

Deliveries and servicing

Due to their size, special consideration must be given to larger vehicles to ensure that they can appropriately manoeuvre on and off the highway.

If not catered for properly, larger vehicles can create obstruction of the highway network, and cause deterioration to the fabric of the network. They also can contribute to poor air quality, noise and risk to safety of vulnerable road users. Facilities to reduce the impact of larger vehicles on the network are required to reduce their negative impacts.

For this reason, we may require developments to make provision for Freight Consolidation, to reduce large numbers of heavy goods vehicles that are partially loaded using the highway network.

A [Freight Consolidation Scheme](#) allows for a number of smaller deliveries to be made by one appropriately sized vehicle, and is an efficient and cost effective solution to deliveries and waste collection, whilst reducing the impact on congestion and air quality.

Freight consolidation is also applicable to the construction of the development. In addition to this, we may also require a freight consolidation strategy to be included within any Construction Management Plan, to reduce the impact of construction deliveries, particularly in the city centre.



Fig 1: Large vehicle on highway network

Servicing Strategies

Servicing strategies will be required where there is an identified need to control servicing and waste collection and such a strategy would be secured by a condition. These could include arrangements for:

- Collection arrangements for waste
- Storage of waste
- Delivery vehicle size
- Location of servicing facilities
- Times of deliveries, and arrangements to prevent access at other times
- Freight consolidation
- Identification of potential routing of servicing vehicles
- Loading bays
- Mitigation to avoid roads being used by unsuitable vehicles (e.g. weight restriction)

For designing for refuse collection vehicles, see *Waste Management Guidance* and *Turning and Swept Paths Guidance*.

Servicing facilities

Principles

Every development will have servicing requirements and each application will be expected to demonstrate that there is no material harm arising from deliveries and servicing to and from the proposed development. Sufficient provision needs to be made for deliveries and refuse collection without compromising the safe and efficient operation of the highway network in accordance with Local Plan policy.

There will be locations where loading from the existing carriageway will not be acceptable, due to the nature of the existing highway and local conditions. This causes obstruction and congestion and can in many cases lead to delays to public transport, footway parking, and other obstructions that negatively impact the safety and accessibility of pedestrians, cyclists, and wheelchair / pushchair users.

For larger developments servicing vehicles should be accommodated and efficiently integrated into the development site in discreetly designed service yards or in laybys. In common with our Urban Living Supplementary Planning Document (ULSPD), servicing laybys are not appropriate on the strategic road network and should be placed on secondary routes so as not to interfere with traffic flow and safety on main roads.

Shared use loading / footway provision will not be accepted. This encourages obstruction of the most vulnerable highway users, in particularly those with mobility and visual impairments, who are often forced out into the carriageway in these situations. The risk of this intensifies the greater the density (and therefore movements generated by) the development.



Fig 2: Entrance to industrial unit, Avonmouth

Detailed Requirements

Servicing laybys must not encroach to a point where our requirements for footway or carriageway widths can no longer be met. The building footprint therefore needs to be designed to accommodate this. For this reason, it is essential that loading facilities are considered at the very start of the design of the development, rather than included as an afterthought. The consequences of these matters being considered too late can often result in damage to the highway in addition to the impacts described above.

The size of loading bays or yards should be of an adequate size to cater for the needs of each development. This should be informed by a vehicle swept path analysis. Further specific guidance on this is provided below:

- For residential developments, the minimum length for a loading bay is 12m which will allow for large delivery or refuse vehicle, with additional space to allow for swept paths into the bay.
- Where larger developments are proposed and are reliant on higher levels of servicing and deliveries, for example where deliveries to a residential development will be frequent due to high density development and low car parking provision, loading bays will be expected to cater for more than one loading vehicle at a time. It is likely that we will insist upon further footway protection

in the form of bollards or other street furniture to prevent damage to the public asset arising on occasions where demand to use the layby exceeds the provision.

- In such cases, a minimum length of 18.5m would be required which can cater for multiple vehicles of various sizes.

For smaller commercial developments there should be proven adequate on-street capacity for the anticipated level of use, subject to an acceptable servicing strategy as outlined above. Where obstruction or safety to the highway network is likely to be compromised, this will not be permitted. Facilities which are likely to result in obstruction in the absence of constant traffic enforcement will not be accepted, as this is unrealistic to resource.

In most cases, a servicing strategy will be required outlining servicing and deliveries associated with a development and how it will operate without a detrimental impact on the highway network. This will include arrangements for delivery timeframes and management, waste collection, and freight consolidation.

For servicing requirements for commercial developments, see the *Site Allocations and Development Management Policies*. For design considerations for industrial roads, see *Industrial Roads*. For guidance on refuse storage and collection, see *Waste Management*.