

Boddingtons Manchester

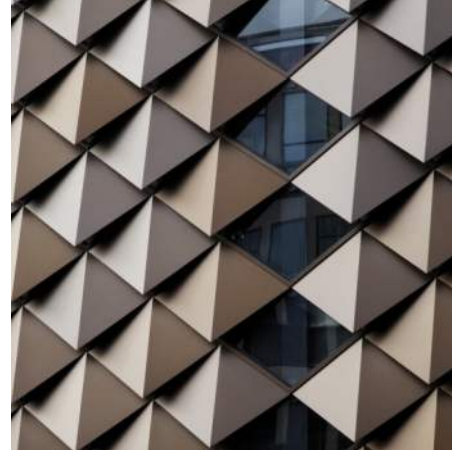
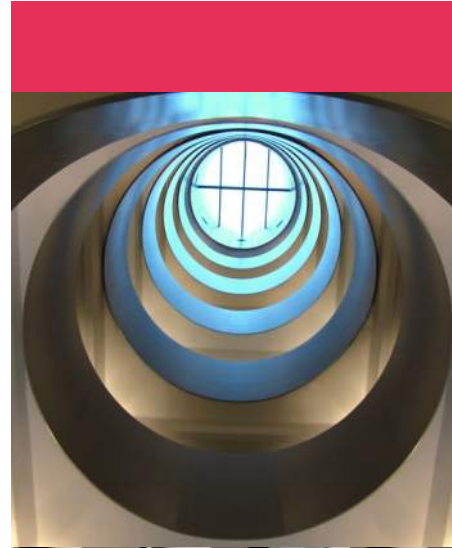
Waste Management Strategy

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Client Name: Latimer Developments Ltd.



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V01	1 st Issue	AT	AT	19 November 2021

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Appendix A – Proposed Site Layout

Appendix B – MCC Waste Pro Forma

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Latimer Developments Ltd. to provide transport planning advice in relation to a planning application for the redevelopment of land off Great Ducie Street to the north of Manchester City Centre.
- 1.1.2 The site is currently in use as a public car park and is directly adjacent to The Manchester College education scheme (App Ref: 124995/FO/2019).
- 1.1.3 The proposed development comprises the redevelopment of the former Boddingtons Brewery site to provide 461 apartments and circa 720sqm of ground floor commercial space.
- 1.1.4 The proposed Site layout 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 application site is located along the northern edge of Manchester City Centre, just outside the A6042 Ring Road and to the south of Strangeways.

2.1.2 The site is bound to the north by a Travelodge, existing parking to the east, the under-construction Manchester College (App Ref: 124995/FO/2019) to the south and A56 Great Ducie Street to the west. Immediately to the southeast of the site, Great Ducie Street meets the A6042 Inner Ring Road at a large, signalised junction.

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

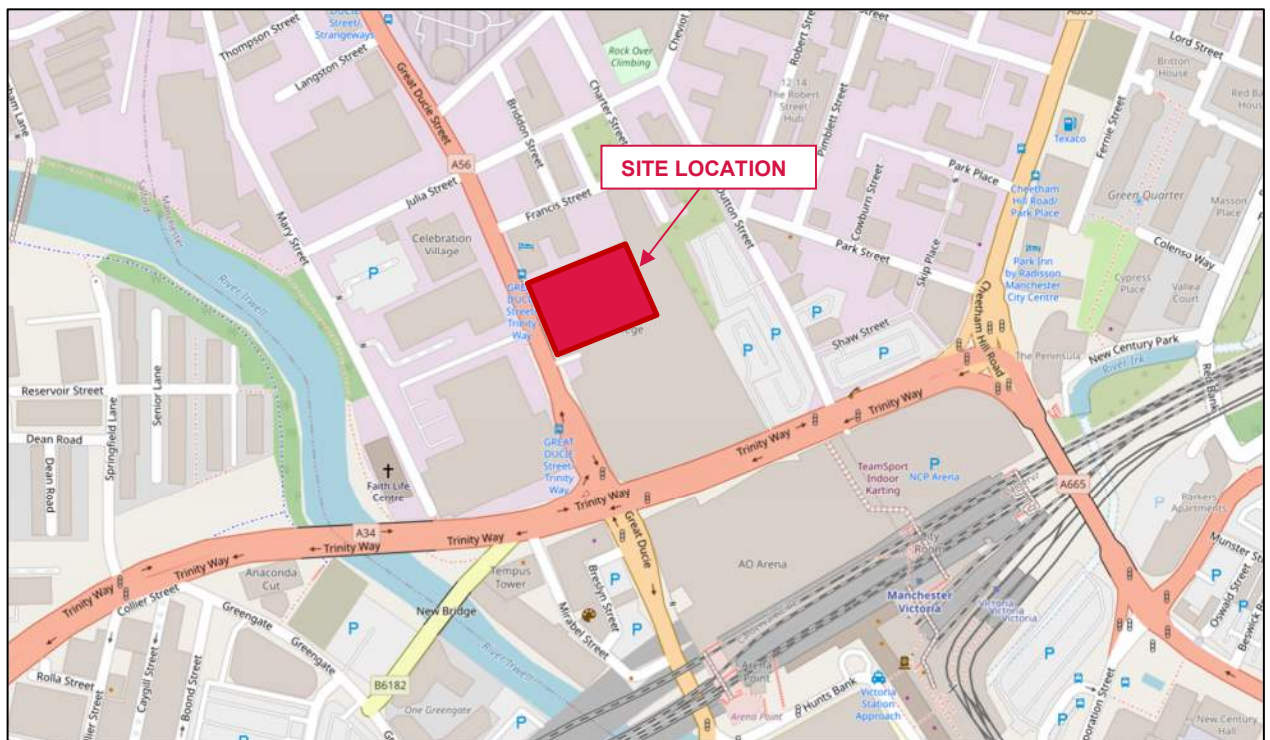


Figure 2.1 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)

2.2 Site Context

2.2.1 The City Centre is expected to expand northwards in the future due to growth in the population of young professionals in high-paying jobs which will drive demand for “housing within attractive new neighbourhoods with access to public transport and the City Centre’s offer”. The SRF aims to capitalise on this by “promoting a mixed use approach to the site, including commercial and residential uses, [which] will unlock the site’s ability to play its part in the future economic growth and prosperity of Manchester and the wider City Region.”

- 2.2.2 By encouraging the redevelopment of the Former Boddingtons Brewery Site, the SRF hopes for this to have a halo effect attracting other major developments to the Strangeways area.
- 2.2.3 The proposed development satisfies the ambition of the SRF by providing sufficient commercial and residential space to “introduce a critical mass of people in the Strangeways area” to unlock transformative effects in levelling up the area and continue the site long history in Strangeways.

2.3 Surrounding Highway Network

Great Ducie Street (A56)

- 2.3.1 Great Ducie Street runs along the southwest boundary of the site. The road commences at a signalised junction with Inner Ring Road (A6042) and continues for a length of approximately 480m, terminating at Sherbourne Street junction and continuing northbound as Bury New Road.
- 2.3.2 Great Ducie Street comprises a two-lane carriageway running in each direction with a bus lane heading southbound, providing a route from Manchester City Centre towards northern areas of Greater Manchester, including Prestwich, Whitefield and Bury.
- 2.3.3 The carriageway is approximately 9-11m wide for most of its length, widening to approximately 17m at the junction with the Inner Ring Road. There are well-maintained footways on both sides of the carriageway which are approximately 4m wide along the site frontage and more than 2.5m wide along most of the length, including a grass verge along some sections of the western side of the road. The road is well-lit with street lighting at regular intervals.
- 2.3.4 There are toucan crossings with dropped kerbs, tactile paving, and central refuge islands on all arms of the Great Ducie St/Inner Ring Road junction, with push-button operated traffic lights on the northern, eastern, and western arms.
- 2.3.5 Near the site, Great Ducie Street is subject to Traffic Regulation Orders (TROs) in the form of single yellow parking restrictions. There are bus stops in the immediate vicinity of the site as well as dedicated coach parking bays which are linked to the operation of the nearby AO Arena.

Inner Ring Road (A6042)

- 2.3.6 The A6042 Inner Ring Road is located approximately 130m south of the proposed development. Inner Ring Road operates as a dual carriageway with two lanes running in each direction and a 30mph speed limit.
- 2.3.7 The A6042 typically measures 17m in total carriageway width. There are well-maintained footways on both sides of the carriageway which for the most part is in excess of 3m wide. Formal pedestrian crossing facilities are available along Inner Ring Road, the closest of which is the toucan crossings adjacent to the development site at the junction with Great Ducie Street.

- 2.3.8 Inner Ring Road is subject to Traffic Regulation Orders (TROs), these include No-Waiting-At-Any-Time (NWAAT) double yellow lines and at the junction of Great Ducie Street there is a yellow box to keep the junction clear.

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:

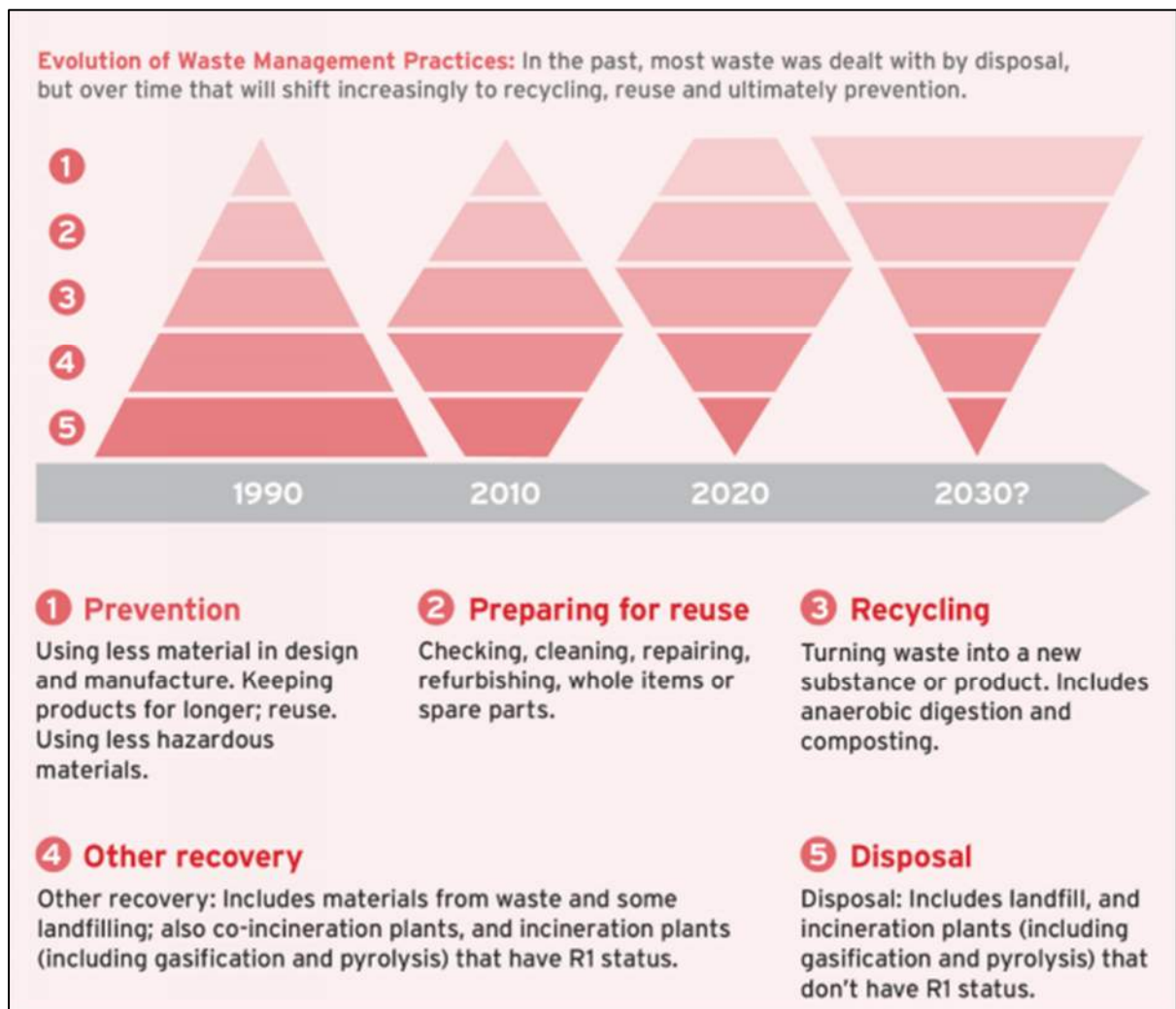


Figure 3.1 – Evolution of Waste Management Practices.

(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.
- 4.2.2 To comply with the local requirements set by MCC, an initial 50% recycling rate has been forecast for all uses.

Residential Use

- 4.2.3 The proposed development comprises the redevelopment of the former Boddingtons Brewery, to provide a total of 461 apartments (Use Class C3).
- 4.2.4 GD04 guidance recommends 0.43m² of storage space per apartment in high rise residential developments. This would result in a total of c.200m² dedicated to bin storage, with some additional space required to access and transport the bins.

Commercial Use

- 4.2.5 The proposals also include circa 720m² of ground floor commercial space (Use Class E) at the ground floor, distributed in three independent units. For calculations purposes, these spaces have been considered Retail.
- 4.2.6 The commercial use waste arisings have been calculated based as well on MCC's guidance (GD04), resulting in 5,000l of waste per week per 1,000m².
- 4.2.7 **Table 4.1** forecasts the total weekly forecasted waste volume for the proposed development based on these requirements.

Residential Use	
Waste Stream	Waste Volume (461 Apartments)
Non-recyclable Waste	56,887l
Dry Mixed Recyclables	27,306l
Glass Recycling	27,306l
Organic Recycling	2,275l
Residential Use Total	113,775l
Commercial Uses	
Waste Stream	Waste Volume (720m ²)
Non-recyclable Waste	1,800l
Dry Mixed Recyclables	1,170l
Glass Recycling	630l
Commercial Use Total	3,600l
Development Total	117,375l

Table 4.1 – Development 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); and
- Glass Recycling.

- 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 240l wheelie bins.
- 4.3.5 It is acknowledged that if the final uses for the commercial uses are F&B, 1,100l Eurobins will provide a more adequate waste storage container.
- 4.3.6 **Table 4.2** summarises the required waste containers per use, assuming the internal storage arrangements and waste collection frequencies described in the following **Sections 4.4** and **4.5**.

Residential Use	
Storage Space	Area
Core A	36.57m ²
Core B1	139.51m ²
Core B2	64.13m ²
Waste Collection Store 1	70.77m ²
Waste Collection Store 2	52.63m ²
Total Residential Storage	363.61m²
Commercial Uses	
Waste Stream	Number of bins
Non-recyclable Waste	6 x 240l
Dry Mixed Recyclables	3 x 240l
Glass Recycling	3 x 240l
Commercial Use Total	12 x 240l

Table 4.2 – Number of Required Bins.

- 4.3.7 As described above, according to MCC's guidance the residential uses would require a minimum of c.200m² for bins storage. The proposed development offers a combined storage area of 363.61m² across all five storage rooms, resulting in c.164m² of additional space dedicated to bin access and transportation.
- 4.3.8 The commercial uses would require less bins than as gathered on the above table, although the numbers have been rounded up to be multiples of three to match the number of commercial waste stores.

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.
- 4.4.3 The development proposals include three resident accessible waste storage rooms, all located next to each of the cores. These rooms will be complemented by two 'waste collection stores'. These two stores are only accessible to the management company and Council operatives and will contain full bins awaiting collection and also empty bins awaiting to be moved to the resident accessible stores.
- 4.4.4 The management company will be in charge of monitoring usage of the bins at the resident accessible stores and rotate them with empty ones from the waste collection stores. This will ensure maximising the use of space and reducing the number of bins at the resident accessible stores. Nonetheless, the combined capacity of these five stores greatly exceeds the Council requirements for residential waste storage.
- 4.4.5 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.
- 4.4.6 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.
- 4.4.7 The waste storage areas will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.4.8 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

- 4.4.9 There are three proposed bin store rooms, one per proposed commercial unit. These have been sized to accommodate the number of bins described above in **Table 4.2**.
- 4.4.10 Although not initially envisaged, should a more intensive use occupy any of the units in the future, such as F&B, it is considered that the waste would be stored internally within their units.
- 4.4.11 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.

- 4.4.12 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 scheduled Council collections.
- 4.5.2 The proposed 'waste collection stores' are conveniently located near the collection point. The waste operators would collect the bins directly from the waste collection stores to the collection point and load them into the refuse vehicle.
- 4.5.3 **Drawing 79445-CUR-00-XX-DR-TP-06006** provides details of the location and size of the waste stores, collection point and routes between the stores and these areas, whilst **Drawing 79445-CUR-00-XX-DR-TP-05001** provides the swept path analysis of a large refuse vehicle.
- 4.5.4 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the Council operatives.

Commercial Use

- 4.5.5 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.
- 4.5.6 Waste collection would be provided by a private contractor, subject to confirmation post-occupation.
- 4.5.7 The stores are also conveniently located in the vicinity of the collection point. On this basis, the private contractor would be responsible to collect the bins from the bin store and 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 Latimer Developments Ltd. to provide transport planning advice in relation to a planning application for the redevelopment of land off Great Ducie Street to the north of Manchester City Centre.
- 5.1.2 The proposed development comprises the redevelopment of the former Boddingtons Brewery site to provide 461 apartments and circa 720sqm of ground floor commercial space.
- 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 residential uses are provided with three suitably sized resident accessible bin stores adjacent to each of the cores, complemented by two 'waste collection stores' in the vicinity of the collection point for building management access only. The residential uses will be served by scheduled Council collections.
- 5.1.6 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.
- 5.1.7 The size of the bin stores has been determined accordingly, with due consideration to segregation and recycling. The residential stores exceed the recommendations set by MCC's waste guidance, with the addition of 'waste collection stores' to maximise manoeuvring and access space at the resident accessible bin stores.

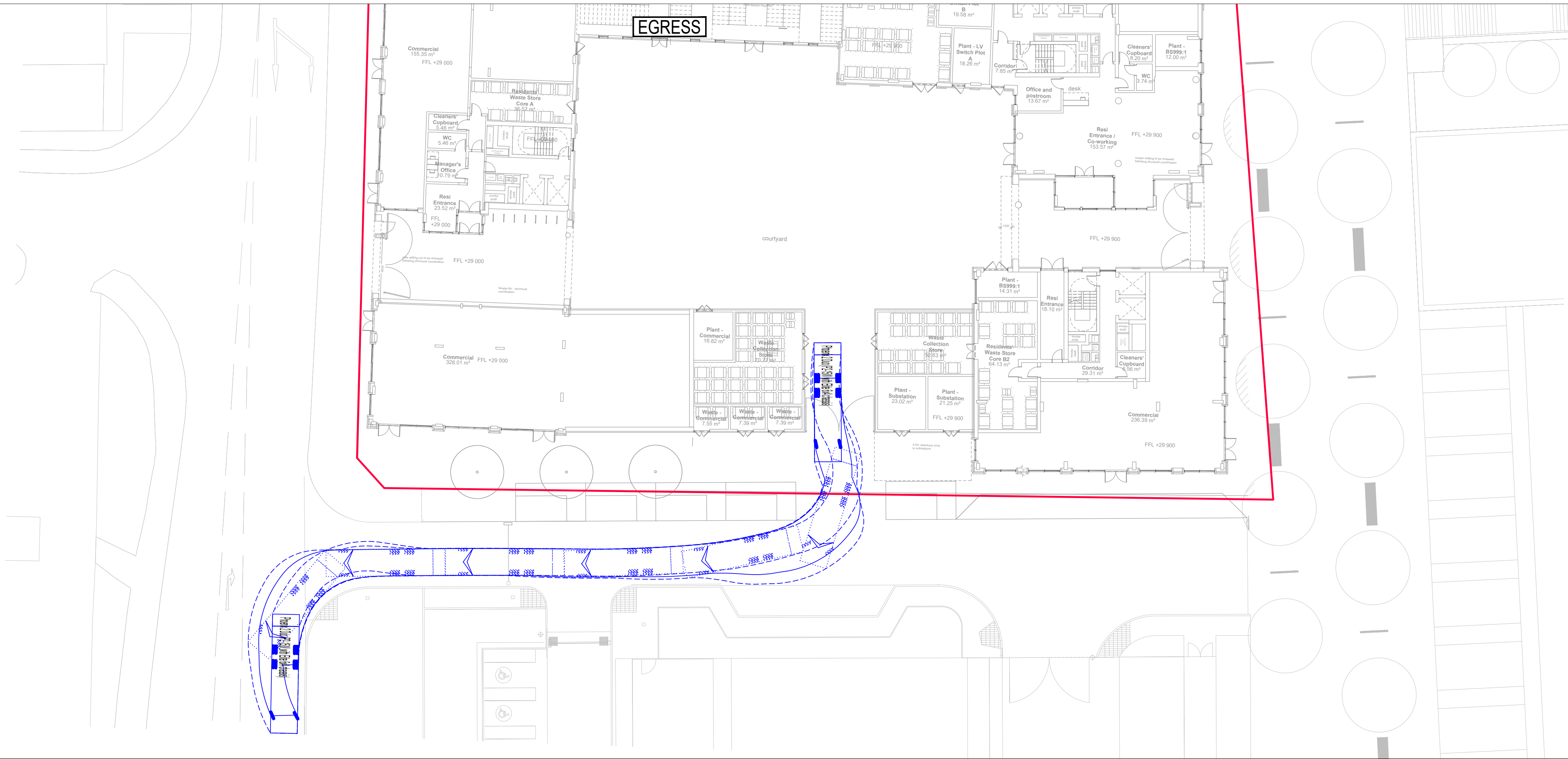
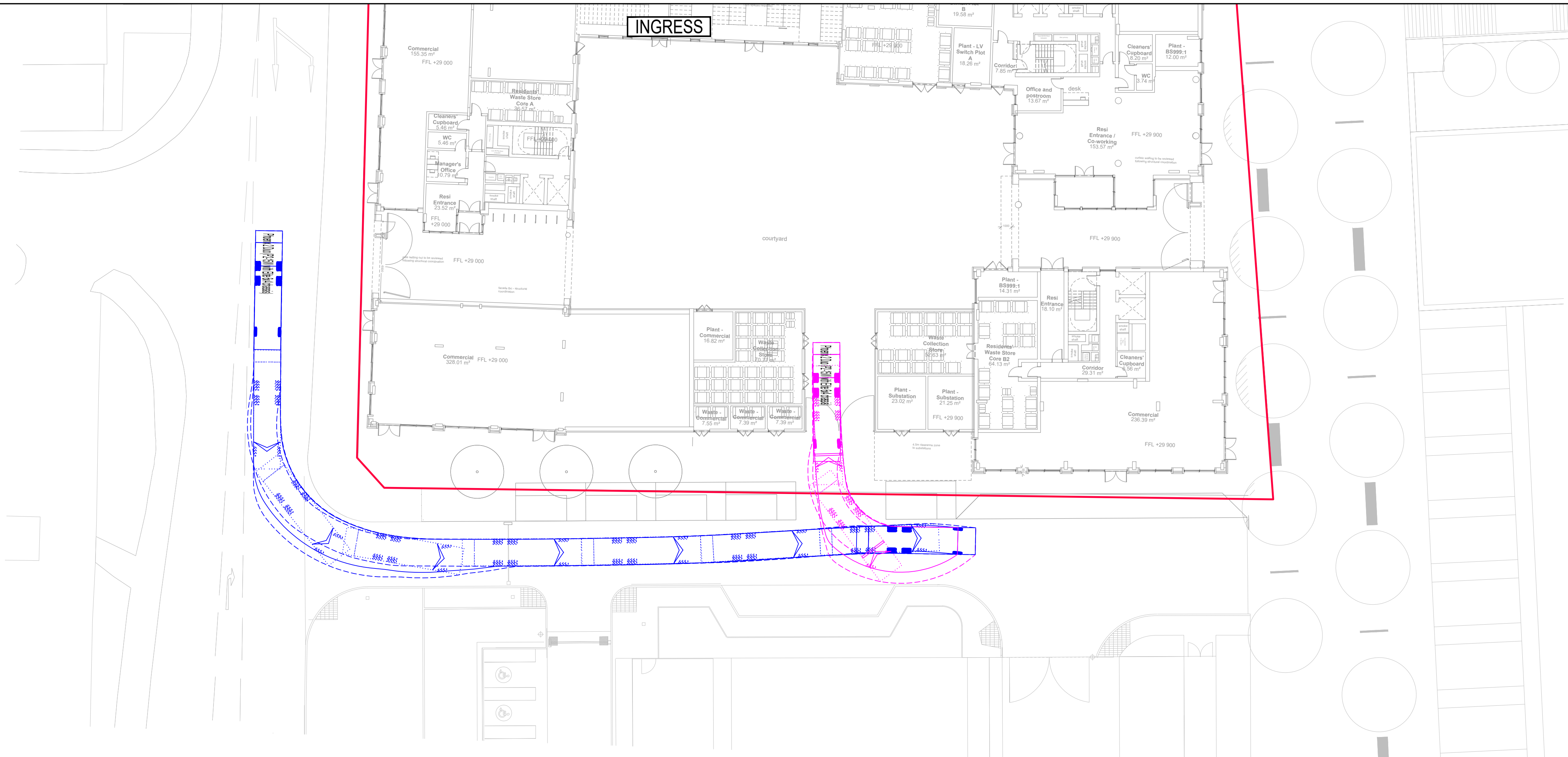
5.2 Conclusions

- 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 79445-CUR-00-XX-DR-TP-05001 – Swept Path Analysis – Large Refuse Vehicle

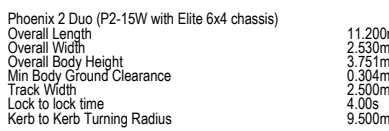
Drawing 79445-CUR-00-XX-DR-TP-06006 – Waste Management Strategy



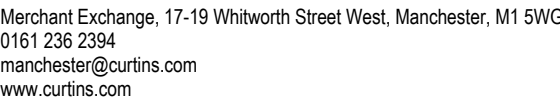
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VEHICLE PROFILE



P06	Layout updated	19/11/21	DD	AT
P05	Layout and route updated	28/09/21	JM	AT
P04	Alternative path tracked	24/09/21	DD	AT
P03	Layout and route updated	23/09/21	DD	AT
P02	Layout and refuse collection route updated	09/09/21	JM	AT
Rev:	Description:	Date:	By:	Chkd:



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Status

PRELIMINARY

Project

FORMER BODDINGTON BREWERY
MANCHESTER

Drg Title

SWEPT PATH ANALYSIS

11.2m REFUSE VEHICLE

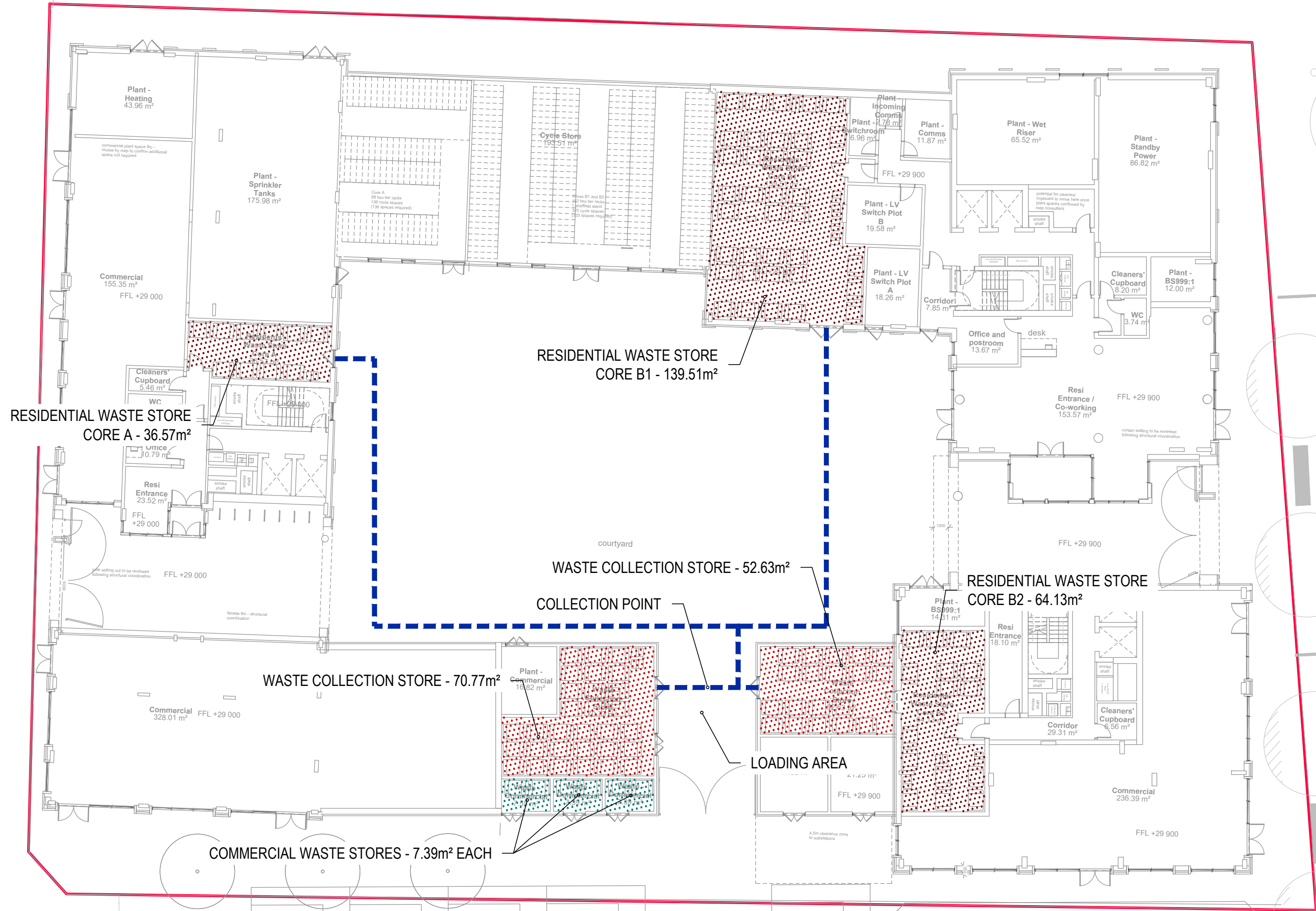
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KEY:  RESIDENT ACCESSIBLE WASTE STORE
 WASTE COLLECTION STORE
 COMMERCIAL WASTE STORE
 WASTE ROUTES



Rev:	Description:	Date:	By:	Chkd:
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Status: PRELIMINARY

Project: FORMER BODDINGTON BREWERY MANCHESTER

Orig Title: WASTE MANAGEMENT STRATEGY

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	19/11/21	DD	DD	AT			
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Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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Appendix A – Proposed Site Layout



General Notes

This drawing must not be scaled. This drawing must not be read in conjunction with all other relevant drawings, specification clauses and current design risk register. Areas are measured and calculated generally in accordance with the Nationally Described Space Standard and/or RICS Property Management, 2nd Edition (2018) and have been calculated in metric units. All setting out, dimensions and levels must be checked on site. Levels refer to Ordnance Datum Newlyn, unless stated otherwise. This drawing must not be used on site unless issued for construction. Refer to Information Plan for definition of drawing status.

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Rev	Revision note	Date	Drawn	Check
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P02	For information	19/08/21	COB	TB
P03	For information	03/09/21	GN	TB
P04	For information	27/09/21	COB	TB
P05	For information	01/10/21	COB	TB
P06	For information	03/11/21	COB	TB

DRAFT
17.11.21

Client

Clarion Housing Group

Project title

A3564 Former Boddingtons Brewery Site

Drawing title

00 Ground Floor

Scale @ A1

1 : 200

Issue date

20/10/21

Drawing number

A3564-ASA-XX-XX-DR-A-0200

Proposed status

For Information

Revision

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Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 19/11/21

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.	Yes, a total of 364m ² of storage space has been provided, exceeding the 0.43m ² per apartment recommendations by c.164m ²

Commercial Developments

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

General Waste -	6 x 240l bin
Pulpable Recycling -	3 x 240l bin
Mixed Recycling -	3 x 240l bin
Food Waste -	
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.

Residents will collect waste internally before taking it to the closest resident accessible waste storage room on the ground floor of the building. The management company will replace full bins with empty ones from the waste collections stores. The employees of the commercial units will take it to the commercial waste storage rooms. The residential waste will be collected by the Council. It is envisaged that a private collection company would collect the waste 2 times per week for the commercial units. 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 Council operatives.

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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