

Rochdale Riverside Phase 2

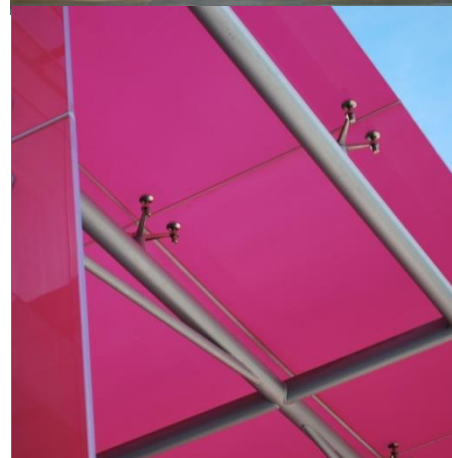
Servicing/Delivery Management Strategy

Curtins Ref: 075166-CUR-00-XX-RP-TP-006

Revision: V04

Issue Date: 10 January 2023

Client Name: Willmott Dixon Construction Ltd.



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

CIVILS & STRUCTURES • TRANSPORT PLANNING • ENVIRONMENTAL • INFRASTRUCTURE • GEOTECHNICAL • CONSERVATION & HERITAGE • PRINCIPAL DESIGNER
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



Control Sheet

Rev	Description	Issued by	Checked	Date
V01	First Issue	AT	AT	02 November 2022
V02	Final Issue	AT	AT	04 November 2022
V03	Final Issue	AT	AT	12 December 2022
V04	Final Issue	AF	AT	10 January 2023

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Aaron Tilley CMILT FCIHT Associate		10 January 2023

Reviewed	Signature	Date
Aaron Tilley CMILT FCIHT Associate		10 January 2023

Authorised	Signature	Date
Aaron Tilley CMILT FCIHT Associate		10 January 2023

Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Purpose of This Report	2
1.3	Structure of the Report	2
2.0	Existing Situation	3
2.1	Site Location.....	3
2.2	Surrounding Highway Network.....	4
2.3	Access for Mobility and Visually Impaired Users	6
3.0	Proposed Delivery Strategy	7
3.1	Site Access Strategy	7
3.2	On-site Servicing	8
3.3	Management of Servicing Strategy	10
4.0	Waste Strategy.....	12
4.1	Introduction.....	12
4.2	Waste Access Strategy	12
5.0	Summary and Conclusions	15
5.1	Summary	15
5.2	Conclusions	15

Figures

Figure 2.1	– Phase 2 Site Location.....	3
Figure 2.2	– New Baillie Street Layout	5
Figure 3.1	– Lay-by Locations	8
Figure 4.1	– Refuse Vehicle Access Strategy	14

Appendices

Appendix A – Proposed Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Willmott Dixon Construction Ltd. to provide traffic and transportation advice in relation to the mixed-use Phase 2 of the Rochdale Riverside development located in Rochdale town centre.

1.1.2 Rochdale Borough Council (RBC) approved, subject to conditions, a planning application (RBC planning ref: 20/01529/FUL) in April 2021 for:

“Detailed planning application for erection of four buildings to provide office/commercial use (Use Class E), hotel use (Use Class C1) and residential use (Use Class C3, 238 apartments) together with associated parking, servicing and common areas, ancillary uses, public space, landscaping and infrastructure | Land Bounded By John Street, New Baillie Street, Penn Street And Rear Of Properties Fronting Yorkshire Street, Rochdale”

1.1.3 There will be a one-way east-west vehicular access through the site from John Street to Peen Street, along which two disabled car parking bays will be available for office users (located adjacent to the hotel cycle stands). This is the limit of car parking provided as part of Phase 2. The office element will be delivered last, as such, the disabled bays could be allocated to the hotel until such a time that the office development comes to fruition.

1.1.4 Users of the residential, hotel and (if built) office elements will have access to the 520-space Phase 1 decked car park. It is understood that there is a legal requirement to retain 345 spaces for shoppers, theoretically leaving up to 175 spaces for Phase 2. It is anticipated that a minimum 100 spaces will be marked out and made available on a long-term lease to the tenants of the apartments. No spaces are expected to be specifically allocated to the hotel, but hotel guests will be offered a discounted overnight rate. RBC owns and manages the car park, so any allocation is under the control of the Council.

1.1.5 Reference should be made to **Appendix A** for the proposed site layout plans (as amended by application 21/01441/ANM).

1.1.6 Condition 20 of the Decision Notice relates specifically to the production of a Service/Delivery Management Strategy and states;

“No building or unit(s) therein within any phase of development as described in Condition 4 shall be brought into use until a Service/Delivery Management Strategy for that phase has been submitted to and approved in writing by the Local Planning Authority. The approved Strategy shall be adhered to throughout the lifetime of development within each phase. The Service/Delivery Strategy shall provide for:

- i) *Details of the proposed site access strategy*
- ii) *Identification of the service/delivery bays within the site for each use, building and/or unit(s)*
- iii) *Co-ordination of regular servicing/delivery vehicles to avoid conflicts within the site*
- iv) *Details of any access restrictions including but not limited to the permitted hours for access*
- v) *Details of the proposed vehicle routing strategy to ensure ease of access to/from the wider highway network."*

1.2 Purpose of This Report

- 1.2.1 This Servicing/Delivery Management Strategy (SDMS) has been prepared in order to discharge Condition 20.
- 1.2.2 This SDMS should be read in conjunction with the accompanying Transport Assessment (Document reference: **075166-CUR-00-XX-RP-TP-001**).

1.3 Structure of the Report

- 1.3.1 Following this introduction, this Delivery and Servicing Plan will include the following structure:
 - **Section 2 – Existing Situation:** provides an overview of the site location and surrounding highway network;
 - **Section 3 – Proposed Delivery Strategy:** provides an analysis of the proposed delivery strategy;
 - **Section 4 – Waste Strategy:** outlines the refuse generation associated with the development proposals, providing details of recycling, waste management and collection procedures; and
 - **Section 5 – Summary and Conclusions:** summarises the findings of this report and puts forward a conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The Site is located in the northern area of Rochdale Town Centre. Rochdale is in a key strategic location with transport links to Manchester and Leeds City Regions via east-west motorway and rail networks.
- 2.1.2 Phase 2 of Rochdale Riverside is bounded to the north by existing local shops along Yorkshire Street, to the west by Penn Street and the Phase 1 Riverside shopping centre, to the east by the A671 John Street and to the south by the realigned Baillie Street and Phase 1 of the Rochdale Riverside development.
- 2.1.3 **Figure 2.1** below shows the Site in relation to the Rochdale town centre and the local highway network:

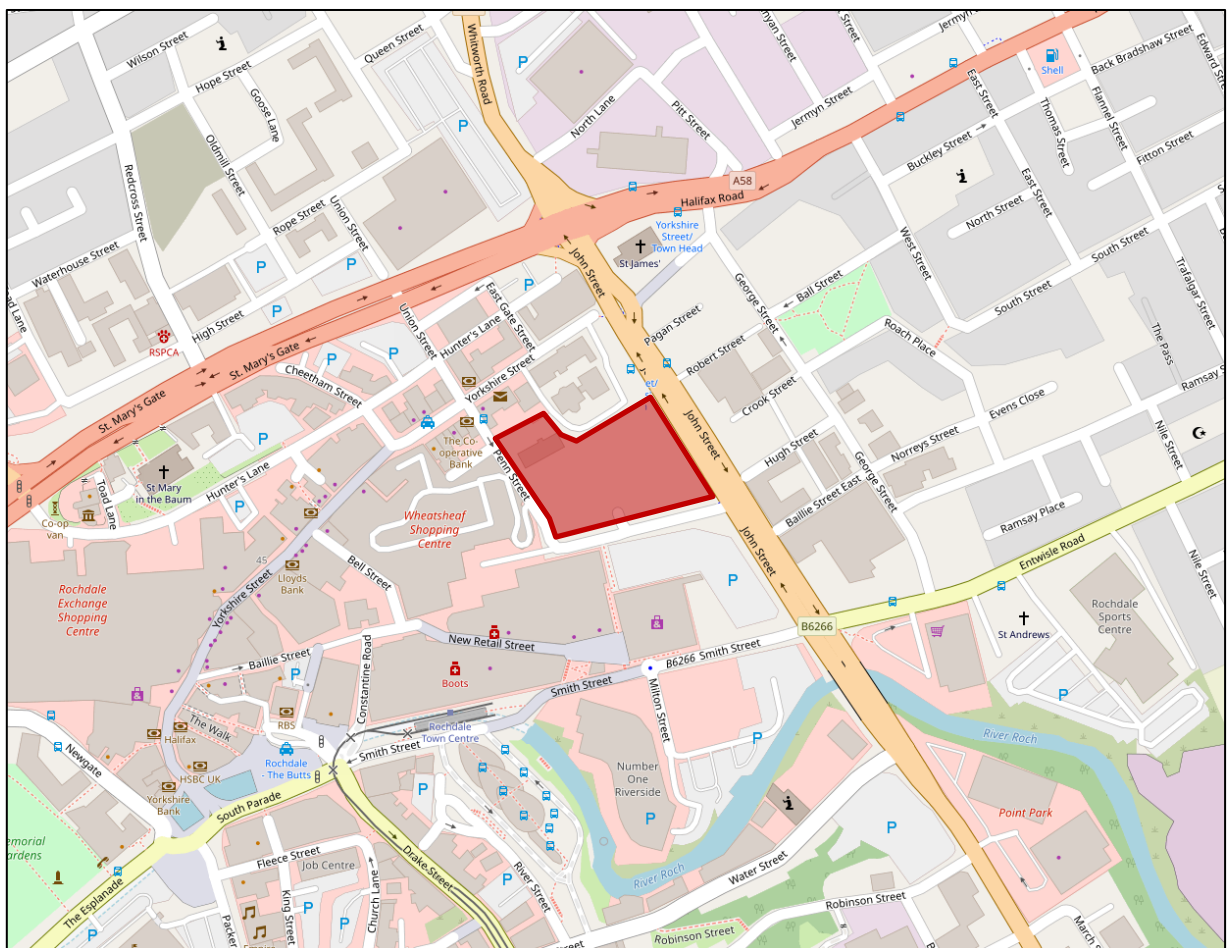


Figure 2.1 – Phase 2 Site Location

(Source: OpenStreetMap, 2022)

2.2 Surrounding Highway Network

Penn Street

- 2.2.1 Forming the western boundary of Phase 2, Penn Street commences off Yorkshire Street, historically as a one-way road in a southerly direction for its entire length of c.115m. At its southern terminus, it meets New Baillie Street which links onto the A671 John Street, although prior to the Rochdale Riverside Phase 1 highway works it extended for a further 30m until it met Baillie Street. This extent of the road has since been stopped up to accommodate the development proposals.
- 2.2.2 A Traffic Regulation Order has been implemented by RBC which restricts vehicular movement on Penn Street. A Prohibition of Motor Vehicles order has been implemented on Penn Street, from the junction with Yorkshire Street for a distance of 19.5 metres in a southerly direction and to a Revocation Order proposed to revoke the existing one-way traffic order on Penn Street returning the street to two-way working.
- 2.2.3 The majority of Penn Street comprises a narrow carriageway with a width of c.3.5m, however this widens to c.6m approaching its southern terminus. There are footways of c.2m in width on both sides of the road, along with dropped kerbs. The footways are well-maintained and widen as it approaches its southern terminus, and the road is also well-lit.
- 2.2.4 Penn Street is subject to a speed limit of 20mph, and TROs in the form of double yellow parking restrictions along the entirety of the road.

Baillie Street / New Baillie Street

- 2.2.5 Historically, Baillie Street commenced from a continuation of Constantine Road in the south and continued in a west-to-east alignment for c.270m, terminating at the A671 John Street at a priority junction. The highway between Baillie Street and Constantine Road has since been stopped-up, with a length of Baillie Street retained and renamed to Baillie Place, and transformed into a pedestrianised area (occasionally used for service access).
- 2.2.6 New Baillie Street bisects the Site between Phases 1 and 2, and as part of the wider development proposals, was been created to link Penn Street to the A671 John Street. The new access road has been constructed and comprises a single carriageway with an average width of 6m, although this widens to c.9m approaching the new signalised junction with the A671 John Street to accommodate turning lanes. There are footways of c.5m wide on both sides of the road, complete with dropped kerbs and tactile paving. When Phase 2 is complete, there would also be a crossing facility for the pedestrian-only

link between Smith Street and Penn Street, extending across the new access road. **Figure 2.2** demonstrates the layout of New Baillie Street.

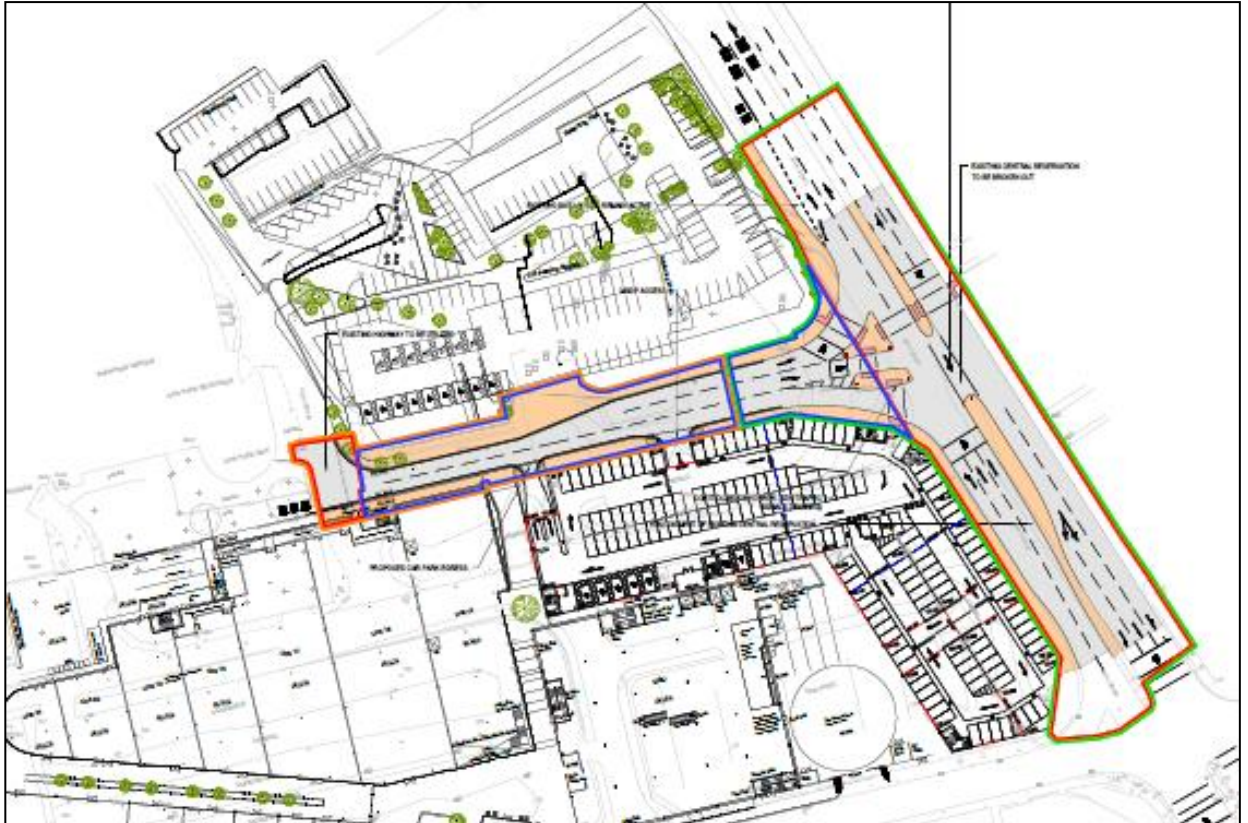


Figure 2.2 – New Baillie Street Layout

- 2.2.7 The new access road would facilitate vehicular traffic in and out of the car parks. The road is subject to a speed limit of 30mph, although at the time of writing, there are no physical measures to enforce this. There are also TROs in the form of double yellow parking restrictions along the entirety of the road.

A671 John Street

- 2.2.8 To the east of the Site, the A671 John Street commences at a four-arm signalised junction with Whitworth Road and the A58 St Mary's Gate in the north. It then extends for c. 335m in a southerly direction where it meets a signalised junction with the B6266 Entwistle Road and Smith Road and continues on as the A671 Molesworth Street beyond.
- 2.2.9 The A671 comprises a single carriageway with an average width of 20m including a large central reserve. There are footways of approximately 2.5m wide on along both sides of the carriageway, along with a length of the northbound lane dedicated as a bus lane. The footways are in good condition and comprise dropped kerbs with tactile paving, and there is also a newly constructed signalised pedestrian crossing with a pedestrian refuge island in the vicinity of the Site as part of the development proposals.
- 2.2.10 There are advanced cycle stop lanes at all the traffic light junctions along the A671, and there are also several bus stops hosting services in and out of Rochdale (discussed in **Section 4.4**). All of the bus

stops comprise a basic pole with contact information, however some have additional infrastructure such as a cantilever shelter with seating. The road is well-lit with streetlight columns at regular intervals on both sides of the road. There are no TROs along the road.

2.3 Access for Mobility and Visually Impaired Users

- 2.3.1 The site benefits from its town centre location and the existing infrastructure afforded by its position within a core retail area. There are a number of existing features which ensure safe, convenient, and aided access for those site users who have young children, and those who are disabled and / or visually impaired.
- 2.3.2 Dropped kerbs and tactile paving are present at every signalised pedestrian crossing point in the vicinity of the site.

3.0 Proposed Delivery Strategy

3.1 Site Access Strategy

- 3.1.1 The proposed delivery and service access strategy comprises a one-way only vehicle access route via John Street. This would be accessed via a left turn, in only, access from John Street and clearly signed/managed to ensure general traffic does not utilise the route as a means of access to the site. This one-way arrangement will completely restrict vehicle movements egressing back onto John Street and therefore remove potential vehicle conflicts and limiting the impact on highway network operation.
- 3.1.2 The route will be utilised by large service/delivery vehicles only with more frequent deliveries, such as parcels, shopping, food deliveries and taxi pick-up/drop-offs would be undertaken via the new vehicle layby facilities provided along the site frontage onto New Baillie Street.
- 3.1.3 A small number of parking spaces designated for the mobility impaired are provided within the site. Access to these parking spaces would be permitted via the new access.
- 3.1.4 Swept path analysis, contained within the submitted Transport Assessment, demonstrated that the largest vehicles expected to use the internal layout – a large refuse vehicle – can safely enter and exit the site via this access strategy in forward gear.
- 3.1.5 The internal layout of the site is designed to facilitate low speed traffic, with various traffic calming measures proposed to reduce the likelihood of any collisions.
- 3.1.6 The one-way arrangement also completely removes the requirement for large vehicles to undertake any turning/reversing manoeuvres within the site. As a consequence, the risk of potential collisions within the site is significantly reduced.
- 3.1.7 The one-way arrangement would also influence the direction that large vehicles would travel along Penn Street to the west of the site. Penn Street is already subject to a relatively steep gradient and the overall carriageway width limited to approximately 4.7m in places. The one-way arrangement significantly reduces the potential for two-way vehicle conflicts along this adopted highway.
- 3.1.8 In order to maintain access to the disabled parking bays within the site, two-way vehicle access will be permitted via Penn Street over a short distance. It is envisaged that “no-entry” signs will be positioned beyond the disabled parking bays to restrict access. Again, advanced signage on approach to the Penn Street junction will clearly indicate the vehicle restrictions in force through the site.

3.2 On-site Servicing

Proposed Loading/Unloading Area

3.2.1 The location of the dedicated lay-bys for servicing and deliveries is illustrated in Figure 3.1.



Figure 3.1 – Lay-by Locations

3.2.2 It can be seen from Figure 3.1 that a single lay-by will be provided on the service access road for use by the office and residential blocks, between the residential blocks. A second lay-by will be located on Penn Street for use primarily by the hotel with two lay-bys provided on the northern side of New Baillie Street for use by the hotel and residential blocks.

3.2.3 These lay-bys will be used by delivery and service vehicles, including cycle and motorcycle couriers to unload.

3.2.4 Vehicles would arrive to the lay-bys in a forward gear with all large service/delivery vehicles arriving via the new service road off John Street. It is proposed that droppable bollards would control access to this area, which will remain primarily vehicle-free. Vehicles would leave the lay-bys in a forward gear, continuing in an anti-clockwise direction before re-joining John Street via New Baillie Street.

3.2.5 The lay-bys are all sufficient in size to provide access for larger goods vehicles, such as a large refuse vehicle.

Number and Type of Deliveries

- 3.2.6 In order to derive the typical daily service/delivery vehicle movements associated with the proposed residential, office and hotel uses, reference has been made to the TRICS database as well as a first principles approach based daily site operations.
- 3.2.7 The TRICS database contains multi-modal traffic surveys of residential, office and hotel uses across the UK and breaks down daily vehicle movements into total vehicle movements, public transport movements, taxis and other goods vehicles (OGVs). The OGV movements have been taken as a starting point and expanded to incorporate individual user requirements.
- 3.2.8 Table 3.1 provides a summary of the daily vehicle movements along with the general purpose.

Office		Typical Daily Vehicle Movements		
		Arrivals	Departures	Two-way
Servicing	Refuse Collection	1	1	2
Deliveries	Post/Parcels/Stationary	2	2	4
General	Maintenance	1	1	2
Total		4	4	8
Hotel		Typical Daily Vehicle Movements		
		Arrivals	Departures	Two-way
Servicing	Refuse Collection	1	1	2
Deliveries	Laundry/F&B	2	2	4
General	Maintenance/Events	2	2	4
Total		5	5	10
Residential		Typical Daily Vehicle Movements		
		Arrivals	Departures	Two-way
Servicing	Refuse Collection	1	1	2
Deliveries	Post/Parcel	2	2	4
General	Maintenance/Moving day	1	1	2
Total		4	4	8
Total		13	13	26

Table 3.1 – Typical Service/Delivery Vehicle Movements

- 3.2.9 It can be seen from Table 3.1 that the proposed Phase 2 development could generate in the order of 26 two-way vehicle movements per day. These movements are anticipated to be undertaken by vehicle in excess of 10m in length.
- 3.2.10 The hotel use would typically expect at least 4 linen deliveries each week to include at least one weekend day. Trade waste is likely to be at least 3 times a week to include at least one at weekends. Beverage deliveries would typically be undertaken weekly with most other adhoc supplies, such as dry food /fresh fruit and veg / frozen foods, being made twice weekly.

- 3.2.11 Curtins would note the above table represents a typical case, forecasting the likely number of servicing trips as a result of the development, and that there have been modal shifts such as an increase in cycle deliveries that may not have been captured in the TRICS analysis.

Receiving Deliveries

- 3.2.12 It is envisaged that upon pulling into the respective lay-by, delivery staff would make their way to the main building access point along the most direct route available.
- 3.2.13 The building operator would then receive parcels on behalf of customers, residents and staff wherever possible (i.e., mail and parcels could be received by reception staff, however perishable goods such as food deliveries would need to be received by the resident themselves), and these parcels would be stored in a concierge area for occupiers to collect at a later time. This is a common approach undertaken in residential developments to minimise the number of repeat trips (i.e. preventing a missed delivery if a resident is not available to receive a parcel).
- 3.2.14 Deliveries that are made by bicycles or motorcycles can also park up at the Sheffield stands within the development (opposite the office block entrance). It is reiterated that the estimations in **Table 3.1** above are based on TRICS data, and it is expected that there would also be cycle deliveries which would take up significantly less space than motor vehicles and dwell for significantly less time.

3.3 Management of Servicing Strategy

- 3.3.1 The use of the loading lay-bys will be managed by building management where possible in respect of scheduled deliveries, by coordinating times with delivery companies wherever practice to reduce the number of trips throughout the day and to maximise the lay-by availability. The following initiatives would be adopted:
- Onsite management team to manage servicing activity at the site;
 - Suppliers will be encouraged to use bicycles, motorcycles, cars, and transit vans to deliver goods where possible;
 - Onsite management team to work with delivery companies (i.e. Royal Mail, Hermes, Amazon, DPD etc) to minimise the number of arrivals per day and to consolidate deliveries, where possible;
 - Onsite management team to ensure that deliveries remain in the lay-by areas for as little time as required and that vehicle engines are switched off while stationary, where possible;
 - The concierge would be permitted to receive goods from courier deliveries if a resident is not available;
 - Onsite management team to seek to minimise, where possible, deliveries during the peak hours;
 - The loading area will be provided with CCTV to enable all delivery and servicing activity to be monitored; and

- Onsite management team to make residents aware of the benefits of using off-site delivery lockers, such as Amazon Lockers and Doddle.

3.3.2 The residential operator will monitor the SDMS and review any comments received from residents or third parties regarding the servicing activity and regularly update the approach where necessary to minimise inconvenience and disruption to the surrounding public realm and highway network.

3.3.3 Given the nature of the hotel, access will be required throughout the day. However, the majority of deliveries are anticipated to take place between the hours of 6am and 6pm.

3.3.4 The office use will be delivered at a later date. It is anticipated that this SDMS will be a continuing and evolving document that would be updated once the office block comes forward.

4.0 Waste Strategy

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments maximise recycling while minimising waste generation. It is important to ensure that developments facilitate high recycling rates by providing convenient, attractive and simple means to achieve the Government's goals.
- 4.1.2 The Waste Management Strategy for Rochdale Riverside Phase 2 has been developed by RPC Planning and set out within the Waste Management Strategy (Doc Ref: GEN01-RPT-07) dated December 2020.
- 4.1.3 The Waste Management Strategy clearly defined the waste arisings for each building use within Phase 2 (Hotel, residential and office) as well as the anticipated weekly collections. In summary;

Hotel refuse collection will be private and undertaken on a twice weekly basis. This would all the capacity to be halved from 33 Euro bins. The recycling split amending to 7 x (co-mingled glass, cans and plastics), 2 x (mixed pulpable) and 8x food and general waste.

Residential refuse collection may be collected by local authority or private collection on a weekly basis. The bin store capacity is over-sized in each block to manoeuvre and rotate bins to present empty bins for residents to use. Sizing is guided by Manchester Waste Guidance GD04 for 0.43sqm floorspace per apartment for each block.

Office refuse collection will be private and undertaken on a twice weekly basis. This is to allow the capacity to be halved from 10 Euro bins to 5 Euro bins. Because a minimum 50% is required for recycling the split becomes 60/40 in favour of recycling, i.e. 3 x 1,100 litres recycling and 2 x 1,100 litres general waste.

4.2 Waste Access Strategy

Hotel use

- 4.2.1 The hotel operating staff will be required to transport refuse bins to the kerb side for collection. It is proposed that hotel refuse collection would take place via the layby provided on Penn Street. The route will be via double external doors, into a secure yard and out onto the pavement immediately adjacent to the layby.
- 4.2.2 Service vehicle would enter the site via John Street to the east. The vehicle would travel east/west through the site along the internal access road before turning left onto Penn Street and heading south towards the dedicated hotel loading bay.

- 4.2.3 Service vehicles would exit onto New Baillie Street and travel eastbound towards the junction with John Street and re-join the local highway network.

Residential use

- 4.2.4 The residential bin stores will be located on the north elevation of each block which would have level access and threshold access to the new service road. Block 4 has a separate bin collection / management area to the north of the building to assist collection for a dedicated layby on the service road. Block 3 has direct access.
- 4.2.5 Service vehicle would entre the site via John Street to the east. The vehicle would travel east/west through the site along the internal access road before turning left onto Penn Street and heading south towards the dedicated hotel loading bay.
- 4.2.6 Service vehicles would exit onto New Baillie Street and travel eastbound towards the junction with John Street and re-join the local highway network.

Office use

- 4.2.7 The refuse store is located externally to the south of the building, adjacent to the substation. Waste is to be taken directly from the building to the refuse store.
- 4.2.8 The store is a short distance form the building entrance and can be accessed via the 1:14 entrance ramp. There is space for 5 no. 1,100 litre Euro bins and with a twice weekly collection this will be sufficient capacity to serve the building.
- 4.2.9 Refuse vehicle collection vehicles will follow the same servicing route for delivery vehicles on an anti-clockwise route from John Street to Penn Street via the new service road, then returning to the main highway network at the New Baillie Street/John Street junction.
- 4.2.10 Figure 4.1 provides a holistic view of the refuse vehicle access strategy for all uses within the site.

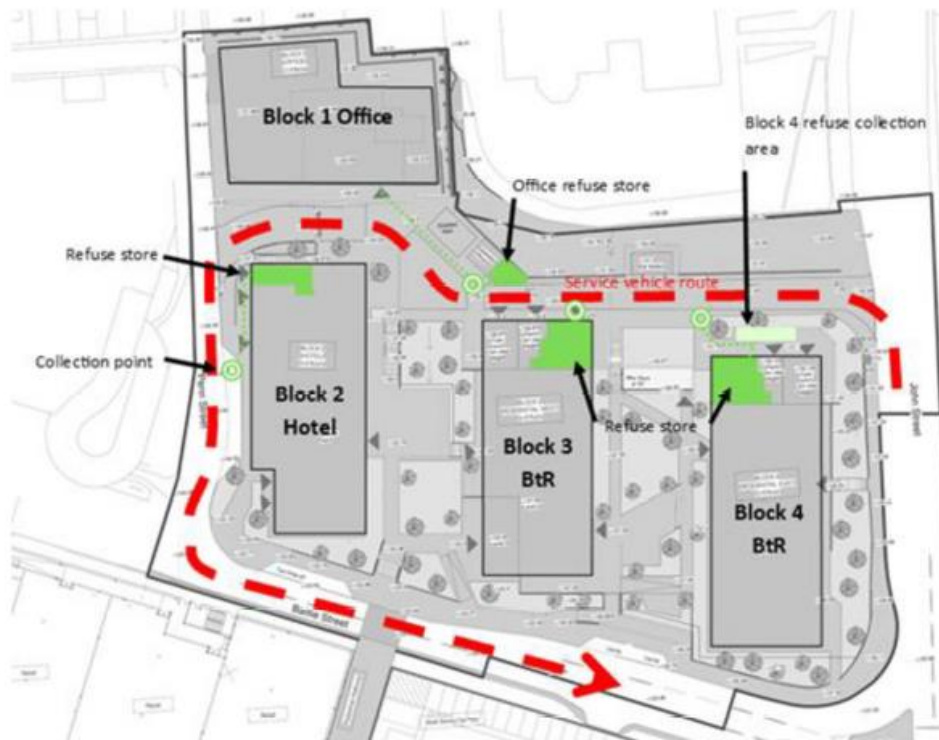


Figure 4.1 – Refuse Vehicle Access Strategy

5.0 Summary and Conclusions

5.1 Summary

5.1.1 Curtins has been appointed on behalf of Willmott Dixon Construction Ltd. to provide traffic and transportation advice in relation to the mixed-use Phase 2 of the Rochdale Riverside development located in Rochdale town centre.

5.1.2 Rochdale Borough Council (RBC) approved, subject to conditions, a planning application (RBC planning ref: 20/01529/FUL) in April 2021 for:

“Detailed planning application for erection of four buildings to provide office/commercial use (Use Class E), hotel use (Use Class C1) and residential use (Use Class C3, 238 apartments) together with associated parking, servicing and common areas, ancillary uses, public space, landscaping and infrastructure | Land Bounded By John Street, New Baillie Street, Penn Street And Rear Of Properties Fronting Yorkshire Street, Rochdale”

5.1.3 This Servicing/Delivery Management Plan (SDMP) has been prepared to consider the coordinated delivery and servicing requirements of the proposed development in order to discharge Condition 20 of the planning consent.

5.1.4 It has been demonstrated that the proposed development’s forecast servicing demand could be achieved within the service lay-bys within the site, on Penn Street and New Baillie Street and is therefore not dependent upon the kerbside loading.

5.1.5 A set of initiatives would be adopted to manage servicing activity and to minimise inconvenience and disruption to the surrounding public realm and highway network. These initiatives would be led by the respective operators / onsite management team and would be reviewed and updated as and when necessary to ensure smooth and efficient servicing processes.

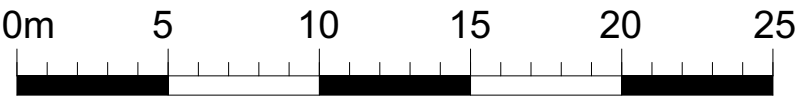
5.1.6 In terms of waste management, the calculations included on this report have been prepared based on guidance from Manchester City Council.

5.2 Conclusions

5.2.1 The contents of this document have been prepared in accordance with Condition 20 of the planning consent.

5.2.2 It is therefore concluded that Condition 20 is now discharged.

Appendix A – Site Layout



THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.

- NOTES:
- 1. Do not scale from this drawing.
 - 2. Always work to noted dimensions.
 - 3. All dimensions are in millimetres unless otherwise stated.
 - 4. All setting out, levels and dimensions to be agreed on site.
 - 5. The dimensions of all materials must be checked on site before being laid out.
 - 6. This drawing must be read with the relevant specification clauses and detail drawings.
 - 7. Order of construction and setting out to be agreed on site.

KEY

Planning Application Boundary

S3-P14	30-09-21	Planning Update	AS	KR
S3-P13	26-07-21	Updated following comments	AS	KR
S3-P12	18-06-21	Revised stage 4	AS	KR
S3-P11	25-05-21	Minor amendments	AS	KR
S3-P10	07-05-21	Stage 4 issue	AS	KR
S2-P09	04-05-21	Site updates	AS	KR
S2-P08	19-03-21	Site wide updates (see above)	AS	KR
S2-P07	05-02-21	Stage 4 information	AS	KR
S1-P06	20-11-20	Issue	CS	KR
S1-P05	11-11-20	Access road includes footway	TF	KR
S1-P04	09-10-20	VE changes across scheme	TF	KR
S1-P03	23-10-20	changes along John St elevation	JV	KR
S1-P02	24-09-20	Stage 3 Draft	JV	KR
S1-P01	03-07-20	Comment	JV	KR

Revision	Date	Description	Drawn	Apprvd.
----------	------	-------------	-------	---------

Plantit I.E. Limited
E: info@plantit-ie.com W: plantit-ie.com
MANCHESTER
2 Back Grafton St, Altrincham, WA14 1DY
T: 0161 928 9281
LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678
LIVERPOOL
Tempest 5.3, 12 Tithelam Street, Liverpool, L2 2DT
T: 0151 363 1230

Client Willmott Dixon LTD

Project Rochdale Riverside
Phase 2

Drg Title Landscape Masterplan

Created on	Created by	Approved by
23.03.20	JV	KR

Scale	Size	Workstage
1:250	A1	RIBA 04

Drg No.	Suitability	Revision
RR2-PLA-XX-XX-DR-L-00002	S3	P14

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com