

SERVICE DELIVERY MANAGEMENT PLAN
Application Ref: P/2019/0716

Commercial/ Industrial Development for B1 B2 & B8 Uses
with Associated External Works
for R&R Engineering

Land on Oak Road, Wrexham Industrial Estate, LL13 9RG



1.1. Introduction

The site is situated to the South East of Wrexham Industrial Estate on Oak Road. It is a brownfield site with a mixture of commercial and industrial properties surrounds the site. The site is within WCBC Unitary Development Plan map 2 inset 3 and with the settlement limit of Wrexham Industrial Estate

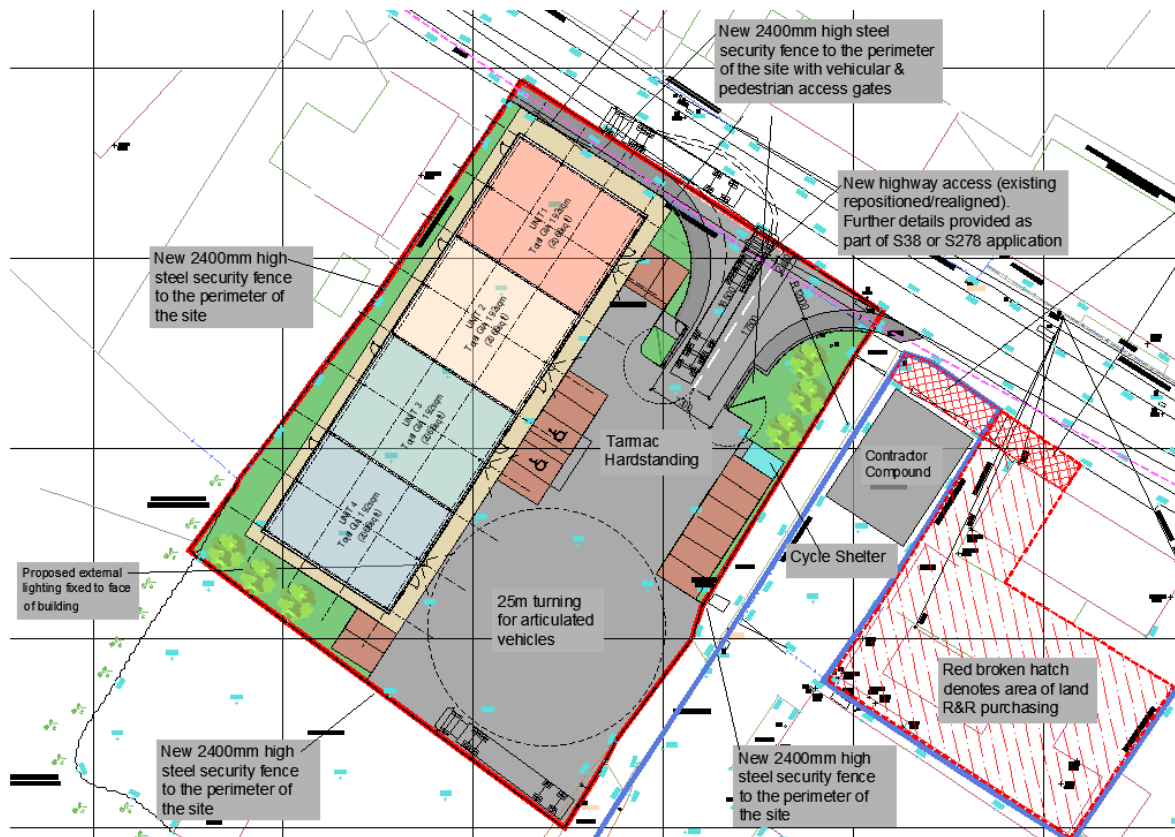
Planning consent ref: P/2019/0716 was granted 2nd March 2020

The SDMP is prepared to discharge planning condition No 8 Service & Delivery Management Plan

A service and delivery management plan shall be submitted to and approved in writing by the Local Planning Authority within 1 month of the commencement of construction of the new access. The plan shall include details of measures to limit the number of vehicles and HGV's on site at any one time. The site shall be operated in accordance with the Plan as approved in writing by the Local Planning Authority.

1.2 The Site

The Principal Contractor shall setup the contractor's compound as shown on the site plan below. The compound will include area for site cabins and welfare facilities.



1.3 Servicing and Delivery

Vehicular Access

In accordance with the planning permission vehicular access will be provided from Oak Road as shown on the approved plans. This will facilitate the efficient movement of vehicles and delivery of goods and to ensure that interruptions to traffic flows are minimised, and that no impacts are experienced on Oak Road.

Delivery Arrangements

Commercial

It is anticipated that the majority of the service-related vehicles seeking to deliver to these facilities would be small to medium sized boxed vans and will not exceed 11m rigid sized vehicles and will be controlled/limited to 1No per unit. HGVs visiting the site at any one time will be controlled/limited to 1No. All vehicles, including HGVs, and will be able to turn, park within the site as shown on the approved plans and leave in forward gear.

Upon arriving at the site, vehicles will be in vision of the turning area provided and will be able to park up in the space provided or in front of the roller/sectional door into individual units.

1.4 Business Behaviour

All commercial occupiers within the site will be informed about the Service Delivery Management Plan in relation to its function, aims and objectives and what individual occupiers can go to help encourage the use of sustainable delivery and servicing practices on site, as well as to and from it. It will be important to highlight to businesses the potential benefits accrued through reviewing their delivery and servicing operations.

Through promotion of the Service Delivery Management Plan to the businesses, focus will specifically be given to raising awareness of schemes and occupiers will be encouraged to contract suppliers registered with a best practice scheme in order to minimise the impacts associated with the delivery journey to and from the development.

Where feasible, occupiers with regular deliveries to and from the site will be encouraged to arrange these outside of the peak hours, in order to alleviate pressure on the highway network.

Occupiers will be informed of the appropriate routes to and from the site, but also that designated areas available for unloading / loading associated with each business in order to avoid conflicts.

Occupiers will be encouraged to talk to each other to see if it is possible to consolidate the deliveries and how the waste collected by which company, etc. Where appropriate,

occupiers are encouraged to source items locally, or from the same supplier to reduce the potential impact on road network.

1.5 Conclusion

This document has outlined a strategy to encourage the adoption of sustainable practices in regards to the management of servicing and deliveries at the site. The overarching aim of this process is to minimise the impact of these activities both on site and the surrounding highway network. In developing the strategy, a detailed review has been undertaken and consideration has been given to business behaviour, delivery management and reducing the overall number of trips in developing measures for the site. The site shall be operated in accordance with this Plan.