Servicing and Delivery Management Statement

1. Introduction

This Servicing and Delivery Management Statement has been prepared in support of the planning application for the proposed change of use of the existing ground-floor premises at Oldham Street, Manchester, from a pub/bar use to a convenience store, together with alterations to the existing glazed shopfront/elevation.

The premises comprise approximately 75 m^2 of ground-floor floorspace, with residential accommodation located above.

The purpose of this report is to explain the proposed servicing and delivery arrangements associated with the convenience store and to demonstrate that the proposed use can be serviced safely and efficiently using the existing established servicing arrangements within the immediate area.

The report should be read in conjunction with the submitted existing and proposed drawings.

2. Proposed Convenience Store

The proposed use is a small convenience store providing general convenience-store goods, including packaged, chilled and frozen food and other everyday grocery products.

The premises will not sell alcohol and there will be no cooking, grilling, food preparation or commercial kitchen operation.

The store will be operated by approximately two employees.

The proposed opening hours are:

- Monday to Thursday: 07:00am–01:00am;
- Friday: 07:00am–05:00am;
- Saturday: 07:00am–05:00am; and
- Sunday: 07:00am–01:00am.

The scale and nature of the proposed use are modest in terms of servicing requirements. The extended opening hours on Friday and Saturday do not result in a requirement for deliveries during the late-night or early-morning periods.

3. Existing Servicing Arrangements

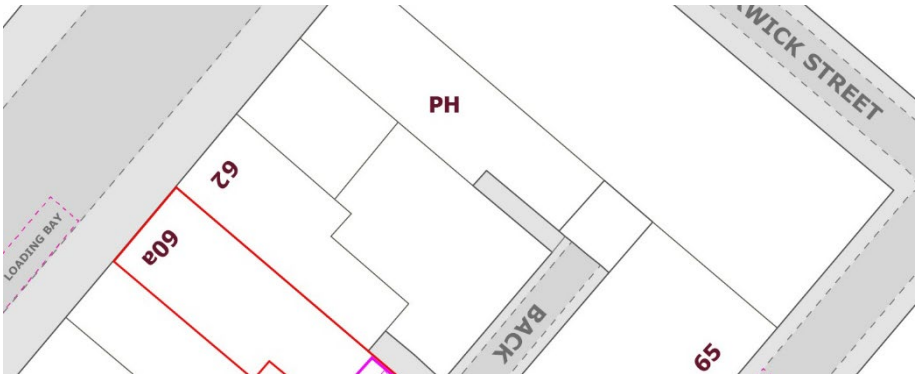
The premises are located on Oldham Street within Manchester city centre.

An existing loading bay is located on Oldham Street in close proximity to the premises, approximately 5 metres from the main entrance to the application premises.

The loading bay is shared and forms part of the established servicing arrangements for the surrounding premises. Neighbouring commercial premises also use the existing Oldham Street loading provision for their servicing requirements.

The application does not propose the creation of a new loading bay or any alteration to the existing highway arrangement.

The existing loading bay and its relationship with the application premises are identified on the existing site plan.



4. Proposed Delivery Arrangements

The proposed convenience store is expected to require approximately three deliveries per week.

Deliveries will generally be undertaken using a medium-sized 7.5 ton delivery van.

Vehicles will use the existing shared loading bay on Oldham Street. The loading bay is approximately 5 metres from the main entrance to the premises.

Goods will be unloaded from the delivery vehicle and transferred over this short distance to the premises through the existing main entrance, which will also function as the delivery entrance.

No separate service entrance is proposed and no new servicing facility is required.

The proposed arrangement therefore makes use of existing highway infrastructure and the established servicing pattern within Oldham Street.

5. Delivery Timing and Loading Restrictions

Deliveries will be managed having regard to the loading restrictions displayed on the existing highway signage adjacent to the Oldham Street loading bay.



The signage indicates that loading is prohibited Monday to Friday between 08:00am–10:00am and 04:00pm–06:00pm.

Accordingly, deliveries associated with the proposed convenience store will not be scheduled within these restricted periods.

The preferred delivery period will be during the late-morning/daytime period, between 10am and 12pm with weekday deliveries scheduled after 10:00am.

The operator will seek to avoid unnecessary late-evening and early-morning servicing activity.

The extended opening hours on Friday and Saturday are not intended to result in deliveries during the late-night or early-morning periods. Deliveries will remain subject to the available loading arrangements and applicable highway restrictions.

6. Loading and Unloading Procedure

The shop will follow a similar approach to neighbouring commercial businesses on Oldham Street. On arrival, the delivery vehicle will use the existing Oldham Street loading bay.

The driver will undertake the loading/unloading operation directly from the vehicle.

Goods will then be transferred by hand trolley or similar suitable means over the short distance between the loading bay and the main entrance to the premises.

The loading/unloading operation will be undertaken promptly and the delivery vehicle will leave the loading bay once the delivery has been completed.

No long-term parking or waiting by delivery vehicles is proposed.

The loading bay will remain available for use by other businesses and will not be occupied unnecessarily.

7. Vehicle Size and Frequency

The proposed servicing demand is limited due to the size and nature of the premises.

The anticipated servicing profile is:

Item	Proposed arrangement
Premises	Approximately 75 m^2
Use	Convenience store
Delivery frequency	Approximately 3 deliveries per week
Typical vehicle	Medium-sized 7.5 ton delivery van
Delivery location	Existing shared Oldham Street loading bay
Distance to entrance	Approximately 5 metres
Delivery entrance	Existing main entrance
Preferred delivery period	Late morning / daytime

Item	Proposed arrangement
Weekday loading restriction	No loading 08:00–10:00 and 16:00–18:00, in accordance with displayed signage
New loading bay required	No

The proposed frequency represents a low level of servicing activity appropriate to the size of the premises.

8. Spear Street and Rear Service Area

The premises also have access to the rear service environment via Spear Street and Back Spear Street.

The rear area will principally support the waste-management arrangements associated with the proposed use. Commercial waste containers will be stored within the designated Back Spear Street service/waste-storage area and presented at the existing Spear Street collection point in accordance with the separate Waste Management Statement.

The application does not rely upon the creation of a new servicing facility within Spear Street for routine goods deliveries.

The primary delivery and servicing arrangement for the convenience store will remain the established Oldham Street loading bay.

9. Pedestrian Safety

The proposed servicing arrangement will make use of an existing loading bay and will not require vehicles to mount the pavement or stop within the pedestrian entrance to the premises.

The short distance between the loading bay and the shop entrance allows goods to be transferred efficiently.

Delivery staff will exercise appropriate care when unloading and transferring goods, particularly given the pedestrian activity associated with Oldham Street.

Deliveries will be undertaken promptly and the loading bay will not be occupied for longer than necessary.

No alteration to the existing pedestrian or highway arrangement is proposed.

10. Relationship with Residential Accommodation

Residential accommodation is located above the ground-floor premises.

The proposed servicing arrangement is designed to minimise potential disturbance to the residential accommodation.

Although the convenience store will have extended opening hours, particularly on Friday and Saturday, the delivery operation will remain limited to approximately three deliveries per week.

Deliveries will be scheduled during permitted daytime loading periods and late-night or early-morning deliveries will not be required as part of the proposed servicing arrangement.

The limited delivery frequency, use of a medium-sized van and avoidance of late-night servicing will minimise the potential for servicing-related disturbance.

The separate Acoustic Report submitted with the application considers the potential noise implications of the proposed use and associated activities.

11. Waste Collection Servicing

Commercial waste collection will be managed separately from the routine goods-delivery operation.

The convenience store will have dedicated commercial waste and recycling containers comprising:

- 1 × 360 litre general waste container; and
- 1 × 360 litre dry mixed recycling container.

The containers will be stored within the designated commercial waste-storage area at Back Spear Street.

On collection days, the occupier/operator will move the containers to the existing Back Spear Street collection point for collection by a suitably licensed commercial waste contractor.

Following collection, the containers will be returned promptly to the designated storage area.

Full details of the waste arrangements are provided within the submitted Waste Management Statement and Waste Management Strategy Proforma.

12. Servicing Management

Responsibility for the management of deliveries will rest with the operator of the convenience store.

The operator will ensure that:

- deliveries are limited to approximately three visits per week;
- deliveries are generally scheduled during permitted daytime loading periods;
- the existing Oldham Street loading bay is used for deliveries;
- vehicles are not parked or left standing unnecessarily;
- unloading is undertaken promptly;
- goods are transferred safely to the premises;
- the loading bay remains available for other users;
- the applicable loading restrictions are observed; and
- late-night and early-morning deliveries are avoided.

The operator will manage deliveries having regard to the operation of the business, the availability of the existing loading facility and the highway restrictions displayed at the loading bay.

13. Conclusion

The proposed convenience store is a small-scale commercial use of approximately 75 m^2 and is expected to generate a low level of servicing activity.

Approximately three deliveries per week are anticipated, generally by a medium-sized delivery van. Deliveries will use the existing shared Oldham Street loading bay, located approximately 5 metres from the premises, with goods transferred to the store through the existing main entrance.

The existing loading bay forms part of the established servicing arrangements for the surrounding commercial premises. No new loading bay or alteration to the existing highway arrangement is required.

The operator will comply with the loading restrictions displayed on Oldham Street, including the stated weekday restrictions between 08:00am–10:00am and 04:00pm–06:00pm. Deliveries will preferably take place during the late-morning/daytime period and will not be routinely scheduled during late-night or early-morning hours.

The extended opening hours on Friday and Saturday do not create a requirement for late-night deliveries.

Waste collection will be managed separately through the existing rear service arrangements, as detailed within the accompanying Waste Management Statement.

Overall, the proposed servicing arrangements provide a practical and proportionate means of servicing the convenience store, make use of existing loading and service infrastructure, minimise potential conflict with pedestrians and nearby residential accommodation, and avoid the need for additional highway works or servicing facilities.