

Glasgow City Council as Trustees of
Strathclyde Pension Fund c/o DTZ
Investors UK Limited

**58-66 KING STREET,
MANCHESTER**

Delivery and Servicing Management Plan

June 2022

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Appendix A - Refuse Vehicle Track Plot

1 INTRODUCTION

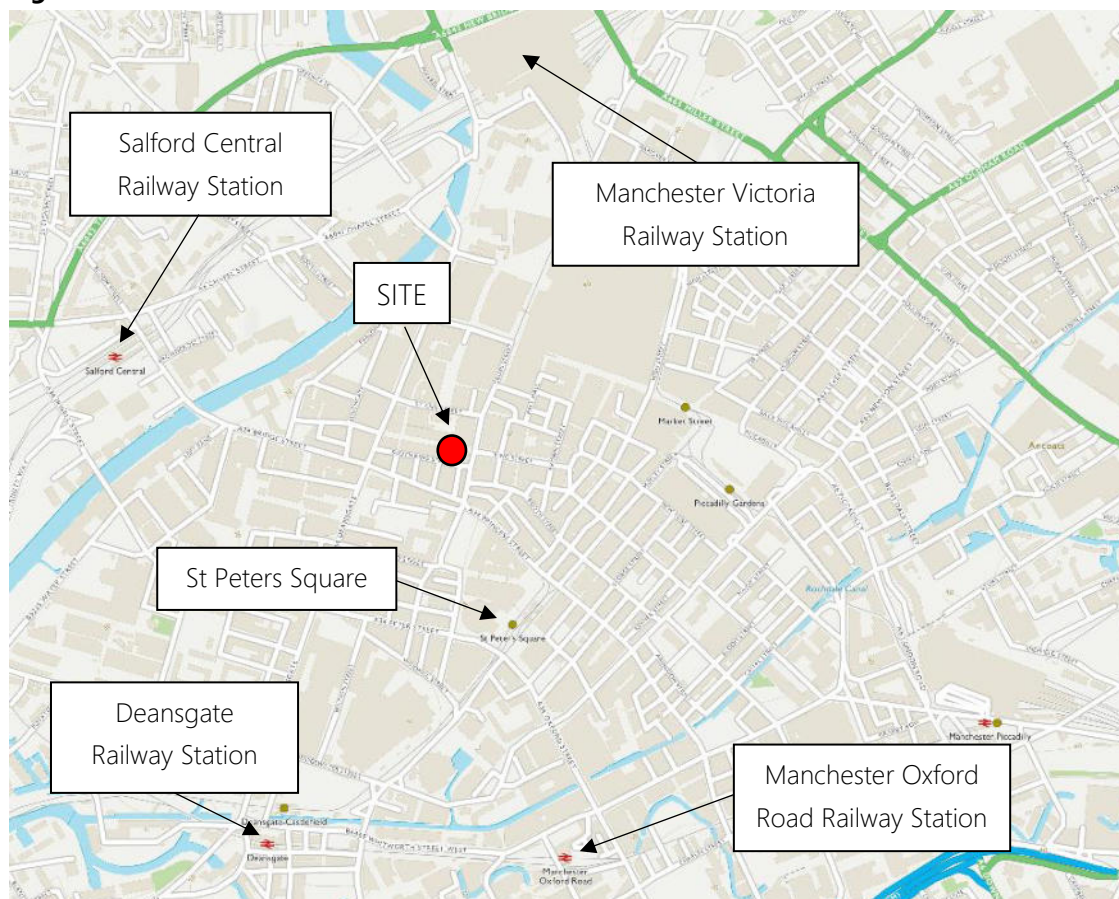
- 1.1 This Delivery and Servicing Management Plan ('DSMP') has been prepared by Caneparo Associates on behalf of DTZ Investors UK Limited (the 'Applicant') for the approved residential apartments at 58-66 King Street, Manchester (the 'site').
- 1.2 The approved developments at the site comprise the conversion of office space to 24 residential apartments and associated works. The existing office space and approved residential apartments do not incorporate off-street car parking facilities or delivery and servicing vehicle areas.
- 1.3 This DSMP sets out the measures and commitments that will be made by the Applicant / Developer in ensuring that the delivery and servicing regime at the site is appropriately managed to ensure there is no material adverse impact on amenity and the local transport network.
- 1.4 The primary objectives of this DSMP are to manage deliveries and servicing to, from and within the premises in order to ensure that deliveries and servicing activity is undertaken successfully, and without conflict between vehicles and/or pedestrians and without adversely impacting on the amenity of local residents and businesses and the operation of the local transport network.
- 1.5 This DSMP is a 'live' document that can be updated as necessary to ensure the delivery and servicing arrangements remain appropriate for the development and adaptable to changes in circumstance.
- 1.6 The remainder of this DSMP is set out as follows:
- Section 2 - describes the layout of the development and access provisions;
 - Section 3 - sets out the delivery and servicing arrangements;
 - Section 4 - sets out the waste collection strategy; and,
 - Section 5 - provides a conclusion.

2 THE DEVELOPMENT

Location

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

Figure 2.1 – Site Location Plan



[Source: www.osmaps.ordnancesurvey.co.uk]

- 2.2 The site is bordered by King Street to the north, South King Street to the south with properties adjacent to the east and west.

Access / Egress

- 2.3 The development is accessed on foot from South King Street. The development does not incorporate any on-site vehicle parking, loading or unloading facilities.

Local Highway Network

- 2.4 King Street is pedestrianised with limited access for vehicles whilst South King Street is a one-way route operating between Cross Street to the south east of the development and the A56, Deansgate, to the west / south west of the development.
- 2.5 Within the vicinity of the development, South King Street incorporates double yellow line markings, a disabled bay and pay and display parking bays. The pay and display bays are operational Mondays to Sundays between 08:00 and 20:00. During the hours of operation, parking in the pay and display bays is restricted to a maximum of 2 hours with no return within the hour.

3 DELIVERY AND SERVICING ARRANGEMENTS

Types of Delivery Vehicle

- 3.1 Residential developments typically receive a limited number of deliveries, normally associated with post as well as occasional deliveries of household goods or goods purchased online.
- 3.2 It is anticipated that the vast majority of deliveries will be undertaken by small to medium sized vehicles e.g. 3.5 tonne transit/sprinter type vans and 4.6 tonne light panel vans, with the occasional delivery by a larger 7.5 tonne / circa 8 metre long box van.
- 3.3 The following images illustrate the types of vehicles that are likely to access the site.

Image 1 – Typical LWB 3.5t Sprinter Van



Image 2 – Typical 4.6t Light Panel Van



Image 3 – Typical 7.5t Box Van



Frequency of Delivery and Servicing Movements

- 3.4 The residential uses at the site will generate a very small delivery and servicing demand.
- 3.5 In terms of refuse collection, it is anticipated that refuse will be collected from the development at the same time as refuse is collected from the existing properties on South King Street or King Street. A track plot for a refuse vehicle turning into South King Street from Cross Street is included in **Appendix A** for information.
- 3.6 Delivery events will be undertaken in line with existing arrangements. The existing delivery events are anticipated to be undertaken via the existing on-street loading bay located close to the junction of South King Street and Cross Street or from the adjacent kerb where restrictions allow.
- 3.7 In addition, there is the potential for some deliveries and / or servicing / refuse collection to take place from King Street to the north of the site between certain hours, with access gained through a rising bollard system.

Delivery Vehicle Routeing

- 3.8 Given the layout of the local road network and the traffic management controls on the roads surrounding the development, it is anticipated that the majority of delivery vehicles will access the development to and from South King Street.

- 3.9 On the basis that South King Street is one-way for westbound traffic, delivery vehicles will enter South King Street from Cross Street and depart via Deansgate, Bow Street or Ridgefield to the west of the site frontage.
- 3.10 These will be the routes that the majority of other / existing delivery vehicles take to access the nearby properties and therefore the off-site road layout will be able to accommodate the turning manoeuvres of the various delivery vehicles that will access the development.

4 REFUSE AND RECYCLING ARRANGEMENTS

Refuse and Recycling Storage

- 4.1 Residents will be responsible for depositing their waste and recycling materials in the bins located within the internal on-site bin store located at ground floor level.
- 4.2 The bins will be transferred to and from South King Street / Four Yards by the on-site management team on collection day (in line with existing arrangements for the local area) or the waste collection company will be provided with access to the bin store to collect the bins.

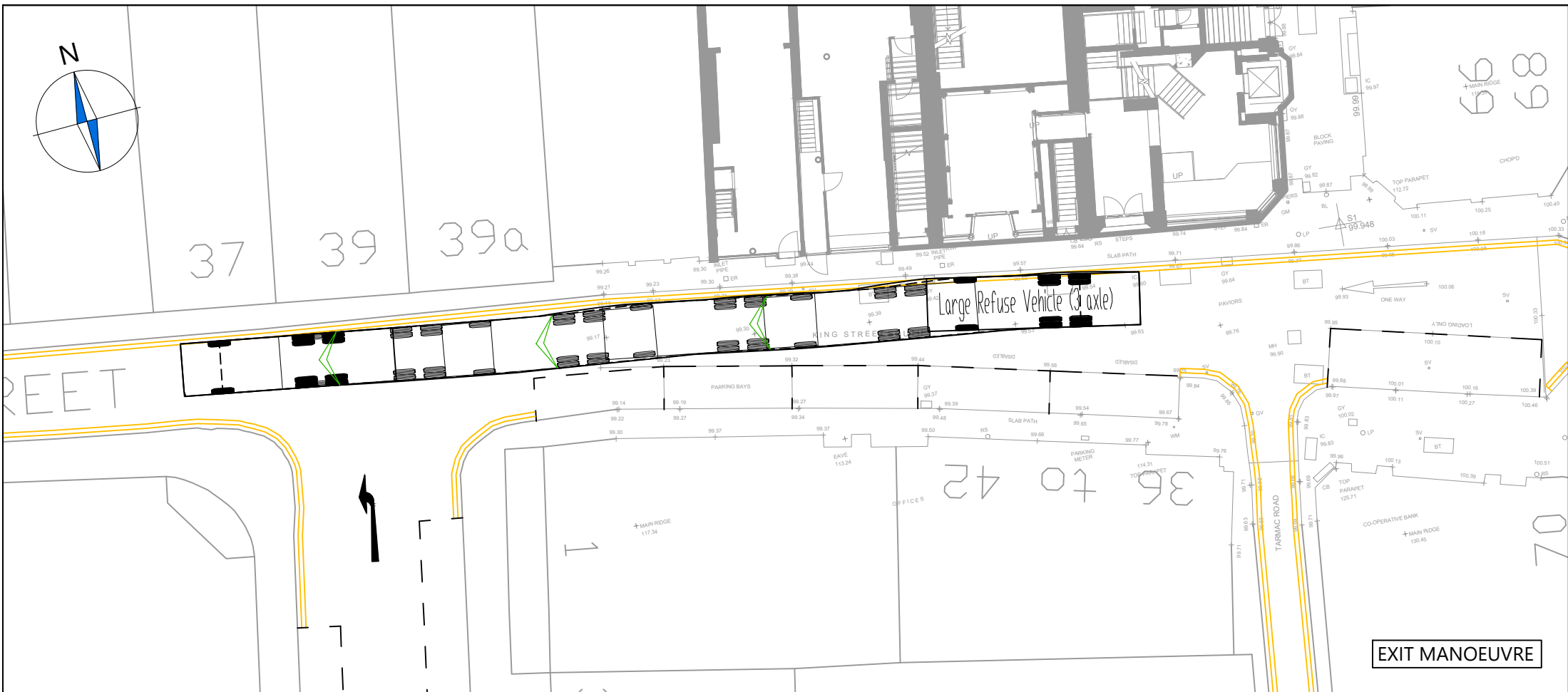
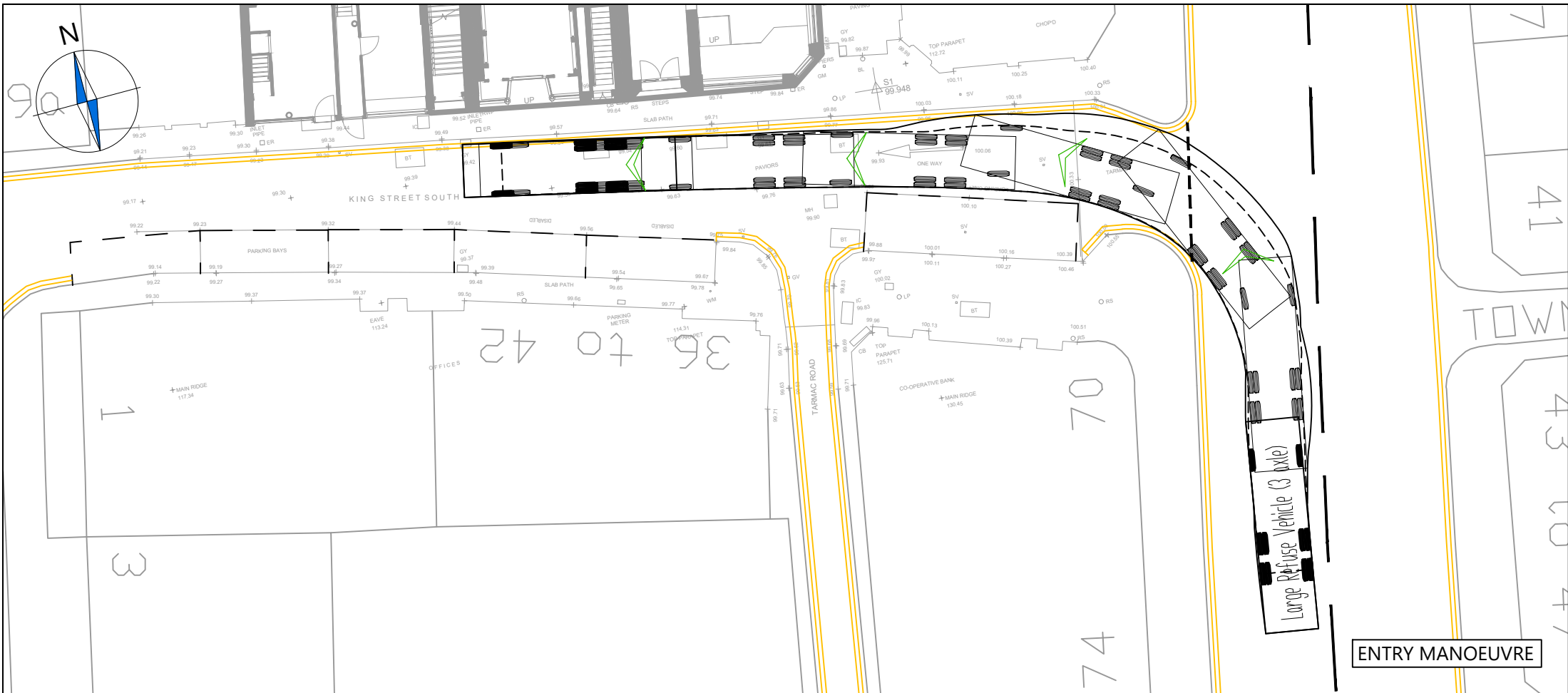
Waste Storage and Collection Initiatives

- 4.3 The following initiatives and measures will be in place for waste and recycling.
- Separate waste storage facilities will be provided within the site for general waste and recyclables, with recyclable material storage clearly labelled.
 - Residents will be made aware of the waste and recycling regime for the site, including where refuse is stored, how it is segregated between general and recyclable waste, and when the collections occur.
 - Refuse bins will not be left outside of the refuse store and will be kept in the on-site bin store at all times, the exception being when refuse is transferred for collection.
 - The refuse store will be kept clear from obstruction and in good order as far as is reasonably practicable. The storage area will be inspected on a regular basis and cleaned when necessary.

5 CONCLUSION

- 5.1 This DSMP sets out the way in which goods will be delivered to the site and how refuse associated with the residential apartments will be stored and collected.
- 5.2 The design / layout of the development is such that the servicing, delivery and refuse collection and access arrangements will safeguard public safety and the amenity of the surrounding area and not cause a significant obstruction on surrounding streets.

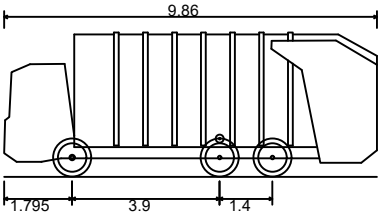
APPENDIX A



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

LARGE REFUSE VEHICLE (3 AXLE)



Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

	FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)
	REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
Status:	☒ Preliminary	☐ For Approval	☐ For Construction		
	☒ For Information	☐ For Tender	☐ As Built		

Client: DTZ Investors

Project: 58 - 66 King Street, Manchester

Drawing Title: Vehicle Swept Path Analysis for a Large Refuse Vehicle (3 Axle)

Scale: 1:250 Size: A3

Drawn by: COS Checked by: DR Date: 27.04.2022

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Scheme Ref: 4836	Drawing No: TR001	Sheet : 1 of 1	Rev: ...
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