

Former Foulstone School Site, Nanny Marr Road, Darfield

Servicing and Deliveries Management Plan

Jul 2021

strykeslip

Date	Version
28 Jul 2021	1

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1. Introduction

1.1 Preamble

This Delivery and Servicing Plan (DSP) relates to the development ('the Development') of the Former Foulstone School Site located at Nanny Marr Road, Darfield S73 9AB ('the Development Site') by Ackroyd & Abbott Limited ('the Developer'). The Development forms a retail land use (Class E) consisting of 3 Units and associated servicing yards, car park and access arrangements.

1.2 Context and scope

This DSP forms information in support of a planning application intended to seek approval of Condition 14 (C14) of the Development's Planning Permission (ref: 2020/0429) granted in January 2021 and it covers the Development as a whole. For reference, C14 is stated following:

- 14 No building (or use) hereby permitted shall be occupied or (use commenced) until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and serving plan for the lifetime of the development. The delivery and servicing plan shall include:
- i. The contact details of a suitably qualified co-ordinator
 - ii. Details of vehicle arrivals, departures, parking, stopping and waiting (layover) controls
 - iii. Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems.
 - iv. Maximum size of delivery vehicle to not exceed 12m
- Reason: In interests of highway safety and to minimise congestion in accordance with Local Plan Policy T4.**

It is noted that Condition 7 of the Development's Planning Permission has been varied by means of Section 73 Application (ref: 2021/0564) such that the Development is permitted to be serviced 08:00-18:00 Monday to Friday and 09:00-14:00 on Saturdays, Sundays and Bank Holidays.

1.3 Future operators

As no future operator of any of the Units is yet known, for the purposes of this DSP it has been assumed that the larger Unit 01 located at the eastern end of the building will operate as a convenience store and the smaller Units 02 & 03 will operate as a bakery and coffee shop respectively. This assumption has been based upon discussions to date the Developer has had with prospective operators and the Developer's desire to provide a 'complimentary mix' of retailers. It is noted that the food retail and in particular a convenience store, generally generates the highest level of servicing demand (high volumes of bulky goods) which is often met by the use of large vehicles, ensuring therefore that this DSP considers what can be considered to be a 'worst case scenario'.

2. Development

Development Site location and extent

Refer to Figure 2a.

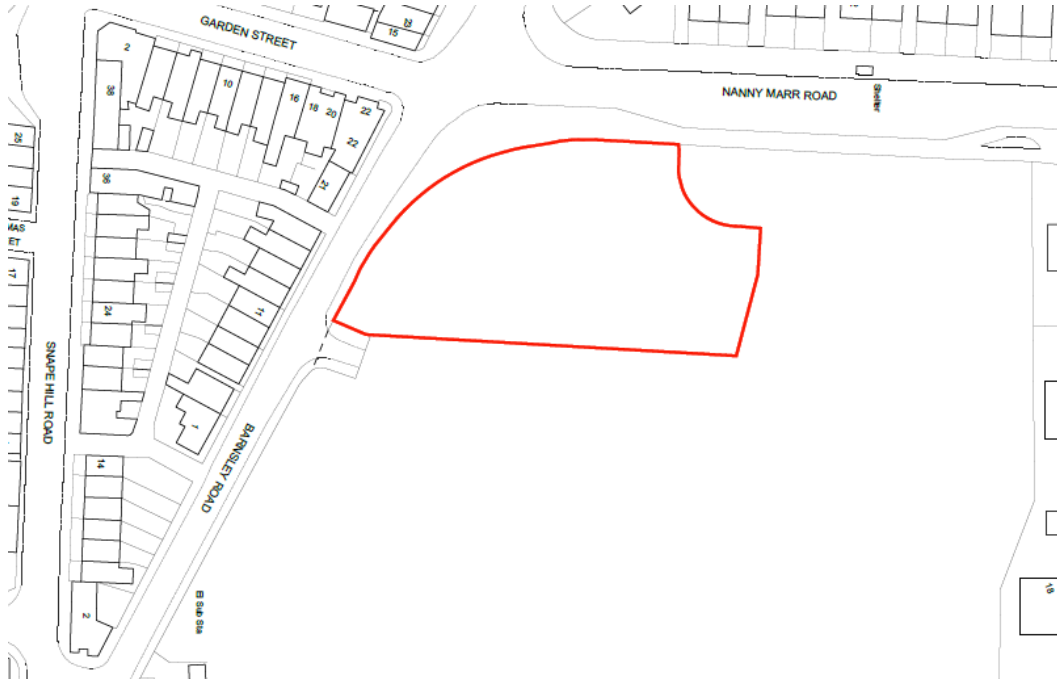


Figure 2a, Development Site location and extent

Development layout

Refer to Figure 2b and Self drawing no. 10836-A-3-002 D included in the Appendix.

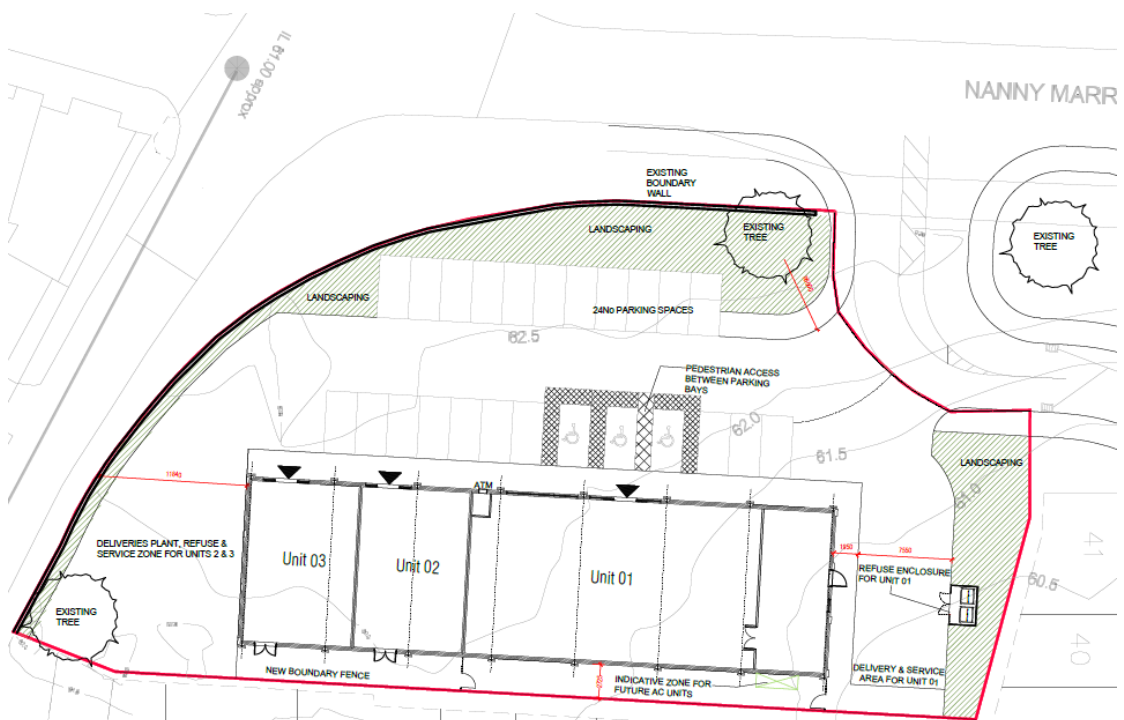


Figure 2b, Development layout

3. Servicing arrangements

3.1 Servicing design

The Development includes 2 separate restricted access service yards located at either end of its building. The East Yard is provided for use by Unit 01 and the west yard for use by Units 02 & 03. The location of the East Yard makes it accessible by HGVs and access to / egress from it via small artic HGVs has been demonstrated to be feasible by TPS drawing no. T-1001 A included in the Appendix. This method of access / egress via this size of vehicle was specifically approved via the Development's Planning Permission.

3.2 Servicing management

Servicing periods

As noted in Section 1.2, the Development's servicing periods are 08:00-18:00 Monday to Friday and 09:00-14:00 on Saturdays, Sundays and Bank Holidays.

Vehicle schedule - Unit 01

A convenience store is typically expected to receive its operator's fresh produce (as close to store opening as possible - approximately 30 minutes duration of stay) and grocery goods (afternoons - approximately 30 minutes) deliveries on a daily basis. It is expected to receive third party supplied bread and milk deliveries (both mornings - approximately 10 minutes each) also on a daily basis. Additionally, it is expected that a frozen and high value goods delivery (afternoons - approximately 15 minutes) will be made either by the operator or a supplier weekly or bi-weekly. It is expected that in practice, the number of deliveries made on Saturdays and certainly on Sundays and Bank Holidays will be less than during the week with this arrangement being better suited to the reduced servicing periods on those days. It is expected that all deliveries to Unit 01 will be made via HGV because of the requirement for a tailgate required in turn to move goods cages.

Vehicle schedule - Units 02 & 03

Units 02 & 03 are typically expected to receive a small number (average 2 - 3) of deliveries (mornings - approximately 15 minutes) on a daily basis. Additionally, it is expected that noon-food goods deliveries (afternoons - approximately 15 minutes) would be made to both weekly or bi-weekly. It is expected that in practice, the number of deliveries made on Sundays and Bank Holidays will be less than during the week with this arrangement being better suited to the reduced servicing periods on those days. It is expected that all deliveries to Units 02 & 03 will be made by transit or box vans.

Coordinating / scheduling / booking deliveries

Because of the Development's limited expected servicing demand, the fact that it will be split between 2 service yards and indeed staggered throughout the day (as

noted), it is considered unnecessary to appoint any servicing coordinator or to introduce any formalised coordinating / scheduling / booking system.

Consolidation of deliveries

It is reasonably assumed that the operators of the units will consolidate (combine different product types) payloads of delivery vehicles where practicable in order to minimise the total number of movements as well as to ensure efficient logistics and retail operations.

Supply chain management

It is reasonably assumed that the future operators of the Units will have full control over both their own deliveries and those of its supplier's and this will ensure deliveries are staggered throughout the day (as noted).

Vehicle reversing

All vehicle reversing movements, in particular those from the car park into the East Yard, will be supervised by a trained banksman to ensure the safety for all users of the Development. Banksmen will ensure priority is given to all customer movements whether vehicular, on cycle or on foot.

Movement of goods

Goods will be moved from vehicles to Unit 01 via goods cages (as noted) and from vehicles to Units 01 & 02 either via cages, sack-barrow or by hand. The restricted access arrangement for both Yards will ensure goods can be moved and empty cages and packaging materials etc. can be stored without interaction with customers.

Good neighbour policy

Notwithstanding the fact future operators of the units have not yet been confirmed, it is reasonably assumed that they (along with their suppliers) will operate their own 'good neighbour' policies. Such a policies will cover procedures in respect of range of potential local amenity reducing activities including engine-idling (drivers of all vehicles will be required to turn their engines off when stationary), use of horns and radios and giving way to other drivers and pedestrians.

Monitoring

Because of the low number of serving vehicle movements expected to be generated by the convenience store, it is reasonably considered unnecessary to introduce a formalised servicing monitoring system.

Lease agreements

The Developer will ensure that all future operators are made fully aware of the Development Site's servicing design and management arrangements formally via lease agreement.

4. Appendix



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TRACKING SHOWN FOR 15m
LONG ARTICULATED VEHICLE.
AS ILLUSTRATION ONLY.
EXACT PATH TO BE DESIGNED
BY CONSULTANT.
ROUTE ASSUMES THAT THE
VEHICLE ENTERS THE SITE
FROM THE EAST AND LEAVES TO
THE WEST ON NANNY MARR RD.

Rev	Date	Drawn	Description
A	05/02/2020	OH	General amendments following client's comments.
B	17/09/2020	OH	Floor plan flipped with Unit 01 moved nearer to site entrance. Floor area reduced.
C	05/10/2020	OH	Entrance and service door positions to unit 01 amended.
D	21/10/2020	OH	General amendments. Boundary adjusted to reflect Land Registry Plan.

3. DEVELOPED DESIGN

Client:

Rusling Investments Limited

Project:

Nanny Marr Road Development
Darfield, Barnsley

Title:

Proposed Site Plan

Scales(A1):
1:200

Drawn:
OH

Date:
Dec 2019

Checked:
OH

Drawing no:

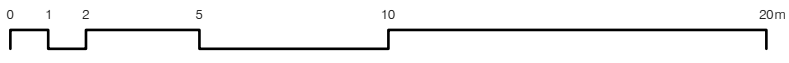
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Rev:

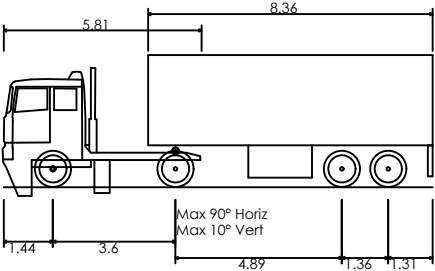
D

Quayside House
Furnival Road
Sheffield S4 7TA
0114 224 0255
selfarchitects.co.uk

Nanny Marr Road Retail Development







12.60m Articulated Vehicle

Overall Length	12.600m
Overall Width	2.490m
Overall Body Height	3.882m
Min Body Ground Clearance	-0.254m
Max Track Width	2.437m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.050m

Date	Rev	Description	Drawn	Chkd
				
Project				Revision
Nanny Marr Road				A
Title			Scale @ A3	
12.6m Articulated Vehicle			1:500	
TPS Project Number		Drawing Number		
P1424		T-1001		