



NL Jones Planning
Duke House Business Hub
Duke House
Skipton
BD23 2HQ
07774 652426
www.nljonesplanning.com

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Manchester City Council
Planning
PO Box 532
Manchester
M60 2LA

Dear Sir / Madam,

**General Permitted Development Order Schedule 2, Part 7 Class C – Click & Collect Facilities
'Prior Approval' Application – Siting of InPost Parcel Locker – Co-op, 349 Barlow Moor Road,
Manchester M21 7QH**

I am instructed by my client InPost UK to submit a 'prior approval' application for the siting of an InPost Locker at Co-op, 349 Barlow Moor Road, Manchester M21 7QH.

This application has been submitted via the Planning Portal. This letter in conjunction with the enclosed application form, planning drawings and the requisite planning fee comprise the applicant's full planning application.

The planning application package comprises of the following:

- Site Location Plan ref. L(00) 001 P1;
- Existing Plan ref. L(01) 001) P1;
- Existing Elevations ref. L(02) 001 P1;
- Proposed Plans ref: L(01) 101 P1; and
- Proposed Elevations ref. L(02) 101 P1.

In addition to the above enclosures, I will be grateful if you could take the contents of this letter into consideration.

Proposal

The details of the proposed In Post Parcel locker are as follows.

LOCKER DIMENSIONS		
WIDTH	HEIGHT	DEPTH
2.011m	2.424m	0.919m

The InPost Locker is located within the curtilage of the Co-op store, a local convenience shop (Use Class Ea) located on Barlow Moor Road.





Figure 1- Site Location Plan

The InPost Parcel locker is located on the property forecourt. It is located adjacent to the south west elevation of the store facing towards the car park.

The property at 349 Barlow Moor Road is not listed and the site is not in a Conservation Area.

The material specifications of the locker are as follows:

- Base: steel zinc-coating, painting and concrete B20;
- Lockers: magnelis/ stainless steel;
- Roof: metal sheet roof and zinc-coating;
- Locker door: magnelis/ stainless steel;
- Shelves: stainless steel without coating/magnelis;
- External panels: magnelis/ stainless steel, with vinyl wrap, and
- Main door: galvanized steel.

The Locker incorporates 3x integral CCTV cameras, two housed on the canopy and one in the touchscreen, to ensure customer safety and security. The proposal includes the provision of 3 no. bollards to provide additional security and prevent unauthorised parking. These are brightly coloured to ensure they do not represent a trip hazard to customers using the lockers, or to visitors to the shop. Further information on the specification of the InPost parcel lockers is provided in the Locker Overview information included at Appendix 1.

In terms of deliveries, Hermes carry out one delivery a day, during normal day time hours. On average, it takes the delivery driver 15 minutes to fill/empty a machine using a transit style van. In terms of customer usage, InPost data indicates that customers take 15 seconds on average to collect or return a parcel. This demonstrates that both delivery drivers and customers will only be visiting the site for a limited time.

InPost Lockers provide a convenient way for customers to collect or return goods at a time which suits them rather than having to wait for goods to be delivered to their home or place of work. They offer many benefits in terms of sustainability, reducing the total number of trips required by both delivery drivers and customers, who often make 'linked trips' combining various activities with their collection, therefore reducing overall trip numbers. Further information on the sustainability benefits of the lockers is set out below and is contained within the Sustainability Benefits Statement included at Appendix 2.

Relevant Planning Policy and Legislation

Central Government has acknowledged the importance of click & collect facilities, which it recognises as important logistical facilities that meet the needs of retailers and consumers in today's dynamic retail environment. Central Government guidance (Paragraph: 008 Reference ID: 2b-008-20190722) seeks to support town centres and retailing and encourages the provision of click and collect facilities as an identified measure to ensure more efficient deliveries, improve sustainability and reduce congestion.

The General Permitted Development Order (GPDO) Schedule 2, Part 7 Class C (Click and Collect Facilities) confirms that the '*development consisting of the erection or construction of a collection facility within the curtilage of a shop*' is permitted by the Order.

Development is permitted by Class C subject to the condition that the developer must, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to the siting, design and external appearance of the development. This 'Prior Approval' application is therefore submitted in accordance with Class C.

Paragraph C.1 sets out the conditions that must be satisfied in order for the Class C permitted development rights to be applied. These are assessed in the table below in relation to the proposed location:

Table 1 – Assessment against Paragraph C.1

CLASS C – PARA C.1 – CONDITION	ASSESSMENT OF PROPOSED LOCATION	COMPLIANCE
(a)the development would result in more than 1 collection facility within the curtilage of a shop	There is not more than one collection facility within the curtilage	YES
(b)the gross floor space of the building or structure would exceed 20 square metres;	The gross floorspace of the locker is less than 20sqm	YES
(c)the height of the building or structure would exceed 4 metres;	The height of the locker is 2.424m	YES
(d)any part of the development would be within 2 metres of any boundary of the curtilage;	No part of the locker is within 2m of the boundary of the curtilage	YES
(e)any part of the development would be between a shop front and a highway where the	No part of the development would be located as such	YES

distance between the shop front and the boundary of the curtilage of the premises is less than 5 metres; or		
(f)any part of the development would be— (i)on article 2(3) land; (ii)in a site of special scientific interest; or (iii)within the curtilage of a listed building or a scheduled monument.	None of these designations are applicable	YES

Therefore it is confirmed that the proposed location meets the requirements of the GPDO for such facilities.

Design

In terms of size, the locker measures 2m in width and 1m in depth and has a maximum height of 2.42m. It is therefore a relatively modest structure.

InPost lockers are designed in a high-quality format to be specifically suited for the needs of the customers both in terms of ease of operation and security. The design specification provides high quality materials, with the locker being specified in Magnelis / Stainless Steel, chosen specifically to provide the optimum levels of corrosion resistance for long term durability.

The dark colour scheme finish of the InPost locker, with very limited, clear and discreet branding is also deliberately chosen to ensure ease of recognition and use by the customer, whilst minimising any adverse visual impacts through 'over-cluttered' branding or unsympathetic colour choices. The appearance of the InPost locker because of this neutral colour scheme, clean, simple and unobtrusive branding and uncluttered user-friendly style is therefore reflective of its function. It represents a modern, clean, simple, user friendly and functional design finished in high quality materials specified for durability, longevity and security.

The locker is located at a commercial shop site and is therefore in keeping with the existing commercial use of the property. It is of a scale that is in keeping with its host building. Its modest size and the neutral colouring of the locker ensures that it does not have an obtrusive impact on the street scene.

The locker is a high-quality functional structure which has been appropriately located on an existing commercial site. It is considered to be of a high standard of design which is respectful of the character and appearance of the area.

Amenity Impacts

The locker is not situated in close proximity to any residential properties and will therefore have no adverse amenity impacts.

Security

The locker incorporates CCTV within its structure, and bollards to the front of the lockers, to ensure the safety and security of customers and the security of the facility.

Highways

Hermes carry out one delivery a day, during normal day time hours. On average, it takes the delivery driver 15 minutes to fill/empty a machine using a transit style van. In terms of customer usage, InPost's

data indicate that customers take 15 seconds on average to collect or return a parcel. This demonstrates that both delivery drivers and customers will only be visiting the site for a limited time and therefore there is no adverse impact on the highway network. It will not be a significant generator of travel, rather it reduces the need for travel.

Sustainability Benefits

Central Government has acknowledged the importance of Click & Collect facilities generally, including Parcel Lockers, which are recognised by the Government as important logistical facilities that meet the needs of retailers and consumers in today's dynamic retail environment.

InPost parcel lockers can achieve significant sustainability benefits which can be summarised as follows:

- Reductions in CO2 emissions
- Reduced congestion
- Reduced delivery mileage
- Air quality improvements
- Encouraging linked trips

InPost Parcel Lockers contribute to sustainability objectives by enabling multiple deliveries to one single location which is of direct benefit to the road network by helping to reduce trip generation and congestion in the wider area, with resultant environmental benefits.

The location of the lockers also allows for the combination of collection of goods with the use of the other services and facilities (linked trips). Not only does this reduce the number of trips in total by both delivery driver and customer, but it also enables a more efficient use of the 'host' site and can support the longevity and vitality of the existing site or location.

InPost Lockers provide a convenient way for customers to collect or return goods at a time which suits them rather than having to wait for goods to be delivered to their home or place of work. They offer many benefits in terms of sustainability, reducing the total number of trips required by both delivery drivers and customers, who often make 'linked trips' combining various activities with their collection, therefore reducing overall trip numbers.

Further information on the sustainability benefits of the lockers is set out in the Sustainability Benefits Statement included at Appendix 2.

Summary & Conclusion

It is demonstrated that the proposed siting of an InPost Locker is permitted development subject to the submission of a 'prior approval' application to the Council prior to the commencement of development. This application is therefore submitted in accordance with Class C of the GPDO.

I trust that the enclosed information is sufficient to enable you to validate the application and look forward to receiving your confirmation in due course. Please contact the undersigned in the first instance should you require any further information.

Yours sincerely



Neil Jones

BA (Hons) DipTP MRTPI AssocRICS

Director

NL Jones Planning

E / neil.jones@nljonesplanning.com

M / 07774 652 426

cc Mr G Brice – UK Locations Director, InPost UK

Enc

APPENDIX 1

Locker Overview Information

InPost – Locker Overview



Tried and Tested, Reliable and Secure Construction

Our off-the-shelf lockers range from 2m-6m long (typically 4m-6m), with option to extend to 260 compartments

Roof with 2 cameras
(version with or without
roof and cameras)

**Fully outdoor, tested in
a climate chamber**

**Shock and flood
sensor**

Polymer concrete base

DIMENSIONS/WEIGHT

Width	2011 mm
Height	2221-2424 mm
Depth	919 mm
Weight	~900 - 1000 kg



Standard locker module

- **Small boxes:** 89 x 410 x 667 mm
- **Medium boxes:** 171 x 410 x 667 mm
- **Large Boxes:** 385 x 410 x 667 mm

Optional equipment

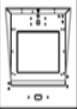
- Banner with backlight
- Label and receipt printer

Media equipment

- 12.1 inch vertical touch screen

We have 26 Pre-Defined Locker Layouts, like the Below

These are based on years of proprietary analysis of parcel mix

L	L	L	L
S	S	M	M
serv. compart.	S	M	M
	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
L	M	M	M
L	M	M	M

NFM			
L: 5	M: 16	S: 14	LMS: 35

L	L	L	L
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
L	M	M	M
L	M	M	M

AFMM			
L: 5	M: 16	S: 20	LMS: 41

L	L	L	L
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
L	L	L	L

AABB			
L: 8	M: 10	S: 20	LMS: 38

L	L	L	L
M	M	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
M	M	M	M
L	L	L	L

GGBB			
L: 8	M: 14	S: 12	LMS: 34

L	L	L	L
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
S	S	M	M
M	M	L	L
M	M	L	L

FFBB			
L: 6	M: 14	S: 20	LMS: 40

Locations –Rail



38 stations:
c.78,000 passengers
41 million entries &
exits per year



Locations – Retail



62 stores, including all
London:
c.300,000 weekly footfall



Locations – Forecourt and Independents



Kingston



Dulwich



Marylebone



Watford

APPENDIX 2

Sustainability Benefits Statement

InPost Parcel Lockers – Sustainability Benefits Statement

Prepared by NL Jones Planning on behalf of InPost UK.

Introduction

This statement has been prepared in support of a planning application for the siting of the InPost parcel locker.

It is important to identify the key sustainability benefits that InPost parcel lockers can achieve, as these benefits constitute a material consideration that should be given significant weight in favour of the application.

Key Sustainability Benefits – Greener Delivery

The importance of Click & Collect facilities such as the InPost parcel lockers are recognised by Government as an important and legitimate facility that meets the needs of consumers in today's dynamic retail environment.

Parcel deliveries are a major contributor of harmful emissions, congestion, and road accidents in the UK. The key benefit of InPost parcel lockers is that rather than driving from one home to the next, couriers cover fewer miles by delivering multiple parcels in a single trip.

InPost Lockers are available 24/7, so parcels are always delivered first time. This means no wasted journeys or extra trips for re-deliveries. If more parcels are delivered to lockers, we would have fewer vans on our roads and only a 1/3 of the emissions.

With more and more of us going online instead of heading out to the shops, there are more delivery vehicles on the roads than ever before. As a result, congestion and transport-related emissions have risen significantly, particularly in cities with large populations where grid-locked roads have become the norm. At the same time local Councils are working hard to reach cleaner air targets and lockers help reduce CO2 emissions by up to two-thirds compared to home delivery.

As the popularity of online shopping is unlikely to wane anytime soon, change is needed to prevent a continued toll on the environment. Traditional home delivery involves couriers delivering individual parcels to individual households, whereas locker delivery enables couriers to deliver multiple parcels to a single location. This means couriers can spend less time travelling from home-to-home and make their journeys more efficient (e.g., one stop with 50 drops versus 50 different stops). Locker deliveries also do not rely on people being in to receive their parcels. Parcels can be delivered first-time without any need for second and third delivery attempts, or trips to depots when parcels cannot be delivered. These changes alone could cut CO2 emissions by up to two-thirds.

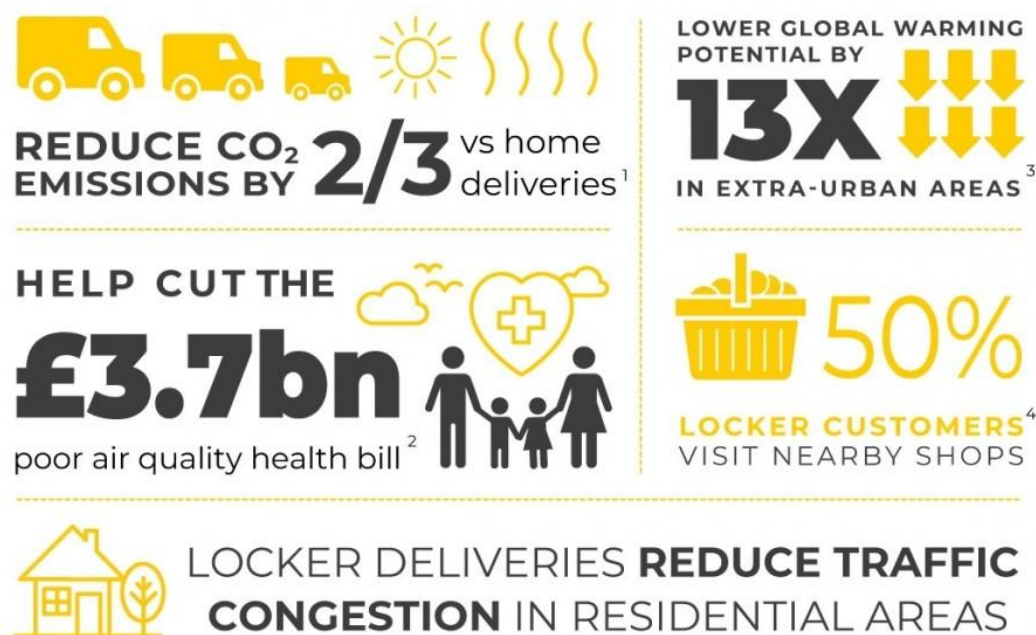
Locker delivery has also been shown to reduce mileage on the road by up to 95% per parcel compared to home delivery, reducing its contribution to global warming by 3 times in urban areas. This increases to 13 times within extra urban areas.

Air quality is another area that lockers can help to improve. Nitrous oxide from road vehicles has been on the decline since 2010, but the proportion from vans has kept on increasing. If parcels are grouped into locker drops, we can help to clean up the air which costs the UK a projected £3.7bn annually in health impacts.

By placing lockers on the route to where people work, shop and play, InPost is encouraging customers to make more out of their existing journeys (trip chaining or linked trips), rather than making separate trips. This in turn reduces their carbon footprint and lowers emissions and exposure to road related pollutants.

InPost research shows that very few people make designated car journeys to collect items at a locker. One recent study (on customers who collected or returned parcels from InPost Lockers outside Lidl stores) found that 31% travelled by bicycle or on foot to the locker. 61% went by car or motorbike, but almost half (47%) of those shoppers also visited the Lidl store – thereby turning what could have been two trips into one.

Figure 1 – Key Sustainability Benefits



1. Barton Wilmore, 2019. 2. Walton et al. 2015. 3. Giuffrida et al. 2016. 4. InPost 2020.

Summary and Conclusions

InPost parcel lockers can therefore achieve significant sustainability benefits which can be summarised as follows:

- Reductions in CO2 emissions
- Reduced congestion
- Reduced delivery mileage
- Air quality improvements
- Encouraging linked trips

The InPost Parcel Lockers contribute to sustainability objectives by enabling multiple deliveries to one single location which is of direct benefit to the road network in terms of helping to reduce congestion in the wider area with resultant environmental benefits as identified above.

The location of the lockers also allows for the combination of collection of goods with the use of the other services and facilities (linked trips). Not only does this reduce the number of trips in total by both delivery driver and customer, but it also enables a more efficient use of the 'host' site and can support the longevity and vitality of the existing site or location.

InPost Lockers provide a convenient way for customers to collect or return goods at a time which suits them rather than having to wait for goods to be delivered to their home or place of work. They offer many benefits in terms of sustainability, reducing the total number of trips required by both delivery drivers and customers, who often make 'linked trips' combining various activities with their collection, therefore reducing overall trip numbers.

These benefits are therefore important material considerations in favour of the planning application which should be given significant weight.