# Circle Square
# Plots 2, 3 & 4,
# Plots 5 & 6, and
# Plots 7 & 8
## Site Wide
## Management Strategy

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# Appendices

**Appendix A** – Masterplan
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# 1.0 Introduction

## 1.1 Project Introduction

1.1.1 Curtins has been appointed on behalf of Bruntwood + VITA to provide traffic and transportation advice in relation to development on the following plots at Circle Square, Oxford Road, Manchester:

- Plots 2, 3 & 4 (MCC Planning Ref: **111025/FO/2016/C1** and **121851/JO/2018**);
- Plots 5 & 6 (MCC Planning Ref: **116450/FO/2017**); and
- Plots 7 & 8 (MCC Planning Ref: **111027/FO/2016/C1**).

1.1.2 A masterplan showing the proposed plot numbers is included in **Appendix A** at the rear of this report.

1.1.3 For reference purposes and for a detailed description of the proposals, the planning application for Plots 2, 3 & 4 was submitted and subsequently granted planning permission in 2016 with the following description, with an additional application regarding variation of conditions submitted and approved in 2018 (MCC Planning Ref: **121851/JO/2018**):

*"Variation of condition 2 (approved dwgs) attached to application ref no 111025/FO/2016/C1 (as amended by application ref no 121851*

*Blocks 2,3 and 4 - Erection of two buildings (18 and 14 storeys (Blocks 2 and 4)) comprising offices (Class B1) with ground and mezzanine floor commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only)) and rooftop restaurant (Class A3) with associated external terrace (Block 4), creation of public green space with pavilion building (Block 3) for events space / uses within Classes A1, A3, A4, D1(Exhibition Hall / Public Hall only) , D2(Concert Hall / Music Hall only)(Sui Generis) accessed from ground level within basement level below alongside creation of areas of public realm including tree planting and all associated access and servicing."*

1.1.4 The planning application for Plots 5 & 6 was submitted and granted planning permission in 2017 with the following description:

*"Resubmission of application ref no 111026 (as amended by 116413/NMC/2017) (Blocks 5 and 6) to incorporate amendments comprising additional floor of accommodation (now 37 storeys but overall height of tower element reduced 0.5m)and changes to number (6 additional) and mix of apartments.*

*Original consent for Erection of part 17, part 36 storey building to comprise 411 residential apartments (Class C3) (14 studios, 136 x 1 bed, 228 x 2 bed and 33 x 3 bed) with mid and top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses and lower ground, ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional*

*Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1 (Non-residential Institutions Creche only) and D2 (Assembly and Leisure - Gym only)) and associated junction improvements to Oxford Road / Charles Street, access, servicing, and landscaping)."*

1.1.5 The planning application for Plots 7 & 8 was submitted and granted planning permission in 2016 with the following description:

*"Erection of 17 storey building to comprise 266 residential apartments (Class C3) (14 studios, 56 x 1 bed, 168 x 2 bed and 28 x 3 bed) with top roof level private dining / media room / gardens, ground and mezzanine floor residential amenity uses including a gym and home working lounge, plus ground and mezzanine level commercial uses (Class A1 (shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), B1 (Offices), D1(Non-residential Institutions - creche only) and D2 (Assembly and Leisure - gym only)) and associated access, servicing, and landscaping."*

## 1.2 Purpose of the Report

1.2.1 This Site Wide Management Strategy (SWMS) has been prepared to discharge Conditions 16, 12 and 17 attached to the Circle Square Development for Plots 2, 3 & 4, Plots 5 & 6, and Plots 7 & 8 respectively. For clarity, the precise wording of the conditions is provided below:

| Plots 2, 3 & 4 | Plots 5 & 6 | Plots 7 & 8 |
|---|---|---|
| Condition 16 | Condition 12 | Condition 17 |
| Prior to first occupation of the development, details of how 24-hour management of the site in particular<br>in relation to the following:<br><br>(a) servicing and refuse (storage and removal);<br>(b) misuse of Brancaster Road as a rat-run;<br><br>shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity. | Prior to first occupation of the development details of how 24-hour management of the site in particular in relation to the following:<br><br>(a) servicing and refuse (storage and removal);<br>(b) drop off and pick up for residents (including removals / deliveries) and taxis;<br>(c) noise management of communal areas;<br>(d) misuse of Brancaster Road as a rat-run;<br><br>shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity. | Prior to first occupation of the development details of how 24-hour management of the site in particular in relation to the following:<br><br>(a) servicing and refuse (storage and removal);<br>(b) drop off and pick up for residents (including removals / deliveries) and taxis;<br>(c) noise management of communal areas;<br>(d) misuse of Brancaster Road as a rat-run;<br><br>shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity. |

## 1.3 Structure of the Report

1.3.1 Following on from this introduction, **Section 2** of this report considers the waste management strategy which details access arrangements and frequency of use for refuse vehicles. **Section 3** then considers the access arrangements for delivery vehicles and details about time restrictions to reduce conflict with other users of the public realm.

1.3.2 **Section 4** gives an overview of the taxi strategy for residents and visitors to the site and how vehicles would manoeuvre along the access route. **Section 5** then considers the pick-up and drop-off strategy for students, particularly in the beginning and end of the academic year which are peak periods for students moving in and out of student accommodation.

1.3.3 **Section 6** considers measures to prevent misuse of Newman Street (formerly known as Brancaster Road) as a rat-run from Oxford Road onto the A34 Princess Street.

1.3.4 **Section 7** considers the travel planning measures to ensure that all future site users have genuine opportunities to travel via sustainable modes.

1.3.5 **Section 8** summarises noise management strategies for communal areas, and **Section 9** provides a report summary and conclusion.

# 2.0 Waste Management Strategy

## 2.1 Introduction

2.1.1 A site-wide Waste Management Strategy (WMS) is required to consider the potential refuse and recyclable waste volumes of the development, management strategy and collection arrangements.

2.1.2 In 2016, Vectos were appointed to prepare separate WMS for the separate plots to support the outline scheme. These reports comprise details regarding the proposed uses of the buildings, forecasted waste volumes and justification of number of bins provided, along with the outline of internal stores, segregation of waste and recycling, and routes between bin stores and collection points. These reports were submitted as follows:

- Plots 2, 3 & 4 (Vectos Document Ref: **VN50526/Building 2,3 and 4**);
- Plots 5 & 6 (Vectos Document Ref: **VN50526/Building 5 and 6**); and
- Plots 7 & 8 (Vectos Document Ref: **VN50526/Building 7 and 8**).

2.1.3 Since then, the reports have been updated to reflect the latest Masterplan and are appended in **Appendix B** at the rear of this report.

## 2.2 Internal Arrangements

2.2.1 The occupiers of all buildings would initially have bins (in kitchens, back-of-house, housekeeping, and apartment units) and bin stores within their own demise. They would typically have bins for general refuse, paper/card, co-mingled recyclables (glass/metal/plastic) and organic waste.

2.2.2 Some occupiers may generate more specific waste streams depending on the type of use. It will be the responsibility of the occupier to separate the waste at source and put that into the appropriate bin. That waste would then be transferred to the bin store by the occupiers, staff, or their cleaner under their direction.

## 2.3 Collections

2.3.1 Each building includes a bin store and a transfer route to bring the bins out ready for collection. The collection and movement of waste would be agreed between the occupier and the site management team and they may then employ cleaners or use the waste collection company operatives to transfer the waste for collection.

2.3.2 The on-site management team would coordinate the waste collection enabling economies of scale and to reduce the number of individual vehicles entering the site.

2.3.3 Assuming that there is coordination of waste collection, it is estimated that the following number of waste collection vehicles would serve Circle Square every day:

- General Refuse — 1 x refuse vehicles for Materials Recycling Facility
- Paper /Card — 1 x refuse vehicles for recycling
- Glass — 1 x refuse vehicles for recycling
- Oil Collection — Every Other Day 1 x 7.5t lorry for Recycling into Energy
- Food Waste — 1 x mid-sized Refuse vehicle (for Anaerobic Digestion)
- Confidential Waste — 1 x Shredding Vehicle (once every month)

2.3.4 Refuse vehicles would enter the Newman Street (formerly known as Brancaster Avenue) public realm corridor from Oxford Road. They will then travel in an easterly direction towards the A34 Princess Street before bearing north at Medlock Place (bisecting Plots 7 and 8 and the Phase 1A site), then turning west towards the large area of public realm (Plot 3) opposite Plots 5 and 6. They will then travel in a southerly direction past the eastern side of Plots 2 and 4 before turning east back onto Newman Street. Where this meets the A34 Princess Street, vehicles will turn right towards the Mancunian Way and A34 Brook Street. This is illustrated in **Figure 2.1** below, which is an excerpt from **Drawing 74976-CUR-00-XX-DR-TP-05001-P01** included in the WMS in **Appendix B**.

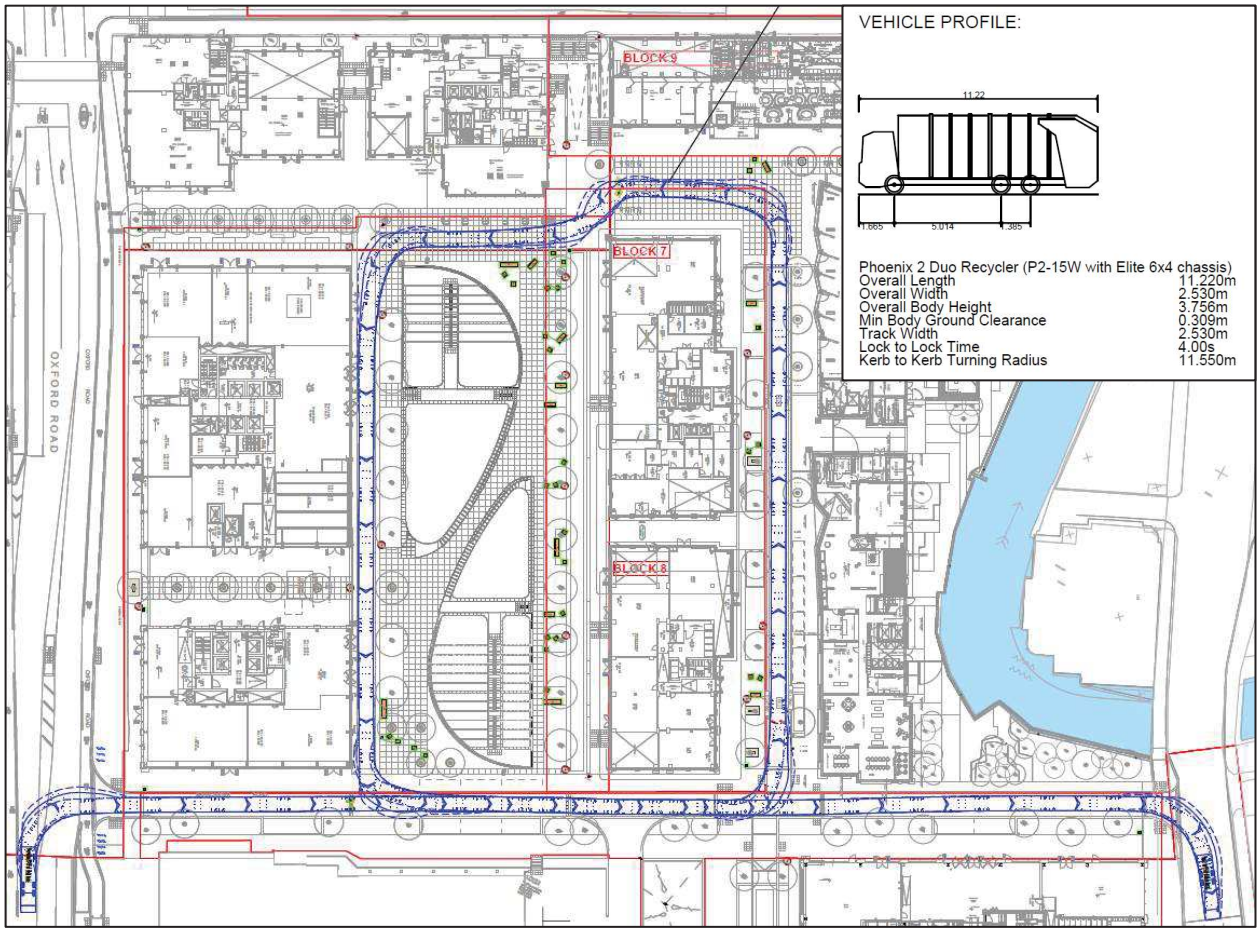



**Figure 2.1 –** Refuse Vehicle Circulatory Route

2.3.5 Refuse vehicles could also enter the Circle Square site via the Multi-Storey Car Park (MSCP) access off the A34 Brook Street. They will travel in a northerly direction towards the Phase 1A site and directly onto Medlock Place, then continuing along the same route as above. The refuse vehicles can pull up to all the collection points without the need for a reversing manoeuvre.

2.3.6 Whilst travelling along this route, refuse vehicles would pull up adjacent to the roads and bins would be collected form numerous dedicated collection points adjacent to the buildings. Bins would be brought out immediately prior to collection and returned immediately after. This process would be undertaken by the waste operatives ensuring that the bins are not left out on street. All the routes that the bins would be transferred along would be step free.

2.3.7 The collection points are shown in **Figure 2.2** below.

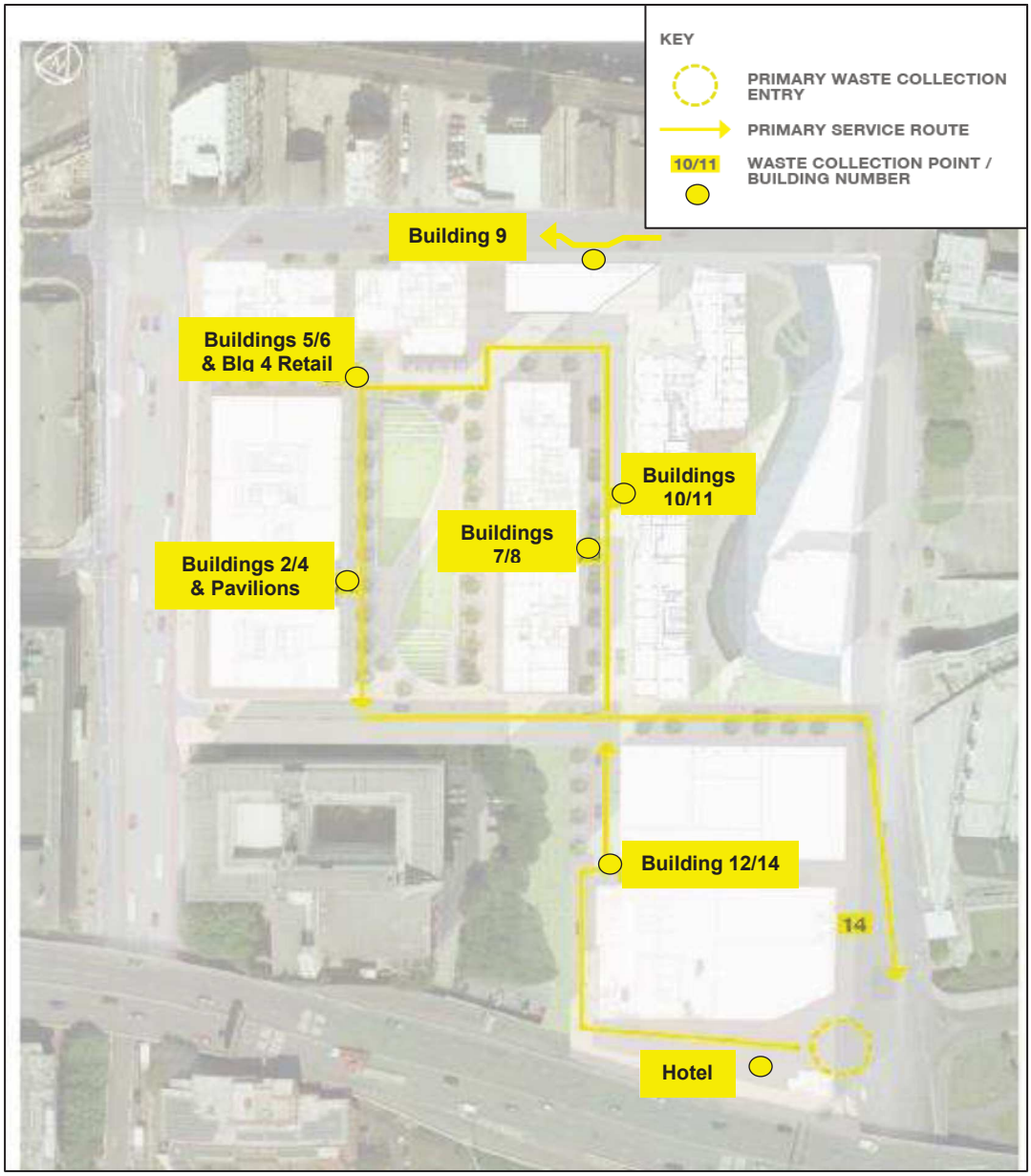



**Figure 2.2 –** Refuse Collection Points

2.3.8 **Figure 2.2** also shows that the proposed Plot 12 office development (MCC Planning Ref: **125451/FO/2019**) located to the south of Newman Street can also be serviced as part of this collection route.

2.3.9 All collections shall be strictly in accordance with Conditions 22, 17 and 21 of each Plot's planning permission and will not take place outside the hours:

- 07:30 to 20:00 Monday to Saturday; and
- 10:00 to 18:00 Sundays and Bank Holidays.

## 2.4 Summary

2.4.1 The WMS conclude that the site will be served by private refuse collections. The bins will be transported to the collection point via back-of-house routes (or via a lift for basement storage) by the management company and onto separate Plot-specific collection points.

2.4.2 The scale of development means that typically there may be 4 refuse vehicles serving the site per day with occasional additional collections for specific waste streams.

2.4.3 The collection frequency is subject to be updated following occupation, as typically the waste generated by both residential, office and commercial uses varies significantly based on the final occupier.

# 3.0 Servicing Strategy

## 3.1 Introduction

3.1.1 The Circle Square development will attract a wide variety of service vehicles arising from food shops, Amazon / online shopping deliveries, commercial products etc. For robustness, vehicle tracking has been undertaken using a 10m rigid Heavy Goods Vehicle (HGV) which is considered representative of service vehicles that could frequent the site.

3.1.2 It is envisaged that all service vehicles will undertake similar circulatory routes with two primary options:

1. Entering the Newman Street (formerly known as Brancaster Avenue) public realm corridor from Oxford Road, then travelling in an easterly direction towards the A34 Princess Street before bearing north at Medlock Place (bisecting Plots 7 and 8 and the Phase 1A site), then turning west towards the large area of public realm (Plot 3) opposite Plots 5 and 6. Vehicles will then travel in a southerly direction past the eastern side of Plots 2 and 4 before turning east back onto Newman Street. Where this meets the A34 Princess Street, vehicles will turn right towards the Mancunian Way and A34 Brook Street; and
2. Entering the Circle Square site via the Multi-Storey Car Park (MSCP) access off the A34 Brook Street. They will travel in a northerly direction towards the Phase 1A site and directly onto Medlock Place, then continuing along the same route as above.

## 3.2 Service Loading Bays

***Plots 7 & 8***

3.2.1 Service vehicles will first travel along Medlock Place, where loading bays are located to the north and east of the buildings as illustrated in **Figure 3.1** below, extracted from the Design and Access Statement which accompanied the planning application of the plot:

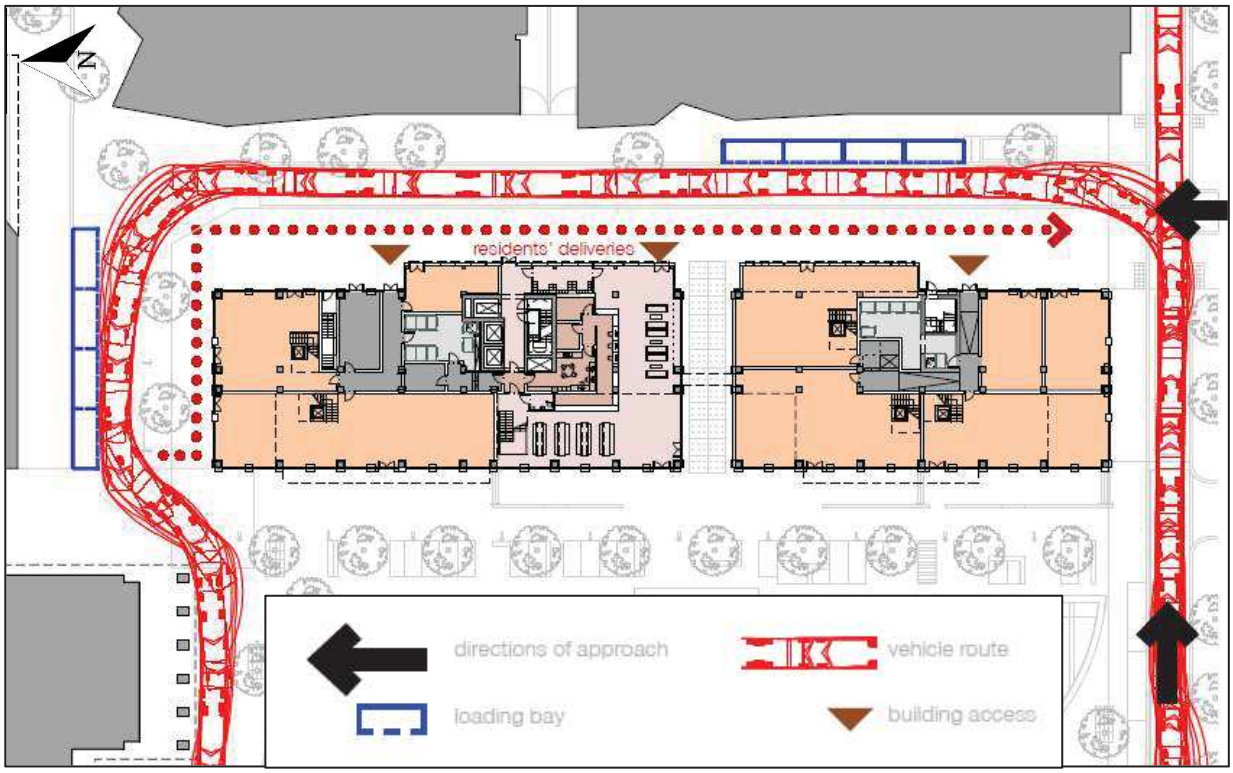



**Figure 3.1 –** Plots 7 & 8 Servicing Strategy as per Design and Access Statement

3.2.2 Whilst the completed loop can accommodate vehicles up to 11m long, smaller vans will also be permitted to turn around at the north of Plots 7 & 8 and return down the 2-way Medlock Place. Residents' deliveries can be left at reception and then stored in the adjacent residents' stores.

3.2.3 The entrance lobby can be accessed from the east via the brown arrow shown in **Figure 3.1**. The east elevation also gives access to the commercial back-of-house corridors.

***Plots 5 & 6***

3.2.4 As vehicles progress from the south-east corner of Plots 5 & 6, the residents' entrance lobby can be accessed from the south and the east of the building as shown in **Figure 3.2** below, also from the Design and Access Statement. Alternatively, service vehicles could utilise the loading bays located to the south of Plot 9 and to the north of Plots 7 & 8 for level access to commercial back-of-house areas.

3.2.5 Deliveries can also be made to the building from the north, off Charles Street. Similar to Plots 7 & 8, residents' deliveries can be left at reception and then stored in the adjacent residents' stores.

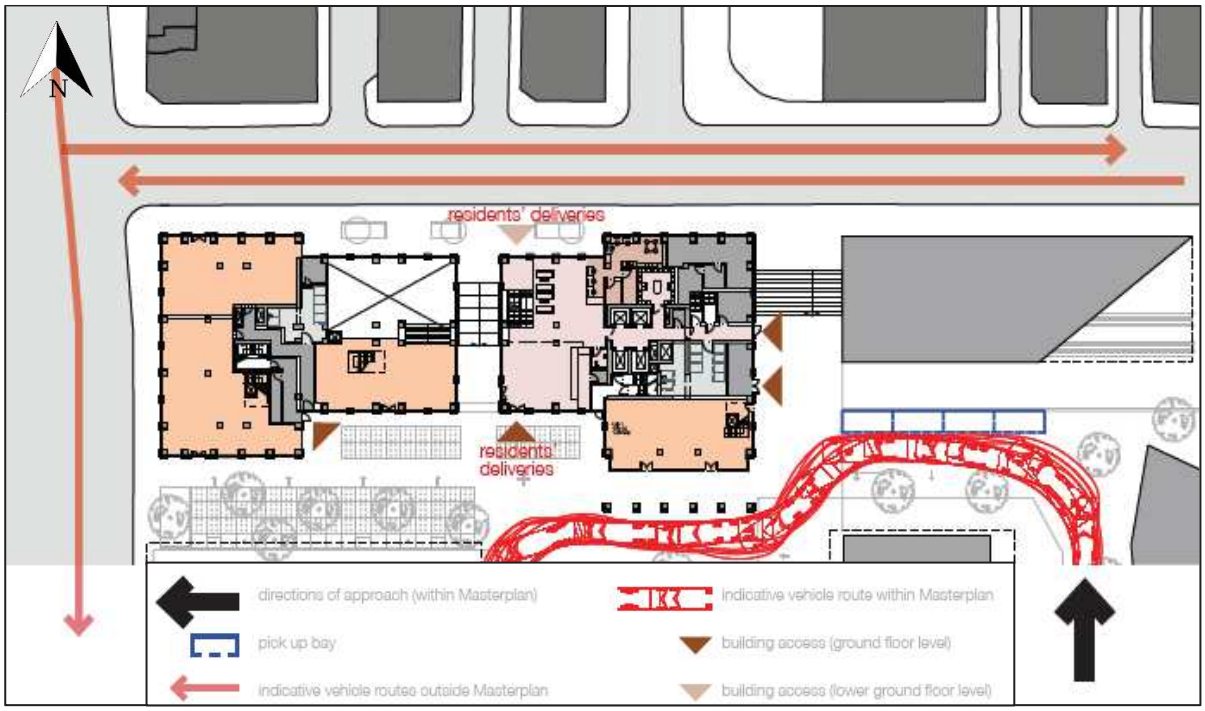



**Figure 3.2 –** Plots 5 & 6 Servicing Strategy as per Design and Access Statement

***Plots 2, 3 & 4***

3.2.6 It is envisaged that deliveries to the ground floor retail units will be via direct access to the individual units, whereas deliveries to the upper floors will be via the ground floor lobby areas where the concierge/reception will log and sign the delivery in. Upper floors will be accessed via a shared service lift within the lift lobby area.

3.2.7 The primary delivery route for smaller scale deliveries will be via laybys located along Newman Street. Larger deliveries will be via the public realm route within restricted times.

***Plot 12***

3.2.8 Similar to the above, deliveries to the ground floor retail units will be via direct access to the individual units, whereas deliveries to the upper floors will be via the ground floor lobby areas where the concierge/reception will log and sign the delivery in. Upper floors will be accessed via a shared service lift within the lift lobby area.

3.2.9 Service vehicles would access Plot 12 from the entrance to the MSCP off the A34 Princess Street, which leads directly to the western perimeter of Plot 12. The servicing zone would be in the form of a layby adjacent to the west of the plot and fronting the commercial / retail units as shown in **Figure 3.3** below, extracted from the Design and Access Statement:

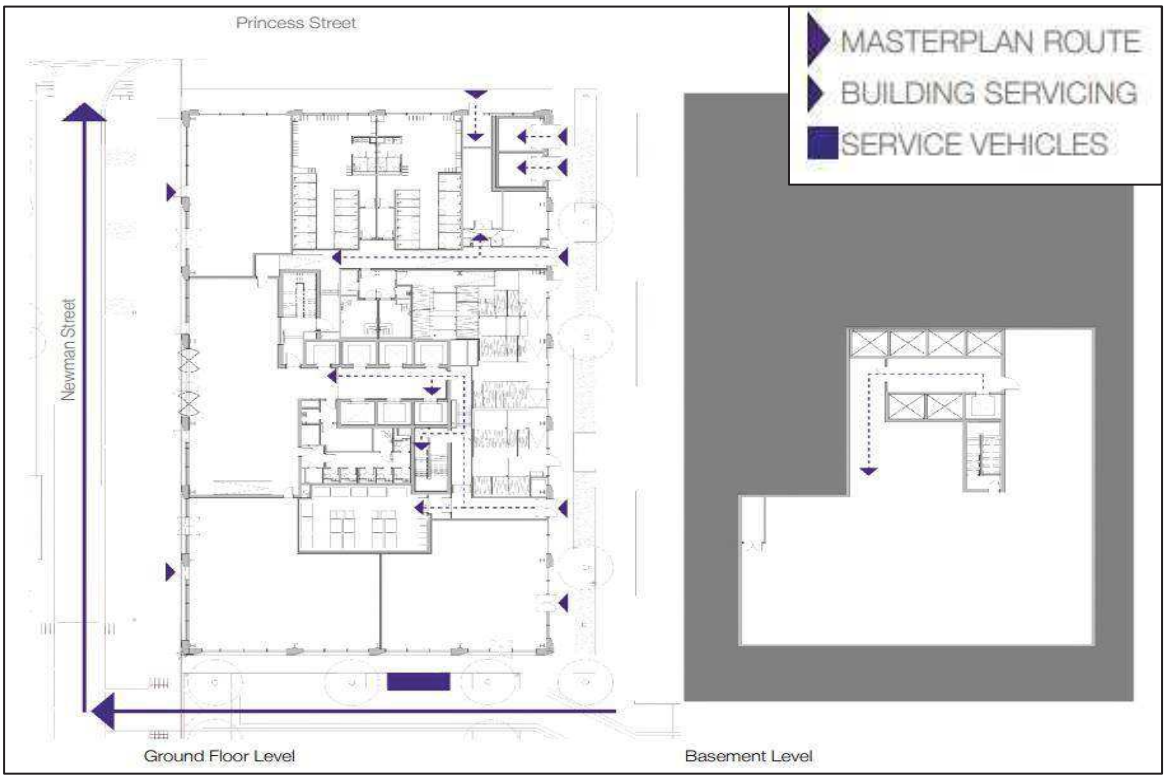



**Figure 3.3 –** Plot 12 Servicing Strategy as per Design and Access Statement

## 3.3 Timings

3.3.1 It is important to note that the internal circulatory route within the site will only be available to service vehicles at certain times of the day. All deliveries shall be strictly in accordance with Conditions 22, 17 and 21 of each Plots Planning Permission and will not take place outside the hours:

- 07:30 to 20:00 Monday to Saturday; and
- 10:00 to 18:00 Sundays and Bank Holidays.

3.3.2 This is because service vehicles will share public realm routes which will need to be protected for pedestrian and cycle amenity. The time restrictions will also be limited to avoid conflict with business hours of the commercial premises.

3.3.3 There will be staff onsite to monitor the deliveries into the site. Upon turning onto Newman Street, all vehicles would be required to push a button on the intercom system which would instantly connect them to a 24-hour central management operation room, located within Plot 4 of the wider Site, for verification and entry.

3.3.4 It is envisaged that the delay time for response from an operator would not exceed one minute and would not incur instances of congestion from queueing back to the junction.

# 4.0 Taxi Pick-Up and Drop-Off Strategy

## 4.1 Introduction

4.1.1 A key ambition of the project to is limit vehicle movement through the site in order to ensure secure and attractive pedestrian and cycle routes. Notwithstanding, it is envisaged that taxis and disabled user vehicles would need to advance closer to the entrances onsite, therefore a pick-up and drop-off strategy along designated vehicular routes would be required.

4.1.2 The general vehicle access strategy is illustrated in **Figure 4.1** below, extracted from the Design and Access Statement which accompanied the planning applications of the plots:

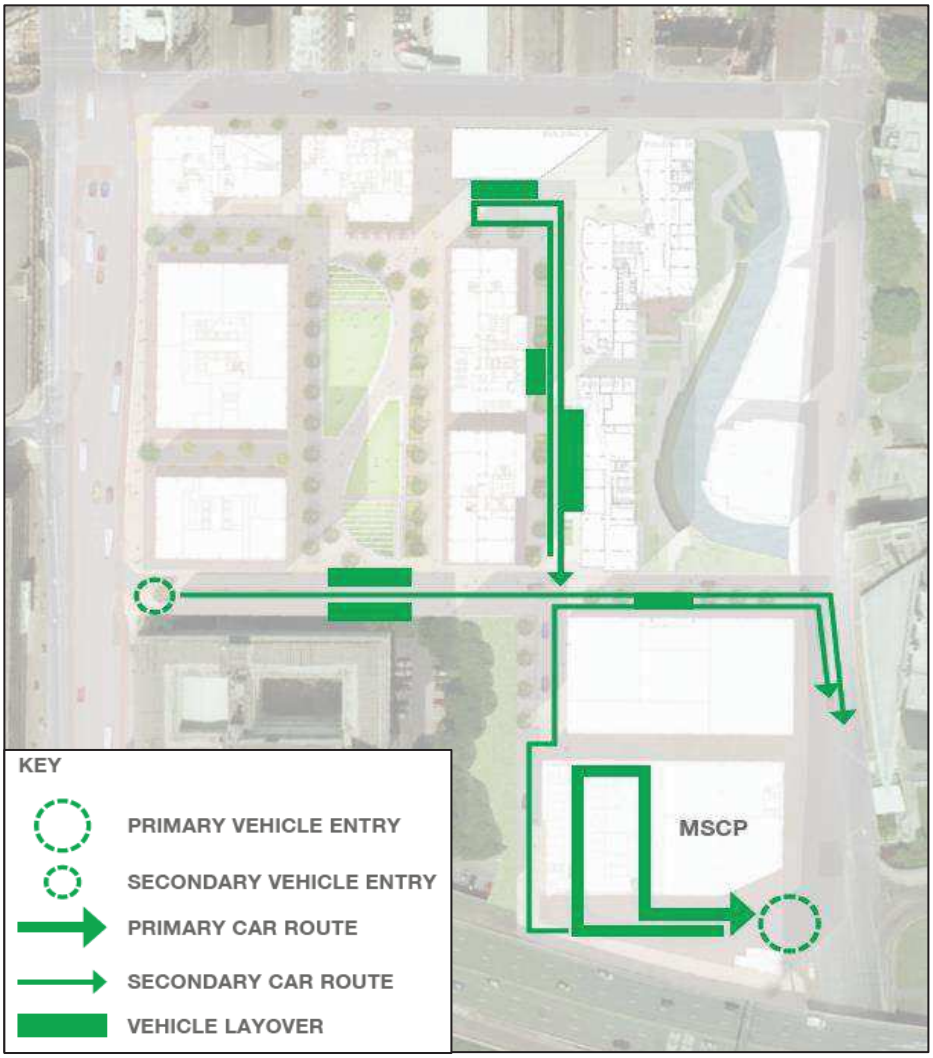



**Figure 4.1 –** Vehicle Access and Circulation Strategy as per Design and Access Statement

4.1.3 It can also be seen from **Figure 4.1** that pick-up / drop-off for Plots 2, 3 & 4, and Plot 12 are possible at vehicle layover points along Newman Street (formerly known as Brancaster Road).

## 4.2 Medlock Place

4.2.1 Access Plots 7 & 8 for pick-up / drop-off purposes can be achieved via Medlock Place, which is subject to two-way traffic in the northbound and southbound direction. The strategy allows for designated pick up bays to the north and east of Plots 7 & 8 for easy access to both the residents' entrance lobby and adjacent commercial units.

4.2.2 There will be no vehicular access to the west facade of Plots 7 & 8 / adjacent to Plots 5 & 6 in order to preserve the pedestrian-focused nature of the public realm here, and the relationship of the building with The Green (Plot 3). As such, taxis will undertake a U-turn at the northern terminus of Medlock Place and exit back onto Newman Street as shown in **Figure 4.2** below, also from the Design and Access Statement:

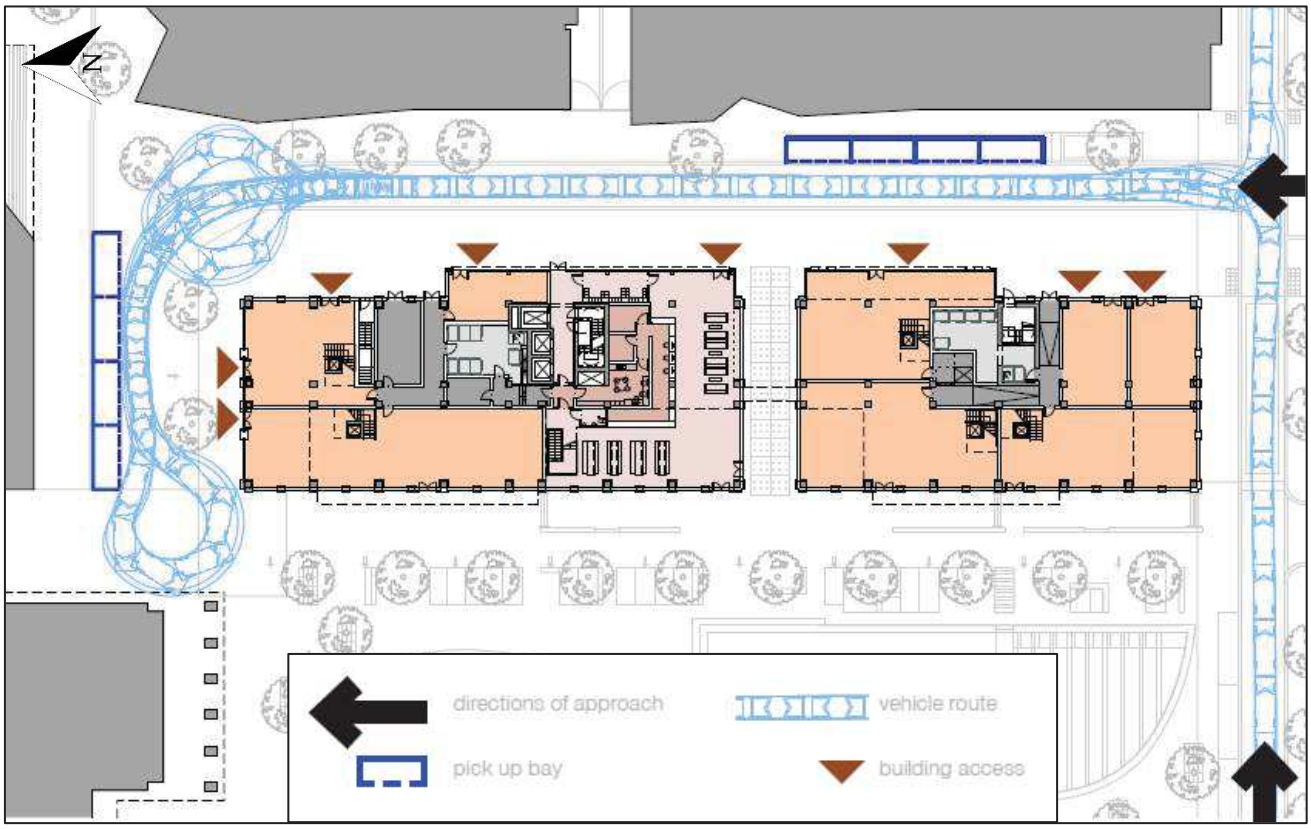



**Figure 4.2 –** Plots 7 & 8 Pick-up / Drop-Off Strategy as per Design and Access Statement

4.2.3 The vehicle tracking in **Figure 4.2** illustrates the route and turning circles for a panel van approximately 5.3m long x 2m wide. This allows for larger 5-seater taxis and is therefore ample provision for saloon and hatchback vehicles.

4.2.4 Access onto Newman Street from Oxford Road will be time restricted (due to the bollard system in place, detailed in **Section 6** below), whilst access into Medlock Place from the MSCP (off the A34 Princess Street) will be available at all times.

## 4.3 Charles Street

4.3.1 Due to its location on the perimeter of the Masterplan, all motorists will be able to access Plots 5 & 6 directly from Charles Street as shown in **Figure 4.3** below, also from the Design and Access Statement. Notwithstanding this, if there are Traffic Regulation Orders (TROs) present on Charles Street to prevent stopping, vehicles would have to approach from within the site instead (off Medlock Place).

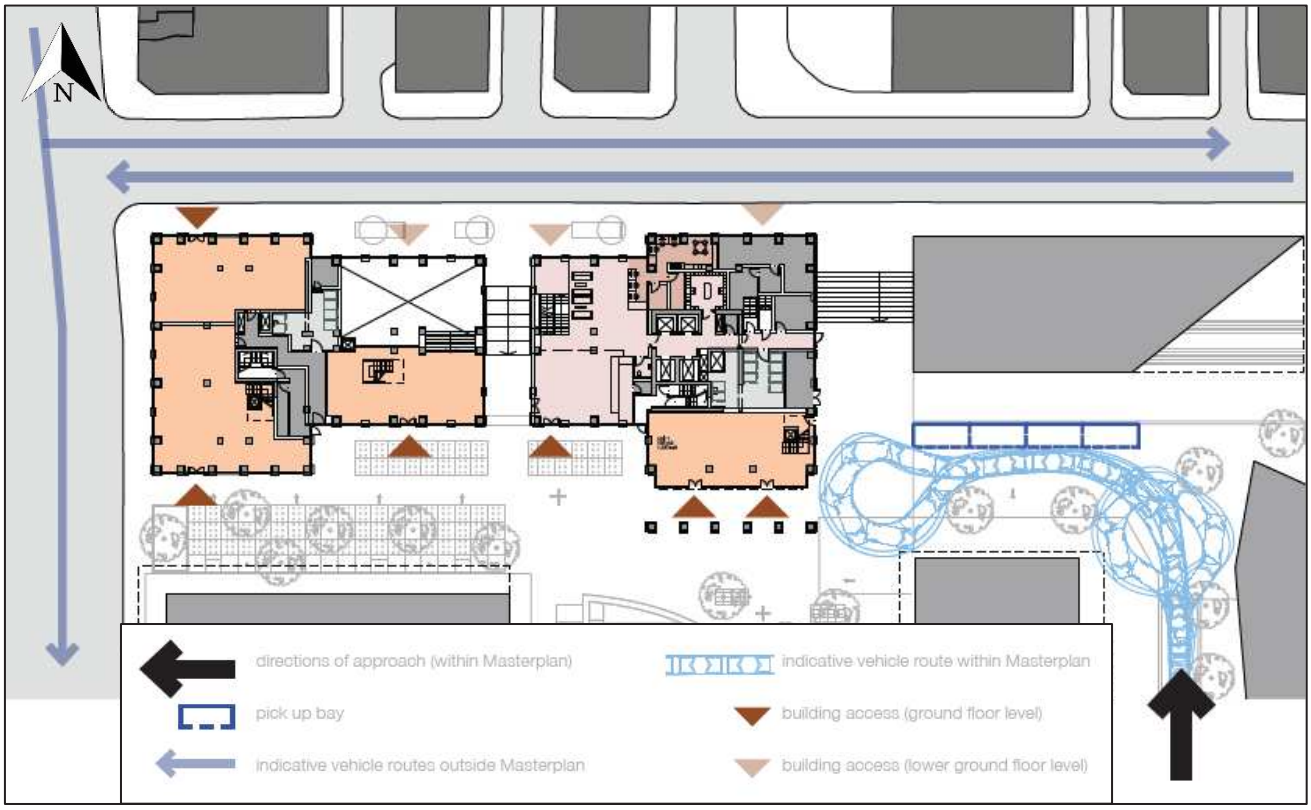



**Figure 4.3 –** Plots 5 & 6 Pick-up / Drop-Off Strategy as per Design and Access Statement

## 4.4 Summary

4.4.1 Most routes across the masterplan will be physically capable of accommodating vehicular traffic, however the majority of routes will have restricted access to general road users. Whilst drop-off and restricted vehicle access has been provided along Medlock Place (bisecting Plots 7 & 8 and 10 & 11), it is intended that all parking for disabled users is provided within the MSCP (Block 14), and accessible routes created across the masterplan.

# 5.0 Student Intake Plan

## 5.1 Introduction

5.1.1 Whilst this is more applicable to Plots 9, 10, and 11, a student intake plan is also relevant to the Circle Square site as a whole and is therefore included in this section.

5.1.2 It is expected that many students will be moving in at the start of the academic year via cars. At the end of the academic year, students tend to move out over a longer period of time as university courses and exams end on different date, and as such congestion will be less of an issue.

5.1.3 Whereas, in general, residents of the private apartment units would move in or out throughout different times of the year, and congestion caused by private owners / renters is not envisaged to be significant.

5.1.4 Notwithstanding this, based on experience of VITA schemes in locations nationwide, a fully detailed arrival procedure will be prepared by VITA to ensure that at the beginning/end of the tenancy, the students' arrivals and departures are carried out with the minimum of disruption to the surrounding highway operation as well as creating a good impression for the arriving students.

## 5.2 Arrivals

5.2.1 There will be proposed drop-off areas on the layby adjacent to Plots 9, 10, and 11. Information will also be given to students prior to arrival that they are not allowed to park on Newman Street (formerly known as Brancaster Road) to limit any harmful impacts on the local residents.

5.2.2 The intention is to use an electronic pre-booked arrival system whereby each student will be assigned a time slot to arrive onsite. This would be over several weekends leading up to the start of the academic year (typically in mid to late September) and will be spread out over 10 hours a day (between 08:00 and 18:00). Students will be offered a limited 15-minute maximum timeslot to drop off their bags at the layby.

5.2.3 These timeslots include buffer time to account for students exceeding their time limit, where on the online system the timeslots will be displayed to students in 20-minute intervals. The buffer time will also provide for allowance and extra time in case students arrive outside of their allocated slots.

5.2.4 This arrangement provides flexibility for future residents bringing different amounts of belongings as based on VITA statistics for similar residences in other cities in the UK, over 80% of the students are internationally based. The vast majority of these students will be arriving from the airport/train station/bus and coach station and will bring fewer belongings with them, which enables them to be typically more mobile than domestic students. This reduces the likelihood of any local disruption or congestion caused by having to unload large amounts of belongings.

5.2.5 The appointment system will be implemented, as successfully used at other VITA residences, to enable students to choose the time of their arrival and restricts the number of vehicles utilising the drop-off area at any one time.

5.2.6 At the appointed time, these drop-off areas will be ready for cars to pull in where staff will be stationed to coordinate the process and to assist with moving all goods. They will be easily visible by the use of flutter flags, and maps will be provided prior to the day with the location of the drop-off areas.

5.2.7 Cars will be unloaded immediately onto trolleys within the time allocated, and for car drivers utilising the layby, they will be sent away with a map showing where the closest car park is located (the Circle Square MSCP) and how to walk back to the residence.

5.2.8 The student and their belongings will be taken into the scheme by the residence staff and taken straight up to their studio, where the trolley will be unloaded and returned to the respective drop-off areas. A staff member will remain with the student to arrange the short check-in procedure before spending 5 minutes explaining all the appliances and equipment within the apartment.

5.2.9 Additional staff will be brought in for the weekend to assist in the smooth arrival of student residents. This commitment indicates the importance which VITA places on the arrival process and the need to integrate into the local community. Two main company Directors and the Residence Manager will be involved on the weekend to ensure that in the event of multiple arrivals, quick decisions can be made to alleviate any bottleneck and ensure students are welcomed properly.

5.2.10 Alternatively, students could also park at the MSCP and walk back to the residence. This method of arrival would not require any booking in advance and could be done at each resident's convenience.

## 5.3 Departures

5.3.1 At the end of the tenancy, the moving out process will be reversed and will typically happen over a period of several months, generally around May to July and August to September, depending on the tenancy length. In addition, some courses start in January, therefore not all rooms will be changed at once in the beginning of the academic year (September).

5.3.2 Because departures are spread widely across a period of many weeks, there is generally not a time when a mass departure occurs. As such, this process requires less detailed planning and/or allocation of timeslots. If necessary, the layby adjacent to Plots 9, 10, and 11 will be available for use by moving vans for up to a maximum amount of time to be further determined by the onsite management.

5.3.3 VITA will implement clear and concise departure policies for all its residents and will ensure that pick-up vehicles are brought to the drop-off areas where belongings can be quickly loaded, and the car

driven away. Because there is no check-out process to conduct, individual departures can be planned by each resident and undertaken without any delay or inconvenience.

# 6.0 Newman Street (formerly known as Brancaster Road)

## 6.1 Introduction

6.1.1 Newman Street (formerly known as Brancaster Road) would be the primary route for service, refuse, and emergency vehicles entering from Oxford Road. Upon completion, Newman Street would comprise strategic placement of street furniture for a clear demarcation between 'safe pedestrian zones' and zones for vehicle routes, which aims to achieve one of the main objectives of the Masterplan scheme to create a pedestrian-focused development where the public realm prioritises pedestrians and cyclists.

6.1.2 At present, the section of Oxford Road between Hulme Street comprises a bus gate in the southerly direction, where general traffic is prohibited from travelling through the bus gates between 06:00 and 21:00 from Monday to Sunday. Newman Street is subject to a one-way restriction where vehicles can only travel eastbound.

6.1.3 Notwithstanding this, the northbound lane of this section is still open to general traffic and, in turn, the right turn manoeuvre from Oxford Road onto Newman Street, and the right turn onto Princess Street.

## 6.2 Proposals to Restrict Access

6.2.1 Signage would be provided along Oxford Road at distances of c. 10m from the Oxford Road / Newman Street junction and at the entrance to Newman Street, indicating "Access Only – No Through Route" to deter general traffic from turning in.

6.2.2 Additionally, there would be a set of bollards c. 45m east of the Oxford Road / Newman Street junction, which would be controlled by a central intercom system.

6.2.3 Upon turning onto Newman Street, all vehicles would be required to push a button on the intercom system which would instantly connect them to a 24-hour central management operation room, located within Plot 4 of the wider Site, for verification and entry.

6.2.4 It is envisaged that the delay time for response from an operator would not exceed one minute and would not incur instances of congestion from queueing back to the junction. If a vehicle is identified to be using the road for purposes other than access, they would still have to be let through (due to the one-way system of the road), but the provision of bollards is inherently expected to act as a deterrent.

6.2.5 **Figure 6.1** overleaf shows that a total of three 11.2m Large Refuse Vehicles, or three 10m Heavy Goods Vehicles (HGVs), or six large cars / taxis can queue behind the bollards and along the road without blocking back onto Oxford Road.

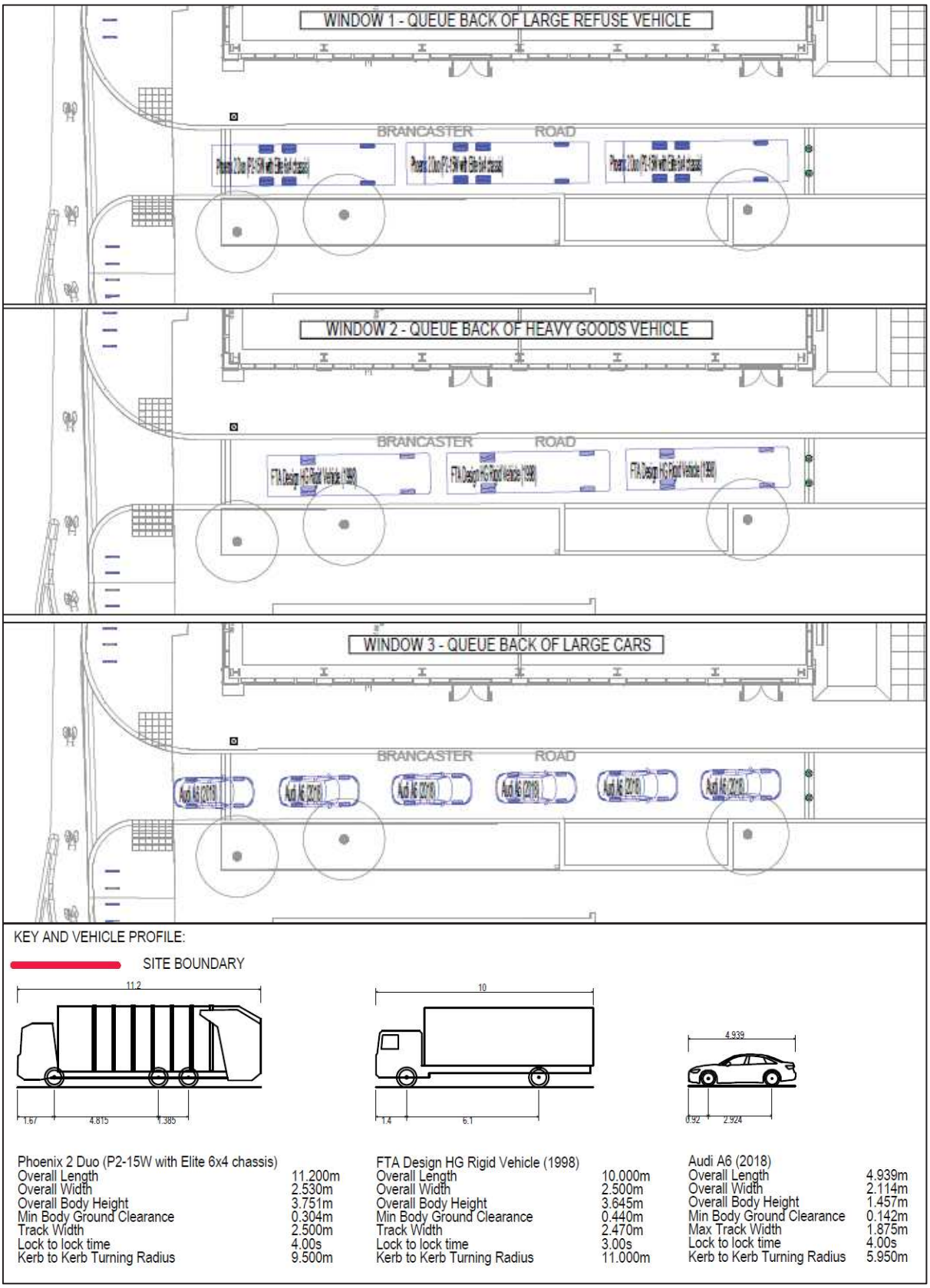



**Figure 6.1 –** Queue Back of Vehicles along Newman Street (formerly known as Brancaster Road)

6.2.6 As general traffic would not be encouraged to use Newman Street as a rat-run, instances of vehicles waiting for entry will demonstrate to other road users that the road is to be used as access only into private property and is not a traffic-free through route.

6.2.7 Signage would also be used to alert vehicles that the bollard system is in place.

6.2.8 Additionally, the streetscape of Newman Street would be appropriately designed to achieve its 'equal priority / balanced street' vision, for example by contrasting kerb/channels in the ground, reflective studs, raised tables, low speed limits, and cobbled streets to enforce low speeds.

# 7.0 Travel Planning

## 7.1 Introduction

7.1.1 A Travel Plan (TP) is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

7.1.2 Curtins have been appointed to prepare separate TPs for the separate plots to support the outline scheme. These reports comprise a detailed audit of the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling, initiatives that will encourage maximum uptake in sustainable modes of travel, a target strategy and monitoring and review process, and an Action Plan including the next steps as the TP process progresses. These reports were submitted as follows:

- Plots 2, 3 & 4 (Curtins Document Ref: **75010-CUR-00-XX-RP-TP-001-V01_TP**);
- Plots 5 & 6 (Curtins Document Ref: **49238-CUR-00-XX-RP-TP-001-V02_TP**); and
- Plots 7 & 8 (Curtins Document Ref: **49239-CUR-00-XX-RP-TP-001-V02_TP**).

7.1.3 The reports are appended in **Appendix C** at the rear of this report, with the key travel planning measures summarised below.

## 7.2 Travel Plan Initiatives

7.2.1 Considering the high levels of accessibility, it is considered the vast majority of users will travel to/from the site via sustainable modes of travel. Notwithstanding this, the following measures will be provided in order to encourage residents, staff and visitors to walk, cycle, and travel by public transport:

- Provision of Welcome Packs for residents and staff, comprising:
  - Introduction to the TP concept detailing objectives and aspirations, health benefits of walking, cycling and environmental benefits of sustainable modes of transport; and
  - Maps showing local walking / cycling routes and places of interest;
- Information provision via travel notice boards / bulletin boards throughout the development;
- Clear signing of pedestrian routes within and adjacent to the site;
- Providing storage for staff at the commercial and retail elements;
- Promoting the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot;
- Promoting the Cycle2Work scheme;
- Maintaining cycleways in the site, repairing them immediately when necessary;
- Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and
- Distribute details of the My TfGM mobile app;
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Implement a policy of using public transport for travel in the course of work wherever feasible;
- Provide up to date bus details including timetables/contact information in the welcome packs; and
- Provision of new and improved inter-connecting footways, and cycle links and road crossings to surrounding public transport infrastructure as part of the development.

7.2.2 Alternatively, car sharing and car club schemes would be promoted as they are an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. Staff and residents would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares; or register and book vehicles appropriately through the website: www.enterprisecarclub.co.uk.

7.2.3 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising in the Welcome Packs and advertising around the site.

## 7.3 Monitoring and Evaluation

7.3.1 The monitoring of travel behaviour is vital to measure progress towards modal shifts and its associated targets. Apart from receiving regular updates from occupiers and liaising with MCC on transport related matters, the main monitoring process will involve travel surveys as described in the respective TPs.

7.3.2 The results of travel surveys would be used to review progress against targeted modal splits, where the percentage share of all travel modes to and from the site will be calculated. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

7.3.3 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys and throughout the lifetime of the development until otherwise agreed upon with MCC to ensure that the TP reflects current opportunities and local circumstances.

## 7.4 Summary

7.4.1 As outlined above, the accompanying TPs demonstrates that the site is accessible by active and sustainable modes of travel, and it is in line with the key ambition of the project to limit vehicle movement through the site in order to ensure secure and attractive pedestrian and cycle routes.

# 8.0 Noise Management

## 8.1 Noise Management and Mitigation

8.1.1 The increase in road traffic noise upon completion and during operation of the Circle Square is likely to be negligible/minor as appropriate control measures would be implemented, including acoustic attenuation measures (such as sound insulation and self-closing doors) and good management practices (such as the control of music/loudspeaker systems and delivery hour restrictions).

8.1.2 All deliveries, servicing and collections (including waste collections) shall be strictly in accordance with Conditions 22, 17 and 21 of each Plot's planning permission and will not take place outside the hours:

- 07:30 to 20:00 Monday to Saturday; and
- 10:00 to 18:00 Sundays and Bank Holidays.

8.1.3 Through a combination of appropriate design secured by planning obligations, additional planning restrictions, licensing restrictions, lease agreements and tenant's handbooks, noise generated by the Commercial (Retail and Food and Beverage) Units can be mitigated to a negligible level. For example, breakout noise from the ground floor areas of the building is mitigated as there are no external speaker / AV systems specified as part of the design, no openable windows, and no entrance lobbies with automatic doors being incorporated in the design.

8.1.4 Suitable internal noise levels, as recommended in BS 8233, are achievable within the proposed residential properties. This would be achieved via the use of suitable glazing and ventilation, which would be secured through appropriate planning obligations. Tenants would then be responsible for controlling noise by limiting their activities and/or providing additional attenuation where required.

# 9.0 Summary and Conclusions

## 9.1 Summary

9.1.1 Curtins has been appointed on behalf of Bruntwood to provide traffic and transportation advice in relation to a development on the following plots at Circle Square, Oxford Road, Manchester:

- Plots 2, 3 & 4 (MCC Planning Ref: **111025/FO/2016/C1**);
- Plots 5 & 6 (MCC Planning Ref: **116450/FO/2017**); and
- Plots 7 & 8 (MCC Planning Ref: **111027/FO/2016/C1**).

9.1.2 The proposed development is part of Phase 1B of the endorsed masterplan, which comprises four planning applications summarised as follows:

1. Private Residential Sector (PRS) Buildings 5 & 6 by VITA Group;
2. PRS Buildings 7 & 8 by VITA Group;
3. Commercial Buildings 2&4 and public realm including Commercial Building 3 (Pavillion) by Bruntwood Limited; and
4. MSCP by Bruntwood Limited.

9.1.3 Curtins has been appointed to prepare this Site Wide Management Strategy (SWMS) has been prepared to discharge Conditions 16, 12 and 17 attached to the Circle Square Development for Plots 2, 3 & 4, Plots 5 & 6, and Plots 7 & 8 respectively.

9.1.4 The Waste Management Strategies (WMS) conclude that the site will be served by private refuse collections. The bins will be transported to the collection point via back-of-house routes (or via a lift for basement storage) by the management company and onto separate Plot-specific collection points.

9.1.5 These collection points will be served by vehicles entering Brancaster Avenue from Oxford Road which travel in an easterly direction before bearing north at Medlock Place, then turning west towards the large area of public realm opposite Plots 5 and 6. They will then travel in a southerly direction past the eastern side of Plots 2 and 4 before turning east back onto Brancaster Avenue. Where this meets the A34 Princess Street, vehicles will turn right towards the Mancunian Way and A34 Brook Street.

9.1.6 Servicing and deliveries would also be done via a similar route, with dedicated loading bays to allow for easy access into the entrance lobbies or commercial back-of-house corridors of the site. It is important to note that the internal circulatory route within the site will only be available to service vehicles at certain times of the day and will not take place outside the hours:

- 07:30 to 20:00 Monday to Saturday; and
- 10:00 to 18:00 Sundays and Bank Holidays.

9.1.7 Most routes across the masterplan will be physically capable of accommodating vehicular traffic, however the majority of routes will have restricted access to general road users. Whilst drop-off and restricted vehicle access has been provided along Medlock Place, it is intended that all parking for disabled users is provided within the MSCP (Block 14), and accessible routes created across the masterplan.

9.1.8 There will be no vehicular access to the west facade of Plots 7 & 8 / adjacent to Plots 5 & 6 in order to preserve the pedestrian-focused nature of the public realm, and the relationship of the building with The Green (Plot 3).

9.1.9 A fully detailed arrival procedure will be prepared by VITA to ensure that at the beginning/end of the tenancy, the students' arrivals and departures are carried out with the minimum of disruption to the surrounding highway operation as well as creating a good impression for the arriving students.

9.1.10 Several initiatives such as signage, bollards, and 'equal priority / balanced street' streetscape design would be implemented to prevent misuse of Newman Street (formerly known as Brancaster Road) as a rat-run between Oxford Road and the A34 Princess Street.

9.1.11 The accompanying Travel Plans (TPs) also demonstrate that the site is accessible by active and sustainable modes of travel, and it is in line with the key ambition of the project to limit vehicle movement through the site in order to ensure secure and attractive pedestrian and cycle routes.

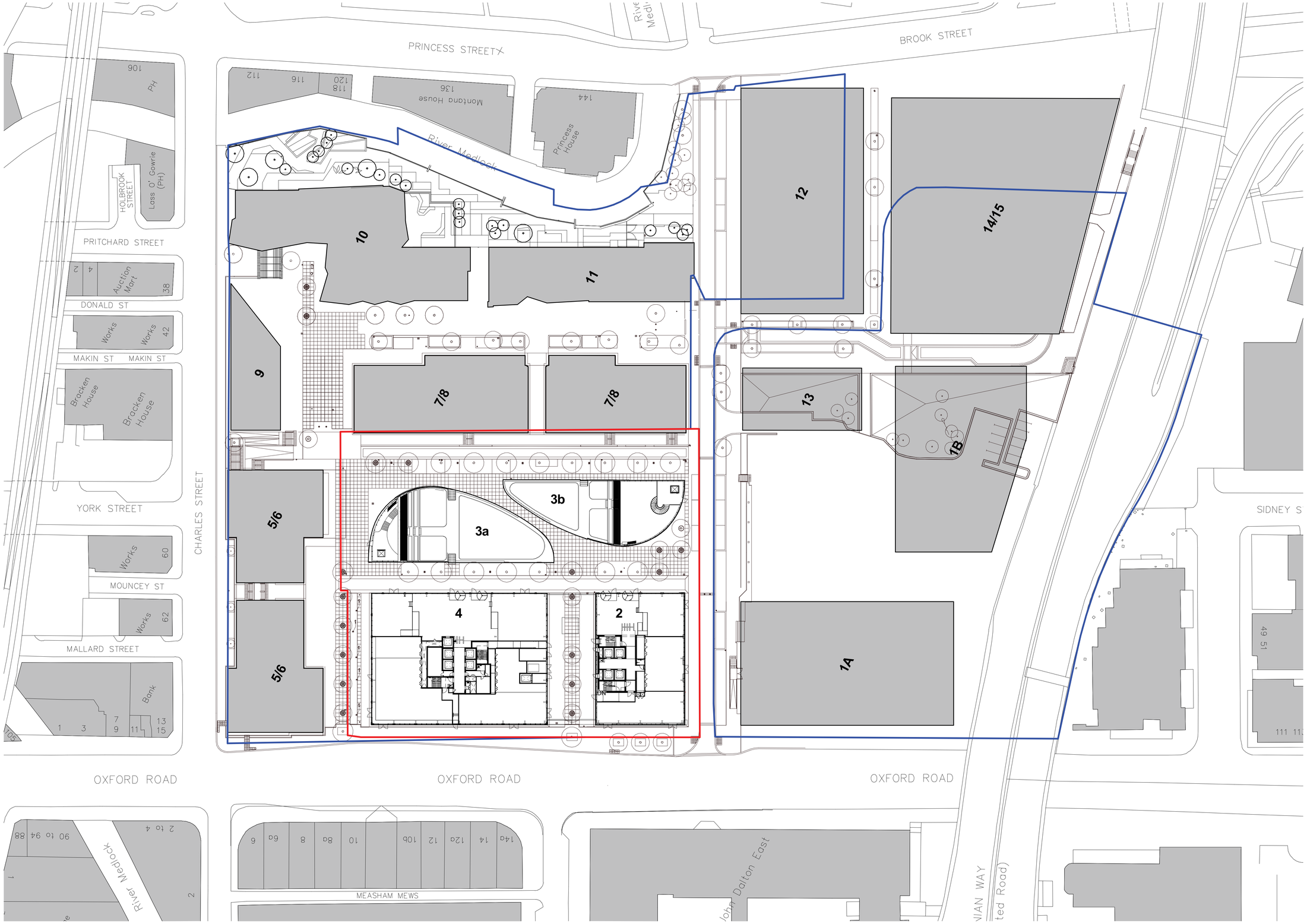
9.1.12 Through a combination of appropriate design secured by planning obligations, additional planning restrictions, licensing restrictions, lease agreements and tenant's handbooks, noise generated by the Commercial (Retail and Food and Beverage) Units can be mitigated to a negligible level.

## 9.2 Conclusions

9.2.1 The Site Wide Management Strategy will remain in operation in perpetuity and will be regularly monitored and reviewed to ensure that the document reflects the changing requirements of the development and is up to date with servicing / delivery options available.

9.2.2 From a traffic and transportation perspective, it can be ensured that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally friendly way, and there is safe, inclusive and suitable access for pedestrians, cyclists, and motorists at various points throughout the site which would enhance user amenity.

# Appendix A – Masterplan

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| P3 | Issued for Planning - Minor Material Amendments | 02.10.2018 |

Job/Drawing No: 1813-FCBS-A-0110

Amendment: P3

Circle Square : Plots 2, 3 + 4

Proposed Masterplan

Scale 1 : 500 @ A1

Date 09/18/18

Drawn London Studio

Do Not Scale

All Dimensions to be checked on site

# Appendix B – Waste Management Strategy

**Bruntwood Circle Square 4 Ltd/**
**Manchester Charles Street Residential Scottish Ltd**

# CIRCLE SQUARE SITE MANAGEMENT CONDITION DISCHARGE OXFORD ROAD, MANCHESTER

**Waste Management Strategy**

VN91386

**February 2020**

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## REPORT CONTROL

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1.2 Masterplan Land Uses ..... 1
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1.4 Waste Collection Frequency ..... 5
1.5 Waste Collection Routes ..... 6
1.6 Summary ..... 7
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## Drawings


**Dwg PL1502-MP-SK-008** **Site Masterplan**

**Dwg 74976 CUR 00 XX DR TP 05001 P01.** **Autotrack of Refuse Vehicle through Core Site**

# 1 INTRODUCTION

## 1.1 Introduction

1.1.1 This Waste and Servicing Strategy Report has been prepared by Vectos to assist in the Discharge of a planning condition relating the Site Management Strategy for Circle Square.

1.1.2 Circle Square will be a new neighbourhood whose purpose is to create a diverse and unique community. It presents an opportunity for a comprehensive, employment led mixed-use regeneration and is situated in the heart of the Corridor Manchester. It will be surrounded by leading centres of knowledge, art, music and innovation within the city.

## 1.2 Masterplan Land Uses

1.2.1 The masterplan for the site including the Building/Plot numbers is given in **Dwg PL1502-MP-SK-008** and the land uses are described below in **Figure 1.1**.

**Figure 1 Circle Square Proposed Land Uses**

## 1.3 Waste Strategy

1.3.1 In this assessment we have not included the waste collections associated with the Manchester Technology Centre or its food/retail units (including Tesco Express and Hatch Phases 1&2) but they are accessed from Brancaster Road. This area is subject to further masterplanning.

1.3.2 This Waste Strategy has been based on the latest information available. There are some plots that are yet to be confirmed and some retail units where the end occupier is not known. In these situations, the forecast waste generation and collection regime is based on the likely outcome/end user or what has been approved in planning.

1.3.3 Using the previously submitted waste forecasts for each Building, we can total the volume of waste generated per week and the consequent number of bin lifts per week based on collections by 1100 litre Eurobins. Where there are occupiers generating large volumes of food waste these would be stored in 240litre wheeled bins due to the weight but where possible these large Kitchens will include a dewatering unit which reduces the volume of waste by up to 80% and removes the adverse environmental issues. Other collections may include specific waste such as waste cooking oil, confidential waste paper, printer cartridges, WEEE which can be collected/recycled separately from the main waste streams.

1.3.4 The residential land uses includes luxury apartments and student accommodation. These buildings incorporate waste chutes which are managed by the on site FM team. The student accommodation and serviced apartments include a housekeeping service. Waste will be collected frequently, once a day in some Buildings, by a licensed commercial waste collection company. There is a Hotel land in Building 14 above the car park that has a commercial wate collection.

1.3.5 The Retail land use is a flexible term covering land uses A1,A2,A3,A4,B1,D1 & D2. These land uses have been reviewed and include a mix of occupier types depending on the size of unit, the location and likely footfall and prominence of the unit. This mix of land uses has been assessed with each building application and includes a mix of cafes, restaurants, Grab & Go Food, Bars, a live music venue at the base of Building 4, a Foodhall, bar, restaurants and gym in the Pavilions. This variation in occupiers helps balance out the waste demand.

1.3.6 For some land uses (such as Foodstore/local supermarket) and some chain retailers the waste collection is managed by a backhaul system whereby the waste is collected in cages by the delivery vehicle.

1.3.7 The forecast waste generation by each building and by the main land use is given in **Table 1.1.**

| Weekly Waste Forecast | Retail | | Office Land Use | | Accommodation * | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Volume Litres | Bin Lifts | Volume Litres | Bin Lifts | Volume Litres | Bin Lifts | Volume Litres | Bin Lifts |
| **Building 1A** | 18,720 | 17 | 148,075 | 135 | | | **166,795** | **152** |
| **Building 1B** | 11,250 | 10 | 110,160 | 100 | | | **121,410** | **110** |
| **Building 2** | 6,310 | 6 | 91,670 | 80 | | | **104,550** | **86** |
| **Building 3** | 22,875 | 21 | | | | | **15,000** | **21** |
| **Building 4** | 11,300 | 26 | 103,865 | 94 | | | **131,995** | **125** |
| **Building 5/6** | 25,545 | 24 | | | 58,032 | 60 | **75,227** | **84** |
| **Building 7/8** | 36,675 | 33 | | | 43,509 | 37 | **80,524** | **70** |
| **Building 9** | 8,550 | 8 | | | 37,400 | 35 | **42,600** | **43** |
| **Building 10** | 2,860 | 3 | 1,555 | 1 | 44,280 | 40 | **48,695** | **44** |
| **Building 11** | | | | | 37,400 | 34 | **37,400** | **34** |
| **Building 12** | 4,050 | 4 | 126,800 | 115 | | | **142,465** | **119** |
| **Building 13** | | | 52,500 | 48 | | | **52,500** | **48** |
| **Building 14** | 2,360 | 2 | | | 28,800 | 26 | **4,550** | **28** |
| **Public Realm** | | | | | | | **2,100** | **2** |

*Accommodation Types

| |
|---|
| Apartments |
| Student Accommodation |
| Hotel |

## 1.4 Waste Collection Frequency

1.4.1 The frequency of waste collection depends on the volume of waste generated, the number of waste streams, the size of the bin stores and whether there is any processing of waste such as compaction. In this development there is no centralised waste collection point but each building includes a Bin Store and a transfer route to bring the bins out ready for collection. In addition, some of the Retail premises may store their bins within their own demise and bring those out ready for collection.

1.4.2 To avoid any adverse environmental problems all bin stores would be overseen by the on-site management company to ensure bin stores and waste transfer routes are kept clean and that any transfer of waste is made in spill proof containers. The collection and movement of waste would be agreed between the occupier and the site management team and they may then employ cleaners, or use the waste collection company operatives to transfer the waste for collection.

1.4.3 Most buildings are likely to see a daily collection of one waste stream or another. The scale of some of the buildings may see several collections per day.

1.4.4 The on-site management team would coordinate the waste collection enabling economies of scale and to reduce the number of individual vehicles entering the site.

1.4.5 Assuming that there is coordination of waste collection we estimate the following number of Waste Collection vehicles serving Circle Square every day:

- General Refuse — 1 x refuse vehicles for Materials Recycling Facility
- Paper /Card — 1 x refuse vehicles for recycling
- Glass — 1 x refuse vehicles for recycling
- Oil Collection — Every Other Day 1 x 7.5t lorry for Recycling into Energy
- Food Waste — 1 x mid sized Refuse vehicle (for Anaerobic Digestion)
- Confidential Waste — 1 x Shredding Vehicle (once every month)

## 1.5 Waste Collection Routes

1.5.1 Waste collection vehicles are permitted to enter the core site of Circle Square for collection and would be timed to do so early in the morning. It is expected that most of these vehicles will pick up from numerous locations around the site. The proposed servicing routes and the waste collection points are shown in **Figure 2.**

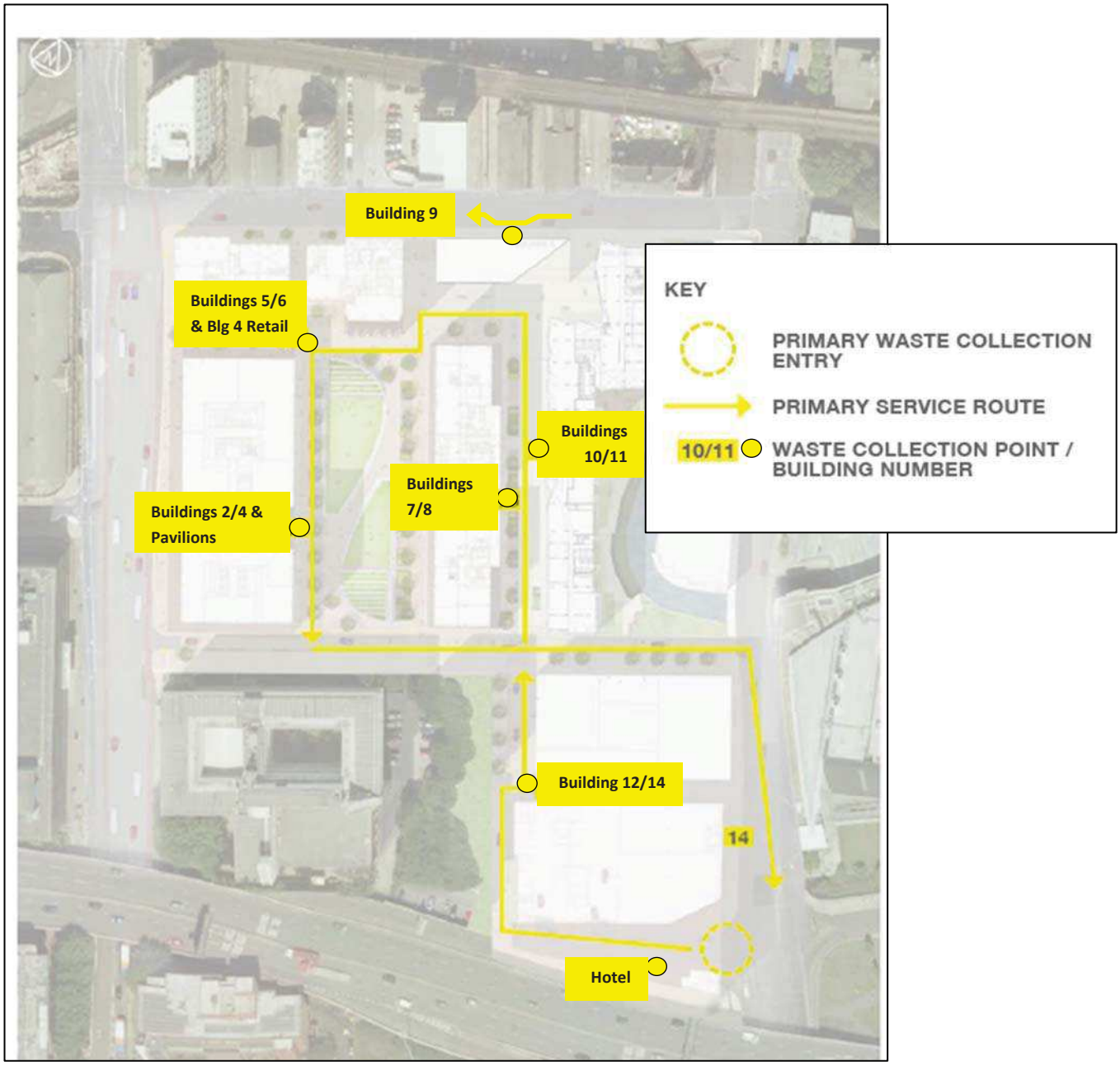



**Figure 2 Waste Collection Routes**

1.5.2 Immediately after collection it is the responsibility of site management to ensure the bins are returned to the premises. This may be undertaken by the Retail/Commercial tenants or the waste operatives. All the routes that the bins would be transferred along would be step free.

1.5.3 The tracking of the vehicles that will get access to the Core Site of Circle Square and pass through the public realm is shown in **Dwg 74976 CUR 00 XX DR TP 05001 P01.**

1.5.4 The refuse vehicles can pull up to all the collection points without the need for a reversing manoeuvre.

**1.6 Summary**

1.6.1 The Waste Management Strategy for each plot has been prepared with reference to the Manchester City Guidance GD04, British Standard 5906-2005 as well as National Regulations on Recycling, Storage and the Duty of Care for producers and handlers of waste. We have then collated the information for each plot and the likely occupiers and forecast the overall waste volumes.

1.6.2 The Strategy incorporates provision for recycling from the outset and the volume of waste generated has been forecast for the expected land uses based on robust British Standard rates.

1.6.3 The site management team would have overall responsibility to oversee waste collection. They would work with the occupiers for a coordinated strategy of waste collection to minimise the number of vehicles expected on site.

1.6.4 To help minimise the adverse environmental implications of food waste it is recommended that large kitchens use a dewatering unit to dramatically reduce the volume of waste and its smell.

1.6.5 Some of the units may employ a bin press compactor to help manage the volume of waste.

1.6.6 The routes for bin transfer will be step free and the door widths will not be less than the recommended 1.3m.

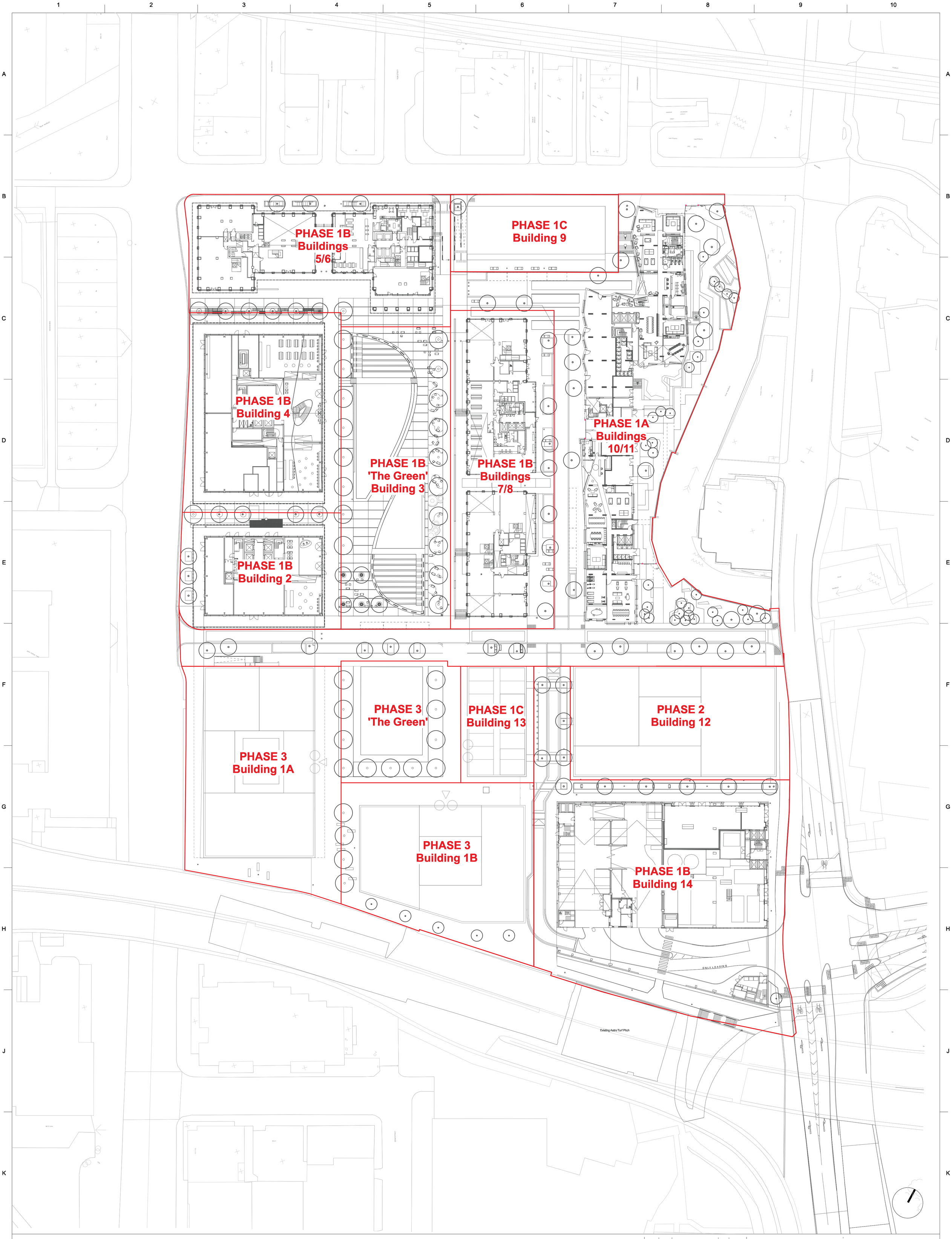
1.6.7 The scale of development means that typically there may be 4 x refuse vehicles serving the site per day with occasional additional collections for specific waste streams.

1.6.8 The refuse vehicle can pull up to the collection point without the need for a reversing manoeuvre.

## 1.7 Conclusion

1.7.1 It is concluded that the forecast deliveries, waste management and refuse collection proposed is appropriate for this scale of development and that servicing, and waste collection can be undertaken in an efficient manner.

# DRAWINGS

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**Project** Circle Square

**Drg Title** Phasing Boundaries

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3. All setting out, levels and dimensions to be agreed on site.
4. The dimensions of all materials must be checked on site before being laid out.
5. This drawing must be read with the relevant specification clauses and detail drawings.
6. Order of construction and setting out to be agreed on site.

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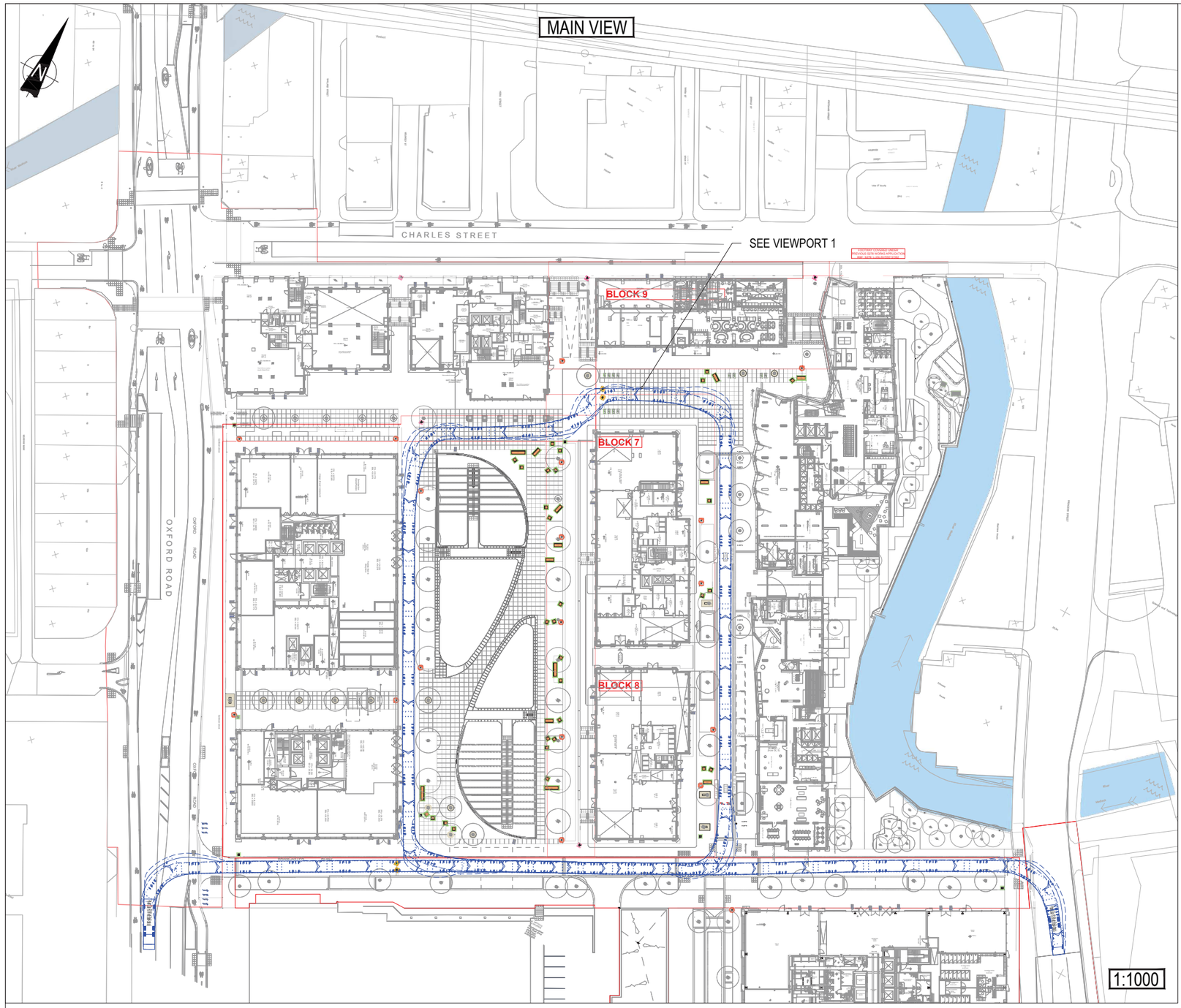


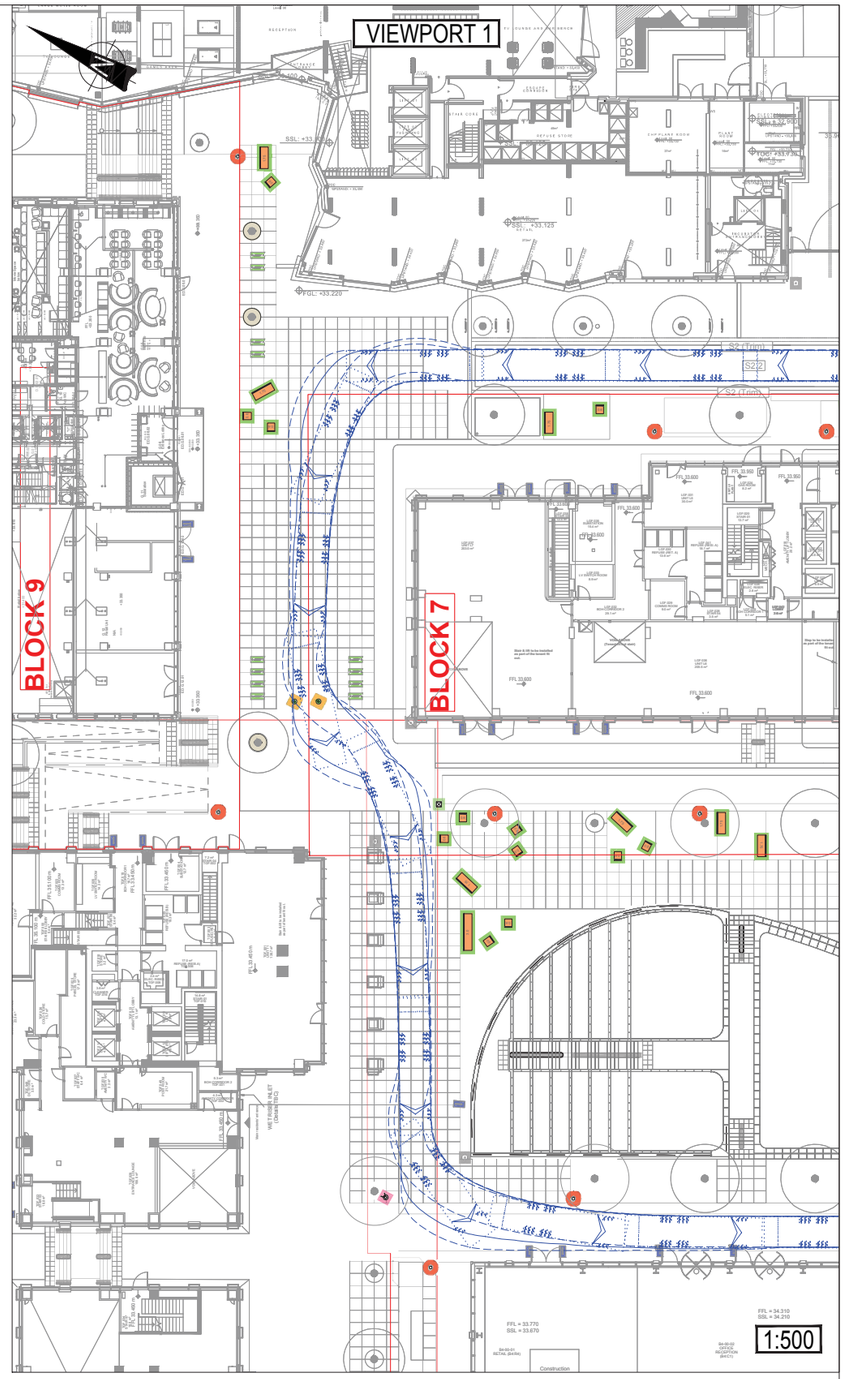


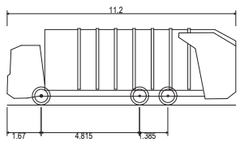


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

GENERAL NOTES:

| Rev: | Description: | Date: | By: | Chkd: |
|---|---|---|---|---|

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Project:
CIRCLE SQUARE - MANCHESTER

Drg Title:
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE
PLOTS 2 & 4

Status:
PRELIMINARY

| Drawn By: | JM | Checked By: | MT |
|---|---|---|---|
| Designed By: | JM | Date: | 29/01/20 |
| Scale: | AS INDICATED | | |

| Project No: | Originator: | Volume: | Level: | Type: | Role: | Category / Number: | Rev: |
|---|---|---|---|---|---|---|---|
| 74976 | CUR | 00 | XX | DR | TP | 05001 | P01 |

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