

The Corn Exchange, Exchange Square, Manchester

Supplementary Servicing Strategy

12th March 2014

Waterman Transport & Development
2nd Floor , South Central, 11 Peter Street, Manchester, M2 5QR , United Kingdom
www.watermangroup.com

Supplementary Servicing Strategy

Client Name: CIP Property (AIPT) Ltd.
Document Reference: TRN10750-001
Project Number: TRN10750

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2008 and BS EN ISO 14001: 2004)

Issue	Date	Prepared by	Checked by	Approved by
-	July 2013	Heath Scotchford Principal Engineer	Robert Ford Divisional Director	Robert Ford Divisional Director
A	March 2014	Heath Scotchford Principal Engineer	Robert Ford Divisional Director	Robert Ford Divisional Director

Our Markets



Property & Buildings



Transport & Infrastructure



Energy & Utilities



Environment

Disclaimer

This report has been prepared by Waterman Transport & Development, with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Content

Executive Summary

1. Introduction 1

1.1 The Brief 1

2. Existing Servicing 2

2.1 Existing Servicing 2

3. Proposed Servicing 3

3.1 Sevicing Route 3

3.2 Servicing Layby 3

3.3 Control of Servicing 3

4. Control of Servicing during construction 5

4.1 Construction Site/Corn Exchange Servicing 5

4.2 Corn Exchange Office Servicing 5

4.3 Cathedral Servicing 5

4.4 Chethams Servicing 5

4.5 Sinclair's Servicing 5

Appendices

Appendix A, Existing Traffic Regulation Orders

Appendix B, Proposed Servicing Route

Appendix C, Proposed Construction Period Servicing Route

Appendix D, Tracking Drawings

EXECUTIVE SUMMARY

This Supplementary Servicing Strategy should be read in conjunction with the Servicing Strategy that was approved as part of the previous planning application (Planning Permission reference 103221) for the reconfiguration and refurbishment of the Corn Exchange. The Strategy approved as part of that application agreed that servicing would be via the new relocated layby opposite the glazed extensions on Fennel Street, allowing servicing for the Lower Ground Floor A1 food unit from 5.30am until 7.30am to accommodate HGV's, and servicing for all other units from 7.30am until 10am. An hour's buffer period was allowed for between the end of the servicing period at 10am and the use of the layby for outdoor dining from 11am.

Since Planning Permission was granted, discussions with each of the current restaurant and café tenants located in units on Hanging Ditch (Pizza Express, Salvi's, Zizzi, Tampopo and Zinc) has established that they all wish to remain within their existing units under the terms of their existing lease arrangements. In addition, the Lower Ground Floor unit that was previously proposed to be occupied by an A1 food retailer is now proposed to be occupied by an A3 restaurant operator. This has resulted in alterations to the internal configuration of the units. This Supplementary Servicing Strategy therefore supports a planning application to accommodate these changes.

As a result of the Lower Ground Floor no longer being proposed to be occupied by an A1 food operator, the required HGV servicing for the Lower Ground Floor and restriction applied to the Fennel Street layby of 5.30am until 7.30am is no longer required. Servicing for the whole building will therefore be restricted to 10m rigid lorries which will be able to use the Fennel Street layby from 5.30am until 10am.

Due to the reconfiguration of the Lower Ground Floor to retain existing tenants two of the units can no longer be serviced internally/from Fennel Street. In order to serve the two isolated units it's proposed that an additional service area is provided at the end of Cathedral Street on to Hanging Ditch. Servicing from this area, as agreed with Lee Worthington (MCC), will be between restricted to 5:30am and 7:30am in order to ensure the pedestrian through route along Hanging Ditch from Victoria Station is free from service vehicles at peak morning times.

The vehicle restriction along the proposed service route is controlled by rising bollard located at the eastern end of Fennel Street and the western end of Cateaton Street onto Hanging Ditch. It is intended that the times when these rise will be changed from 11am until 10am as set out in the consented planning application.

The table below indicates the changes from existing and the current consented planning for service vehicles associated with the Corn Exchange-

	Fennel Street	Cathedral Street	Hanging Ditch
Existing Servicing, Route via Fennel Street – Cathedral Street – Hanging Ditch / Cateaton Street			
Rising Bollard times	5:30am -11am	5:30am -11am	5:30am -11am
HGV access	5:30am -11am	No servicing	5:30am -11am
Other vehicles access	5:30am -11am	No servicing	5:30am -11am
Approved Servicing. Route via Fennel Street – Cathedral Street –Cateaton Street			
Rising Bollard times	5:30am -10am	5:30am -10am	Closed to vehicles
HGV access	5:30am -7:30am	No servicing	Closed to vehicles
Other vehicles access	7:30am -10am	No servicing	Closed to vehicles
Proposed Servicing, Route via Fennel Street – Cathedral Street –Cateaton Street			
Rising Bollard times	5:30am -10am	5:30am -10am	Closed to vehicles
HGV access	No servicing	No servicing	Closed to vehicles
Other vehicles access	5:30am -10am	5:30am – 7:30am	Closed to vehicles

Servicing during the construction period will remain as previously approved in the consented planning and would have all construction traffic using Fennel Street and entering the site before exiting along Long Millgate past Chethams School and exiting onto Todd Street. The use of Long Millgate would not be allowed for exiting construction vehicles between 8:30pm until 9am the following morning in order to not disturb sleeping pupils at Chetham's School as well as morning servicing of the school.

No servicing other than the businesses along Cateaton Street will be needed as all businesses within the Corn Exchange will be closed for the duration of the redevelopment works. Therefore servicing of the existing businesses along Cateaton Street will be as it currently is exiting along Hanging Ditch and onto Corporation Street.

Access to the rear of the Cathedral will via Long Millgate during the construction period.

1. Introduction

1.1 The Brief

Waterman has been instructed to prepare a Supplementary Servicing Strategy on behalf of CIP Property (AIPT) Ltd to support an application to extend the range of permissible uses at the Corn Exchange to extend the use of the Lower Ground Floor to include A3.

It is still intended that the majority of servicing will via the proposed layby on Fennel Street opposite the proposed glazed extensions to the building. In addition there will be a secondary servicing area at the end of Cathedral Street on Hanging Ditch.

Consideration for servicing in these areas by other stakeholders, including Chetham's School of Music, Manchester Cathedral and Sinclair's Oyster Bar has been taken into account, particularly during the construction phase.

2. Existing Servicing

2.1 Existing Servicing

An audit of the existing signage and street furniture was carried out on 2nd December 2011. The audit also included current traffic regulation orders. A drawing identifying the existing situation is included within Appendix A, 10750-001.

The area around the Corn Exchange building is defined as a pedestrian zone'. It is protected by rising bollards allowing access to the area for loading between the hours of 05:00 and 11:00 daily. These rising bollards are located at the entrance to Fennel Street, the end of Cataeton Street and just to the south of the entrance to Chethams, and at the eastern end of Cathedral Yard.

A one way system operates around the Corn Exchange, westerly along Fennel Street, southerly along Cathedral Street and easterly along Exchange Square finally existing back on Corporation Street. Along both Fennel Street and Exchange Square the highway is identified by bollards segregating vehicles from pedestrians. This provides the primary service route for the Corn Exchange with a service layby along the building frontage on Fennel Street.

Long Millgate operates as a two way road with access and egress onto Todd Street with bollards prevent access from Fennel Street to Long Millgate. This is the existing service route for Chethams as well as the Urbis.

Service vehicles for the businesses along Cateaton Street also exit via Exchange Square onto Corporation Street.

3. Proposed Servicing

3.1 Servicing Route

The proposed servicing route, as approved in the consented planning application for the Corn Exchange redevelopment, provided a one way route running along westward along Fennel Street from Corporation Street to Cathedral Street turning south (there will still be a restriction on vehicles turning north along Long Millgate) before turning westward onto Cateaton Street before existing on to Deansgate. There will be no access eastward along Hanging Ditch from the southern end of Cathedral Street as this will be closed to traffic.

The proposed changed to the application are to extend the use of the Lower Ground Floor to Class A3 and reconfigure it to retain the existing tenants, as a result the need to HGV servicing will no longer be required. The approved planning consent provided specified servicing times (5:30am until 7:30am) for the Lower Ground Floor to ensure the Fennel Street proposed layby could accommodate these large vehicles. With the extended use HGV access is no longer needed as it is anticipated that service vehicle for the Corn Exchange will now be restricted to 10m rigid lorries and an allowance made to accommodate a short wheel based articulated vehicle for servicing Sinclair's as existing. Please refer to Appendix D for tracking drawings indicate swept paths for these vehicles. This means the Fennel Street servicing layby can be opened up for use by all tenants within the Corn Exchange from 5:30am until 10am.

3.2 Servicing

Fennel Street Layby

As part of the development planning approval the existing servicing layby on Fennel Street will be retained and moved to the other side of Fennel Street to allow for the glazed extension to the building. There will be no additional servicing along Cathedral Street.

It is also intended that the layby will still be used for external dining for the restaurants that open out onto Fennel Street once servicing of the building is complete, as a result and agreed by Lee Worthington (MCC) the servicing will be change from 5:30am until 11am to 10am.

Hanging Ditch Layby

Due to changes to the internal unit layouts within the reconfigured Corn Exchange, in order to accommodate the existing restaurant tenants, servicing to two of the proposed units cannot occur internally via Fennel Street layby. It is proposed that an additional servicing area be created on the corner of Cathedral Street / Hanging Ditch to allow for a delivery vehicle to park up while allowing room for other service vehicles to pass. This additional servicing area has been discussed with Lee Worthington (MCC) and it has been agreed that servicing to the two units will be restricted to between 5:30am and 7:30am to ensure that the pedestrian through route along Hanging Ditch from Victoria Station is free from service vehicles at peak morning times. Refer to Appendix D for tracking and location of units.

3.3 Control of Servicing

As currently approved as part of the planning consent the following approach is still proposed-

Due to the potential conflict between pedestrians and service vehicles, particularly along Fennel Street it is intended that service vehicle access be limited to 5am till 10am, currently its 5am till 11am. This is to allow for an hour buffer prior to the layby being used for outdoors dining from 11am. This control will be via the existing rising bollards located on the end of Fennel Street and Cateaton Street who's timings will be adjusted.

Additional removable bollards would also be installed across Hanging Ditch at the end of Cathedral Street which would be in permanent placement and only removed in case of an emergency or for building maintenance. This is to remove any potential conflicts between the increased number of pedestrians due to the future tram stop/development and service vehicles.

Manchester City Council's Highways team (Lee Worthington) raised the potential future conflict between service vehicles turning across the tramway on Corporation Street onto Fennel Street and pedestrians crossing Fennel Street. This is due to Fennel Street being uncontrolled as part of the junction and being pedestrianized and pedestrians not stopping to allow the service vehicles to enter Fennel Street resulting in potential overhanging of the tramway. Although when reviewing the proposed design for the tram link this is the intended proposal by TFgM as well. It has therefore been agreed with Manchester City Council that Corn Exchange personnel would monitor this interaction for 12 months and if after this period it determined that assistance is needed to manage the pedestrians and service vehicles to ensure the tramway is clear is will be reviewed for a more permanent presence. This is the current access for all servicing and currently there is no issue existing of service vehicles not being able to complete their manoeuvre onto Fennel Street.

.

4. Control of Servicing during construction

4.1 Construction Site/Corn Exchange Servicing

Refurbishment and reconfiguration of the Corn Exchange as part of its change of use, and construction of the public realm works along Fennel Street and Cathedral Street will utilise road closures on both streets throughout the construction works. This is likely to be for 9months. It's anticipated that the site compound would be located on Fennel Street accessed off Corporation Street and exiting via the Long Millgate past Chetham's School before exiting on to Todd Street. Due to proximity of this route to the Schools halls of residency exiting construction vehicles are not allowed to exit the site between 8:30pm and 9am the following morning. This would also reduce and conflicts with Chetham's servicing in the morning. For more information on delivery and programming please refer to the Construction Phasing and Delivery document.

4.2 Corn Exchange Office Servicing

No servicing will be required as the offices will be vacant throughout the redevelopment works.

4.3 Manchester Cathedral Servicing

Access to the rear of the Cathedral will be maintained throughout the works via Todd Street and past Chethams School.

4.4 Chethams School of Music Servicing

Servicing for Chethams School will not be affected by the works and would remain via Todd Street off Corporation Street.

4.5 Sinclair's Oyster Bar Servicing

Servicing to Sinclair's will remain as it currently is throughout the works, coming off Deansgate via Cateaton Street before exiting via Hanging Ditch onto Corporation Street.

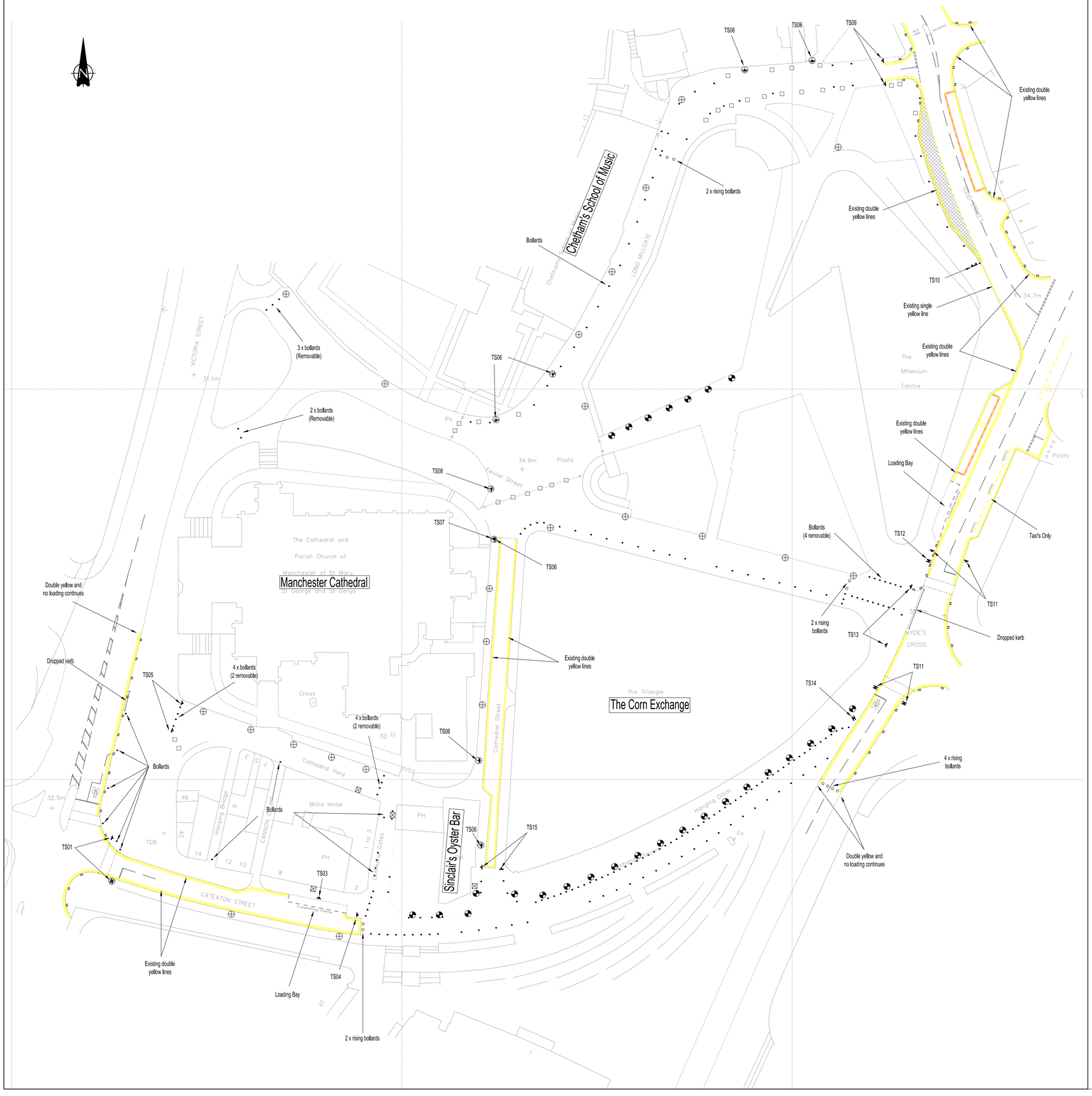
During the repaving works at the junction of Hanging Ditch and Cathedral Street access to the cellar drop to the side of the building on Cathedral Street will be maintained by Contractor.

The above routes are indicated on drawing 10750-101 in Appendix C.

APPENDICES

Appendix A

Existing Traffic Regulation Orders, 10750-001



TS01 (Front)



TS01 (Back)



TS02



TS03



TS04



TS05



TS06



TS07

TS08



TS09



TS10



TS11 (Front)



TS11 (Back)



TS12 (Front)



TS12 (Back)



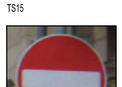
TS13



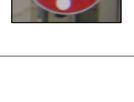
TS14 (Front)



TS14 (Back)



TS15



Notes:

1) Bollards shown are existing and exact positions are to be confirmed by topographical survey.

2) Lighting columns shown are existing and exact positions are to be confirmed by topographical survey.

3) Traffic Signs (TS) references shown on the drawing are existing signs and individual photographs of these signs are shown.

4) All Traffic Regulations shown on this drawing are current as per site visit date 29.11.2011. Any TRO's altered after this date will not be shown.

Key:

- Existing bollard
- Existing rising bollard
- Existing sign and post
- Existing square concrete bollard
- Existing access to public house cellar
- Existing reflective up light lamp column
- Existing lamp column

Rev	Date	Description	By
A	25.07.13	Base plan amended	HS

Amendments

Project: The Corn Exchange

Title: Existing Traffic Regulation Orders

Client: CIP Property (AIPT) Ltd

Waterman Boreham Transport Planning
2nd Floor South Central 11 Peter Street Manchester M2 5QR
t 0161 839 8392 f 0161 839 8394
enquires@waterman-boreham.com www.waterman-boreham.com

Drawing Status: PRELIMINARY

Designed by	CD	Checked by	BF
Drawn by	CD	Date	1.12.2011
Scales @ A1 work to figured dimensions only	500		

Project No: 10750

Computer File No: 107050_001 Rev A Existing TRO.dwg

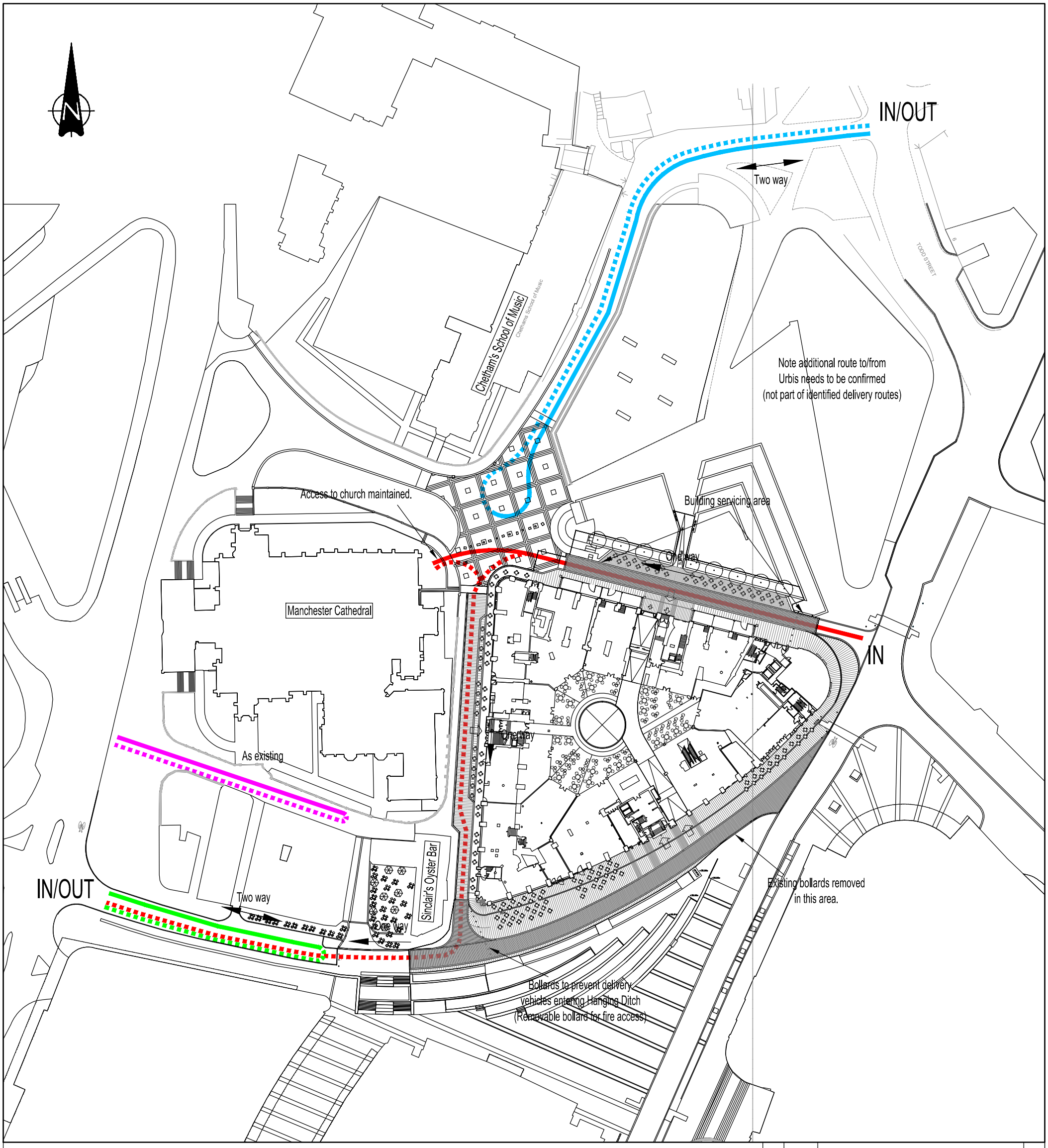
Publisher	Zone	Category	Number	Revision
WB	SA	95	001	A

File Path: R:\Projects\TRN - 10750 Triangle\DWGS\

A1-W-SingleContract, osmapping_grey

Appendix B

Proposed Servicing Route, 10750-100



Proposed Route
In:
Out:

Proposed Route
In:
Out:

Existing Route
In:
Out:

Existin Route
In:
Out:

Notes:

1) Solid colour line represents in movements and dashed coloured line represents out movements.

Rev	Date	Description	By
A	25.07.13	Base plan amended	HS

Amendments

Waterman Boreham
Transport Planning

2nd Floor South Central 11 Peter Street Manchester M2 5QR
t 0161 839 8392 f 0161 839 8394
enquires@waterman-boreham.com www.waterman-boreham.com

Project: The Corn Exchange

Title: Proposed Servicing Route

Client: CIP Property (AIPT) Ltd

Drawing Status: PRELIMINARY

Designed by	HS	Checked by	BF	Project No	10750
Drawn by	HS	Date	30.05.13		
Scales @ A3 work to figured dimensions only	1000			Computer File No	10750_001

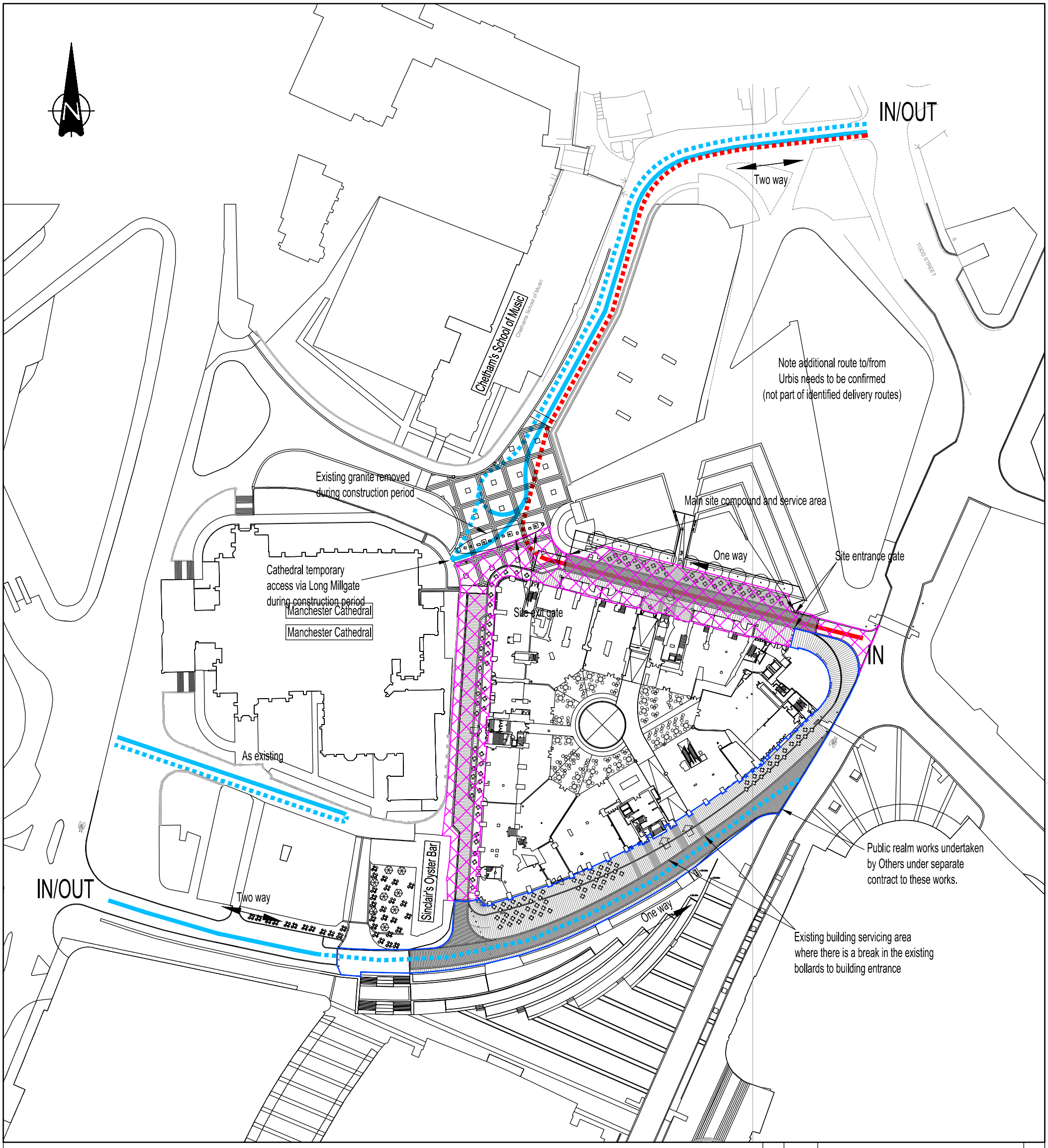
Publisher	Zone	Category	Number	Revision
WB	SA	95	100	A

File Path R:\Projects\TRN - 10750 Triangle\DWGS\

HS modified Landscape proposal plan

Appendix C

Proposed Construction Period Servicing Route, 10750-101



Proposed Construction Servicing Route

In:

Out:

Proposed Business Servicing Route

In:

Out:

Area of Temporary Road Closure along Fennel Street and Cathedral Street

Notes:

1) Solid colour line represents in movements and dashed coloured line represents out movements.

Rev	Date	Description	By
A	25.07.13	Base plan amended	HS

Amendments

Waterman Boreham
Transport Planning

2nd Floor South Central 11 Peter Street Manchester M2 5QR
t 0161 839 8392 f 0161 839 8394
enquires@waterman-boreham.com www.waterman-boreham.com

Project: The Corn Exchange

Title: Proposed Construction Period Servicing Route

Client: CIP Property (AIPT) Ltd

Drawing Status: PRELIMINARY

Designed by	HS	Checked by	BF	Project No
Drawn by	HS	Date	30.05.13	10750
Scales @ A3 work to figured dimensions only	1000			Computer File No 10750_001

Publisher	Zone	Category	Number	Revision
WB	SA	95	101	A

File Path R:\Projects\TRN - 10750 Triangle\DWGS\

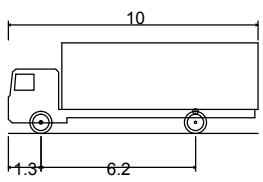
HS modified Landscape proposal plan

Appendix D

10750-102 Rev B 10m Rigid Tracking,

10750-103 Rev – 10.7m HGV Tracking





FTA Design Rigid Vehicle (1983)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	12.000m

Rev	Date	Description	By
B	27.02.14	Base plan amended vehicle changed	HS
A	25.07.13	Base plan amended	HS

Amendments

Waterman Boreham
Transport Planning

2nd Floor South Central 11 Peter Street Manchester M2 5QR
t 0161 839 8392 f 0161 839 8394
enquires@waterman-boreham.com www.waterman-boreham.com

Project
The Corn Exchange

Title
Proposed Servicing Route
10m Rigid Tracking Simulation

Client
CIP Property (AIPT) Ltd

Drawing Status
PRELIMINARY

Designed by	HS	Checked by	BF
Drawn by	HS	Date	JULY 2013
Scales @ A3 work to figured dimensions only	1: 1000 (1:500 zoom)		
Project No	10750		
Computer File No	10750_SA_95_102		

Publisher	Zone	Category	Number	Revision
WB	SA	95	102	B

HS modified Landscape proposal plan

File Path R:\Projects\TRN - 10750 The Corn Exchange\DWGS\



Small Articulated Vehicle

Overall Length	10.700m
Overall Width	2.360m
Overall Body Height	3.604m
Min Body Ground Clearance	0.382m
Track Width	2.240m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	5.740m

Rev	Date	Description	By

Amendments

Waterman Boreham
Transport Planning

2nd Floor South Central 11 Peter Street Manchester M2 5QR
t 0161 839 8392 f 0161 839 8394
enquires@waterman-boreham.com www.waterman-boreham.com

Project
The Corn Exchange

Title
Proposed Servicing Route
10.7m HGV Tracking Simulation

Client
CIP Property (AIPT) Ltd

Drawing Status
PRELIMINARY

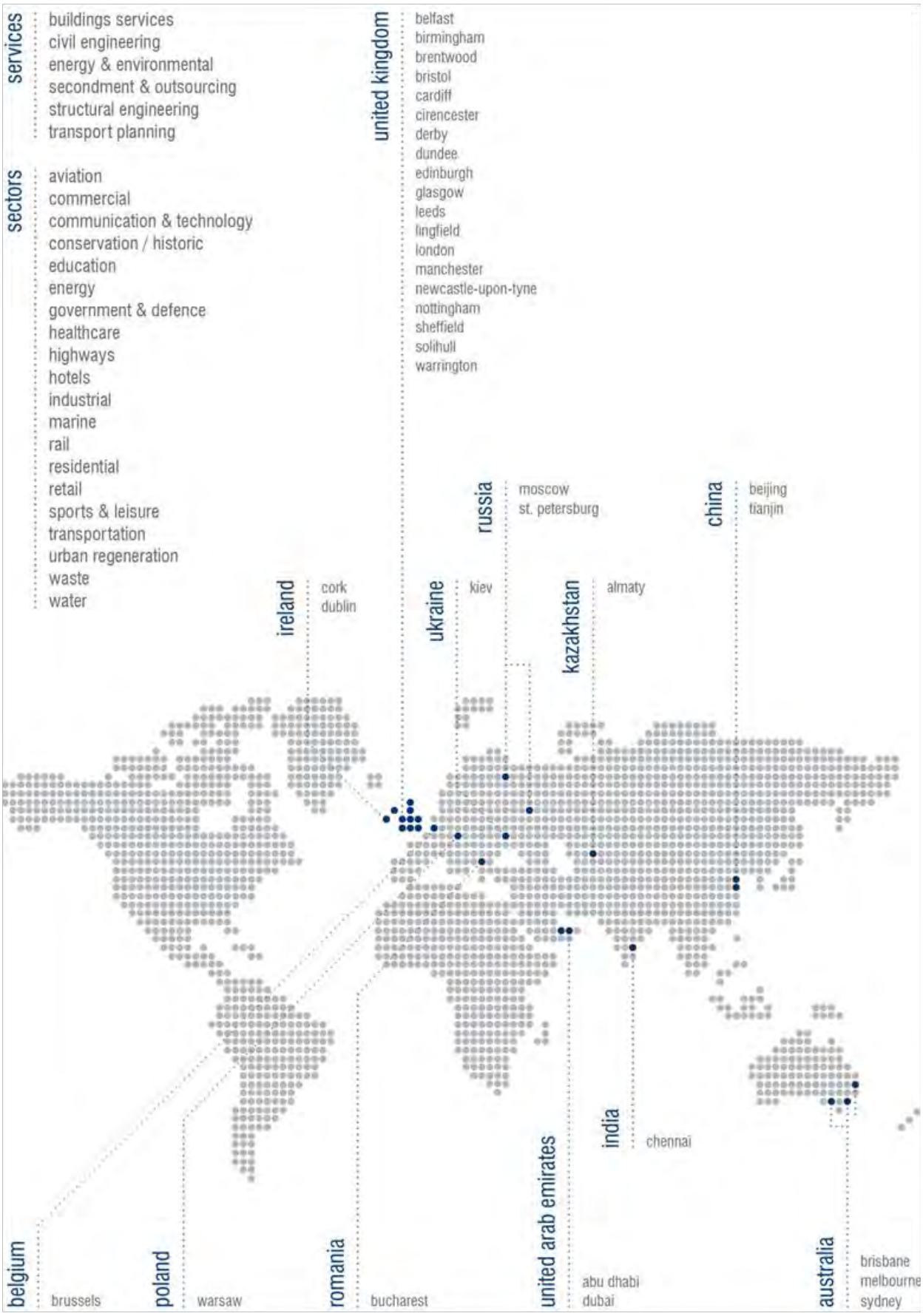
Designed by	HS	Checked by	BF
Drawn by	HS	Date	JULY 2013
Scales @ A3 work to figured dimensions only	1: 1000 (1:500 zoom)		
Project No	10750		
Computer File No	10750_SA_95_102		

Publisher	Zone	Category	Number	Revision
WB	SA	95	103	-

HS modified Landscape proposal plan

File Path R:\Projects\TRN - 10750 The Corn Exchange\DWGS\

Waterman


services
buildings services
civil engineering
energy & environmental
secondment & outsourcing
structural engineering
transport planning
sectors
aviation
commercial
communication & technology
conservation / historic
education
energy
government & defence
healthcare
highways
hotels
industrial
marine
rail
residential
retail
sports & leisure
transportation
urban regeneration
waste
water
united kingdom
belfast
birmingham
brentwood
bristol
cardiff
cirencester
derby
dundee
edinburgh
glasgow
leeds
lingfield
london
manchester
newcastle-upon-tyne
nottingham
sheffield
solihull
warrington
russia
moscow
st. petersburg
china
beijing
tianjin
ireland
cork
dublin
ukraine
kiev
kazakhstan
almaty
india
chennai
belgium
brussels
poland
warsaw
romania
bucharest
united arab emirates
abu dhabi
dubai
australia
brisbane
melbourne
sydney