

SERVICING AND ACCESS STRATEGY

13. Prior to occupation of the development a servicing and access strategy for the building including management of delivery and refuse vehicles, resident drop off and pick up and arrival and departure of residents, shall be submitted to and approved in writing by the local planning authority.

Introduction

In addition to condition 13, there are other associated planning conditions which will be complied with, which are relevant to this strategy and the following additional narrative should be read in conjunction with those already established and accepted principles:

Condition 2 (i) confirms compliance is required to Vectos, Waste Strategy Report, VN91423, December 2019 – relevant extracts for condition 13 are copied as Appendix A - Waste_Servicing Strategy extract,

Condition 2 (q) is another compliance condition which references details within Transport Statement (sections 5 and 7) by Sanderson dated November 2019 as amended by Transport Statement Addendum by Sanderson dated 23-03-20 – the relevant extract of that is the swept path analysis of the refuse vehicles in the Addendum and can be found at Appendix B - Swept Path Refuse Vehicle

Condition 26 - Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours: 07:30 to 20:00 Monday to Saturday; 10:00 to 18:00 Sundays and Bank Holidays

Move in and move out arrangements

Upon being advised of their success in being granted a tenancy, the residents will be required to contact the management team to agree an appointment move in date and time. During this discussion, all residents will be notified that there are loading bays on Wilmott Street and Hulme Street, on-street pay and display parking in the vicinity of the building, as well as other local parking facilities. Each resident will be allocated a specific time slot in which they must arrive to take occupancy of their apartment.

All apartments are fully fitted out with furniture and most kitchen utensils. In addition, it is anticipated that a variety of resident 'welcome packs' will be made available, for bedding, pots and pans etc. Accordingly, the initial move-in process mainly involves a new resident bringing suitcases of clothes and shoes.

During the off-loading process at check in, the resident will move their baggage/items into a secure dedicated storage area at the ground level of the accommodation. The residents will not be allowed to offload their belongings immediately into their allocated bedroom. This requirement will limit the amount of time taken to off load any vehicles, and upon completion of offloading, the vehicle must be immediately moved away from site. The management team will also allocate additional staff resource to support residents with offloading, again limiting the amount of time taken to off load any vehicles.

Information will be provided to residents on public car parks within the locality that can be used for longer periods of parking post drop off.

Similar arrangements will be in place for moving out occasions and communicated to building users towards the end of their tenancy.

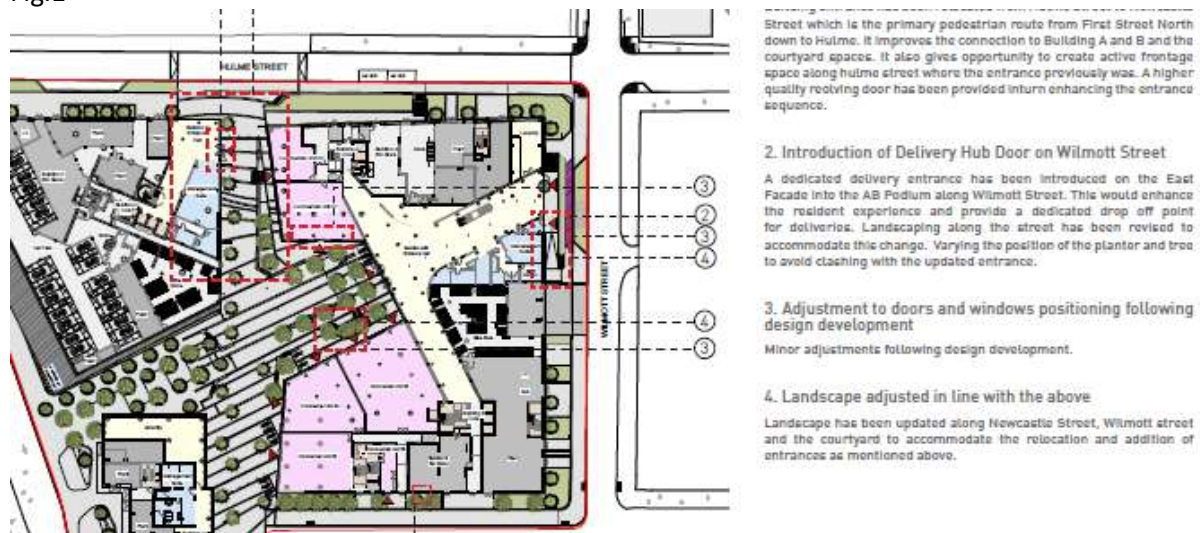
The primary location for pick-ups and drop-offs will be Willmott Street, adjacent the main entrance, this location will also be used by taxis, courier delivery vans and private drivers dropping off / picking up residents.

Management of deliveries

Delivery vehicles can use the Wilmott Street loading bay immediately adjacent the main entrance.

A dedicated delivery entrance is being provided for the residential accommodation, with an internal holding area off that for parcel and hot food deliveries, whereby delivery riders/drivers can drop off or wait for the resident to come down and collect – this, together with the Wilmott Street loading bay relocation adjacent, was introduced via non-material amendment Application No: 138391/NMC/2023 (extract below as Fig.1). This removes the need for an external waiting area and should reduce congestion within the public realm.

Fig.1



Any deliveries for the commercial units will be off Hulme Street (units 01 and 02) or Chester Street (units 03 – 06), access to the units being via the dedicated service access on each street as Fig. 2 and 3 below.

Fig. 2

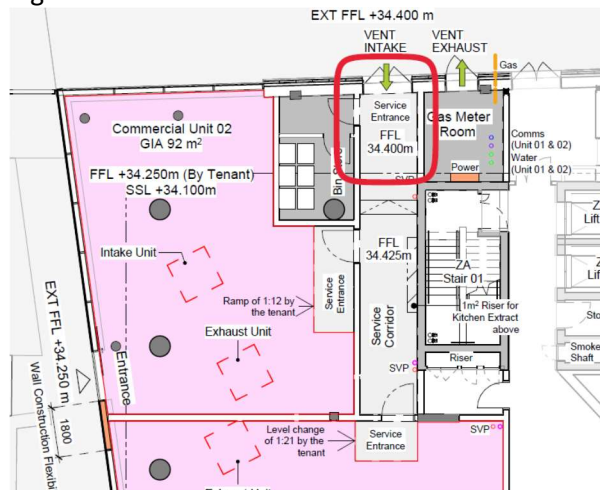
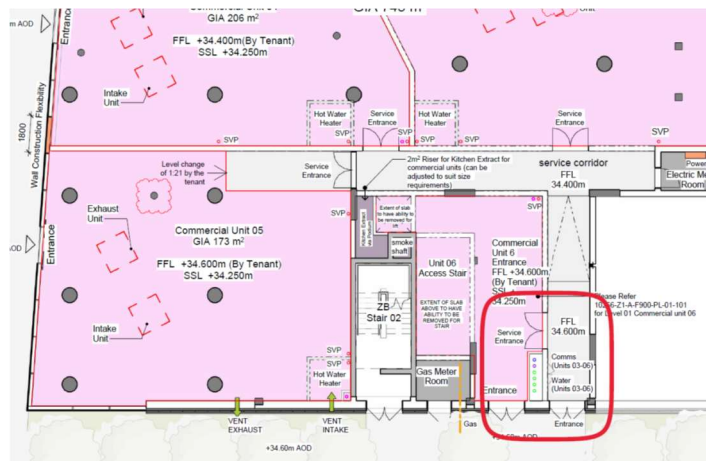


Fig. 3



Residents will also be informed as part of their induction prior to moving in, the location of parcel lockers in the vicinity, postal and food delivery arrangements and instructions, including delivery hours. There will be dedicated postal storage areas within the residential reception area, which is staffed 24 hours a day. Deliveries will be accepted 24 hours a day if necessary, although we envisage very few outside of the core servicing hours identified in condition 26. From experience managing assets of this nature, deliveries tend to occur throughout the day and congestion in this regard rarely occurs.

All deliveries and collections will adhere to the local loading restrictions that are in place and couriers and residents will be informed of the specific loading bay locations on Wilmott Street and Hulme Street. Appropriate signage and designated entrances/exits will be prominently displayed and indicated throughout the ground floor of the scheme. Residents will be notified of deliveries either by the delivery firm or our dedicated app.

We will carry out periodic reviews into the specific delivery arrangements, noting successes and identifying improvements that could be made. We carry out regular resident engagement surveys and we'll use these as a benchmark to monitor the effectiveness of the provisions in place.

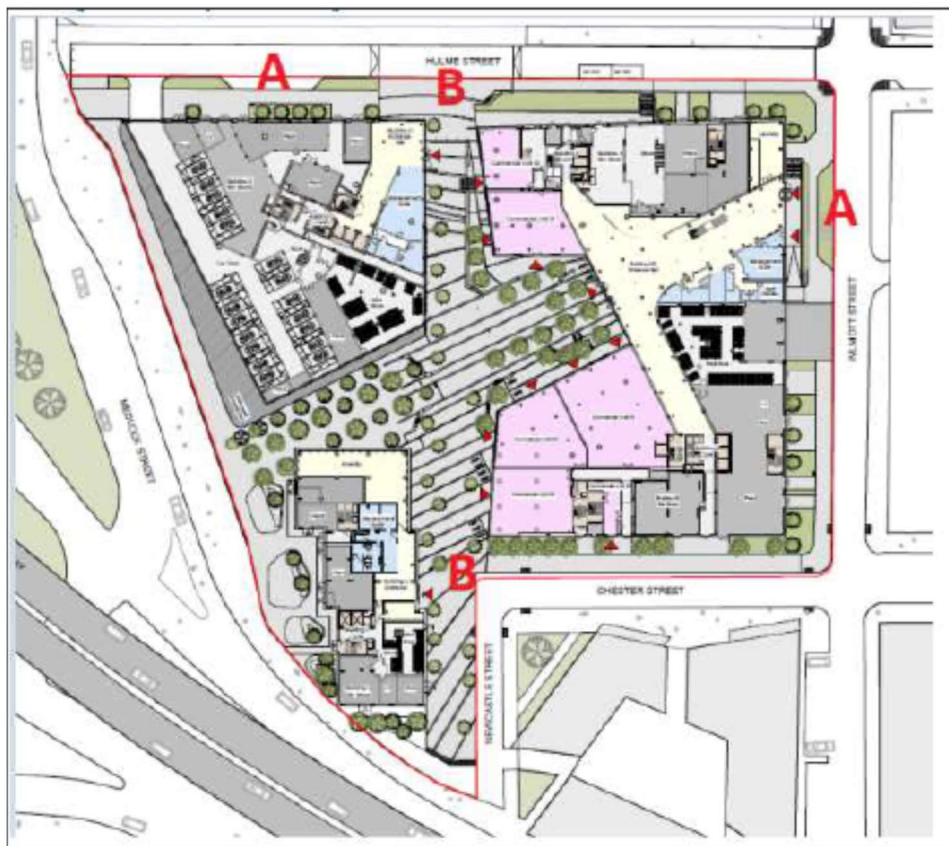
Management of Refuse vehicles

Waste will be collected by a large refuse vehicle (11.85m). It is expected that this vehicle would collect waste from Building's C and D as well as A and B of the wider site, as part of a joint collection route. A refuse vehicle will be able to travel along Hulme Street, Wilmot Street and Chester Street. A new service layby will be created on Hulme Street and Wilmott Street with refuse turning areas on Hulme Street and Chester Street.

Access to the refuse areas will be managed by fob access and is covered by CCTV.

The locations of the service layby locations are shown in Figure 4 with the laybys marked 'A' and refuse vehicle turning areas at locations marked 'B'. In addition to this the refuse vehicles can pick up waste from the kerb on Hulme Street or Chester Street.

Fig. 4



See Appendix B for the swept path of refuse vehicles turning on both Hulme Street and Chester Street.

The waste transfer routes for the commercial units are via internal service corridors to kerbside on Hulme Street and Chester street. These routes are step free.

Each commercial unit will have their waste taken out by the waste operatives or by the Commercial Unit staff and under the direction of the Building Management team. They will have responsibility to ensure the collections happen efficiently, that refuse is not left on street for long periods waiting for collection and that the transfer routes are kept clean. After collection bins would be returned immediately afterwards.

It is envisaged that normal operations will require refuse pick-ups 3 times weekly, but the final regime will be agreed with Manchester city Council under separate discussion.

APPENDIX A – EXTRACT I. VECTOS, WASTE STRATEGY REPORT, VN91423, DECEMBER 2019

APPENDIX B – SWEPT PATH REFUSE VEHICLE