

DELIVERY, SERVICING AND WASTE MANAGEMENT PLAN

New Lidl Food Store, A482, Lampeter

Lidl Great Britain Limited

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INTRODUCTION

1. This Delivery, Servicing and Waste-Management Plan (DSWMP) has been prepared in relation to Lidl's planning permission for a foodstore development on land west of the A482, Cwmann, Lampeter.
2. This document has been produced for submission to the Local Planning Authority in order to prevent the need for a condition attached to any planning consent requiring a Delivery, Servicing and Waste-Management Plan.
3. This report outlines as such an approach to the management of deliveries. It is based upon experience gained nationwide in the servicing of over 950 stores across the UK where for the vast majority of them, deliveries are taken via the customer entrance and through the store car park.

LIDL SERVICING STRATEGY

4. Servicing for the food store will take place via an on-site dedicated servicing bay at the western side of the store accessed from the main vehicular access off the A482.
5. The servicing area has been designed to accommodate the entry, manoeuvre, reverse onto the loading bay ramp and exit in forward gear of a 16.5m long articulated lorry. All manoeuvres take place within the store car park.
6. A comprehensive swept path analysis has been undertaken for a 16.5m articulated vehicle, this is provided within **Appendix 1**. This assessment demonstrates that the manoeuvres can be conducted satisfactorily with the vehicle entering and leaving the site in a forward gear.
7. The swept paths demonstrate that there is sufficient room for the HGV to manoeuvre without risk of vehicle or building strikes. They also show that the store can be serviced while operational as the HGV does not overrun any car parking.
8. In the case of the proposals for Lampeter, the drawing in **Appendix 1** confirms that it is possible for a 16.5m articulated HGV to arrive at the site from and depart to both the north and south along the A482. In reality, the HGV will arrive from and depart to Lidl's Regional Distribution Centre in Bridgend, southeast of Lampeter, thus HGV movements to and from the site will be from the south along the A482.
9. It is anticipated that there will be just one dedicated delivery per average day and up to two deliveries during seasonal peak periods, such as Easter and Christmas. Delivery times will be planned as to avoid peak hours where possible. Deliveries typically take place outside of opening hours when the store and car park is less busy as this makes Lidl's operations more efficient. However, as stated earlier, the swept path analysis presented in **Appendix 1** demonstrates that deliveries can take place during operational hours when the car park is full as there servicing manoeuvres of HGVs do not require the use of any parking bays.
10. The number of deliveries required to service a Lidl store is significantly fewer than other supermarket operators due to the comparatively lower number of product lines. Furthermore, refuse and packaging is taken away from the store by the same delivery vehicle on departure which negates the requirement for an additional visit from a refuse collection vehicle, reducing the number of vehicles visiting the store per day.

TYPICAL DELIVERY CONCERNS

11. The following concerns are typical of those that have been expressed by local planning and highway authorities across the UK over recent years who are relatively new to the Lidl format.

- Concern 1

How will the arrival of the HGV be communicated to the site?

- The manager of each Lidl store is aware of the scheduled delivery time for each day and as a result prepares accordingly. In addition, the driver can telephone the site 20-30 minutes before arrival or in case of delay or any other alteration to the delivery schedule.

- Concern 2

What is the length of time deliveries are likely to take?

- Lidl deliveries are completed within a period of about 30 to 60 minutes depending on the size of the store. They are manoeuvring within the car park for only a fraction of this time.

- Concern 3

Can vehicles enter and leave the main site in forwards gear minimising reversing?

- The route for Lidl's delivery vehicles into the site, through the servicing area, onto the loading bay and out again has been carefully designed around a maximum legal articulated HGV. The HGV only reverses from the point at which the vehicle completes its path to the bottom end of the servicing area. This minimises the extent the vehicle needs to reverse to just that section onto the loading bay ramp itself.

- Concern 4

How will noise from reversing horns / sirens be controlled (as this could disrupt neighbours)?

- Lidl's delivery vehicles will either be fitted with standard reversing beepers or with white-noise reversing beepers. The driver has access to the warehouse and does not need a Lidl employee to open up. In terms of the white noise alarms, the white sound is emitted directionally and is therefore instantly locatable. White sound reversing alarms work effectively at lower decibel ratings containing any noise to the area behind and immediately around the rear of the reversing vehicle.

- Concern 5

Is the loading bay at same level as the back of the vehicle (i.e. no need to roll cages up / down slopes rattling around)?

- Lidl's loading bay is ramped allowing the vehicle to reverse down directly onto the warehouse doors at finished floor level. A dock leveller eliminates any differential between the floor of the trailer and the warehouse doors. There is therefore minimal transitioning of cages between the HGV and the warehouse and as soon as the cages leave the lorry they are inside the warehouse;

- Concern 6

Are engines turned off when stationary during deliveries?

- Yes, Lidl's HGV drivers are instructed to turn off their engines during the entire time that the vehicle is stationary against the loading bay doors.

- Concern 7

Are refrigeration motors turned off during deliveries (or plugged into local electricity supply)?

- Yes, Lidl's HGV drivers are instructed to turn off refrigeration units during the entire time that the vehicle is stationary against the loading bay doors.

- Concern 8

Are drivers instructed to keep all other noises to a minimum?

- Yes, Lidl's HGV drivers are instructed to turn off all stereo equipment and be careful not to slam vehicle doors.

WASTE MANAGEMENT STRATEGY

12. Lidl's waste is stored within the building close to the servicing bay, to enable easy collection by vehicles servicing the site. There is no external storage of either stock or waste.
13. Lidl operates a policy of reloading empty delivery HGVs with store waste to return to the depot for recycling. This reduces the number of on-site vehicle movements required. Empty pallets and TKT boxes along with waste and recycling are returned to the warehouse on the same HGV.
14. Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled, and surplus food is redistributed to charity.
15. Lidl boast an award-winning recycling and waste management programme. In-store and warehouse waste management concepts are integral to Lidl's Zero Waste Commitment. Through the commitment of Lidl's logistics and procurement teams and all store and warehouse employees, Lidl achieved Zero Waste to Landfill and are working hard to maintain this. Much of Lidl's waste is cardboard, which is reused for paper and packaging. Segregation is key to the programme's success by increasing Lidl's recycling streams and reducing their environmental impact.

In-Store Recycling

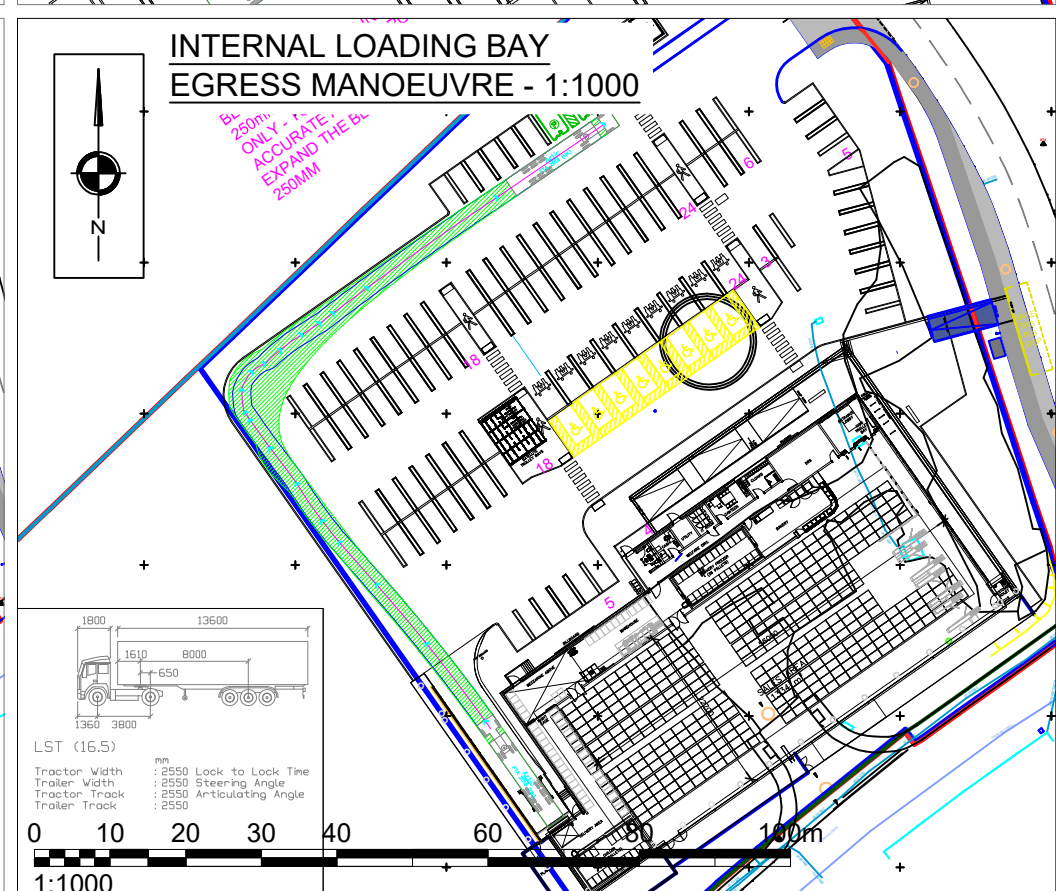
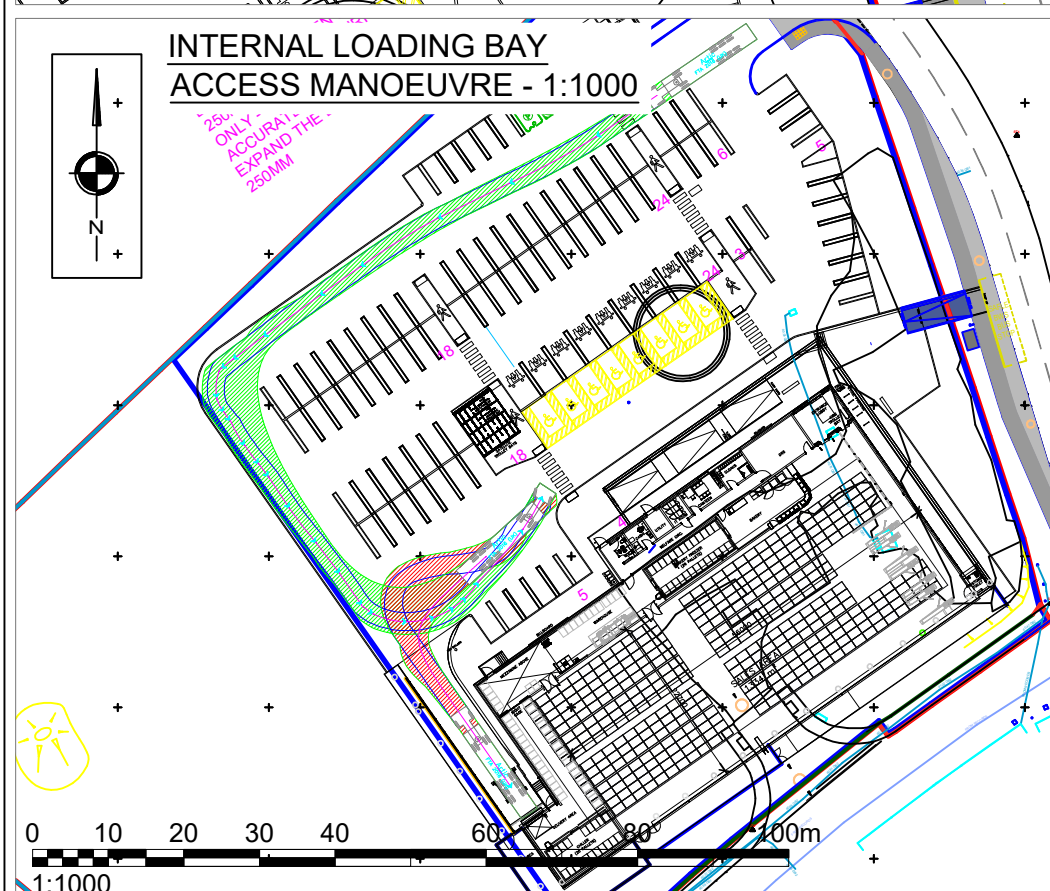
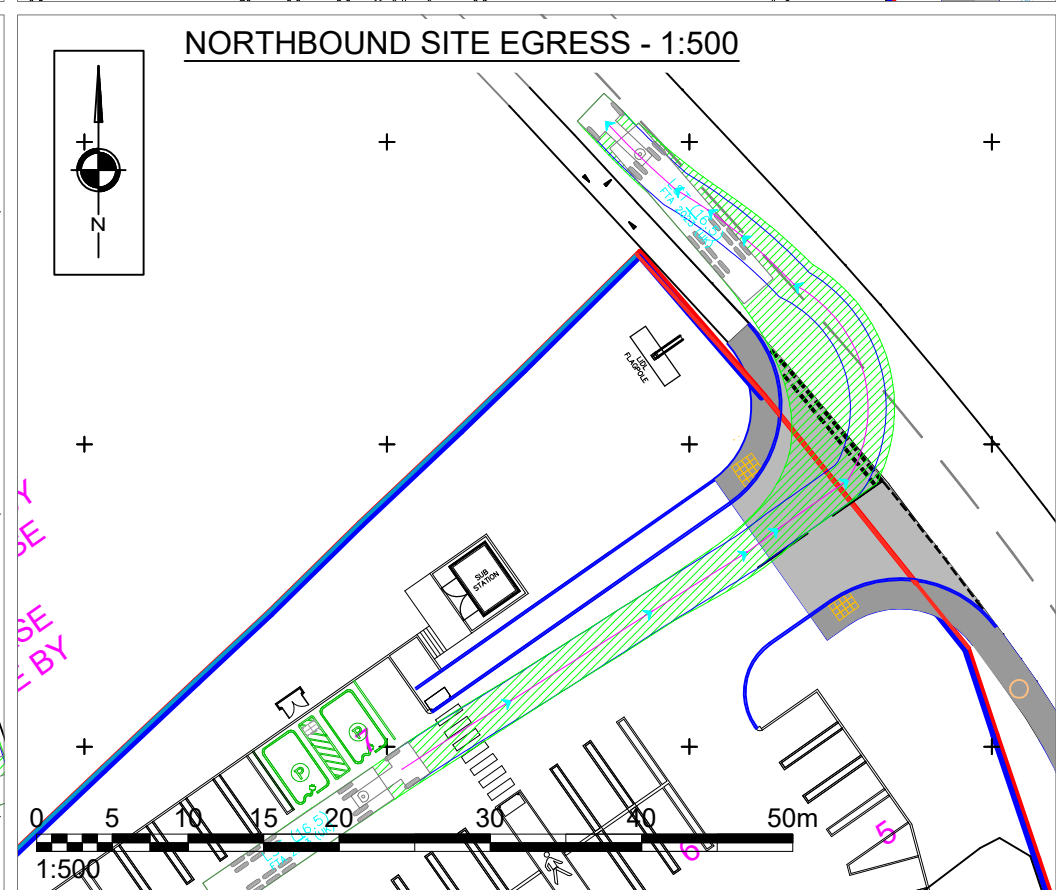
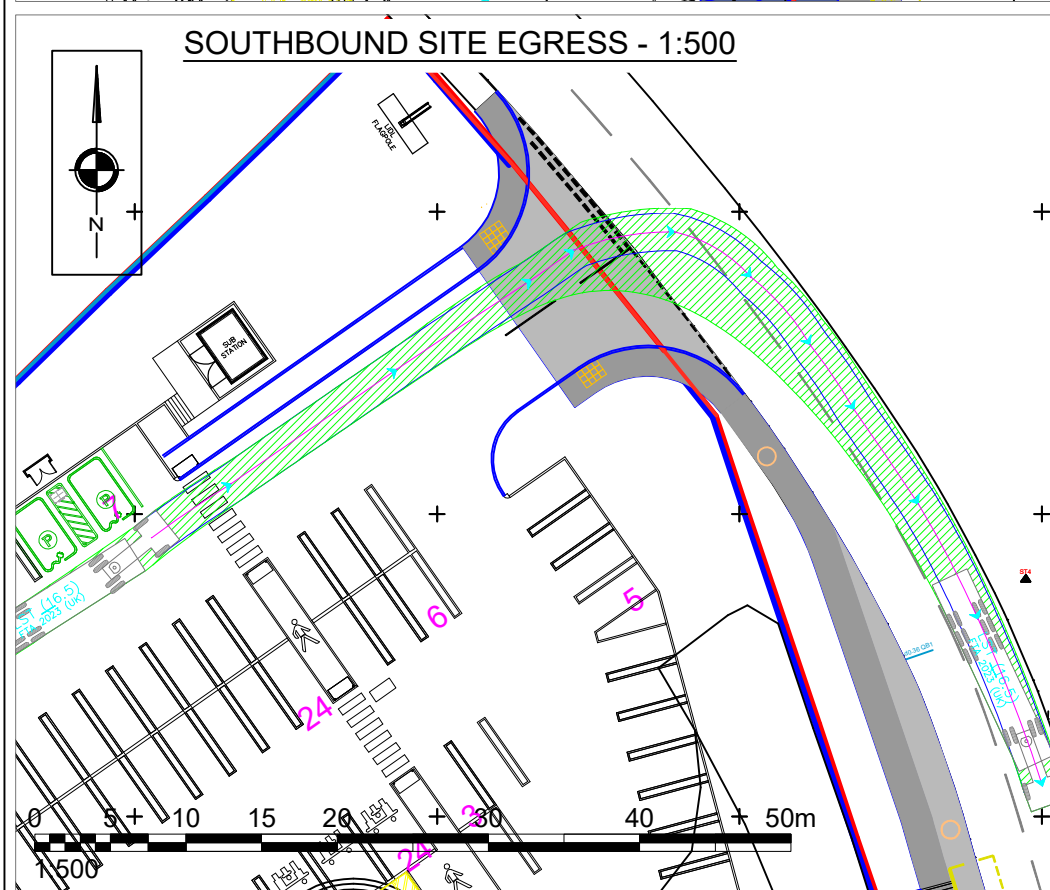
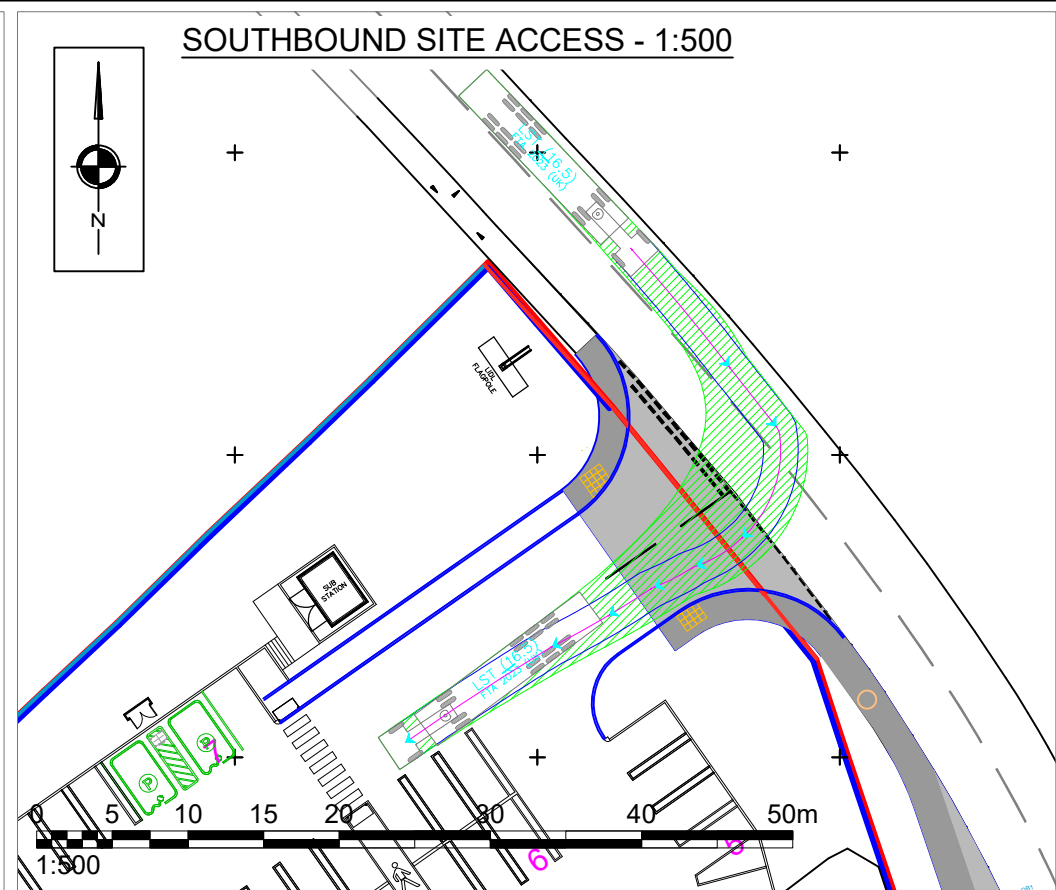
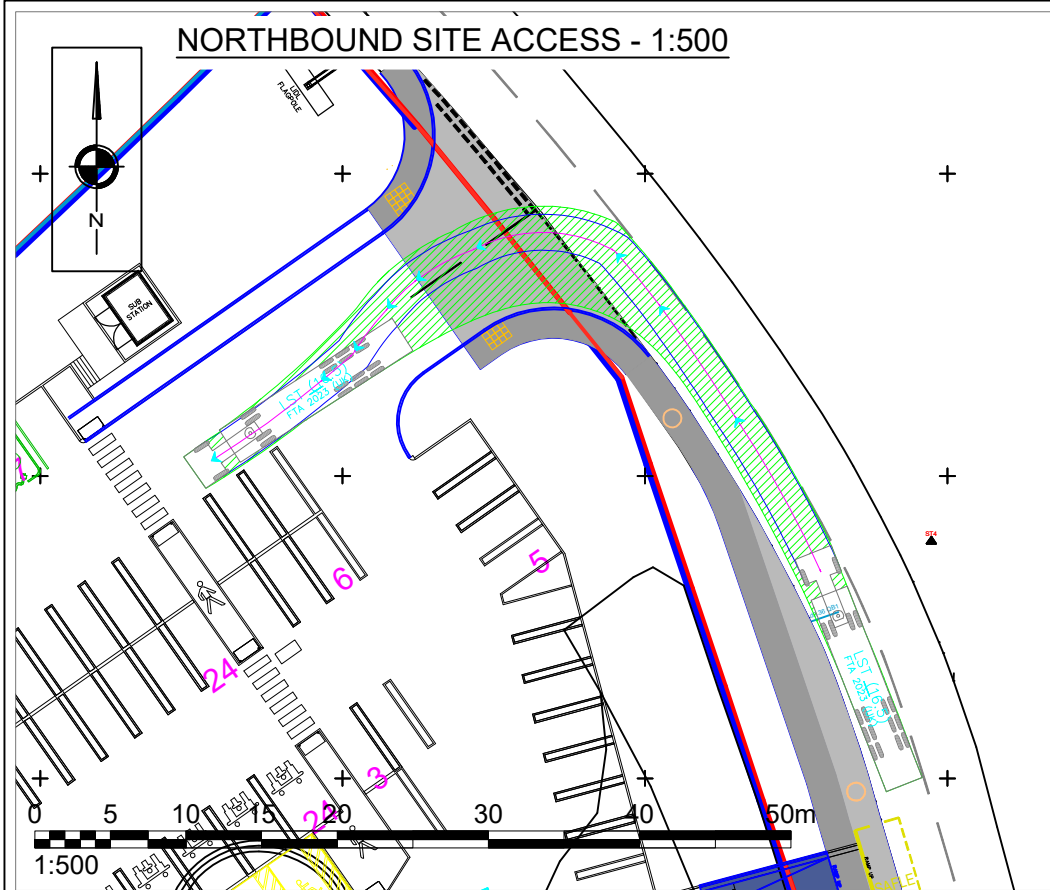
16. Plastic packaging serves important functions – such as containing product, protecting goods in transport, preserving the product and extending its shelf life and communicating product information to customers.
17. However, Lidl are very aware of the need to reduce the use of plastics in products' packaging and replacing them with more sustainable alternatives. Lidl are also working on increasing the recyclability of the materials. For this reason, Lidl have more ambitious packaging commitments to support the circular economy.
18. While Lidl continue to reduce and improve their plastic packaging, Lidl want to support their customers reducing the amount of packaging they take home.

SUMMARY

19. Lidl's Delivery, Servicing and Waste-Management Plan for this site will conform to their own stringent standards applied across their UK estate. This plan has been prepared in relation to the proposed Lidl foodstore development on land west of the A482, Cwmann, Lampeter.
20. The Lidl foodstore will be serviced by a 16.5m HGV via an on-site dedicated servicing bay at the western side of the store accessed from the main vehicular access off the A482. Prior to leaving the depot, drivers are given precise instructions about how to access the store and manoeuvre within the car park and onto the loading bay.
21. Deliveries and waste collection are part of the same operation as Lidl send delivery vehicles back to the depot loaded with recyclable waste. Deliveries and/or any waste collection will typically take place during the quietest time for the operator. Nevertheless, the store manager will manage the delivery slots, with clear instructions about delivery location and timing.
22. This Delivery, Servicing and Waste Management Strategy demonstrates that the proposed Lidl store can be adequately serviced without detriment to the safety of customers or staff.

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APPENDIX 1



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