Servicing Plan for Discharge of Condition 11 of Planning Permission PLA-2026-000407

Creation of Cafe (Use Class E) at 34 John Dalton Street, Manchester, M2 6LE

34 John Dalton Street Manchester M2 6LE

Prepared By

MD DESIGN CONSULTANCY, Muhammad Dabeer Rana

Dabeer@mddesigns.co.uk

07728417797

MD DESIGN
CONSULTANCY

On behalf of BREWCH Café Ltd

Introduction

This Servicing Plan has been prepared in support of an application to discharge Condition 11 of planning permission ref. PLA-2026-000407, dated 30 July 2026, which relates to the creation of a café Use Class E(b) at 34 John Dalton Street, Manchester, M2 6LE. Condition 11 requires that a servicing plan be submitted and approved in writing by Manchester City Council prior to the first use of the development.

This document sets out the proposed servicing and delivery arrangements for the approved café use including the nature and frequency of deliveries and collections, vehicle types, and access/loading arrangements. It demonstrates that servicing can be accommodated without unacceptable impact on highway safety, traffic congestion or residential amenity, consistent with the reason for the condition. It also confirms how the plan will operate alongside the servicing hours restriction imposed under Condition 3 and the refuse storage and collection scheme required under Condition 5.

The development comprises the approved change of use to a Class E café at 34 John Dalton Street, Manchester. As a small-scale café operation, servicing requirements are expected to be limited in both scale and frequency. Deliveries will primarily consist of food, beverages and ancillary supplies, while waste and recyclable materials will be stored on-site in the basement waste store and collected directly from that store during operating hours, in accordance with the amended arrangements set out below.

Condition To Be Discharged

Condition 11 of planning permission PLA-2026-000407 states:

> *"Prior to the first use of the development, a servicing plan which includes details of servicing and deliveries including access routes, vehicle frequency and type shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved servicing plan shall be implemented as part of the development and retained for as long as the development remains in use."*

The stated reason for the condition is to safeguard the amenities of nearby residential occupiers, the site being located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for Manchester.

Development Description

The development on the ground floor unit at 34 John Dalton Street to a café (Use Class E(b) has been approved in accordance with drawings A200, A201 and A202. As a small-scale café operation, the associated servicing requirements are correspondingly modest in both scale and frequency, comprising:

• Delivery of food and beverage supplies (see table below)

• Collection of waste and recyclable materials, stored on site in accordance with the refuse storage and collection scheme to be agreed under Condition 5, and collected directly from the basement waste store by the appointed waste contractor during operating hours.

Servicing and Delivery Schedule

Supplier / Purpose	Frequency	Delivery / Collection Window	Vehicle Type	Access / Loading Point
Bookers (wholesale) Milk, syrups, soft drinks	As required, typically weekly	Between 10:00 and 14:00	Small van / light goods vehicle (LGV)	Front loading bay; goods brought in via front door or side entrance
Mancoco – coffee beans	Fortnightly, Tuesdays	Between 10:00 and 14:00	Small van	Front loading bay; goods brought in via front door or side entrance
Bakery (local supplier) – bread and bakery goods	Twice weekly	Between 10:00 and 14:00	Small van	Front loading bay; goods brought in via front door or side entrance
Waste management general waste and recycling collection	X3 weekly	Within operating hours (permitted under Condition 3, e.g. 10:00–14:00)	Waste contractor – manual collection from bin store; collection vehicle stopped in loading bay/rear access	Basement waste store; accessed directly by contractor via rear entrance — no external presentation of waste

Access Routes

Servicing and delivery vehicles will access the site via John Dalton Street and park within the designated loading bay located at the front of the property. The property has use of three entrances: front, side and rear. Once parked, goods will be brought into the premises via the side entrance towards the rear of the property depending on the nature of the delivery and supplier. Deliveries will be limited to short duration stops within the loading bay for unloading, and drivers will be required to comply with any applicable restrictions on use of the loading bay at the time of delivery. See image attached with site boundary and loading bay in orange hatch.

Waste and recyclable materials will be stored internally within the designated waste room in the basement, referenced as DR (A202) on the drawings, in accordance with the scheme for the storage and disposal of refuse to be submitted and approved separately under Condition 5 of the planning permission. This Servicing Plan should be read alongside that scheme, which sets out the estimated volumes and types of waste, internal storage arrangements, collection point and collection vehicle routing in further detail.

Following discussion with Manchester City Council, waste will not be presented externally at the front of the property. Instead the appointed waste contractor will access the basement waste store directly via the rear entrance and will manually collect waste bags/bins from within the store, removing them from site by hand to a collection vehicle stopped on John Dalton Street or the rear access as appropriate. This ensures no waste is left unattended within the public realm or the site's front red line boundary at any time.

Collections will take place during café operating hours, within the permitted servicing windows secured under Condition 3 (Monday to Friday 10:00–16:00 and 18:00–08:00; no restriction Saturday and Sunday) and will be supervised by café staff granting contractor access to the basement store. This approach avoids any overnight or unattended external storage of waste and directly addresses concerns raised by Environmental Protection regarding waste being left within the front recess.

Vehicle Frequency & Type

Food and beverage suppliers (Bookers, Mancoco bakery): small vans / light goods vehicles, with a combined frequency of no more than one to two deliveries on most days, restricted to the 10:00–14:00 window.

Waste and recycling collection: the waste contractor will attend site to collect directly from the basement waste store, with the collection vehicle briefly stopping within the designated loading bay or rear access point while the contractor enters the building to remove waste. This will take place within the permitted servicing hours under Condition 3, avoiding any overnight vehicle movements or unattended waste storage externally.

This pattern of servicing represents a low frequency of vehicle movements, spread across the day and within the time constraints set by MCC. The use of the designated loading bay at the front of the property, rather than unrestricted on-street parking, minimises the potential for conflict with pedestrians and other highway users on John Dalton Street.

Conclusion

The servicing and delivery arrangements set out in this plan are considered proportionate to the scale of the proposed café use. Deliveries are limited in frequency and vehicle size and are confined to defined time windows. Following amendment, waste is no longer presented externally at the front of the site instead it is collected directly from the basement waste store by the appointed contractor during operating hours in accordance with the servicing hours restriction under Condition 3. On this basis it is considered that the proposal accords with the requirements of the condition and that servicing can be satisfactorily accommodated without unacceptable impact on highway safety or residential amenity. It is respectfully requested that Manchester City Council confirms discharge of this condition on this basis.

