



MANAGEMENT PLAN – UPPER PARLIAMENT STREET  
L8



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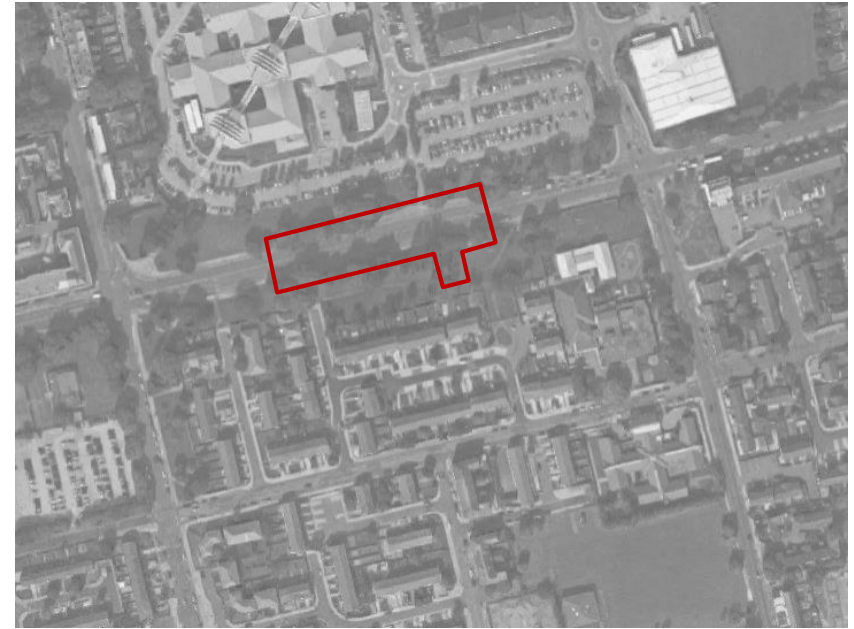
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## 1.0 INTRODUCTION

- 1.1 The management plan has been prepared in support of the application for Full Planning Approval – New Building Works for 95, 1&2 bed apartments on Upper Parliament Street, Liverpool.
- 1.2 The statement is intended to demonstrate that the proposals are in accordance with relevant policies whilst the management plan aims to explain the procedures for running the development. This will cover the number, size and location of bins/recycling points across the site along with car parking provisions and cycle storage.
- 1.3 The images accompanying the text are a combination of photographs and exploratory drawings completed during the design stage.
- 1.4 Identity

The site is set in and amongst a residential landscape, with the surrounding context that of a bustling community with good roads/public network links. Situated just a short walk south east of the city centre it resides on a piece of land adjacent to the busy A562, which links directly to the corner junction of Sefton street (South docks) & Chaloner street (runs north up towards the strand).



Site Location Plan: Not to scale

2.0 BIN PROVISIONS

- 2.1 The proposal is for 95 x 1&2 bed apartments.
- 2.2 The proposed waste and recycling strategy is as follows;

Bin Type	No. of Bins
Waste Euro Bin 1100L	Qty:14
Recycling Euro Bin 1100L	Qty:14



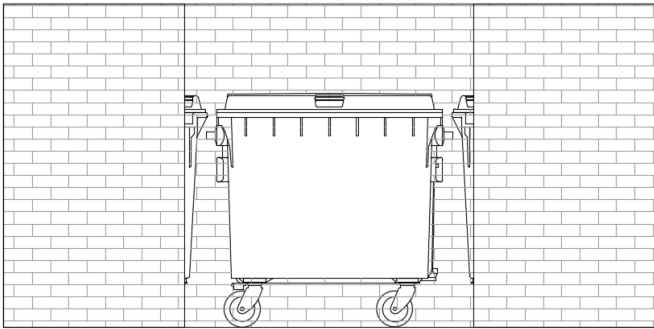
Example of 1100L Bin to be provided

- 2.3 1 x 1100L Euro Bin is equivalent to 8 No. Wheelie Bins.
- 95 Apartments require 190 bins to accommodate the development, one for waste and one for recycling.

$14 \times 8 = 112$  (17 extra waste bins provided)

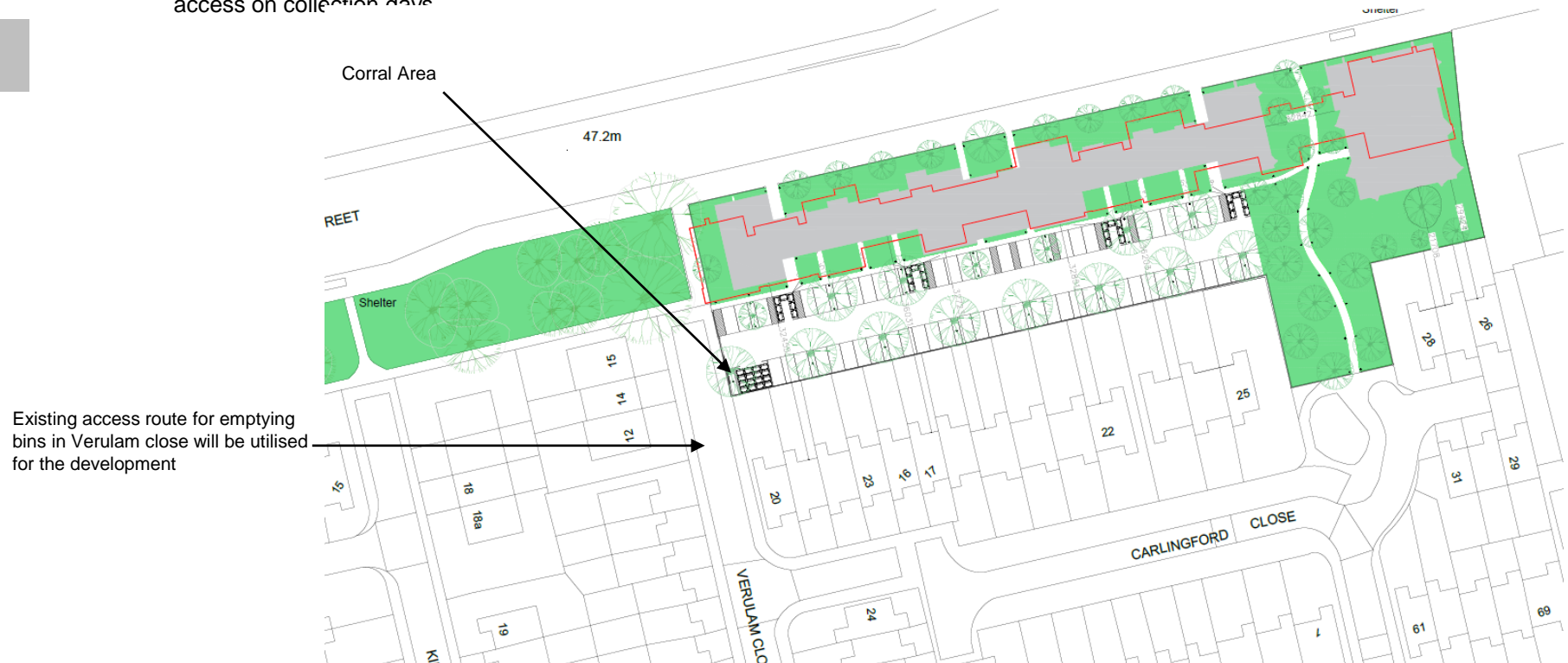
$14 \times 8 = 112$  (17 extra recycling bins provided)

- 2.4 There are 4 different bin locations across the rear of the development, these have been strategically placed to provide adequate coverage for all residents and ensure no one resident has to travel the entire site to a bin. These bin stores have enclosed sides to hide the bin from view however they are open topped to maintain ventilation and prevent stagnant smells occurring.



### 3.0 WASTE MANAGEMENT PLAN

- 3.1 The bins will be collected on a weekly schedule (the final details of this are to be agreed between refuse collection officers/LCC and the management company). This could either mean both waste and recycling bins are collected weekly or it could be fortnightly collections for each, this would still result in a weekly collection service.
- 3.2 There has been a corral area designed into the development to allow for the management company to collect the Euro bins from each individual bin store and arrange them in an area at the entrance to the site. This will allow for refuse collectors to empty the bins without their vehicle having to enter the development.
- 3.3 At present they reverse down Verulam Close to collect bins from the residents in this street, this method will remain the same as the development is accessed via this road. Arrangements for key fobs/access codes to be provided to refuse collectors is to be finalised and this will allow for access on collection days.





#### 4.0 CYCLE STORAGE & PARKING PROVISIONS

- 4.1 The proposed development provides a car parking provision of 60 spaces for the 95 apartments, this equates to a 63% parking coverage.

Of these spaces, 10 are DDA spaces and are spread across the rear to ensure a choice of apartments.

- 4.2 Cycle storage is located to the rear of the development in 4 separate locations, each location capable of securing 10 cycles. There are a further 6 cycle spaces on the first three floors of block 2 which brings the total number of spaces up to 58, this equates to a 61% cycle storage coverage.

- 4.3 The proposed numbers for parking and cycle storage is an adequate amount for a development of this size due to its location and proximity to both the city centre but also local services.

City bikes are located in front of the development on Upper Parliament Street whilst there are also bus stops adjacent to these city bikes. The number and frequency of buses that pass the front of the development are high and provide good access links to other city centre locations and services. City centre developments should encourage the use of public transport and local service's over private travel methods in order to reduce congestion and help the environment.

