



Drop Off/ Pick Up & Servicing Strategy

Discharge of Condition 30

Union Living Manchester 1 Ltd

Prepared by:

SLR (trading as Vectos (North) Limited)

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1 November 2023

Revision: 01

Revision Record

R02evision	Date	Prepared By	Checked By	Authorised By
01	1 November 2023	Aalisha Sorathiya	Gareth Davis	Gareth Davis

Basis of Report

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Introduction

- 1.1 SLR Consulting Ltd (Vectos North) have been instructed by Union Living Manchester 1 Ltd to advise on the traffic and transportation issues relating to the proposed Union, St John's co-living development within the St John's development area in Manchester City Centre. The site lies to the east of Water Street, and to the west of the Manchester Goods Yard development site.
- 1.2 The Proposed Development would involve the construction of a new 32 storey building with two levels of basement, to accommodate 390 co-living units (870 beds), public and private amenity space and ground floor commercial space. The proposed site layout is provided in **Appendix A**.
- 1.3 This Drop Off/ Pick Up and Servicing Strategy has been prepared to discharge planning condition no. 30 as below.

'Prior to the first occupation of the development, a detailed strategy for visitor pick-up and drop-off locations, ad-hoc drop-off co-living deliveries and the design and locations of all taxi areas, shall be submitted to, and approved by, the City Council, as local planning authority.'

Highway Layout

- 1.4 Water Street borders the Site to the west and provides a single lane in each direction, with a footway provided along either side of the road. It is subject to a 20mph speed limit and provides some on-street parking bays with double yellow parking restrictions otherwise in place. It connects New Quay Street to the north (via a signal-controlled junction) with Liverpool Road to the south (via a priority junction).
- 1.5 To the south lies the Aviva Studios, Factory International arts and cultural venue as well as Festival Square and the spaces to the south are therefore have access controls so that events can be hosted there, and any service vehicles are managed to avoid conflict with large crowds. Parking is available to the North in the NCP Spinningfields car park.
- 1.6 Currently various changes are being implemented to Water Street as part of the St John's masterplan works. The landscaping and public realm layout around the building is show shown in **Dwg T1-EXA-G710-PL-GRD-100**. This shows that there is a lay-by on Water Street on front of the entrance to the building. To the south is a turning area for vehicles as they cannot progress further south. There is a service vehicle access to the north of Union T1 off Water Street which then has a row of automatic drop bollards and a telecoms unit to control access.
- 1.7 The Vehicles then turn south into the service areas that is shared with Manchester Goods Yard and here is the bin store access and access to the back of house areas of Union T1.
- 1.8 Heading further south there is another row of automatic bollards before vehicles enter Festival Square. Turning right brings those vehicles up to the Water Street Turning Circle where again the vehicles pass another set of automatic drop bollards.

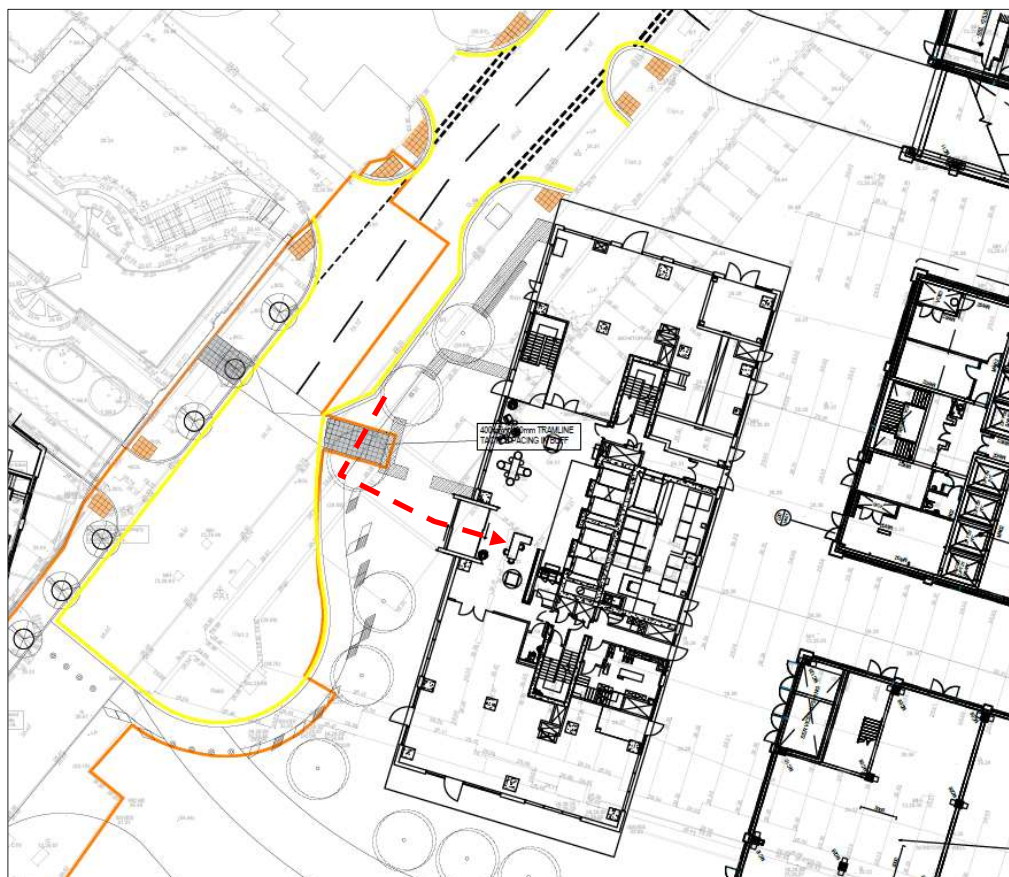


- 1.9 The proposed Highway Layout for Water Street is shown in **Dwg SJQ-099-CUR-XX-XX-DR-C-95420-P03**. Here you can see that Water Street is protected from parking by double yellow lines.

Proposed Pick-up and Drop-Off Strategy

- 1.10 The primary location for pick-ups and drop-offs is the Lay-By on Water Street in front of Union T1 as shown in **Figure 1.1**. It is forecast that for Union T1 traffic this lay-by would be used 35 times a day by taxis, courier delivery vans and private drivers dropping off residents. On top of this we expect that there would be activity drop-offs and pickups associated with the Aviva Studios Factory International traffic.

Figure 1.1: Proposed Layby Bay and Turning Area



- 1.11 If the lay-by is occupied there is potential for drop-offs and pickups to be made from the turning area on Water Street.
- 1.12 As seen in **Figure 1.1** the Kerblines areas of Water Street are controlled through double yellow lines. This does allow vehicles to drop off and pick up passengers or make short deliveries however, it does not permit parking. If a driver leaves the car/van to go into Union T1 then it is down to a judgement call of the enforcing parking officer to judge whether the activity relates to deliveries or a pickup. This comes down to whether they can see deliveries being made, the length of time waiting, and the type of vehicle involved.
- 1.13 Therefore, if any deliveries are to be made that may take a long time (+20mins) then these should be made via the service yard to the east of the building.



Activity During Events at Factory International

- 1.14 During the major events at Aviva Studios, Factory International, Water Street being one of the primary access routes would be expected to be busier than normal near to the event timings. The on-site management staff would be responsible for informing residents about the upcoming event and highlighting its impact on Water Street and Layby area for that specific time slot.

Proposed Servicing Strategy

- 1.15 The main servicing activity will occur from the service area to the rear (eastern side) of the building. Here, the bin store is located along with the back of house access to the building. This service area is shared with Manchester Goods Yard/ Booking.com and has been designed so that several large vehicles can serve this space at any one time.
- 1.16 The route is controlled by automatic bollards placed at either end of the area which will provide 24/7 control over the area. This service area would also be used by refuse vehicles. Access to the service area will be managed. In general deliveries would be timed so that they don't conflict. The St Johns management team would engage with delivery companies to coordinate timings and occupiers requesting a delivery would be asked to pre-book in advance.
- 1.17 The service route operates in a clockwise direction around Union T1 with vehicles turning in off Water Street to the north of Union T1, passing through the automatic bollards, the turning south where vehicles can pull over to serve Union or MGY opposite. After this the service vehicles head south, past another set of automatic bollards into Festival Square where they head east, again passing a set of bollards to rejoin Water Street.
- 1.18 The expected number of vehicles accessing this space on daily basis would be 4 larger rigid lorries and 32 Light Goods Vehicles. There are expected to be peak periods such as on first occupation as people move in furniture and during these time periods extra control and management of deliveries may be required.
- 1.19 The proposed route can cater to the large service vehicles through this space and how these vehicles can pass over service vehicles is shown in **Figure 1.2** overleaf.



Other Service Vehicles

Other Service Vehicles

- 

1.22 The proposed Goods Receipt Strategy is described below:

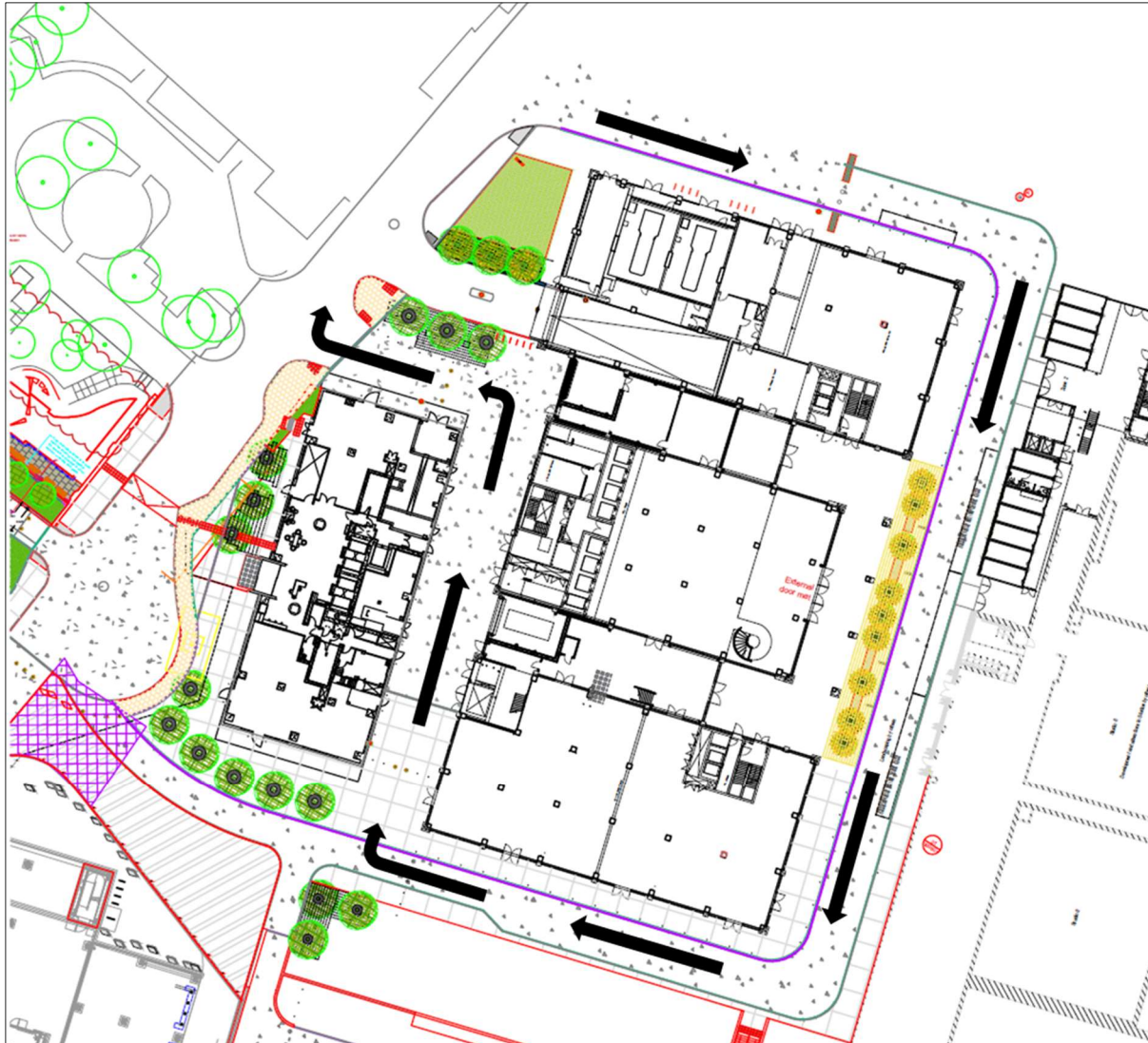
- In general deliverers/ drivers will be responsible for taking goods directly to the tenants/occupiers.
- There is scope for some deliveries to be stored by reception.
- Deliverers/drivers will arrive at the service access point where they would communicate via intercom /CCTV system linked to each occupier or arrive at reception.
- Deliverers/drivers will be given free access to the service corridors and goods lifts to take the goods to the various tenants.
- Deliverers/Drivers will generally have their own material-handling equipment.

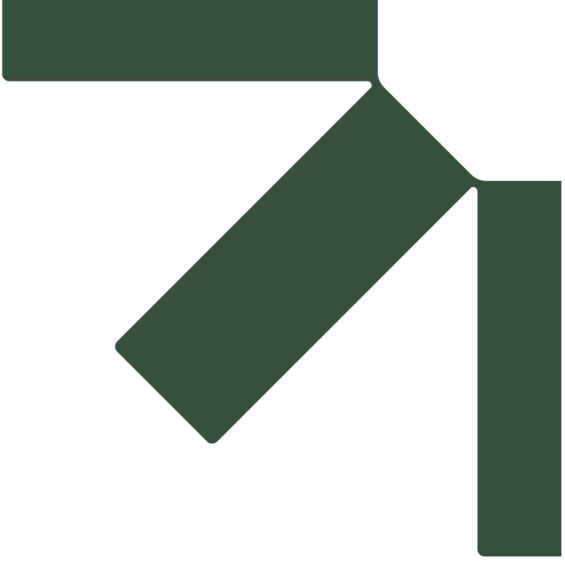


During Events at Festival Square

- 1.23 When an event is held in Festival Square vehicles cannot turn right from the Service Area into the Square. Under these circumstances the route around Union T1 would be reversed and vehicles would approach from Studio Way to the east as shown in **Figure 1.3**. This would be under controlled conditions.

Figure 1.3: Proposed Alternate Service Route





Drawings

Drop Off/ Pick Up &

Discharge of Condition 30

Union Living Manchester 1 Ltd

SLR Project No.: P3730

1 November 2023

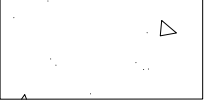
Servicing Strategy

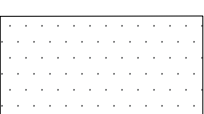


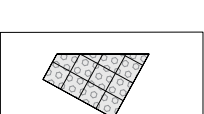
KEY

EXISTING AND PROPOSED HARD LANDSCAPE

- 

ST01 - IN-SITU DIAMONDCRETE
SIZE: 3000MM WIDTH X 3000MM LENGTH X 200MM DEPTH WITH 10 MM BLACK MASTIC EXPANSION JOINT.
COLOUR: NATURAL WITH BRUSHED FINISH
SUPPLIER: AGGREGATE INDUSTRIES OR SIMILAR APPROVED
- 

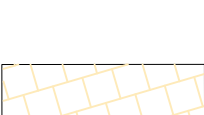
ST02 - HARDIPAVE
OR SIMILAR APPROVED TO ENGINEERS' SPECIFICATION.
COLOUR: NATURAL GREY.
- 

ST03 - MACADAM
HIGHWAYS' GRADE TO ENGINEERS' SPECIFICATION.
- 

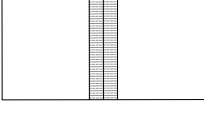
ST04 - BLISTER CONCRETE PAVING
SIZE: 400MM WIDTH X 400MM LENGTH X 50MM DEPTH
COLOUR: CHARCOAL
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
- 

ST05 - THRESHOLD BRANDING
4150MM LENGTH X 2000MM WIDTH X 30MM DEPTH
COLOUR/FINISH: PREMIUM BLACK GRANITE, LEATHER TOP WITH U+NION BRANDING ETCHED INTO SURFACE
SUPPLIER: BLYTH MARBLE OR EQUAL APPROVED
- 

ST06 - HAZARD WARNING CONCRETE PAVING
SIZE: 400MM WIDTH X 400MM LENGTH X 50MM DEPTH
COLOUR: CHARCOAL
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
- 

ST07 - CONCRETE PAVERS
TO MATCH INSTALLED ON WATER ST
600MM LENGTH X 600MM WIDTH X 50MM DEPTH
COLOUR/FINISH: NATURAL
SUPPLIER: MARSHALLS OR EQUAL APPROVED
- 

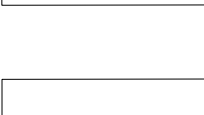
ST08 - STEP TREADS AND RISERS
400MM LENGTH X 400MM WIDTH X 50MM DEPTH
COLOUR/FINISH: CONSERVATION X SILVER GREY
WITH CONTRASTING NOSING
SUPPLIER: MARSHALLS OR EQUAL APPROVED
- 

ET01 - CONSERVATION X KERB
SIZE: 145MM WIDTH X 915MM LENGTH X 255MM HIGH
COLOUR: TO MATCH EXISTING S278 WORKS ON WATER ST.
SUPPLIER: MARSHALLS OR SIMILAR APPROVED
KERBS ALONG HIGHWAYS SUBJECT TO S278 WORKS DRAWINGS
- 

ET02 - FLUSH CHANNEL SQUARE CONCRETE KERB
TO MATCH MGY - SIZE: 125W X 915L X 150MMH
COLOUR: NATURAL. SUPPLIER: MARSHALLS OR SIMILAR APPROVED
- 

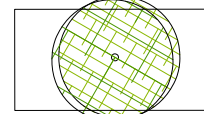
ET03 - SLOT DRAIN
TO CURTINS SPECIFICATION.
SIZE: TBC
- 

FT01 - QUICK BOLLARD - 25 NO.
TO MATCH MGY BOLLARDS. 1000MM ABOVE GROUND AND 170MM DIAMETER
COLOR: POWER COATED RAL 9005 (BLACK).
SUPPLIER: ARTFORM URBAN FURNITURE OR SIMILAR APPROVED.
- 

FT02 - TREE SURROUND (GRILLE) - 9 NO.
GREEN BLUE URBAN BESPOKE 1800-600 TREE GRILLE
SIZE: OUTER Ø1800MM INNER Ø600MM
COLOUR: POWDER COATED, RAL 9005
SUPPLIER: GREEN BLUE URBAN OR SIMILAR APPROVED.
- 

FT03 - HANDRAILS
FLAT TOP POWDER COATED STEEL HANDRAIL
SIZE: 50MM WIDTH, 10MM THICK
COLOUR: POWDER COATED, RAL 9005
SUPPLIER: STERLING FABRICATION SERVICES OR SIMILAR APPROVED.

SOFT LANDSCAPE

- 

TREES
AS SPECIFIED IN DRAWING T1-EXA-G710-PL-XX-200.
FOR ADVANCED URBAN TREE PIT DETAILS REFER TO GREEN BLUE URBAN MANUFACTURER DETAILS
- 

FT05 - RAISED PLANTER
AS SPECIFIED IN DRAWING T1-EXA-G200-DE-XX-701.
- 

ROOTCELL
FOR ADVANCED URBAN TREE PIT DETAILS REFER TO GREEN BLUE URBAN MANUFACTURER DETAILS

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Client
VITA

C10	COORDINATION	30.10.2023
C09	UPDATED ISSUE	09.10.2023
C08	LEVELS AND DRAINAGE	06.10.2023
C07	COORDINATION	05.10.2023
C06	TREE POSITION UPDATES	30.08.2023
C05	TREE POSITION UPDATES	29.08.2023
C04	TREEPIT BASELINE	08.08.2023
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Project title
ST JOHNS T1 PUBLIC REALM

Drawing title
T1 GENERAL ARRANGEMENT PLAN

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 3. ALL DIMENSIONS ARE IN METRES AND LEVELS IN METRES ABOVE ORDNANCE DATUM UNLESS OTHERWISE NOTED.

KEY

— T1 SECTION 278 PHASE 2 BOUNDARY

- GENERAL NOTES:
1. ALL SECTION 278 APPLICATION BOUNDARIES ARE INDICATIVE AND NEED TO BE CONFIRMED.
 2. HIGHWAY BOUNDARY NEEDS TO BE CONFIRMED BY EXTERIOR ARCHITECT.
 3. EXTENT OF PROPOSED HIGHWAY WORKS TO BE CONFIRMED/AGREED.
 4. PROPOSED TACTILE PAVING ARRANGEMENT TO BE AGREED WITH MCC.
 5. STREET LIGHTING TO BE PRODUCED BY OTHERS(LIKELY AMEY, ON BEHALF OF MCC)
 4. EXISTING UTILITIES INFORMATION TO BE SUPPLIED BY OTHERS.
 5. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE TOPOGRAPHICAL SURVEY AND UNDERTAKING ADDITIONAL SURVEYS FOR VALIDATION PURPOSES.
 6. ALL SECTION 278 APPLICATION BOUNDARIES ARE INDICATIVE AND NEED TO BE CONFIRMED.

P03	LAYOUT UPDATED	26/05/23	HS	HS
P02	LAYOUT AND BOUNDARY UPDATED	28.04.23	KS	HS
P01	FIRST ISSUE	15.03.23	HS	HS
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FOR APPROVAL

Project:

ST JOHNS, MANCHESTER

Orig Title:

SECTION 278
GENERAL ARRANGEMENT
T1 PHASE 2

Size:	A1	Date:	27.01.23	Drawn By:	HS	Designed By:	HS	Checked By:	AR
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SJQ-099-CUR - XX - XX - DR - C - 95420 -P03									

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