

Land between 473 & 475 Oldham Road, Rochdale OL16 4TD

Delivery and Servicing Plan

Prepared on behalf of Warrior Developments Limited

March 2024

strykeslip

Date	Version
4 Mar 2024	1

Contents

1	Introduction	Page 3
2	Development Site	Page 4
3	Development	Page 6
4	Servicing	Page 8

1. Introduction

1.1 Preamble

This Delivery and Servicing Plan (DSP) has been prepared on behalf of Warrior Developments Limited in respect of the future retail development ('the Development') located at Land between 473 & 475 Oldham Road, Rochdale OL16 4TD ('the Development Site') within the jurisdiction Rochdale Borough Council (RBC).

1.2 Context and scope

This DSP forms information in support of a planning application to discharge Condition 14 (C14) of the Development's Planning Permission ('the Planning Permission') dated 9 February 2024 and referenced by 23/00820/FUL:

- 14 No part of the development hereby approved shall be occupied until a Service Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include but is not limited to providing details on the restriction of servicing vehicles to no more than 10.35m in length, and ensuring deliveries do not take place between the hours of 23:00 and 07:00
The approved Service Management Plan shall be adhered to in full thereafter.

Reason: In order to prevent obstruction of the surrounding highway network by limiting the size of delivery vehicles in the interests of road and pedestrian safety and to prevent noise, nuisance and disturbance to the occupiers of neighbouring dwellings and in accordance with the requirements of policies DM1, G9 and T2 of the adopted Rochdale Core Strategy and National Planning Policy Framework.

1.3 Definition, objective and application

A DSP is a strategy and framework for the facilitating design and subsequent management and monitoring of the supply of goods to a development during its operation. The objective of a DSP is to ensure the efficient and sustainable supply of goods in order to mitigate the operational impact a development may have upon its local and wider areas. A DSP applies to all delivery and servicing arrangements that prevail at a development.

1.4 Terms of reference

Paragraph 116 of the National Planning Policy Framework (December 2023) states that "...applications for development should...allow for the efficient delivery of goods, and access by service...vehicles...". Policy DM1 (General development requirements) of RBC's Adopted Core Strategy (October 2016) states that "*All development proposals...will be expected to demonstrate that they...Provide satisfactory vehicular access with adequate...manoeuvring, and servicing arrangements taking into account of the proposed use and location...*".

2. Development Site

2.1 Location and extent

The Development Site is located some 175m south of the A664 Rochdale Bypass and some 1.75km southeast of Rochdale City Centre on the eastern side of Oldham Road just north of its junction with Argyle Street. Refer to Figure 2.1. It is bound by Oldham Road to its west, Watkin Street to its east and properties to its north and south. Refer to Figure 2.1a.

2.2 Description

The Development Site occupies an area of approximately 1,400 SqM, is currently vacant and was formerly occupied by a commercial vehicle hire establishment (land use Class Sui Generis) at least until mid 2008. It has 2 vehicular / all mode gated bell-mouth type accesses - one located at the southern end of its Oldham Road frontage and the other at the northern end. It is close to level across its full extent.

2.3 Local highway network

Oldham Road is a bus route carrying north-south trending 30 MPH 2-way link of notable width which forms part of the A671 route which connects the A664 Rochdale Bypass with Oldham (some 7.5km to the south). In the vicinity of the Development Site it is bordered by a mix of commercial and residential land uses. The Development Site's southern access is protected by double yellow lines which control parking at any time and loading during the weekday highway peaks (and at the same time on Saturdays). Running north from the southern access Oldham Road's eastern kerb is covered by a parking bay (operates 08:00-18:00 Monday to Saturday 30 minutes no return within 30 minutes). Opposite the Development Site, Oldham Road's western footway is covered by double yellow lines.

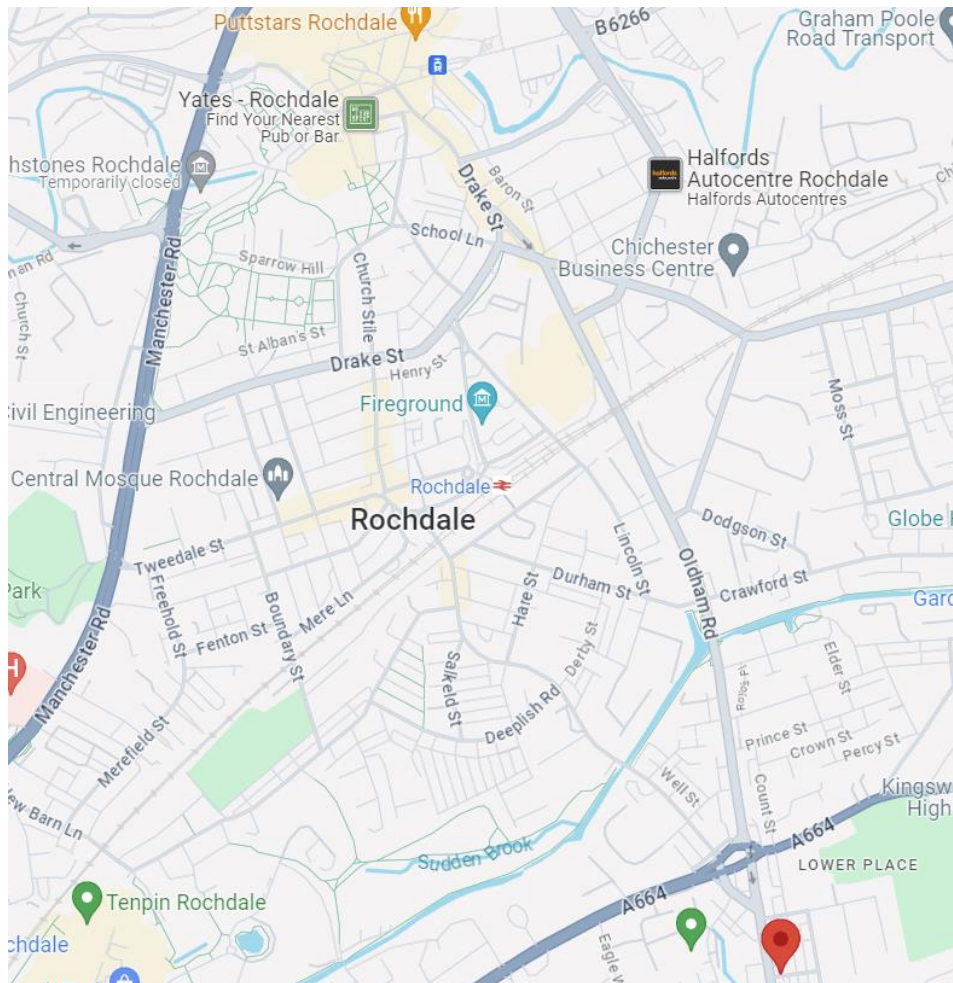


Figure 2.1, Development Site location



Figure 2.1a, Development Site extent (red line)

3. Development

3.1 Planning description

"Erection of two commercial units (Class E) including associated access, plant area, car/cycle parking and landscaping - Re-submission of 22/00947/FUL".

3.2 Description

The Development will provide a total of 463 SqM of retail floorspace (land use Class E) via a single new single storey building which will be split into 2 retail units - a larger Unit A and a smaller Unit B (located at the building's northwestern corner). The building will be located in the northern half of the Development Site and a car park in its southern half which will incorporate a rear servicing area. Vehicular access to the Development will be via the Development Site's southern access (which will be relocated slightly further north) with its northern access being removed (replaced by full height kerb). Pedestrian access will be step free from the back of Oldham Road's eastern footway for the length of the Development / Development Site's frontage. Refer to Figure 3.2 which is an extract from Loroc Architects drawing no. 1630_101(P) V 'General Arrangement Proposed Site Plan' upon which the Planning Permission was granted - see Condition 2 following:

2 This permission relates to the following plans:

General Arrangement UNIT A_PROPOSED PLANS AND ELEVATIONS. Drawing no: 1630_102(P). Revision: M. Received by email on 01/02/2024.

General Arrangement SITE SECTION STREET SCENE_XX_YY_ZZ. Drawing no: 1630_105(P). Revision: F. Received by email on 01/02/2024.

General Arrangement PROPOSED SITE PLAN. Drawing no: 1630_101(P). Revision: V. Received by email on 06/02/2024.

General Arrangement SITE LOCATION INFORMATION. Drawing no: 1630_100(P). Revision: A.

General Arrangement EXISTING SITE PLAN. Drawing no: 1630_104(P). Revision: A.

and the development shall be carried out in accordance with these drawings and documents hereby approved.

3.3 Future operation

Unit A (372 SqM floorspace) will operate as a convenience store. Its store entrance will be located toward its the building's southwestern corner facing Oldham Road and its goods-in door at the rear of the building facing the car park / servicing area. Unit B (91 SqM floorspace) will operate as retail space complimentary to the convenience store and could accommodate, as examples, a bakery or coffee shop / cafe. Its store entrance (will be used for the movement of goods also) will face Oldham Road. Refer to Figure 3.2. At the time of writing, no operator for either Unit A or Unit B is known.

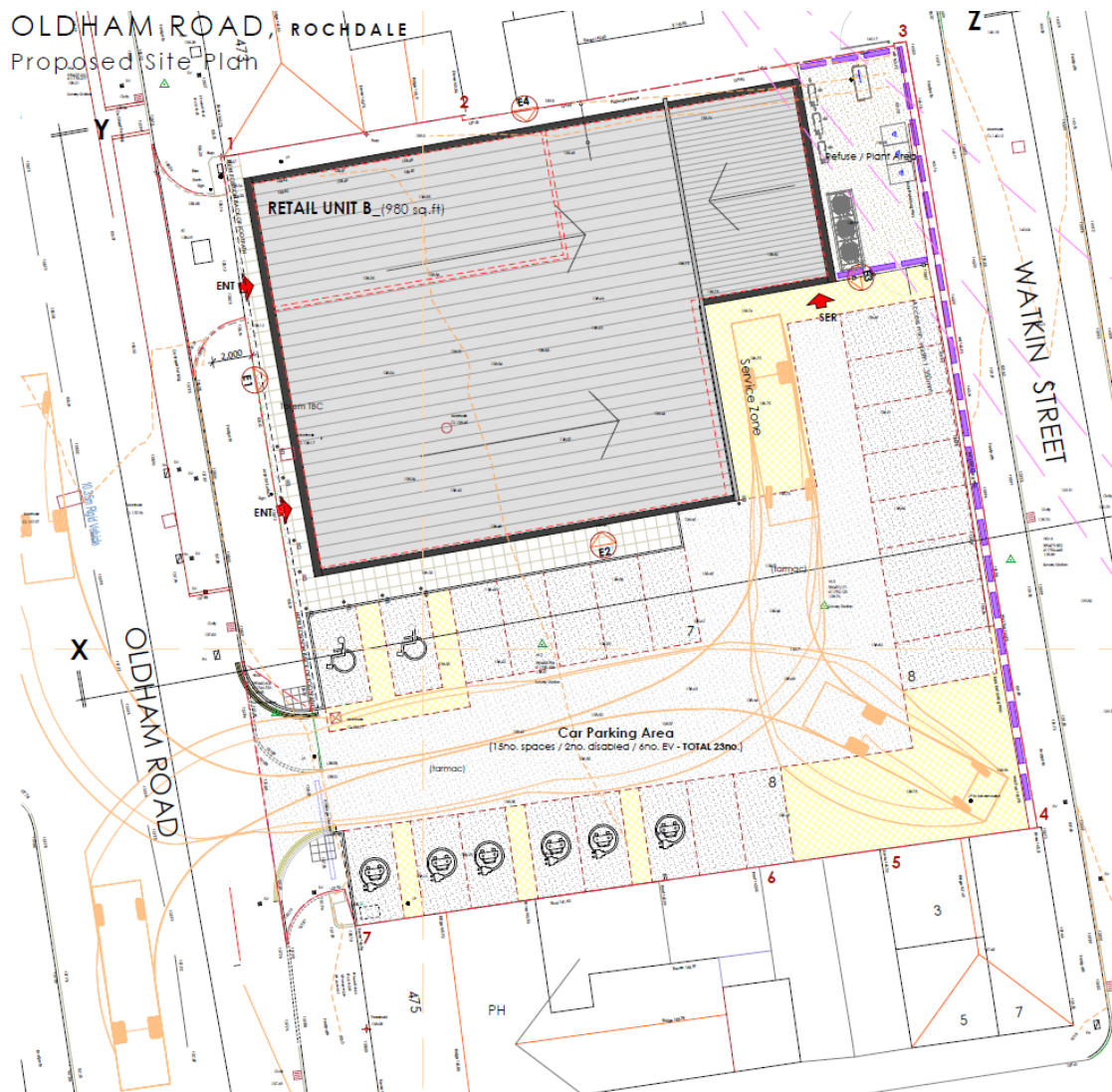


Figure 3.2, Development Site layout (extract from drawing no. 1630_101(P) V 'General Arrangement Proposed Site Plan')

4. Servicing

4.1 Former arrangements

Whilst it is appreciated that the former commercial vehicle hire establishment would not have generated any meaningful servicing demand, the Development Site would nonetheless have been well used to the movement of HGVs to and from it on a daily basis because of the nature of the commercial vehicle business.

4.2 Planning Permission arrangements

Via drawing no. 1630_101(P) V 'General Arrangement Proposed Site Plan' and the subsequent Planning Permission, specifically C14, the following servicing arrangements have been agreed:

- site access and egress - via the southern access exiting and entering the highway in a forward gear;
- Loading Position - within the designated rear servicing area;
- Loading Position access / egress - forward to the southwest corner of the car park, reverse to the Loading Position and forward again to exit;
- maximum vehicle size - no more than 10.35m in length; and
- servicing periods - 07:00-23:00 each day.

4.3 Arrangements proposed to discharge C14

4.3.1 Design

Site access / egress

As agreed via the Planning Permission. Please note that for completeness all site access and egress movements have been tested successfully using Vehicle Tracking software (using the same vehicle used in drawing no. 1630_101(P) V 'General Arrangement Proposed Site Plan' i.e. a 10.35m long standard rigid HGV) as illustrated by Figure 4.3.1 (left-in, left-out). Doing this demonstrates the feasibility of full flexibility in respect of vehicle routing for any future operator.

Loading position and its access / egress

As agreed via the Planning Permission. Please note that for completeness all loading position access and egress movements have been tested successfully using Vehicle Tracking software (using the same vehicle used in drawing no. 1630_101(P) V 'General Arrangement Proposed Site Plan' i.e. a 10.35m long standard rigid HGV) as illustrated by Figure 4.3.1.

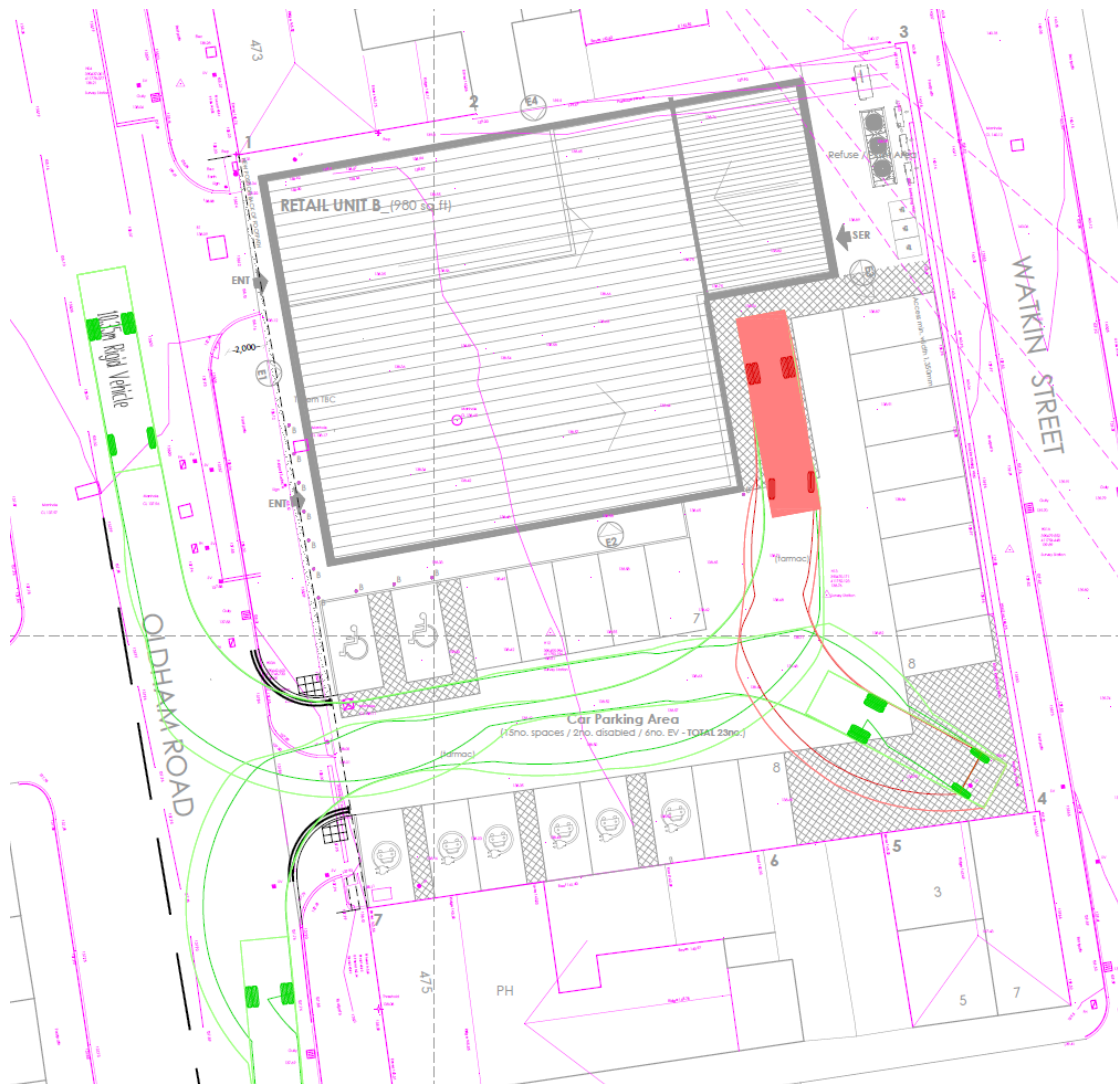


Figure 4.3.1, Site and Loading Position access / egress (left-in, left-out)

4.3.2 Management

Vehicle type

As agreed via the Planning Permission i.e. maximum vehicle size - no more than 10.35m in length.

Vehicle routing

To the Development from both north and south on Oldham Road and from it both north and south on Oldham Road to ensure full operational flexibility.

Vehicle numbers

Generally, national operators service their convenience stores via 4-5 rigid HGV deliveries per day with this number reducing on weekends and bank holidays. Deliveries comprise daily fresh (refrigerated) produce, daily grocery (ambient) produce, daily milk, daily bread and biweekly miscellaneous, frozen & high value goods (alcohol & cigarettes etc.). Additionally, one or 2 daily newspapers & magazines deliveries are made by transit / panel van. Generally, bakeries or coffee shops / cafes are serviced by a daily fresh produce delivery plus a small number of additional ad-hoc

grocery / sundries deliveries through a typical week all via rigid HGVs or transit / panel vans.

Vehicle dwell times

Convenience stores' daily fresh and grocery deliveries generally take around 30 minutes to complete and their daily milk and bread around 5 minutes. Their weekly or bi-weekly frozen & high value goods delivery generally take around 20 minutes to complete and their one or 2 daily newspapers & magazines deliveries are 'drop & drive'. It is expected that a bakery or coffee shop / cafe's daily delivery would take around 15 minutes to complete with the additional ad-hoc deliveries taking less.

Servicing periods

As agreed via the Planning Permission i.e. servicing periods of 07:00-23:00 each day.

Coordination / scheduling / booking and supply chain management

Formalising any servicing coordination, scheduling or booking for either Unit A or B will be unnecessary. This is because of the limited servicing demand (as set-out above), because the demand can be spread throughout the day (as a result of control over the supply chain) and also because of the length of servicing period (as permitted). Notwithstanding this, it is expected that informal scheduling will see the daily fresh, milk and bread deliveries arriving generally in the morning with the other deliveries arriving in the afternoon.

Movement of goods

Goods from Unit A's HGVs will be moved by cage from tailgates (and empty cages will be moved back) when at the loading position (and therefore away from customer activity) directly to its goods-in door without any temporary external storage or holding. Cages will only be moved by trained operatives (future store staff) who will ensure priority is given to others at all times. Newspapers & magazines bundles will be moved either by sack barrow or by hand. Goods from Unit B's vehicles will be moved by cage / trolley / sack-barrow / hand from tailgates (and empties will be moved back) when at the loading position directly to its goods-in door (store entrance) without any temporary external storage or holding. Cages and trolleys will only be moved by trained operatives (future store staff or servicing vehicle drivers) who will ensure priority is given to others at all times.

Consolidation of deliveries

Efficient logistics will ensure the consolidation (combining of different product types) payloads where practicable thereby reducing the number of servicing vehicle movements.

4.3.3 Risk Assessment and 'Good Neighbour Policy'

All servicing arrangements for both Units A & B will be subject to full Risk Assessment before servicing operations are commenced. When servicing operations have commenced, they will be undertaken only in line with the respective operators' 'Good Neighbour Policy' (which they will be expected to operate to) which will control

procedures in respect of range of potential local amenity reducing activities. Such activities include engine-idling (drivers of all vehicles will be required to turn their engines off when stationary), considerate tailgate operation and goods movement, use of horns & radios and giving way to other drivers and pedestrians especially when vehicles crossover the Oldham Road footway.

4.3.4 Waste removal

Recycling

All waste for recycling from Units A & B will be removed on empty service vehicles via backhaul on a daily basis in line with the industry standard approach.

Refuse

For both Units A & B, a single weekly refuse collection each will be made by a private contractor (allowing therefore the maximum vehicle size to be set) which will utilise the rear servicing area as its collection point. No vehicle larger than that already permitted to access the Development Site by the Planning Permission (i.e. nothing longer than 10.35m).

4.3.5 Monitoring

Formally monitoring servicing arrangements will be unnecessary. This is because of the limited servicing demand which will be spread throughout the day. Notwithstanding this, informal monitoring by store staff and delivery drivers on an ongoing basis will assure compliance both with this DSP and the future Risk Assessments.

4.3.6 Safety and environmental standard compliance

FORS

All providers of servicing vehicles supplying both Retail Units will be expected to be members of the Fleet Operator Recognition Scheme (FORS) (<https://www.fors-online.org.uk/cms/>) or an equivalent scheme. FORS is a voluntary best practice accreditation scheme for fleet operators which aims to drive up standards within fleet operations and demonstrate which operators are achieving exemplary levels. It encompasses all aspects of safety, efficiency, and environmental protection by encouraging and training fleet operators to measure, monitor and improve performance. It provides accreditation pathways for operators of any type, and for those organisations that award contracts and specify transport requirements.