



Delivery Management Plan - Maghull

Proposed Co-operative Foodstore @

**Former 'Methodist Church', 180 Liverpool Road North, Maghull, Liverpool.
L31 2HP**

Site Location & Delivery Access

Goods deliveries to the site will approach at enter the site travelling northbound via Liverpool Road North and upon leaving the site will re-join this same road.

Co-op Fleet and Deliveries

Central Coop operates its own ambient and chilled delivery vehicle fleet as detailed below:

18 ton four wheel rigid: Length 10.4m, Width 2.6m, Wheelbase 6.3m

26 ton six wheel rigid: Length 12.0m, Width 2.6m, Wheelbase 7m

For the Maghull store, CEC will actively restrict all deliveries to vehicles not larger than 12m.

In addition to deliveries undertaken by the Central Coop distribution fleet and the Co-Operative Group (frozen foods), various independent companies will also make direct deliveries to the proposed store – vehicles used by these suppliers are also usually no larger than the 12m rigid. The smaller, daily deliveries such as newspapers and fresh sandwiches are all undertaken using light commercial vehicles only (typically 5.5m / 3T vans).

A proposed delivery schedule for Maghull convenience store is illustrated in separate document. It demonstrates how external supplier deliveries will be requested to be in staggered timeslots to ensure an efficient delivery control process. Deliveries from external (other than Co-Op) suppliers are timetabled to arrive within target timeslots of between 1hr – 3hr depending on supplier, but final time slots cannot be confirmed until orders are placed with the relevant suppliers prior to store launch. Thus, the supporting delivery schedule may have to be adapted slightly to allow for external suppliers fitting Maghull store's deliveries into established rounds but the principles illustrated will be adhered to, to ensure a controlled and appropriate delivery operation.

The external areas have been designed to ensure that all deliveries shall take place fully within the site and without encroaching on the public highway. The car park and delivery parking zone has been designed to ensure all delivery vehicles will enter the site in forward gear, and also leave the site in forward gear, in accordance with the swept path analysis drawing *16091-DB3-00-DR-A-90-003* appended to the planning application.

Code of Best Delivery Practice

There are a number of Codes of Best Practice procedures that will also be adopted to facilitate the delivery process. These include:

The Co-op's delivery fleet management will endeavour to ensure that the store is made aware of any delivery unable to meet normal delivery times, to help ensure the store delivery area will be accessible at the alternative time, and thus maintaining safe vehicle access and unloading procedures regardless. External suppliers will be requested to notify any abnormal delivery requirements in a similar manner.

A quiet approach strategy will be adopted which will require the low revving of engines, no slamming of cab doors, voices to be kept at a low volume and to ensure radios are off in the cabs.

The final approach to the store should be made with the minimum amount of noise with no use of the horn at any time.

Vehicles will manoeuvre on-site with as little noise as possible. Drivers should ensure they engage gears quietly, keep engine revs to a minimum, apply brakes gently and close driver's door quietly. Each supplier servicing the site will be contacted in advance of commencing deliveries to the store, with a request to confirm their vehicle size and their delivery time window and to clarify the restrictions that will be placed upon them when servicing the site.

They will be provided with a copy of the Code of Best Practice showing the correct on-site delivery tracking route, available parking area(s) and relevant restrictions in force.

A full risk assessment will be carried out by CEC Distribution at the completed site prior to commencement of delivery services and opening of the store for trading. As relevant, member(s) of staff from the store will be trained to act as marshal(s) supervising the reversing of service vehicles in public-accessible space to ensure pedestrian safety. All Co-operative vehicles are fitted with audible reversing alerts.

All vehicles will keep engines switched off whilst stationary and unloading is taking place. Signage will be displayed close to the warehouse entrance reminding drivers to switch off engines.

Vehicle mounted refrigeration units will be kept switched off during deliveries wherever feasible and always when/if delivering between the hours of 7pm – 7am.

Vehicles will be unloaded as quietly as possible, with care undertaken to minimise cage contact with trailer walls, lift guardrails and any other obstructions.

A CEC Distribution Management contact number will be made available and provided to the LPA, and immediate neighbours of the site as necessary in order to address any comments or concerns that may arise once operations commence.

Delivery Drivers will always and immediately report to the Store's Duty Manager upon arrival. The Duty Manager will supervise the implementation of the measures stated to minimise any disturbance caused by deliveries and to ensure that all goods delivered are taken directly into the store warehouse without delay.

Parking Management Strategy

There are 27 spaces for customer parking in the car park. break down as below.

2no. Accessible, 2no. Parent and child, and 2 dedicated EV's

A senior member of staff shall regularly monitor and ensure compliant use of the disabled parking provision and correct use of other designated parking bays to ensure the goods delivery access route within the site is not restricted at any time.

Store management shall undertake to inform CEC Distribution of any abnormal events in the locality that may adversely affect safe deliveries e.g. temporary roadwork diversion or similar traffic restrictions. This will ensure that further risk assessments can be carried out and temporary amendments to the delivery management plan devised to mitigate the impact of such events in the best interest of customers, adjacent residential occupiers and the store operations.