Circle Square

Vita Living East (Building 7&8) Retail Servicing Strategy

Document setting out the agreed strategies for waste storage and collection and servicing locations and time restrictions.

Second draft – 9th March 2021	*GD*

Waste Management Strategy

1 Introduction

1.1 A site-wide Waste Management Strategy (WMS) has been produced to consider the refuse and recyclable waste volumes of the development, management strategy and collection arrangements.

1.2 Vectos consultants were appointed to prepare individual 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 to discharge the relevant planning condition within each approved scheme:

1.3 This document sets out parts of the WMS for Plots 7 & 8 (also known as Vita Living East) that are relevant to the commercial retail tenants.

2. Internal Arrangements

2.1 The occupiers of all retail units will initially have bins in kitchens, back-of-house 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 Some retail tenants may generate more specific waste streams depending on the type of use. It will be the responsibility of the retail tenant 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 retail tenants.

3. Collections

3.1 Vita Living East contains 2 bin stores and a transfer route to bring the bins out ready for collection.

3.2 it is the responsibility of each retail tenant to transfer the waste from their unit to the bin stores and transfer the bins from either the refuse store or their unit to the allocated collection point.

3.3 The collection of waste will be carried out as an estate wide service and will be arranged and managed by the Estate Management Company – Bruntwood Management Services Limited ("BMSL").

3.4 BMSL will coordinate the waste collection enabling and ensuring economies of scale and to reduce the number of individual vehicles entering the site.

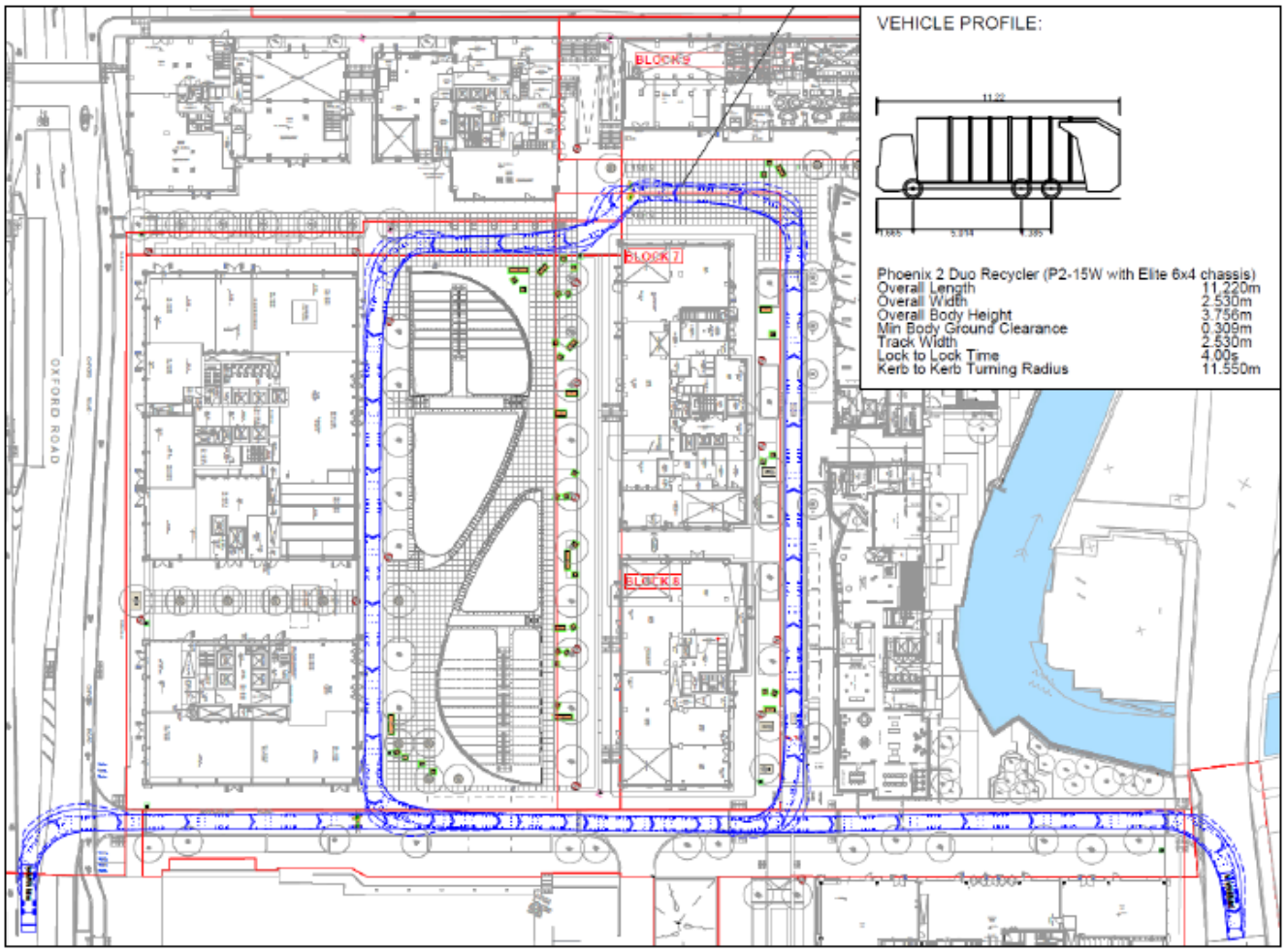
3.5 Assuming that there is coordination of waste collection, it is estimated that the following number of waste collection vehicles would serve the whole Circle Square Estate every day: (*Retail tenants should note that whilst this estimated number of vehicles may serve the site each day, they may not visit every collection point on a daily basis)*

- 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)

3.6 Refuse vehicles will enter the Newman Street public realm corridor from Oxford Road.

They will then travel in an easterly direction towards the A34 Princess Street before bearing north at Nobel Way (previously called 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 the chart below, which is an excerpt from **Drawing 74976-CUR-00-XX-DR-TP-05001-P01**



3.7 All collections shall be strictly in accordance with the planning conditions will not take place outside the hours:

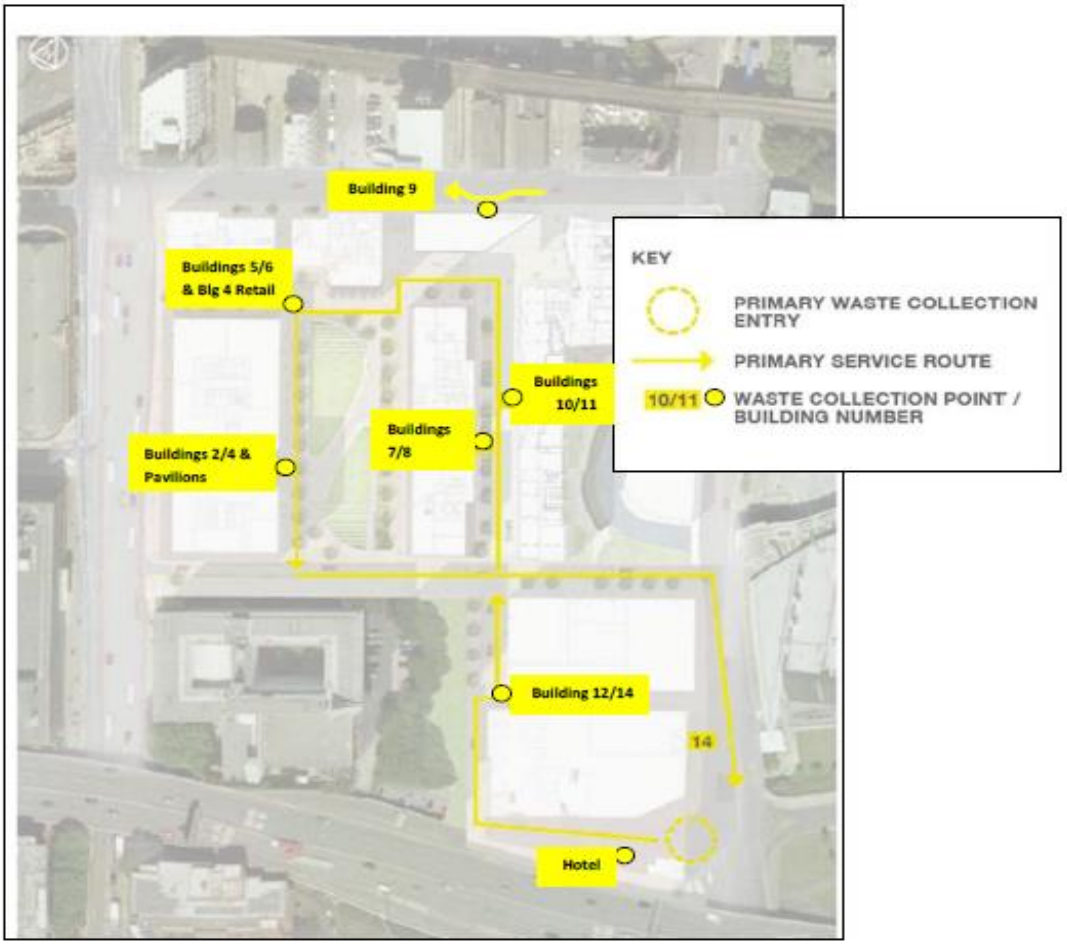
- 07:30 to 20:00 Monday to Saturday; and
- 10:00 to 18:00 Sundays and Bank Holidays.

3.8 Waste Collection Routes and Pick-Up Locations

Waste collection vehicles will be permitted to enter the core site of Circle Square for collection and it is likely that they will be timed to do so early in the morning, although this is subject to constant change.

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 the chart below**.**

As Vita Living East (7&8) has 2 bins stores, it is likely that there will be 2 collection points, located close to the external doors which lead to the internal bin stores. The exact location of these will be provided by the Vita Living Operational team.



4. Waste Quantities

4.1 As part of the estate wide strategy, waste quantities have been calculated for each of the buildings likely uses. This includes residential units, cafes, restaurants, take away food and drink outlets, shops and other potential uses.

4.2 These calculations have enabled the building designers to include internal bin stores capable of coping with the calculated refuse quantities.

4.3 Those retailers who produce glass and organic waste will be required to include storage of 240l bins within their unit's demise for these waste types. It is each retail tenant's responsibility to ensure that space for these must be incorporated into the fit-out design. Each retailer will then take the bins to the pick-up area on the allocated pick up days.

4.4 All retailers will be able to use the shared internal bin store nearest to their location for:

- General refuse
- Paper and card
- Co-mingled recyclables

4.5 In order for the shared bin stores to be suitable and able to cope with refuse quantities, the allowances for each retail unit are as set out below.

4.6 If a retail tenant is likely to produce in excess of these quantities, they will be required to store refuse within their unit. Alternatively, a retail tenant can apply to the landlord for additional refuse collections. If these are considered achievable and approved, then the cost of the additional collections will be required to be borne by the tenant.

4.7 Servicing charges for waste removal will be levied on each retail tenant based on the quantities below. It is therefore in a retail tenant's interest to notify the landlord in the event that they produce substantially less refuse than set out below.

Retail Unit 1:

- Daily production of General Refuse – 150 litres to be placed in the shared bin store
- Daily production of Paper/Card Refuse – 197 litres to be placed in the shared bin store
- Daily production of Co-Mingled Recyclables – 93 litres to be placed in the shared bin store
- Daily production of Glass – 336 litres to be stored within the retailers unit
- Daily production of Organic Refuse – 382 litres to be stored within the retailers unit

Retail Unit 2:

- Daily production of General Refuse – 116 litres to be placed in the shared bin store
- Daily production of Paper/Card Refuse – 152 litres to be placed in the shared bin store
- Daily production of Co-Mingled Recyclables – 179 litres to be placed in the shared bin store
- Daily production of Glass – 152 litres to be stored within the retailers unit
- Daily production of Organic Refuse – 295 litres to be stored within the retailers unit

Retail Unit 3:

- Daily production of General Refuse – 19 litres to be placed in the shared bin store
- Daily production of Paper/Card Refuse – 38 litres to be placed in the shared bin store
- Daily production of Co-Mingled Recyclables – 33 litres to be placed in the shared bin store
- Daily production of Organic Refuse – 68 litres to be stored within the retailers unit

Retail Unit 4:

- Daily production of General Refuse – 121 litres to be placed in the shared bin store
- Daily production of Paper/Card Refuse – 159 litres to be placed in the shared bin store
- Daily production of Co-Mingled Recyclables – 75 litres to be placed in the shared bin store
- Daily production of Glass – 271 litres to be stored within the retailers unit
- Daily production of Organic Refuse – 308 litres to be stored within the retailers unit

Retail Unit 5:

- Daily production of General Refuse – 10 litres to be placed in the shared bin store
- Daily production of Paper/Card Refuse – 20 litres to be placed in the shared bin store
- Daily production of Organic Refuse – 18 litres to be stored within the retailers unit
- production of Co-Mingled Recyclables – 36 litres to be placed in the shared bin store

Retail Unit 6:

- Daily production of General Refuse – 110 litres to be placed in the shared bin store
- Daily production of Paper/Card Refuse – 144 litres to be placed in the shared bin store
- Daily production of Co-Mingled Recyclables – 68 litres to be placed in the shared bin store
- Daily production of Glass – 246 litres to be stored within the retailers unit
- Daily production of Organic Refuse – 280 litres to be stored within the retailers unit

Retail Unit 7:

- Daily production of General Refuse – 186 litres to be placed in the shared bin store

- Daily production of Paper/Card Refuse – 243 litres to be placed in the shared bin store
- Daily production of Co-Mingled Recyclables – 114 litres to be placed in the shared bin store
- Daily production of Glass – 414 litres to be stored within the retailers unit
- Daily production of Organic Refuse – 471 litres to be stored within the retailers unit

Retail Unit 8:

- Daily production of General Refuse – 22 litres to be placed in the shared bin store
- Daily production of Paper/Card Refuse – 43 litres to be placed in the shared bin store
- Daily production of Co-Mingled Recyclables – 38 litres to be placed in the shared bin store
- Daily production of Organic Refuse – 77 litres to be stored within the retailers unit

Retail Servicing Strategy

1 Introduction

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.

1.2 It is envisaged that all service vehicles will undertake similar circulatory routes with two primary options. It should be noted that vehicle entry to the Circle Square site will be controlled by rising Bollards which are under the management of the Estates Security:

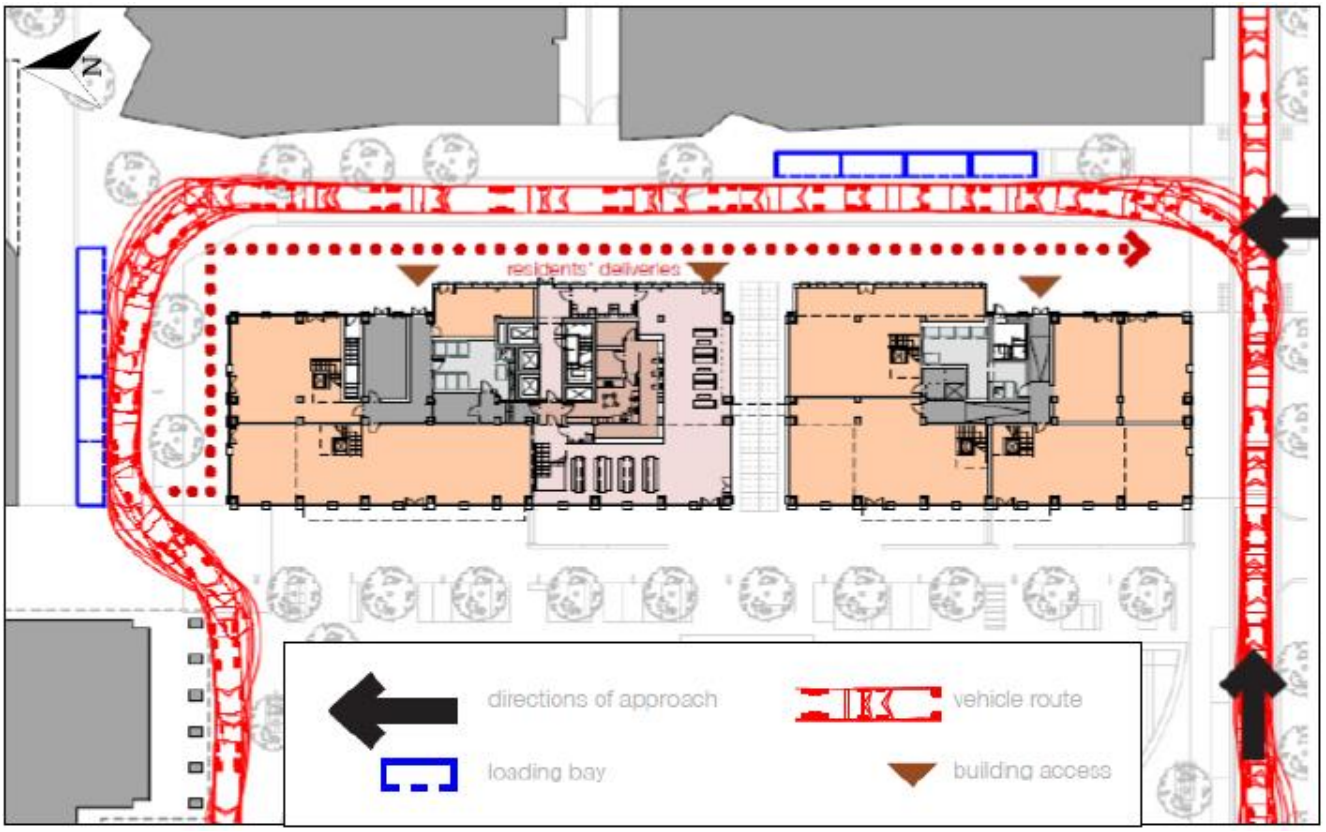
1.2.1 Entering the Newman Street (formerly known as Brancaster Road) public realm corridor from Oxford Road, then travelling in an easterly direction towards the A34 Princess Street before bearing north at Nobel Way (formerly known as Medlock Place) (bisecting Plots 7 and 8 and the Phase 1A site), then 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

1.2.2 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 Nobel Way, then as above.

2 Service Loading Bays

Vita Living East

2.1 Service vehicles will first travel along Nobel Way (Medlock Place), where loading bays are located to the north and east of the buildings as illustrated in the chart below, extracted from the Design and Access Statement which accompanied the planning application of the plot:



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 Nobel Way (Medlock Place). Residents' deliveries can be left at reception and then stored in the adjacent residents' stores.

2.3 The Back of House retail corridors (shown in grey) can be accessed from the east via the brown arrows shown in the chart and retail tenants will be provided with access fobs by the building management team. It should be noted that there is no back-of-house access to Unit L8 so all servicing and other access to this unit will be done via the unit's front door.

2.4 Under the Fire Strategy for the building, retail tenants must understand that no goods, materials or equipment must be stored in the back-of-house corridors or staircases as these are all evacuation and escape routes.

3 Timings

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 the 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.

3.2 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 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.

3.4 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.

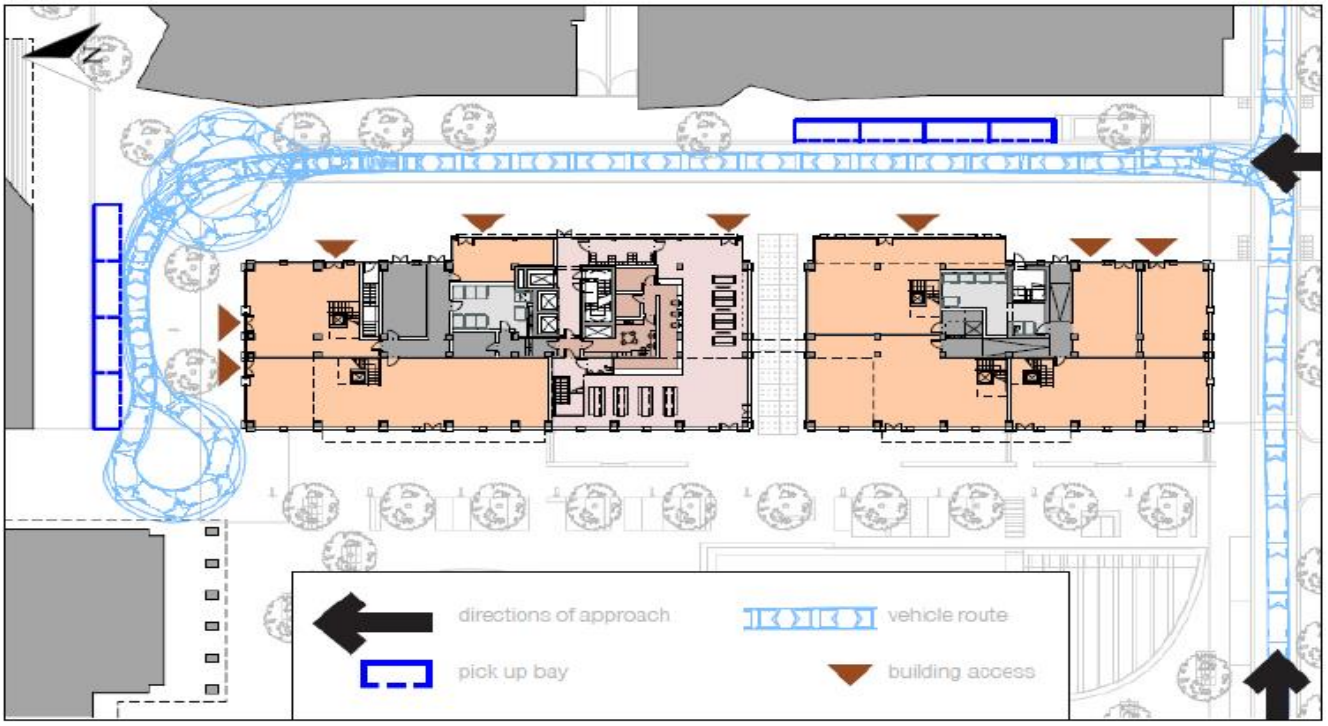
4.0 Taxi Pick-Up and Drop-Off Strategy

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. As with the servicing strategy, access to Nobel Way will be controlled by rising bollards, which are under the management of Estate Security.

4.2 Nobel Way (Medlock Place)

4.2.1 Access Vita Living East for pick-up / drop-off purposes can be achieved via Nobel Way, 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 Vita Living East 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 Vita Living East / 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 Nobel Way and exit back onto Newman Street as shown in the chart below:

4.2.3 The vehicle tracking in the chart 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.