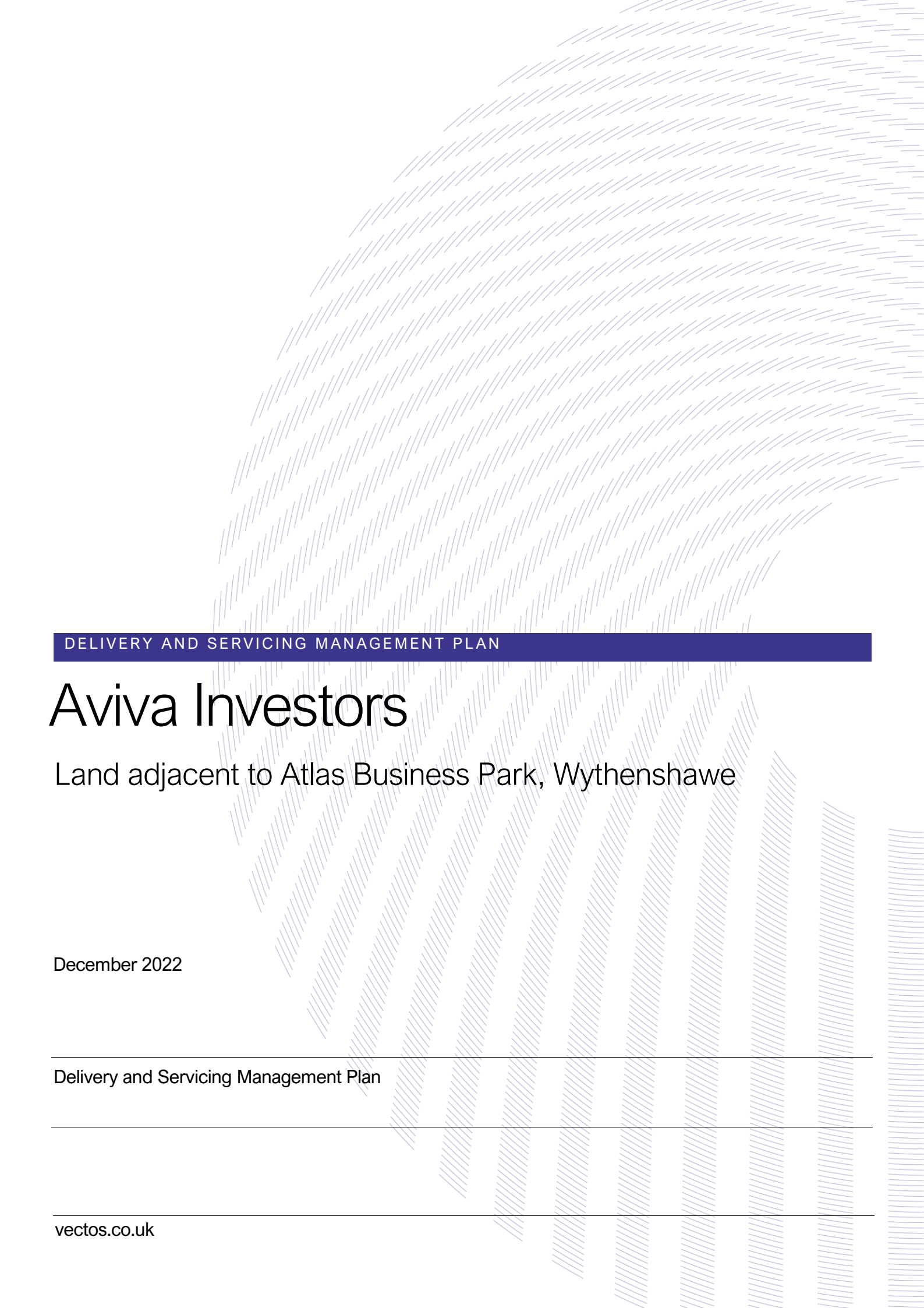




DELIVERY AND SERVICING MANAGEMENT PLAN

Aviva Investors

Land adjacent to Atlas Business Park, Wythenshawe

December 2022

Delivery and Servicing Management Plan

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1 Introduction

- 1.1 Vectos are advising Aviva Investors in relation to proposals for the development of land adjacent to Atlas Business Park in Wythenshawe, Manchester ('the site').
- 1.2 The site is located 1.5 kilometres south-east of Wythenshawe town centre and 12 kilometres south of Manchester City Centre (as the crow flies). The surrounding area is formed by both employment and residential use, with the site currently accommodating vacant land located to the east of the wider Atlas Business Park site.
- 1.3 Aviva are seeking planning permission for a full planning application consisting of the construction of five units of use classes E(g)(iii), B2 and B8 comprising a total gross internal floor area of 38,211 square meters (GIA), with associated car parking. The scheme is also proposing a new vehicle access from Simonsway.
- 1.4 The primary objective of this Delivery and Servicing Management Plan (DSMP) is to ensure that delivery and servicing activity associated with each unit within the site can take place in a safe, efficient and sustainable manner.
- 1.5 Following this introduction, this DMSP is structured as follows:
 - **Section 2** – Site Arrangements.
 - **Section 3** – Objectives and Measures
 - **Section 4** – Frequency of Deliveries
 - **Section 5** – Monitoring and Review

2 Site Arrangements

Site Location

- 2.1 The site is located 1.5 kilometres south-east of Wythenshawe town centre and 12 kilometres south of Manchester City Centre (as the crow flies). The surrounding area is formed by both employment and residential use, with the site currently accommodating vacant land located to the east of the wider Atlas Business Park site.
- 2.2 The site is located within the jurisdiction of Manchester City Council (MCC) who act as both the planning and highway authority.

Development Site and Location

- 2.3 The location of the site in a local context is shown below in **Figure 2.1**.

Figure 2.1: Site Location



- 2.4 The site is bound by grass verges bordering Simonsway and Styal Road to the north and east respectively. Overlapping part of the site is the Manchester Airport Public Safety Zone. The western portion of the site, approximately half of the overall site, is previously developed ('brownfield') land which is allocated for employment uses within the saved policies of the Manchester Unitary Development Plan. The balance of the site is located within the Greater Manchester Green Belt.
- 2.5 The existing Atlas Park borders the site to the west, with a large car park used to accommodate vehicles generated by Manchester Airport located to the south of the site.

Local Highway Network

- 2.6 Vehicle access to the site is currently provided from an existing priority junction on Simonsway. Simonsway runs in a general east / west orientation between the B5166 Styal Road / Finney Lane / Simonsway signalised junction and Junction 4 of the M56.
- 2.7 Simonsway is a single carriageway road that is subject to a speed limit of 30 mph and is lit along its length. The carriageway width along Simonsway varies between 7 and 9m north of the site boundary, before increasing to around 15 metres at the aforementioned signalised junction to the east.
- 2.8 Each arm of the B5166 Styal Road / Finney Lane / Simonsway signalised junction facilitates both ahead movements, along with left and right turns via green filter lights. It is noted that vehicles approaching the junction from the south on the B5166 Styal Road benefit from a dedicated right turn lane at this location.
- 2.9 Located 30m east of the site's existing vehicle access on Simonsway is Pasture Field Road which is situated on the opposite side of the carriageway. Pasture Field Road connects to Lomond Road to the north, facilitating access to numerous residential streets located north of the site.
- 2.10 Lomond Road also provides a through-route between the B5166 Styal Road and Peel Hall Road, with both providing key routes north of the site into central Wythenshawe.
- 2.11 The B5166 Styal Road forms the northern and southern arms of the B5166 Styal Road / Finney Lane / Simonsway signalised junction. Styal Road is subject to a speed limit of 30mph to the north where a single carriageway arrangement continues to Gately village and connects to the A560 Altrincham Road.
- 2.12 To the south, the speed limit on the B5166 Styal Road increases to 40mph. The single-carriageway arrangement on this road continues before access to the A555 Manchester Airport Relief Road is provided further south.
- 2.13 The B5166 then continues southbound towards Cheshire, facilitating access to Wilmslow. The A55 Manchester Airport Relief Road provides a strategic connection between the M56 to the west and the A34 Wilmslow to Handforth Bypass to the east.
- 2.14 To the west of the site's existing access, Simonsway provides access to Shadowmoss Road via a signalised junction. To the south of this junction, Shadowmoss Road connects to the Ringway Road which provides another connection to the aforementioned A555 Manchester Airport Relief Road, further south via the B5166 Styal Road.
- 2.15 Further west of the Simonsway / Shadowmoss Road signalised junction is the Brownley Road / Simonsway / Ruddpark Road signalised junction. From this location Brownley Road continues north to Sharston Industrial Estate and meets the M6 motorway, with Ruddpark Road continuing south and providing access to numerous residential streets and cul-de-sacs.
- 2.16 The M56 motorway is accessible from Simonsway further west at Junction 4, as previously noted.

Site Access

- 2.17 Access to the site will be taken via a new access junction from Simonsway, to the north of the site.

Service and Refuse Vehicle Management

- 2.18 Site specific servicing and refuse will take place within each development plot, using the new internal access road to access each unit.
- 2.19 Swept path analysis that indicates service and refuse trips can be accommodated within the site can be found within the Transport Assessment submitted as part of the application.
- 2.20 The operational day to day management of the service and refuse area will be the responsibility of the individual operations teams for each unit within the site.
- 2.21 It will be the responsibility of each team to manage the arrivals and departures of vehicles to their site to ensure an efficient operation and to not cause disruption to the other business within the estate.

3 Objectives and Measures

What is a Delivery and Servicing Management Plan?

- 3.1 Delivery and Servicing Management Plans (DSMPs) provide a framework for managing all types of freight vehicle and HGV movements to and from individual developments.

Benefits of a DSMP

- 3.2 In summary, this DSMP will:
- Help developers and local authority planning officials comply with:
 - The National Planning Policy Framework (NPPF); and
 - The Traffic Management Act and any borough specific policies, such as road safety and air quality action plans.
 - Demonstrate that goods and services can be delivered, and waste removed in a safe, efficient, and environmentally friendly way;
 - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
 - Help cut congestion and ease pressure on the environment;
 - Improve the reliability of deliveries to the site concerned; and
 - Reduce the operating costs of building occupants and freight companies.

DSMP Objectives

- 3.3 The overall objective of this DSMP is:
- To minimise the impacts of freight movements and facilitate sustainable freight travel to and from the proposed development.*
- 3.4 To support the realisation of this overarching objective, several sub-objectives have been set out, and include:
- Promoting smarter operations of freight that reduce the need for freight movement overall or that reduce or eliminate trips particularly in peak periods;
 - Encouraging greater use of sustainable freight modes;
 - Encouraging the use of greener vehicles;
 - Managing the on-going development and delivery of the DSMP;

- Communication of the site servicing / delivery facilities (through dissemination of information);
- Communication of the DSMP measures; and
- Encouraging the most efficient use of freight vehicles and servicing/delivery trips.

3.5 Several measures will be adopted by the proposed occupiers to ensure the safe and efficient management of delivery and servicing vehicles to minimise the impact of deliveries.

3.6 In relation to delivery and servicing, the following management measures are proposed:

- Each occupier will co-ordinate and book in deliveries so that there are not instances where delivery vehicles need to wait on street.
- Each occupier will work with delivery companies to minimise the number of arrivals per day and to consolidate deliveries, where possible.
- The management team within each unit will ensure that deliveries use the loading area to the rear of the site for as little time as required and that vehicle engines are switched off while stationary (where possible).

4 Frequency of Deliveries

- 4.1 This section of the report sets out the number of delivery and servicing trips expected at the site.
- 4.2 The frequency of servicing and refuse collection vehicles associated with the proposed site has been estimated, based on a total of 38,211sqm GIA of B2 development.
- 4.3 The likely total daily servicing vehicle movements for the proposed site are presented in **Table 4.1** below.

Table 4.1: Predicted Servicing Trip Generation

Type of Delivery	Frequency (Daily)		
	Arrivals	Departures	Total (2-way)
Service Trips	114	108	222

- 4.4 **Table 4.1** shows that there is anticipated to be approximately 222 two-way daily vehicle movements associated with refuse collection and servicing at the site. This is considered a robust figure.
- 4.5 It should be noted that each site operator will seek to ensure that deliveries take place at times outside guest / visitor arrivals / departures to avoid conflicts and reduce traffic congestion.

5 Monitoring and Review

- 5.1 A booking system will be set up and managed by the operations manager assigned within each individual plot. A booking system will ensure all deliveries / collections are managed according to location and time. This will ensure that situations when more than one vehicle arrives at the same point at the same time are avoided.
- 5.2 As part of the booking system the following will be implemented:
- Drivers will be offered time slots in which deliveries/collections can be made;
 - The location of delivery, time of delivery and the vehicle to be used will all be agreed up front;
 - Staff will be on hand to monitor all deliveries – they will ensure that vehicles engines are switched off, and the allotted time slot is not exceeded;
 - All goods will be stored immediately so that they are not on the public highway;
 - All servicing activities will be logged.
- 5.3 The building management team for each occupier will record the servicing activity which will include the following information:
- Date;
 - Delivery arrival / departure time;
 - Type of vehicle;
 - Goods delivered / taken away; and
 - Other comments.
- 5.4 Each building management team will constantly monitor and review the success of the DSMP. If considered necessary, the building management team will propose changes which will be communicated to ECC.
- 5.5 As part of this suitable security measures will be implemented by the responsible management organisations.
- 5.6 The contact details of the building management team will be provided to MCC so that in the event of any issues that arise, the authorities can arrange a meeting to discuss.

Targets

- 5.7 To minimise the impact of vehicle movements on the transport network SMART (Specific, Measurable, Achievable, Realistic, Timebound) objectives will be adopted. The proposed objectives for reducing vehicle movements, and in turn vehicle emissions, are listed below:
- Where feasible, deliveries will be consolidated to reduce the number of service vehicles arriving at the site.
 - Dependant on operational requirements, service vehicles will seek to avoid the network peak hours.
 - The applicant will seek to make use of low emission vehicles for deliveries where possible.
- 5.8 A sub objective to the above and related to the number, frequency and type of vehicles used for deliveries and servicing are noise impacts.

6 Conclusion

- 6.1 Vectos are advising Aviva Investors in relation to proposals for the development of land at Atlas Business Park in Wythenshawe, Manchester.
- 6.2 The site is located 1.5 kilometres south-east of Wythenshawe town centre and 12 kilometres south of Manchester City Centre (as the crow flies). The surrounding area is formed by both employment and residential use, with the site currently accommodating vacant land located to the east of the wider Atlas Business Park site.
- 6.3 Servicing and refuse will take place within each development plot, using the new internal access road to access each unit.
- 6.4 The operational day to day management of the service and refuse area will be the responsibility of the operations teams appointed by the occupier within each individual unit. The teams will manage the arrivals and departures of vehicles to ensure a smooth and efficient operation.
- 6.5 The use of this DSMP will ensure that the development can be serviced on a day-to-day basis without detrimentally effecting highway safety.

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