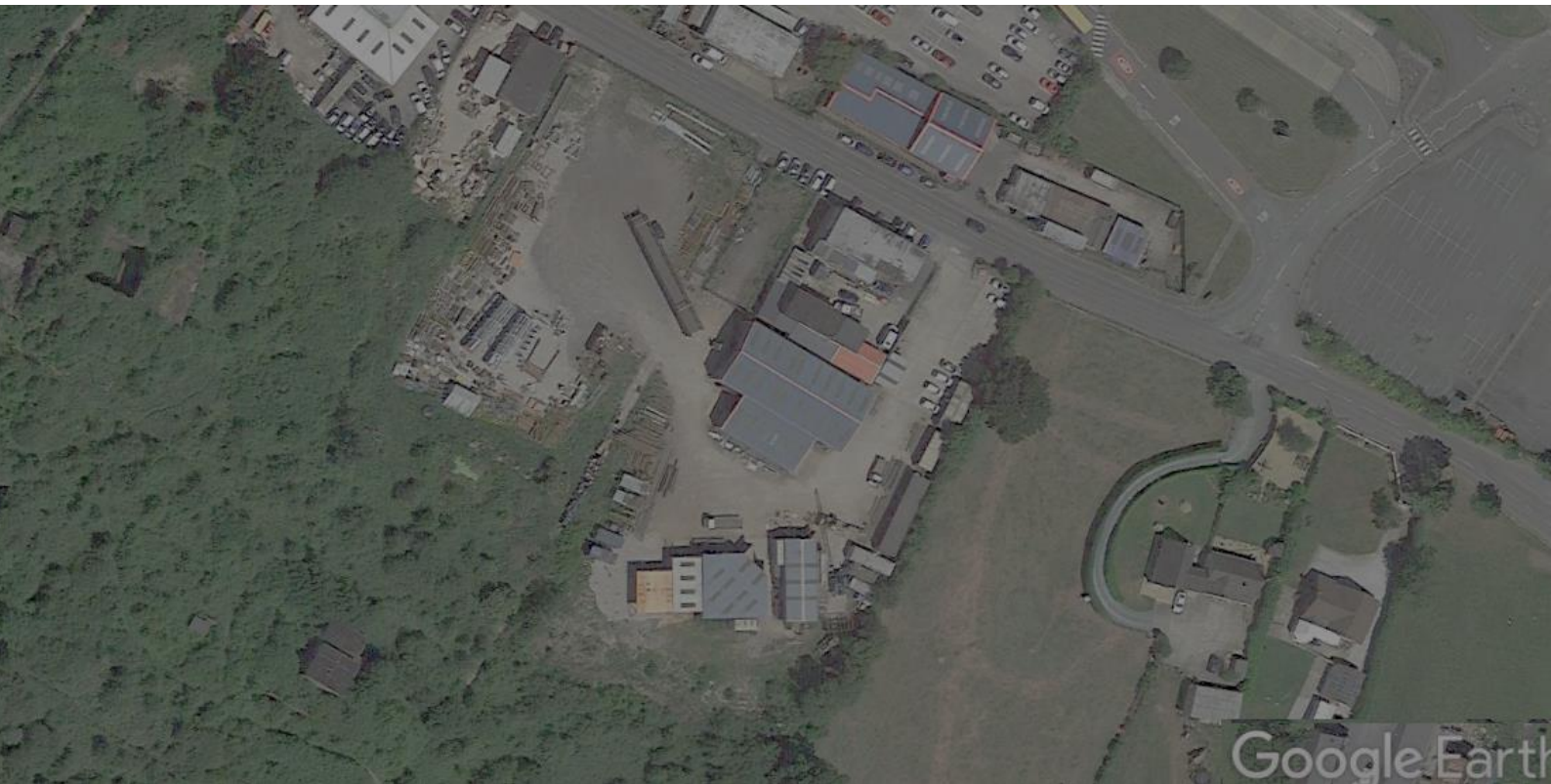


SERVICE DELIVERY MANAGEMENT PLAN  
Application Ref: P/2020/0679

Erection of Industrial Units (B2 Use)  
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/2020/0679 was granted 24<sup>th</sup> September 2021

The SDMP is prepared to discharge planning condition No 22 Service & Delivery Management Plan

*No part of the development shall commence until a Service Delivery*

*Management Plan has been submitted to, and approved in writing, by the Local Planning Authority. The Plan as is approved shall be implemented for the life of the development.*

## 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 'transit' size vehicles and set out in Barnsley Marshall as part of the documentation submitted in support of the approved planning application.

The largest Transit Van that can make deliveries via the Western Access is a 4.6 tonne 5.885m long van. It can enter the premises while all six parking bays are occupied, turn around, and exit without clashing with the parked cars.

The largest Transit Van that can make deliveries via the Eastern Access is a 3.5 tonne 5.339m long van. It can enter the premises while all three parking bays are occupied, turn around, and exit without clashing with the parked cars

No HGVs will access the site.

## **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.