Travis Perkins, Croesfoel Industrial Estate, Wrexham

Travis Perkins Property Company Limited

Croesfoel Industrial Estate, Wrexham

Delivery & Servicing Plan

September 2025



Document Control

Job No.	24-0378	
Project Name	Travis Perkins, Croesfoel Industrial Estate, Wrexham	
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Status	Final Issue	
Client	Travis Perkins Property Company Limited	
	Name	Date
Prepared By	Asa John Plant	September 2025
Checked By	Chris Elliott	September 2025
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Record of Revisions

Revision	Date	Details	Made By
1	10/09/25	Draft Issue	AJP
2	26/09/25	Final Issue	CJE

Rappor Consultants Ltd
A: Bedford i-Lab, Stannard Way, Priory Business Park, Bedford, Bedfordshire, MK44 3RZ
W: www.rappor.co.uk
T: 01234 836098
E: hello@rappor.co.uk

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1 Introduction

Brief

1.1 Rappor Consultants Ltd. (Rappor) has been instructed by Travis Perkins Property Company Limited (Travis Perkins) to prepare a Delivery and Servicing Plan to discharge Condition 7 of planning permission ref. P/2024/1567 for the permitted change of use of the car dealership to builders' merchant including outside display and storage racking. Condition 7 requires the following:

"The development shall not be occupied until a Service and Delivery Management Plan has been submitted to and approved in writing by the Local Planning Authority. Servicing and deliveries to the development shall take place in accordance with the approved Service and Delivery Management Plan."

1.2 The site is located within the Croesfoel Industrial Estate and is bound to the north and south by industrial units. The access road runs north to south along the western boundary of the site with access provided to A5152 Wrexham Road via a priority junction. The site location plan is shown below at **Figure 1.1.**



Figure 1.1 Site Location Plan

1.3 This Delivery and Servicing Plan (DSP) is intended to set out the arrangements proposed at the site for the management of all delivery and servicing vehicle activity on site. The site layout plan is provided at **Appendix A**.

1.4 Access to the site is gained from a two-way priority junction on the Croesfoel Industrial Estate access road, providing entry and exit movements. The internal layout provides a mix one-way and two-way working through the site. The loading / unloading area for HGVs is marked out to the east of the site with space available for four HGVs to park at any one time. Travis Perkins has advised that typically there will only be one articulated HGV on site at any one time, however in the event of a second or third HGV arriving at the same time, the parking and manoeuvring will be carefully managed by Travis Perkins staff to ensure safe and efficient access and egress arrangements.

1.5 A controlled loading area on the southern part of the site is proposed which will accommodate movement of stock from one yard to the other. A total of 22 customer pickup spaces are provided.

1.6 This DSP outlines the arrangements for servicing, deliveries and waste collection. This DSP establishes management measures that will be implemented to ensure that the activity associated with all delivery and servicing vehicle activity on-site does not adversely impact upon the operation of the local highway network.

2 Delivery and Servicing Plan Context

2.1 A DSP is a long-term management strategy for the development, which aims to proactively manage servicing and delivery arrangements, to reduce the number of vehicle trips, promote safe and legal loading and parking activities and cooperate with providers that can demonstrate their commitment to follow best practice.

2.2 This DSP will enable the effective and efficient use of the site, monitor and regulate operations and will help to deliver continual operational improvements, if required.

2.3 A crucial element of such DSP documents is that they are responsive to the relevant site's constraints, tailored to fit, rather than being an off-the-shelf standard document. Ultimately, DSP documents need to be cognisant of key characteristics and an operator's working methods and servicing procedures.

2.4 This DSP should be perceived as a 'living document', which means that the initiatives detailed may be subject to change, so long as that change results in betterment in the context of its aims (detailed later in the following section).

Waste Policy Context

2.5 Central Government's strategy for minimising waste generation and its transfer to landfill is most simply described by the 'Waste Hierarchy' shown in **Figure 2.1** below. Interventions are needed at all stages of the process to minimise waste going to landfill.

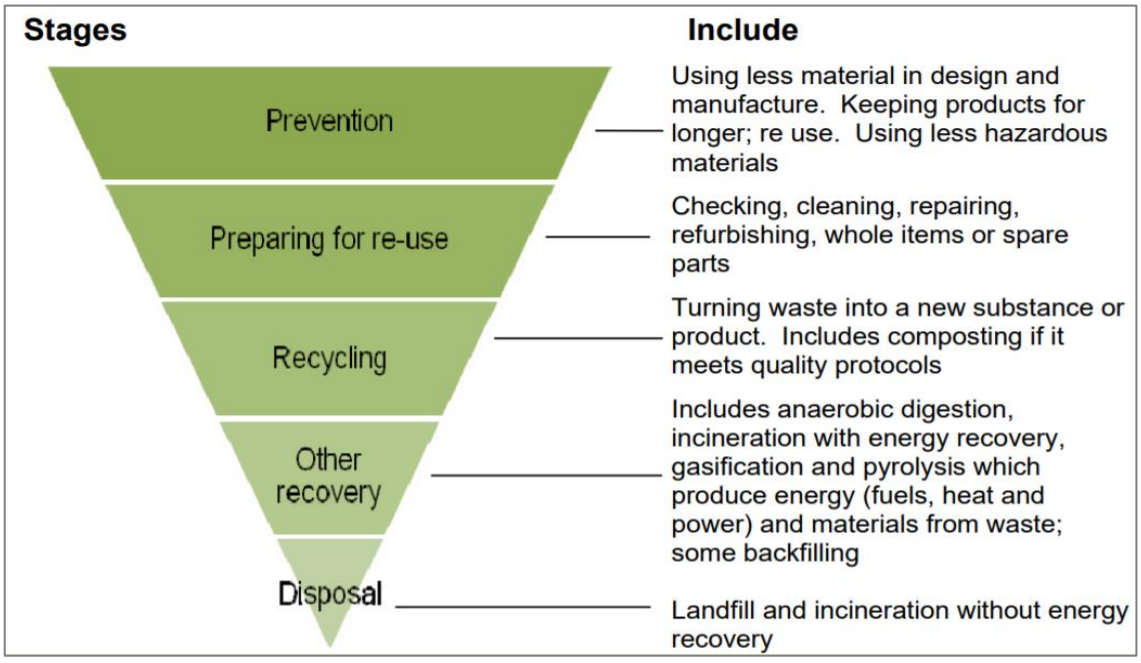


Figure 2.1: The Waste Hierarchy

2.6 Waste collection at the Site will be overseen by Travis Perkins who will appoint a licensed waste carrier to remove all waste. Travis Perkins will ensure the internal and external areas are kept clean and to move bins to designated collection points as required.

2.7 All new development must meet the requirements of Part H6 of the Building Regulations 2000 (solid waste storage) which states:

a) Adequate means of storing solid waste shall be provided;
b) Adequate means of access should be provided for people in the building to the place of storage, and, from the place of storage to a collection point agreed by the waste collection authority.

2.8 For commercial waste, a record is kept of all waste received or transferred via a licensed carrier through a system of signed Waste Transfer Notes.

3 Aims & Objectives

3.1 This DSP sets out the servicing and delivery mechanisms for the site and establishes management measures that will be implemented to ensure that the activity associated with deliveries, servicing and refuse collection as well as on-site parking do not generate adverse impacts on the local highway or upon the local community.

Aims

3.2 The aims of this DSP are as follows:

a) To ensure adequate arrangements are made for deliveries and servicing to the site;
b) To assist in the management of refuse, delivery and servicing activities at the site by improving the efficiency of these activities; and
c) To ensure effective management of on-site car parking and prevent indiscriminate parking both within the site and on the wider highway network.

Objectives

3.3 The more specific objectives of the DSP are as follows:

a) To minimise delivery trips (particularly during peak periods);
b) To ensure availability of safe and legal loading facilities;
c) To minimise congestion both within the site and on approach to the site access;
d) To prevent indiscriminate parking;
e) To increase road network efficiency; and
f) To reduce accidents and maintain good road safety conditions.

Benefits

3.4 The intended benefits of the DSP are as follows:

a) For site users and supply chain - reduced operating costs and improved reliability of deliveries;
b) For site users and the local community - reduced risk of accidents particularly those involving non-motorised road users, and reduced congestion on the roads surrounding the site; and
c) For the local community and wider environment – preventing indiscriminate parking, reduced CO_2 and noise emissions.

4 Delivery & Servicing Measures

4.1 Managing servicing and refuse collection is a long-term component of the DSP, which aims to reduce the number of vehicle trips related to servicing and refuse collection, promote safe and legal loading activities, and cooperate with providers that can demonstrate their commitment to following best practice.

Access Strategy

4.2 The site is accessed from the Croesfoel Industrial Estate access road and A5152 Wrexham Road via a priority junction.

4.3 The site is served by a vehicle crossover which is formed on the eastern side of the Croesfoel Industrial Estate access road approximately halfway along its length. The access arrangements are demonstrated on the layout plan attached at **Appendix A**.

Servicing & Deliveries

4.4 Vehicle tracking of the site access has been undertaken to demonstrate that a 16.5m articulated HGV can satisfactorily enter and exit the site from Croesfoel Industrial Estate access road in forward gear. This is shown in the swept path analysis drawing at **Appendix B**.

4.5 Given these vehicles can satisfactorily be accommodated at the Site, all other vehicles, including refuse vehicles, will also be able to satisfactorily enter, exit and turn within the Site.

4.6 Based on the trip generation information provided with the Transport Assessment and extracted LGV and OGV trips from TRICS, the proposals would generate the following delivery and servicing trips throughout the day, set out in **Table 4.1** below.

Time Period	Delivery and Servicing Trips	
	Arrivals	Departures
07:00-08:00	2	2
08:00-09:00	4	3
09:00-10:00	3	3
10:00-11:00	3	2
11:00-12:00	3	3
12:00-13:00	2	2
13:00-14:00	1	2
14:00-15:00	2	2
15:00-16:00	2	2
16:00-17:00	1	2
17:00-18:00	0	0
Total Daily Trips (07:00 to 18:00)	23	23

Table 4.1 Delivery and Servicing Trip Generation

Waste Collection

4.7 It is anticipated that there would be one refuse collection per week. This would take place on site, with all vehicle turning movements undertaken in accordance with those shown on the swept path analysis.

Management Strategy / Primary Measures

4.8 Travis Perkins will appoint a nominated operations manager of this DSP to minimise the impact of service vehicles at the site as far as reasonably possible.

4.9 The Operation Manager will oversee the implementation of this DSP to minimise the impact of service vehicles at the site as far as reasonably possible.

4.10 Measures which they shall implement will include:

a) Manage their service area during deliveries and refuse collections to ensure the potential for conflict between neighbours is minimised;
b) Promote the DSP to employees and suppliers;
c) Seek to ensure that delivery and refuse vehicles engines are switched off whilst goods are being loaded / unloaded where practical (i.e. whilst vehicles are stationary);
d) Seek to reduce the number of deliveries taking place during network morning and evening peak hours wherever possible;
e) Ensure that any reversing manoeuvres are undertaken in a safe manner; and
f) Undertake monthly servicing and maintenance checks of the service yard.

Further Measures

4.11 The Operations Manager will also seek to do the following, if required:

a) Recommend select suppliers (where possible) on the basis of their record of operating their vehicles safely and lawfully, reducing their impact on the environment and reducing costs by improving efficiencies in freight movements;
b) Maintain a written record of complaints in relation to deliveries and servicing issues; and
c) Implement a vehicle-booking system which will require suppliers to book arrival slots for each vehicle visiting the site. This would allow for vehicle arrival times to be closely monitored and therefore spreading deliveries throughout the day and thus limiting the impact on the local highway network.

5 Operations & Maintenance Plan

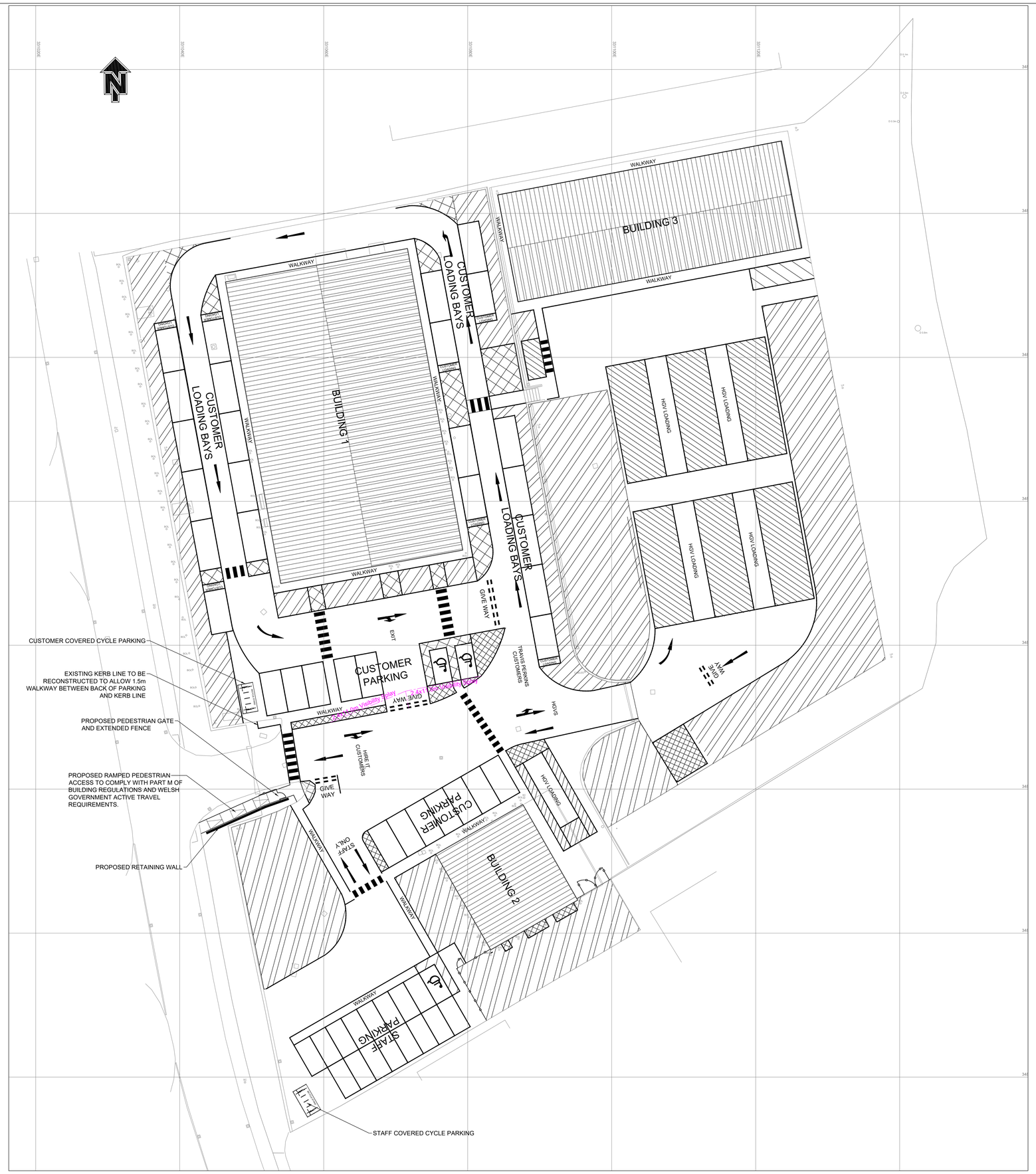
5.1 The development and monitoring of the DSP will be conducted by Travis Perkins and the nominated Operations Manager for each unit.

5.2 In particular, details of service and delivery vehicles will be noted, to enable review against any agreement with the supplier and the servicing strategy.

5.3 Any changes to the DSP will need to be approved by Wrexham County Borough Council as local planning authority in advance of being put into effect to ensure continued compliance with the requirements of the planning permission.

5.4 Any complaints received, or issues raised, in relation to delivery, servicing or parking activity and actions taken should also be reviewed. This is intended to identify potential requirements for new management measures in relation to deliveries, servicing and parking to ensure that the objectives of the DSP are met and enables continuous improvement in the management of deliveries and servicing.

Appendix A – Site Layout Plan



DESIGNER RISK INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:-

CONSTRUCTION:

MAINTENANCE/CLEANING:

DECOMMISSIONING/DEMOLITION:

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

5 0 10 20 30 40 50

Scale Bar
1:200

KEY:

- HGV SERVICING ZONE
- EXTERNAL RACKING/STORAGE ZONES (UP TO 5.5m HIGH)
- KEEP CLEAR

SCHEDULE OF ACCOMMODATION:

Site Area - 1.0011 hectares

Building 1 (Showroom/Sales/Warehouse/Offices/Staff Facilities)
GEA - 1,095sqm
GIA - 1,057sqm

Building 2 (Sales/Warehouse)
GEA - 213sqm
GIA - 200sqm

Building 3 (Warehouse)
GEA - 607sqm
GIA - 582sqm

PROPOSED PARKING:

Customer Spaces
14 Parking Spaces Incl 2 DDA Space
22 Pick-Up Spaces

Staff Parking
17 Car Spaces Incl 2 DDA Space
5 HGV Spaces

Rev	Date	Amendment		
P09	17.06.25	ZEBRA CROSSING TO WEST OF BUILDING 1 AMENDED. CYCLE PARKING NOTED AS COVERED. REFERENCE TO ACTIVE TRAVEL REQUIREMENTS ADDED. STAFF PARKING FOR BUILDING 2 ADJUSTED.	NT	AJN
P08	05.06.25	WALKWAY NEAR CYCLE STORE WIDENED	DO	AJN
P07	30.05.25	'CUSTOMER LOADING BAY' NOTE ADDED.	NT	AJN
P06	29.05.25	CUSTOMER PARKING AND PICK-UP No AMENDED. ADDITIONAL PEDESTRIAN ROUTES AROUND SITE ADDED. CUSTOMER BIKE PARKING ADDED. PEDESTRIAN ACCESS INTO SITE ADDED. VISIBILITY SPLAY ADDED.	NT	AJN
P05	29.01.25	NUMBER OF DDA PARKING SPACES INCREASED.	NT	AJN
P04	17.010.24	TITLE BOX AMENDED. RED LINE BOUNDARY OMITTED. SITE AREA AMENDED. PARKING No ADDED.	NT	AJN
P03	25.07.24	SURVEY ADDED.	nt	AJN
P02	18.06.24	CUSTOMER/STAFF PARKING SHOWN. CYCLE PARKING ADDED. VEHICLE ROUTES ADDED.	nt	AJN
P01	16.06.24	FIRST ISSUE	nt	TM

mjm Consulting Engineers Ltd
Southgate House, 38 Southgate, Wakefield WF1 1TL
T: 01924 811 000 mjmc.co.uk

Project:
TRAVIS PERKINS
CROESFOEL INDUSTRIAL ESTATE
WREXHAM, LL14 4BJ

Client:

Drawing Title:
PROPOSED SITE LAYOUT

NT	AJN	AJN
MJMC Ref: 9003	Scale: 1:200	Sheet Size: A0
Revision Status: P09	Suitability Status: S4	Date: MAY '24

Suitability Description: FOR APPROVAL

Drawing Reference:
Project - Originator - Zone - Level - File Type - Discipline - Number
9003-MJM-XX-XX-DR-D-6611

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Appendix B – Swept Path Analysis



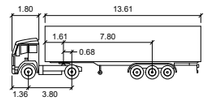
Right In



Left Out

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Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Rev	Date	Details	By	Chkd
P03	17.06.25	Layout updated	BB	CE
P02	04.02.25	Layout updated	BB	CE
P01	17.10.24	Layout/Tracking updated	BB	CE

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CLIENT:
Travis Perkins

PROJECT:
Croesfoel Industrial Estate
Wrexham Road, Rhostyllen

TITLE:
Swept Path Analysis
16.5m Artic

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	24.05.24	BB	SE	CE

STATUS: INFORMATION

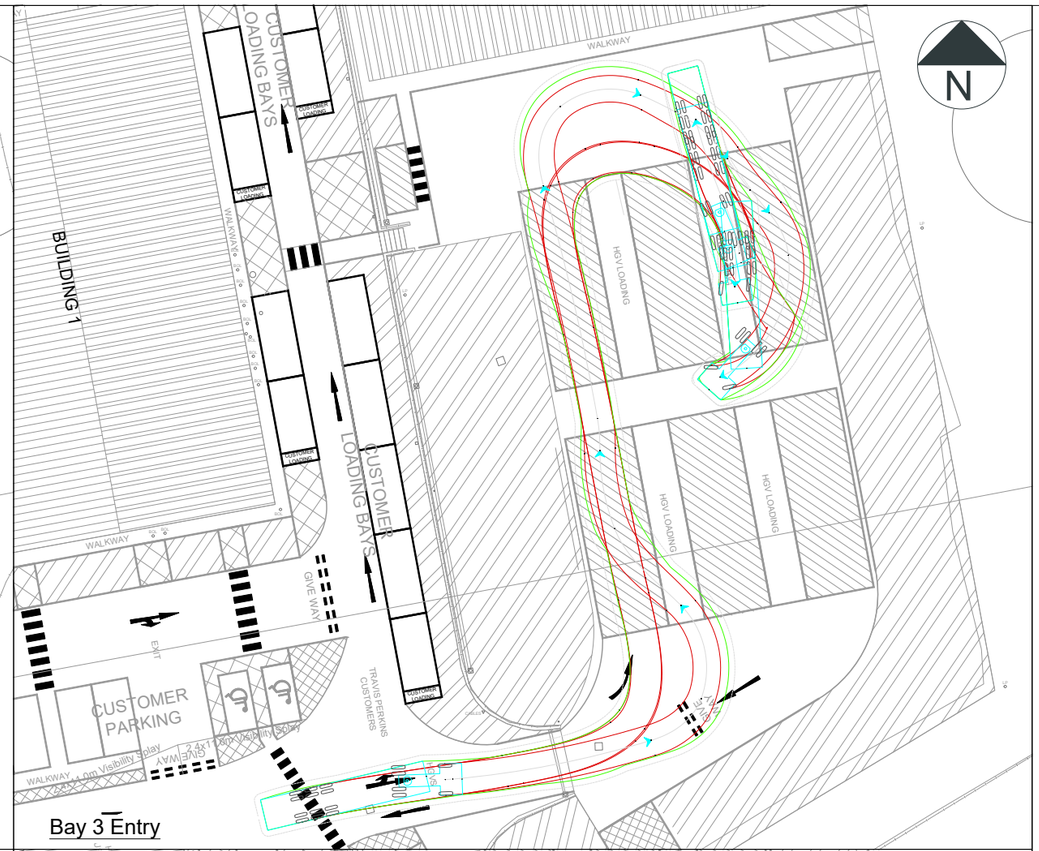
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REVISION: P03

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Bay 4 Entry and exit



Bay 3 Entry



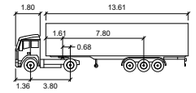
Bay 2 Entry and exit



Bay 1 Entry

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4. Tolerance of 0.5m applied.



Artic

	meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Rev	Date	Details	By	Chkd
P03	17.06.25	Layout Updated	BB	CE
P02	04.02.25	Layout Updated	BB	CE
P01	18.10.24	Layout/Tracking Updated	BB	CE

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CLIENT:
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PROJECT:
Croesfoel Industrial Estate
Wrexham Road, Rhostyllen

TITLE:
Swept Path Analysis
16.5m Artic

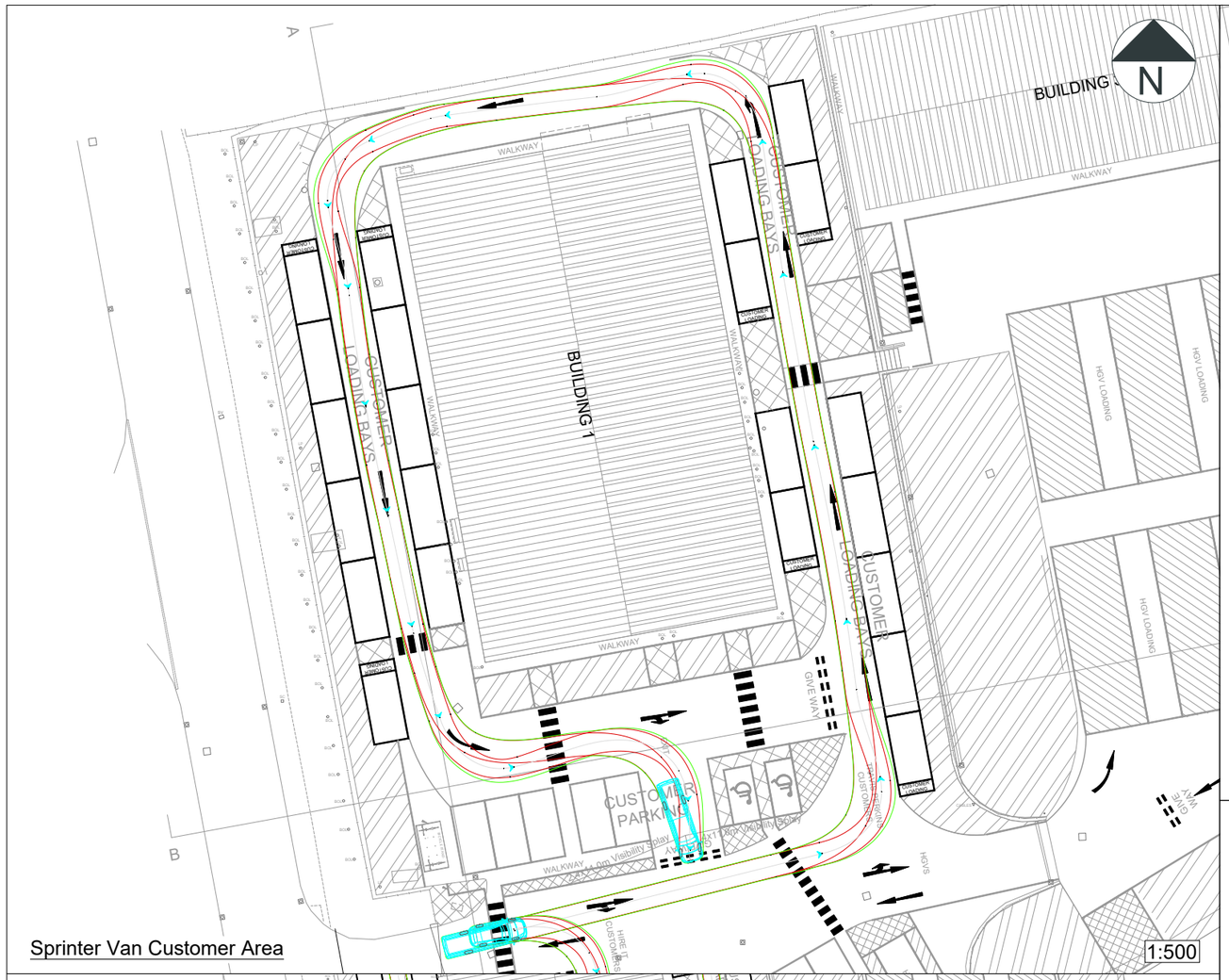
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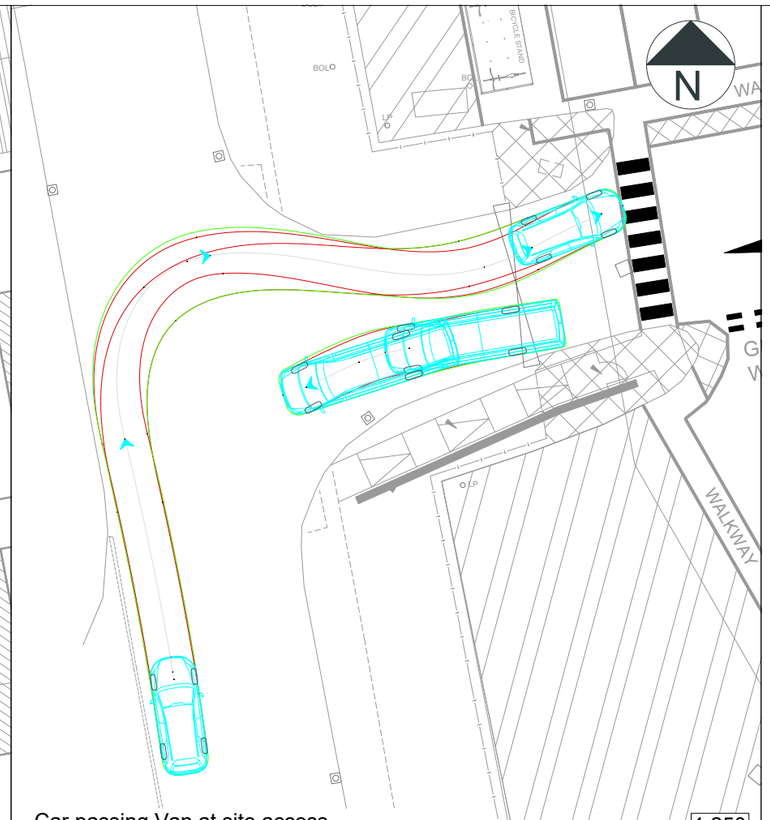
Sprinter Van Customer Area

1:500



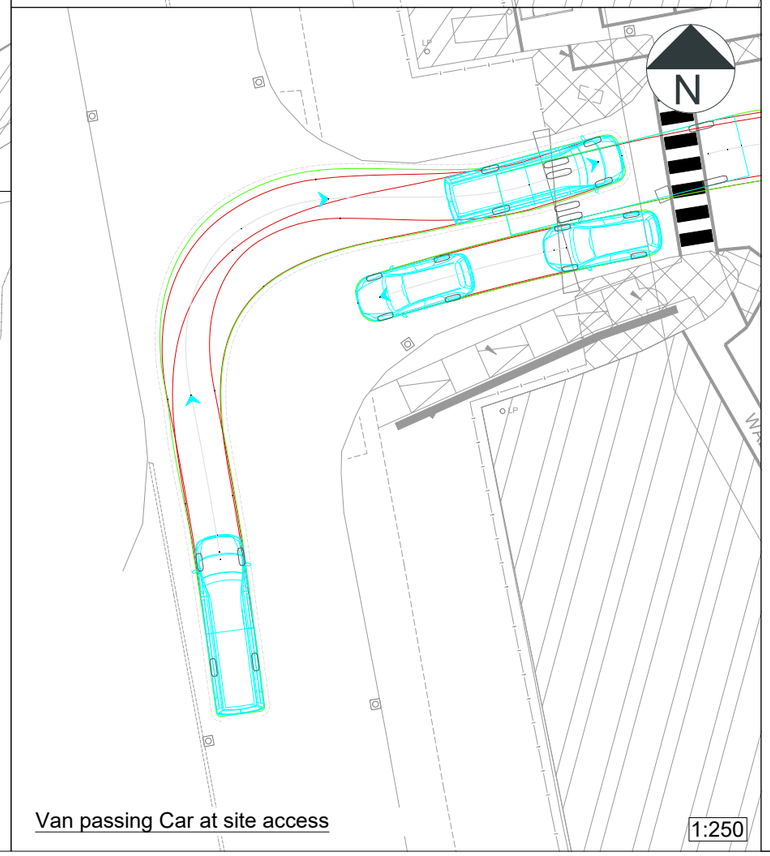
Staff car park

1:500



Car passing Van at site access

1:250

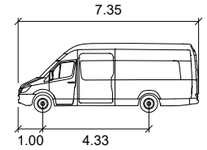


Van passing Car at site access

1:250

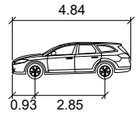
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4. Tolerance of 0.2m added.



2012 Mercedes Sprinter XL

	meters
Width	: 1.99
Track	: 1.95
Lock to Lock Time	: 6.0
Steering Angle	: 41.0



2012 Ford Mondeo Wagon

	meters
Width	: 1.89
Track	: 1.89
Lock to Lock Time	: 6.0
Steering Angle	: 34.7

Rev	Date	Details	By	Chkd
P02	04.02.25	Layout Updated	BB	CE
P01	18.10.24	Layout/Tracking Updated	BB	CE

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CLIENT:

Travis Perkins

PROJECT:

Croesfoel Industrial Estate
Wrexham Road, Rhostyllen

TITLE:

Swept Path Analysis
Van and Car

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
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DRAWING NO: 24-0378-RAP-XX-XX-DR-TP-4102

REVISION: P03

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