 at the Colliery

Wheel Roundabout (for Newbridge and Pentre) or join the A483 at Ruabon Interchange (for destinations to the south).

3.8 SDL proposes to enter into an agreement with the landlord of the site, in order to facilitate the use of 16.5m articulated vehicles within the car park. As part of the agreement, the tenant(s) of the units at the eastern end of the site would be obliged to ensure that spaces 7, 20, 25 and 26 as shown on CE Plan 10543-203(B) [*Car Parking Plan*] enclosed with this Report are kept clear for deliveries, if necessary. As mentioned previously, every effort will be made to ensure that deliveries occur in the morning or early evening when the car park will be quieter. The relevant spaces would be coned off prior to deliveries occurring to ensure that they are vacant.

3.9 The use of 16.5m vehicles would enable SDL to minimise the number of deliveries that are made on site, which will also reduce the potential for conflict with customer traffic. Given that the site is likely to receive typically only 3 deliveries per week at times when the parking area is at its quietest, the likelihood of any conflict occurring is expected to be minimal.

3.10 All delivery vehicles would enter the car park in forward gear to make deliveries. Once the delivery vehicle reaches the northern part of the car park, they can then reverse into the delivery bay. On departure, all delivery vehicles would leave the car park in forward gear. These arrangements will avoid the need to turn vehicles on the public highway.

3.11 All drivers will be provided with special instructions as to how to access and park within the site. CE Plan 10543-202(A) [*Swept Path Analysis – Delivery Vehicles*] shows the turning arrangements for a delivery vehicle within the site and shows that a 16.5m articulated delivery vehicle can safely enter and exit the site in a forward gear.

Highway Safety

3.12 Pedestrian and operator safety are of paramount importance to SDL. Safety measures are designed into the approved layout to reduce conflict between the vehicular and pedestrian accesses into the site.

3.13 All drivers are expected to make sure that they are wearing appropriate PPE and that all cages (and stock) are secured within the vehicle, all restraints are correctly applied and that the trailer door is closed and sealed before departure from the site.

3.14 30 minutes prior to a delivery on site, the delivery driver will make contact with staff based on site to ensure that they are on hand to receive the delivery and to check that the required lorry manoeuvring area is clear and free of any obstructions.

3.15 All staff and delivery drivers must follow safe systems of work (SSOW) policies and procedures.

Refuse Collection

3.16 SDL operate a 'Zero to Landfill' policy. When deliveries are made, refuse and recycling is collected by the delivery driver. Prior to collection, this is separated into separate groups (paper, cardboard, plastic etc) and compacted into cages ready for collection. Accordingly, no provision for bin stores is required.

4.0 PARKING ARRANGEMENTS

4.1 A total of 26 No. car parking spaces will be provided within the site, including 2 No. spaces reserved for Blue Badge holders. Of these spaces, 6 No. are reserved for Screwfix customers. All spaces will have a minimum dimension of 2.4m x 5.0m. Refer to CE Plan 10543-203(B) [*Car Parking Plan*] enclosed with this Report.

5.0 CYCLE PARKING

5.1 Cycle parking standards are contained within Figure B of *Local Planning Guidance Note No. 16* produced by WCBC. For Storage and Distribution Use (Class B8), a minimum of one cycle parking space per 1,000m^2 is required. These should be located in a lit area that is overlooked from the building that they serve, covered, secure and easy to use.

5.2 As the proposed unit features a gross floor area of 388.3m^2, 1 No. cycle parking space is required to meet the above requirements.

6.0 CONCLUSION

6.1 This *Technical Note* has provided all of the additional information requested by Wrexham County Borough Council in relation to transport / highway matters relating to the planning application, and, accordingly, it is expected that there will be no further transport or highway related objections to this application. It has been demonstrated that a 16.5m articulated delivery vehicle can satisfactorily access the site provided that the car park is managed, and an agreement will be secured with the landlord to allow this to happen. With deliveries numbering only 3 per week, their associated impact on the site's day-to-day operation will be negligible.

Cole Easdon Consultants Limited
June 2025

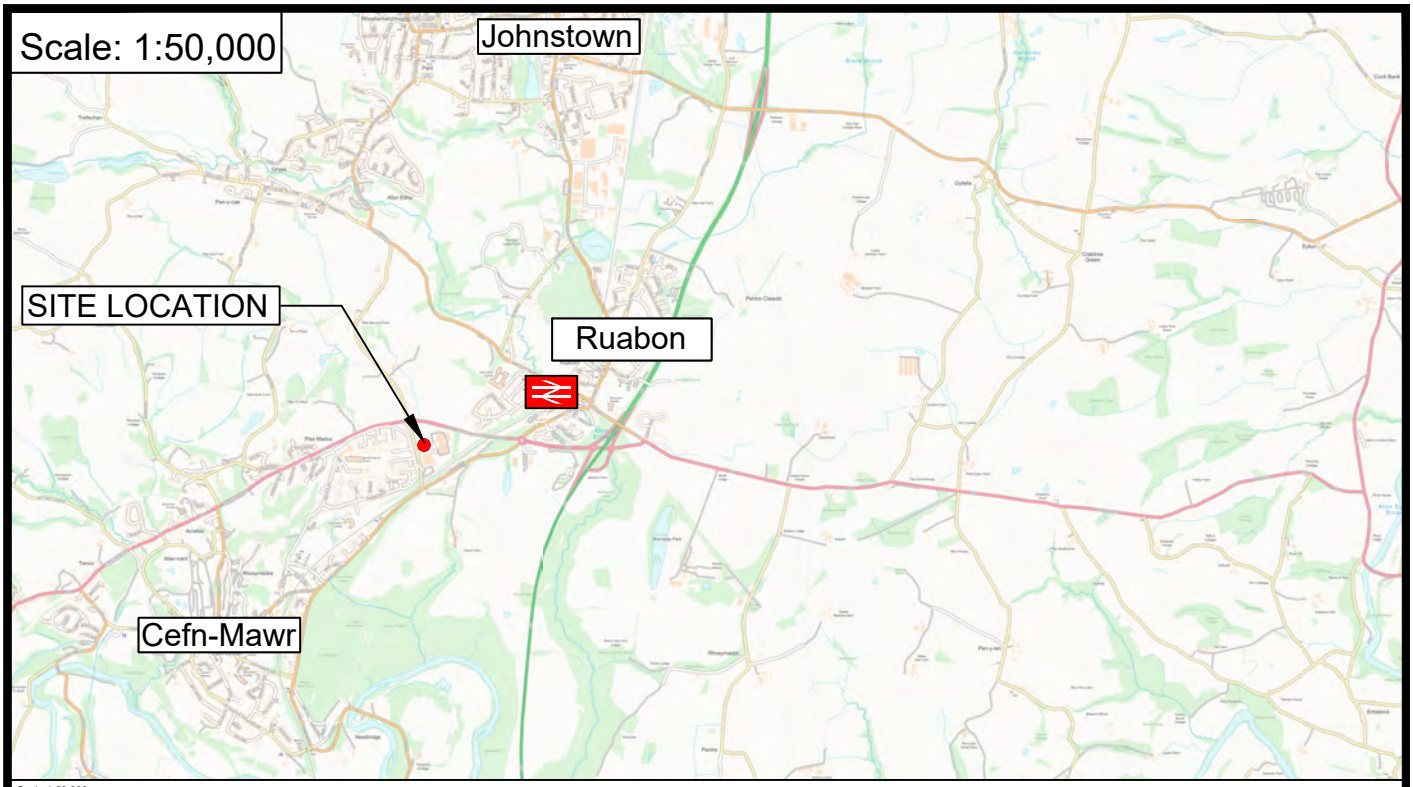
Enclosures

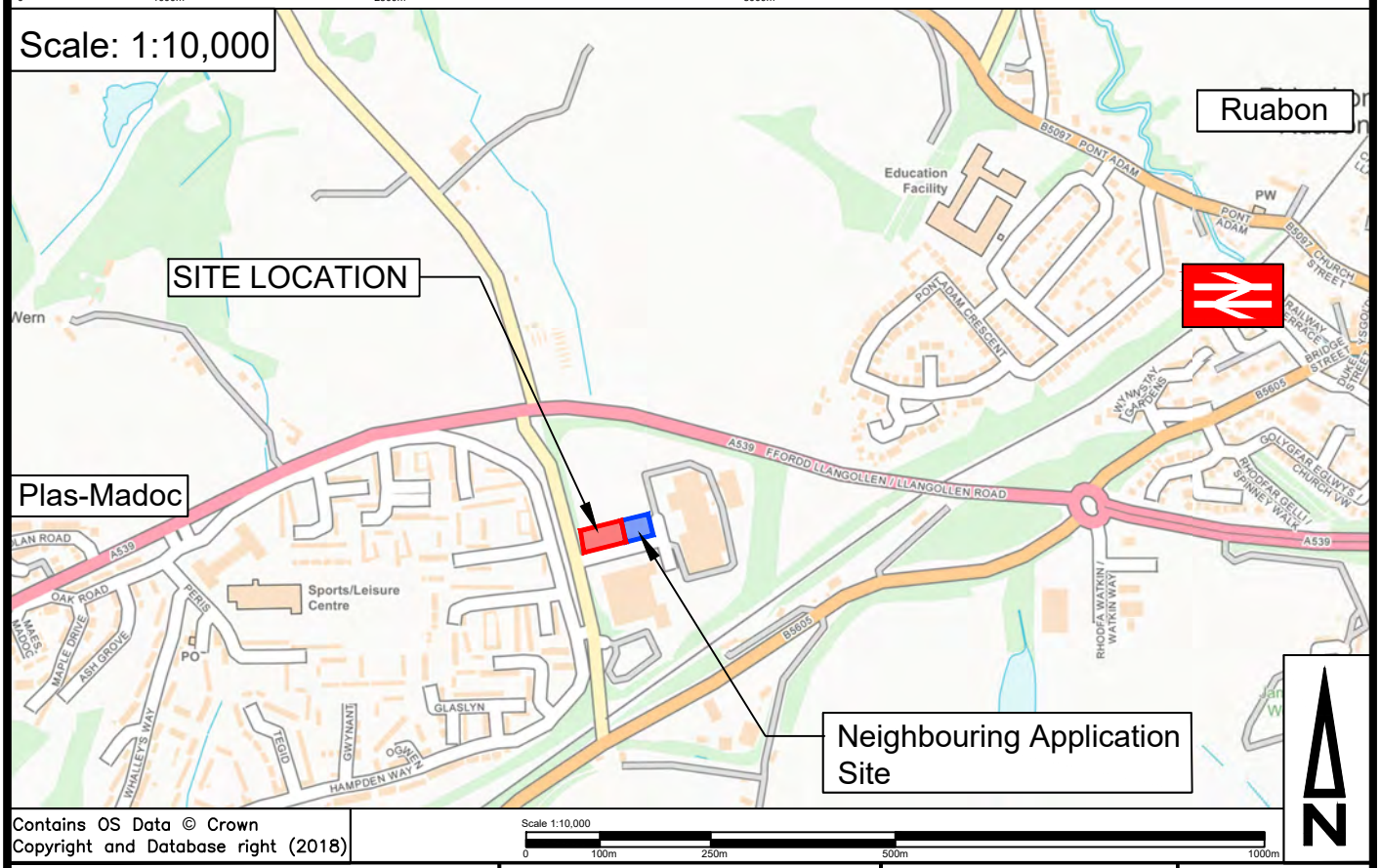
CE Plan 10543-201 Site Location Plan
CE Plan 10543-202(A) Swept Path Analysis – Delivery Vehicles
CE Plan 10543-203(B) Car Parking Plan

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Job Title:
Units 4-6,
Wynnstay Industrial Estate,
Ruabon,
Wrexham

Client:
Screwfix Direct Limited

Drawing Status:

FOR COMMENT	
FOR PLANNING	X
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK

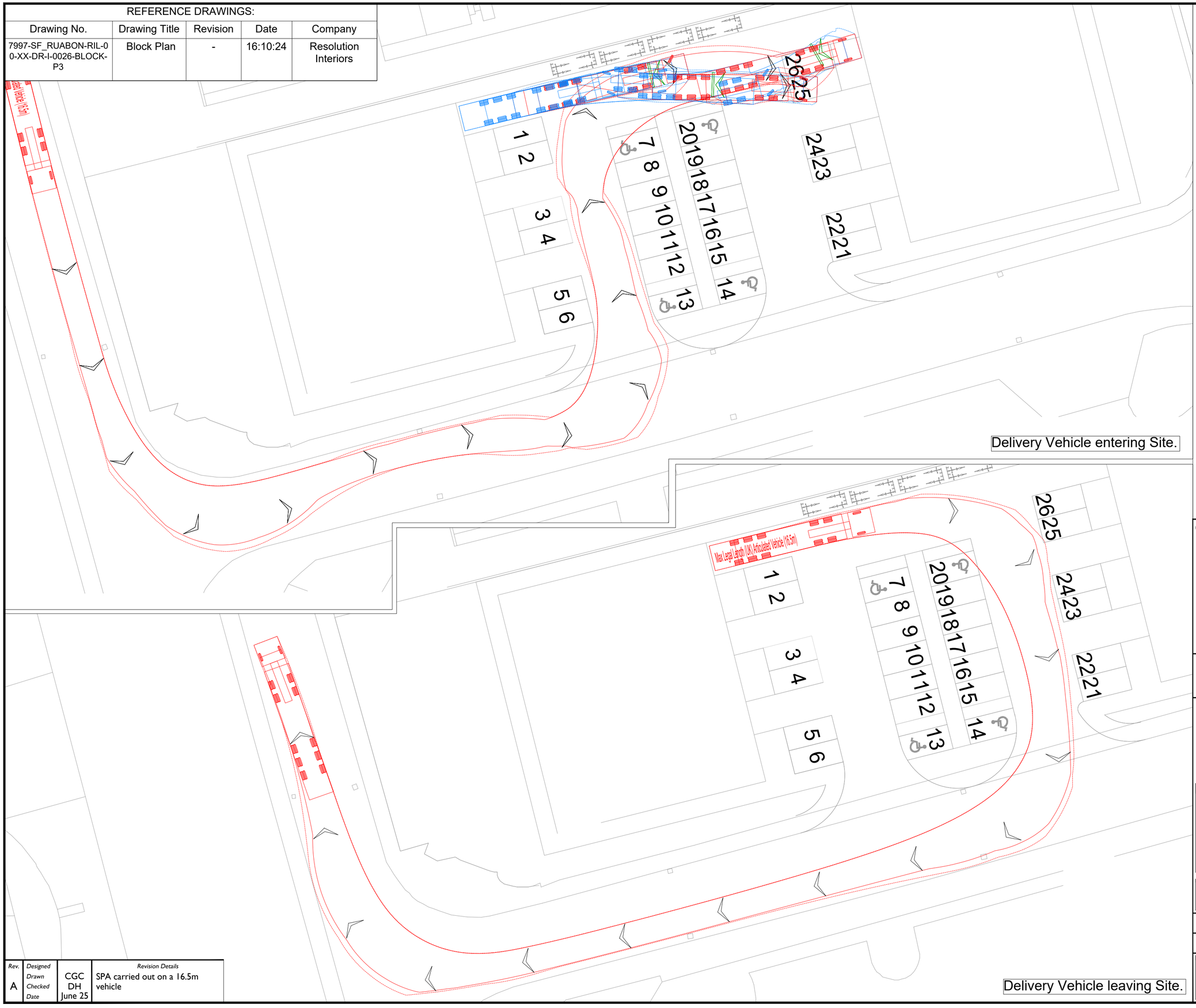
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Site Location Plan

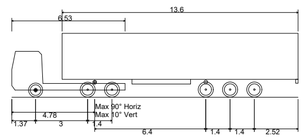
Drawn By	Date Drawn	Scale
CGC	June 2025	As Shown (A4)

Checked By	Drawing No.	Revision
DH	10543-201	-

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
7997-SF_RUABON-RIL-00-XX-DR-I-0026-BLOCK-P3	Block Plan	-	16:10:24	Resolution Interiors





Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Deliveries will be completed during the morning and early evening (where feasible).

Car parking spaces 7, 20, 25 and 26 will need to be coned off for deliveries.

Wheeltrack

Body Overhang

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Client

Screwfix Direct Limited

Job Title

Units 4-6,
Wynnstay Industrial Estate,
Ruabon,
Wrexham

Drawing Title

Swept Path Analysis -
Delivery Vehicles

Drawing Status:

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
X					

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:	Drawn by:	Checked by:
CGC	CGC	DH

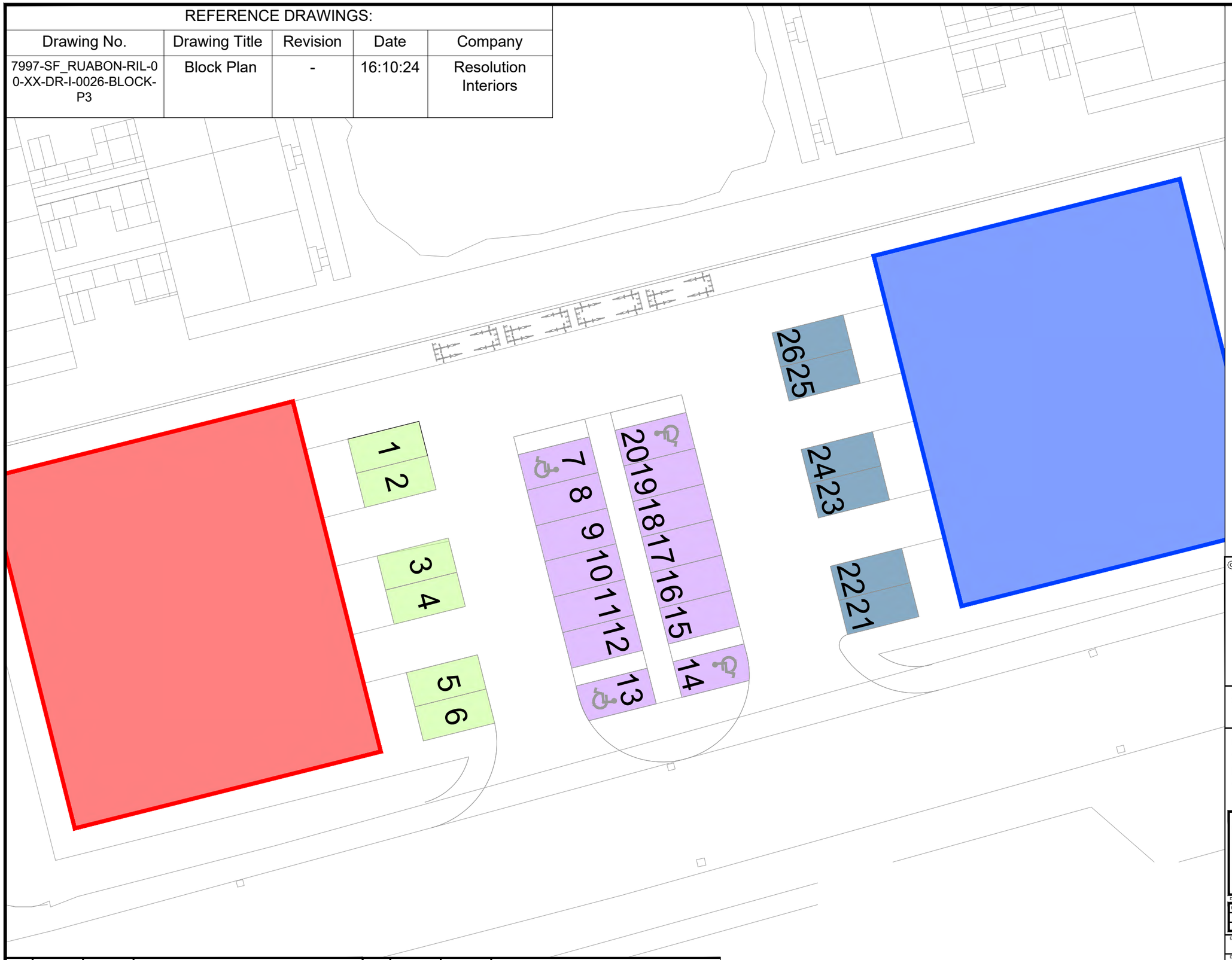
Date	Scale
May 2025	1:250 (A2)

Drg. No.	Rev.
10543-202	A

Rev.	Designed / Drawn / Checked / Date		Revision Details
A		CGC DH June 25	SPA carried out on a 16.5m vehicle

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
7997-SF_RUABON-RIL-00-XX-DR-I-0026-BLOCK-P3	Block Plan	-	16:10:24	Resolution Interiors



KEY

- Parking Spaces allocated to Screwfix
- Communal Parking Spaces
- Parking Spaces allocated to adjacent units
- Screwfix Unit
- Southern Unit

Deliveries will be completed during the morning and early evening (where feasible).

Car parking spaces 7, 20, 25 and 26 will need to be coned off for deliveries.

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Client: Screwfix Direct Limited

Job Title: Units 4-6 Wynnstay Industrial Estate, Ruabon, Wrexham

Drawing Title: Car Parking Plan

Drawing Status:

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
	X				

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:	Drawn by:	Checked by:
	CGC	DH

Date	Scale
June 2025	1:250 (A3)

Dig. No.	Rev.
1054-203	B

Rev.			Revision Details	Rev.			Revision Details
A	Designed Drawn Checked Date	CGC DH June 25	Revised to reflect client comments	B	Designed Drawn Checked Date	CGC DH June 25	Clarification of Parking by Client

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