

Conditions Discharge Service and Delivery Management Plan (App No:136035/FO/2023. Appeal Ref: APP/B4215/W/23/3336057)

Unit A, 48 Derby Street

Manchester

M8 8HN

Proposal: Erection of new self-contained commercial unit.

May 2024

Building Design Services (BDS)

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INTRODUCTION

This Supporting Document is submitted by Building Design Services to Manchester City Council on behalf of the applicant Mr Shamaz Subhani to discharge condition 4 attached to planning application 136035/FO/2023. Planning permission was refused by the Council and subsequently allowed at Appeal on 17th May 2024 and consented for the “Erection of new self-contained commercial unit”.

Condition 4 states:

‘Prior to the first use of the building hereby approved a servicing strategy for the site shall be submitted to and approved in writing by the local planning authority. The servicing strategy shall include delivery hours and details of how deliveries will be managed. The approved scheme shall be implemented before the first use of the building and be operational for the lifetime of the development’.

The plan ensures that the site will be serviced in a safe manner which does not result in any detriment to the free flow of traffic or public amenity.

SERVICE MANAGEMENT PLAN

A Service Management Plan is designed to provide a framework to improve the management of all delivery and servicing vehicle movements to and from the site. The overarching focus of the strategy is to encourage efficient and sustainable movements, in this case in relation to goods and deliveries, rather than people. The Service Delivery Management Plan is therefore an important tool for managing transport impacts.

SERVICE AND DELIVERY PLAN BENEFITS

There are number of benefits which can be delivered by the introduction of a Service and Delivery Management Plan. The Service and Delivery Management Plan can have benefits for a number of parties, including businesses, Local Authorities, and residents. These are:

Saving time and money

- Lower operating costs, less deliveries;
- Saving staff time spend receiving goods and related procurement activities.

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 managed 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 use 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.

POLICY

Policy Guidance

The development of the 'Service and Delivery Management Plan' has been informed by a review of relevant policy and guidance. This is to ensure that a framework is put in place which accords with government guidance and draws on best practice to encourage sustainable practices.

National Planning Policy Framework (NPPF)

The NPPF states at Paragraph 108 that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;

- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

Whilst Paragraph 113 states that:

Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Paragraph 130 of the NPPF advises that Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Manchester's Core Strategy

Core Strategy Policy T2 states that The Council will actively manage the pattern of development to ensure that new development: -

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections;
- Is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including.

SERVICE MANAGEMENT PLANS

DSPs should reduce delivery trips to ensure the availability and use of safe and legal loading facilities and select appropriate delivery companies who are committed to best practice.

Service Delivery Plans encourage working with neighbouring businesses, procurement, suppliers and contractors to embed sustainable practices within the procurement process; changing behaviour within a business towards frequency of orders; co-ordinating and managing delivering and servicing activities more efficiently; encouraging safe and lawful loading practices; employing sustainable operators.

It is important to understand existing situation of surrounding roads and the regular collection of delivery and servicing information of neighbouring businesses, and the review of operational procedures will be important to the success of this document.

SERVICING AND REFUSE COLLECTION ARRANGEMENTS

Vehicular Access

In accordance with policy and best practice guidance, the design and movement strategy for the site has been carefully prepared to ensure that the development facilitates the efficient movement of vehicles and delivery of goods and supplies. This is to ensure that interruptions to traffic flows are minimised, and that no impacts are experienced on Woolley Street, and surrounding highways through servicing of the development.

There is no vehicular access to the site or parking within the site. Due to the site's positioning close to the corner of Derby Street and Woolley Street there are double yellow lines close to the front of the site, therefore no stopping allowed at any time where double yellow lines are present.

Delivery Arrangements

The application site includes 1 new commercial unit at ground level including a mezzanine floor fronting Woolley Street. All servicing will occur from Woolley Street with the existing double yellow line road restrictions. No double yellow lines are present on the highway directly in front of the site.

It is anticipated that service-related vehicles seeking to deliver to a unit of this size would be small to medium sized boxed vans and will not exceed 11m rigid sized vehicles. Given the scale (size of unit) and nature of the future use (wholesale) that the number of daily deliveries is low level.

The owner of the business would probably go shopping for his business requirements. The unit owner would park close to the unit or in the nearby car park to the north of Woolley Street. Staff would be encouraged to car share, use public transport, or use a bicycle where safe bicycle shelter would be provided to the rear of the building.

To cater for deliveries, the deliveries will be either early in the morning just after 07:30 or after 6pm. However, if deliveries during the day are not avoidable, the delivery vans will park in front of the site on Woolley Street where there are no parking restrictions and capacity for a single large goods vehicle or small light goods vehicles to park safely. Delivery vehicles will minimise interaction/obstruction of other traffic movements along Dervby Street and is situated close to the site for ease of access.

Upon arriving at the site from either Derby Street or Broughton Street, vehicles would park in the closest available space. Woolley Street is not a one-way road, small vans can manoeuvre within the street if required, however both adjoining Streets exit to Cheetham Hill Road and where vehicles can safely leave in forward gear.

As well as the existing available parking on street during off peak periods, there is an existing car park to the north of Woolley Street. This car park is available at all times and will still be suitable for visitors, customers, considering if close proximity to the site.

Refuse Collection Arrangements

Bins are accommodated within the commercial units as existing. As the existing units are deep and has sufficient space this existing arrangement will continue as it is.

Refuse vehicles will service the site at arranged time and all the refuse collection for commercial units will be taken away. Refuse vehicles will do the collection from Woolley Street, however these collections will be off-peak hours, normally early in the morning.

Business Behaviour

All commercial occupiers within the site will be informed about the Delivery Service Plan in relation to its function, aims and objectives and what individual occupiers can do to help encourage the use of sustainable delivery and servicing practices on site, as well as to and from it. It will be important to highlight to businesses the potential benefits accrued through reviewing their delivery and servicing operations.

Existing neighbouring business owners will be encouraged to talk to each other and where possible plan deliveries to not obstruct the highway.

Delivery Management

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

The existing surrounding businesses have been operating from their respective sites 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.

The business within the unit will also be encouraged to schedule delivery and maintenances out of peak hours.

Routing of Deliveries

The nature and size of the commercial unit at the site means that deliveries would fall well below the weight limits. However, companies on site would ensure that vehicles use the most appropriate routes and are aware of any restrictions.

Loading / Unloading

It is important that suppliers are informed of the best and appropriate routes to and from the site, and also the best areas available for unloading / loading whilst considering the needs of each neighbouring business in order to avoid conflicts.

REDUCING SERVICING AND DELIVERY TRIPS

Consolidating Deliveries

Commercial units will be encouraged to talk to each other to see if it is possible to consolidate the deliveries and how the waste collected by which company, etc.

Local Suppliers

Where appropriate, tenants are encouraged to source items locally, or from the same supplier to reduce the potential impact on road network. This is achievable given the site is in a very sustainable location within a specialise wholesale area and close to the City centre.

CONCLUSION

This document has outlined a strategy to encourage the adoption of sustainable practices in regard to the management of servicing and deliveries at the site. The overarching aim of this process is to minimise the impact of these activities both on site and the surrounding highway network.

In developing the site's strategy, a detailed policy review has been undertaken. Due to the site's location and parking / loading restrictions, main consideration has been given to size and future business behaviour, delivery management, and reducing the overall number of trips in developing measures for the site.