



CONDITION 11 - SERVICE AND DELIVERY MANAGEMENT PLAN

108 ABBEY ROAD SOUTH

DOCUMENT QUALITY CONTROL			
Project Number	2022271	Report Number	001
Report Title	Condition 11 – Service and Delivery Management Plan		
Issue	Status	Date	Approved
-	First Issue	September 2022	D Sagstad

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Appendices

Appendix A – Approved Drawings

1. EXECUTIVE SUMMARY

- 1.1.1 Development Planning Limited have been commissioned by the Applicant to provide a Service and Delivery Management Plan for the proposed erection of a new industrial building on Wrexham Industrial Estate.
- 1.1.2 The site is located at:
- Land at Unit 108,
Abbey Road South,
Wrexham Industrial Estate,
Wrexham,
LL13 9RF.*
- 1.1.3 The site benefits from planning permission, reference ISY P/2020/0099, which describes the development proposals as:
- Erection of new industrial Unit*
- 1.1.4 Condition 11 of the planning approval states that:
- No part of the development shall commence until a Service and Delivery Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be used in strict accordance with the details as are approved.*
- 1.1.5 This report forms the Service and Delivery Management Plan, with Chapter 4 setting out the commitments. The commitments can be summarised as:

CARS

- Car parking spaces to be marked on site in line with the approved drawings;
- Car parking spaces are to only be used for that purposes;
- Cars are not to park within the hatched areas to the front of each unit, unless they are on a trip relating to servicing and delivery; and
- Cars are to park in line with local parking restrictions.

SERVICE AND DELIVERY

- Only service and delivery vehicles may park within the hatched areas fronting on to each unit;
- The length of time that any service vehicle is within the hatched area should be kept to a minimum;
- Vehicle turning associated with the servicing of the site is to occur such that vehicles enter and exit the site in a forwards gear;
- No vehicles are to reverse out of the site; and
- Based upon the swept path analysis provided in Chapter 3, day to day access to the site will be restricted to vehicles which are less than 7.5m in length.

Exceptional Vehicles

- Prior notification will be provided to the council's planning officer should either of the following two conditions be forecast to be exceeded:
 - o Any single operation requiring more than 5 exceptional vehicles accessing the site within a calendar month; or
 - o Any cumulative operations which would exceed 5 exceptional vehicles within a calendar month.

2. INTRODUCTION

2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by the Applicant to provide a Service and Delivery Management Plan for the proposed erection of a new industrial building on Wrexham Industrial Estate.
- 2.1.2 The Service and Delivery Management Plan is required as part of Planning Condition 11 and is discussed in more detail in Chapter 3.
- 2.1.3 The remainder of this chapter describes the development site and approved drawings for the proposals.

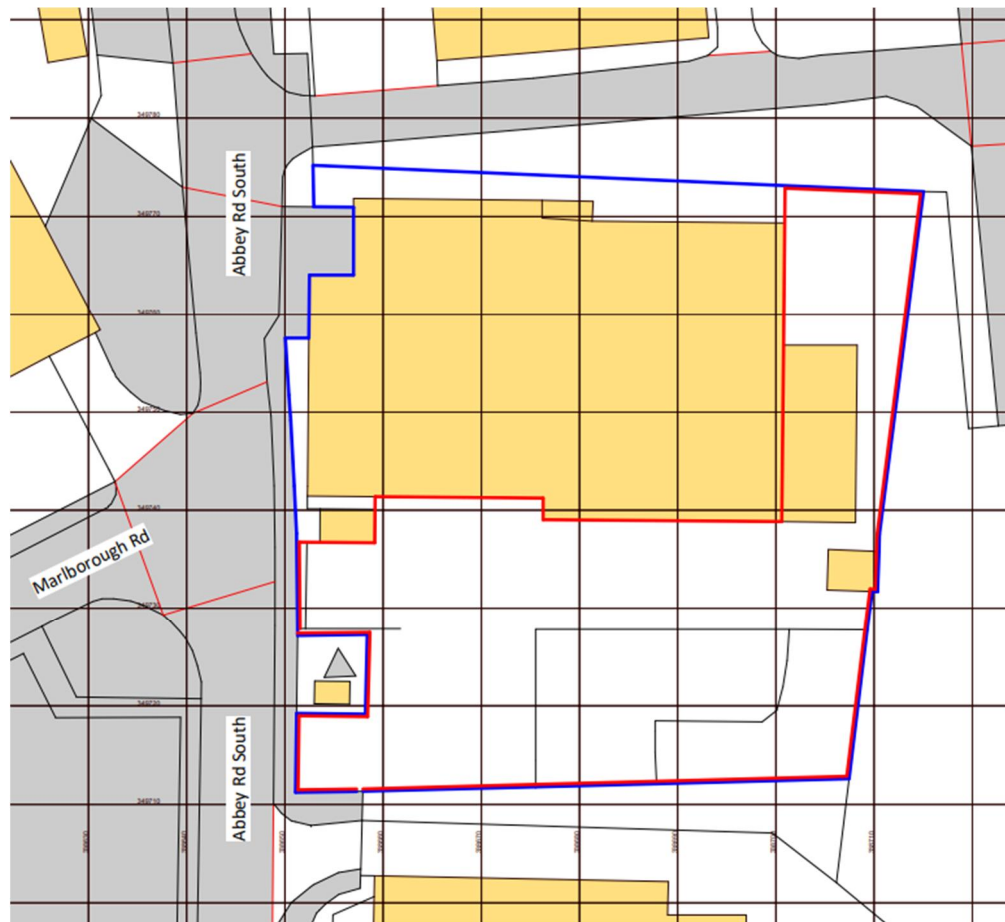
2.2 SITE LOCATION

- 2.2.1 The site is located at:

*Land at Unit 108,
Abbey Road South,
Wrexham Industrial Estate,
Wrexham,
LL13 9RF.*

- 2.2.2 The planning application incorporated a site location plan, which has been extracted below/ overleaf for ease of reference:

Extract 2.1 Site Location Plan



2.3 DEVELOPMENT PROPOSAL

2.3.1 The site benefits from planning permission, reference ISY P/2020/0099, which describes the development proposals as:

Erection of new industrial Unit

2.3.2 The planning permission requires the site to be carried out in strict accordance with the details shown on the approved drawings numbered:

- 100 – Proposed plans and elevations;
- 700 – Location Plan;
- 701 – Exiting Site Plan;
- 702 – P01 Proposed Site Plan;
- 703 - Proposed Site Plan with Tracking.

2.3.3 The pertinent plans for this report are those numbered 702 and 703. These drawings are attached at Appendix A for ease of reference.

3. CONDITION 11

3.1 INTRODUCTION

- 3.1.1 This chapter discusses the requirements of Condition 11, which forms part of the planning approval for the site.

3.2 CONDITION 11

- 3.2.1 Condition 11 states that:

No part of the development shall commence until a Service and Delivery Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be used in strict accordance with the details as are approved.

- 3.2.2 In order to clarify the requirements of the Service and Delivery Management Plan (which is this document) the Reasons state:

In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.

- 3.2.3 The relevant element of GDP1 in relation to Service and Delivery Management Plans is subheading D, which states:

Ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality.

- 3.2.4 The requirement is further clarified in the Highway Officer's response to the planning application. The comments relating to 'Parking and Turning Provision' state that:

...The previously submitted layout plan...indicated the swept path details of a 6m long van. I assume that this will be the maximum size/ length of vehicle likely to visit the site. A suitable condition requiring a Service and Delivery Management Plan (SDMP) could limit the maximum size of delivery vehicle visiting the existing/ proposed site.

- 3.2.5 The officer confirms their requirements under 'Service and Delivery Management Plan (SDMP)' as:

It would e considered beneficial to request a suitable Service and Delivery Management Plan to ensure that the use of the site does not result in vehicles parking on the adjoining highway exacerbating the existing on-street parking problem in this area and vehicles greater in length than 6m visiting the site without adequate turning provision.

3.3 ADDITIONAL SWEEP PATH ANALYSIS

- 3.3.1 The planning application package incorporated Drawing 703, showing a 6mx2.2m van turning within the site. The 6m van is expected to be the typical largest size of vehicle accessing the site, which represents a van longer than a typical SWB Sprinter-style vehicle, which can be around 5.3m long.

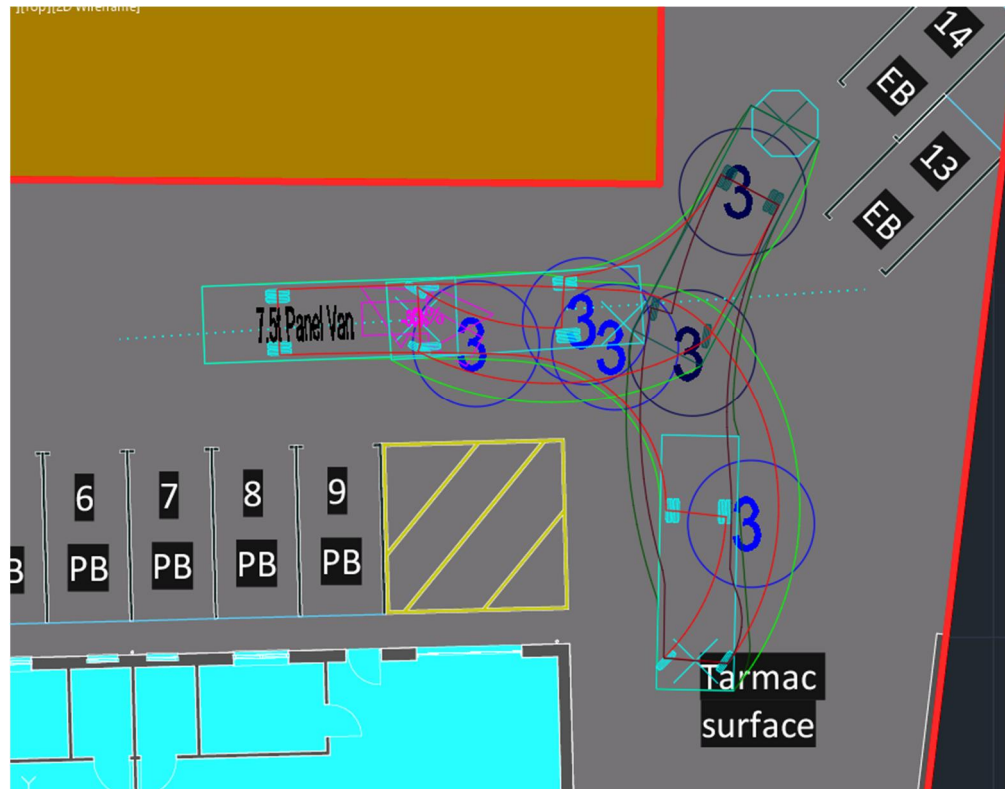
- 3.3.2 Even so, it would be reasonable to consider the opportunity for a larger vehicle to access the site as part of the discharge of Condition 11 as the condition seeks to restrict the type of vehicles which can access the site without breaching planning condition and/ or prior notification to the planning authority.

- 3.3.3 Additional swept path analysis has been undertaken to consider the opportunity for a larger vehicles to access the site, as follows:

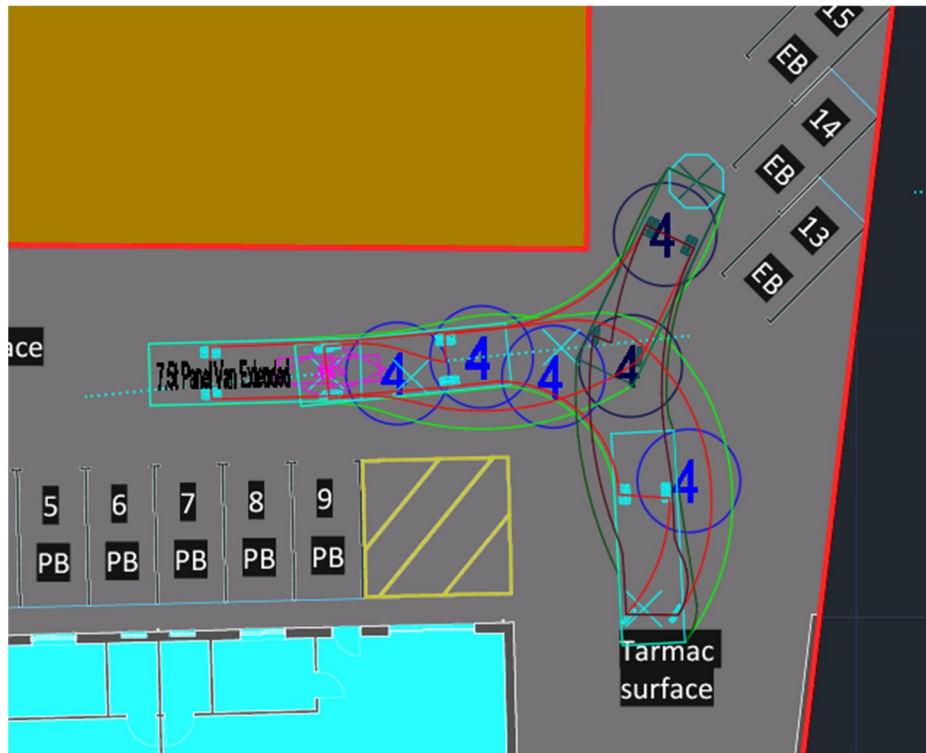
- Sprinter-style van – L3 LWB – Length 7.0m;

- Sprinter-style van – L4 ELWB – Length 7.4m; and
 - FTA Design 7.5 Tonne Rigid Vehicle (2016) – Length 7.2m.
- 3.3.4 The L3 LWB sprinter-style vehicle is relatively common on UK roads, with the L4 ELWB less so. Both are similar in terms of their swept path requirements.
- 3.3.5 In addition, and on a more infrequent basis, a heavier load vehicle could be required to access the site, such as a 7.5 tonne vehicle. The typical dimensions of such a vehicle are set out within the Vehicle Tracking module of AutoCAD as 7.2m long and 2.3m wide for a 7.5 tonne rigid vehicle.
- 3.3.6 A 7.5tonne panel van within the Vehicle Tracking module of Autotrack is for a vehicle of 7.2m long and 2.2m wide.
- 3.3.7 Three separate swept paths have been considered for turning within the site:
- 7.5 tonne FTA Design vehicle;
 - 7.2m standard 7.5 tonne panel van; and
 - 7.2m 7.5 tonne panel van, edited to 7.4m in length (a bespoke vehicle).
- 3.3.8 The swept path analysis is shown below/ overleaf:

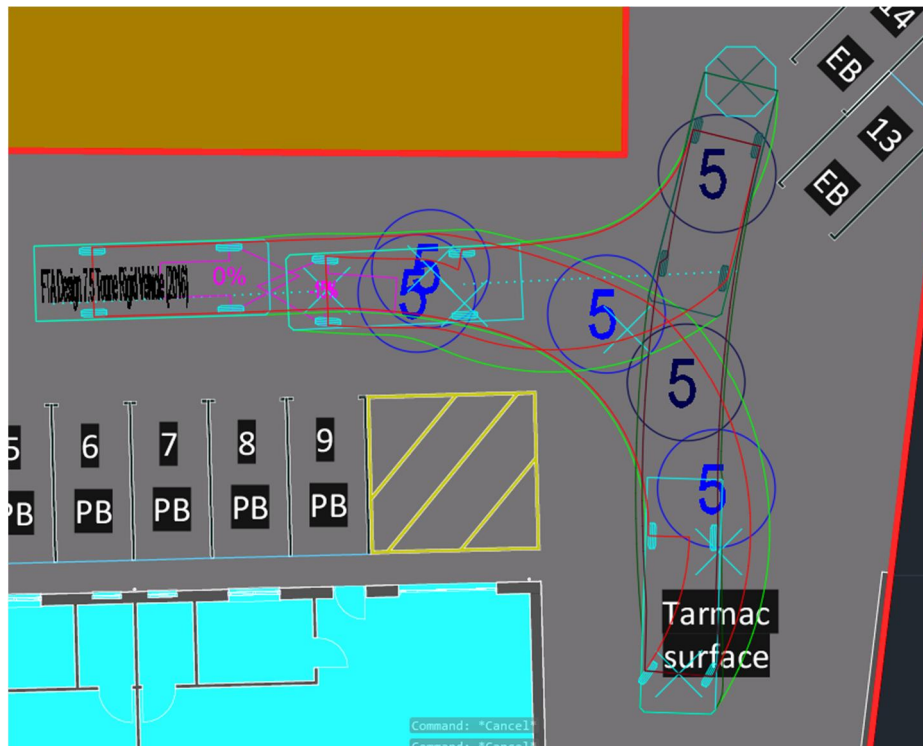
Extract 3.1 – 7.5t Panel Van (7.2mx2.3m)



Extract 3.2 – 7.5t Panel Van (Extended to 7.4mx2.2m)



Extract 3.3 – FTA Design 7.5t Rigid (2016)



- 3.3.9 It can be seen from Extracts 3.1 to 3.3 that it would be reasonable to allow vehicles up to 7.5 tonnes to access the site, including extra-long wheel base sprinter-style vehicles at 7.4m (i.e. vehicles less than 7.5m in length have been considered).
- 3.3.10 Chapter 4 sets out the commitments for this Service and Delivery Management Plan.

4. COMMITMENTS

4.1 INTRODUCTION

- 4.1.1 Chapter 3 confirms the requirement for this Service and Delivery Management Plan. This chapter confirms the commitments being made by the Applicant.

4.2 PARKING

- 4.2.1 Drawing 702, attached at Appendix A, shows a total of 21 car parking spaces being proposed within the site area.
- 4.2.2 These 21 car parking spaces will be laid out and used for the intended purpose only.
- 4.2.3 Cars are not to park within the hatched areas to the front of each unit, unless they are on a trip relating to servicing and delivery.
- 4.2.4 Parking will only be allowed within the marked parking bays to ensure that other areas of the site are free for the turning and manoeuvring of service and delivery vehicles.
- 4.2.5 Vehicles associated with the site will be required to park in line with the local parking restrictions.
- 4.2.6 Vehicles associated with the site will be required not to park on, or block, any footway.

4.3 SERVICING

- 4.3.1 Only service and delivery vehicles may park within the hatched areas fronting on to each unit. The length of time that any service vehicle is within the hatched area should be kept to a minimum.
- 4.3.2 Vehicle turning associated with the servicing of the site is to occur such that vehicles enter and exit the site in a forwards gear.
- 4.3.3 No vehicles are to reverse out of the site.

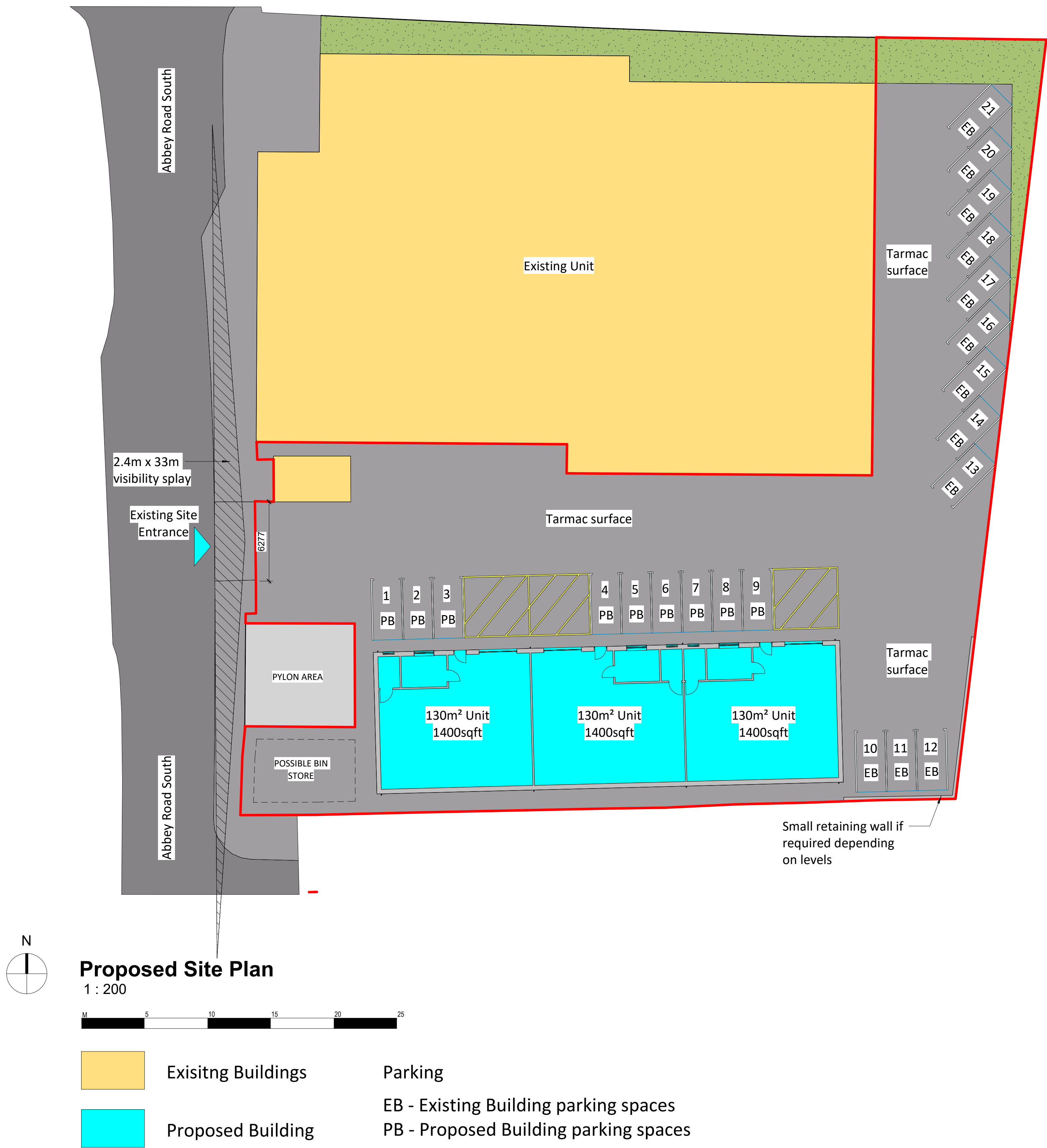
4.4 VEHICLE SIZE RESTRICTION

- 4.4.1 Based upon the swept path analysis provided in Chapter 3, day to day access to the site will be restricted to vehicles which are less than 7.5m in length.

4.5 EXCEPTIONAL VEHICLES

- 4.5.1 Exceptional vehicle may, from time to time, be required to access the site. These may include, for example, skip wagons associated with unit refurbishment and rigid HGVs associated with fit-out requirements for occupiers.
- 4.5.2 A log will be kept of all such exceptional vehicle movements to and from the site for inspection by the council's planning officers.
- 4.5.3 Prior notification will be provided to the council's planning officer should either of the following two conditions be forecast to be exceeded:
- Any single operation requiring more than 5 exceptional vehicles accessing the site within a calendar month; or
 - Any cumulative operations which would exceed 5 exceptional vehicles within a calendar month.

APPENDIX A



- General Notes
1. Contractor to verify all dimensions and check level datums on site
 2. All of the designs are the sole property of TACP Architects Ltd and may not be used without their written agreement
 3. All prints, specifications and their copyright are the property of TACP Architects Ltd
 4. Do not scale off drawings
 5. All dimensions shall be checked on site before commencement of shop drawings, manufacture and all discrepancies must be reported to TACP Architects Ltd

Revisions					
Rev	Date	Description	By	Check	
P01	27/04/20	Visibility splay indicated and parking spaces indicated for each building	ACR	MG	

Consultants

Client
J & M Properties

Project Title
Industrial Unit, Abbey Road South

Drawing Title
Proposed Site Plan

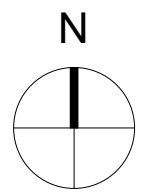
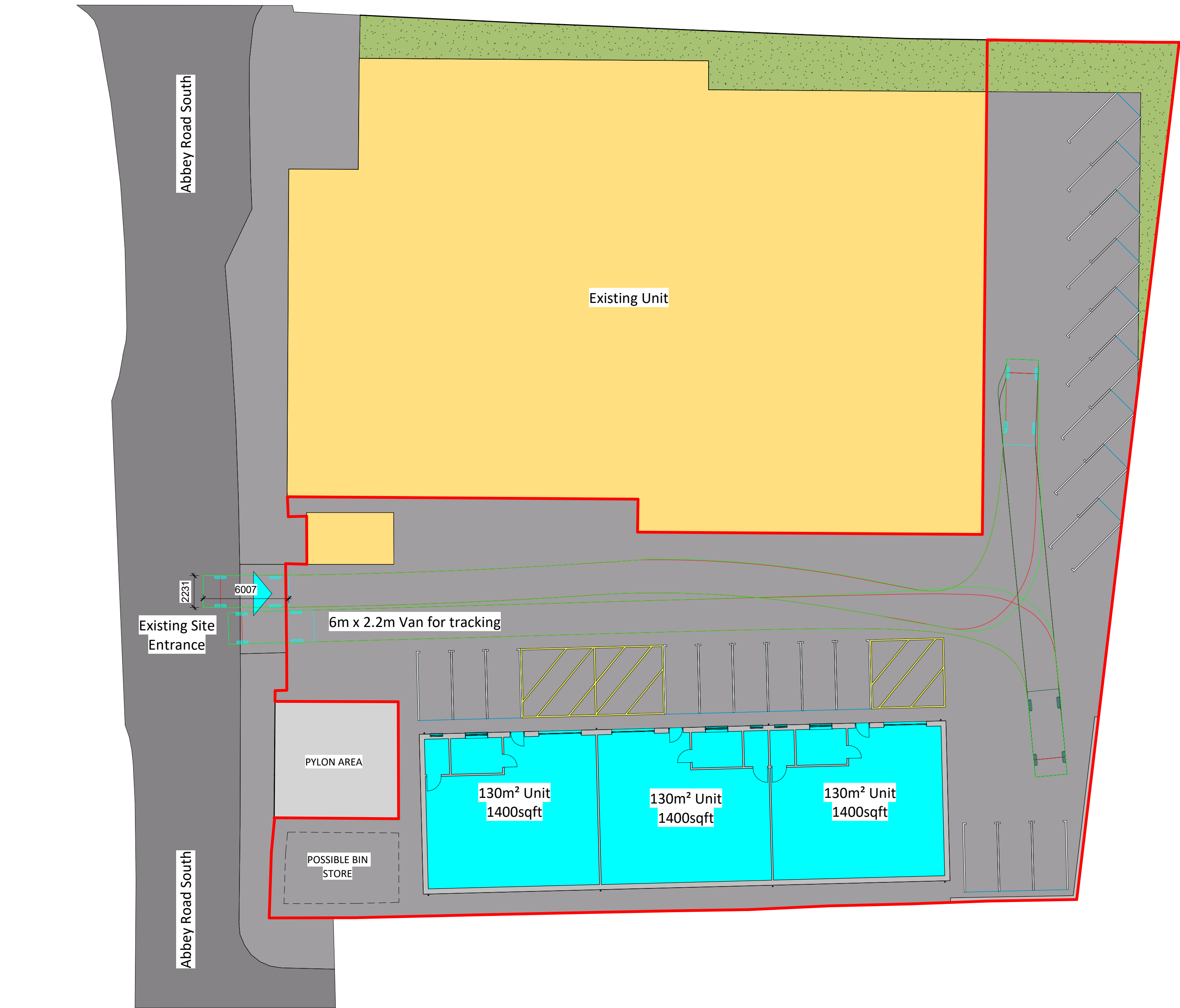
Scale	Date	Drawn By	Checked By	Office
1 : 200@A1	29/01/20	ACR	MG	Wrexham

Job Number	Project•Originator•Zone•Level•Type•Role•Number	Revision
19064	ARD -TACP- PS- 00-DR- A- 702	P01

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Proposed Site Plan with Tracking
1 : 200



- Existing Buildings
- Proposed Building

- General Notes
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Revisions				
Rev	Date	Description	By	Check

Consultants

Client
J & M Properties

Project Title
Industrial Unit, Abbey Road South

Drawing Title
Proposed Site Plan with Tacking

Scale	Date	Drawn By	Checked By	Office
1 : 200@A1	29/01/20	ACR	MG	Wrexham

Job Number	Project•Originator•Zone•Level•Type•Role•Number	Revision
19064	ARD -TACP- PS- 00-DR- A- 703	

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