

Port Street, Manchester

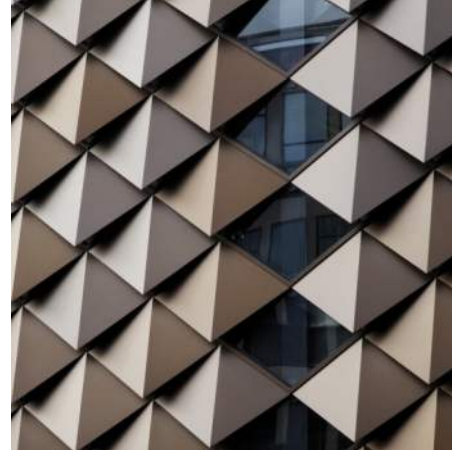
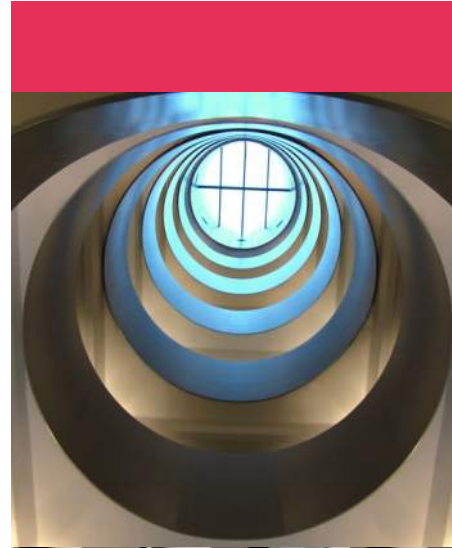
Waste Management Strategy

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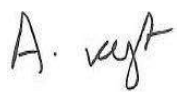


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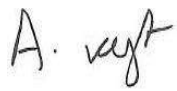
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Appendix A – Proposed Site Layout

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Manchester (Port Street) Ltd to provide transport planning advice in relation to a planning application for a new development on land at Port Street, to the east of Manchester City Centre.
- 1.1.2 The proposed development involves the erection of a 33-storey residential tower with 485 units, together with a basement car park, cycle store, ground floor commercial units, landscaping, public realm and associated works.
- 1.1.3 The proposed Site layout prepared by Simpson Haugh is provided in **Appendix A**.

1.2 Purpose of This Report

- 1.2.1 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes of the development, management strategy and collection arrangements.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the site location, including existing use and surrounding highway network whilst relevant local and national waste policy is summarised in **Section 3**.
- 1.3.2 **Section 4** contains the waste forecasting methodology used to establish the likely refuse generation associated with the development proposals, providing details of recycling, waste management and collection procedures. The report is summarised and concluded in **Section 5**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The Proposed Development Site ("the Site") is located on the corner of Great Ancoats Street and Port Street and is within the neighbourhood of Ancoats on the northern part of Manchester City Centre.

2.1.2 The Site extends to approximately 0.48 hectares (4845 sqm) and is bound by Great Ancoats Street to the north, Brownsfield Mill and a surface car park to the east, surface car park to the south and Port Street to the west.

2.1.3 **Figure 2.1** below shows the Site in a local context relating to the local highway network:

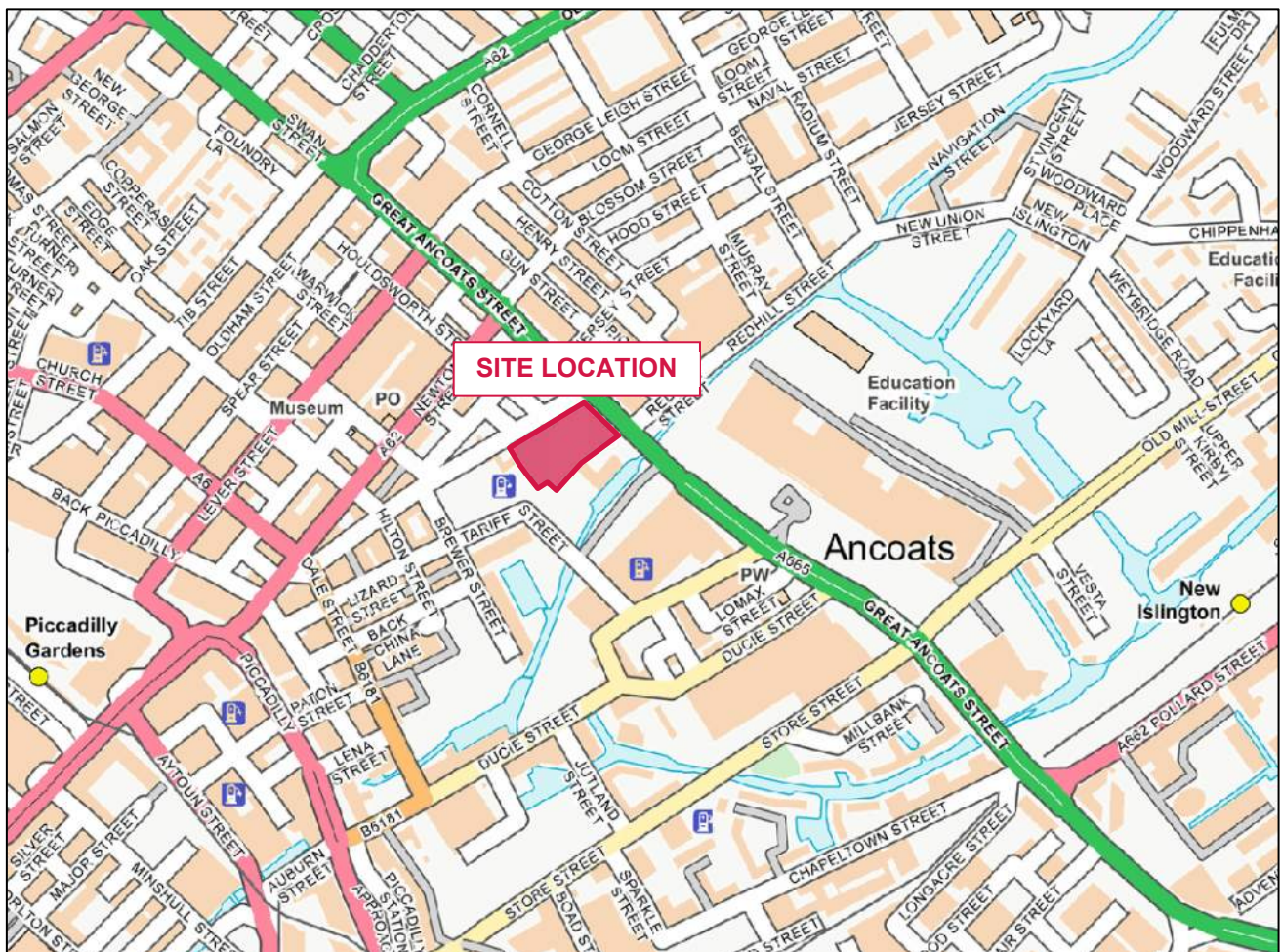


Figure 2.1 – Site Location in Relation to the Regional Highway Network
(Source: OS Maps)

2.1.4 There are a mixture of uses surrounding the Site. Immediately to the west of the Site there is The Astley, Oxid House and The Wentwood which are mid to high rise apartment buildings with some ground floor commercial frontages as well as a surface level car park. To the north of the Site, across Great Ancoats

Street is the heart of Ancoats, this is a newly regenerated area of Manchester containing a mixture of mid-rise developments including residential and commercial uses. To the east of the Site is Brownsfield Mill, a Grade II* Listed mill building which has been recently refurbished to create new apartments and the Rochdale Canal. To the south of the Site is a number of mid to high-rise developments comprising residential uses, which sit within the centre of the Piccadilly Basin.

- 2.1.5 The Site is located within the Greater Manchester Air Quality Management Area.

2.2 Site Context

- 2.2.1 The Site is located within the Piccadilly Ward and sits on the Piccadilly Basin. This area of Manchester falls within the study area of multiple strategic regeneration frameworks (SRFs) that have been created to develop a vision and strategy that will guide the regeneration of these areas. These include the HS2 Piccadilly SRF (March 2014), Piccadilly Basin SRF (October 2016), Portugal Street East SRF (2017) and Manchester Piccadilly SRF (March 2018).
- 2.2.2 The 2014 HS2 SRF provides high level proposals for the area surrounding Piccadilly Station that has stemmed from the arrival of HS2 into Manchester. This was later refreshed by the 2018 Manchester Piccadilly SRF which builds on the principles established in 2014 but has incorporated a number of changes and refinements to reflect investable changes in the market and overall vision for HS2. The Piccadilly Basin falls within the Manchester Piccadilly SRF and supports the objective to: “reinforce the grain, acknowledging the scale of neighbouring city blocks and reinvigorating connections that existed in the past. The use mix in this area would be governed by demand but a variety of residential development, focused on the canal basins, would be encouraged. Opportunity to invigorate this very under used section of the canal network and improve the pedestrian connection between the Ashton and Rochdale canals.”
- 2.2.3 The Piccadilly Basin SRF relates to a 5.9ha site situated at the north eastern part of Manchester City Centre and is identified within **Figure 2.2** below. The framework envisions Piccadilly Basin as an area that presents the opportunity to create a well-connected neighbourhood community with a mix of office, residential, retail and leisure and has the potential to develop a strong identity due to the presence of the Rochdale Canal and a number of historical assets.

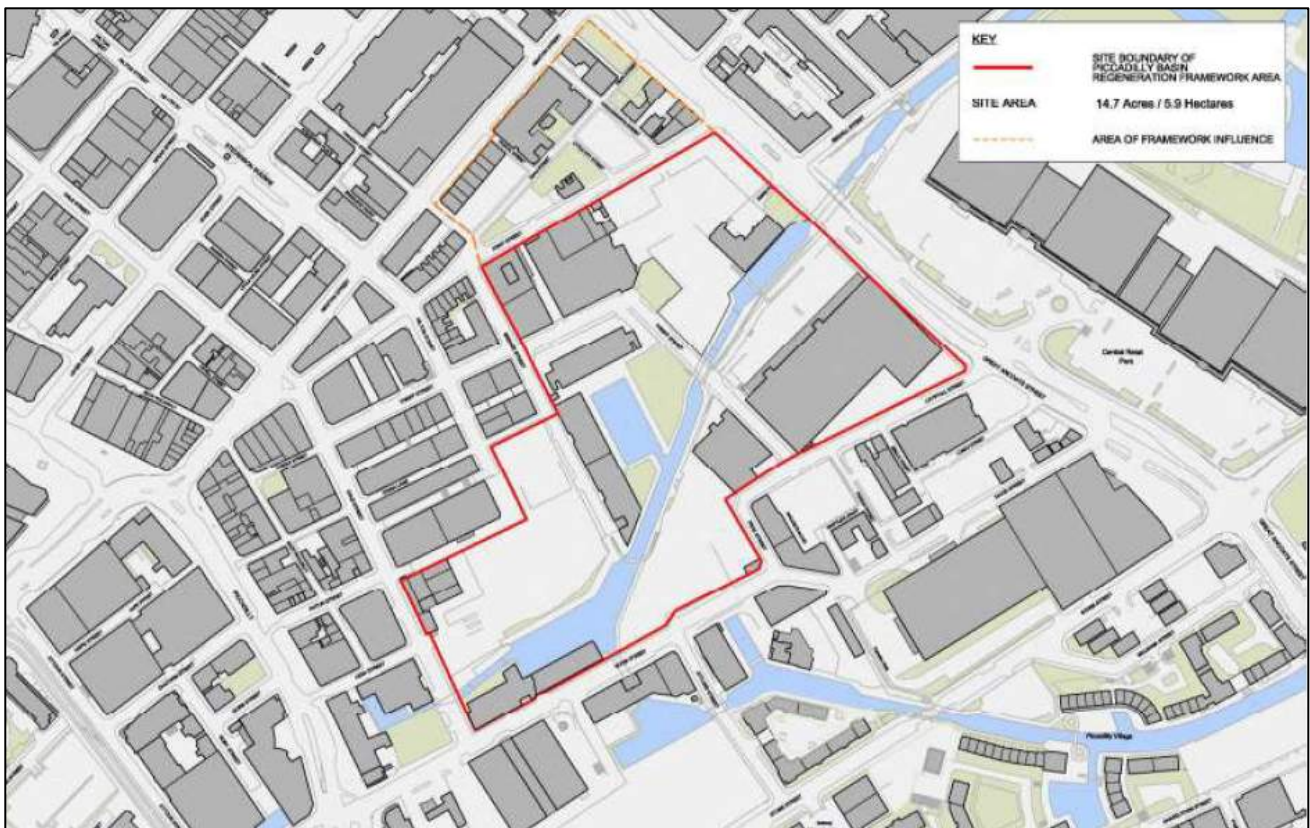


Figure 2.2 – Piccadilly Basin SRF Area
(Source: Deloitte, 2021)

2.2.4 To date, significant progress has been made to deliver the regeneration of the Piccadilly Basin:

- Refurbishment of the Grade II* Listed Jackson's Warehouse and construction of Vantage Quay for residential development, as well as the formation of the Marina which connects these sites;
- Construction of the Urban Exchange Retail Park, adjacent to Great Ancoats Street at the north east of the Site;
- A 232-space multi-storey car park on Tariff Street;
- Investment in public realm including the Canal, in addition to the formation of the Marina;
- Refurbishment of the Grade II* Listed Brownsfield Mill to create high quality residences; and,
- Development of Burlington House, an 11-storey residential building comprising 91 residential apartments.

2.2.5 In 1998, planning permission was granted for a mixed-use development that included residential, retail, licensed retail and studio office uses and provided Piccadilly Basin with a masterplan which was produced by Simpson Haugh (see **Figure 2.3**). The planning permission has now been implemented and therefore remains extant in perpetuity. Later in 2007, another application was submitted for a mixed-use development incorporating 58 residential units, a ground floor restaurant/cafe unit with related

access, servicing, landscaping and associated works at land bounded by Tariff Street, Rochdale Canal and Marina, however this was never implemented.

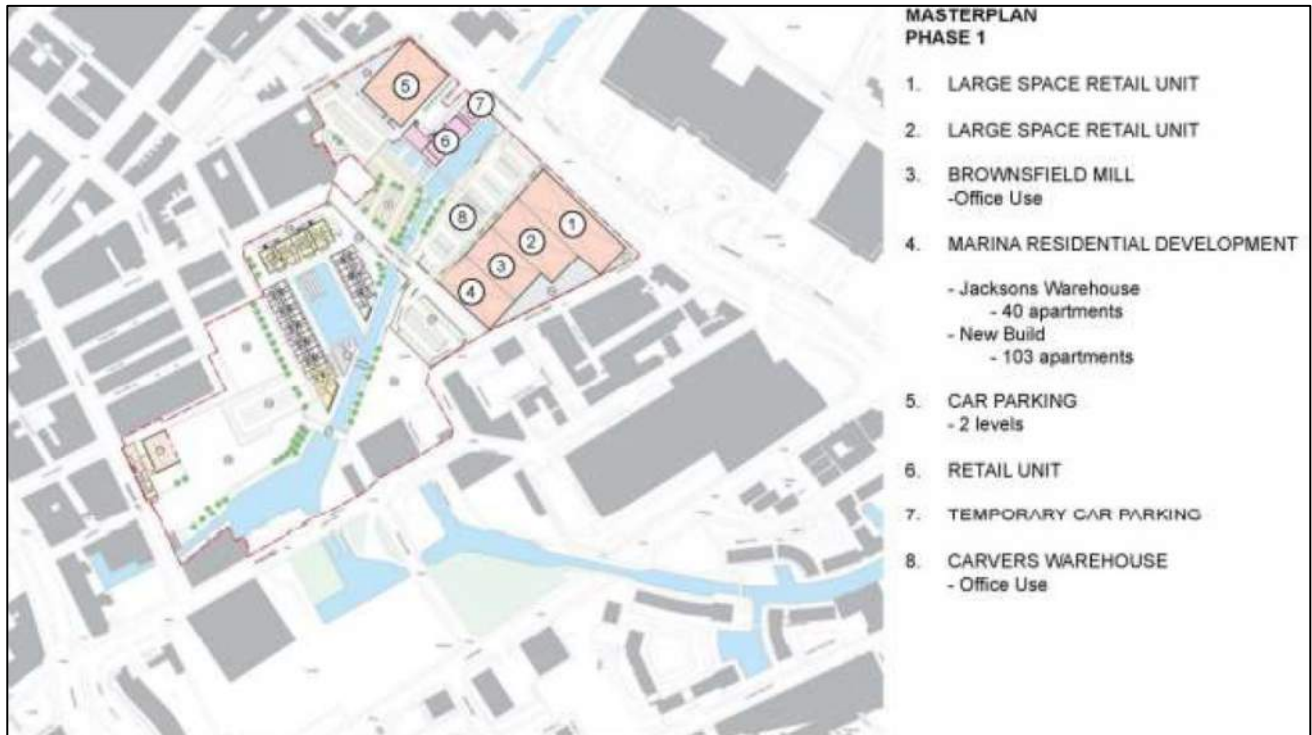


Figure 2.3 – Piccadilly Basin Masterplan, 1998
(Source: Deloitte, 2021)

2.2.6 Within the Piccadilly Basin SRF, a master planning exercise was undertaken by the same architect, Simpson Haugh, in order to create a vision for the area and inform the development principles. This is shown below in **Figure 2.4**. The framework sets out guidelines for the Site in regard to scale, massing and density. According to this, the Site will be residential-led mixed-use up to 32 storeys in height.

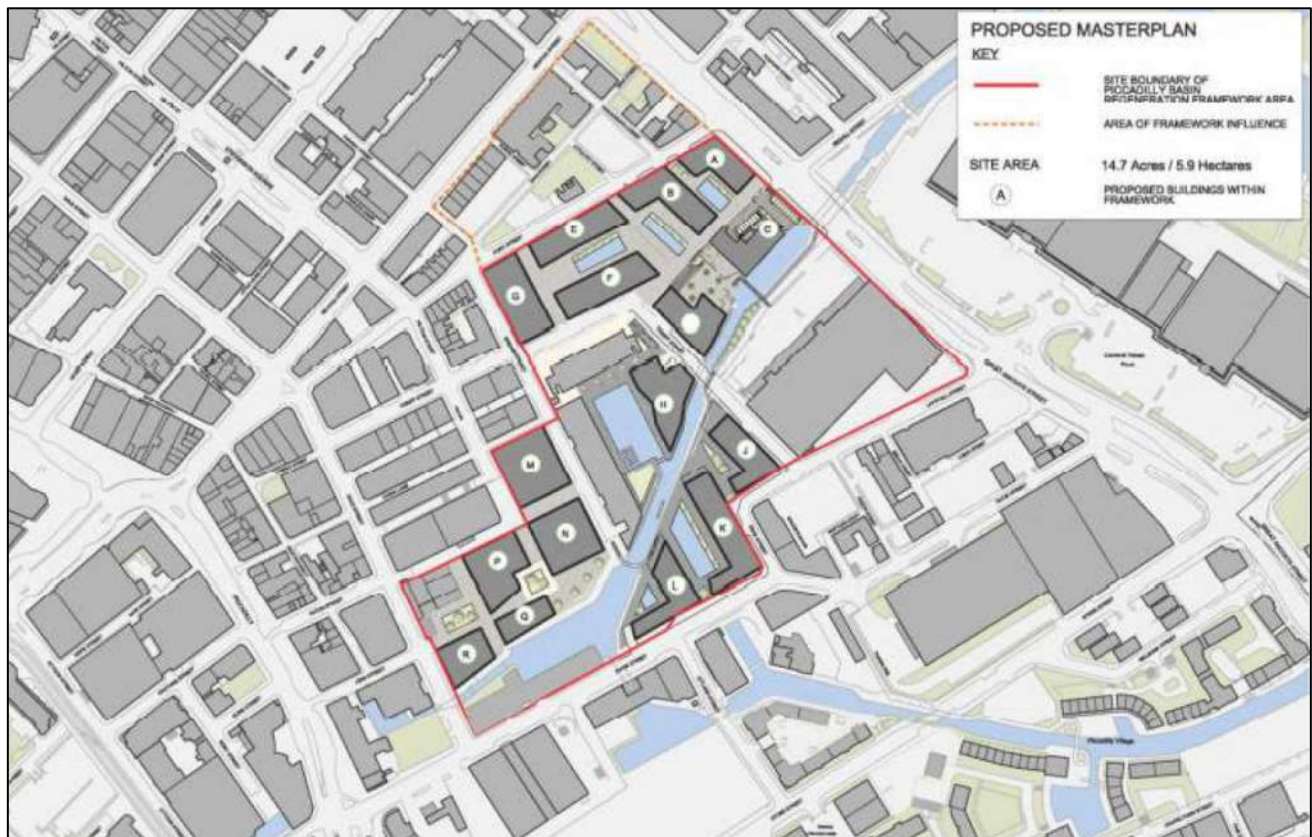


Figure 2.4 – Piccadilly Basin SRF Masterplan, 2016
(Source: Deloitte, 2021)

2.3 Surrounding Highway Network

A665 Great Ancoats Street

- 2.3.1 The A665 Great Ancoats Street forms the eastern boundary of the Site. In the vicinity of the Site, it operates primarily as dual carriageway with two lanes in each direction. Great Ancoats Street comprises a speed limit of 30mph and forms part of the north-eastern section of Manchester Ring Road passing through the Northern Quarter, Ancoats, and New Islington.
- 2.3.2 Great Ancoats Street commences at a signalised junction with the A62 Oldham Road to the north of the Site. The road then continues in a south-easterly direction for approximately 1.5km, continuing as the A665 Pin Mill Brow at a priority junction with Palmerston Street. The road then diverges towards Fairfield Street and the A635 Mancunian Way.
- 2.3.3 In the vicinity of the Site, the carriageway measures c. 14m in width. There are well-maintained footways on both sides of the carriageway which, for the most part, are in excess of 3m-wide. Controlled pedestrian crossing facilities with pedestrian call buttons are available along the road, the closest of which is located immediately adjacent to the Site. This crossing is in the form of a Toucan crossing, complete with a refuge island, dropped kerbs and tactile paving.

- 2.3.4 Great Ancoats Street is subject to a series of Traffic Regulation Orders (TROs). These include No-Waiting-At-Any-Time (NWAAT) double yellow parking restrictions, and a yellow box at the junctions with Newton Street and Port Street to keep the junction bellmouth clear.
- 2.3.5 There are several bus stops along Great Ancoats Street. The bus stop hosting southbound services is located directly across the Port Street junction, whereas the bus stop hosting northbound services is located c. 35m to the north of the Site. Both bus stops include shelters, seating, a flag pole, and timetable information. **Section 4** of this report discusses the services available from these stops in greater detail.

Port Street

- 2.3.6 Port Street is a one-way street which runs in a north-easterly direction, forming the northern boundary of the Site. The road commences off Dale Street to the south-west and extends for c. 300m towards a priority junction with the A665 Great Ancoats Street in the north-east. There is also a contra-flow cycle lane which permits cycle access in the opposite direction.
- 2.3.7 At its junction with Great Ancoats Street adjacent to the Site, there are dropped kerbs, tactile paving and a central refuge island. A segregated (southbound) cycle lane is also provided at this location. There are well-maintained footways along both sides of Port Street, which measure in excess of 2m-wide, and street lighting is provided at regular intervals. Where there is no segregated cycle lane, the southern footway on Port Street forms part of dedicated shared foot / cycleway.
- 2.3.8 Port Street is subject to a speed limit of 20mph. It is also subject to TROs in the form of NWAAT double yellow parking restrictions to restrict on-street parking at certain locations. However, on-street parking is permitted on some sections of the road. These comprise pay-and-display bays operated by Manchester City Council (MCC). The Site is located within Zone 2 of the city's Controlled Parking Zone (CPZ), where parking charges apply Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.
- 2.3.9 The maximum stay time in this zone is two hours, however charges and time restrictions do not apply to Blue Badge holders. Parking after 8pm and before 8am the next day is free (subject to parking restrictions).

Brewer Street and Tarriff Street

- 2.3.10 Further to the west of the Site, Brewer Street comprises a two-way single carriageway. The road commences at a priority junction with Port Street and extends for 180m in a southerly direction, before terminating at a dead-end, where the Vantage Quay Bridge (a footbridge) continues over the Rochdale Canal. The carriageway is c. 6.5m-wide, however the usable width of the road is slightly lesser due to the presence of on-street pay-and-display parking bays.

- 2.3.11 Further to the south of the Site, Tariff Street comprises a two-way single carriageway with an average width of 8m, and extends for c. 350m between its priority junctions with Dale Street to the west and Laystall Street to the south.
- 2.3.12 Both roads are subject to a 20mph speed limit and comprises 2m-wide footways along both sides of the carriageway. Street lighting is present at regular intervals. Similar to Port Street, both roads are subject to NWAT TROs.

3.0 Waste Management Policy

3.1 Introduction

- 3.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

3.2 Waste Management Plan for England (January 2021)

- 3.2.1 The Waste Management Plan for England, to be read in combination with the Resources and Waste Strategy issued in 2018, sets out measures to eliminate avoidable plastic waste, tackle confusion over household recycling, and make sure that those responsible for creating polluting products pay for the costs of that pollution.
- 3.2.2 The Resources and Waste Strategy identifies five strategic ambitions:
- *“To work towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025;*
 - *To work towards eliminating food waste to landfill by 2030;*
 - *To eliminate avoidable plastic waste over the lifetime of the 25 Year Environment Plan;*
 - *To double resource productivity by 2050; and*
 - *To eliminate avoidable waste of all kinds by 2050.”*
- 3.2.3 The next figure, included on the Waste Management Plan, identifies the evolution of *The Waste Hierarchy* through the years, its current status, and the goal for 2030:

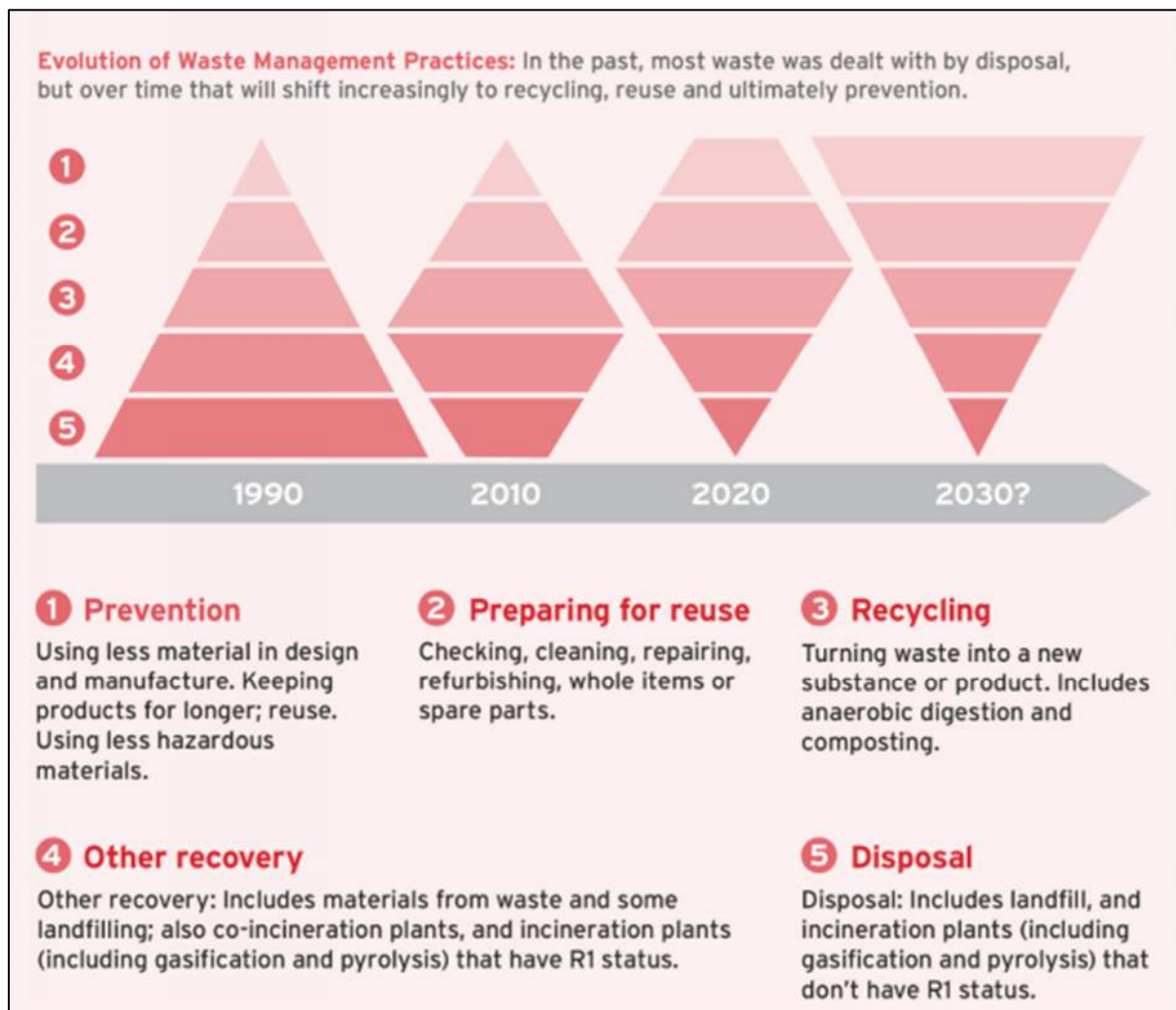


Figure 3.1 – Evolution of Waste Management Practices.

(Source: Defra)

- 3.2.4 The 2030 hierarchy gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).
- 3.2.5 This Waste Management Strategy (WMS) adheres to the above guidance, prioritising recycling.

3.3 Waste Management in Buildings – Code of Practice (BS 5906:2005)

- 3.3.1 To complement the Waste Management Plan for England, a National Code of Practice (BS 5906:2005) document has been developed and this provides guidance relating to waste forecasting for new developments.
- 3.3.2 This WMS adheres to the projections set on this code of practice, with the waste forecast prepared as part of this document, based on advice contained within this Code of Practice.

3.4 Building Regulations

- 3.4.1 In addition to the above guidance, all new developments must comply with the requirements set out in Part H6 of the Building Regulations 2015 which states that adequate means of storing solid waste should be provided and adequate means of access should be provided for people in the building to the place of storage.
- 3.4.2 This WMS proposes waste storage areas that comply with the requirements set by these Building Regulations.

3.5 Controls on Animal By-Products

- 3.5.1 Organic waste recycling is subject to DEFRA's Controls on Animal By-Products – Guidance on regulation (EC) 1069/2009 and accompanying implementing Regulation (EC) 142/2011, enforced in England by the Animal By-Products (Enforcement) (England) Regulations 2011.
- 3.5.2 The regulations predominantly relate to food waste. These regulations state that if the volume of waste is over 20kg, it must be stored and labelled in a special container and will be collected by a licensed carrier, who records all stages of the waste movement.
- 3.5.3 It is the occupier's responsibility to ensure that a licensed waste company is arranged, and that it complies with the regulation.

3.6 Waste Storage and Collection Guidance for New Developments (GD 04 – v6.00)

- 3.6.1 At a more local level, Manchester City Council has prepared a Waste Storage and Collection Guidance Note which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 3.6.2 The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.
- 3.6.3 The following sections of this report provide additional information on each of the above points whilst the pro forma document, contained at the rear of the guidance note, is included as **Appendix B**. This guidance has also been used to forecast the likely space required for waste and recycling containers.

4.0 Waste Forecasting and 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.

4.2 Waste Forecast

- 4.2.1 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00. For high rise residential developments this guidance recommends 0.43m² of storage space per apartment.
- 4.2.2 The proposed development involves the erection of a 33-storey residential tower with 485 residential units (Use Class C3).
- 4.2.3 The proposals also include a total 600m² of commercial uses (Use Class E) at the ground floor, distributed in two independent units. For robustness, the commercial uses have been considered to be food and Beverage (F&B).
- 4.2.4 The commercial use waste arisings have been calculated based as well on MCC's guidance (GD04), resulting in 1,500l of waste per week per 20 covers, again providing a very robust approach. For calculation purposes, the number of potential covers is assumed to be 180.
- 4.2.5 To comply with the local requirements set by MCC, an initial 50% recycling rate has been forecast for all uses.
- 4.2.6 **Table 4.1** forecasts the total weekly forecasted waste volume for the proposed development based on these requirements.

Residential Use	
Waste Stream	Waste Volume (485 Apartments)
Non-recyclable Waste	59,849l
Dry Mixed Recyclables	28,728l
Glass Recycling	28,728l
Organic Recycling	2,394l
Residential Use Total	119,698l
Commercial Uses (F&B)	
Waste Stream	Waste Volume (180 covers)
Non-recyclable Waste	6,737l
Dry Mixed Recyclables	4,042l
Glass Recycling	1,684l
Organic Recycling	1,010l
Commercial Use Total	13,473l
Development Total	133,171l

Table 4.1 – Development Weekly Waste Volume Forecast

4.3 Bin Types

Residential Use

4.3.1 The main waste streams for the residential uses are:

- General waste (comprising non-recyclable waste);
- Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin);
- Glass recycling; and
- Organic recycling

4.3.2 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobin and 240l wheelie bins.

Commercial Use

4.3.3 The commercial waste would be divided in three main streams with the addition of organic recycling if required by the future uses:

- General waste (non-recyclable waste);
- Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin);

- Glass Recycling; and
- Organic Recycling (if required).

4.3.4 Given the potential volumes involved of the commercial uses of this development, the most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobin and 240l wheelie bins.

4.3.5 **Table 4.2** summarises the required waste containers per use, assuming the waste collection frequencies described in the following **Section 4.5**.

Residential Use	
Waste Stream	Number of bins
Non-recyclable Waste	14 x 1,100l
Dry Mixed Recyclables	7 x 1,100l
Glass Recycling	7 x 1,100l
Organic Recycling	3 x 240l
Residential Use Total	28 x 1,100l + 3 x 240l
Commercial Uses	
Waste Stream	Number of bins
Non-recyclable Waste	4 x 1,100l
Dry Mixed Recyclables	2 x 1,100l
Glass Recycling	1 x 1,100l
Organic Recycling	3 x 240l
Commercial Use Total	7 x 1,100l + 3 x 240l
Development Total	35 x 1,100l + 6 x 240l

Table 4.2 – Number of Required Bins.

4.4 Waste Management Strategy – Internal Arrangements

Residential Use

- 4.4.1 It is proposed that residents within the proposed development would be provided with four bins. One for general waste, one for mixed dry recyclables, another one for glass and a small receptacle for food.
- 4.4.2 The residents would store and segregate waste into four main streams internally before taking it to the closest communal waste storage room, conveniently located close to each of the two cores of the proposed building.

The development proposals include two waste storage rooms. These rooms have been sized by Simpson Haugh to accommodate and operate the number of bins required in the above **Table 4.2** for

the number of collections described below in **Section 4.5**. The bin stores size has been determined to maximise activity at ground floor and to reduce the number of bins at the collection point. Nonetheless, additional space is available within the stores should it be required to store a larger number of bins.

- 4.4.3 It is envisaged that initially 50% of the bins in store would be dedicated to recycling, combining mixed recycling, glass and organic food. This percentage could be increased at any point, with the aim to achieve future government goals.
- 4.4.4 The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates. This could be achieved by providing information on the benefits of recycling and how to segregate waste. The recycling bins should be located closer to the access gates for residents to encourage recycling by making the path to the non-recyclable waste bins longer.
- 4.4.5 The waste storage area will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.4.6 The management company would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.

Commercial Use

- 4.4.7 It is proposed that the commercial uses would store the waste internally within their units.
- 4.4.8 The staff of the unit would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.
- 4.4.9 The waste storage area will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.

4.5 Waste Management Strategy – Collections

Residential Use

- 4.5.1 Waste collection would be provided by a combination of scheduled Council collections and a private contractor, to be conditioned and secured via a S.106 agreement as agreed in principle with the case officer.
- 4.5.2 It is envisaged that the residential uses would be served by two times-a-week collections for the four waste streams:
 - General waste (non-recyclable waste);
 - Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin); and
 - Glass Recycling; and

- Organic.

- 4.5.3 The building management company would be responsible of moving the bins to the collection point on collection day. The waste operators would then transport the bins to the collection point and load them into the refuse vehicle.
- 4.5.4 **Drawing 79165-CUR-00-XX-DR-TP-06004** provides details of the location and size of the waste stores, collection point and routes between the stores and these areas, whilst **Drawing 77945-CUR-00-XX-DR-TP-05001** provides the swept path analysis of a large refuse vehicle.
- 4.5.5 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the management company.

Commercial Use

- 4.5.6 It is considered that the frequency of the collections for the commercial use would be arranged post-occupation, based on the actual waste generation volumes. However, based on the anticipated waste volumes, it is envisaged that two times-a-week collections would suffice.
- 4.5.7 Waste collection would also be provided by a private contractor, subject to confirmation post-occupation.
- 4.5.8 The staff of the unit would be responsible to transport the bins to the collection point on collection day, and transporting the bins back to the waste store within the unit as soon as they have been emptied.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed by Manchester (Port Street) Ltd to provide transport planning advice in relation to a planning application for a new development on land at Port Street, to the east of Manchester City Centre.
- 5.1.2 The proposed development involves the erection of a 33-storey residential tower with 485 units, together with a basement car park, cycle store, ground floor commercial units, landscaping, public realm and associated works.
- 5.1.3 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes of the development, management strategy and collection arrangements.
- 5.1.4 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00.
- 5.1.5 The planner of this project, on behalf of the developer, agreed in principle with the case officer in August 2021 a commitment to managing and paying for commercial collections in perpetuity, as part of a S.106 agreement, to be conditioned as part of the planning permission.
- 5.1.6 The residential uses could be served by two times-a-week collections, to be collected by a mixture of Council collections and a private contractor.
- 5.1.7 The commercial uses of the development will be served by a private contractor, with an estimated frequency of twice-a-week collections. This will be reviewed once the final occupiers are confirmed.
- 5.1.8 The size of the bin stores has been determined accordingly, with due consideration to segregation and recycling. Additional storage space is available within the stores.

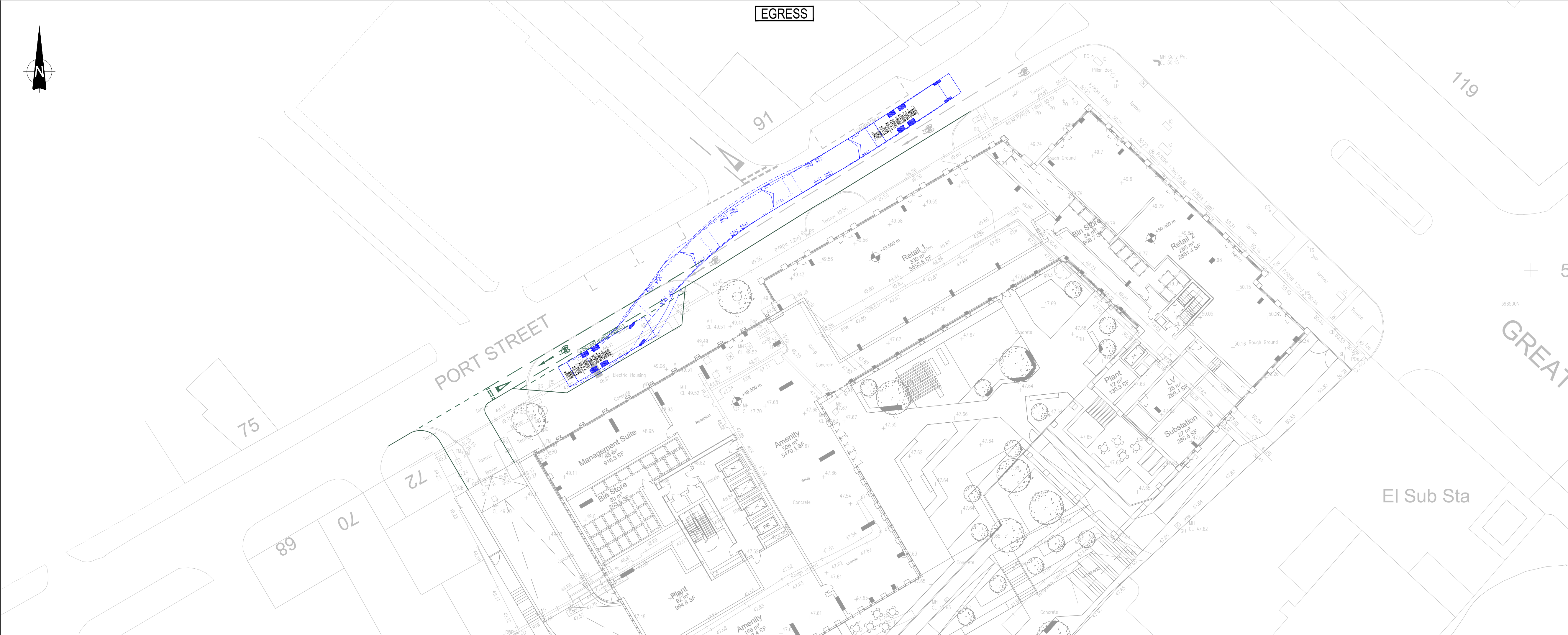
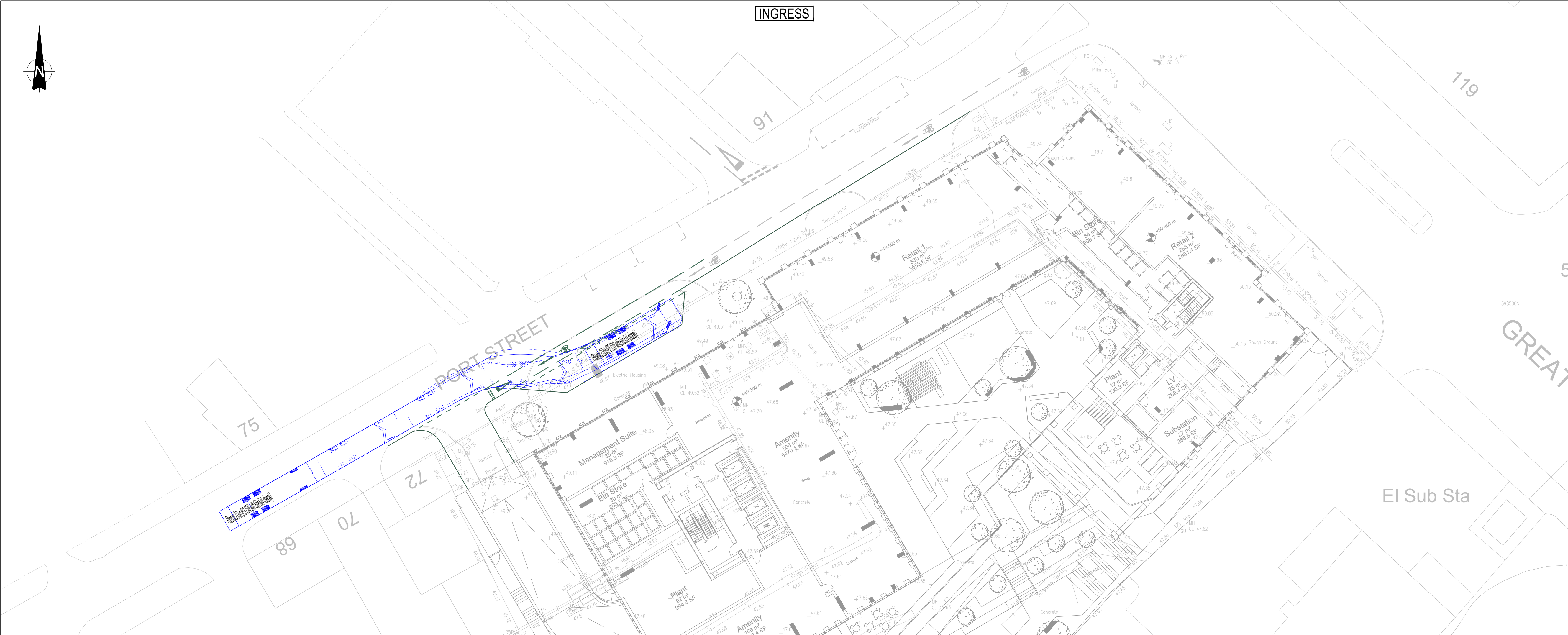
5.2 Conclusions

- 5.2.1 This WMS provides a suitable strategy for the Site. Hence, from a waste management perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

Drawing 79165-CUR-00-XX-DR-TP-05001 – Swept Path Analysis – Large Refuse Vehicle

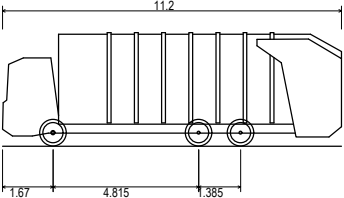
Drawing 79165-CUR-00-XX-DR-TP-06004 – Waste Management Strategy



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
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6. BASED ON SIMPSON HAUGHS LAYOUT: '10376-SHP-Z0-A-G200-PL-00-001'

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

P02	Layout updated	12/11/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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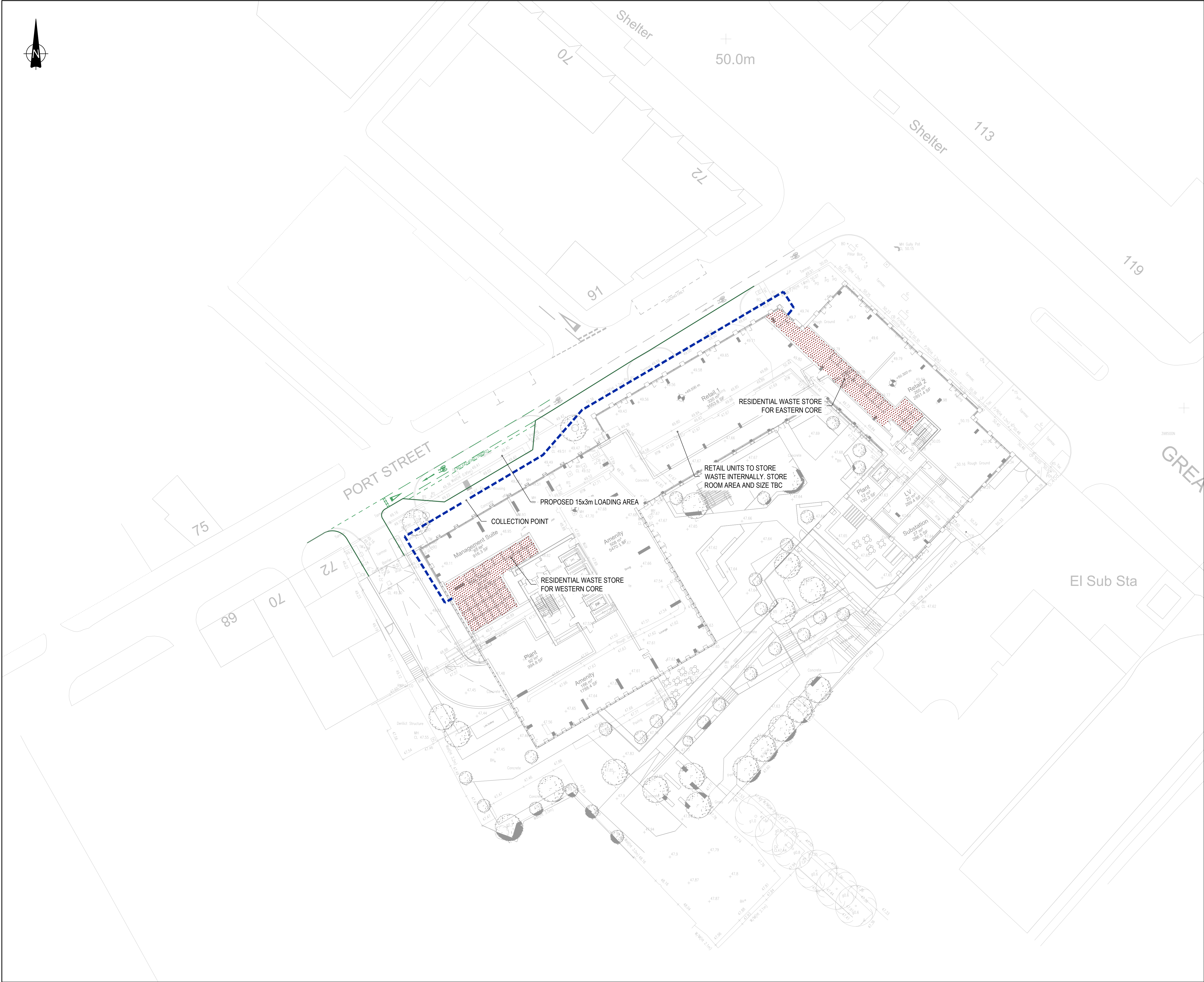
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Status: PRELIMINARY

Project: PORT STREET - MANCHESTER

Orig Title: SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	14/10/21	DD	DD	AV
Scale:	1:250			
Project No:	Originator:	Volume:	Level:	Type:
79165	- CUR - 00	- XX	- DR	- TP -
05001	- P02			



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KEY:  RESIDENTIAL WASTE STORE
 WASTE ROUTES

P02	Layout updated	12/11/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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Status: PRELIMINARY

Project: PORT STREET - MANCHESTER

Orig Title: WASTE MANAGEMENT STRATEGY

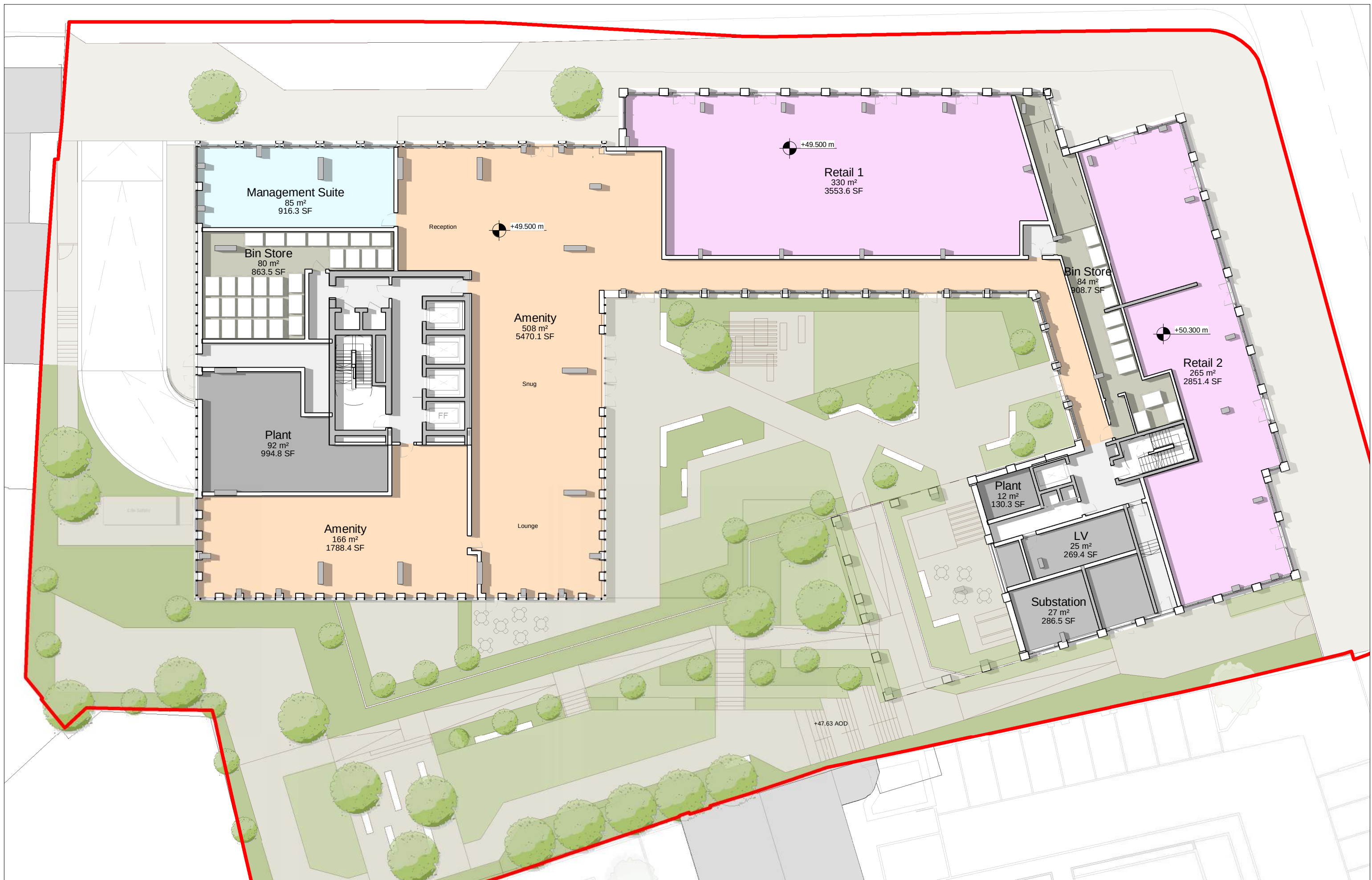
Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	15/10/21	DD	DD	AV			
Scale: 1:250							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Re
79165 - CUR - 00 - XX - DR - TP - 06004 - P							

79165 Port Street, Manchester

Waste Management Strategy



Appendix A – Proposed Site Layout



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on
site by contractor.
Contractor to report any
dimensional discrepancies,
errors or omissions prior to
commencing on site.

NOTE:
DO NOT SCALE OFF DRAWING REFER TO INDICATED DIMENSIONS ONLY.
DRAWING TO BE READ IN CONJUNCTION WITH SHP SPECIFICATION.
INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY. ALL TO
CONTRACTORS DESIGN.
ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND SE AND
M+E ENGINEER DETAILS.
THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED
PERFORMANCE CRITERIA.

NORTH

Rev	Date	Description
P01	2021-07-07	FIRST ISSUE
P02	2021-07-28	DESIGN DEVELOPMENT
P03	2021-08-17	DESIGN DEVELOPMENT
P04	2021-08-27	DESIGN DEVELOPMENT
P05	2021-09-09	DESIGN DEVELOPMENT
P06	2021-09-17	DESIGN DEVELOPMENT
P07	2021-09-23	DESIGN DEVELOPMENT
P08	2021-09-29	PORT ST FACADE & RED LINE BOUNDARY UPDATE
P09	2021-10-06	DESIGN DEVELOPMENT
P10	2021-10-07	FROZEN SCHEME
P11	2021-11-09	CHANGES BASED ON WSP, DFC AND CLIENT INPUT

Project Title
**Port Street
Manchester**

Status
FOR INFORMATION

Drawing Title
**General Arrangement Plan
Level 00**

Project No
10376

SHP Drawing Code
10376-SHP-Z0-A-G200-PL-00-001

Scale
1 : 250 @ A3

Revision
P11

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Waste Management Strategy



Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 12/11/21

Estimated volumes/ m² required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	
Pulpable Recycling	140 / 240	1 x wheeled bin	
Mixed Recycling	140 / 240	1 x wheeled bin	
Garden Waste	140 / 240	1 x wheeled bin	
Food Waste	23	1 x 23 litre caddy	

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	No, the waste stores have been sized to accommodate two times a week collections, provided by a combination of scheduled Council collections and a private contractor, to be conditioned and secured via a S.106 agreement as agreed in principle with the case officer

Commercial Developments

Please state number of bins you propose, showing calculations where appropriate.

General Waste -	4x 1100l bin
Pulpable Recycling -	2x 1100l bin
Mixed Recycling -	1x 1100l bin
Food Waste -	3x 240l bin
Industrial Waste -	

Has / will a contract be obtained with a licenced waste carrier?	☒
--	--

Mixed Use Developments

Are the stores for residential and commercial separate from each other?	☒
---	-------------------------------------

Internal Stores (Residential and Commercial)

Please provide details of internal stores / segregation of waste and recycling.

--

Storage Areas for Waste Containers (Residential and Commercial)

Please provide details of container stores, attaching plans if appropriate.

Residents will collect waste internally before taking it to the bin stores at the ground floor, in close proximity to each of the cores. The commercial units will store their waste internally.

It is envisaged that a private collection company would collect the commercial waste 2 times per week (same frequency as residential uses), subject to revision following occupation. Collection procedures for residential uses has been described above. The bin stores have been sized to accommodate this frequency of collection.

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation -	Consideration has been given to appropriately ventilate the waste storage facilities. Details have been provided in relevant documentation.
Hygiene -	Storage rooms will be constructed in impermeable materials. The management company will be responsible of cleaning the facilities.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

The management company and the staff of the commercial units
--

Please ensure that you have attached:

Detailed plans of waste stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take	☒

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments

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