Servicing Strategy

Waterhouse Gardens - Manchester

Salboy Ltd

Prepared by:

SLR Consulting Limited

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SLR Project No.: 432.001756.00001

16 December 2025

Revision: 05

1.0 Introduction

1.1 SLR Consulting has been appointed by Salboy Ltd to prepare this Servicing Strategy in support of the Waterhouse Gardens Development.

Scheme Overview

1.2 The scheme consists of 556 residential units in 5 Blocks (A,B,C,D,E) and approximately 33,000sq ft of commercial and retail space (Block F).

1.3 This Servicing Strategy seeks to discharge Condition 42 of the planning permission as described below:

Prior to the first use of the first commercial unit(s) within each phase of development as indicated on drawings 0022-SP-ZZ-B2-DR-A-03B2-P1-Basement 2 - Great Ducie Street Floor Plan, 0022-SP-ZZ-B1-DR-A-03B1-P1-Basement 1 - New Bridge Street Floor Plan and 0022-SP-ZZ-00-DR-A-0300-P1-Ground Floor - All Blocks as received by the City Council, as Local Planning Authority, on the 23 August 2023, a servicing strategy for deliveries and refuse collection for the units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved strategy shall then be implemented as part of each phase of the development and be in place prior to the first use of commercial unit to which each scheme relates.

1.4 This document should be read along with the Waste Management Strategy which is provided as **Appendix A**. This document considers the servicing strategy for the Commercial Units accessed from Dutton Street, Trinity Way and the Boulevard as well as the Residential Blocks accessed from Dutton Street.

2.0 Commercial Servicing Strategy

Service Access via Dutton Street

2.1 Access by Service vehicles to the Commercial Units are as follows:

2.2 The Commercial Units that form part of the Ground Floor spaces of Blocks A,B,C,D and E that front onto Dutton Street will be serviced via one of the 3 proposed Loading Bays on Dutton Street.

2.3 The location of these Loading Bays is given in **Dwg 000382-SLR-XXX-XXX-DR-CH-100.rev p07** given overleaf and highlighted in **Figure 1** below.

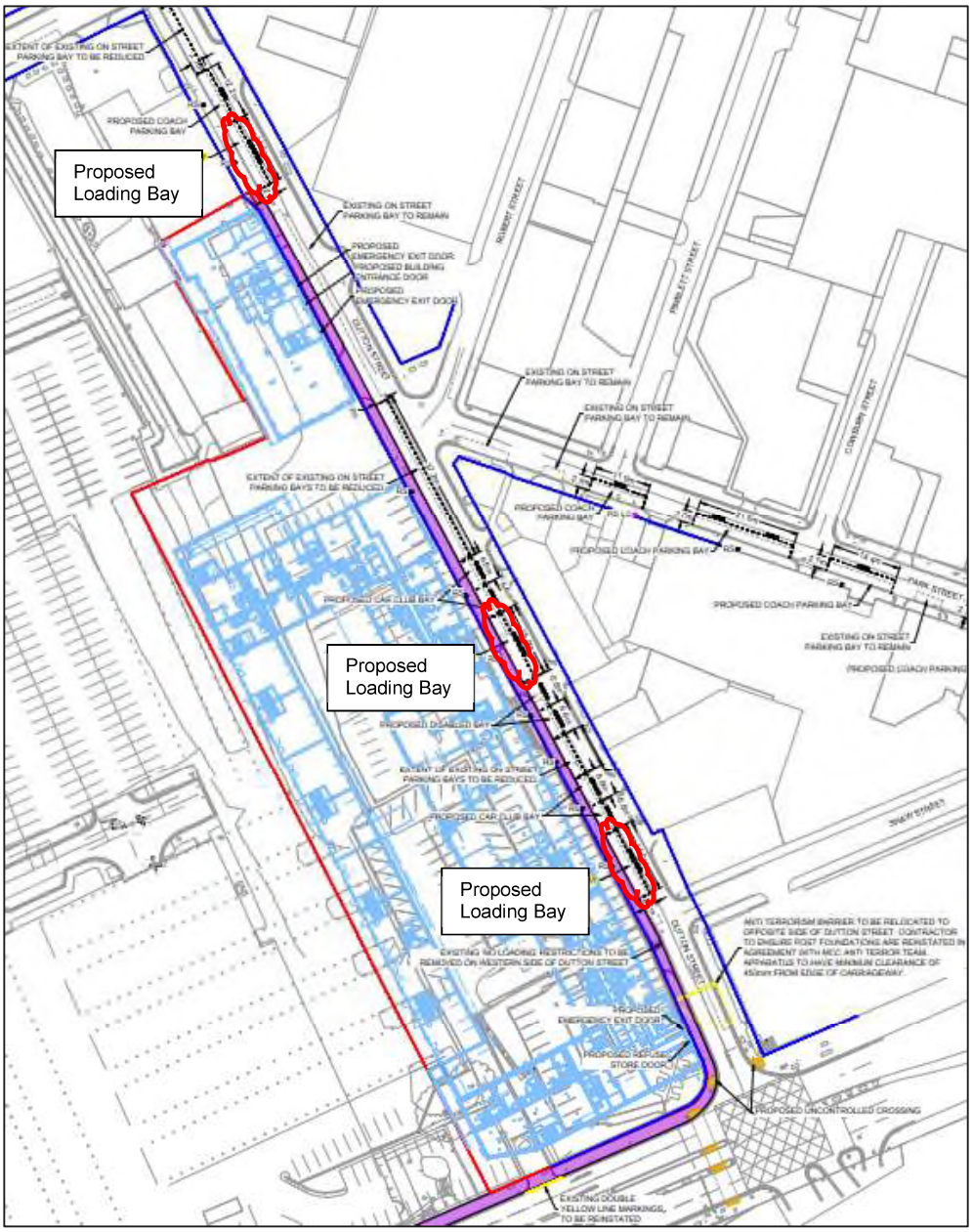
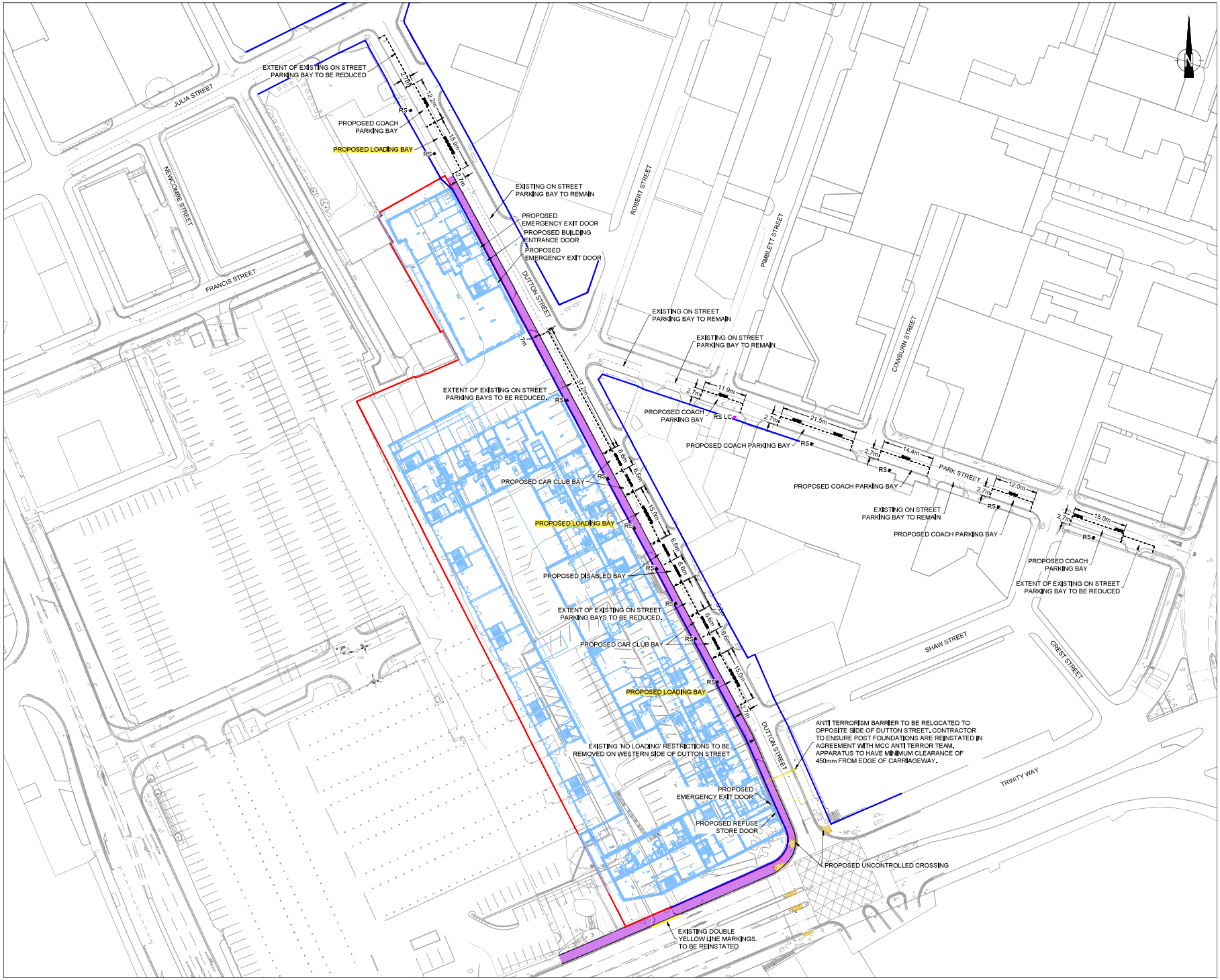


Figure 1

Dutton Street Loading Bays



NOTES:

1. THE HIGHWAY AUTHORITY IS MANCHESTER CITY COUNCIL.
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL DRAWINGS WITHIN APPENDIX D/4, THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS (SHW) AND THE CONTRACT SPECIFICATION.
3. FOR APPLICABLE SECTOR SCHEMES FOR WORKMANSHIP AND MATERIALS WITH ASSOCIATED APPENDICES, REFER TO APP 1/24 QUALITY MANAGEMENT SYSTEM PART E.
4. IN ACCORDANCE WITH THE CDM REGULATIONS RESIDUAL RISKS OF SIGNIFICANCE ARE INDICATED ON THE DRAWING ONLY BY MEANS OF A HAZARD TRIANGLE WITH APPROPRIATE NOTE.
5. THE CONTRACTOR SHALL CONDUCT THE WORKS WITH DUE REGARD TO THE ECOLOGICAL AND ENVIRONMENTAL REQUIREMENTS OF THE SCHEME.
6. THE CONTRACTOR SHALL TAKE SUCH STEPS TO SAFEGUARD AGAINST CONTAMINATION OF LOCAL WATERCOURSES.
7. TEMPORARY WORKS DESIGN ASSOCIATED WITH THE CONSTRUCTION OF THE WORKS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
8. TOPOGRAPHICAL SURVEY BY SURVEY OPERATIONS, REF. 23H159/001, DATED SEPTEMBER 2023.
9. TOPOGRAPHICAL SURVEY AND OS DATA SUPPLIED BY CLIENT. ALL DIMENSIONS, LEVELS AND SURVEY GRID COORDINATES ARE TO BE CHECKED BY THE CONTRACTOR AND ANY DISCREPANCIES ON THIS DRAWING OR ON SITE MUST BE REPORTED TO THE PROJECT MANAGER IMMEDIATELY.
10. EXISTING BACK OF FOOTWAY LEVEL TO BE RETAINED.

KEY

- SITE BOUNDARY
- HIGHWAY BOUNDARY
- PROPOSED FOOTWAY CONSTRUCTION
- PROPOSED TACTILE PAVING
- PROPOSED SIGNAGE AND POST ▲RS
- PROPOSED SIGNAGE POSITIONED ON EXISTING LIGHTING COLUMN ▲RS LC

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HEALTH AND SAFETY FILE FOR A FULL LIST OF THE HAZARDS ASSOCIATED WITH THIS WORK - THE FOLLOWING ARE THE MOST SIGNIFICANT ITEMS TO BE AWARE OF.

CONSTRUCTION

1. CAREFUL REGARD TO TAKE PRECAUTIONS WHEN WORKING ADJACENT TO OR WITHIN DEEP EXCAVATIONS, METHOD STATEMENT TO BE PRODUCED BY CONTRACTOR PRIOR TO WORKS COMMENCING.
2. ATTENTION IS DRAWN TO THE EXISTENCE OF BOTH EXISTING UNDERGROUND AND OVERHEAD UTILITIES.

ENVIRONMENTAL

1. EXISTING WATERCOURSES IN CLOSE PROXIMITY TO WORKS. A POLLUTION PREVENTION STRATEGY AND WORKING METHOD STATEMENTS TO BE PRODUCED BY THE CONTRACTOR FOR ALL WORKS.
2. CONSIDERATION GIVEN TO NOISE LEVELS GIVEN PROXIMITY TO EXISTING PROPERTIES.
3. CONSIDERATION GIVEN TO GROUND CONDITIONS, CONTRACTOR TO REVIEW GEOTECHNICAL REPORT PRIOR TO UNDERTAKING EXCAVATION WORKS.

WORK CAN ONLY BE CARRIED OUT BY SUITABLY TRAINED AND BRIEFED PERSONNEL.

AWAITING TECHNICAL APPROVAL

This drawing has NOT been technically approved by Local Authority and/or Water Authority. All works subject to change through technical review process with relevant approving authorities.

Rev	Details	Drawn	Checked	Auth	Date
P07	FOLLOWING MCC COMMENTS	JF	NM	NM	06.11.24
P06	FOLLOWING MCC COMMENTS	JF	NM	NM	05.08.24
P05	FOLLOWING MCC COMMENTS	JF	NM	NM	22.07.24
P04	UPDATED ARCHITECT LAYOUT	JF	NM	NM	15.04.24
P03	UPDATED ARCHITECT LAYOUT	JF	NM	NM	23.11.23
P02	ADDITIONAL NOTE ADDED	JF	NM	NM	13.10.23
P01	FIRST ISSUE	JF	NM	NM	29.09.23

Drawing Status: PRELIMINARY ISSUE — Suitability: S4

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LRQA CERTIFIED ISO 9001

Client: DOMIS CONSTRUCTION LTD

Project Title: WATERHOUSE GARDENS

Drawing Title: S278 GENERAL ARRANGEMENT

Scale	Designed	Drawn	Checked	Authorised
1:500	JF	JF	NM	NM
Original Size	Date	Date	Date	Date
A1	29.09.23	29.09.23	29.09.23	29.09.23

Drawing Number (Proj/Org, Ref. No./Originator/Volume/Location/Type/Role/Number): 000382 - SLR -XXX- XXX -DR-CH- 100

Project Ref. No.: 000382

Revision: P07

2.4 These Loading Bays will be controlled by Traffic Regulation Orders to prevent long stay parking.

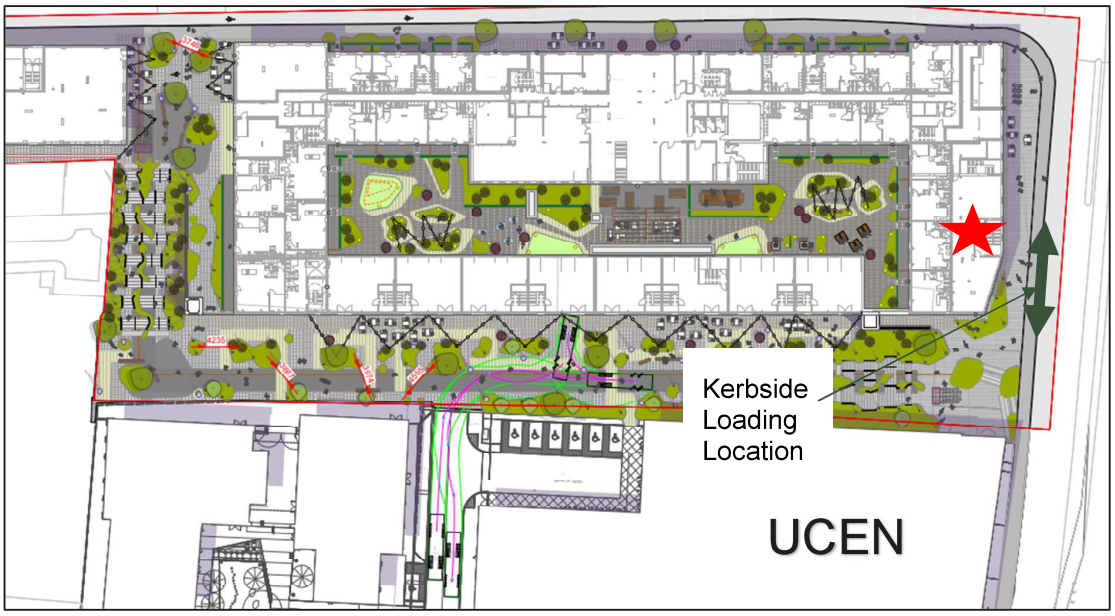
2.5 The largest vehicle expected to service these units would be a Large Refuse vehicle up to 11.5m in length. Each Loading Bay is 15m long offering space behind the lorry for manoeuvring bins.

2.6 The spread of the loading bays offers a short distance to transfer goods or bins from the loading to the servicing point. For many units this will be through the front door of the commercial unit.

Service Access via Trinity Way

2.7 A Food Retail unit is proposed as part of Unit E located to the east of the development site adjacent to Trinity Way. It is assumed that the Food Retail Unit will be open every day between 07:00 and 23:00. The location of this unit and the proposed Kerbside Loading Location is shown in **Figure 2**.

Figure 2: Unit E Food Retail Location



2.8 This location on Trinity Way is indicated in the image in **Figure 3** overleaf and this is around 55m west of the junction of Trinity Way and Dutton Street.

2.9 Trinity Way is controlled by Traffic Regulation Orders, and the accompanying plate is shown in **Figure 4**.

2.10 While this notice is faded, this sign that there is 'No Waiting at Any Time' but that Loading is Permitted except in the following Hours:

Mon-Fri	**7:30-9:30am,**	**4:00-6:30pm**
Sat	**7:30-9:30am**	

Figure 3: Trinity Way Loading Location

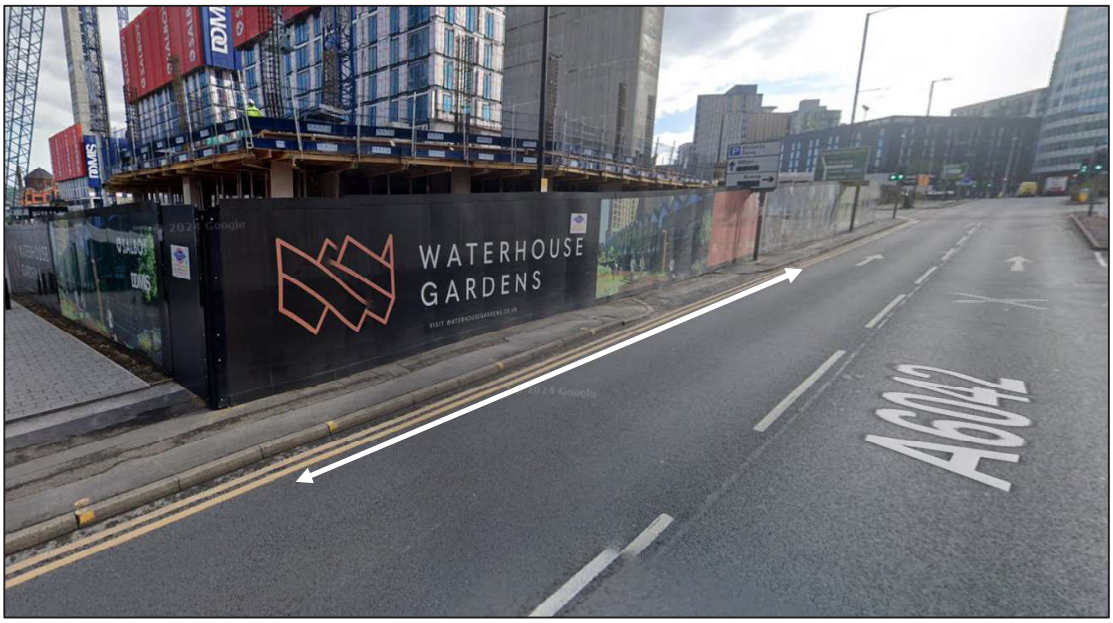


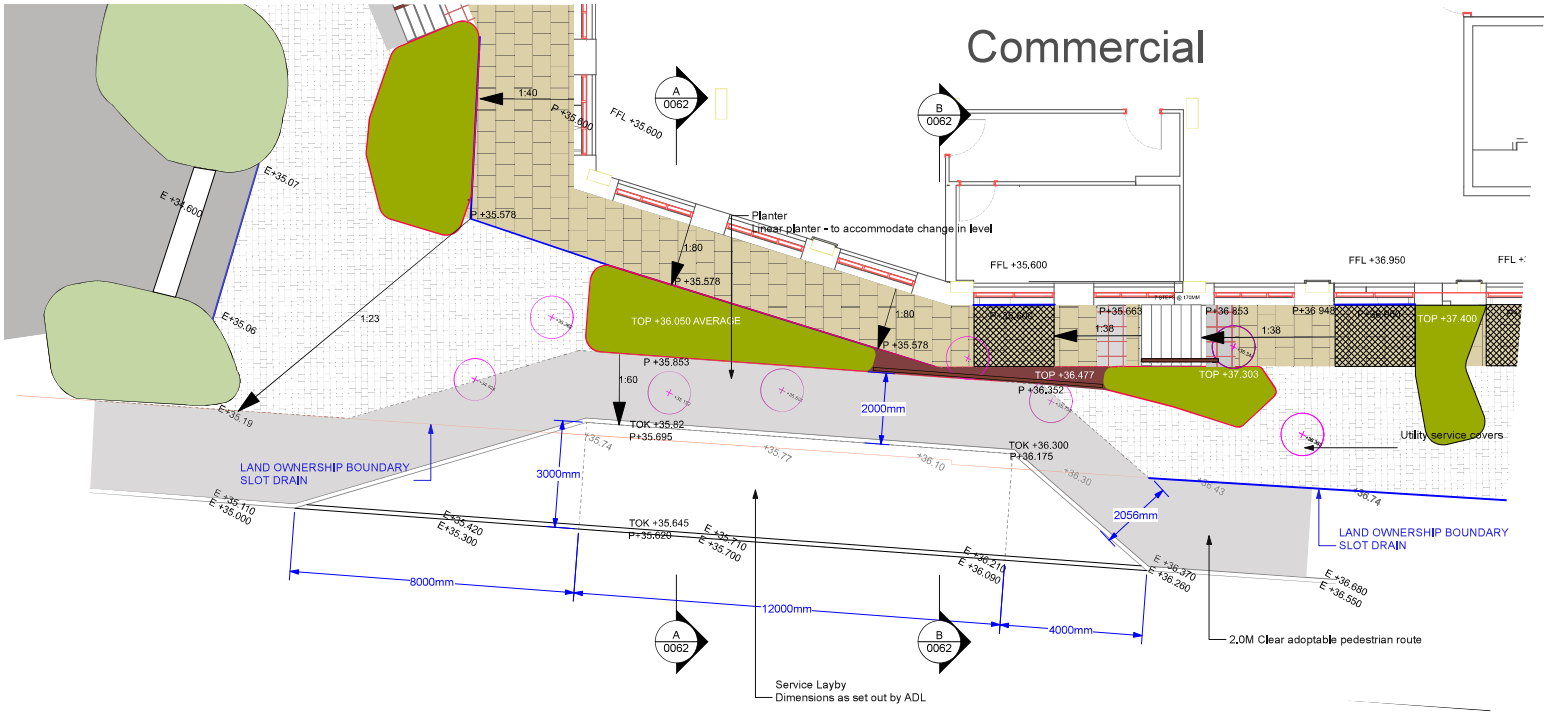
Figure 4: Trinity Way Loading Restriction

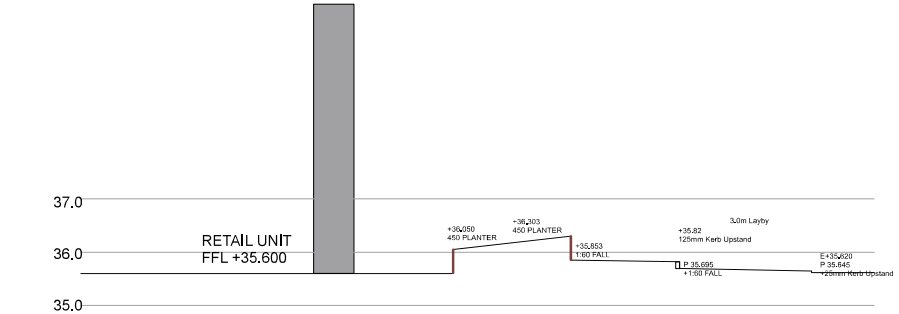


2.11 Therefore, servicing is permitted from Trinity Way without any changes to the TRO providing servicing is undertaken outside of the peak traffic periods.

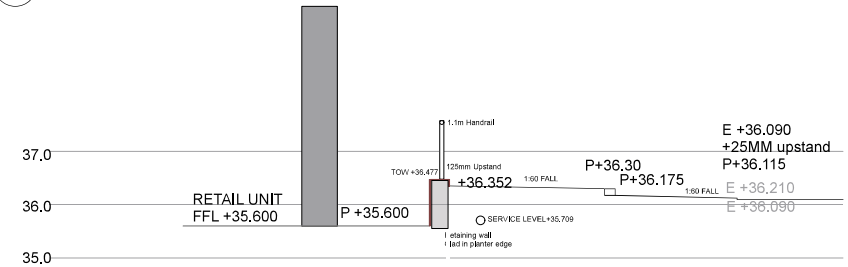
2.12 To serve the retail unit a lay-by will be implemented and this layout is shown in **Dwg 1174-WRI-XX-XX-DR-L-0062** overleaf. This Layby is 12m long with an entry taper of 8m and an exit taper of 4m. It has a depth of 3m, and this is able to accommodate rigid delivery vehicles without causing conflict on Trinity Way.

2.13 For clarity vehicles will need to approach this loading area from the south-west on Trinity Way.

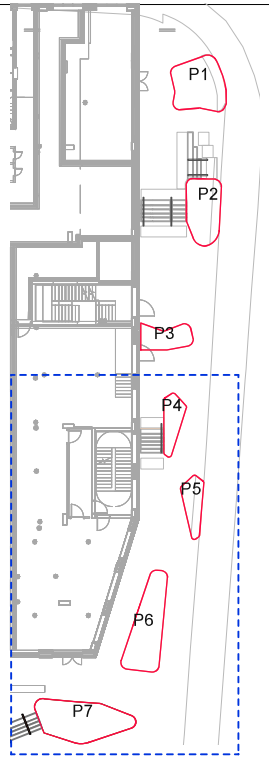




1 Section A
Scale: 1:50



2 Section B
Scale: 1:50



3 Location Plan
Scale: 1:200

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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All Wright Landscapes drawings to read in conjuction with architectual / engineers plans & details.

LOCATION PLAN



Revision	Date	Description	Drawn	Approved
S5-P01	23-09-25	First Review	SB	NW

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CLIENT	DOMIS CONSTRUCTION
PROJECT	WATERHOUSE GARDENS
DRAWING TITLE	LAYBY OPTION- Trinity Way
DATE: 23/09/2025	SCALE: AS NOTED
DRAWN: SB	SIZE: A1
APPROVED: NW	WORKSTAGE: Stage 5
DRAWING NUMBER: 1174-WR-XX-XX-DR-L-0062	SUITABILITY: S5 REVISION: P01

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Service Access via Boulevard

2.14 There are numerous commercial units accessed off the Boulevard (Units B02, F01, F02, F03 and F04).

2.15 Vehicles will access the Boulevard via a private road located to the southwest of the site, which connects to the A56 Great Ducie Street. This access road serves a small UCEN car park, a loading bay and a service area for the college. To the north side of the access is the Clarion site and an access to that site has been constructed.

2.16 To manage the vehicles approaching the UCEN premises and the Boulevard access traffic barriers are proposed midway along that access route. This layout is provided in **Figure 5**.

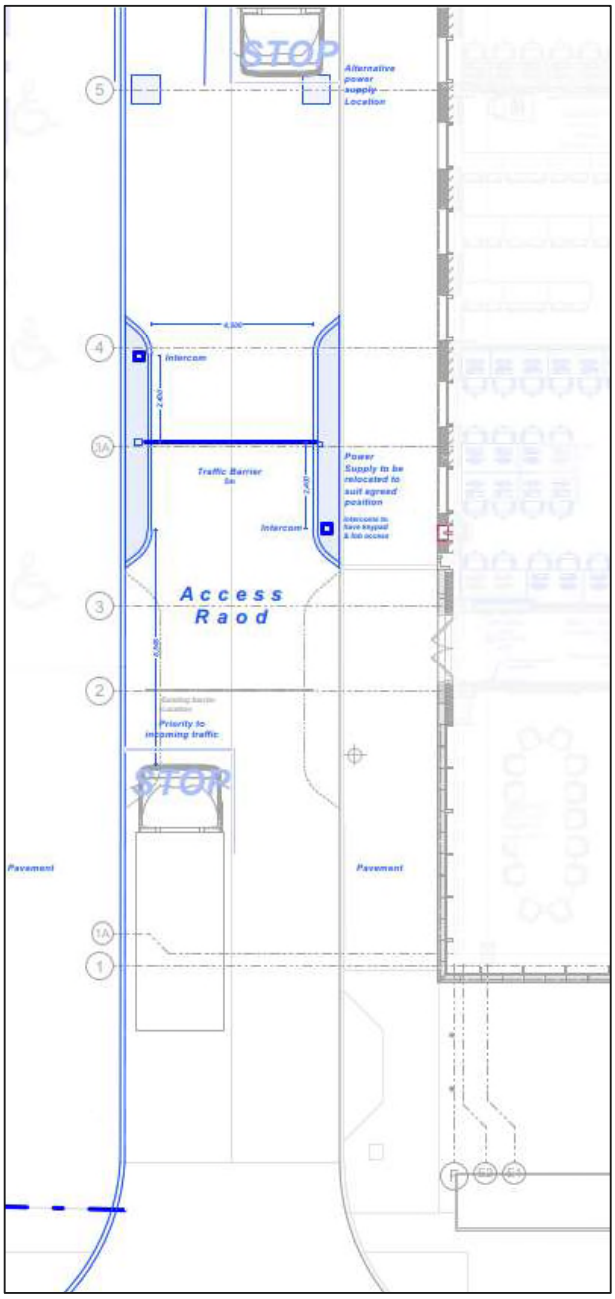


Figure 5 - Access Barrier Design

2.17 The Barrier Control and area management will be covered 24/7 and would be managed by those overseeing Waterhouse Gardens, UCEN and those on the Clarion site. The Barrier will be under CCTV coverage so the intercom manager can see the vehicle.

2.18 The barriers will benefit from vehicle detection which will permit an automatic exit. The College are exploring the options for providing automatic access for regular vehicles. This could be using Automatic Number Plate Recognition from CCTV or providing the drivers with a proximity Fob which can activate the barrier to raise.

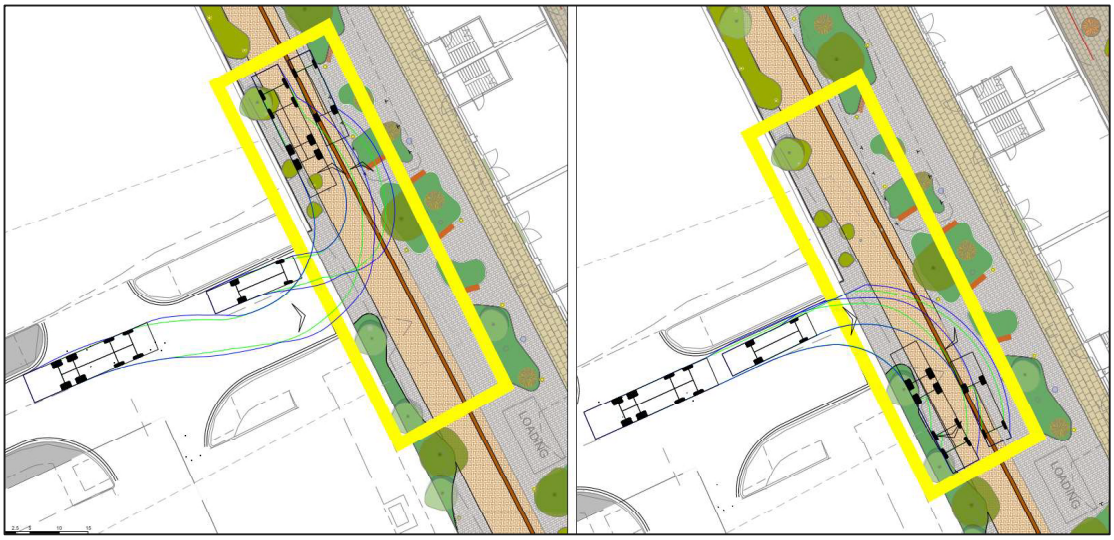
2.19 It is expected that the barrier will be raised in periods at certain times of the day. This would include at evening times outside of normal College hours such as from c.18:00-03:00 allowing vehicles such as taxis to serve the Central Avenue venues.

2.20 The Barrier will have failsafe features to avoid dropping on a vehicle which will need detector loops on approach, exit, and under the barrier itself.

Manoeuvring

2.21 On the Boulevard at the end of access road a turning head is available for vehicles to park up and serve the premises or make a 3-point turn. It is noted that the UCEN vehicles will be able to turn within their premises. On each side of that turning head area two vehicles can park as indicated in **Figure 6**.

Figure 6: Service Vehicle Manoeuvres on the Boulevard



2.22 The space available for vehicles will be constrained by landscaping and street furniture or bollards as indicated in the landscape. Emergency vehicles would have access through those drop bollards in an emergency scenario.

2.23 Within this space, it is anticipated that there would be around 10 Rigid HGVs in excess of 7.5T and around 50 cars or vans and this would include taxis accessing this area. The available space for service vehicles is considered more than sufficient to serve the commercial units accessed off the Boulevard.

Vehicle Waiting Restrictions

2.24 Access to the Boulevard will be controlled. The aim is to allow servicing and taxi pick-ups/drop-offs but prevent vehicles parking up for a long time. A 20-minute time limit is proposed although this can be amended by exception (such as for maintenance vehicles).

2.25 This space would be managed via a private parking contract in a similar manner to other private spaces in the city to manage vehicle access and parking. Drivers on passing the barrier would pass a sign stating that by continuing they are entering into a parking (or servicing) contract with a penalty should a vehicle not comply. The CCTV and on-site presence offers an initial oversight with the option to call in the private parking management contractor if needed.

3.0 Residential Servicing Strategy

3.1 Servicing of the Residential units will be made from the 3 Loading Bays on Dutton Street as described previously in **Dwg 000382-SLR-XXX-XXX-DR-CH-100.rev P07.**

3.2 The entrance to the residential element of the development includes a concierge facility and post room to allow the concierge to take delivery of parcels.

3.3 Delivery and ad-hoc large vehicle movements (such as residents moving in) will also take place on Dutton Street. The loading bays can be used by these large vehicles. The concierge will look to coordinate vehicle arrivals with residents during potentially busy times. Smaller vans can potentially also use the on-street parking bays if needed.

4.0 Service Vehicle Mitigation Measures

4.1 Measures will be taken regarding residents' amenity and pedestrian safety as follows.

4.2 Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:00 to 21:00

Sundays (and Bank Holidays): No deliveries/waste collections

4.3 Servicing for the Retail Unit via the Trinity Way Layby will not take place during the following times:

Mon-Fri	**7:30-9:30am,**	**4:00-6:30pm**
Sat	**7:30-9:30am**	

4.4 Drivers will be instructed to make the minimum amount of noise and no use of the horn at any time. As such drivers will ensure they:

- Engage gears quietly;
- Keep engine revs to a minimum;
- Apply brakes gently;
- Close driver's door quietly; and
- Engine off when not in use.

5.0 Online Courier Deliveries

5.1 Developments such as these can attract large numbers of online courier deliveries, either in vans or notably for food deliveries by bike.

5.2 For those couriers that do arrive there is sufficient space and cycle parking in the landscaped areas to cater for such bikes and vans.

APPENDIX A
Waste Management Strategy

Waste Management Strategy Plan

Waterhouse Gardens, Manchester

SA LBOY

March 2025

PROPRIETARY & CONFIDENTIAL INFORMATION

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Introduction

The Waste Management Strategy Plan provides a comprehensive plan for storing and collecting waste from the proposed development.

The strategy plan meets the requirements of Manchester City Council and The Building Regulations 2010 and has assumed calculations for waste storage space and waste provision for different types of properties.

The strategy plan prioritises segregation of waste to prevent cross-contamination and ensures easy access for waste collection services.

Scheme Overview

The scheme consists of 556 residential units in five blocks (A, B, C, D & E) and approximately 33,000 sq ft of commercial and retail space (Block F).

The number and size of bins provided are based on calculations for waste storage space and waste provision for different types of properties, including commercial and residential units.

Waste Storage & Collection

- Bin stores will be designed to minimize visual impact and maintain ease of access for waste collection services
- Bins will be secured to prevent access by vermin and lids will be closed unless refuse is being deposited.

Key Requirements

- Adequate storage space for refuse containers
- Easy, horizontal removal of containers over smooth, continuous surfaces.
- Segregation of waste to prevent cross-contamination
- Sufficient room for facility management staff or bin collection crews to manoeuvre around bins

Residential Waste Strategy

The management company intend to use a private waste collection company. The management company will also be responsible for presenting the bins for collection and putting them back following collection.

To limit noise disturbance from the commercial waste collections we will restrict collection times to between 9am and 4pm.

The residents in the residential blocks will dispose of their waste using bin chutes which drop into 1,100 litre bins

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located in the designated bin stores.

To dispose of large items/cardboard, residents will need to contact the concierge who will arrange for it to be collected by the caretaker, or alternatively the caretaker can assist the resident.

COLLECTION FREQUENCY	WASTE SEGREGATION
Once per week	• Blue (paper and cardboard) • Brown (glass, cans and boxes) • Green (food and garden waste) • Grey (residual waste)

Each property will have a minimum of 0.25 cubic metres (equivalent to a 240-litre household wheelie bin) of storage space for waste containers.

Ground Floor Townhouses	The townhouses will utilise the communal bin stores located in Blocks C, D and E.
Block A	Please refer to Appendix A for the bin store location. The bin store can accommodate 3no. 1,100 litre bins and 3no. 240 litre bins. The bin store benefits from a double door access point directly onto Dutton Street. Access for the waste collection vehicle is off Dutton Street.
Block B	Please refer to Appendix A for the bin store location. The bin store can accommodate 16 no. 1,100 litre bins. The bin store benefits from a double door access onto the public realm area which is accessed off Dutton Street. Access for the waste collection vehicle is off Dutton Street.
Block C	Please refer to Appendix A for the bin store location. The bin store can accommodate 16 no. 1,100 litre bins. The bin store benefits from a double door access directly onto Dutton Street. Access for the waste collection vehicle is off Dutton Street.
Block D	Please refer to Appendix A for the bin store location. The bin store can accommodate 17 no. 1,100 litre bins.

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Block E	The bin store benefits from a double door access directly onto Dutton Street. Access for the waste collection vehicle is off Dutton Street. Please refer to Appendix A for the bin store location. The bin store can accommodate 14 no. 1,100 litre bins. The bin store benefits from a double door access directly onto Dutton Street. Access for the waste collection vehicle is off Dutton Street.

Commercial Waste Strategy

Waste will be segregated into different bins for specific materials.

Unit A01	Please refer to Appendix A for the bin store location. The bin store is 30 sq. m in size. There is a pathway around the rear of the property which is wide enough to move the bins to Dutton Street, which is the collection point for the waste collection vehicle. Access for the waste collection vehicle is off Dutton Street.
Unit B01	The alley way which is located next to Block A will be used for bin storage There is a pathway close to the perimeter of the property which is wide enough to move the bins to Dutton Street, which is the collection point for the waste collection vehicle. Access for the waste collection vehicle is off Dutton Street.
Units E01 & E02	The occupants of these units will create their own bin stores within their demise. These units will be serviced from the front on Trinity Way.
Units B02, F01, F02, F03 & F04	Collection Frequency • Twice per week Access for Waste Collection Vehicle • The vehicle will access The Boulevard via an entrance off Trinity Way • Drop bollards will control access to The Boulevard and permit service vehicles only • The bins will be put out and moved to one of the four collection zones located on The Boulevard. Each collection zone can accommodate 9no. Euro bins. • There are 2no. 14 metre x 3 metre service lay by spaces for the waste collection vehicle to park in

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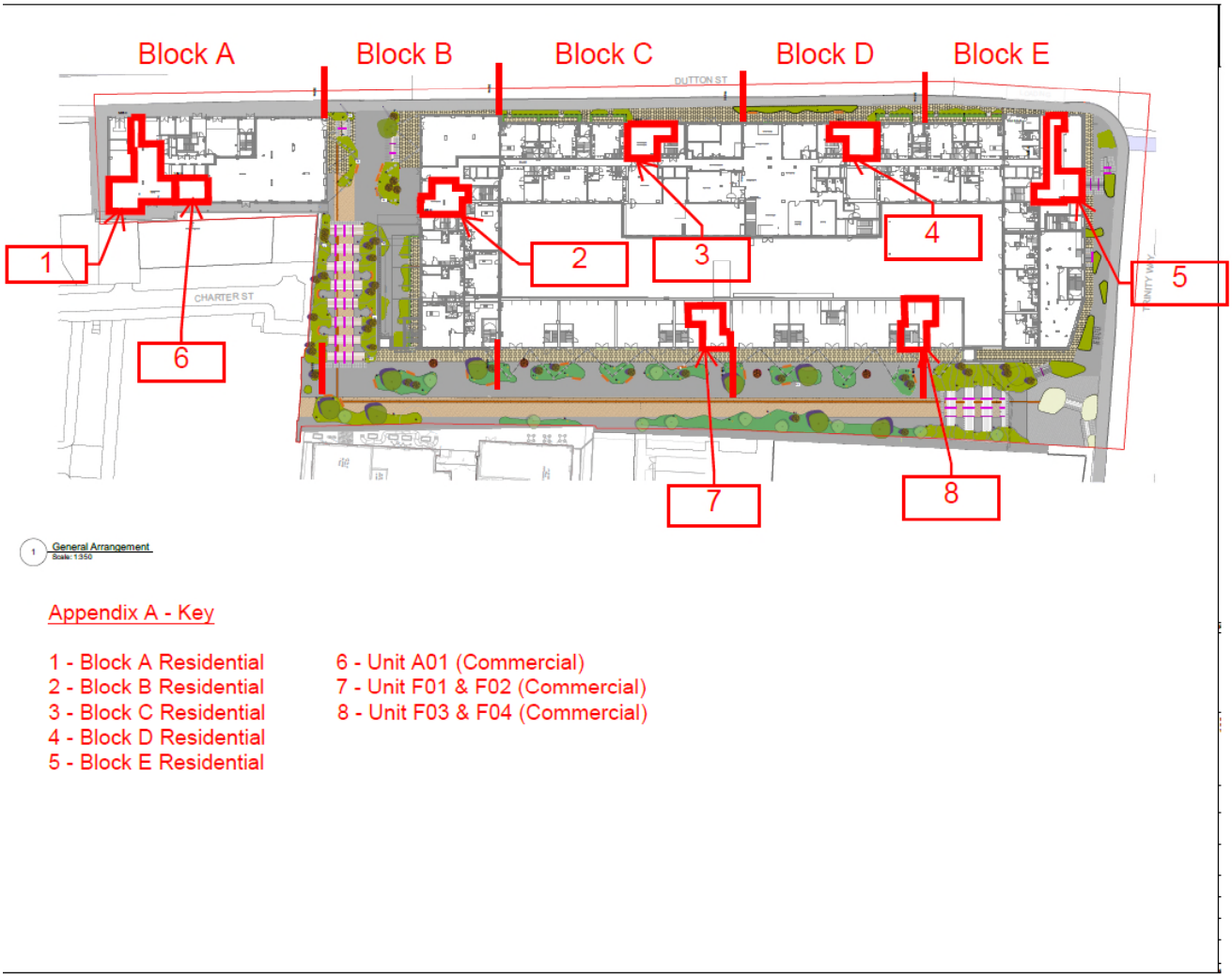
Unit B02	The occupant of this unit will create their own bin store within their demise.
Unit F01 (Pavilion)	Please refer to Appendix A for the location of the bin store for this unit. The occupier of this unit will share the communal bin store with the occupier of Unit F02. The communal bin store is located adjacent to Unit F02.
Unit F02 (Pavilion)	Please refer to Appendix A for the location of the bin store for this unit. The occupier of this unit will share the communal bin store with the occupier of Unit F01. The communal bin store is located adjacent to Unit F02.
Unit F03 (Pavilion)	Please refer to Appendix A for the location of the bin store for this unit. The occupier of this unit will share the communal bin store with the occupier of Unit F04. The communal bin store is located in between Unit F03 and Unit F04.
Unit F04 (Pavilion)	Please refer to Appendix A for the location of the bin store for this unit. The occupier of this unit will share the communal bin store with the occupier of Unit F03. The communal bin store is located in between Unit F03 and F04.

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Appendix 1

Communal Bin Store Locations

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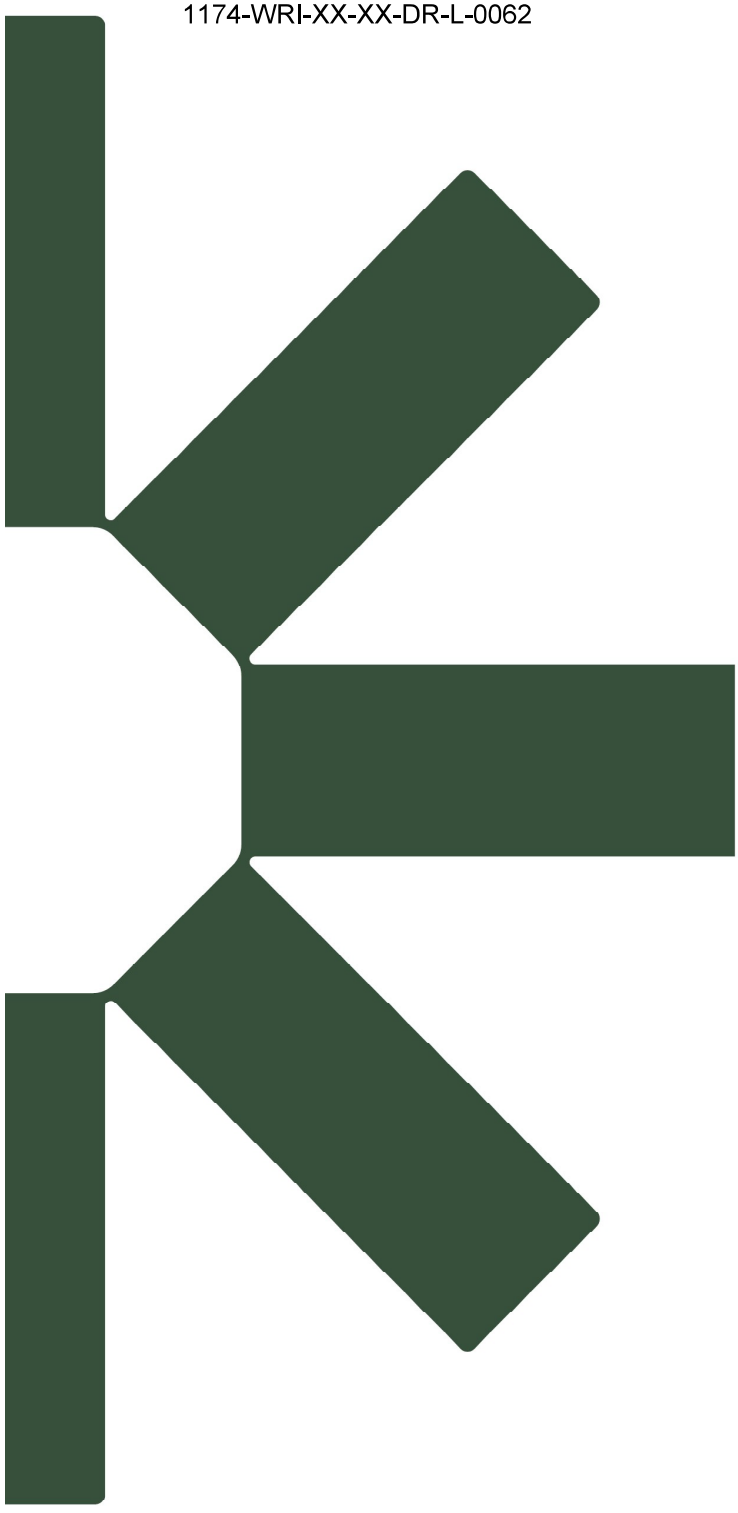


Appendix A - Key

1 - Block A Residential
2 - Block B Residential
3 - Block C Residential
4 - Block D Residential
5 - Block E Residential
6 - Unit A01 (Commercial)
7 - Unit F01 & F02 (Commercial)
8 - Unit F03 & F04 (Commercial)

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