

**Extension to the
Medicines Evaluation Unit,
The Langley Building,
Wythenshawe Hospital Campus,
Southmoor Road,
Wythenshawe,
Manchester,
M23 9QZ**



Delivery and Service Management Plan (DSMP)

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Contents:	Page
1 Introduction	3
2 Background and context	3
3 Report purpose	4
4 Proposals	5
5 Site access	5
6 Existing service & delivery arrangements	6
7 Proposed service & delivery arrangements	8
8 Waste strategy	10
9 Conclusion	11

1.0 Introduction

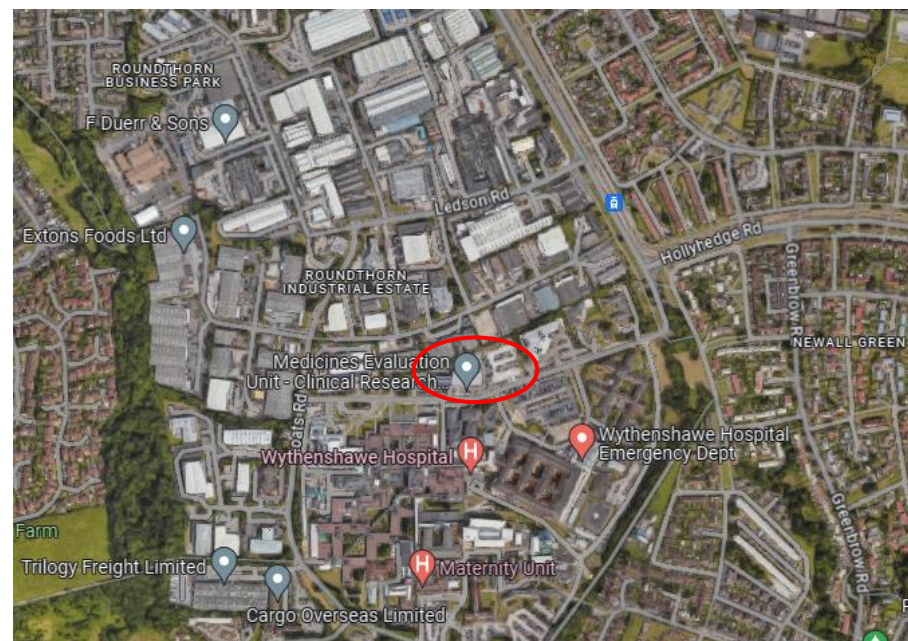
This Delivery and Service Management Plan (DSMP) has been prepared to support an application for a new extension to the Medicines Evaluation Unit at Wythenshawe Hospital



2.0 Background & context

The site is located within the Wythenshawe Hospital site which is on the outskirts of Wythenshawe town centre, off the M56. The development site itself is situated on Southmoor Road/Hospital Road, which can be accessed off Floats Road to the east of the site and Hollyhedge Road to the west. The site is close to Newall Green, Baguely, Butcher and Shady Lane Estate and it also backs the rear of Roundthorn Industrial Estate.

The MEU Building and proposed extension is situated in between the Nightingale Centre & Genesis Prevention Centre and the Outpatients Car Park. This part of the Wythenshawe Hospital site has been identified as suitable for development as a “Research Corridor”.



Map 01 | Aerial View of Hospital Site with location of proposed extension site identified

Source: Google Earth 2023

3.0 Report purpose

A Delivery and Service Management Plan (DSMP) is used to inform the local and regional authorities of the intent of the applicant in managing delivery and servicing trips:

Operating Schedule / Management Strategy

...’ include details of maintenance, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries. (Core Strategy Policy C10 / DM1)

There are number of benefits which can be delivered by the introduction of a Service and Delivery Management Plan:

Saving time and money

- Lower operating costs, less deliveries
- Saving staff time spend receiving goods and related procurement activities, such as processing invoices

Improve reliability

- Improved supply chain efficiency
- Avoiding disruption

Improve safety

- Fewer deliveries, reduction of the risk of accidents on-site

Reduce impact on the environment

- Fewer journeys, less harmful emissions
- Better manage freight activity
- Pleasant environment (improved air quality and reduced noise)

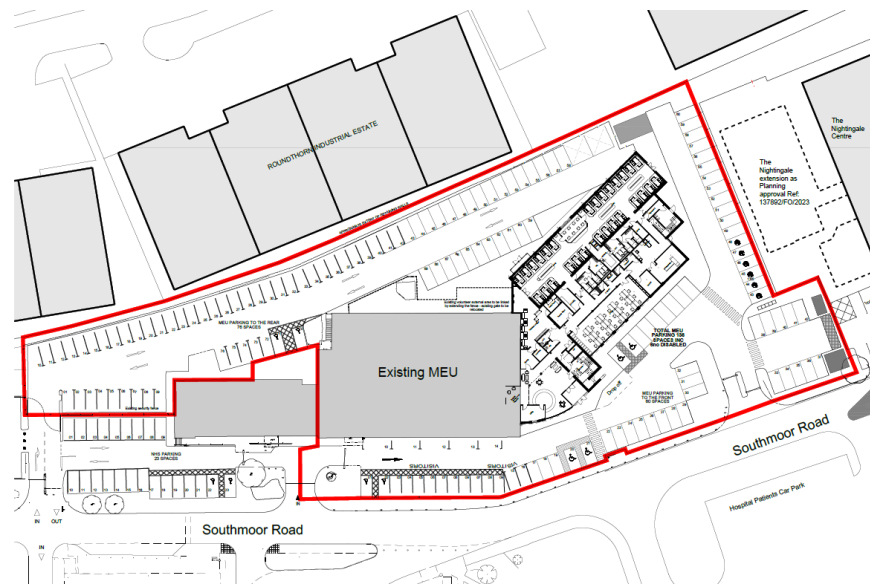
Service and Delivery Management Plan Objectives

- To minimise the impacts of delivery and service movements, particularly at peak times
- To facilitate sustainable delivery and service travel
- To promote smart operations to reduce demand for delivery and service travel
- To encourage the use of sustainable vehicles for delivery, including the user of greener vehicles
- To manage the timing of deliveries to reduce the impact in peak periods, and
- To ensure appropriate routing strategies are in place for travel.

This report has been prepared to set out the proposed delivery and servicing arrangements and the measures which will be in place to ensure that deliveries are undertaken safely and efficiently.

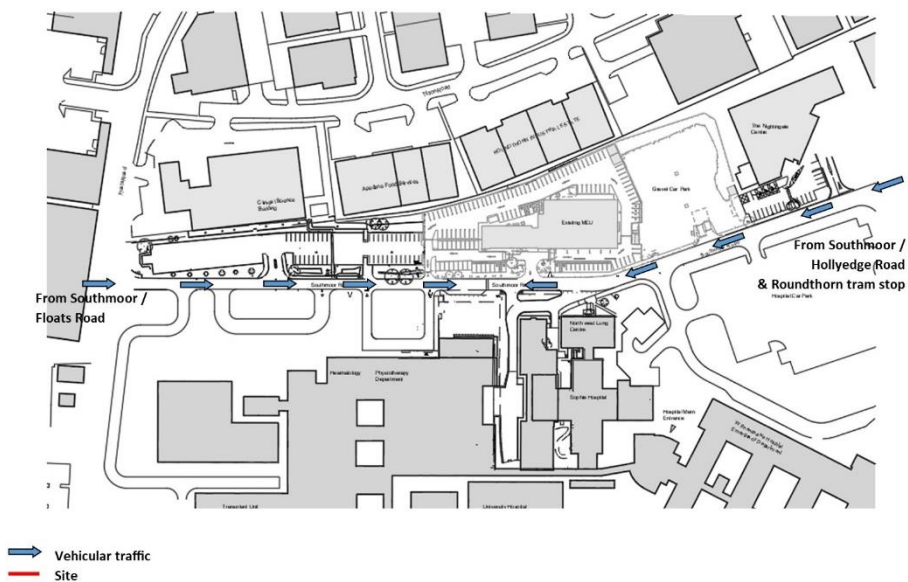
4.0 The proposals

The proposals are for a new extension to the Medicines Evaluation Unit (The Langley Building), including internal alterations and minor alterations to the existing building. This will increase the capacity of this clinical research unit from 36 beds by an additional 28 beds taking the total to 64 beds, plus ancillary accommodation. External works are also proposed to provide re-arranged car parking and access facilities for the unit.



5.0 Site access

Vehicular access to the site will be from the Southmoor Road through the hospital grounds (predominantly south of the site), which can be accessed off Hollyhedge Road to the west of the site and Floats Road from the east.



6.0 Existing service & delivery arrangements

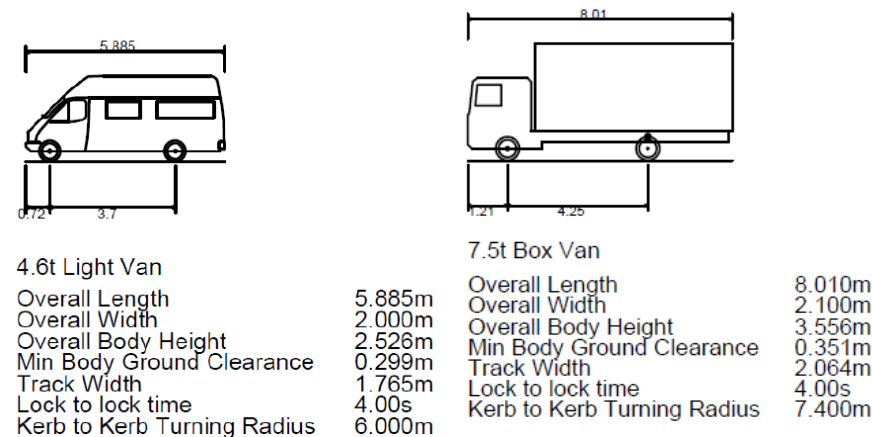
Vehicle Specifications

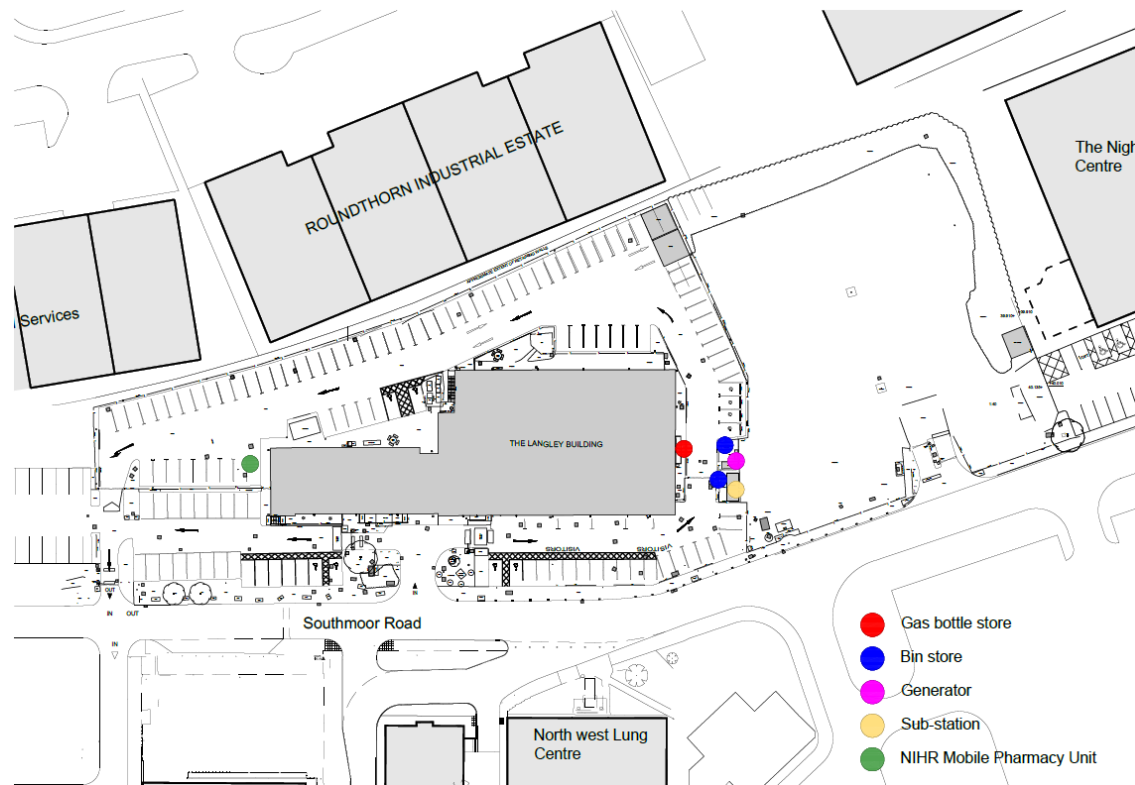
The vast majority of existing deliveries to the MEU are carried out by light goods vehicles (LGVs), including 3.5t ‘sprinter’ vans, 4.6t light vans and occasionally larger 7.5t box vans. These vehicles would be used by general postal / courier services, as well as scheduled deliveries of food / beverage and general supplies.

The LGVs illustrated, including the 4.6t and 7.5t vans respectively, would be comfortably accommodated within the site.

The dimensions of these delivery vehicles would not exceed those of the vehicles previously utilised by the MEU & adjacent MCRF

The general use of LGVs rather than scheduling regular deliveries by HGVs is considered to represent a benefit to the functioning of the site as the majority of deliveries would comprise small goods of an ad-hoc nature, such as postal and courier visits, which would be typically completed within 5 minutes. Some larger deliveries may require a duration of up to 10 minutes to carry out.

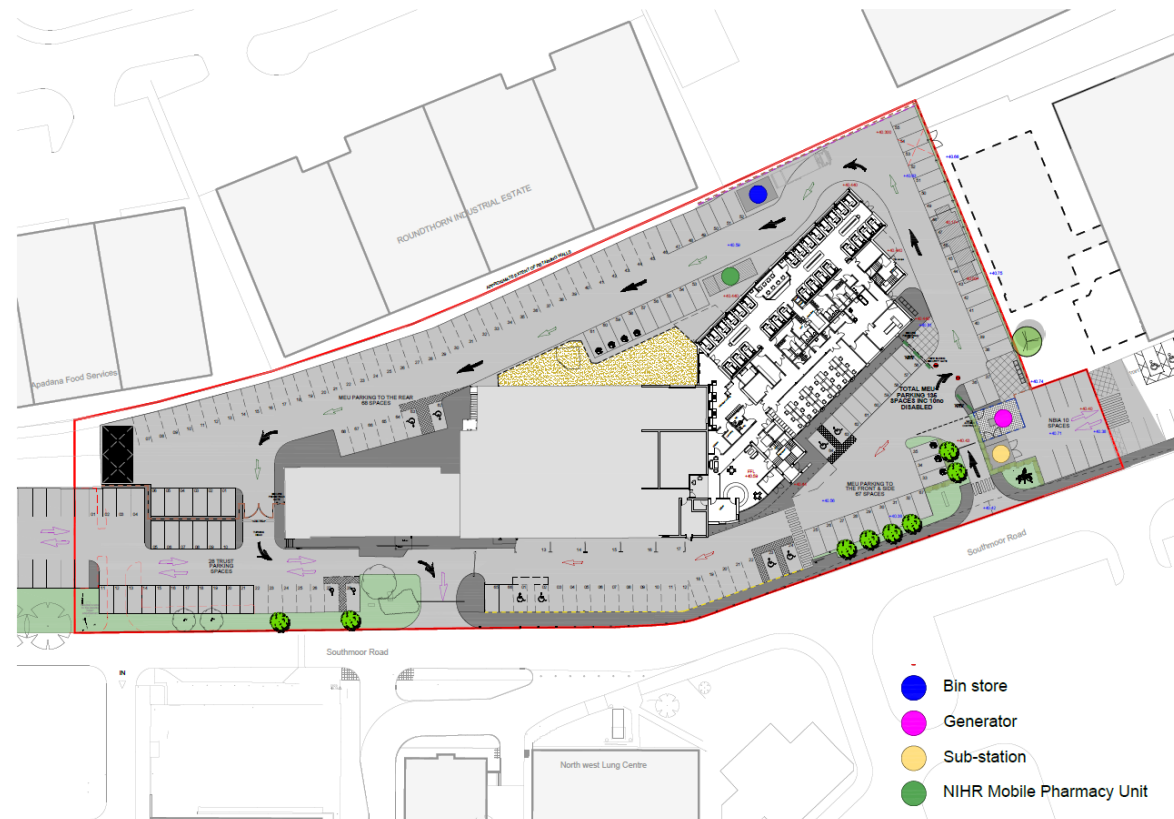




The frequency of the existing servicing and delivery arrangements is as follows:

- Bottled gases deliveries – average of one per month.
- Generator maintenance – average four times a year.
- Laundry/refuse collection (via the Trust) – average three times a week, but at present it is every weekday.
- Sub-station maintenance – ad hoc.
- Window cleaner – average three times a year,.
- Fuel tank top up (for the generator when the diesel level falls to 40% or below) – when required.
- NIHR Mobile Pharmacy Unit (7.5 tonne) - weekly

7.0 Proposed service & delivery arrangements



- Generator maintenance – average four times a year.
- Laundry/refuse collection (via the Trust) – every weekday. bhat
- Sub-station maintenance – ad hoc.
- Window cleaner – average three times a year,.
- Fuel tank top up (for the generator when the diesel level falls to 40% or below) – when required.
- NIHR Mobile Pharmacy Unit (7.5 tonne) – weekly

As you can see the MEU envisage that the deliveries will remain the same. However, the size of the deliveries may increase.

Delivery Management

- Timing of Deliveries

Where feasible, companies with regular deliveries to and from the site will be encouraged to arrange these outside of the peak hours, in order to alleviate pressure on the highway network.

The existing MEU has been operating from this site for some time and they do coordinate deliveries and inform the companies for the best times to access the site and where to load/unload goods.

Businesses will also be encouraged to schedule delivery and maintenances out of peak hours.

- Loading / Unloading

It is important that suppliers are informed the appropriate routes to and from the site, but also that areas in front of the entrance are available for unloading / loading.

The MEU will be encouraged to use reputable companies that will provide consideration and courtesy whilst delivering.

Reducing Servicing and Delivery Trips

- Local Suppliers

Where appropriate, the MEU is encouraged to source items locally, or from the same supplier to reduce the potential impact on road network.

8.0 Waste strategy

This section sets out the waste strategy for the proposed development.

Waste storage

The proposed arrangement is for waste to be stored in a designated area to the rear of the new MEU extension. This bin yard will contain 6 x 1,280l Eurobins. Separate containers will be provided for general, clinical and recyclable waste.

Waste collection

The site is designed to accommodate safe and convenient refuse collections, resulting in a minimal impact on the adjacent highway network. The site's internal layout has been planned as such that no complex turning procedures would be required by collection vehicles. Following the completion of waste removals from each designated collection point, vehicles would egress the site safely in a forward gear.

Waste would be collected daily for general and recyclable waste.

9.0 Conclusion

The proposed development seeks to expand the existing MEU at the Wythenshawe Hospital Campus through a 2,888m² extension which provides a new entrance, additional volunteer spaces, and enables an increased support of the wider department. In response to existing capacity issues at the MEU, this will serve to create a more purposeful, brighter and spacious environment.

The proposals have been developed through a process of pre-application engagement with MEU staff and Manchester City Council.

This document sets out a series of clearly defined procedures relating to the anticipated delivery arrangements and waste storage / removal requirements associated with the proposed extension of the MEU in Wythenshawe. This report demonstrates the following:

- The site is considered to be conveniently located in terms of access from the wider highway network owing to its proximity major highway links including the M56, Southmoor Road & Hollyhedge Road. Minimal deviation from these routes is required by delivery and servicing vehicles making trips to / from the site, as per the site access plan established in this DSMP;
- The largest delivery vehicle required by the site will be a 11.0m x 2.5m refuse collection vehicle. The vast majority of deliveries would be carried out by 4.6t light vans, whilst occasional deliveries using larger 7.5t panel vans would also be required.
- The extended MEU would generate daily postal deliveries and some occasional supply deliveries which would be completed using light goods vehicles. It is anticipated that due to the small scale of the MEU unit, deliveries / collections would be carried out using LGVs comprising fresh food / drink, linen and general goods.
- Refuse collections would be coordinated by MEU as part of an existing collection arrangement. Daily collections would be required at the site for the removal of all waste and recycling generated by the MEU.

This report demonstrates that the proposals will have acceptable impacts on their surrounds in terms of servicing and access.