ADL
TRAFFIC & HIGHWAYS

DELIVERY MANAGEMENT PLAN

PROPOSED McDONALD'S RESTAURANT

TESCO EXTRA WREXHAM

CRESCENT ROAD, WREXHAM LL13 8HF

Client: McDonald's Restaurants Ltd

Reference: ADL/CC/4024/15A

Date: July 2025

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1.0 INTRODUCTION

1.1 Purpose of Report

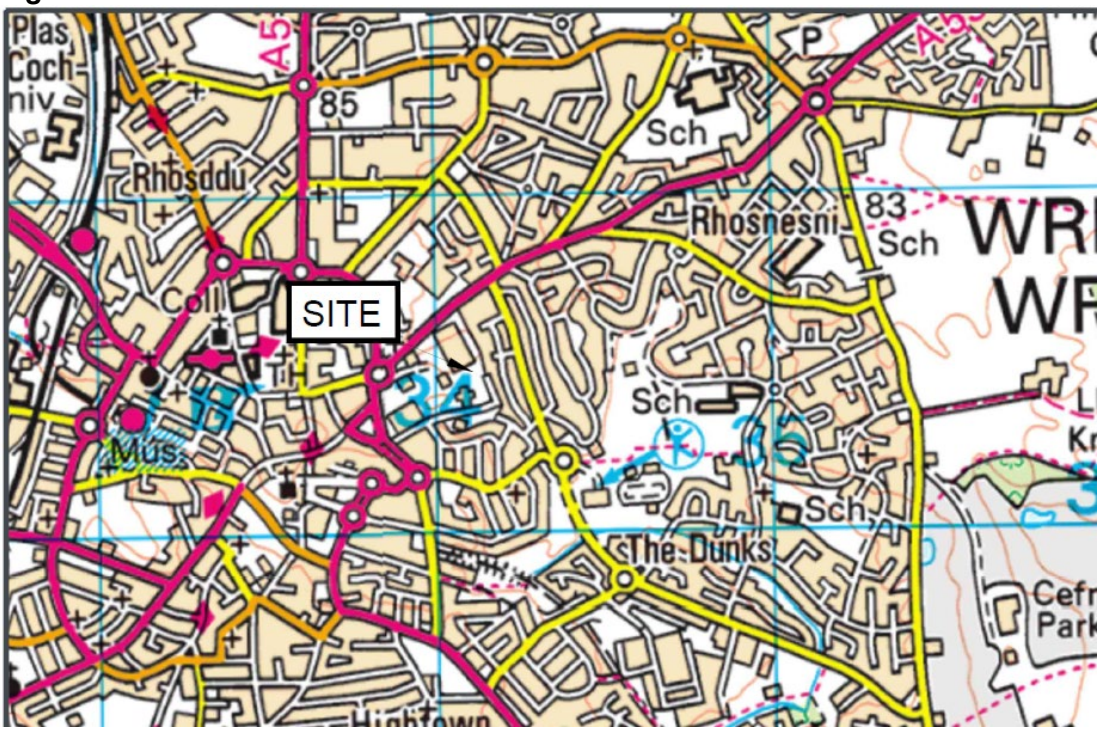
1.1.1 ADL Traffic and Highways Engineering Ltd have prepared this Delivery Management Plan for the proposed McDonald's restaurant at Tesco Extra, Wrexham to provide a McDonald's restaurant with drive thru facilities.

1.1.2 This report sets out McDonald's extensive servicing experience and demonstrates that suitable arrangements would be implemented to manage deliveries during open hours. These measures are considered to be sufficient and reasonable to ensure efficient and safe operation of the car park during servicing periods.

1.2 Site Location and Road Network

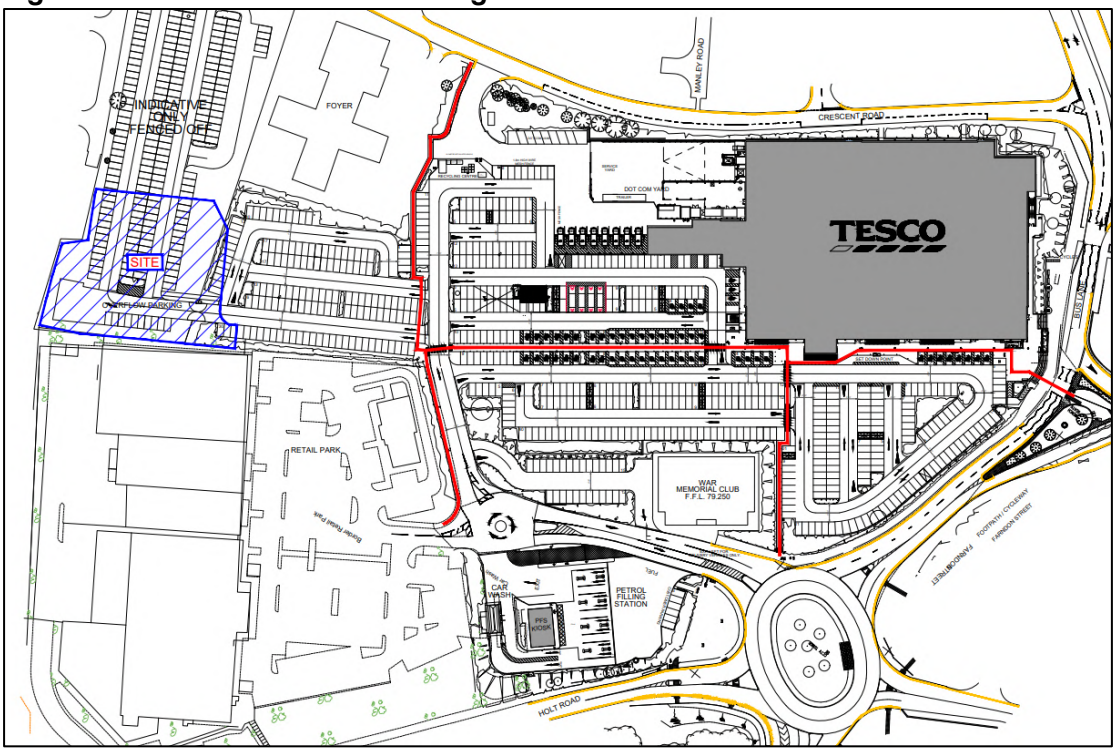
1.2.1 The site forms a part of the Tesco Extra car park and is located at the northeast corner. The site is located in the overflow section of the car park. The site is located 1km east of Wrexham town center. A plan showing the location of the site is shown in Figure 1A below.

Figure 1A Site Location



1.2.2 To the north of the site is a Retail Park including a Burger King drive thru restaurant. To the east of the site are residential dwellings on Crescent Close and Portal Avenue. To the west and south of the site is surrounded by Tesco Extra car park. A plan showing the site and surrounding area is provided below as Figure 1B.

Figure 1B Site and Surrounding Area



1.2.3 The access to the Tesco is via a five arm roundabout on the A5152 with Holt Street and Stryt Holt which will be referred to as the "Holt Street" Roundabout in this report. The A5152 forms the northern and southern arms of the roundabout. The A534 Holt Road forms the eastern arm and Holt Street forms the eastern arm of the roundabout. The Tesco access road forms the southeastern arm of the roundabout.

1.2.4 The A5152 runs from the Smithfield Road gyratory 125m south of the Holt Street Roundabout around the north side of Wrexham to the junction with the A541 1.08km to the west of the Holt Street Roundabout.

1.2.5 Approaching the Holt Street Roundabout the A5152 northern arm is a single carriageway road with two lanes in each direction. The A5152 southern arm is a single carriageway road with two lanes southbound to the Smithfield Road gyratory and one lane northbound. The Holt Street Roundabout is subject to a 30mph speed limit.

1.2.6 Styrt Holt (A534) runs east to west from the Holt Street Roundabout to the roundabout with the A5156 2.38km east of the site. Styrt Holt is a single carriageway road with single lanes in each direction. It is subject to a 30mph speed limit.

1.2.7 Holt Street runs east to west between the Holt Street Roundabout and Chester Street 200m to the west. This is also a single carriageway road with single lines in each direction and subject to a 30mph speed limit.

1.2.8 The Holt Street Roundabout and surrounding roads are subject to street lighting facilities.

1.2.9 The main access arm of the Holt Street Roundabout provides access to the Border Retail Park via a four-arm mini roundabout with the Tesco PFS located 93m east of the Holt Street Roundabout. The southern arm of this roundabout provides access to the Tesco Foodstore and is privately maintained. This roundabout will be referred to as the Tesco/ Border Retail Park Roundabout in this report.

1.3 Proposed Restaurant Details

1.3.1 The proposed site layout and access arrangements are shown on the plan in Appendix 1.0.

1.3.2 It is proposed to change the use and modify the site to provide a 377sqm (GEA), 356sqm (GIA) McDonald's Restaurant. The customer area would be 92sqm with 79 seats. There would be 20 parking spaces including 2 disabled bays and 2 Reserve bays. There would be 6 cycle parking spaces provided (3 Sheffield stands). Parking would also be shared with the Tesco.

1.3.3 Vehicle access to the proposed restaurant would be via the Tesco Access Road only. The drive thru lane would run clockwise around the building with customers exiting back into the main car park.

1.3.4 Pedestrian access to the restaurant would be provided from the Tesco car park and the Tesco Access Road. It is proposed to provide a new pedestrian link from the Tesco to the restaurant along the boundary with the Retail Park.

1.3.5 The delivery vehicle will access the restaurant via the main access road and unload in the car park.

1.3.6 The McDonald's Restaurant would operate 24 hours Monday to Sunday.

2.0 McDONALD'S SERVICING PROCEDURE

2.1 McDonald's/Martin Brower Servicing Experience

2.1.1 McDonald's has been trading in the UK since 1974. The company operates 1,348 restaurants of which around 1,204 are restaurants with drive thru facilities and 144 are eat in restaurants.

2.1.2 Servicing McDonald's restaurants while they are open is normal practice and does not present any operational difficulties.

2.1.3 Martin Brower are McDonald's sole distributor for all of its products in the U.K. and has a delivery fleet of over 150 vehicles. In addition to McDonald's own policy and risk assessment, Martin Brower also continuously reviews each site in line with their own Health & Safety policies.

2.1.4 Goods are delivered by articulated lorry, typically 16.6m in length. However smaller 11.1m rigid delivery vehicles are available where required.

2.1.5 Multi temperature vehicles are used which allows all of the restaurant's requirements of frozen, chilled and ambient products to be delivered in one visit, reducing the overall number of deliveries each restaurant receives and further reducing carbon emissions. Goods are stored within wheeled cages to minimise the number of shuttles between the delivery lorry and the restaurant, as opposed to individual boxes being carried.

2.1.7 Cooking oil from restaurants is recycled into bio diesel. The bio diesel is used as fuel by all McDonald's delivery vehicles. The new cooking oil is delivered by the delivery lorry along with all other McDonald's products. The used oil is stored by the restaurant and collected by the same vehicle along with all other crates and materials to be recycled.

2.2 Servicing Frequency, Timing and Duration

2.2.1 As noted in Section 2.1, deliveries would be expected to occur three times per week.

2.2.2 The vehicle is expected to be parked for between 15 minutes and 75 minutes within an allocated 4 hour delivery slot. The duration parked depends on the range and quantity of products being delivered.

2.2.3 Deliveries during peak trading periods are avoided to minimise any delays in delivery. Delivery times can, where necessary, be adopted to suit any site and are closely controlled in sensitive locations.

2.3 Paragon

2.3.1 Martin Brower uses a sophisticated computerised planning tool (Paragon) which enables the requirements for an individual delivery destination to be set and ensures that they are compiled on every occasion the delivery is planned.

2.3.2 Notification of the delivery time is emailed to the restaurant the day before the delivery. The restaurant will be allocated a 4 hour delivery planning window and the delivery will be planned within this slot. In practice however, most restaurants receive their deliveries at the same time on the same days each week.

2.3.3 On the day of the delivery the GPS system linked to Paragon will enable the Business Manager to track the delivery similar to domestic courier services so an accurate arrival time can be ascertained.

2.3.4 Through this process of prior assessment and notification, Martin Brower and McDonald's are able to notify the restaurant of an accurate arrival time and ensure that measures required to accommodate the delivery vehicles are employed in good time prior to the delivery arrival.

2.4 Refuse Collection and Recycling

2.4.1 Waste minimisation and recycling are promoted.

2.4.2 Waste minimisation has been achieved through the redesign of tray liners and specifying the use of light-weight bin liners. Food wastage is minimised through the use of a computer system which monitors the amount of food served at given times of day, resulting in more accurate preparation and ordering of stock. This therefore, reduces the quantum of waste and frequency of collection required.

2.4.3 Delivery vehicles also collect all waste cardboard, food waste, cups, oil and empty delivery trays/crates which are returned to suppliers for re-use. This reduces the volume of refuse collected for land fill.

2.4.4 Refuse is collected by a private contractor using a 9.6m refuse vehicle, 3 times per week and collect landfill waste only.

2.5 Vehicle Delivery Procedures

2.5.1 When the vehicle arrives on site the engine is switched off, but the chiller and freezer still operate. If it is a requirement then the chiller and freezer can be switched off upon arrival at site.

2.5.2 During the unloading of the cages from the vehicles, chiller and freezers are switched off.

2.5.3 During any reversing the vehicles emit a reversing beep-beep sound. The reversing warning fitted to MBUK vehicles, is a 'white noise' warning, which allows everybody in the immediate area of the vehicle to hear the warning, but the noise does not travel, which reduces the noise pollution.

2.5.4 Martin Brower were highly commended at the Noise Abatement Society's 2017 John Connell Awards:

"As an early adopter of quiet technology and staff training in its delivery to McDonald's restaurants, the supply chain distributor, Martin Brower, was commended for its understanding of the holistic spirit of Soundscape principles through a variety of sustained best practices to enable efficient servicing without causing noise disturbance."

2.6 Driver Responsibility

2.6.1 The drivers are responsible for checking and ensuring that the vehicle movements do not come into conflict with any other vehicles, staff or pedestrians.

2.7 McDonald's Staff

2.7.1 McDonald's allocate a minimum off two staff to be on site and available to assist with deliveries. These staff have completed a McDonald's Health and Safety Training.

2.7.2 Restaurant staff are on site to ensure the space required for delivery vehicle manoeuvring is clear. Once on the tarmac, they wheel the cages to the restaurant.

2.7.3 McDonald's staff are on hand to manage customer vehicles and pedestrians during the delivery.

2.8 Summary

2.8.1 The above forms a 'tried and tested' methodology which is successfully implemented throughout the Country and this system would be successfully implemented at the Tesco Extra Wrexham restaurant.

3.0 SERVICING PLAN: McDONALD'S RESTAURANT WREXHAM TESCO

3.1 Servicing Plan: McDonald's Wrexham Tesco

3.1.1 The McDonald's Wrexham Tesco Extra Restaurant is expected to be serviced 3-5 times per week by a an 11.1m rigid delivery vehicle only.

3.1.2 The restaurant would be assigned its 4 hour delivery slot by Martin Brower. These would generally be the same slots week in, week out so the restaurant will have regular delivery pattern which they will be well experienced with.

3.1.3 Deliveries to the restaurant will occur overnight between 8pm and 8am to avoid peak trading periods for the McDonald's and the Tesco/Retail Park. The proposed delivery scheduling will also ensure that deliveries occur outside peak periods for the highway network.

3.1.4 It is proposed that servicing will be undertaken on from the customer car park using the parking spaces adjacent to the restaurant. The goods would then be wheeled to the Corral at the side of the building.

3.1.5 Two staff (minimum) will be allocated to manage the delivery. They will have received Health and Safety training.

3.1.6 TRACK analysis of the Martin Brower delivery vehicle accessing, unloading and exiting the site is included as Appendix 2.1.

3.1.7 There are 20 car parking spaces within the McDonald's car park. It is proposed that staff would cone off 7 car parking spaces in the car park required for unloading and manoeuvring. This would leave 13 car parking spaces available. Parking would also be shared with the Tesco. It is considered that there would be more than sufficient parking overall in the Tesco car park and McDonald's to accommodate the parking demand and delivery vehicle during quiet periods.

3.1.7 A plan showing the proposed car park management strategy for the McDonald's is included as Appendix 3.0.

3.1.8 The Business Manager would track the progress of the delivery vehicle and 30 minutes prior to arrival of the delivery vehicle staff would check the car park prior to the arrival of the delivery vehicle to ensure the spaces required are coned off and ready

3.1.9 Once the delivery vehicle is parked, goods are trollied from the delivery vehicle to the corral at the rear of the building.

3.1.10 When the delivery is complete the delivery vehicle leaves the site in a forward gear. Once the delivery vehicle has left the staff will remove the cones from the parking spaces.

3.2 Refuse Collection: McDonald's Wrexham Tesco

3.2.1 Bins would be stored in the corral at the rear of the restaurant. Bins would be wheeled to the vehicle by refuse operatives.

3.2.2 Refuse would be collected by a private contractor, although increasingly a large amount of recyclable waste is backhauled by Martin Brower for central recycling and processing.

3.2.3 Refuse collections would also occur at McDonald's Tesco Extra Wrexham during quiet trading periods between 8pm and 8am.

3.2.4 The refuse vehicle would also use the car park to collect the refuse. The refuse vehicle would only be on site for a short period of time and would not overrun any parking spaces so no further measures are required to manage refuse collection for the McDonald's restaurant.

3.2.5 Appendix 2.2 shows the TRACK analysis for the 9.6m refuse vehicle (standard for Veolia fleet) entering the site, loading adjacent to the McDonald's and exiting the site in a forward gear.

3.3 Monitoring Procedures

3.3.1 Drivers are debriefed at the end of any shift and any issues are logged by MB Control.

3.3.2 Restaurants can also rate the MB driver so any issues can be identified by MB Control.

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

4.1.1 McDonald's have extensive experience of undertaking deliveries at theirs stores whilst they are open and this presents no operational difficulties.

4.1.2 Health and Safety is an important aspect of McDonald's delivery management and is subject to a regular review process.

4.1.3 The implementation of this Delivery Management Plan is seen as a contribution to the successful operation of the new restaurant. This demonstrates the planning and management, to provide safe and efficient servicing.

4.1.4 The arrangements described in this Delivery Management Plan follow 'tried and tested' methodology used successfully across the UK by McDonald's.

4.2 Conclusions

4.2.1 Staff for the store are trained in receiving deliveries and managing customers and their vehicles before and during deliveries.

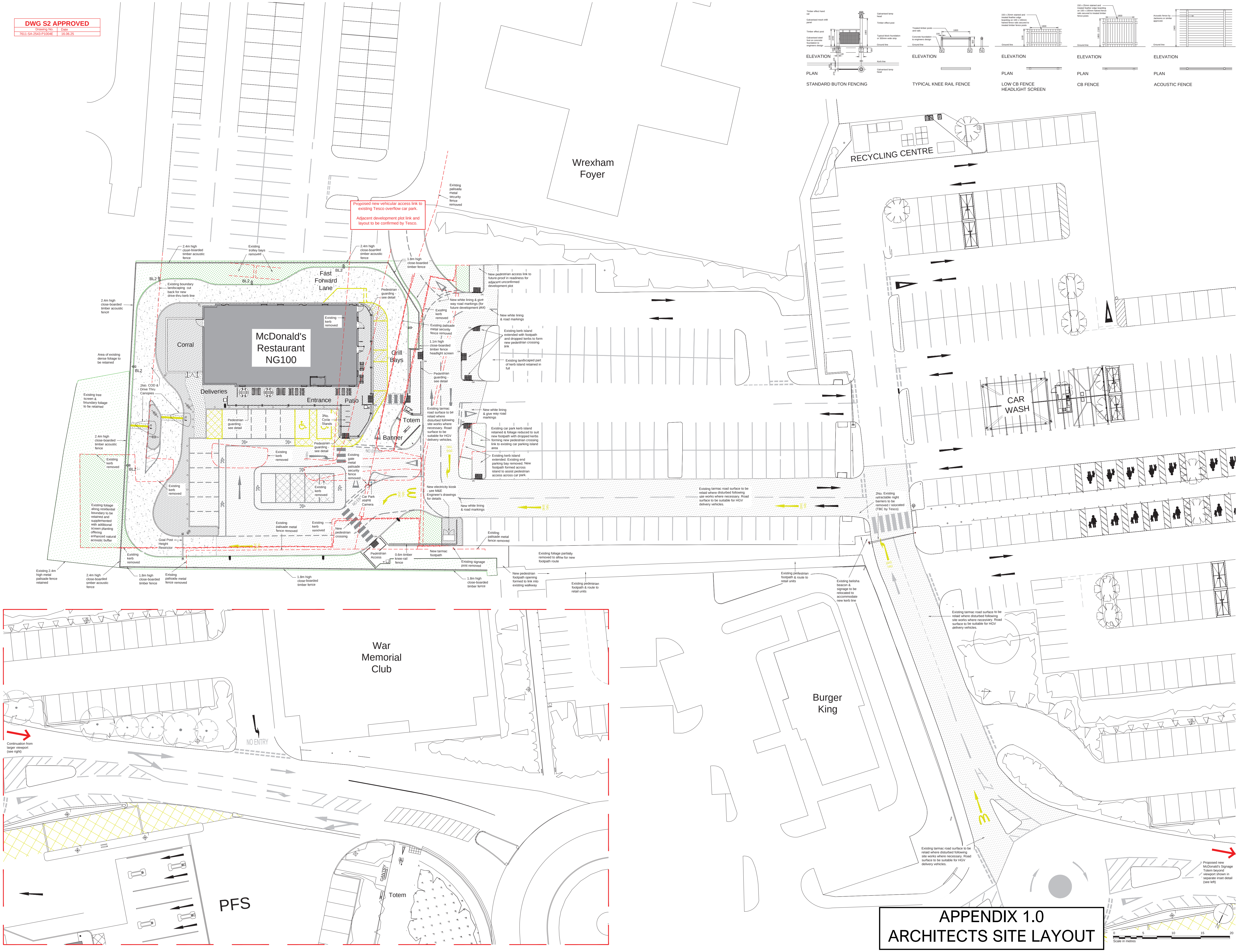
4.2.2 Deliveries for the McDonald's will be scheduled to occur within 4-hour delivery slots, 3-5 times per week during quiet trading periods using an 11.1m rigid delivery vehicle between 20:00 to 08:00 hours. Measures are proposed to manage the car park and cone off the spaces in the car park prior to the arrival of the delivery vehicle. There would be sufficient parking available to accommodate staff and customers during deliveries especially during off peak periods.

4.2.3 Refuse collection for the McDonald's will be scheduled to occur using a private contractor 3 times per week during quiet trading periods between 20:00 to 08:00 hours.

4.2.4 In conclusion, this document confirms the good practice already employed widely at McDonald's restaurants which will also be utilised at the proposed Wrexham restaurant.

APPENDIX 1.0

ARCHITECT'S PROPOSED LAYOUT



APPENDIX 1.0
ARCHITECTS SITE LAYOUT

Notes:
All drawings to be read in conjunction with all other drawings as noted on issue sheet.

Proposed Site Finishes:
- Tarmacadam - Car park and footpaths as indicated.
- Charcoal imprinted concrete - Drive thru lane.
- Marshalls 200 x 100mm Charcoal Keyblok paving - Patio & footpaths as indicated.
- Charcoal brushed concrete - drive thru lane and delivery route.
- Brushed concrete - Corral floor slab & Substation / Electrical Kiosks. See Structural Engineers drawings for further details.
- Tactile blister paving.
- Existing Soft landscaping.
- New soft landscaping - refer to Landscape Architect's detailed drawings for further information

External Fixtures & Fittings:
Aubrilam - Range Euroline 3 Mix 2015
Electrogalvanised steel structure, PPC RAL 7022. Table legs made of extruded aluminium, PPC RAL 7022. Table seats & plate in 12mm HPL panel with 12mm beech plywood HPL veneer.
Coffee table, single chair, bench, 2 seat table and round table must be fixed to the ground.

- 2 Seat Rectangular Table.
- 4 seats - Round Table.
- 4 seats - Rectangular Table.
- One Armrest Bench (left or right).
- Coffee Table.
- Single Chair.
- Cycle Stand: Stainless steel Sheffield cycle stands @ 800mm centres.
- Pedestrian Guarding: 1500mm or 600mm long x 1100mm high. Timber effect galvanised steel.
- Dust Bin with "Tidy Man" Sticker.
- Target Trash Bin: Combo Delta Large Aperture Litter Bin by Glasdon. 530mm x 470mm high x 1550mm high. Bin body & door: Black.
- Ash bin
- Existing elements to be removed / demolished.
- Drop kerb - Adjacent to accessible parking, pedestrian crossings and along delivery routes.
- Electricity Kiosk: Green Electricity Meter Housing. 2000w x 1000d x 2265mm High. Indicative location only. Position to be agreed with M&E Consultant after service entry positions have been established.
- Cranked Bollard: McDonald's standard cranked bollard. 1200mm high, 300mm offset painted white.
- Bollard - Broxap: 115mm OD SSS bollard - as door guard - 1000mm high or similar approved.
- COD. PCC Aluminium Speaker Post (RAL 7022 Gray) 530w x 200d x1570mm high with white acrylic Canopy over 2390w x3500d x3000mm high.
- Height Restrictor. PPC black 150mm dia circular hollow section steel 'Goal Post' height restrictor with warning bar suspended on chains. With panel above to read "Maximum Height 2.7m / 8' 10" " White text on green background. O/A size = 4300mm wide x 3200mm high
- Luma Gen2 Mini BGP703: 40 LED DM10 7.5KLM WW 3000K, Lamp(s): LED-HB 5.2S 730, Mounting Height= 6m
- Luma Gen2 Medium BGP704: 80 LED DW50 15.5KLM WW 3000K, Lamp(s): LED-HB 5.2S 730, Mounting Height= 6m
- BL2 — Luma Gen2 Mini BGP703: 40 LED DM10 BL2 7.5KLM WW 3000K, Lamp(s): LED-HB 5.2S 730, Mounting Height= 6m

Refer to LAUK / Signify External Lighting latest detailed drawing REF: '6128881_DWG_McDonalds Wrexham Tesco' for more information.

- ANPR Camera: Automatic Number Plan Recognition Camera mounted to high level column.

Road Marking Notes:
Golden arch road markings to be yellow thermoplastic.
Drive thru related road markings to be yellow thermoplastic.
Accessible parking bays to be lined in yellow thermoplastic - to current Part M standards.
Parked order bays and numbers to be lined in yellow thermoplastic.
All other road markings to be white thermoplastic material unless otherwise stated.

REV.	DATE.	DRAWING REVISIONS.	BY.	CHECKED
E	16.06.25	DWG Approved	GFS	-
D	03.06.25	External lighting updated.Golden Arch Position Moved	DM	-
C	17.01.25	Substation & kiosk removed.	DM	-
B	18.10.24	New Substation; additional Electrical Kiosk & ANPR camera post added. Hardstanding & kerbline updated. Banner relocated & Totem position adjusted to suit.	DM	-
A	12.09.24	Amendments to pedestrian access routes & crossings as per ADL feedback.	DM	-

GENERAL NOTES:
All works are to be undertaken in accordance with the Building Regulations and the latest British Standards.
All proprietary materials and products are to be used strictly in accordance with the manufacturer's recommendations.
All dimensions to be checked on site prior to construction.
All risks assessed to comply with the designer's responsibility under the Construction (Design Management) Regulations 2015.

PROPOSED DEVELOPMENT AT: TESCO, Crescent Road, WREXHAM LL13 8HF — STORE No: ST 2543
ON BEHALF OF: McDonald's Restaurants Ltd
DRAWING TITLE: Site Layout Plan As Proposed
DRAWN BY: DM | CHECKED BY: JK | DRAWING No.: 7611-SA-2543-P1004 E
SCALE & SIZE: 1:200@A0 | DATE: SEP 2024

NG100

Scurr Architects, 85 Southdown Road, Harpenden, Hertfordshire, AL5 1PR, T: 01582 793999, email: scurrs@scurr.co.uk, www.scurr.co.uk — architects, designers, project managers

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APPENDIX 2.0

TRACK ANALYSIS

2.1 TRACK Analysis: 11.1m Rigid Delivery Vehicle
2.2 TRACK Analysis: 9.6m Refuse Vehicle

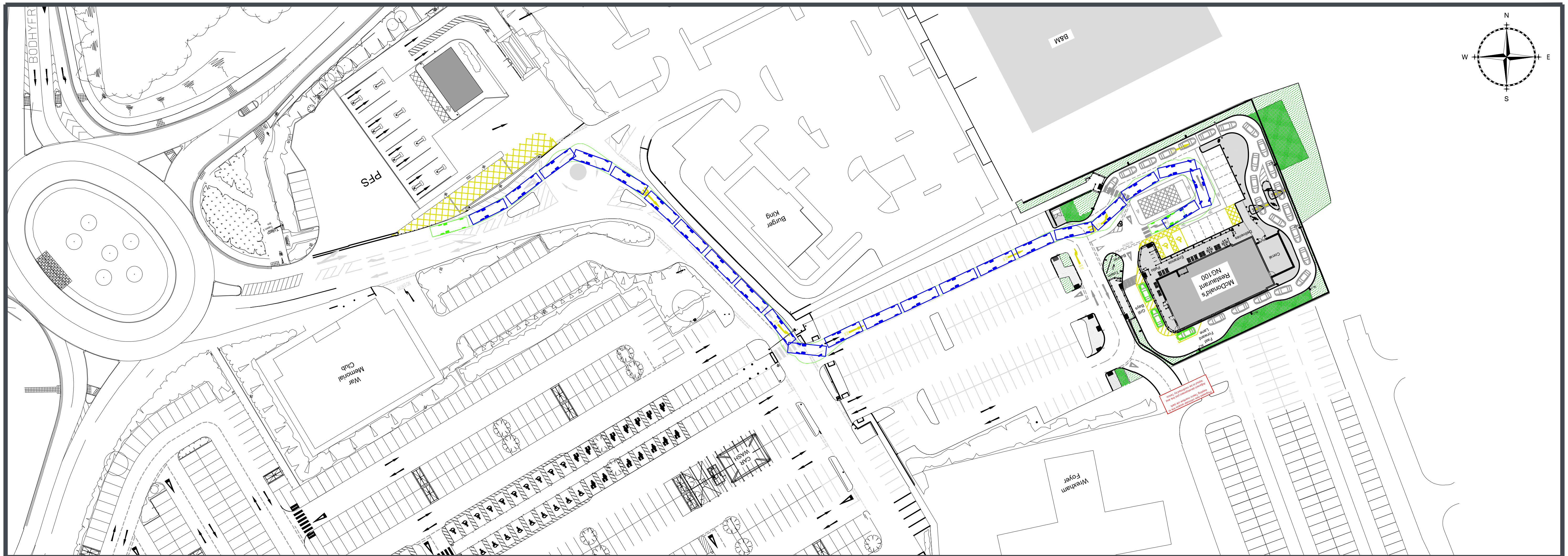


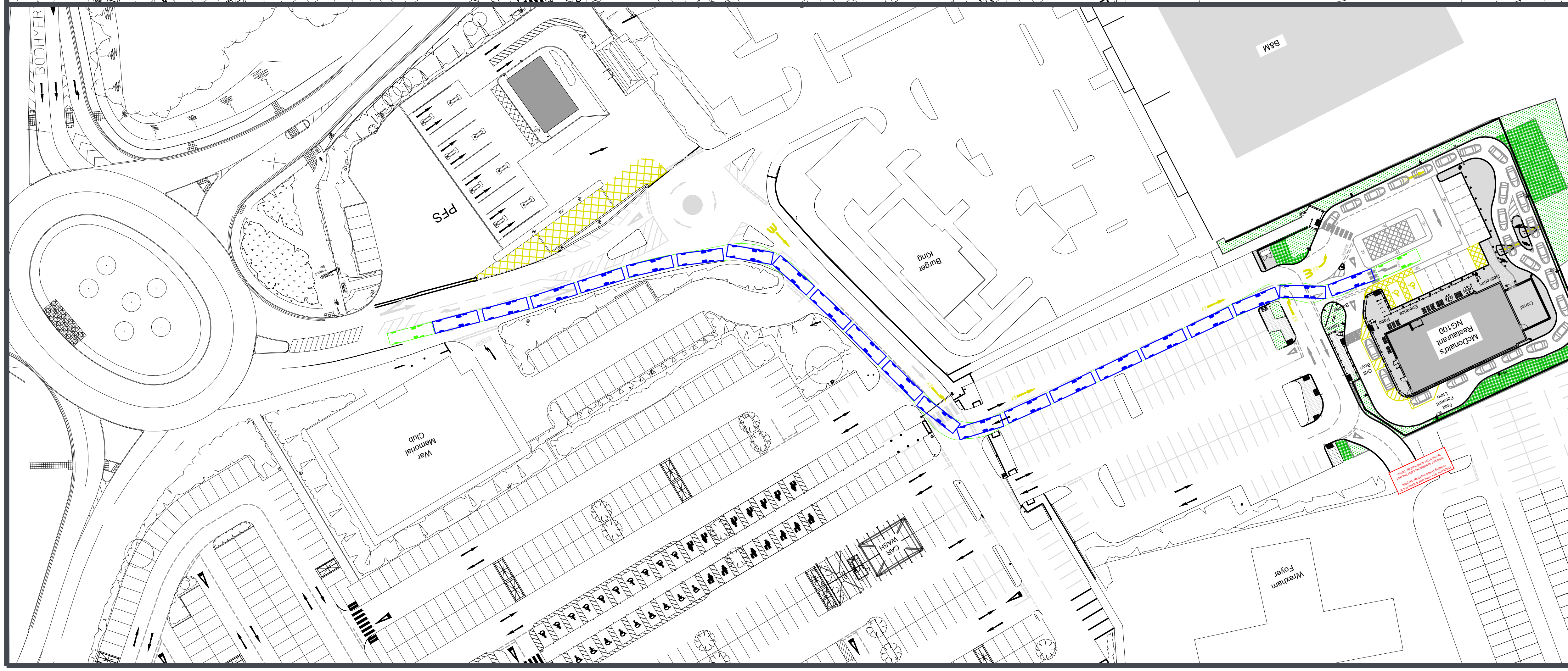
ADL TRAFFIC & HIGHWAYS

Title: TRACK ANALYSIS: DELIVERY VEHICLE

Scale: 1:1000@A3

APPENDIX 2.1





ADL TRAFFIC & HIGHWAYS

Title	
TRACK ANALYSIS: REFUSE VEHICLE	
Scale 1:1000@A3	APPENDIX 2.2

APPENDIX 3.0

CAR PARK MANAGEMENT PROPOSALS

SPACES TO BE CONED OFF

ADL TRAFFIC & HIGHWAYS

Title: CAR PARK MANAGEMENT PROPOSALS PLAN

Scale: 1:250@A3 | APPENDIX 3.0

Adjacent... layout to be ...

Fast Forward Lane

BL2

McDonald's Restaurant NG100

Grill Bays

Totem

Banner

Patio

Entrance

Corral

Deliveries

DRIVE THRU

NO ENTRY

PARKING

DK

S

W

E

N