



Indurent

Indurent Park Chippenham - Unit 3

Servicing & Management Plan

November 2025

Project Code: 08410

Document Reference: 08410-TN-02-D

PJA

Park Point
17 High Street
Longbridge
B31 2UQ
UK
pja.co.uk



Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	21 November 2025	SC	JW	JW
B	24 November 2025	SC	JW	JW
C	27 November 2025	SC	JW	JW
D	28 November 2025	SC	JW	JW

Prepared for

Josh Coldicott

Senior Planning Manager

Indurent



Contents

Section	Page
I Introduction.....	I
1.1 Overview	1
2 Development Context.....	2
2.1 Overview	2
2.2 Approved Development	3
3 Servicing & Management Plan.....	5
3.1 Organising of Deliveries	5
3.2 Managing Delivery Vehicles	5
3.3 Refuse Collection	8
4 Summary and Conclusions	9

List of Tables

Table 3-1: Delivery Vehicle Management Plan Measures (Action Plan)	6
--	---

List of Figures

Figure 2-1: Site Location	2
Figure 2-2: Access Strategy.....	4



Appendices

Appendix A	Site Layout	10
Appendix B	Swept Path Analysis	11



I Introduction

I.1 Overview

- 1.1.1 PJA has been commissioned by Indurent to prepare a Servicing & Management Plan (SMP) to address Condition 7 following grant of planning reference PL/2024/10158 for Unit 3 as follows:

'Prior to the first use or occupation of Unit 3 hereby permitted, a delivery and servicing plan for the development shall be submitted to and approved in writing by the Local Planning Authority, including: - Staff parking – The location of loading and unloading, the hours of loading and unloading, the frequency and size of vehicles, waste management- Site deliveries and servicing shall thereafter be carried out in accordance with the approved plan.'

- 1.1.2 The reserved matters approval included 'Unit 3' and 'Unit 5' within Indurent Park Chippenham. This document relates solely to Unit 3, which is due to be occupied in early 2026.
- 1.1.3 The purpose of this SMP is to set out the servicing strategy for the site and has been prepared with feedback from the end occupier. This management plan outlines:
- How the site provides adequate provision for servicing and deliveries
 - The measures which will be implemented to effectively manage servicing and deliveries
 - How the impact of servicing and deliveries on the surrounding area will be managed
 - Targets for improvements over time
 - How the plan will be secured and enforced
- 1.1.4 The occupier will be responsible for the adoption of the SMP and the implementation of any serving and delivery facilities/measures.
- 1.1.5 The remainder of this report is structured as follows:
- **Chapter 2:** Development Context – description of the site location, local highway network, and the approved development and servicing/delivery facilities
 - **Chapter 3:** Servicing & Management Plan – details of the strategy for delivery/servicing vehicles
 - **Chapter 4:** Summary and Conclusions.

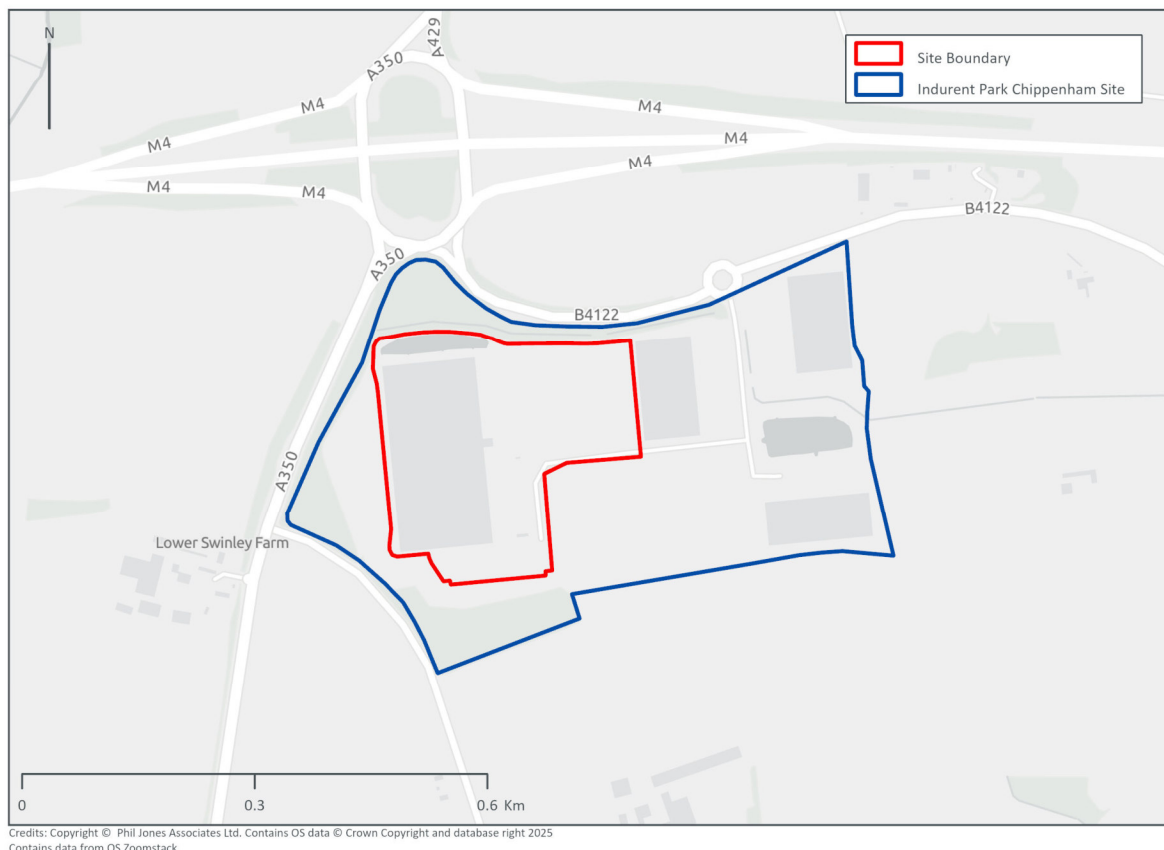


2 Development Context

2.1 Overview

- 2.1.1 The site is located to the southeast of Junction 17 of the M4, approximately 6km north of Chippenham Town Centre, and forms part of the wider Indurent Park Chippenham employment development, which was granted outline planning permission for up to 1mft² of Use Class B8 employment (planning ref 17/03417/OUT).
- 2.1.2 Access to the site is taken from the internal spine road of the wider Indurent Park Chippenham development, accessed via a new roundabout on the B4122, with access to the development provided via the southern arm.
- 2.1.3 The site layout is provided at **Appendix A**, and Figure 2-1 below shows:
- The location of Indurent Park Chippenham
 - The location of the reserved matters planning approval; and
 - The location of Unit 3 which this document relates to.

Figure 2-1: Site Location



2.2 Approved Development

2.2.1 The Unit 3 development will provide:

- A single warehouse building with a Gross Internal Area (GIA) of 9,745m², inclusive of first floor offices of 493m².
- A gated car park accessed from the development estate roads, providing 70 car parking spaces, inclusive of:
 - 14 electric vehicle (EV) charging spaces
 - 4 disabled parking spaces (including one space with EV charging provision)
- A secure gated service yard which includes:
 - 10 HGV Dock Levellers
 - 2 Level Access spaces
 - 2 Euro Docks
 - 20 trailer parking spaces

2.2.2 The approved site layout is provided at **Appendix A**.

Site Operation

2.2.3 The anticipated operational details of the site are outlined below, as provided by the end occupier:

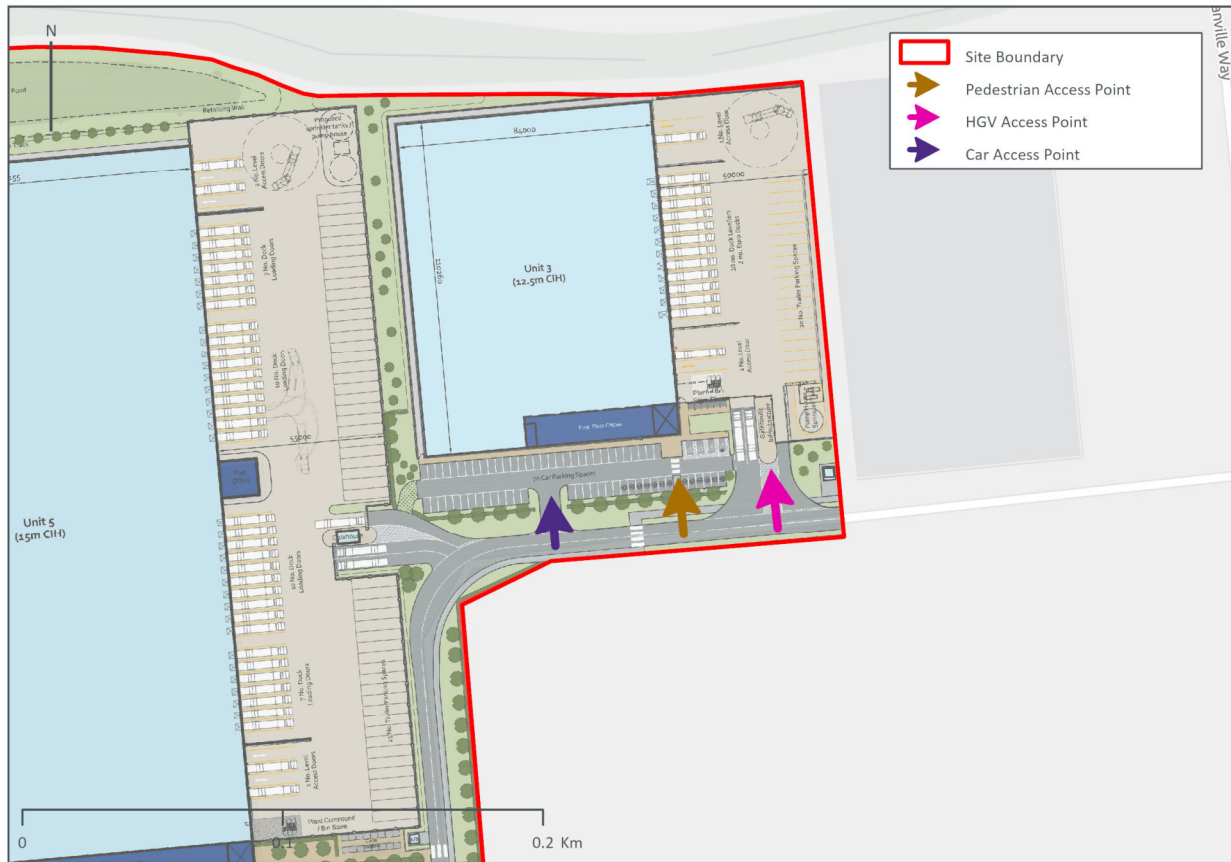
- Days of Operation: Monday to Friday (very rare overtime work on Saturdays)
- Operating Hours: 06:00-16:00 (06:00-12:00 on Saturdays)
- Maximum staff on site at any one time: 15

Access Strategy

2.2.4 The location of the new access road to the wider Indurent Park Chippenham development and the Unit 3 access points are shown at Figure 2-1, and the site layout indicating access points, loading area and parking provision is provided at **Appendix A**.



Figure 2-2: Access Strategy



Credits: Copyright © Phil Jones Associates Ltd. Contains OS data © Crown Copyright and database right 2025

3 Servicing & Management Plan

3.1 Organising of Deliveries

Location of Deliveries

3.1.1 Servicing for the unit will be undertaken from the service yard located at the eastern section of the proposed development site, with space for the following:

- 10 x Dock Levellers
- 2 x Euro Docks
- 20 x Trailer Parking Spaces
- 2 x Level Access spaces

3.1.2 The loading bay arrangement can be seen at **Appendix A**.

3.1.3 Swept path analysis was carried out as part of the Section 73 planning application (ref PL/2025/08148). This demonstrated that the largest vehicle to access the site (articulated vehicles with twin steered tractor - 16.5m length) and a 7.5T box van could efficiently manoeuvre within the curtilage of the site.

3.1.4 Swept path analysis can be found at **Appendix B**.

Timing, Type and Number of Deliveries

3.1.5 It is anticipated that a total of 12 7.5T box vans and 12 articulated vehicles will access the site between 06:00 – 16:00 on each operational day.

3.1.6 It is noted that delivery schedules will also vary dependent on delivery companies' availability and therefore the exact delivery schedule may vary.

3.1.7 This can be accommodated within the service yard which provides a large and flexible parking area.

3.2 Managing Delivery Vehicles

3.2.1 The management of delivery scheduling will be the responsibility of the occupier, who's responsibilities will include:

- Implementing the measures outlined in this SMP and providing new measures, where required, to meet the overall aim of the management plan to minimise the impact of deliveries on the local highway network.
- Organising delivery vehicle schedules to ensure sufficient service yard capacity.



- Communicating with on-site staff and delivery vehicle companies/drivers to ensure deliveries are carried out as efficiently as possible.
- Liaising with on-site staff regarding personal deliveries, with the aim of implementing a personal deliveries policy.

Proposed Delivery Management Measures

3.2.2 Table 3-1 below outlines the SMP measures, benefits they offer, implementation and timescales; and responsibility to take them forward. The measures aim to achieve the SMP objective to minimise the impact of delivery vehicles on the local highway network.

Table 3-1: Delivery Vehicle Management Plan Measures (Action Plan)

Measure	Description	Benefit	Timescale	Responsibility
Management of SMP				
Adoption of SMP	Involvement of management at the earliest opportunity is important to ensure the SMP is an adopted document	To ensure management are aware of the SMP and the need to meet its objectives.	Upon Occupation	Indurent/Occupier
Assign responsibility of SMP to Occupier	Occupier to be responsible for the managing and on-going development, delivery and promotion of the SMP	To ensure that the SMP is taken forward and results delivered.	Upon occupation and ongoing	Indurent
Raise awareness and promote SMP initiatives	Provide site information and promote the SMP to staff and other key stakeholders	To promote the measures and targets of the SMP	Upon occupation and ongoing	Occupier
Training/Information Sharing to staff on site	All staff on-site that are associated with deliveries will be required to undertake appropriate training	To ensure staff are aware of and understand the measures of the SMP in order to implement them effectively	Upon occupation and ongoing	Occupier
Information Sharing to delivery companies	All delivery companies associated with deliveries at the site will be provided with clear information on delivery schedules, appropriate route to the site and gate system.	To ensure deliveries are carried out in accordance with the schedule and measures outlined in the SMP, with the overall aim of minimising the impact of deliveries on the local highway network.	Upon occupation and ongoing	Occupier
Safety/Environment				
Ensuring that vehicles can enter and exit service yard in forward gear	Designing the service yard so that delivery vehicles do not have to	Benefits the driver for an easier manoeuvre and benefits	Prior to occupation	Developer



Measure	Description	Benefit	Timescale	Responsibility
	reverse to enter and exit	pedestrians and cyclists' safety		
Show how you have considered the interaction with pedestrians and cyclists	Vehicular and pedestrian/cycle access to the site is to be separated to ensure pedestrian/cyclist safety	Benefits pedestrians and cyclists' safety and comfort	Prior to occupation	Developer
Ensuring that delivery vehicle engines are turned off/no idling occurs on site.	Delivery drivers will be informed that they are required to turn engines off during the loading/unloading stage of a delivery.	To minimise emissions and noise levels.	Upon occupation and ongoing	Occupier
Efficient				
Vehicle booking and management systems	Produce a delivery schedule to outline the most appropriate times for delivery vehicle movements and ensure the capacity of the service yard can be managed effectively.	Improve the efficiency of the loading bay and minimise potential for delivery vehicles waiting on access road/spine road.	Within three months of occupation	Occupier
Dedicated 'Goods In' and 'Goods Out' gates	All the goods inbound must be carried out using the dedicated 'Goods In' gate. All the goods outbound must be carried out the dedicated 'Goods Out' gate. The SMP will ensure delivery drivers are aware of this arrangement.	Improves the efficiency of the loading bay	Upon occupation and ongoing	Developer/Occupier
CCTV coverage	All goods inbound and outbound must be covered by CCTV	Covering of goods deliveries by CCTV will ensure these can be appropriately managed and drivers contacted in the event that the delivery vehicle schedule is not running on time/should contact need to be made with drivers.	Upon occupation and ongoing	Occupier
Communication to delivery drivers	All the vehicles parked in the loading area must follow instructions from warehouse operatives. A manifest/collection note must be signed by the driver once the	Ensure that deliveries are carried out as efficiently as possible.	Upon occupation and ongoing	Occupier & relevant staff



Measure	Description	Benefit	Timescale	Responsibility
	goods have been handed over.			
Implement a personal deliveries policy for staff	The SMP will encourage the uptake of a personal deliveries policy for staff so that they do not have personal deliveries to the site	Reduce the number of LGV trips to the site	Within three months of occupation	Occupier

3.3 Refuse Collection

- 3.3.1 Refuse collection will be managed privately (currently via Hills) who will enter the service yard to collect waste from the dedicated bin store, turn and exit.



4 Summary and Conclusions

- 4.1.1 PJA has been commissioned by Indurent to prepare a Servicing & Management Plan (SMP) to address Condition 7 following grant of planning reference PL/2024/10158 for Unit 3.
- 4.1.2 This SMP outlines the strategy for the site's servicing and deliveries, with the overall aim of minimising the impact of delivery vehicles associated with the site on the local highway network.
- 4.1.3 The developer, Indurent, have contributed to the development of this document and the occupier will continue to update this management plan as and when required.

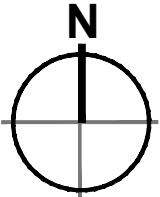


Appendix A Site Layout



Proposed Site Layout

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



SCHEDULE OF ACCOMMODATION
(Gross Internal Area)

Unit 3 / Plot Area	-	4.44 Acres / 1.80 Hectares
Warehouse Area	-	98,493 sq ft (9,150 m²)
Ground Floor Core	-	844 sq ft (78m²)
Escape Core	-	261 (24m²)
First Floor Office	-	5,296 sq ft (493m²)

Total Area - 104,894 sq ft (9,745 m²)

Plant Deck / Mezzanine	-	5,511 sq ft (512m²)
Total inc. Plant Deck	-	110,405 sq ft (10,257 m²)

Dock Levellers	-	10
Euro Dock	-	2

Level Access - 2

Car Parking - 70

Unit 5 / Plot Area	-	19.93 Acres / 8.06 Hectares
Warehouse Area	-	312,858 sq ft (29,065 m²)
Ground Floor Core	-	844 sq ft (78m²)
Escape Core	-	261 (24m²)
First Floor Office	-	8,392 sq ft (780m²)
Second Floor Office	-	8,392 sq ft (780m²)
Trans. Office	-	3,000 sq ft (279 m²)

Total Area - 333,747 sq ft (31,006 m²)

Plant Deck / Mezzanine	-	8,711 sq ft (809m²)
Total inc. Plant Deck	-	342,458 sq ft (31,815 m²)

Loading Docks	-	34
Level Access	-	4

Car Parking - 321

Total GIA - 452,863sq ft (42,072 m²)

K	Sprinkler note added	RS	TDA	28.11.25
J	Sprinkler note added	RS	TDA	19.09.25
H	Access and general layout updated	RS	TDA	14.08.25
G	Perimeter fencing to Unit 3 omitted.	LAH	AJL	01.11.24
F	Access and loading door alterations	RS	AJL	21.08.24
E	Substation added.	LAH	AJL	07.08.24
D	NMA for Unit 3	LAH	AJL	31.07.24
C	Trim Trail / Cycle Route Added	jrh	AJL	17/08/21
B	Landscape added	LAH	AJL	08.06.21
A	First Issue	LAH	AJL	26/05/21
rev	amendments	by	ckd	date

Chippenham Gateway,
M4 Junction 17
Proposed Site Layout Units 3 & 5



Newark Beacon Innovation Centre, Caferata Way, Newark, Nottinghamshire NG24 2TN
o: +44 (0)1636 653027 f: +44 (0)1636 653010 e: info@umcarchitects.com

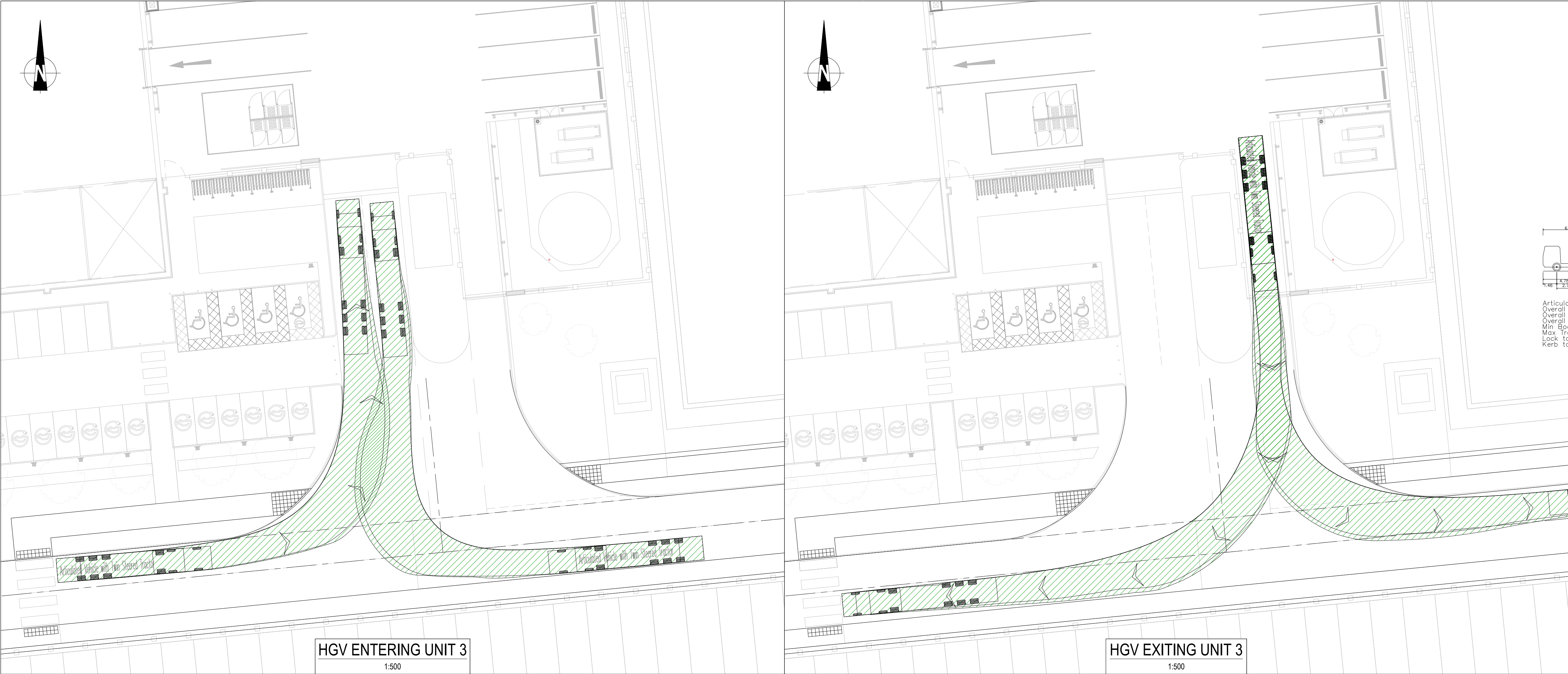
Drawing Status:	Planning
Drawn / Checked:	LAH / AJL
Date:	12.05.21
Scale:	1:750 @ A1
Drawing no:	Revision:
21270	P0003
	K

PLANNING

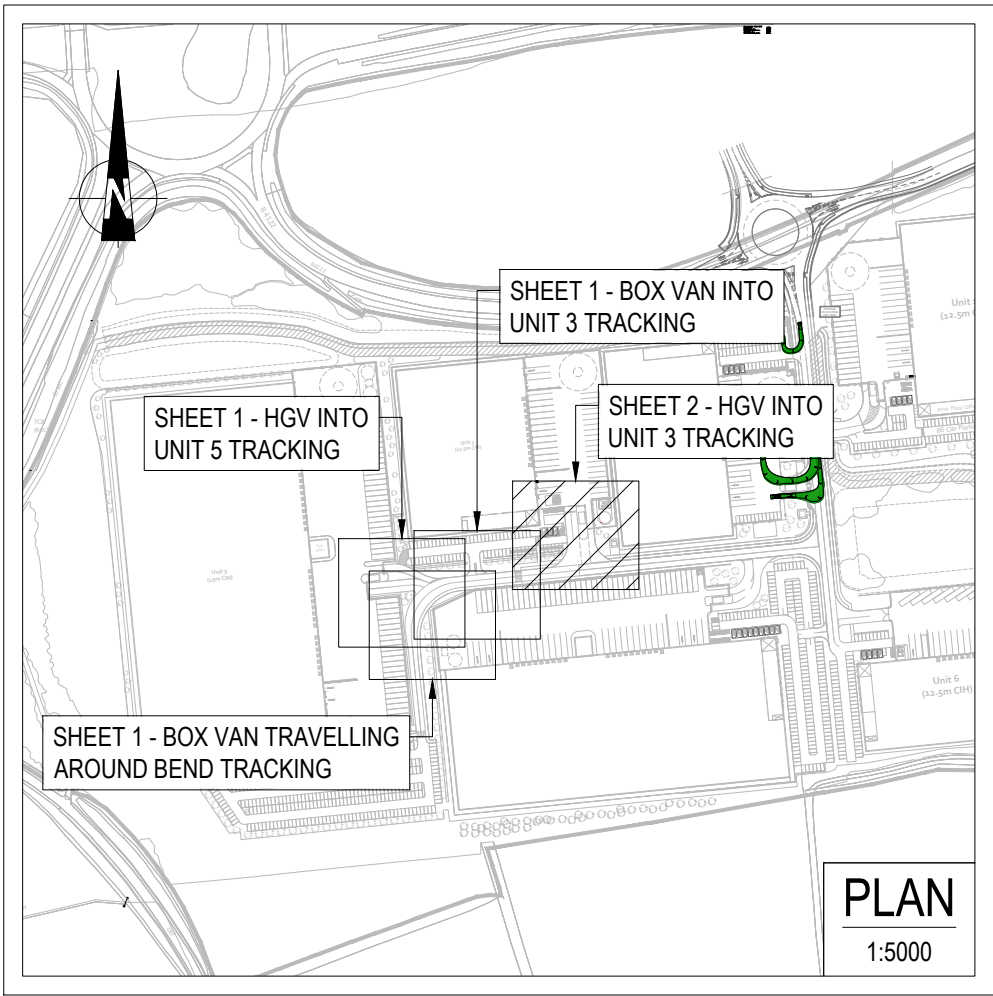
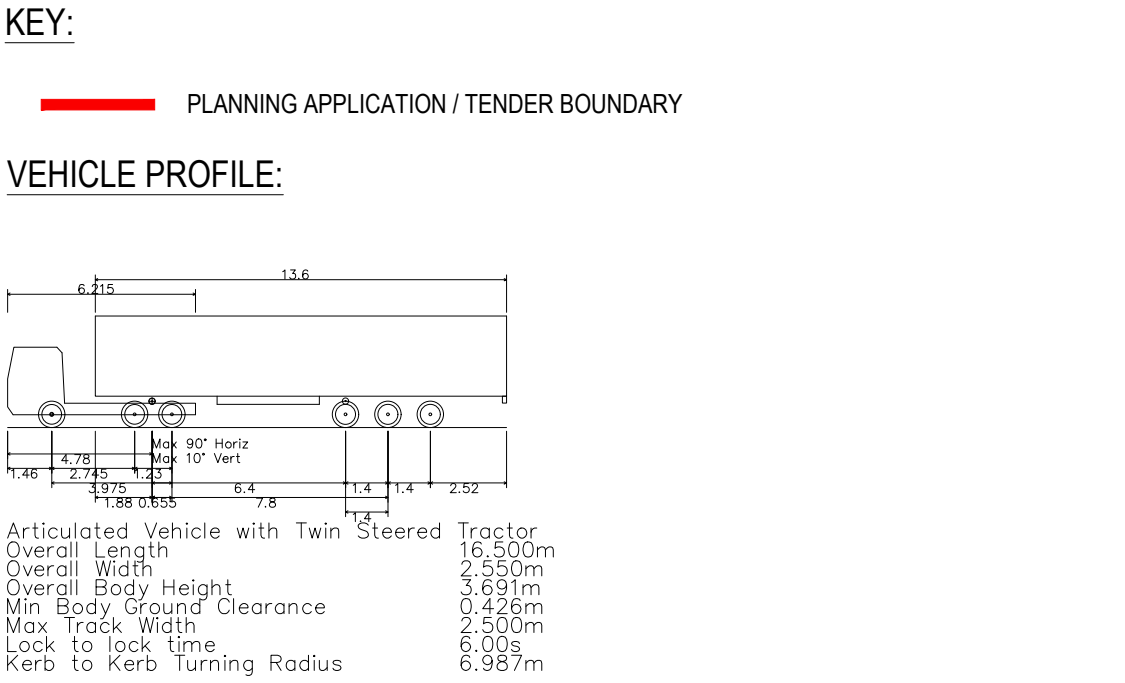
10m SCALE 1:750



Appendix B Swept Path Analysis



- NOTES:**
- DO NOT SCALE FROM THIS DRAWING. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS
 - THE SPECIFICATION FOR THE WORKS SHALL BE THE DEPARTMENT OF TRANSPORT SPECIFICATION FOR HIGHWAY WORKS 1998 AND THE WILTSHIRE COUNTY COUNCIL SPECIFICATION AND NOTES FOR GUIDANCE FOR HIGHWAY WORKS BY DEVELOPERS UNDER AGREEMENT .
 - TOPOGRAPHICAL SURVEY DRAWING NUMBER SU00127 - SHT01 DATED 23.09.16 PRODUCED BY BERNARD GEOMATICS LIMITED.
 - MASTERPLAN DRAWING NUMBER 21270 REVISION A, DATED 12.05.21 PROVIDED BY UMC ARCHITECTS.



C	MASTERPLAN UPDATED	09.09.25	NM	NB	NB
B	MASTERPLAN UPDATED	28.08.24	JM	NB	NB
A	UPDATED TO SUIT MASTERPLAN	07.06.21	JW	TB	MN
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR PLANNING

**CHIPPENHAM GATEWAY
UNITS 3 & 5
VEHICLE TRACKING MANOEUVRES
SHEET 2 OF 2**

Client			 stantec.com/uk Copyright reserved The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden. TAUNTON Tel: 01823 218 940
Date of 1st Issue 26.05.2021	Designed TB	Drawn TB	
A1 Scale 1:500	Checked JW	Approved MN	
Drawing Number 37813/5540/141		Revision C	