

HANOVER STREET SERVICING STRATEGY

April 2016



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HANOVER ST SERVICE AREA – SITE 5C

The objective of this document is to provide servicing strategy for all Liverpool ONE properties serviced by the Hanover Street service area.

The Hanover Street Service Area is located below Liverpool ONE sites 6, 5A and part of 5B. This below grade area provides Car Parking, Service Yard facilities to a number of neighbouring sites and Landlord Services (including waste recycling and plant).

Figure 1.



The service area is situated on the north side of Hanover Street with access approximately 40m east of Paradise Street.

Control measures are in place for articulated vehicle deliveries within the service area on a management scheduled, however this is not necessary for non articulated vehicles. The Hanover Street service area functions effectively with careful management and excellent housekeeping.

1. LIVERPOOL ONE PROPERTIES SERVICED BY HANOVER STREET SERVICE AREA

This service area accommodates four main functions which includes:

- service bay
- car parking
- refuse/recycling services, and
- plant/M&E facilities

These facilities serve the below indicated Liverpool ONE properties on the East side of Paradise Street;

Site 1

Linked service tunnels providing access for all servicing needs

Bluecoat Chambers

Via site 1 link tunnel and internal access from site 1 service corridors

Site 3

Goods lift and refuse facilities

Sites 3A, 3B, 4B2, 4C

Goods inwards and waste removal servicing provided through use of 5A core followed by traversal of courtyard to site 3, 3A and 3B and service alley to 4B2 and 4C.

Sites 5A

Service core containing 2 goods lift and stair core providing all servicing requirements to 5A

Site 4A

Goods inwards and waste removal servicing of site 4A through a connection to the 5B service corridor exiting at the 5B core.

Site 5B

Large core containing 2 goods lifts to basement for removal of retail waste. There is also a residential stair and lift within this core which will provide access to management for the removal of residential waste.

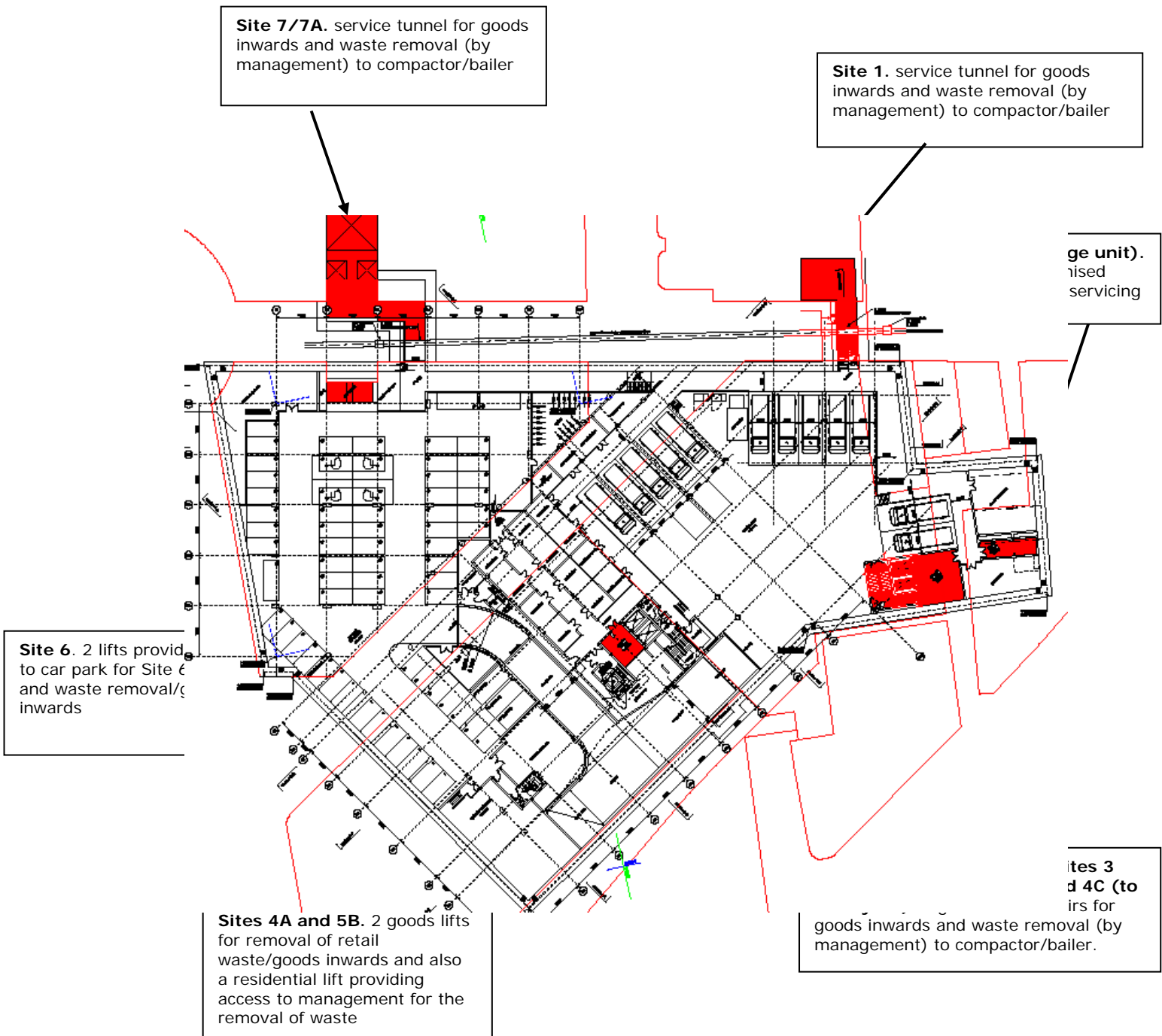
Site 6

Core containing 2 lifts: These provide residential access to the car park and access to management for the removal of waste.

Site 7/7A

Linked service tunnel providing access for all servicing needs

Figure 2.



2. GENERAL - VEHICLE ACCESS TO SITE

All vehicular access to this service area (car park and service yard) is gained by turning left off Hanover Street between Sites 4A and 4B, the former Manesty's Lane junction, and descending down the shared service ramp.

Because of the angle of the access relative to Hanover Street, vehicles are only be permitted to turn left entering and right exiting the service area ramp. This will ensure that servicing takes the shortest and most appropriate route to the nearest strategic road, Strand Street, as defined in the Local Plan. Access onto Hanover Street will be signal controlled and will form part of the existing Duke Street junction.

Entry and egress for all vehicles is via the same ramp. Residents using the car park turn left off the ramp into the secure (access controlled gate) car park whereas delivery vehicles continue down the ramp until the access controlled gate is reached.

Care will need to be taken by all vehicles as space is limited, particularly at the entry/egress point on Hanover Street which is only wide enough for one vehicle to access or egress at a time and governed by traffic signals.

2.1 Site Servicing Hours

There are no restricted hours for car park users or service vehicles accessing this site

3. GENERAL - SITE USERS

3.1 Car Park

The (access controlled) car park is for the use of residents only.

3.2 Service Area

The (access controlled) service area is for:

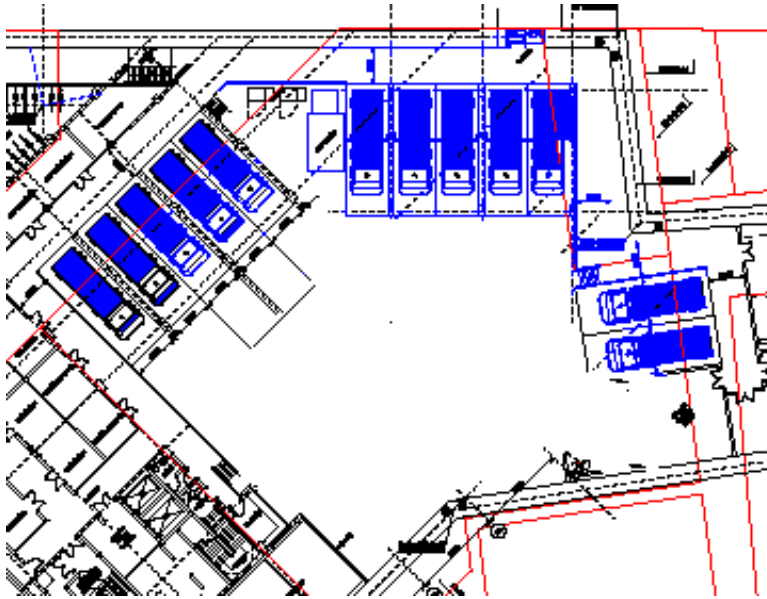
- all service providers requiring access to service the above mentioned Liverpool ONE properties

4. SERVICE YARD

The manoeuvring of articulated vehicles in this service yard will require patience and consideration to other users although with careful management will be operated efficiently.

The facility provides 12 delivery bays as illustrated in Figure 3. two of which have been reconfigured to accommodate a glass recycling point and comingled compactor.

Figure 3.



4.1 Access Control.

The service yard will be gated and access will be controlled via an intercom and possibly card reader to the local security office or the management control room (site 13A) via a telephone line.

4.2 CCTV

The service yard will be covered by CCTV at all times. Images will be relayed local security office and recorded locally.

The use of these security measures will ensure that this service area is managed effectively ie. safely, at all times.

4.3 Signage

Appropriate directional signage will be strategically positioned within the service yard to facilitate locating individual tenants. This will ensure that the vehicles are parked in the correct locations for the most efficient delivery to the appropriate tenant.

4.4 Space Requirement

The service yard capacity has been judged against The British Council of Shopping Centres (BCSC) guidelines. It has been found that if the service yard is carefully managed it will operate efficiently. Service bay sizes can

vary depending on their requirement to house rigid vans or articulated vehicles but in general they are 3m wide by 12-16.5m in length.

4.5 Bay Markings

All service bays will be; numbered, outlined with painted white lines and will be best positioned to ensure maximum efficiency.

5. WASTE SERVICES

The service yard provides with an area for static compactors, these will have a gully and wash down points. There is also a location for other recycling equipment including two static bailing presses for the recycling of cardboard and plastics, and a glass skip with tipper. Storage for bailed cardboard will be located alongside the bailer

5.1 Residential Waste

Residential waste is removed from the bin stores located on each residential floor/centralised area by the Liverpool ONE management team on a regular basis and emptied into the compactor and other recycling equipment located in the Hanover Street service area.

5.2 Retail Waste

Refuse bins for retail units captured by this service area are collected from the respective service corridors and holding areas by the Liverpool ONE management team. Colour coded bins are provided in close proximity of each retail unit for the segregation of general waste and dry mixed recyclables. These are moved by the Liverpool ONE management team to the compactor and bailer in the centre of the yard when required.

Access for the vehicle to load/unload the compactor container will be controlled by the Liverpool ONE management team to ensure that the procedure is carried out during the quiet operational periods.

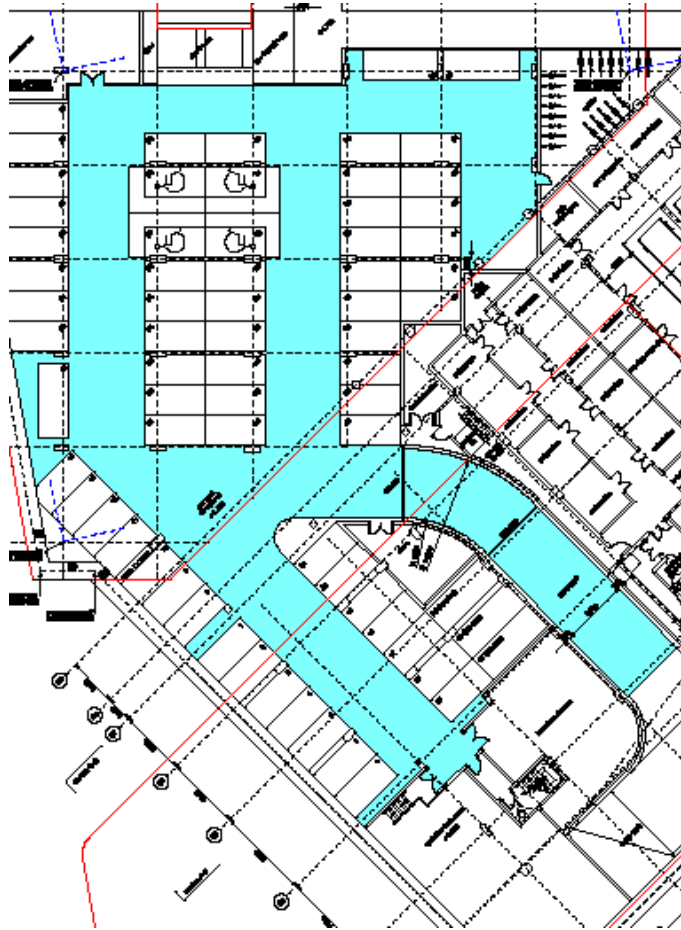
5.3 Restaurant waste

In addition to refuse bins leisure units are provided with glass and food only bins. Bins are located in close proximity to each unit and are removed on a regular schedule by the Liverpool ONE management team then emptied into the relevant compactor and other recycling equipment located in the Hanover Street service area.

6. CAR PARK

The car park is for the use of residents of Site 6 and provides 67 spaces for cars (of which 4 are for disabled vehicles) as illustrated in Figure 4.

Figure 4.



6.1 Access Control.

The car park will be access controlled by means of a fast gate which will remain permanently closed. Access will be allowed by presentation of the appropriate access proximity card or fob.

6.2 CCTV

The car park will be covered by CCTV. Images will be relayed to the local security office.

6.3 Signage

Signage will be provided to identify cores, escape exits and access/egress points. A car park bay(s) will be allocated to each residential unit and numbered appropriately.