

Prepared on behalf of

Marston's Estates

**The Red Lion PH
Marford Wrexham**

Service and Delivery Management Plan

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Acknowledgements:

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KMB Drawing 3405-P11 B

KMB Drawing 3405-P12 B

APPENDIX C

Architects Site Layout

1 Introduction

- 1.1 Sanderson Associates have been appointed by Marston's Estates, to advise on servicing and delivery issues relating to the proposed small convenience store at the Red Lion Public House in Marford, Wrexham. The location of the store is detailed in **Figure 1** to the rear of this report.
- 1.2 A Transport Statement covering transport issues relating to the site has been prepared for the proposed store.
- 1.3 The purpose of this Service and Delivery Management Plan is to set out how deliveries to the store will be managed so that the effect on the local highway network and immediate area to the store will be minimised and in support of the current planning application. This Plan details the following:-
- The Method of implementing the Plan;
 - Size and routing of delivery vehicles;
 - Servicing times and frequency of deliveries;
 - The behaviour of delivery and site personnel during servicing.
- 1.4 The occupier of the convenience store will be responsible for implementing the plan and ensuring that suppliers are notified of the agreed delivery procedure as detailed within this Plan.
- 1.5 The store operator will monitor the Plan and propose improvements if necessary. Proposals for amendments to the plan must be discussed and agreed with the Planning Authority before being implemented.
- 1.6 This Plan provides details of the proposed delivery procedures inclusive of information about the vehicle type, frequency, timing and location of deliveries.

2 Proposed Servicing and Delivery Arrangements

2.1.1 The proposal consists of a 4,121ft² (382.8m²) convenience store unit to be located in the car park area of The Red Lion public house. The convenience store unit is located to the east of the existing public house. The revised layout would accommodate 29 (inclusive of 3 disabled) car parking spaces which would be used by both the public house and retail unit. The proposed site layout is included in **Appendix C** to the rear of this report. The internal layout has been designed to accommodate the turning requirements of delivery vehicles visiting the store.

2.2 Delivery Vehicles

2.2.1 Prior to a delivery vehicle arriving on site the store operator will cone off car parking spaces to allow the delivery vehicle to turn and manoeuvre within the site car park. Coned off spaces will then be released for use as they become available. The delivery vehicles will enter and leave the site via the western access. Vehicles serving the site will be no longer than 12.6m in length.

2.2.2 The attached drawings prepared by KMB Ltd (**Appendix B**) show the swept path for an 11m rigid and 12.6m articulated vehicle entering and exiting the site in a forward gear.

2.2.3 All delivery vehicles will utilise the service yard provided, apart from newspaper deliveries which could use the car park spaces, these are typically smaller vehicles.

2.3 Routing of Delivery Vehicles

2.3.1 It is proposed to direct all delivery vehicles to enter through the eastern entrance and exit through the western access point. The diagrams show the swept paths of the two types of delivery vehicles approaching from both the north east and south west and turning into and also exiting the site in a forward gear. Marford Hill is a classified road the B5445 and large vehicles are able to use this route. It

is also a bus route. Delivery vehicles must use the delivery area at the western side of the convenience store to unload / load and to turn around; this area must be kept clear of obstructions by the store operator during deliveries to allow the delivery vehicle to manoeuvre.

- 2.3.2 It will be the store operator's responsibility to ensure all suppliers are made aware of and comply with access / egress arrangements and details will be provided to suppliers. Because of the A483 dual carriageway vehicles can approach from the north or south and use either the A5156/B5445 or the A483 / B5102 junctions to approach the convenience store.

2.4 Servicing Times and Frequency of Deliveries

- 2.4.1 The convenience store is expected to receive daily deliveries of milk, bread and general chilled / frozen produce plus newspapers with an approximate unloading time of 10-15 minutes. Newspapers are usually delivered early by a smaller van type vehicle. Additionally, the site is expected to be serviced by a larger vehicle every other day of a maximum length of 12.6m, with an approximate unloading time of 20 minutes.
- 2.4.2 Deliveries to the store will be between the hours of 0700 and 2300 every day except Sunday when the delivery hours are 1000 to 1800 hours.
- 2.4.3 Existing beverage delivery to the public house comprises of 1 dray vehicle per week (typically Friday morning). Food / catering deliveries comprise of a rigid vehicle 3 times a week in the morning on alternate days delivering fresh produce and supplies. Snack type items are delivered fortnightly by transit type van which would be able to use a parking space.

2.5 *Behaviour of Personnel During Deliveries*

2.5.1 The Freight Transport Association (FTA) have developed a code of practice which gives guidance to all operators on minimising and, where practicable, avoiding disturbance to local residents when making deliveries.

2.5.2 Responsibility for minimising noise disturbing neighbours is everybody's responsibility from delivery drivers, through to the store staff who receive deliveries.

2.5.3 In line with the FTA's guidelines, therefore, delivery personnel and staff at this store will be required to check that when receiving deliveries outside normal working hours:

- Automatic cab radios are cut off;
- Refrigerated units are turned off during the visit;
- Doors and tailgates are opened and closed carefully; and
- Trolleys used for transferring goods are properly maintained to give quiet operation.

3 Conclusions

- 3.1 The purpose of this Service and Delivery Management Plan is to set out how deliveries to the store will be managed together with the size and routing of delivery vehicles so that the effect on the local highway network and immediate neighbours to the store will be minimised.
- 3.2 Implementation of this plan is to be the responsibility of the store operator and it is in the store operators own interests to manage servicing efficiently so that produce is delivered in a timely fashion for sale to customers and minimise disruption to both staff and customers.
- 3.3 All delivery personnel and store staff are to ensure that delivery operations have as little impact on neighbours as possible.

APPENDIX A

Figure 1 - Site Location Plan



KEY:

■■■■■■ Site

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associates
(consulting engineers) Ltd
Highways | Traffic | Transportation | Water
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F 01924 844081 www.sandersonassociates.co.uk

Site Location

Marford Hill
Marford

Drawn TC	Scale NTS	
Checked SB	Date 30.10.12	
Approved DJC	Drawing Number Figure 1	Size A4

APPENDIX B

KMB Drawing 3405-P11 B

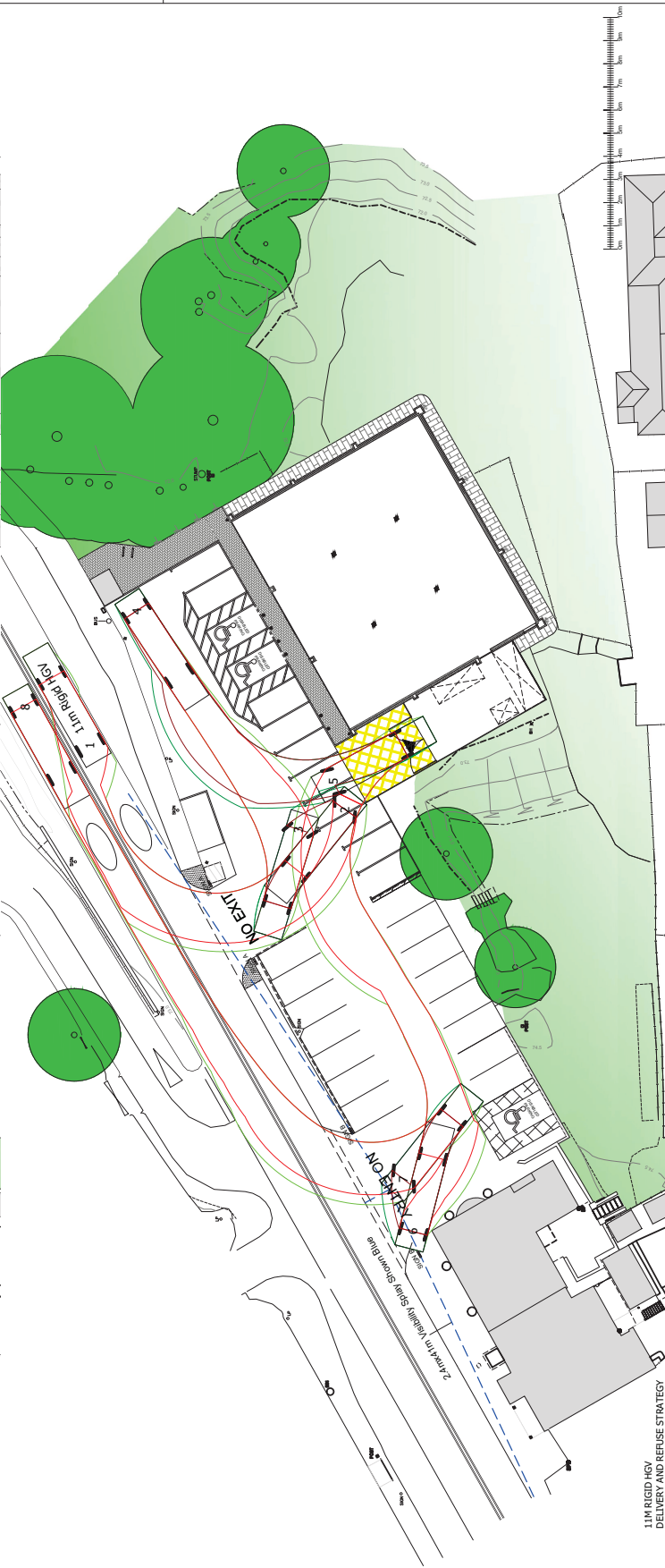
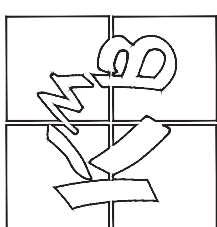
KMB Drawing 3405-P12 B

- Key:
- PEDESTRIAN ZONE MARKED WITH WHITE THERMOPLASTIC PAINT
 - SERVICE YARD YELLOW LINING
 - BUSTER PAVING
 - PARKING SPACES AND TEXT MARKED WITH WHITE THERMOPLASTIC PAINT
 - NEW BOLLARDS
 - 900MM STEEL POST AND RAIL FENCE
 - ROAD SIGN ENTRY / NO EXIT
 - ROAD SIGN NO ENTRY / EXIT



12.6M ARTICULATED HGV
DELIVERY AND REFUSE STRATEGY

Rev	Date	Description	Drawn	Checked
1	01/03/13	Revised site plan	114	114
2	01/03/13	Added site plan	114	114
3	01/03/13	Added site plan	114	114
4	01/03/13	Added site plan	114	114
5	01/03/13	Added site plan	114	114
6	01/03/13	Added site plan	114	114
7	01/03/13	Added site plan	114	114
8	01/03/13	Added site plan	114	114
9	01/03/13	Added site plan	114	114
10	01/03/13	Added site plan	114	114
11	01/03/13	Added site plan	114	114
12	01/03/13	Added site plan	114	114
13	01/03/13	Added site plan	114	114
14	01/03/13	Added site plan	114	114
15	01/03/13	Added site plan	114	114
16	01/03/13	Added site plan	114	114
17	01/03/13	Added site plan	114	114
18	01/03/13	Added site plan	114	114
19	01/03/13	Added site plan	114	114
20	01/03/13	Added site plan	114	114



11M RIGID HGV
DELIVERY AND REFUSE STRATEGY

APPENDIX C
Architects Site Layout

- Key:
- EXISTING LEVEL
- PROPOSED LEVEL
- PEDESTRIAN ZONE MARKED WITH WHITE THERMOPLASTIC PAINT
- SERVICE YARD YELLOW LINING
- PARKING SPACES MARKED WITH WHITE THERMOPLASTIC PAINT
- NEW BOLLARDS
- P

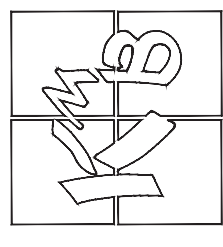
EXISTING EXTERNAL LIGHT
- NEW EXTERNAL LIGHT
- RE-GRADE IN NEW CAR PARK CONSTRUCTION TO LEVELS SHOWN WITH BITUMAC WEARING COURSE
- RESURFACE RETAINED CAR PARK WITH BITUMAC WEARING COURSE
- NEW FOOTPATH TO BE 70MM THICK BITUMAC WEARING COURSE LAD OVER 150MM THICK SUB BASE
- NEW FOOTPATH - 50MM THICK PRESSED PC PAVING SLABS 900X450MM
- CONCRETE SLAB WITH SMOOTH TROWELLED FINISH
- BLISTER PAVING
- 900MM STEEL POST AND RAIL FENCE
- 100MM DIA UPVC DUCT FOR GANTRY SIGN
- DROP KERB
- SS20/A -

ROAD SIGN ENTRY / NO EXIT
- SS20/B -

ROAD SIGN NO ENTRY / EXIT



Revised Details	
Rev	Description
1	As Issued
2	As Issued
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100	As Issued



Quantity Surveying

Project Management

Architects

Construction Safety

THE RED LION

MARFORD

LL12 8SN

MASTONS ESTATES LTD

SITE LAYOUT

SCALE

1:200 @ A1

DATE

NOV 2012

REVISION

NO

DATE

DESCRIPTION

3405-P01

E

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