HOLME PLANNING
Partnership

Servicing and Management Plan (Update)

Former Public Convenience

Withington Road

Manchester

M16 7BW

‘Change of use of former public convenience to Cafe.’

November 2024

1.0 Introduction

1.1 This servicing and management plan was originally prepared to support planning application reference 135759/FO/2022 for the change of use of the former public convenience on Withington Road, Manchester to a café with associated facilities. The application was approved by Manchester City Council on the 24th September 2024, subject to a number of conditions.

1.2 The original servicing and management plan was prepared in response to the consultee comments submitted by the highways authority in advance of determination of the application, and their specific concerns regarding deliveries and waste management procedures on site, and the potential impact on the local highway network. The documentation as submitted during the life of the application, alongside the additionally submitted plan reference Drawing PL-002 rev AB4, submitted on 3 September 2024, were deemed to be sufficient to justify approval of the application subject to conditions, including condition 4 (and an associated informative) which is noted to read as follows:

"4) Prior to the commencement of the use hereby approved, a Service and Management Plan, detailing the following, shall be submitted to and be approved by the City Council as Local Planning Authority:

a) A scheme for the storage and disposal of refuse.

b) Arrangements for the delivery of goods to the premises

Reason - In the interest of pedestrian and highway safety and residential amenity, pursuant to Policies SP1 and DM1 in the Manchester Core Strategy. Please see associated informative.

Informative for Condition 4 (Service and Management Plan) - The Service and Management Plan must include the following information:

a) A scheme for the storage and disposal of refuse - Estimated volumes and types of waste produced by the development; details of internal and external stores for both waste and recycling, including any plans and designs; location of the proposed collection point; details of how waste will be transferred between stores and to the collection location; and details of number and capacity of bins proposed and collection frequency. Please see 'Waste Proforma v1.0' - refer to guidance at: http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

b) Arrangements for the delivery of goods to the premises - The Service Plan should include timings, frequency and location of deliveries."

1.3 This now revised document seeks to address the additional provisions laid out within the grant of consent, and in order to secure the formal discharge of condition 4 on consent reference 135759/FO/2022.

2.0 Deliveries

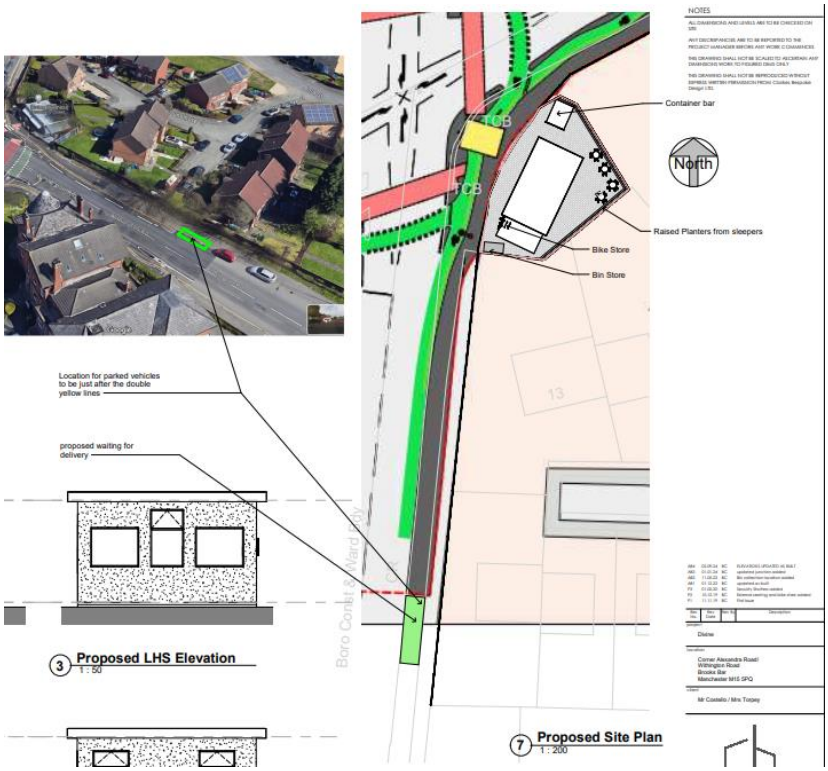
2.1 It can be confirmed that the Applicant services the café with deliveries personally. The Applicant and staff attend local retail establishments and suppliers on a daily basis and in advance of the café opening at 8am, to obtain the ingredients and other supplies needed to facilitate the safe and suitable operation of the café. These goods/deliveries are all collected and transported to the site daily by hand.

2.2 There are simply are no third party deliveries of goods to site at any time, and no use of direct vehicle deliveries. The scheme will therefore operate servicing outside of the busiest hours on the local highway network and avoids deliveries at peak traffic hours, and hours associated with on street waiting restrictions which are understood to comprise of no loading Mon-Sat 9am-9.30am and Mon-Fri 4.30-6.00pm.

2.3 As previously advised, deliveries will have no detrimental impact on the safe operation of the local highway network, and the above points once again address the queries on site deliveries in full.

3.0 Waste Management

3.1 All waste collections are arranged directly with a private service supplier. The Applicant makes contact with the waste collection company and arranges a suitable location off site, and away from on street highway restrictions to once again hand deliver any waste from site. The waste collection point is delineated on approved plan reference Drawing PL-002 rev AB4, plan extract included below for ease of reference.



3.2 The Applicants approach to waste collection once again negates the need for any waste collection directly from site, and there is therefore no need for vehicles to stop within or adjacent to the highway at the site frontage to facilitate waste collection. There is no impact on the highway network and no increased risk to pedestrians or road users, with waste collection vehicles parking legally and for a short period of no more than 2 minutes, twice per week, in order to facilitate the hand collection of waste materials.

3.3 It is noted that condition 4 and the associated informative are also seeking additional information as follows:

> *- Estimated volumes and types of waste produced by the development****; There is no more than two bags of waste created per day on site, one for general rubbish and one for recycling, meaning a total of in the order of 14 bags of waste and recycling to be collected from site per week. Compostable materials are removed from site by staff by hand and on foot on a daily basis;***
> *- details of internal and external stores for both waste and recycling, including any plans and designs;* ***As detailed in the as approved site layout plan, there is an area identified within the site boundary to the south of the site where waste will be***

stored within a small container when awaiting collection. Any additional waste storage can also be facilitated within the building if required. Compostable materials are stored in a suitable container within the building and removed each day by hand by staff and disposed of off site;

- location of the proposed collection point; ***This was clearly shown on approved plan reference Drawing PL-002 rev AB4, and there is no proposed change to the collection point;***

*- details of how waste will be transferred between stores and to the collection location****; There is no transfer of waste to other stores, and as clearly laid out above, waste will be transferred on foot and by hand to the collection point at the allocated and agreed time with the private waste collection company, with collections to take place twice per week, and at agreed times outside of peak hours, namely after 5.30pm***

- details of number and capacity of bins proposed and collection frequency; ***As detailed above there will be up to two bin bags of waste created per day, one for general waste and one for recycling. The general rubbish bags will be stored within the container identified on the site layout plans as approved under the provision of application 135759/FO/2022. The container has the capacity to store up to 3 days of waste at any one time, supporting the use of twice weekly collections. As laid out above compostable materials are stored internally within the building and removed by hand by staff each day.***

3.4 As previously advised this is a vegan café and the Applicant has environmental and sustainable principles at the core of their operation. All waste generated on site is sorted at source on a daily basis, with compostable and recyclable materials separated for disposal by the Applicant. This approach severely limits the need for general waste collections, which currently take place on average just twice per week.

3.5 Waste removal from the application site will therefore have no detrimental impact on the safe operation of the local highway network.

4.0 Conclusions

4.1 Given the nature of the proposed operation and the above provisions in relation to deliveries and waste management, the proposed development can in our view be safely and suitable accommodated on the local highway network.

4.2 The Applicant sources their supplies separately from the site and brings everything they need to site on a daily basis on foot. There is no requirement for the use of third party deliveries to site to service the proposals, and no need for vehicle deliveries at any time. There is therefore no impact on the local highway network, and no requirement to contravene local parking restrictions.

4.3 Waste is sorted at source to limit the levels of general waste created on site. Waste is collected by prior arrangement with a private waste operator, who meets the client further down Withington Road, away from the highway restrictions as shown on the as approved plans. The Applicant removes the waste materials from site by hand. There is no doorstep collection from the application site itself.

4.4 The provisions laid out within this servicing and management plan ensures that the proposed café can operate safely and with minimum disturbance to local residents, businesses, café customers and the wider highway network.

4.5 The provisions of this service and management plan are therefore deemed to now address the provisions of condition 4 and associated informative in full, and we therefore kindly request that the condition be discharged.