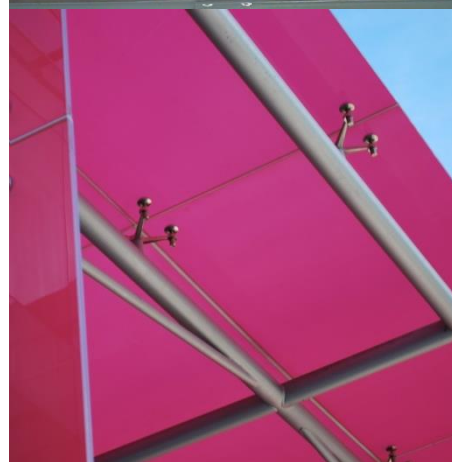


39 Deansgate – Manchester

Waste Management and Servicing Strategy

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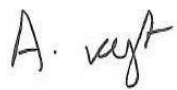
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Table of Contents

1.0	Introduction.....	1
1.1	Background	1
1.2	Purpose of This Report	1
1.3	Structure of the Report.....	1
2.0	Site Location and Highway Layout.....	3
2.1	Site Location.....	3
2.2	Existing Use	4
2.3	Surrounding Highway Network.....	5
3.0	Waste Management Policy	8
3.1	Introduction.....	8
3.2	Waste Management Plan for England	8
3.3	Waste Management in Buildings – Code of Practice (BS 5906:2005)	9
3.4	Building Regulations	9
3.5	Controls on Animal By-Products	9
3.1	Waste Storage and Collection Guidance for New Developments (GD 04 – v6.00).....	9
4.0	Servicing Strategy	11
4.1	Access	11
4.2	Service areas	11
4.3	Servicing Arrangements.....	11
5.0	Waste Forecasting and Strategy.....	13
5.1	Introduction.....	13
5.2	Waste Forecast	13
5.3	Bin Types	14
5.4	Waste Management Strategy – Internal Arrangements.....	15
5.5	Waste Management Strategy – Collections.....	16
6.0	Summary and Conclusions	17
6.1	Summary	17
6.2	Conclusions	18

Figures

Figure 2.1 – Site Location in Relation to Manchester City Centre.....3

Figure 2.2 – Site Location in Relation to the surrounding highway network.....4

Figure 2.3 – Map of Changes and New Features to Deansgate. 6

Tables

Table 4.1 – Existing Servicing Arrangements. 11

Table 4.2 – Proposed Servicing Arrangements. 12

Table 5.1 – Development Weekly Waste Volume Forecast.....14

Table 5.2 – Number of Required Bins.....15

Drawings

Drawing 70691-CUR-00-XX-DR-TP-06006-P01 – Waste Management Strategy

Appendices

- Appendix A** – Proposed Layout
- Appendix B** – Manchester City Council Waste Pro Forma

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Kames Property Income Fund to provide traffic and transportation advice in relation to the redevelopment of 39 Deansgate, within Manchester's Central Business District. The site is also included within the Ramada Complex Strategic Regeneration Framework (SRF).
- 1.1.2 The proposed refurbishment involves the demolition of the existing 9-storey building and the *"Erection of a 17 storey building comprising office use (Use Class E(g)(i)) and flexible ground floor commercial units (Use Classes E(a),(b),(c) and sui generis 'drinking establishment'), new electricity sub-station, basement cycle parking and rooftop plant enclosure, together with access, servicing and associated works following demolition of the existing building"*
- 1.1.3 The proposed layout plans are included in **Appendix A**.

1.2 Purpose of This Report

- 1.2.1 In January 2020, Curtins prepared a Waste Management and Servicing Strategy (WMSS) to accompany the planning application (Manchester City Council planning reference: 126328/FO/2020). In January 2021, the planning application was refused by Members against Officer recommendation for reasons pertaining to loss of amenity and impact on the heritage assets of the surrounding area.
- 1.2.2 The resubmission application has been subject to further discussions with Senior Planning Officers at MCC and additional supporting information to justify the proposed development and further highlight its public benefits has been provided. To this end, this report is an updated version of the 2020 WMSS, capturing any changes to the site context and local context, notably changes to the city centre in light of the COVID-19 pandemic.
- 1.2.3 This Waste Management and Servicing Strategy (WMSS) has been prepared to consider the potential refuse and recyclable waste volumes of 39 Deansgate development, including organic waste and for all uses of this development. This WMSS also provides details of the 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 use and Highway Network surroundings 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**.
- 1.3.3 **Appendix B** to the rear of this report contains a completed MCC Waste Pro Forma.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The Site is irregular in shape and comprises an area of around 1,227m² (0.12 ha).

2.1.2 The following **Figure 2.1** shows the location of the site in relation with Manchester City Centre:



Figure 2.1 – Site Location in Relation to Manchester City Centre.

(Source: OpenStreetMap, 2020)

2.1.3 Located within the Ramada Complex SRF within Manchester's Central Business District, the site is bound by Deansgate to the West, St Mary's Gate to the North, the Grade II* listed Barton Arcade to the South and by 12-14 St Mary's Gate to the East. It is also situated within the St Ann's Conservation Area.

2.1.4 The following **Figure 2.2** shows the location of the site in relation to the surrounding highway network:

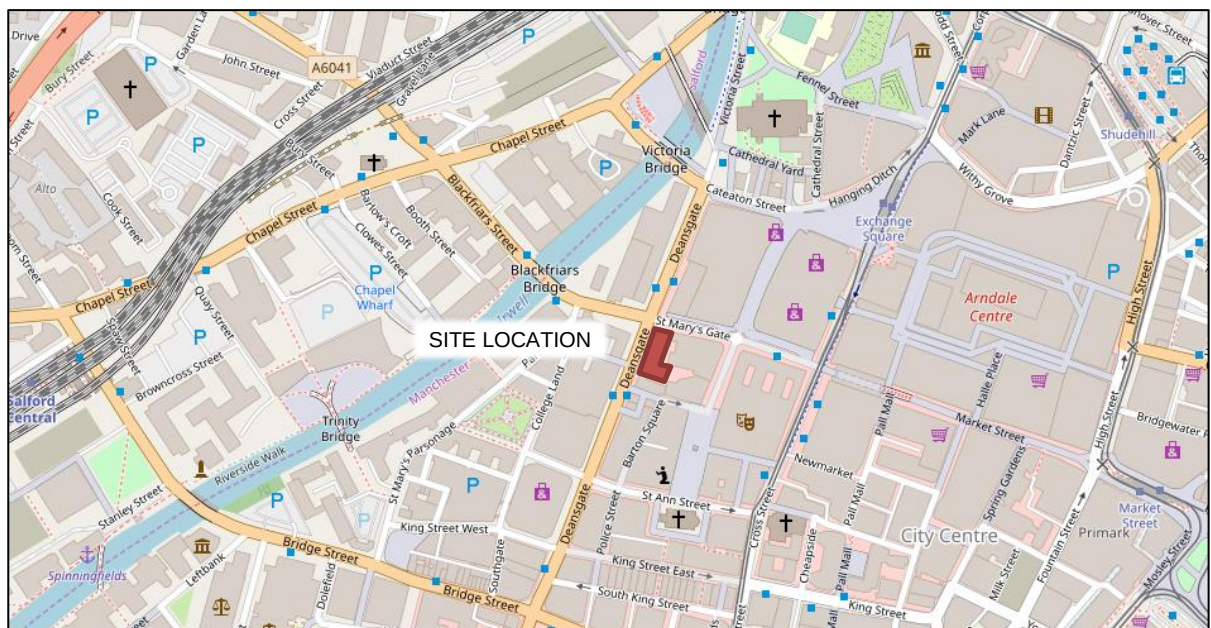


Figure 2.2 – Site Location in Relation to the surrounding highway network.

(Source: OpenStreetMap, 2020)

2.2 Existing Use

- 2.2.1 39 Deansgate is currently occupied by a 9-storey mixed use building known as 'Speakers' House', built in 1963 and designed by the architectural practice of Douglas Stephen & Partners. It has been refurbished numerous times over the years, most recently in 2013 when new cladding was added to the main shop front façades.
- 2.2.2 The existing building has a net area of 3,754m² (40,408sq. ft) with accommodation arranged over ground, mezzanine, and eight upper floors. The ground floor, circa 1,116m² (12,013sq. ft) is occupied by a variety retail tenants whilst the upper floors are currently used as offices, with an area in excess of 2,638m² (28,395sq. ft).
- 2.2.3 There is a podium car park with capacity for 13 cars. Approximately nine of these spaces are currently in use.
- 2.2.4 In light of the COVID-19 pandemic, there have been significant changes at the building. There are more vacancies (both office and retail), and it continues to be difficult to attract occupiers.

2.3 Surrounding Highway Network

A56 Deansgate

- 2.3.1 Forming the western boundary of the site, Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. The route also has a large number of active frontages in the vicinity of the site with a selection of commercial uses including retail, restaurants, cafés and real estate agents amongst others.
- 2.3.2 Deansgate commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Chester Road. Deansgate extends for approximately 1.2km towards the north, where it becomes Victoria Street at a signalised junction with Victoria Bridge Street.
- 2.3.3 Deansgate is approximately 14 metres wide with footways provided along both sides of the carriageway. Loading bays, disabled parking, taxi ranks and some on-street parking reduce the available width of the carriageway.
- 2.3.4 In the vicinity of the site, footways are circa 4.5m wide on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junction with Blackfriars Street and St. Mary's Gate. Deansgate is also well-lit with street lighting present at regular intervals. There is also cycle provision in the form of advanced cycle stop lanes at signalised junctions.
- 2.3.5 The road is subject to a speed limit of 20mph and has TROs in the form of double yellow lines in the vicinity of the site.
- 2.3.6 In May 2020, during the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic, under emergency legislation brought in by the Government to allow people more room to social distance. 'Surface guard' barriers were installed to block access to vehicles whilst providing space for bicycles to pass, and tree planters were also placed in the middle of the carriageway.
- 2.3.7 Road closure signs appear on both ends of the pedestrianised zone to inform vehicles about the restriction, however businesses vehicles would still be able to access the closed sections to load and unload during certain times (06:00 – 08:00 on Mondays to Saturdays). Emergency services would also have full access if necessary.
- 2.3.8 In December 2020, Manchester City Council installed new 'Rhino' barriers to allow buses and taxis to travel one-way down the road (southbound, with the northbound carriageway still closed). Pedestrians still have extra room to walk along the carriageway, and the tree planters remain. This remains the arrangement along this section of Deansgate at the time of writing.

2.3.9 Manchester City Council then held a public consultation on the permanent pedestrianisation of Deansgate (and additional changes to surrounding roads), shown in **Figure 2.3** below:

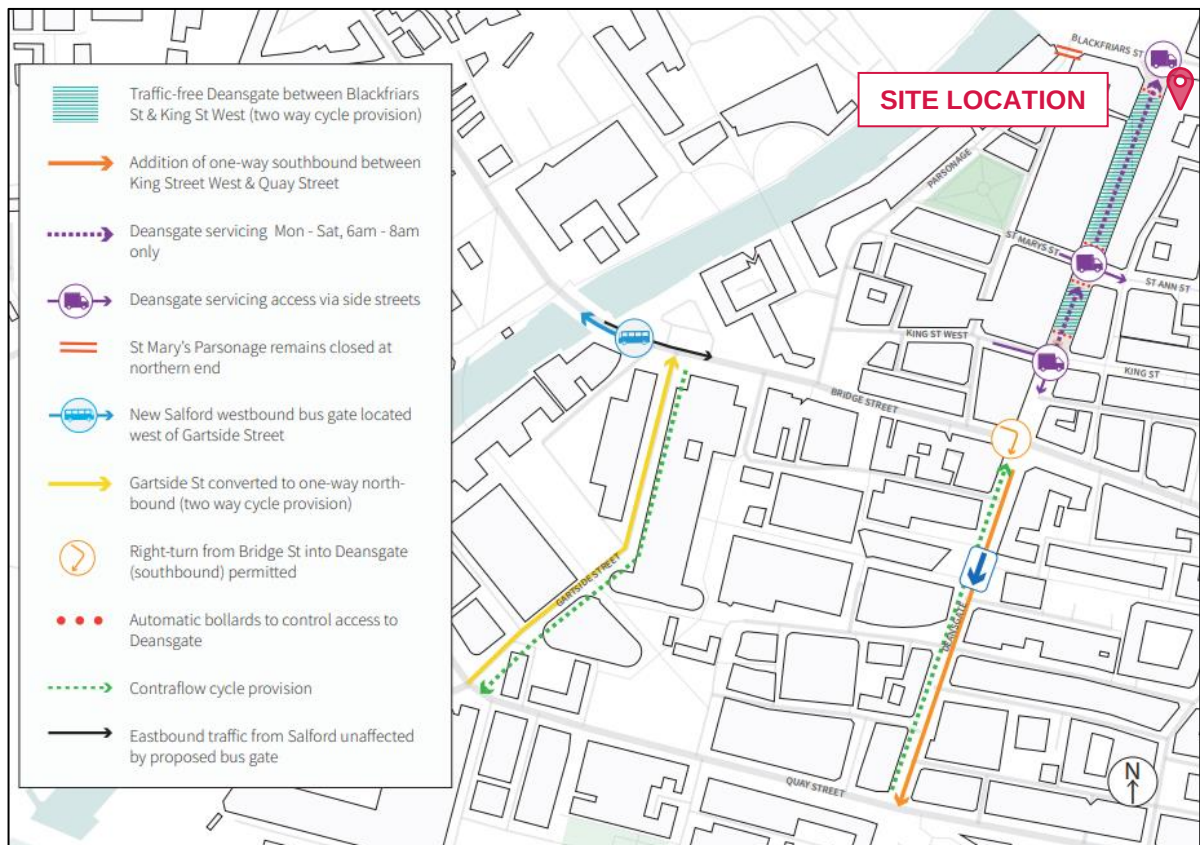


Figure 2.3 – Map of Changes and New Features to Deansgate.

(Source: Manchester City Council, 2020)

2.3.10 The consultation period ended in January 2021, where Manchester City Council stated all comments received will be reviewed, and reported to the Executive Member for Environment for consideration and to decide the next steps. The impact of the trial closure will be monitored for a period of at least 12 months, and a decision will be made on whether to make it permanent.

St. Mary's Gate

2.3.11 St. Mary's Gate runs along the northern boundary of the proposed development. This road commences to the east at the signalised junction with Cross Street and Corporation Street and continues for a length of circa 160m towards the west, terminating at a signalised junction with Deansgate.

2.3.12 In the vicinity of the site, St. Mary's Gate is a two-way street with a carriageway of approximately 12m, including two loading areas at the western end (the bay to the north of approximately 12m long and the one to the south 15m) and a taxi rank along both sides of the road.

2.3.13 At the junction with Exchange Street, the road becomes a one-way street with vehicles travelling in a westerly direction. At this location, a turning area of approximately 18m of diameter is provided for vehicles to turn around.

2.3.14 There are well-maintained footways on both sides of the carriageway which are approximately 5m in width. The road is well-lit with street lighting.

Exchange Street

2.3.15 Towards the east of the site, Exchange Street is a pedestrianised street with droppable bollards limiting the access for vehicles. These bollards are lowered automatically from 7am to 11am to allow service vehicles to access the office buildings and retail units located along St. Ann's Square area, including 39 Deansgate. At any other time of the day, permit holders, including users of the podium car park located at the site can lower the automated bollards with a fob.

2.3.16 The average width of Exchange Street is 17m. The footways / pedestrian areas are complete with dropped kerbs and tactile paving at designated pedestrian crossing, and the street is also well lit with street lighting at regular intervals.

3.0 Waste Management Policy

3.1 Introduction

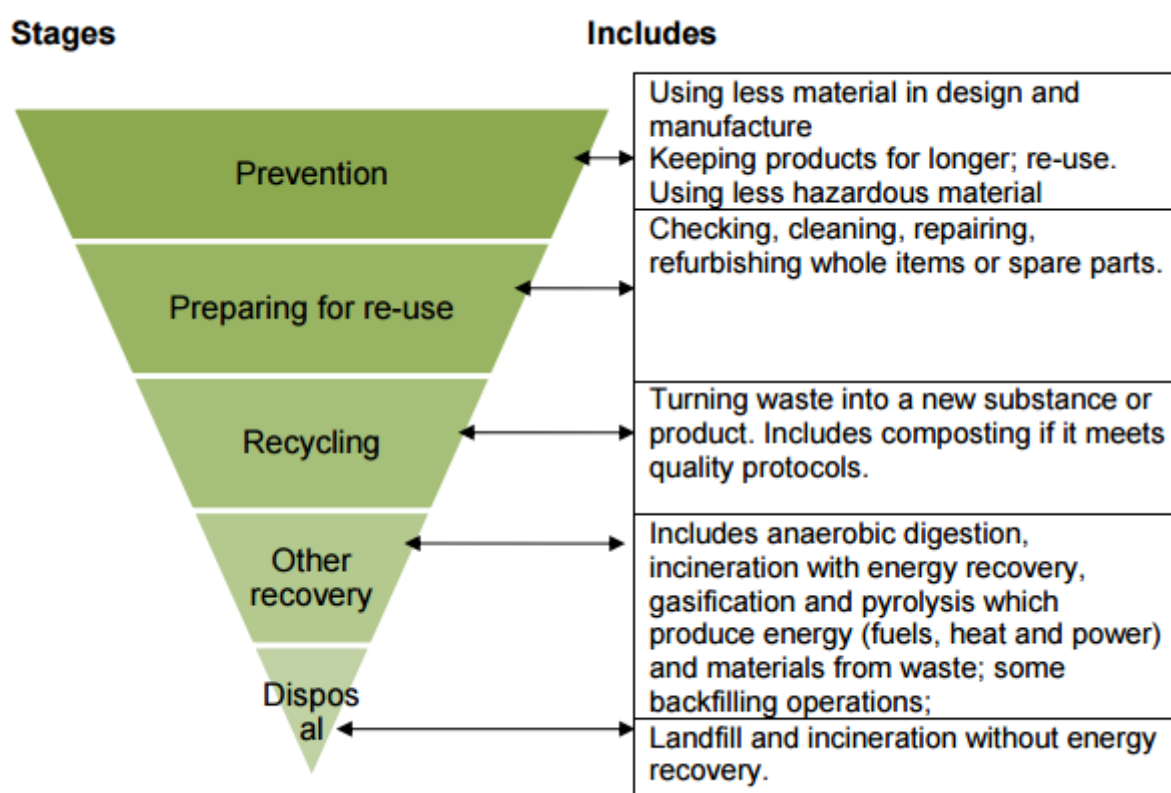
3.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

3.2 Waste Management Plan for England

3.2.1 Section 2 of DEFRA's Waste Management Plan for England describes the current waste management situation while setting the target for oncoming years:

"We are working towards moving beyond our current throwaway society to a 'zero waste economy' in which material resources are reused, recycled or recovered wherever possible and only disposed of as the option of last resort."

3.2.2 The next subsection of the Plan identifies *The Waste Hierarchy* as reproduced below:



3.2.3 The 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).

- 3.2.4 This Waste Management and Servicing Strategy (WMSS) 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 WMSS has consulted the weekly arisings for restaurants, included within this Code of Practice, to further support the estimated waste generation set on MCC's GD 04 waste guidance for the potential Food & Beverage (F&B) use of the site.
- 3.3.3 This code of practice also includes guidance for office developments. However, the forecast is based on the number of employees and at the time of writing there is no accurate information on a definitive number of employees. Therefore, all calculations for this use have been based on the local MCC's GD04 guidance.

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 WMSS proposes waste storage areas which comply with the requirements set by Building Regulations document.

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

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

- 3.1.1 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.

3.1.2 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, including office, retail and F&B uses;
- 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.

3.1.3 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**.

4.0 Servicing Strategy

4.1 Access

- 4.1.1 Access to the service area has been discussed and agreed in principle with MCC Highways, subject to confirmation of the anticipated number of trips.
- 4.1.2 Vehicles would enter the site via the existing access off Exchange Street and stop at the proposed service yard to the east of the proposed development. Access to the service area will be performed in a similar fashion to the current arrangements.
- 4.1.3 As described above in **Chapter 2.3**, access to the service yard is limited by droppable bollards, which are lowered automatically from 7am to 11am for service vehicle access. It is not proposed to amend this arrangement as part of the application scheme.

4.2 Service areas

- 4.2.1 The service yard within the development has been designed to accommodate a 10m Rigid HGV.
- 4.2.2 The ground floor layout plans contained in **Appendix A** show that delivery, refuse, and plant rooms would be concentrated towards the southeast of the site, in the immediate vicinity of the loading area and therefore, minimising the transportation of goods.
- 4.2.3 There are alternative loading areas along St. Mary's Gate that could be used by the development. In the immediate vicinity of the site, there is an approximate 22m long loading bay. This loading bay is complemented by an additional loading bay of approximately 12.5m, located opposite the development.

4.3 Servicing Arrangements

Existing Arrangements

- 4.3.1 The following **Table 4.1** provides an indication of the typical delivery and collection frequencies of the existing uses:

Servicing	Frequency (Times a week)	Typical Vehicle
Waste	13	10m Refuse Vehicle or smaller
Programmed Deliveries	5	10m Rigid HGV or smaller
Development Total	18	10m Rigid HGV or smaller

Table 4.1 – Existing Servicing Arrangements.

- 4.3.2 The above table provides a forecast of the typical servicing arrangements of the current uses on site.
- 4.3.3 The following **Table 4.2** provides details of the proposed servicing arrangements:

Servicing	Frequency (Times a week)	Typical Vehicle
Waste	7	10m Refuse Vehicle or smaller
Programmed Deliveries	5	10m Rigid HGV or smaller
Development Total	12	10m Rigid HGV or smaller

Table 4.2 – Proposed Servicing Arrangements.

- 4.3.4 The above table provides a forecast of the anticipated servicing arrangements for the proposed development when fully occupied and is provided as a worst-case scenario. However, it should be noted that the commercial frequency of servicing varies based on the final occupier of the units.
- 4.3.5 The above tables demonstrate that the proposed development could result in a net reduction of vehicular trips related with servicing.
- 4.3.6 Although the overall office use area will increase, it is considered that the number of deliveries will not increase as a result. Typically, a delivery company delivers all its due parcels at the building, regardless the number or size of the companies. On this basis, the number of programmed deliveries has not been changed, as the uses will remain similar to the existing uses. Furthermore, as a result of the reduction in the number of commercial units, it is expected that the number of deliveries will be lower than the existing, adding robustness to the forecast.
- 4.3.7 The proposed cohesive waste strategy proposed in the following **Chapter 5** and the reduction in the number of commercial units results in a lower number of waste collections per week.
- 4.3.8 Further supporting the net reduction in vehicular traffic along Exchange Street, the proposed development is a car-free development, resulting in a potential reduction of 26 vehicular trips per day (130 trips per week) along Exchange Street.
- 4.3.9 The servicing arrangements will be timed so they fit within the four-hour time window (7am-11am) when the Exchange Street bollards are lowered to allow the access of service vehicles to the internal service yard.

5.0 Waste Forecasting and Strategy

5.1 Introduction

- 5.1.1 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 Government's goals.

5.2 Waste Forecast

- 5.2.1 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 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 5.2.2 The proposed development will comprise office (Use Class E(g) (formerly B1)) and commercial (Use Classes E(a, b, c) (formerly A1 / A2 / A3) and Sui Generis (formerly A4)) uses. The reception and management office areas will be ancillary to the main office use. Therefore, these areas have not been considered for calculation purposes.
- 5.2.3 The office use of the proposed development will have an NIA of 12,604m². The waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for offices of 2,600l per 1,000m² of gross floor space. An initial recycling percentage of 50% has been estimated for calculation purposes. The recycling rate can be updated upon review of the actual recycling rates following occupation.
- 5.2.4 The commercial uses of the proposed development are located at the ground floor of the development and will have an approximate NIA of 454 m². For robustness, the commercial uses are envisaged to be Food and Beverage (F&B) (Use Class E(c) (formerly A3)) uses, as this use typically generate a higher volume waste than any of the other commercial use classes. However, the final use could be any of the following classes: E(a, b, c) (formerly A1 / A2 / A3) and Sui Generis (formerly A4).
- 5.2.5 The commercial uses have been based on the same local guidance, following the recommendations for Restaurants / Fast Food Outlets of 1,500l per 20 dining spaces.
- 5.2.6 For robustness and to cater for any potential use, 165 seats have been considered for calculation purposes. At 60%, the recycling rates for these uses are considered to be slightly higher than the office use recycling rates.
- 5.2.7 Based on these requirements, **Table 5.1** forecasts the waste volume generated by both the proposed office and commercial uses associated with the development:

Office Use	
Waste Stream	Refuse Volume (12,604m ²)
Non-recyclable Waste	16,385l
Dry mixed Recycling	12,289l
Glass Recycling	4,096l
Office Use Total	32,770l
Commercial Uses (E(c) (formerly A3) – F&B)	
Waste Stream	Refuse Volume (165 seats)
Non-recyclable Waste	4,950l
Dry Mixed Recycling	4,455l
Glass Recycling	1,856l
Organic Food Recycling	1,114l
Commercial Total	12,375l
Development Total	45,145l

Table 5.1 – Development Weekly Waste Volume Forecast.

5.3 Bin Types

- 5.3.1 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 660l and 240l wheeled bins.
- 5.3.2 The collection frequency has been estimated to be three times a week for the office use and two times a week for the commercial uses.
- 5.3.3 The following **Table 5.2** summarises the required waste containers per stream for the proposed development. This table has been produced following the recommendations set by MCC's GD04 Waste Guidance Document, assuming the waste collection frequencies summarised above in **Paragraph 5.3.2** and described in detail in the following **Chapter 5.5**.

Office Use	
Waste Stream	Number of bins
Non-recyclable Waste	5 x 1,100l
Dry Mixed Recycling	4 x 1,100l
Glass Recycling	1 x 1,100l + 1 x 240l
Office Use Total	10 x 1,100l + 1 x 240l
Commercial Uses (E(c) (formerly A3) – F&B)	
Waste Stream	Number of bins
Non-recyclable Waste	3 x 1,100l
Dry Mixed Recycling	2 x 1,100l
Glass Recycling	1 x 1,100l
Organic Food Recycling	1 x 660l
Commercial Uses Total	6 x 1,100l + 1 x 660l
Development Total	16 x 1,100l + 1 x 660l + 1 x 240l

Table 5.2 – Number of Required Bins.

5.4 Waste Management Strategy – Internal Arrangements

5.4.1 The four main waste streams are:

- General, non-recyclable waste;
- Dry mixed Recycling (Comprising cardboard and paper, plastic and aluminium);
- Glass Recycling; and
- Organic food (Only for potential F&B uses).

5.4.2 The proposals include a single storage room for the office use, whilst the commercial uses are expected to store their waste internally.

5.4.3 The proposed office waste storage room has been sized to accommodate and operate the number of bins required in the above **Tables 5.2**. Furthermore, to cater for any potential increase in waste generation the waste storage room can accommodate an extra 1,100l Eurobin.

5.4.4 It is envisaged that initially over 50% of the bins in store would be dedicated to recycling. This percentage could be increased at any point based on actual recycling rates.

5.4.5 The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates within the employees of both uses. This could be achieved by giving information on the benefits of recycling and information on how to segregate.

- 5.4.6 The waste storage areas will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 5.4.7 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 replacement of damaged bins when necessary.

5.5 Waste Management Strategy – Collections

- 5.5.1 It is envisaged that a private collector would be appointed to collect the waste.
- 5.5.2 For calculation purposes, it has been estimated that the collection frequency will be three times a week for the office use and two times a week for the commercial uses.
- 5.5.3 However, based on the variable nature of both uses, it is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes. The management company will be in charge of monitoring bin usage and adjusting the collection frequency accordingly. The calculations for the commercial uses within this report have been provided as a worst-case scenario.
- 5.5.4 **Drawing 70691-CUR-00-XX-DR-TP-06006-P01** shows the location of the waste storage rooms, routes and collection points.
- 5.5.5 The management company would be responsible for moving the bins to the collection points on collection day. The waste operators will collect the bins and load them into the refuse vehicle.
- 5.5.6 There are two collection points proposed for this development. The main collection point will serve both the Office use and Retail Unit 02. This collection point will be located at the proposed service yard, to the east of the proposed development and accessed off Exchange Street.
- 5.5.7 The collection of waste bins from the service yard will be coordinated to minimise the number of vehicular trips along Exchange Street.
- 5.5.8 The secondary collection point will serve Retail Unit 01 and will be located at the existing loading bay along St. Mary's Gate, in the immediate vicinity of the site. This loading bay has an approximate length of 22m and is considered suitable for the intended use.
- 5.5.9 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the management team.

6.0 Summary and Conclusions

6.1 Summary

- 6.1.1 Curtins has been appointed on behalf of Kames Property Income Fund to provide traffic and transportation advice in relation to the redevelopment of 39 Deansgate, within Manchester's Central Business District. The site is also included within the Ramada Complex Strategic Regeneration Framework (SRF).
- 6.1.2 The proposed development involves the demolition of the existing 9-storey building and the erection of a new 17-storey building. This will allow the creation of retail units (Use Classes E(a, b, c) (formerly A1 / A2 / A3) and Sui Generis (formerly A4)) on Deansgate at ground floor level, with the remaining upper floors dedicated to office use (Use Class E(g)(i) (formerly B1a)).
- 6.1.3 In January 2020, Curtins prepared a Waste Management and Servicing Strategy (WMSS) to accompany the planning application and inform Highway Officers at Manchester City Council (MCC) with regard to the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective. The planning application (Manchester City Council planning reference: 126328/FO/2020) was refused in 2021. This report is an updated version of the 2020 WMSS, capturing any changes to the site context and local context, notably changes to the city centre in light of the COVID-19 pandemic.
- 6.1.4 This Waste Management and Servicing Strategy (WMSS) has been prepared to consider the servicing arrangements and the potential refuse and recyclable waste volumes, including potential organic waste, and for all uses of the proposed development. This WMSS also provides details of the collection arrangements.
- 6.1.5 It has been concluded that the proposed development could result in a net reduction of servicing vehicular trips along Exchange Street.
- 6.1.6 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 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 6.1.7 For robustness, the forecasted commercial uses waste generation have been calculated as a worst-case scenario (Use Class E(c) (formerly A3)).
- 6.1.8 The report concludes that both the office and commercial uses will be served by private refuse collections.
- 6.1.9 It has been estimated that the collection frequency will be three times a week for the office use and two times a week for the commercial uses. The collection frequency is subject to be updated following

occupation, as typically the waste generated by both the office and commercial uses varies significantly based on the final occupier.

- 6.1.10 The size of the bin store has been determined accordingly whilst consideration to segregation and recycling has been given.

6.2 Conclusions

- 6.2.1 From a Waste Management perspective, there are no reasons why the development proposals should not be granted planning approval.

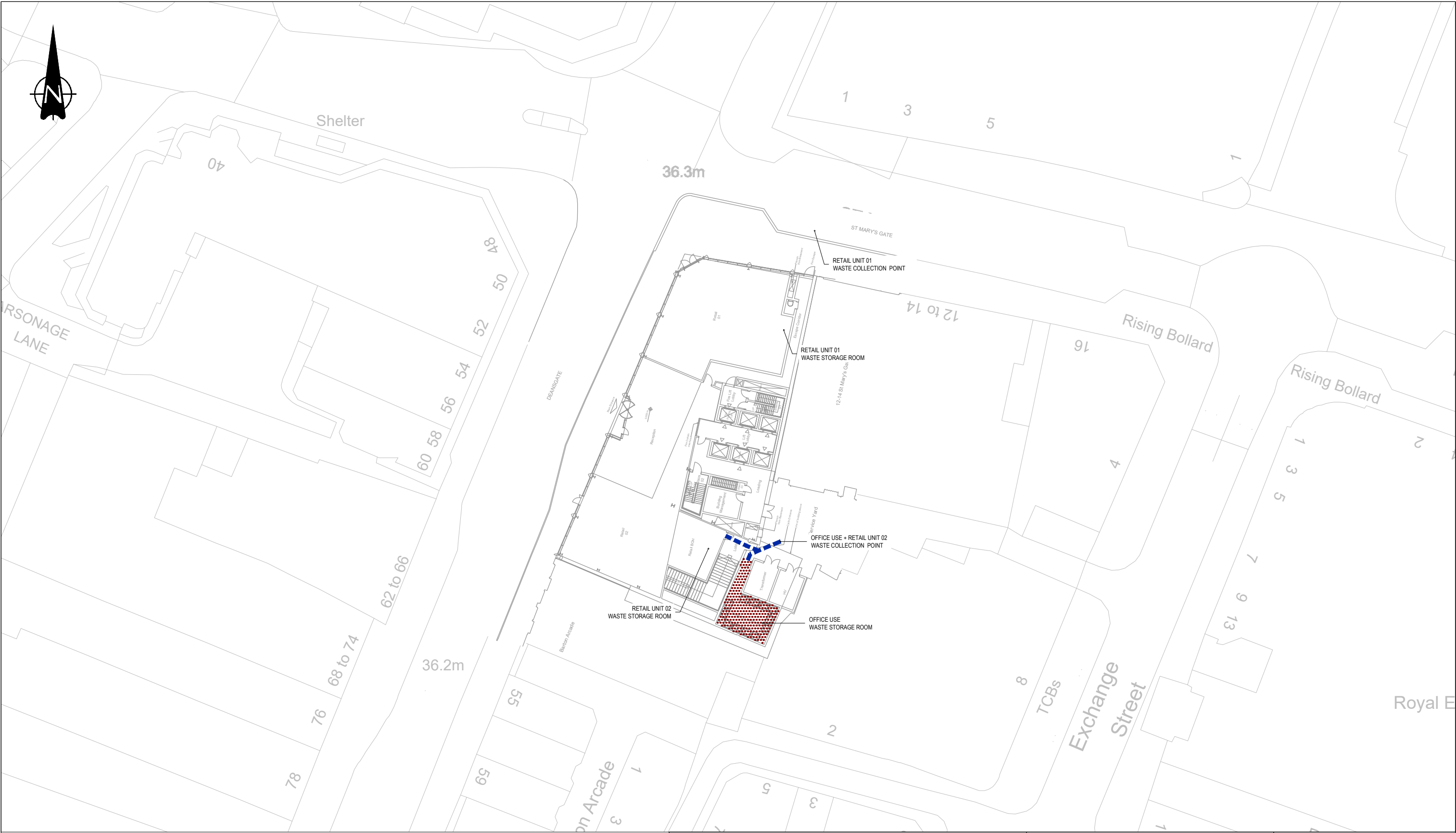
79464 39 Deansgate – Manchester

Waste Management and Servicing Strategy



Drawings

Drawing 70691-CUR-00-XX-DR-TP-06006-P01 – Waste Management Strategy



KEY: WASTE STORAGE ROOM SERVICE STRATEGY					ecurtins Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG 0161 236 2394 manchester@curtins.com 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	Project: 39 DEANSGATE - MANCHESTER		Status: PRELIMINARY					
						Drg Title: WASTE MANAGEMENT STRATEGY		Drawn By: DD	Checked By: AT				
								Designed By: DD	Date: 05/12/19				
								Scale: 1:500 @ A3					
GENERAL NOTES:		Rev:	Description:	Date:	By:	Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
						70691 - CUR - 00 - XX - DR - TP - 06006 -P01							

Appendix A – Proposed Layout



Proposed Ground Floor Plan
1 : 100

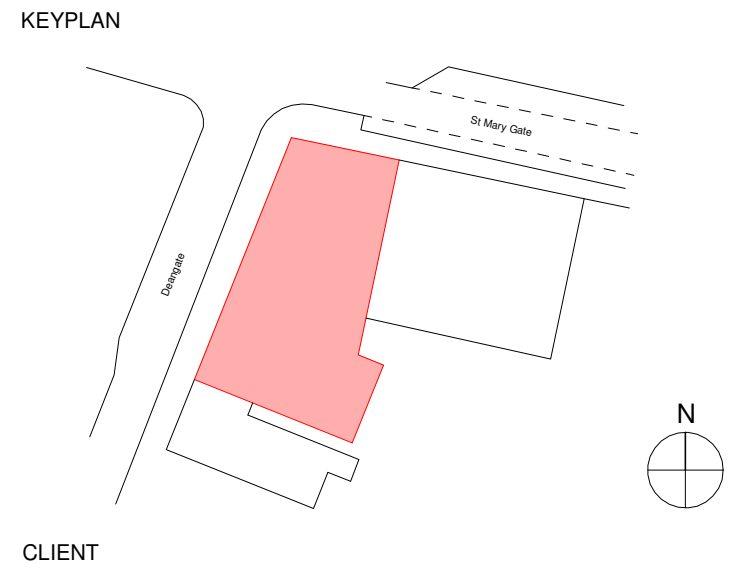
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REV.	DATE	AMENDMENT
P01	20/12/19	Planning Issue
P02	July 2021	Planning Issue



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PROJECT
39 Deansgate

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 100	DEC.19	MM	MM	TO'B

Proposed Ground Floor Plan

Stage 3

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	PLANNING	6145
DRAWING NO.	REV.	
6145 - SRA-XX-00-DR-A-02110	P02	



Proposed Basement Plan
1 : 100

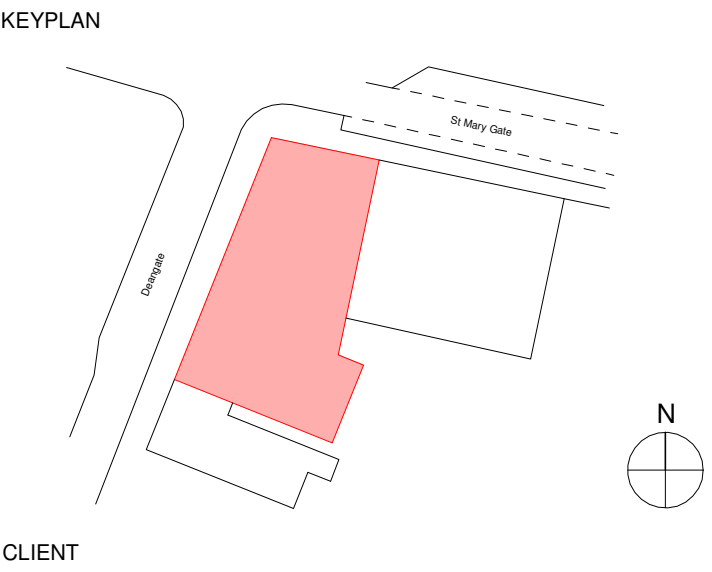
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1 : 100	DEC.19	MM	MM	TO'B

Proposed Basement Plan

Stage 3

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	PLANNING	6145
DRAWING NO.	REV.	
6145 - SRA-XX-B1-DR - A - 02199	P02	

Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: TBC

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.	

Commercial Developments

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

General Waste -	5x 1100l bin (office), 3x 1100l bin (commercial unit)
Pulpable Recycling -	4x 1100l bin (office), 2x 1100l bin (commercial)
Mixed Recycling -	1x 1100l bin + 1x 240l (office), 1x 1100l bin (commercial)
Food Waste -	1x 660l bin (commercial)
Industrial Waste -	

Has / will a contract be obtained with a licenced waste carrier?	☒
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Mixed Use Developments

Are the stores for residential and commercial separate from each other?	☐
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Internal Stores (Residential and Commercial)

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

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Storage Areas for Waste Containers (Residential and Commercial)

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

Cleaners will use trolleys to collect waste from each office before taking it to the waste storage room on the ground floor of the building. The employees of the commercial units will store waste internally within the retail space.

It is envisaged that a private collection company would collect the waste 3 times per week for the office use and 2 times per week for the commercial uses. 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 permeable 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.

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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