Delivery and Servicing Management Plan.

Local Centre at Spitfire Road, Calne.

On behalf of Robert Hitchins Limited.

Date: January 2023 | Pegasus Ref: P19-0931/TR03

Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
0	January 2023	LH	CR	

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Appendices.

Appendix A – Swept Path Analysis of 7.5 tonne Vehicle

Appendix B – Swept Path Analysis of 14.25m Vehicle

1. Introduction

1.1. This Delivery and Servicing Management Plan (DSMP) has been prepared by Pegasus Group on behalf of Robert Hitchins Limited. It addresses the transport issues associated with a full planning application for the erection of a local centre, including a Day Nursery (Class E(f)) and a Convenience Store (Class E(a)).

1.2. The site is proposed to be served from a new tee junction onto a new access road, which in turn will form a connection with an existing priority tee junction arrangement onto Spitfire Road.

1.3. The proposed opening hours for the day nursery are from 06:00 to 20:00 from Monday to Friday. The proposed operational hours for the convenience store are from 07:00 to 23:00, seven days a week.

1.4. This DSMP sets out the following:

- Vehicle Movements and Frequencies; and
- Proposed Management Measures.

1.5. This SMP should be read in conjunction with the Transport Statement submitted as part of the wider planning submission. It concludes that safe and suitable access, manoeuvring and egress can be achieved for all users at the site.

2. Vehicle Movements and Management Measures

Nursery

Vehicle Frequencies

2.1. It is anticipated that deliveries associated with the nursery will be associated with smaller vehicles such as 7.5 tonne vehicles around once a week for larger food deliveries, and two to three times a week for fresh food deliveries such as fruit and vegetables. General supplies including nappies are anticipated to be delivered around once a month by similar sized vehicles. It is anticipated that all deliveries will occur during operational hours.

2.2. A swept path analysis of a vehicle this size is provided at **Appendix A**. As shown a vehicle of this size is able to manoeuvre within the turning area without any overrun into the parking spaces.

Convenience Store

Vehicle Frequencies

2.3. At this stage, it is estimated that the majority of deliveries will be made daily between the hours of 07:00 and 21:00 on weekdays, and between 08:00 and 20:00 on weekends and bank holidays at the convenience store, based on experience elsewhere. It is estimated that one or two 'drop and drive' deliveries could be made outside of the store operational hours on a daily basis. Delivery and servicing vehicles will park in a separate loading bay adjacent to the building.

2.4. It is anticipated that the largest delivery and servicing vehicles will be 14.25 metres in length. A swept path analysis of a vehicle this size is provided at **Appendix B**, as was included in the pre-application enquiry.

2.5. In line with a convenience store of this size and location, it is anticipated that there will be between four and five Heavy Goods Vehicle deliveries made by vehicles no larger than medium sized articulated vehicles on a daily basis. It is also anticipated that an additional one or two 'drop and drive' deliveries will be made by smaller vehicles such as vans for goods such as newspapers and magazines.

Management Measures

2.6. In order to ensure the safe manoeuvring of service delivery vehicles required to access and egress the site, the manager of the convenience store and a member of staff at the nursery will oversee a series of measures which are proposed to ensure that:

- Two opposing HGVs do not meet at the site access (i.e. access and egress) at the same time. This can be controlled by bankspeople within the site that will not allow a vehicle to egress the site until any conflicting vehicle has accessed the site;
- Adequate turning space is available within the site prior to the arrival of any delivery vehicles;
- All reversing movements are supervised by bankspeople; and

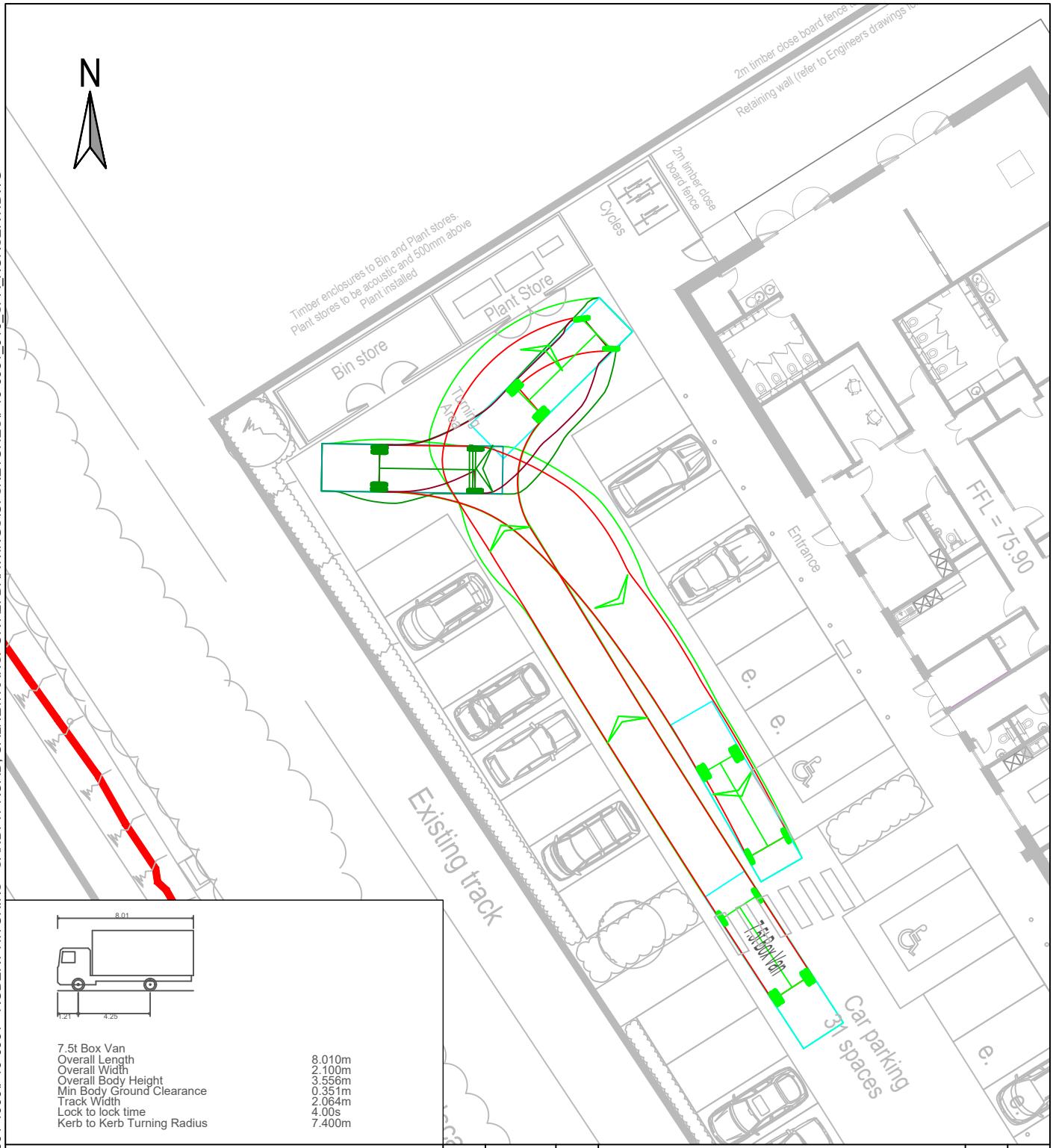
- All deliveries will be informally scheduled throughout the day for operational efficiency, and to avoid more than one vehicle being on site at any one time.

2.7. It is anticipated that all delivery and servicing vehicles will approach the site from Spitfire Road.

2.8. Delivery drivers will be required, where possible, to confirm arrival times with the appropriate person of each unit in advance, to ensure that the appropriate loading bay or turning bay is clear. This will also help to prevent a scenario whereby two vehicles are required to access the site at the same time.

2.9. If there is an issue whereby an arriving delivery HGV cannot enter the site, the driver will be asked to wait in a suitable layby or similar facility until the site manager advises that these vehicles can access the site.

Appendix A



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REV	DATE	BY	DESCRIPTION	CHK	APD

CLIENT: ROBERT HITCHINS LIMITED

PROJECT: LOCAL CENTRE AT SPITFIRE ROAD, CALNE

TITLE: SWEPT PATH ANALYSIS OF A DELIVERY VEHICLE - NURSERY

SCALE @ A4:	CHECKED:	APPROVED:
1:250	LH	CMR
DATE:	**DESIGN-DRAWN:**	**DRAWING-STATUS:**
19/12/2022	JAN	FOR INFO

PROJECT No:	DRAWING No:	REV:
P19-0931	SK10	

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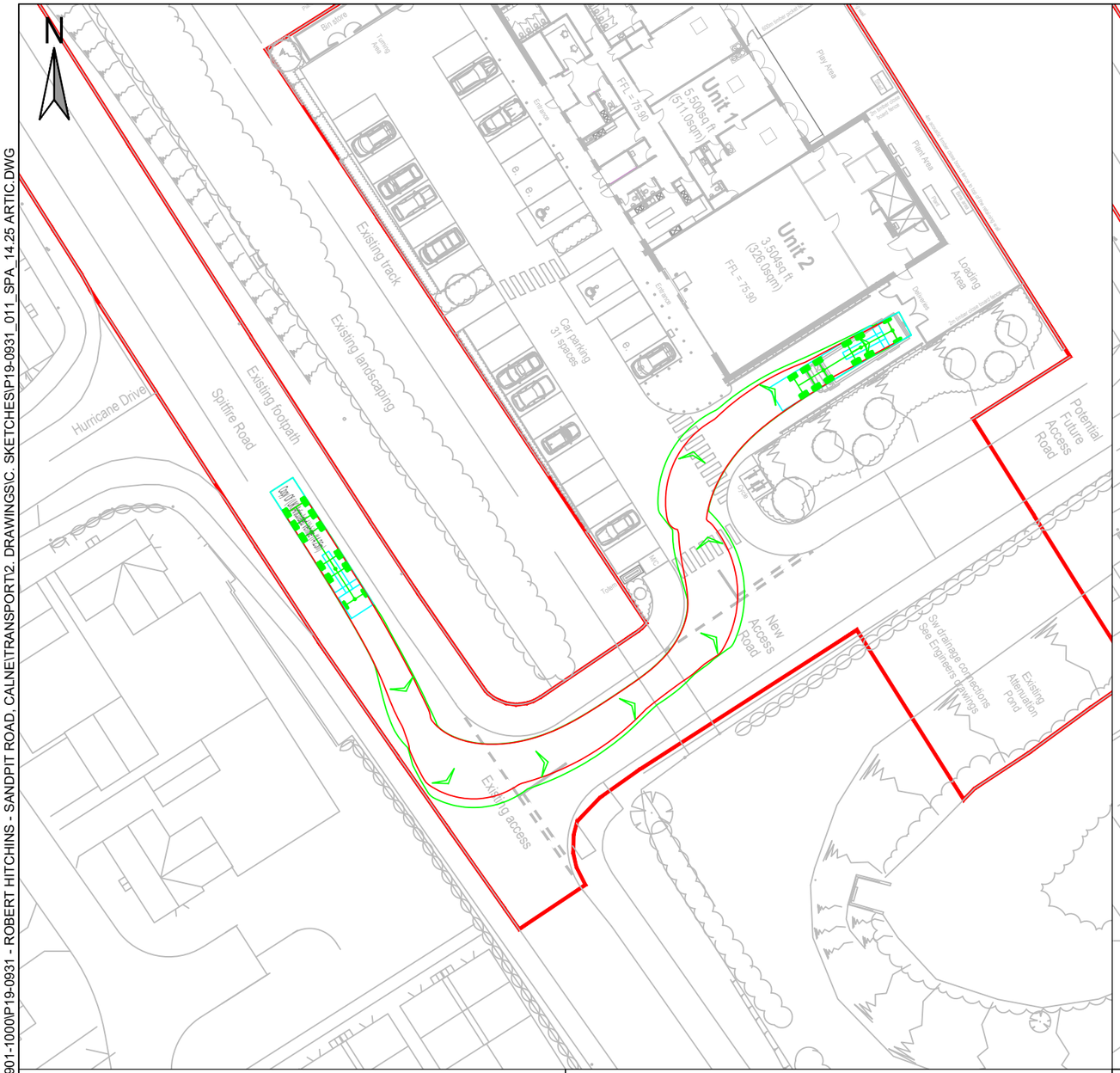
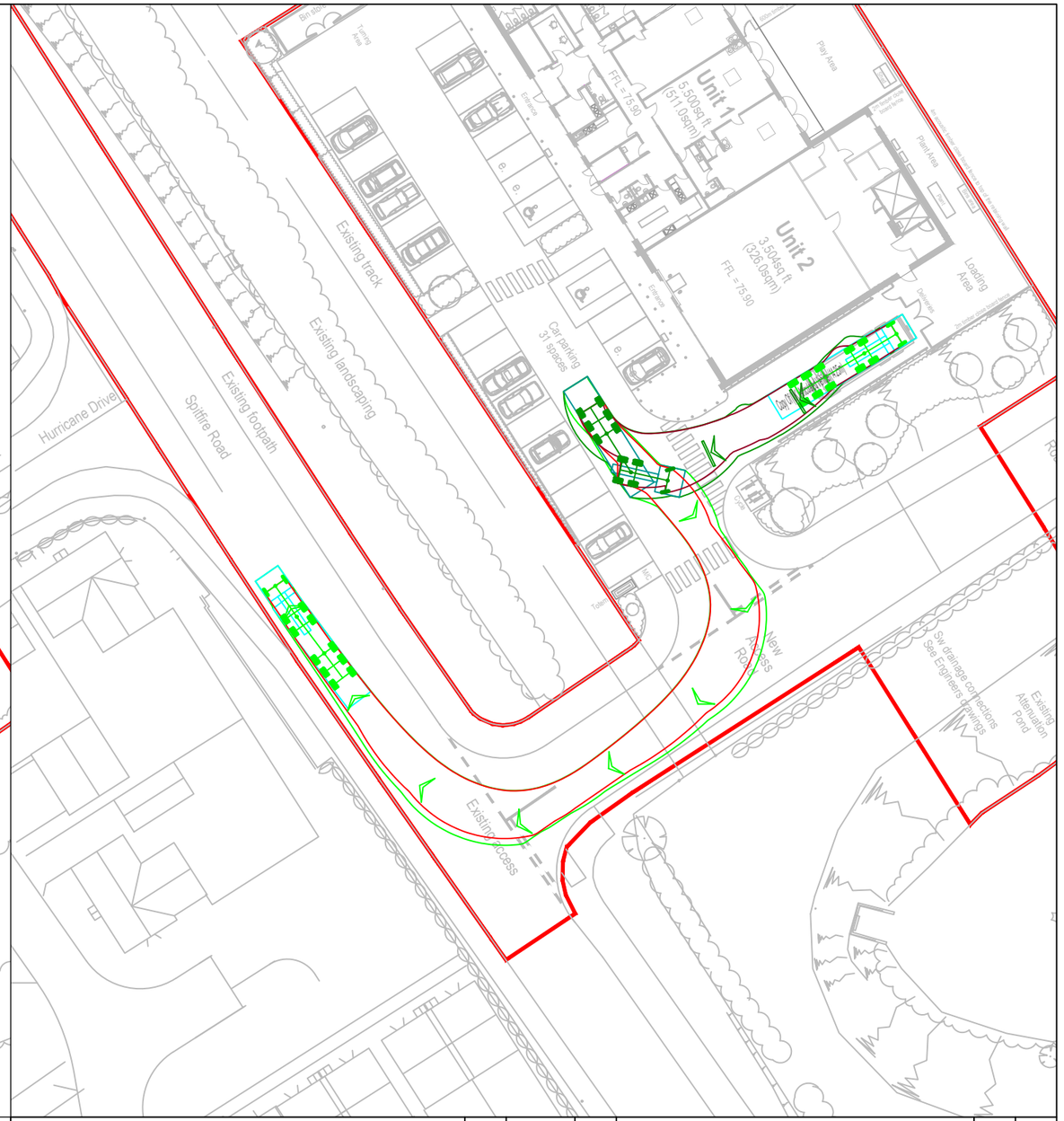
Appendix B

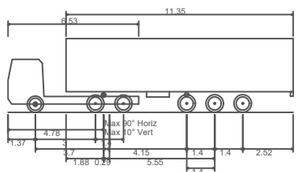
X:\BRISTOL PROJECTS\BRISTOL - LIVE PROJECTS\P19\P19-0901-1000\P19-0931 - ROBERT HITCHINS - SANDPIT ROAD, CALNE\TRANSPORT2. DRAWINGS\SIC. SKETCHES\P19-0931_011_SPA_14.25 ARTIC.DWG





Key:

Proposed Site Boundary



(UK) Articulated Vehicle (14.25m)

Overall Length	14.250m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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REV	DATE	BY	DESCRIPTION	CHK	APD

CLIENT: ROBERT HITCHINS LIMITED

PROJECT: LOCAL CENTRE AT SPITFIRE ROAD, CALNE

TITLE: SWEPT PATH ANALYSIS OF A 14.25 METRE ARTICULATED HGV

SCALE @ A3:	CHECKED:	APPROVED:
1:500	LH	CMR
DATE:	**DESIGN-DRAWN:**	**DRAWING-STATUS:**
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Planning and Compulsory Purchase Act 2004

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