

Highgate*Transportation*

New Henry Street, Bristol

Delivery and Service Vehicle Management Plan
Including Storage and Collection of Refuse and Recycling
(HTp/22151/DSMP/01/A)

November 2023

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1.0 Introduction

- 1.1 Highgate Transportation (HTp) have been appointed to prepare this Delivery and Service Vehicle Management Plan (DSMP) in support of a full planning application to Bristol City Council (BCC) for the redevelopment of the existing warehouse site between Kingsland Road, Sussex Street, and Alfred Street in St Philips, to provide:
- i. 705 purpose-built student accommodation bed spaces
 - ii. Maker Space (Class E(g)(iii)) – 1017sqm (Gross Internal Area, GIA)
 - iii. Flexible Industrial Use (Class E(g)(iii) / B8 / Sui Generis) – 114sqm (GIA)
 - iv. Flexible Commercial Space (Class E(b-g)) – 146sqm (GIA)
 - v. Flexible Supermarket / Maker Space (Class E(a) / Class E(g)(iii)) – 468sqm (GIA)
 - vi. A dedicated flexible community space (Ancillary Sui Generis) – 175sqm (GIA)
- 1.2 This report covers the strategy for access by delivery and service vehicles and includes the strategy for the storage and collection of refuse and recycling.
- 1.3 The application proposals include the provision of:
- i. A loading only bay on the east side of Kingsland Road;
 - ii. A loading only bay and a drop-off bay on the north side of Sussex Street;
 - iii. A loading only bay on the west side of Alfred Street;
 - iv. A dedicated maintenance bay on the west side of Alfred Street; and
 - v. A strategy for the management of planned plant maintenance access via New Henry Street.

The Existing Situation

- 1.4 The application site is in the St Philips area of Bristol, adjacent to Old Market, on the edge of the city centre, and is bounded to the north-west by a traffic-free pedestrian and cycle route which links into the north-eastern end of Sustrans National Cycle Network Route Number 3 (NCN3); to the north-east by Alfred Street; to the south-east by Sussex Street; and to the south-west by Kingsland Road.
- 1.5 The site is currently occupied by two warehouses which are accessed from Sussex Street via three existing dropped kerb vehicle crossovers, and via two dropped kerb vehicle crossovers at the northern end of Alfred Street. Each of the existing dropped kerb vehicle crossovers will be permanently closed as part of the application proposals and returned to footway, including full height kerbs (where appropriate).
- 1.6 The site is currently served by a number of off-street car parking spaces and informal parking areas.
- 1.7 The existing waiting restrictions in the vicinity of the site have been in place for many years and can be seen on **Figure 1.1** and summarised as:

Kingsland Road – east side:

- i. Waiting on the north-east side of Kingsland Road, between the south-eastern extent of Kingsland Road Bridge and the north-western kerblines of Sussex Street is prohibited by an existing No Waiting at any Time restriction (double yellow lines) – there is no existing prohibition of loading;
- ii. Waiting adjacent to the south-eastern radii of the Kingsland Road and Sussex Street priority junction is also controlled by double yellow lines, immediately south-east of which is a bus cage, stopping within which is prohibited at all times except buses;
- iii. An on-street pay and display car parking bay is located immediately south-east of the bus stop with restrictions applying Monday to Saturday, 9am to 5pm (maximum stay of two hours); and
- iv. Double yellow lines prohibit waiting between the south-eastern end of the pay and display bay and the north-western kerblines of Days Road – there is no existing prohibition of loading.

Kingsland Road – west side:

- i. An on-street car parking bay is located immediately south-east of the south-eastern extent of Kingsland Road Bridge. Restrictions within the bay, which operate between 9am and 5pm Monday to Friday, limit parking to permit holders only or those vehicles which display a valid pay and display ticket (maximum stay of two hours);
- ii. A single bay for the dedicated use of blue badge holders extends for the entire frontage of number 75 Kingsland Road;
- iii. Immediately south-east of the parking bay is a bus cage, stopping within which is prohibited at all times except buses; and
- iv. Double yellow lines prohibit waiting between the south-eastern end of the bus cage and the north-western kerblines of Oxford Street – there is no existing prohibition of loading.

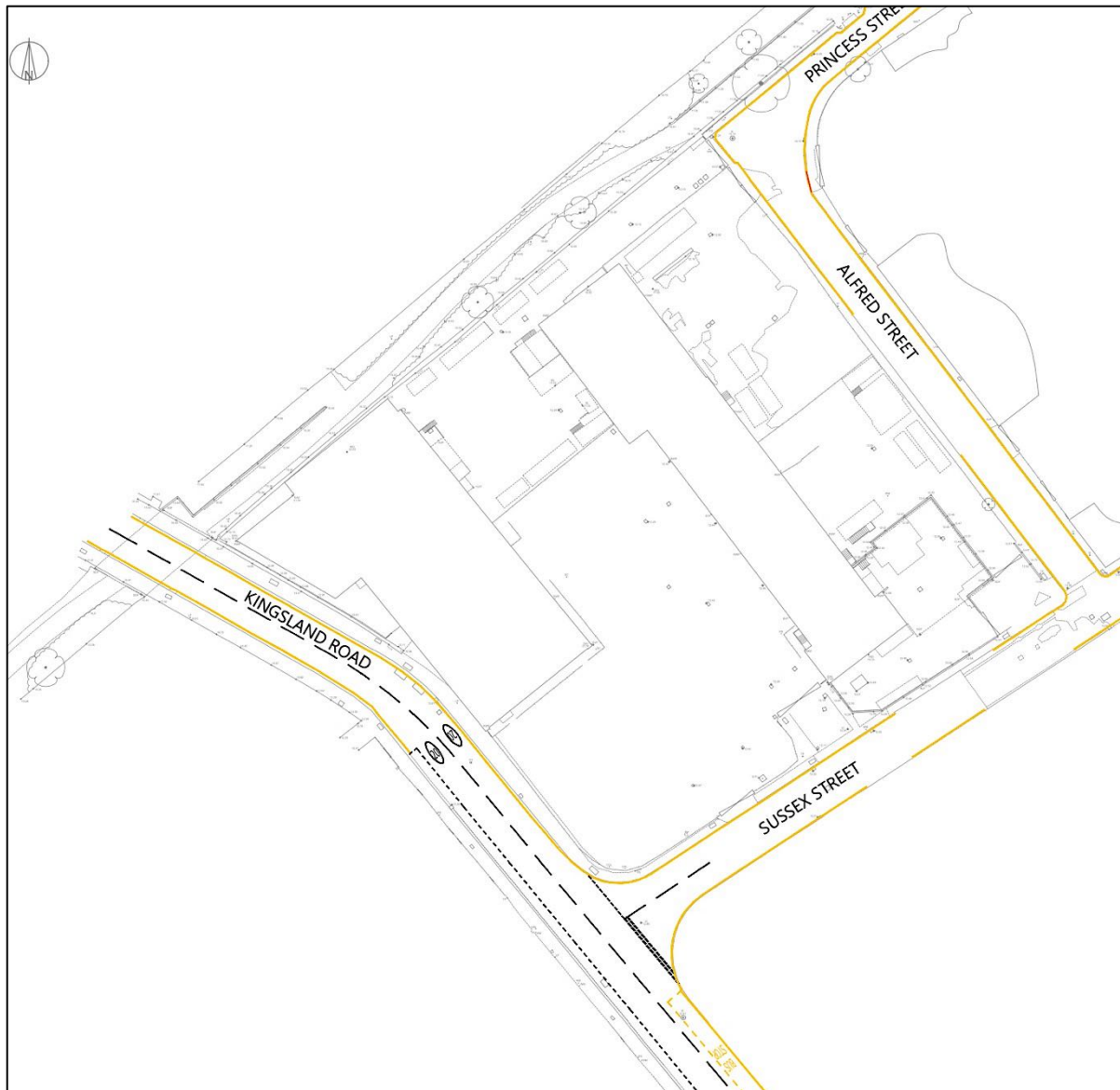
Sussex Street:

- i. Waiting on the section of Sussex Street south-west of the existing central access to the site is prohibited by an existing No Waiting at any Time restriction (double yellow lines), otherwise on-street car parking is unrestricted. There is no existing prohibition of loading.

Alfred Street:

- i. Waiting on both sides of Alfred Street for its entire length is prohibited by an existing No Waiting at any Time restriction (double yellow lines), apart from a 28 metre gap centrally on the western side. However, during the site visit undertaken on Wednesday 18th January 2023, it was noted that the double yellow line carriageway markings on the south-west side of the carriageway are badly worn, which resulted in several unauthorised on-street waiting activities. There is no prohibition of loading.

Figure 1.1 – Plan of existing waiting restrictions



Proposed Development

1.8 An extract of the Architect's proposed ground floor plan is provided as **Figure 1.2**.

Figure 1.2 – Extract of the Architect's proposed ground floor plan



1.9 This plan confirms that:

- i. Pedestrian access to the student accommodation will be taken from the proposed stepped link between the traffic-free walking and cycling route which bounds the north-western edge of the site and Sussex Street, along a new link to be known as New Henry Street, as well as a pedestrian link through from Alfred Street to the north-east of the site;
- ii. The building coloured dark blue in the north-west corner of the site is the proposed community use space;
- iii. The pink coloured building in the south of the site is the proposed flexible small supermarket/maker space;
- iv. The maker spaces are shown by the green hatching;
- v. The telecoms hub (flexible industrial use) who is a returning tenant, hatched yellow;
- vi. The commercial spaces are shown by the light blue hatching;
- vii. Proposed refuse and recycling stores are indicated in grey (numbered);
- viii. Two dropped kerb pedestrian crossing point across Kingsland Road, including tactile paving, are proposed to provide a link to the site from the adjacent residential area known as The Dings;

- ix. Works are proposed to the existing Kingsland Road/Sussex Street priority junction as a gateway to the development and to assist in encouraging drivers to observe the 20mph speed limit; and
- x. Works are proposed to the Alfred Street interface with Princess Street to provide a two-metre-wide footway link from the ramped shared cycleway access into the development and associated false raised table to slow vehicular speeds and increase driver awareness.

1.10 As set out in **paragraph 1.3**, the application proposals include the provision of three loading only bays and one drop-off bay, which will be constructed on Kingsland Road, Alfred Street and Sussex Street respectively and are considered to be appropriate for the number of commercial vehicles that will service the site.

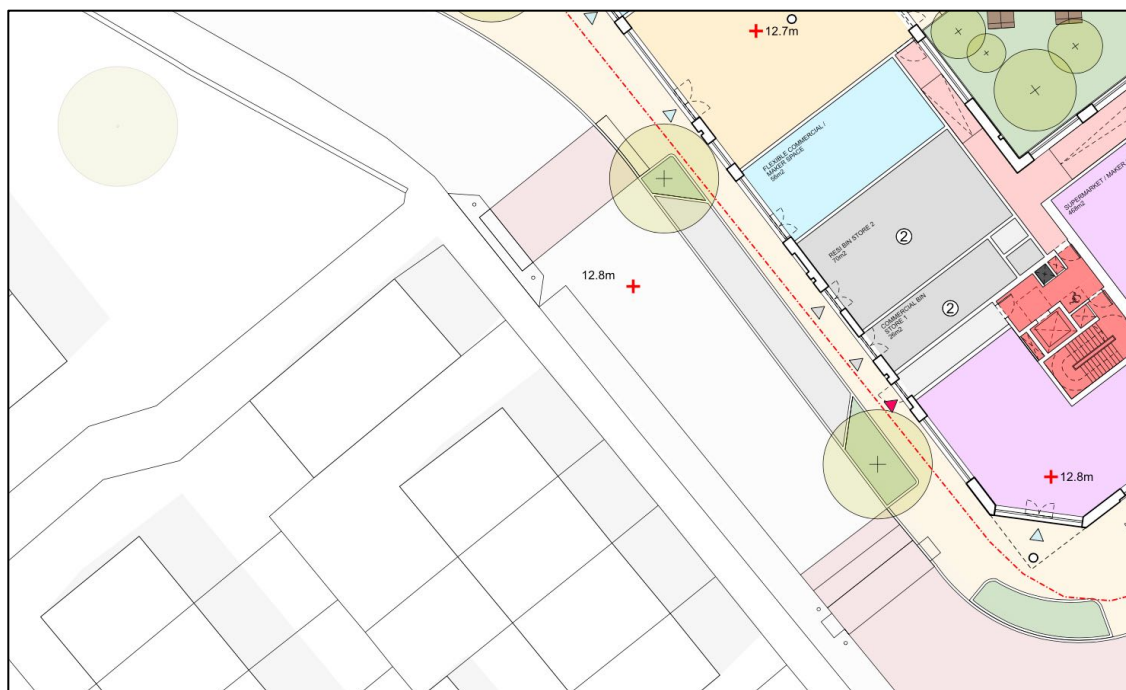
1.11 It is envisaged that refuse and recycling for the community use space, small supermarket, and employment space will be undertaken by a private contractor who are expected to use the loading only bays, which are considered in greater detail in the following paragraphs.

1.12 Bristol Waste will collect refuse and recycling for the student accommodation, from the Kingsland Road and Alfred Street loading only bays, which are located within 15 metres of the student accommodation refuse and recycling bin stores.

Proposed Loading Only Bay – Kingsland Road

1.13 A 14-metre-long by 2.5-metre-wide loading only bay is proposed for the north-east side of Kingsland Road, directly adjacent to two student accommodation and one commercial use refuse and recycling bin stores, as shown by **Figure 1.3**.

Figure 1.3 – Proposed loading only bay on Kingsland Road

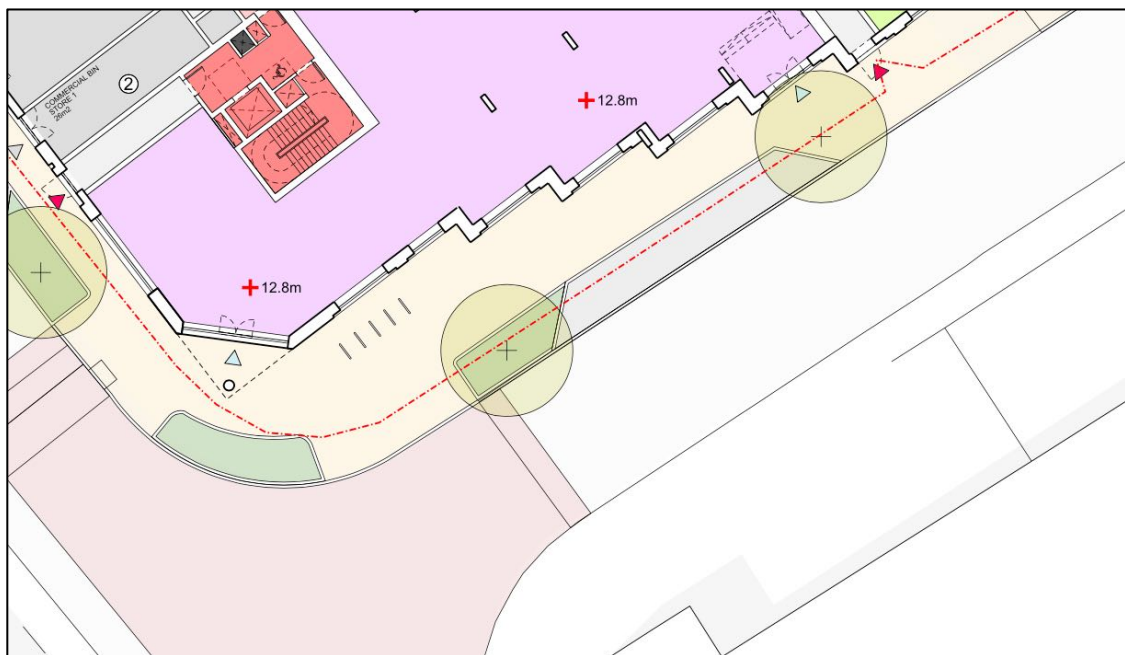


- 1.14 The primary purpose of this loading bay is to allow a refuse collection vehicle to pull off the Kingsland Road carriageway and undertaken collection from the kerbside without impacting on the free-flow of general traffic. Swept path analysis (see **Appendix 1**) has been undertaken for an 11.4 metre long refuse collection vehicle which confirms that the proposed bay is suitable.
- 1.15 It is envisaged that this loading bay will also be utilised to service the community use space and those employment spaces which front Kingsland Road.
- 1.16 It is proposed that the bay is a continuation of the footway, with no step change, meaning that when it is not in use, the full 4.5 metre width of the footway is available to pedestrians.

Proposed Loading Only Bay and Drop-Off Bay – Sussex Street

- 1.17 One loading only bay and one drop-off bay are proposed to be constructed on the north-west side of Sussex Street, both of which will be 2.5-metres-wide with the loading only bay being 12-metres-long and the drop-off bay being 6-metres-long, as shown by **Figure 1.4**.

Figure 1.4 – Proposed loading only bay and drop-off bay on Sussex Street



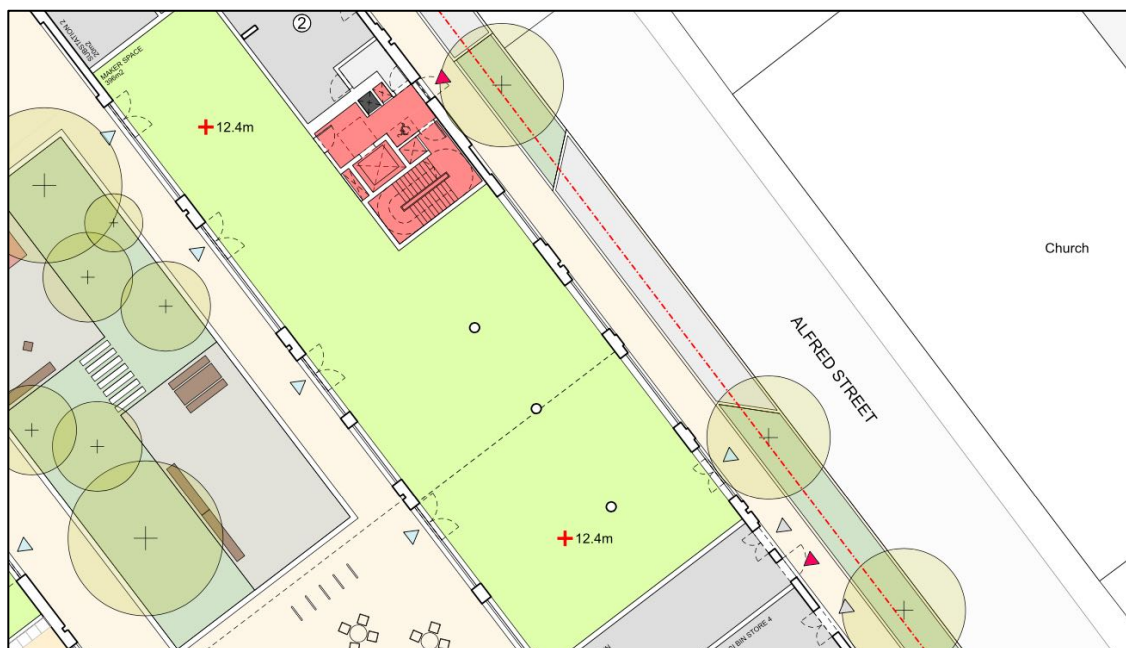
- 1.18 The loading only bay will be constructed to the front of the proposed small supermarket and is appropriate to safely accommodate the 10-metre-long rigid heavy goods vehicle which has been confirmed will be used to serve the shop, as demonstrated by swept path analysis (see **Appendix 1**).
- 1.19 The drop-off bay will be constructed at the southern end of New Henry Street, and it is envisaged that it will be used by vehicles servicing the student accommodation, such as hot food takeaway and the delivery of goods purchased online.

- 1.20 Whilst these are the primary purposes of the bays, they will be available for all servicing and loading activities, and it is considered that the drop-off bay will be made available to students on moving in and moving out days (as set out in the Premises Management Plan (PMP)). Swept path analysis (see **Appendix 1**) has been undertaken which demonstrates that the proposed drop-off bay is fully accessible for a standard delivery vehicle.
- 1.21 Both the loading only bay and the drop-off bay will be constructed beyond the back edge of the carriageway so that vehicles using them do not impact upon the free-flow of traffic or impede access to the adjacent St Philips Household Reuse and Recycling Centre.

Proposed Loading Only Bay – Alfred Street

- 1.22 A 14-metre-long by 2.5-metre-wide loading only bay will be constructed on the south-west side of Alfred Street, in the middle of the four car parking spaces, as shown by **Figure 1.5**.

Figure 1.5 – Proposed loading only bay on Alfred Street

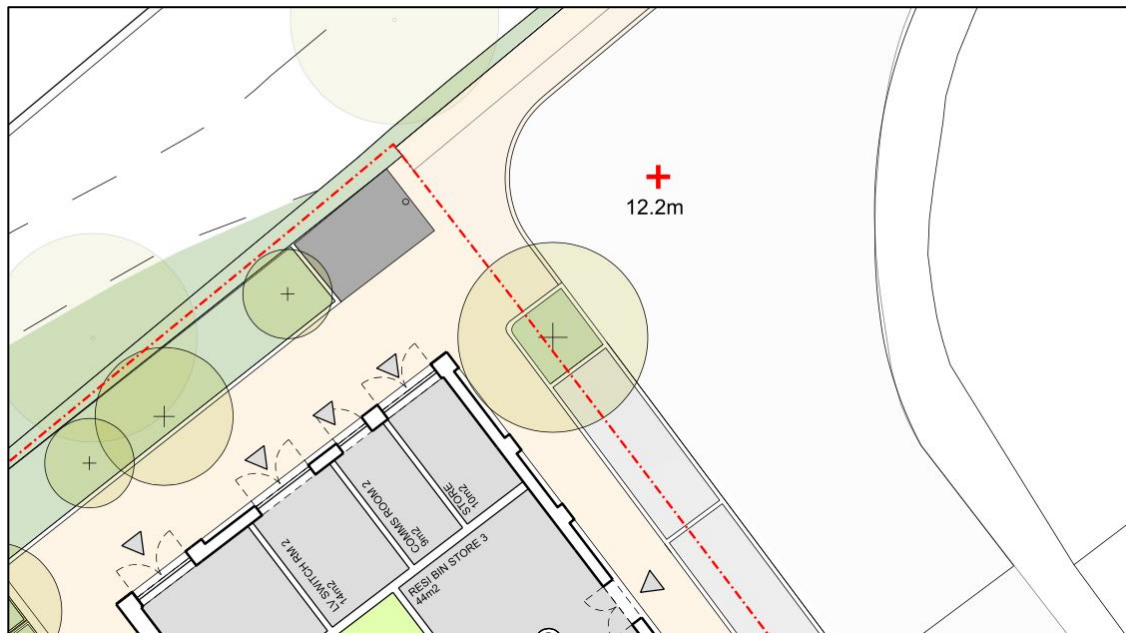


- 1.23 The bay will have a dual purpose in that it is appropriate to safely accommodate an 11.4 metre long refuse collection vehicle as confirmed by swept path analysis (see **Appendix 1**) meaning that the collection of refuse and recycling can be undertaken from the kerbside, and it will also service the employment spaces that front Alfred Street.
- 1.24 It is envisaged that this loading only bay will also be made available to students on moving in and moving out days (see the PMP).
- 1.25 The loading only bay will be constructed beyond the back edge of the carriageway so that vehicles using it do not impact upon the free-flow of traffic. This will be a continuation of the footway, with no step change, meaning that when it is not in use, the full 4.5 metre width of the footway is available to pedestrians.

Proposed Maintenance Bay – Alfred Street

- 1.26 A dedicated maintenance bay, access to which will be restricted by lockable bollards, is proposed at the northern end of Alfred Street which will accommodate up to a transit sized type van used to undertake planned and emergency maintenance works. The bay will also be appropriate to safely accommodate a rising platform, should one be required, and is shown by **Figure 1.6**.

Figure 1.6 – Dedicated maintenance bay on Alfred Street



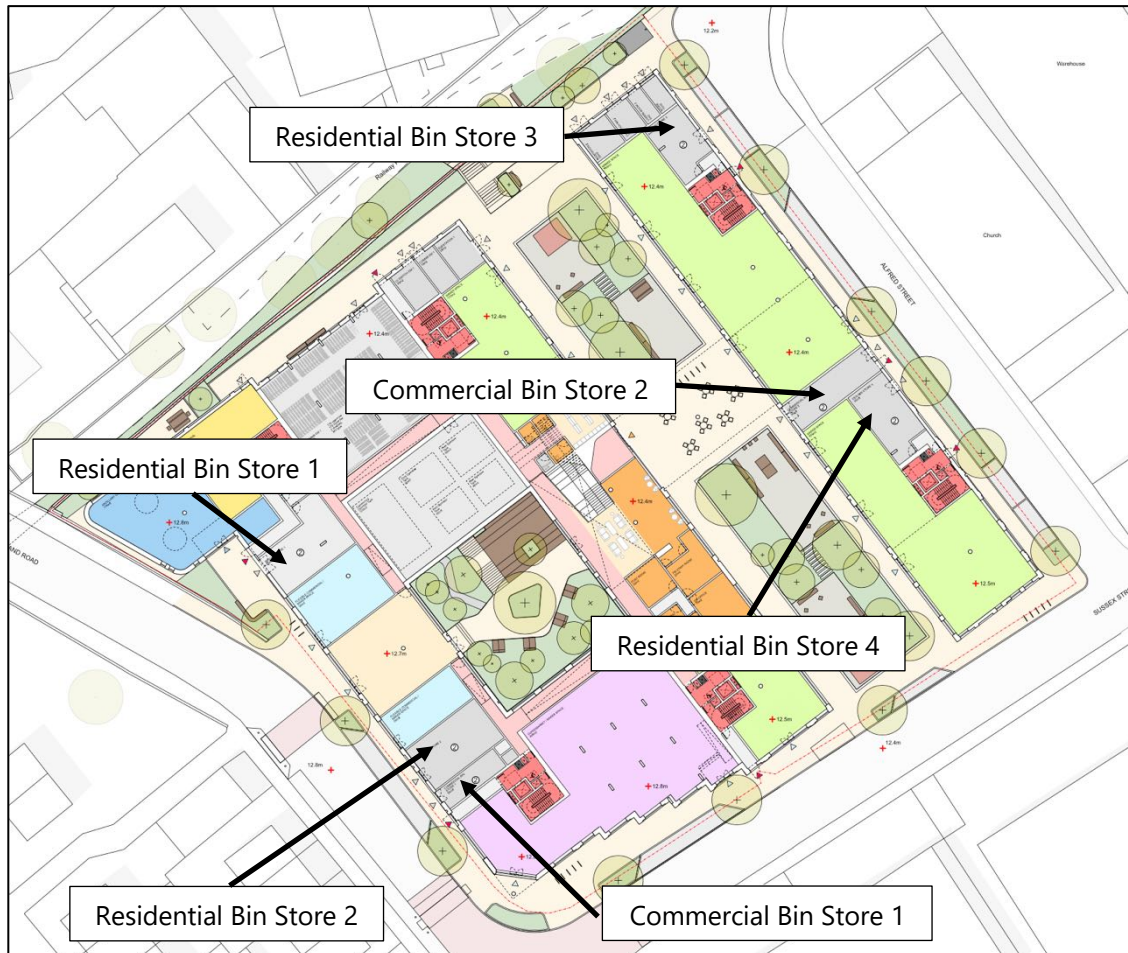
- 1.27 Infrequent access (no more than twice per year) for a transit type or 10 metre long maintenance vehicle will be required to the plant room on the north-east corner of the central building via New Henry Street, and to the northern edge of the eastern block.
- 1.28 On occasions when vehicular access is required, representatives of Dominus wearing personal protective equipment will escort the vehicle through the pedestrian area ensure that it does not come into conflict with vulnerable users of New Henry Street. Once maintenance has been undertaken, operatives will escort the vehicle through the pedestrian area safely returning it to the adopted public highway. Swept path analysis for a 10 metre long vehicle to each plant room is also provided at **Appendix 1**.

Refuse Storage for the Proposed Development

- 1.29 The student accommodation will be provided with four large refuse and recycling bin stores: two accessed from Kingsland Road; and two accessed from Alfred Street. An appropriate number of refuse and recycling bins will be provided commensurate with the proposed weekly collection service operated by Bristol Waste.
- 1.30 The employment spaces will be provided with two communal refuse and recycling bin stores, one accessed from Kingsland Road and one accessed from Alfred Street, and it is envisaged that they will arrange their own twice-weekly private collection as required.

- 1.31 It is also expected that some of the commercial units will have their own back of house area internally for refuse/recycling storage.
- 1.32 The proposed bins store locations are shown on **Figure 1.7**.

Figure 1.7 – Location of the proposed bin stores



2.0 Delivery and Service Vehicle Management Plan

Management Plan – General

- 2.1 Dominus Real Estate will oversee the DSMP for the student accommodation and the community use space, small supermarket and the employment spaces will adhere to the DVMP and manage their own independent requirements. The DSVMP will apply to all vehicles serving the development that have a length of more than 8.0 metres, including those operated by contractors and suppliers.

Management Plan – Student Accommodation (Sui Generis)

- 2.2 For student accommodation of this size, it is expected that refuse and recycling collection will be carried out on a weekly basis, although it is noted that Bristol Waste often collect dry recyclables such as paper, glass, plastic and cans on a two-week basis.
- 2.3 Deliveries that serve the student accommodation will generally be personal packages and it is anticipated that the average duration of each delivery will be less than five minutes. Therefore, it is considered that the drop-off bay on Sussex Street is appropriate to accommodate delivery and service vehicles associated with the student accommodation.

Management Plan – Community Use Space (Sui Generis)

- 2.4 The proposed community use space will be used for general community focused purposes such as events, classes and private celebrations, and it is therefore highly likely that deliveries will be infrequent; it is considered that less than one delivery per day would be required. It is therefore appropriate that servicing of the community space be undertaken from the Kingsland Road loading bay.

Management Plan – Flexible Supermarket/Maker Space (E(a)/E(g))

- 2.5 The small supermarket will serve both the student accommodation and employment spaces as well as the surrounding residential and commercial area, including The Dings, and it is therefore highly likely that up to two deliveries per day will be necessary. The loading bay proposed on Sussex Street, to the front of the food store, has been designed such that it is appropriate to safely accommodate the 10 metre long rigid heavy goods vehicle.
- 2.6 It has been confirmed that the delivery vehicle will be restricted to no more than 10 metres in length. All future occupiers will need to adhere to this principle.

Management Plan – Maker Spaces (E(g)iii)

- 2.7 For employment spaces of this size, it is estimated that there will be up to two refuse and recycling collections and a total of six deliveries per week i.e. an average of one delivery or collection per employment space per day.

- 2.8 Deliveries that serve the employment spaces will be individual for each unit and it is anticipated that the average duration of each delivery will be no more than 10 minutes. Therefore, it is considered that the spread of loading bays around the site is appropriate.
- 2.9 Due to the infrequency of deliveries and the size of each unit, it is unlikely that more than one delivery vehicle will be required to load or unload at the same time.

Management Plan – Commercial Spaces (E(b-g))/Flexible Industrial Use (E(g)(iii)/B8)

- 2.10 For employment spaces of this size (260sqm), it is estimated that there will be very few deliveries/refuse and recycling collection vehicle movements per week.
- 2.11 Again, deliveries that serve the employment spaces will be individual for each unit and it is anticipated that the average duration of each delivery will be no more than 10 minutes. Therefore, it is considered that the loading bay on Kingsland Road is appropriate.
- 2.12 The telecoms hub (returning tenant) will have a private refuse collection service and it is anticipated that collection will be made from Alfred Street, with waste transferred manually along the north of the site. Deliveries are also expected to be via Alfred Street. Again, only a minimal number of deliveries/refuse and recycling collections are anticipated per week for this unit.

Management Plan – Noise

- 2.13 For the community use space, small supermarket space, and the employment spaces, the individual managers will ensure that loading activities are carried out in a quick and efficient manner and take all reasonable steps to minimise unnecessary noise during delivery and servicing operations.
- 2.14 The student accommodation provider will also take all reasonable steps to minimise unnecessary noise during delivery and servicing operations.
- 2.15 To reduce disturbance to neighbours the following measures will be in place to manage noise where practicable:
- i. The student accommodation provider and individual community use space, small supermarket, and employment space managers will be responsible for monitoring behaviour during the delivery process;
 - ii. Drivers will be instructed to turn off vehicle engines, radios etc. while their vehicles are within the loading only bays;
 - iii. Drivers will also be instructed to manoeuvre slowly and carefully and avoid over-revving their engines; and
 - iv. All staff and drivers visiting the development will be instructed to conduct themselves in a considerate manner when deliveries are taking place and will not be permitted to shout unnecessarily, play music or operate personal electronic equipment.

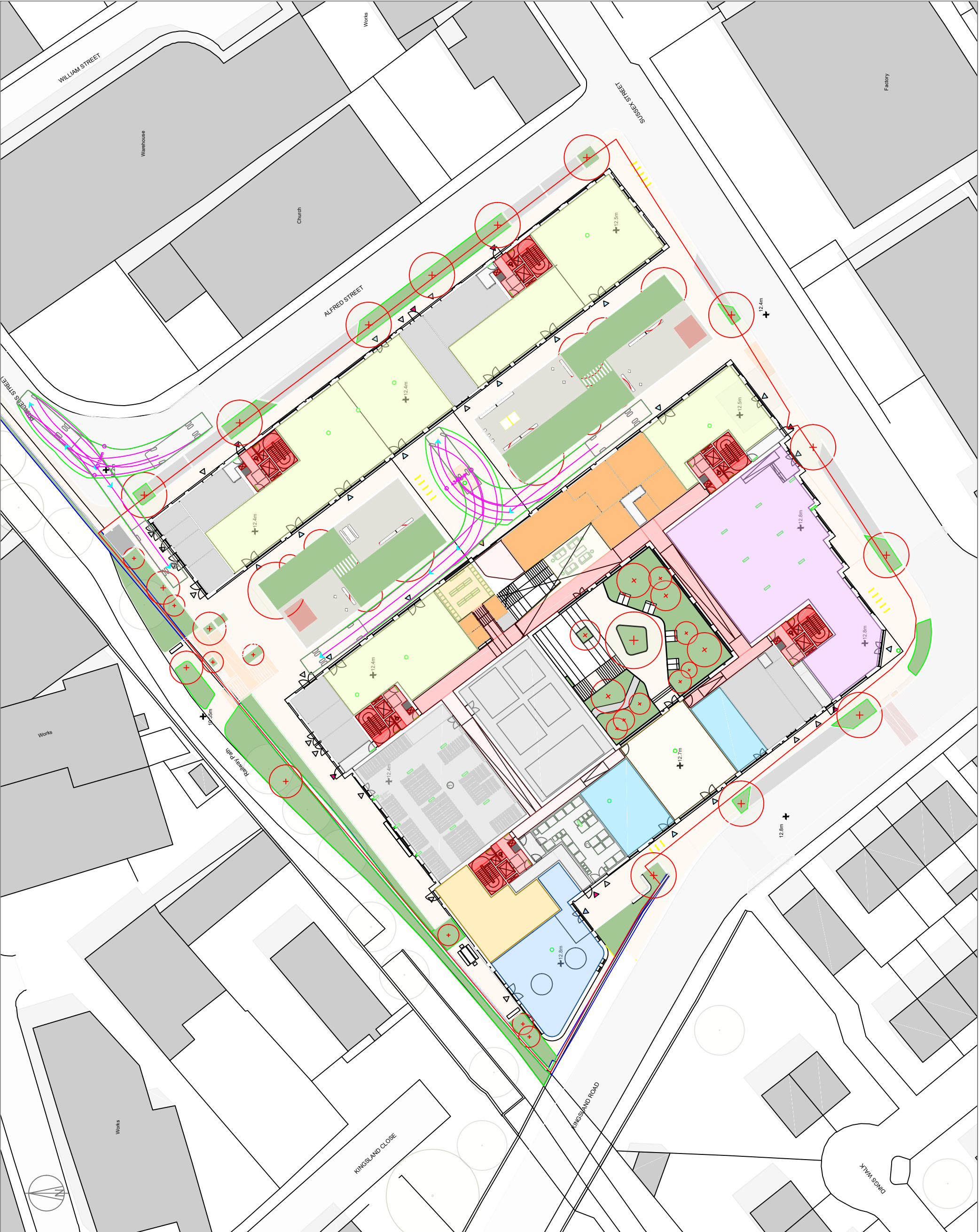
3.0 Conclusion

- 3.1 HTP have prepared this DSMP in support of a full planning application to Bristol City Council for the redevelopment of the existing warehouse site between Kingsland Road, Sussex Street, and Alfred Street in St Philips, to provide:
- i. 705 purpose-built student accommodation bed spaces
 - ii. Maker Space (Class E(g)(iii)) – 1017sqm (Gross Internal Area, GIA)
 - iii. Flexible Industrial Use (Class E(g)(iii) / B8 / Sui Generis) – 114sqm (GIA)
 - iv. Flexible Commercial Space (Class E(b-g)) – 146sqm (GIA)
 - v. Flexible Supermarket / Maker Space (Class E(a) / Class E(g)(iii)) – 468sqm (GIA)
 - vi. A dedicated flexible community space (Ancillary Sui Generis) – 175sqm (GIA)
- 3.2 This report covers the strategy for access by delivery and service vehicles and includes the strategy for the collection and storage of refuse and recycling.
- 3.3 The DSMP will be managed by the student accommodation provider and by the managers of the community use space, small supermarket, and the employment units and will apply to all vehicles that have a length of more than 8.0 metres.
- 3.4 It is concluded that this DSMP is acceptable and it is envisaged that it will be secured by a Condition attached to any planning permission granted.

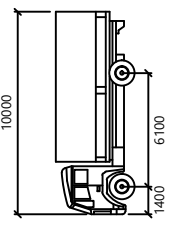
Appendix 1

Swept Path Analysis

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ISSUE	REASON FOR REVISION	BY	DATE
A	Updated layout	FB	21.11.23



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CLIENT: **DOMINUS**

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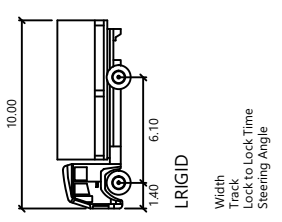
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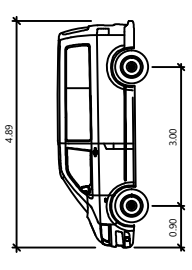
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ISSUE	REASON FOR REVISION	BY	DATE
A	Updated layout	FB	21.11.23



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CLIENT: DOMINUS

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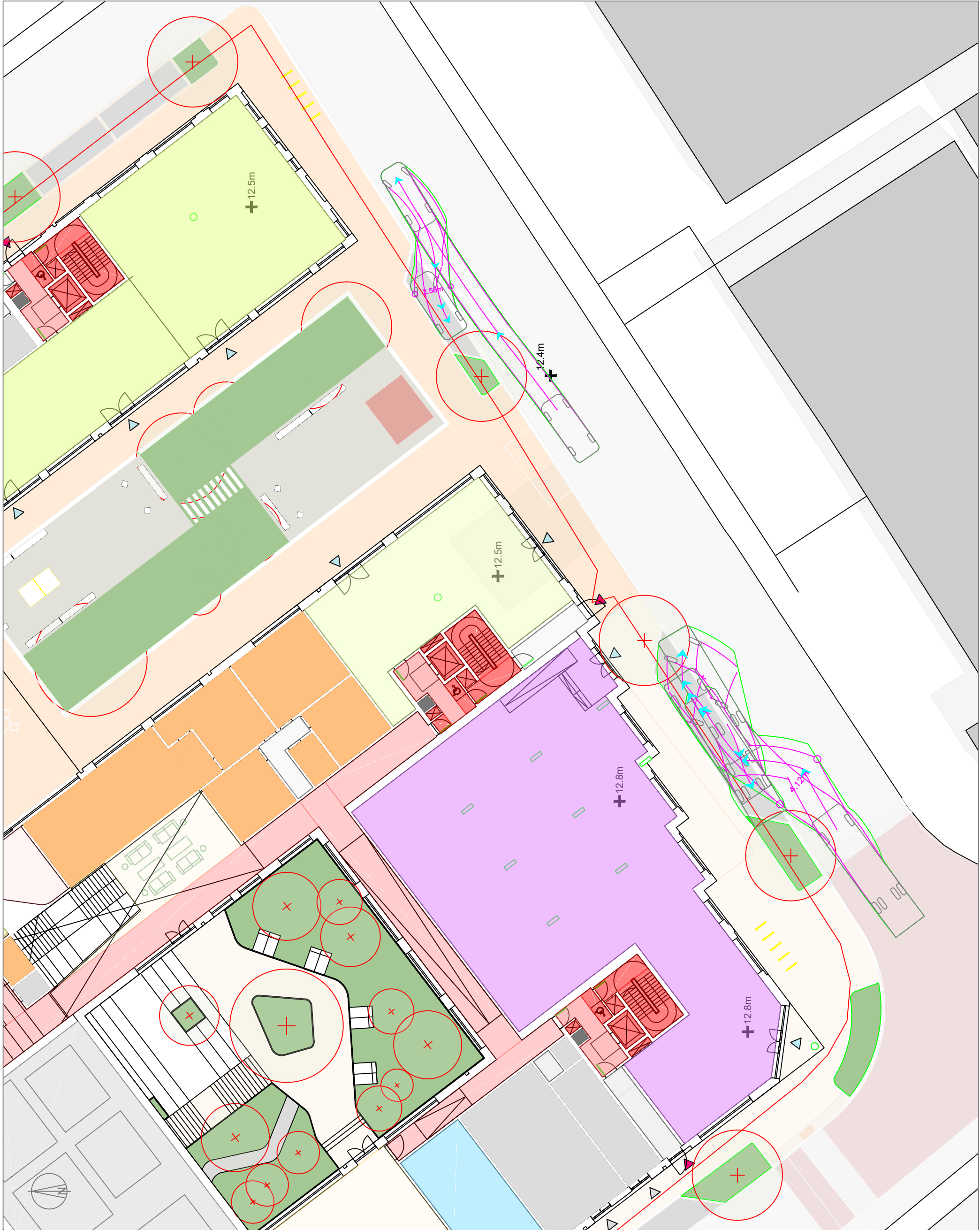
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SCALE BAR: 0m 5m 10m

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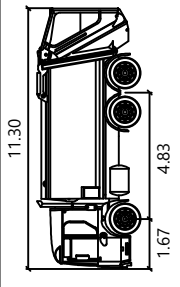
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DATE: 30.03.23
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ISSUE	REASON FOR REVISION	BY	DATE
A	Updated layout	FB	21.11.23



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DATE:	30.03.23	CHECKED: DC
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