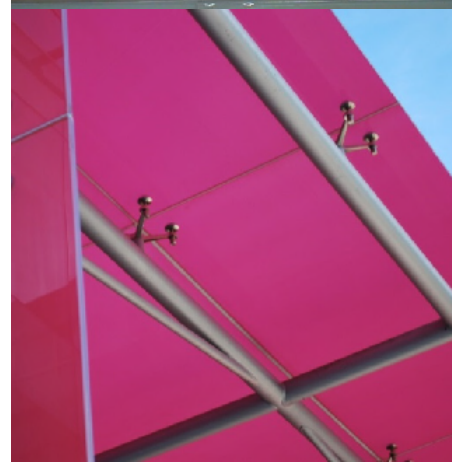
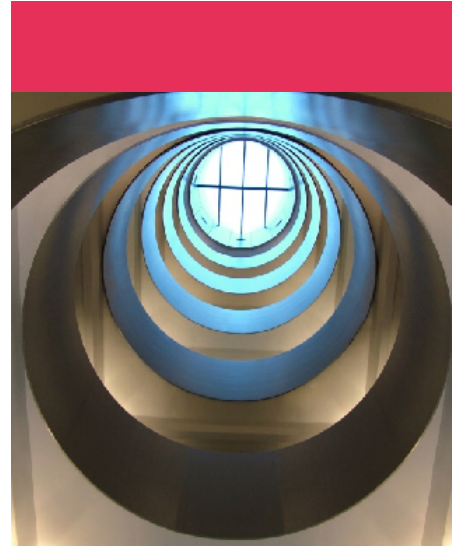


Redevelopment of 60 Charles Street and Adjacent Car Park

Waste Management and Servicing Strategy

Curtins Ref: 70489-CUR-00-XX-RP-TP-003
Revision: V03
Issue Date: 28 January 2019

Client Name: Cepf II Charles Street Manchester Developments Ltd



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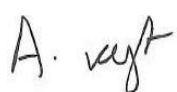
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Appendices

Appendix A – Development Proposals
Appendix B – Manchester City Council Waste Pro-Forma

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Cepf II Charles Street Manchester Developments Ltd to provide traffic and transportation advice in relation to the redevelopment of 60 Charles Street and adjacent car park.
- 1.1.2 The Proposed Development involves the *“demolition of existing building with infill of basement, and erection of ground plus 16-storey building comprising a hotel (Use Class C1) with ancillary ground floor bar and restaurant uses, access, servicing, landscaping, and other associated works.”*
- 1.1.3 In summary, the hotel comprises:
- 278 bedrooms;
 - Ancillary ground floor bar and restaurant floorspace;
 - Three meeting rooms;
 - Zero car parking provision;
 - 28 secure cycle space storage (10%);
 - The main entrance is off Charles Street;
 - Service and drop off access along Mallard Street, with egress onto York Street. Guest drop off will be on Mallard Street; and
 - Waste storage is proposed on the north side of the building, accessed via Mallard Street.
- 1.1.4 The proposed ground floor layout plan is included in **Appendix A**.

1.2 Purpose of This Report

- 1.2.1 This Waste Management and Servicing Strategy (WMSS) has been prepared to consider both the servicing arrangements and the waste management strategy, including the potential refuse and recyclable waste volumes, including organic waste and for all uses, 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 use and Highway Network surroundings whilst relevant local and national waste policy is summarised in **Section 3**.
- 1.3.2 **Section 4** outlines the servicing strategy whilst **Section 5** 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 6**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The Application Site ("the Site") measures approximately 0.11ha and is located within Manchester City Centre.
- 2.1.2 The Site is bounded by the Manchester South Junction and Altrincham Railway Viaduct to the north, York Street to the east, Charles Street to the south, and Mallard Street to the west. The Site is dissected by Mouncey Street, which is proposed to be stopped-up to enable the proposed development to come forward. The following **Figure 2.1** illustrates the Site in relation to the local network:

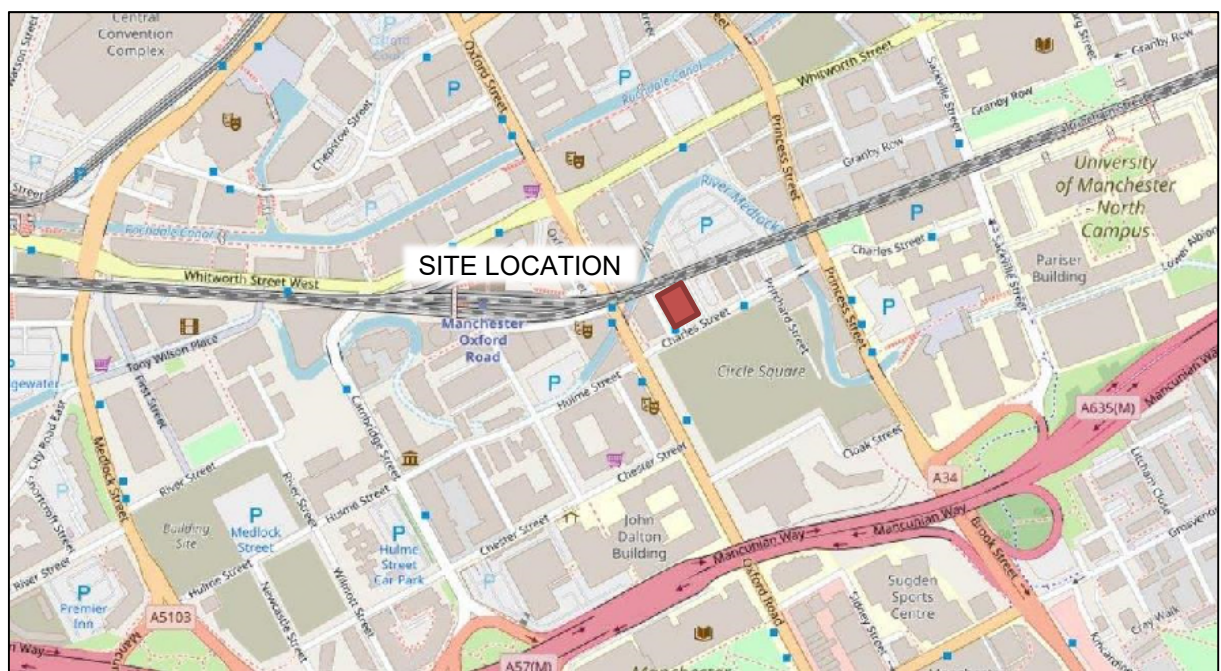


Figure 2.1 – Location Plan in Relation to Manchester City Centre.

- 2.1.3 To the north of the Site lies the River Medlock with the Principal Hotel beyond. To the west of the Site this includes; Holiday Inn Express (Hotel) and Oxford Place (Residential); to the east of the Site is Bracken House (Residential), Coral House (Office) with a mix of leisure, commercial and student accommodation uses beyond.
- 2.1.4 Immediately to the south of the Site is the Circle Square masterplan area which is being delivered by Bruntwood and the Select Property Group. The Circle Square scheme is delivering a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses.

2.1.5 **Appendix A** to the rear of this report illustrates the location of the Site.

2.2 Existing Use

2.2.1 The Site comprises a surface level car park with around 40 spaces, and a four-storey commercial building (No. 60 Charles Street), which is currently occupied on a short-term lease basis by a college and serviced offices.

2.3 Surrounding Highway Network

Charles Street

2.3.1 Situated directly south of the proposed development, Charles Street forms a key east-west vehicular route. Extending for approximately 375m, it serves as a link between the Oxford Road bus corridor and the University of Manchester North Campus. The road commences at a signalised junction with Oxford Road and Hulme Street in the west and terminates at a left-turn only (except cycles) priority junction with Sackville Street at the east.

2.3.2 In the vicinity of the Site, the road comprises a two-way, single carriageway with one lane in either direction. The typical total carriageway width is approximately 8.5m, although the road is currently narrowed on its southern edge due to ongoing construction works opposite the Site at the new Circle Square.

2.3.3 There are footways of approximately 2m in width on either side of the carriageway. These footways are in good condition and have additional pedestrian infrastructure such as dropped kerbs and tactile paving. The road is well lit with street lighting at regular intervals. There are also signalised crossing points at both ends of the road to enable pedestrians to cross the road in a safe manner. At time of writing, the footway on the southern edge of Charles Street is also closed off due to the ongoing construction works.

2.3.4 Charles Street is subject to a 20mph speed limit, although there are no physical traffic calming measures to enforce this. Advanced cycle stop lanes are also available in both directions, in addition to cycle lanes in both directions along the entire length of the road to the west of the A34 Princess Street.

2.3.5 Traffic Regulation Orders (TROs) are present in the form of single and double yellow parking line restrictions along the entire length of the road.

2.3.6 There are several bus stops located along Charles Street. The closest stop is directly along the southern edge of the Site, outside the proposed reception area. This stop only hosts the 147 bus service and has a pole and flag, however there are more northbound and southbound bus stops along

Oxford Road at an approximate 100m walk from the Site, and a southbound bus stop along the A34 Princess Street within a 225m walking distance.

Mallard Street/Mouncey Street/York Street

- 2.3.7 Mallard Street, Mouncey Street, and York Street are all perpendicular to Charles Street. They all link road users between the south and north of the Site and extend for approximately 35m, 25m, and 85m respectively in a south/north alignment. Mallard Street terminates at the railway viaducts, Mouncey Street leads into the existing surface car park, whereas York Street extends further under the railway viaducts.
- 2.3.8 Mallard Street is a quiet road which provides access to vehicles servicing the apartment building west of the Site. The road is approximately 3.5m wide with a footway of 1m on the western edge of the road. There are also two small laybys on the eastern edge which are believed to be used as turning heads for vehicles to manoeuvre.
- 2.3.9 Mouncey Street shares similar characteristics with Mallard Street, with the exception that it serves as an access into the existing surface car park, and the road only has one streetlight.
- 2.3.10 As part of the proposed development, the hotel would be built over Mouncey Street with a new access road to the rear of the hotel linking Mallard Street and York Street at the north, parallel and adjacent to the railway viaducts. The entirety of Mouncey Street will be stopped-up.
- 2.3.11 York Street is slightly wider at circa 8.5m, complete with wider footways of 2m and street lighting at more regular intervals. The road is within Zone 3 of Manchester City Council's Controlled Parking Zones, with 16 pay-and-display bays available for use up to a maximum of 3 hours with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The road also provides access to service vehicles for buildings to the north of the Site.
- 2.3.12 The footways on either side of 60 Charles Street and on York Street are well-maintained and in good condition. There is no formalised footway provision along either side of the surface car park (on the western side of Mouncey Street and the eastern side of Mallard Street), instead there is an area of hardstanding. The footway on the western side of Mallard Street is relatively poor, and there may be potential for this to be addressed as part of a Section 278 Agreement.
- 2.3.13 All three roads have Traffic Regulation Orders (TROs) are present in the form of single and double yellow parking line restrictions on lengths of the road where there are no parking bays.

B5117 Oxford Road

- 2.3.14 To the west of the Site, Oxford Road serves as one of the busiest bus corridors in Europe, extending for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the “Curry Mile”) from then on.
- 2.3.15 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.
- 2.3.16 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with a zebra crossing for pedestrians to walk in between the bus stops and the pavement.
- 2.3.17 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised toucan crossing points along the entirety of the road to allow pedestrians to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 2.3.18 Oxford Road is subject to a speed limit of 20mph throughout, which is enforced using traffic cameras. Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along the entirety of the road.
- 2.3.19 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (cantilever shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury’s, and several parks.

A34 Princess Street

- 2.3.20 To the east of the proposed development, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the Manchester Art Gallery, the St Peters Square Memorial, public houses,

restaurants, and leisure establishments before terminating at a signalised junction with Brook Street at the southeast of the Site, where the road continues as the A34 Upper Brook Street.

- 2.3.21 The A34 Princess Street comprises a two-way, single carriageway of approximately 10m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.
- 2.3.22 The road is well-lit and complete with pedestrian infrastructure such as wide footways of approximately 1.5m wide provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.
- 2.3.23 The road is subject to a speed limit of 30mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.
- 2.3.24 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with a total of 68 on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

3.0 Waste Management Policy

3.1 Introduction

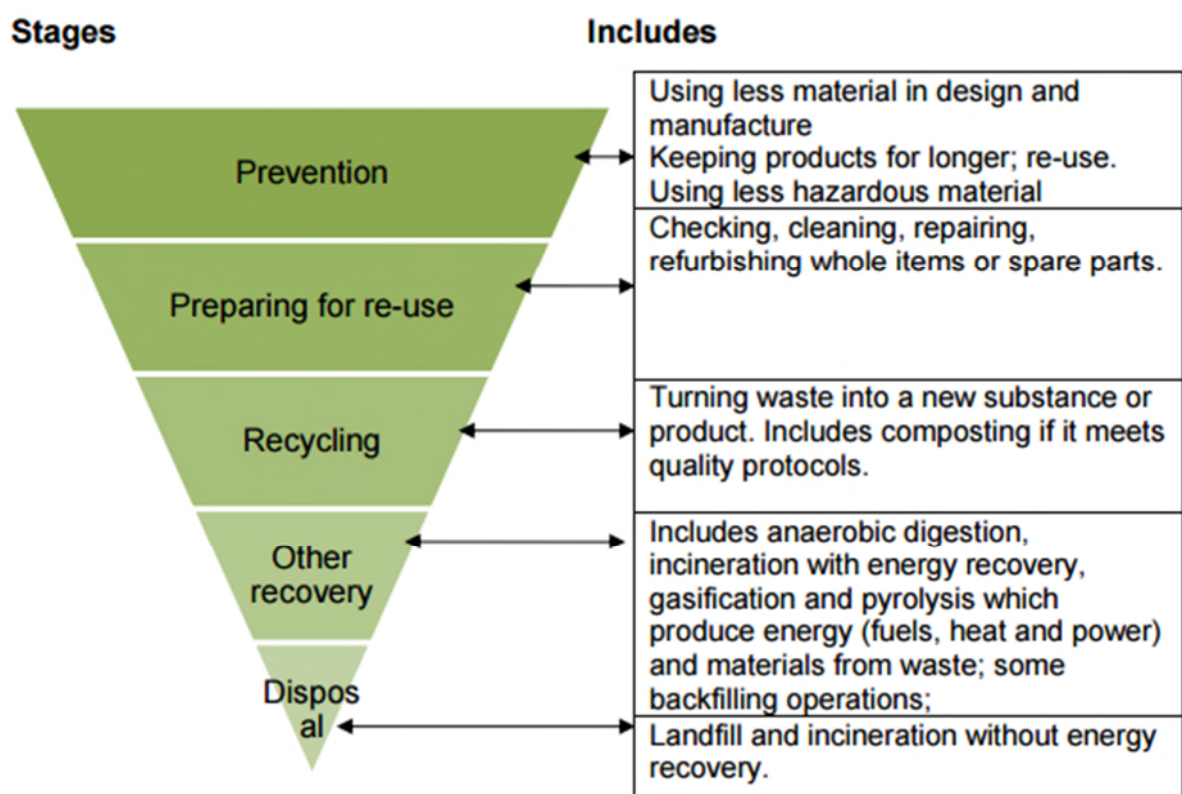
- 3.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

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 Food & Beverage use of the site.

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 2000 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 residential, F&B and retail 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 It is proposed that service vehicles access the Site from Mallard Street and egress from York Street.
- 4.1.2 Servicing vehicles, including delivery and collection vehicles, would travel in a westbound direction along Charles Street, then turning right into Mallard Street. The vehicles will travel around the perimeter of the development and will exit onto York Street.
- 4.1.3 **Drawings 70489-CUR-00-XX-DR-TP-05002-P11 and 70489-CUR-00-XX-DR-TP-05005-P06** detail the swept path analysis of a 10m rigid vehicle and a refuse vehicle servicing the Site in forward gear.
- 4.1.4 To accommodate the turning of vehicles from the service area to the north of the Site onto York Street, two existing pay-and-display parking bays on York Street would need to be relocated. This is detailed in **Drawing 70489-CUR-00-XX-DR-TP-04001-P08**.
- 4.1.5 The kerb line along this route has been revised to create a suitable, free of obstacles route for servicing vehicles.

4.2 Service areas

- 4.2.1 It is envisaged that the servicing areas would comprise two locations. These are the refuse collection point and the service area.
- 4.2.2 The refuse collection point will be conveniently located to the north of the Site, parallel to the railway viaducts. The refuse store gates open directly to this location, facilitating the loading of bins and minimising the distance to wheel the bins from and to the store.
- 4.2.3 The service area would be located to the west of the hotel, along Mallard Street. A build out is proposed as part of the external kerb line realignment to avoid users exiting the hotel directly onto Mallard Street carriageway. A ramp is proposed at this point of the kerb line to facilitate the loading of goods. **Drawing 70489-CUR-00-XX-DR-TP-06006-P02** provides details of the location of this area.
- 4.2.4 The service area would be located right after the build out. This will allow for cars to travel past HGVs utilising the service zone.

4.3 Servicing Arrangements

- 4.3.1 The following **Table 4.1** provides an indication of the typical delivery and collection frequencies expected on a development this size and type:

Delivery / Collection of:	Frequency (Times a week)	Typical Vehicle
Waste (4 Streams)	12	11m Refuse vehicle or smaller
Linen	4 - 7	10m Rigid HGV or smaller
Disposable supplies	1	10m Rigid HGV or smaller
Food and Beverages	30	10m Rigid HGV or smaller
Development Total	50	N/A

Table 4.1 – Servicing Arrangements.

- 4.3.2 The above table provides a forecast of the typical servicing arrangements for the proposed development. However, it should be noted that hotel use's frequency of servicing varies based on the actual occupation of the hotel.
- 4.3.3 The servicing arrangements will be timed so they cause the least disruption to the neighbours' amenity. For instance, glass recycling collections will not be made during night time or early hours of the day.

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, Version 6.00 (GD04) and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 5.2.2 In addition to this, Dalata Hotel Group Plc., as the future managing company of the proposed development, has provided advice on the waste storage requirements, based on their extensive experience of operating hotels across the UK.
- 5.2.3 The proposed hotel will comprise 278 bedrooms. The meeting rooms, business centre, reception and management office areas will be ancillary to the main hotel use. Therefore, these areas have not been considered for calculation purposes.
- 5.2.4 The hotel use of the proposed development waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for hotels of 1,500l per 20 bedrooms. An initial recycling percentage of 60% has been estimated for calculation purposes, based on the actual experience of the future managing company across hotels of similar characteristics. The recycling rate can be updated upon review of the actual recycling rates following occupation.
- 5.2.5 The Food & Beverage (F&B) uses of the proposed development are located at the ground floor of the development and will have an approximate GFA of 375 m².
- 5.2.6 The F&B uses have been based on the same local guidance, in this case following the recommendations for Restaurants / Fast Food Outlets of 1,500l per 20 dining spaces.
- 5.2.7 The number of covers, or seats in this case, has not been established at this stage. For robustness and to cater for any potential use, 225 seats have been considered for calculation purposes. The recycling rates for these uses are considered to be higher than the hotel use rates.
- 5.2.8 Based on these requirements, **Table 5.1** forecasts the required waste storage area for the proposed hotel use whilst **Table 5.2** forecasts the total fortnightly waste arisings from the F&B uses associated with the development:

Hotel Use	
Refuse Stream	Refuse Volume (278 bedrooms)
Non-recyclable Waste	8,340l
Dry mixed Recycling	12,510l
Hotel Total	20,850l

Table 5.1 – Hotel Use Fortnightly Waste Volume Forecast.

Food & Beverage Uses	
Refuse Stream	Refuse Volume (225 seats)
Non-recyclable Waste	3,368l
Dry Mixed Recycling	2,526l
Glass Recycling	6,737l
Organic Food Recycling	4,210l
Food & Beverage Total	16,841l

Table 5.2 – F&B Uses Fortnightly 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 240l bins wheeled bins.
- 5.3.2 Dalata Hotel Group Plc., as the future managing company, has provided advice on the number of bins required for a hotel this size with the associated F&B uses.
- 5.3.3 The collection frequency has been estimated to be three times a week. It is envisaged that the collection service will be provided by a private collector.
- 5.3.4 The following **Table 5.3** summarises the required waste containers per stream following the recommendations set by MCC's GD04 Waste Guidance Document. This table assumes the waste collection frequencies summarised above and described in detail in the following **Chapter 5.5**.

Waste Management and Servicing Strategy

Waste Stream	Number of bins
Non-recyclable Waste	2 x 1,100l
Dry Mixed Recycling	2 x 1,100l + 1 x 240
Glass Recycling	1 x 1,100l
Organic Food Recycling	3 x 240l
Development Total	5 x 1,100l + 4 x 240l

Table 5.3 – Number of Required Bins based on MCC's GD04 Waste Guidance.

5.3.5 For robustness and for comparison purposes, the following **Table 5.4** provides the bin provision advised by Dalata.

Waste Stream	Number of bins
Non-recyclable Waste	3 x 660l
Dry Mixed Recycling	4 x 660l
Glass Recycling	5 x 240l
Organic Food Recycling	3 x 240l
Development Total	7 x 660l + 8 x 240l

Table 5.4 – Number of Required Bins as Advised by Dalata.

5.3.6 An analysis of the above tables indicates that the bin estimations provided on this report are close to those provided by the future managing company of the hotel, based on their experience in similar developments. **Table 5.5** provides a comparison in between Dalata's estimations and the number of required bins based on MCC's GD04 Waste Guidance.

Bin Size	GD04	Dalata
240l	4	8
660l	0	7
1,100l	5	0
Development Total (litres)	6,460	6,540

Table 5.5 – Comparison of the Estimated Required Number of Required Bins.

5.3.7 The result of the above table shows a differential of 80l (1.2%), with Dalata's forecast being the more onerous, although they can be technically considered equivalent.

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.

5.4.2 The proposals include a waste storage rooms for both the Hotel and F&B uses. A single waste store is considered sufficient as the F&B uses of the future development are ancillary to the hotel use.

5.4.3 The proposed waste storage room have been sized to accommodate and operate the number of bins required in both the above **Tables 5.3** or **5.4**.

5.4.4 It is envisaged that initially over 60% of the bins in store would be dedicated to recycling, including organic waste. This percentage could be increased at any point based on actual recycling rates.

5.4.5 Oil recycling has not been included within the calculations. However, space has been provided within the waste storage room to cater for its potential storage and collection.

5.4.6 The hotel management 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.

5.4.7 The waste storage area will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.

5.4.8 The hotel management 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.

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 Both the hotel and the F&B uses will have an estimated collection frequency of three times a week. However, based on the variable nature of the F&B use, it is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes.

5.5.3 **Drawing 70489-CUR-00-XX-DR-TP-06005-P03** shows the location of the waste storage room and the routes from the stores to the collection point.

5.5.4 The management company would be responsible for moving the bins to the collection point on collection day. The waste operators will collect the bins and load them into the refuse vehicle.

5.5.5 The collection point will be located along Mallard Street, to the north of the proposed development.

Drawing 70489-CUR-00-XX-DR-TP-05005-P06

5.5.6 , provides the swept path analysis of a refuse vehicle accessing the proposed collection point.

5.5.7 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

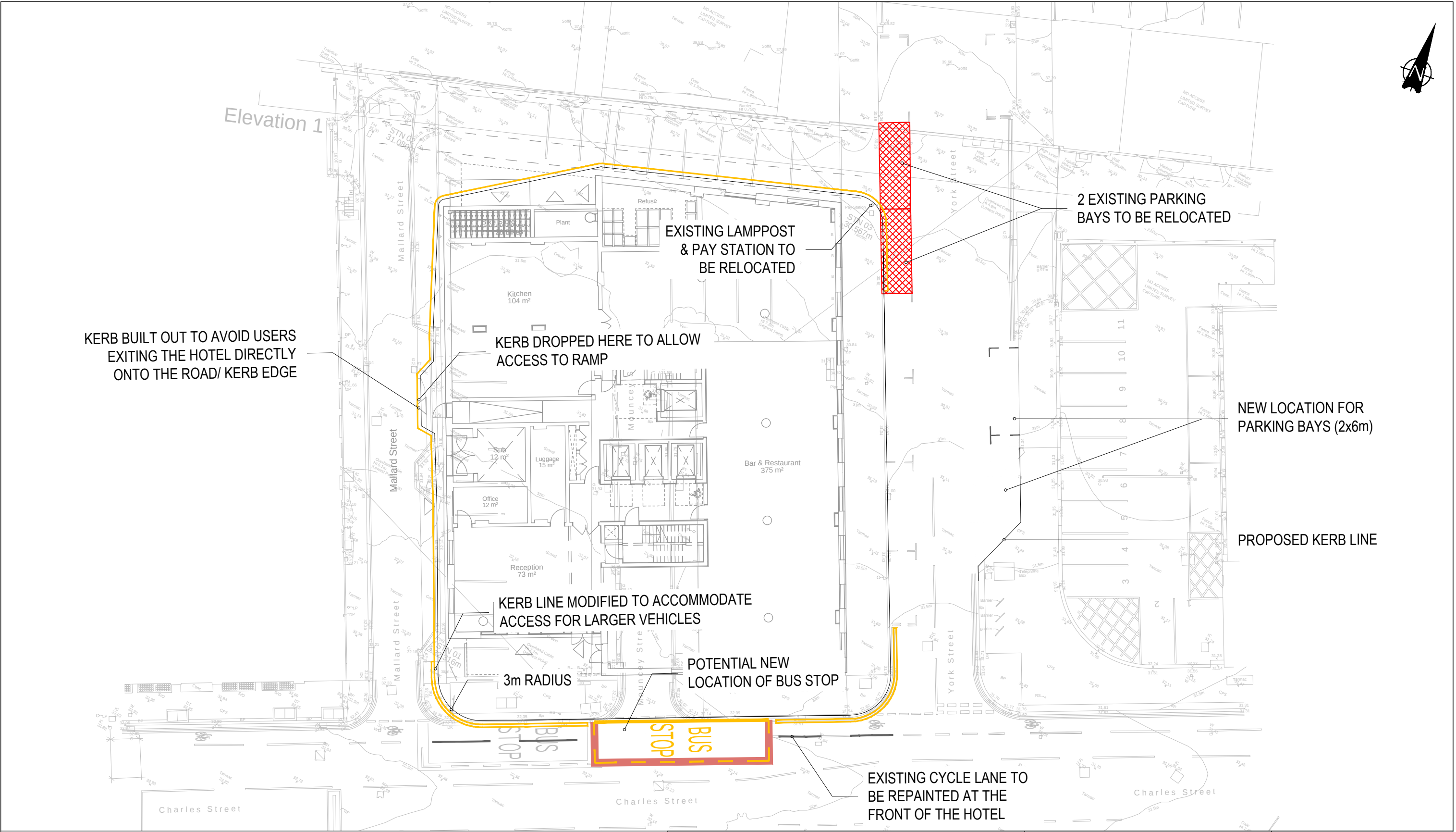
6.1 Summary

- 6.1.1 Curtins has been appointed on behalf of Cepf II Charles Street Manchester Developments Ltd to provide traffic and transportation advice in relation to the redevelopment of 60 Charles Street and adjacent car park.
- 6.1.2 The Proposed Development involves the *“demolition of existing building with infill of basement, and erection of ground plus 16-storey building comprising a hotel (Use Class C1) with ancillary ground floor bar and restaurant uses, access, servicing, landscaping, and other associated works.”* The development proposals are included as **Appendix A**.
- 6.1.3 This Waste Management and Servicing Strategy (WMSS) has been prepared to consider the potential servicing arrangements and waste management strategy, including the waste storage room area, number of bins and collection arrangements.
- 6.1.4 The calculations included on this report have been prepared based on MCC's Waste Storage and Collection Guidance for New Developments (GD04 – v6.00) and the advice provided by Dalata Hotel Group Plc. This company will be in charge of the hotel management after occupation, including the ancillary F&B uses. Dalata has an extensive experience of operating similar hotels across the UK.
- 6.1.5 The report concludes that both the hotel and F&B uses will be served by private refuse collections.
- 6.1.6 Both the hotel and the F&B uses are anticipated to be served by three times a week collections. Although the forecasted F&B uses waste generation are robust and would cater for most occupiers, the collection frequency is subject to be updated following occupation, as typically the waste generated by this use varies significantly based on the final occupier.
- 6.1.7 The size of the bin stores has been determined accordingly whilst consideration to segregation and recycling has been given.

6.2 Conclusions

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

Drawings



KEY: PROPOSED KERB LINE

P08	Text updated	28/01/19	DD
P07	Layout updated	16/01/19	DD
P06	Road markings updated	11/01/19	JM
P05	Layout updated	10/01/19	DD
P04	Proposed kerb modified	05/12/18	JM
P03	Proposed kerb modified	27/11/18	JM
P02	Layout updated	13/11/18	JM
Rev:	Description:	Date:	By:



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Project:
CHARLES STREET - MANCHESTER

Drg Title:
SURROUNDING HIGHWAY ALTERATIONS

Project No: 70489 - CUR - 00 - XX - DR - TP - 04001 -P08

Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

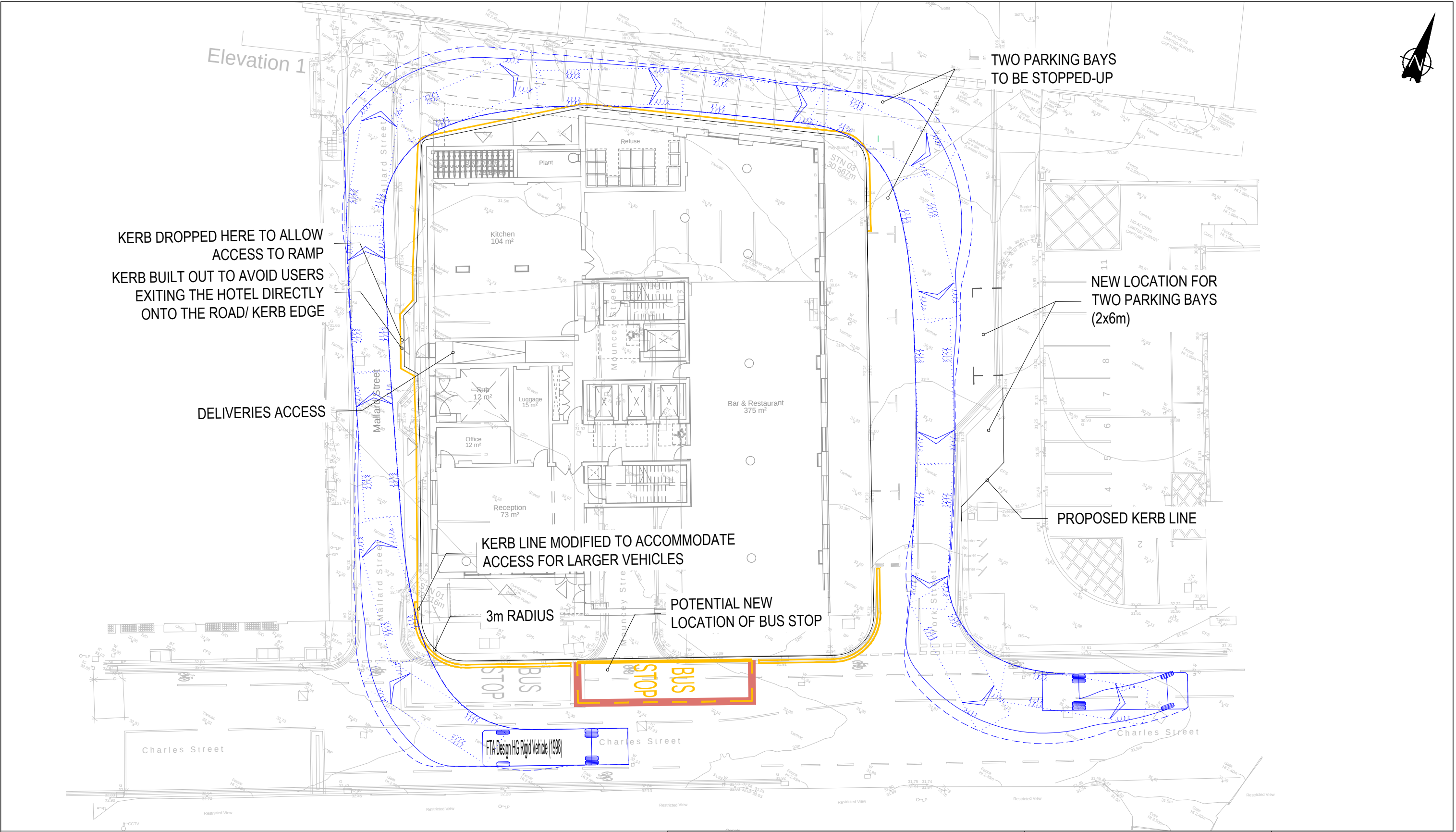
Status:
PRELIMINARY

Drawn By: JM Checked By: AV

Designed By: JM Date: 02/11/18

Scale: 1:250

GENERAL NOTES:



10
2.500m
3.645m
0.440m
2.470m
3.00s
11.000m

FTA Design HG Rigid Vehicle (1998)

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

PROPOSED KERB LINE

GENERAL NOTES:

P11	Text updated	28/01/19	DD
P10	Layout updated	16/10/19	DD
P09	Layout updated	10/01/19	DD
P08	Relocated parking bays shown	07/01/19	JM
P07	Proposed kerb modified	05/12/18	JM
P06	Proposed kerb modified	20/11/18	JM
P05	Layout updated	13/11/18	JM
P04	Layout updated	31/10/18	JM
P03d	Realignments	15/10/18	JM
P03c	Topographical survey updated	08/10/18	JM
P03b	Topographical survey updated	05/10/18	JM
P03	Layout updated	13/07/18	JM
P02	Layout updated	09/07/18	JM
Rev:	Description:	Date:	By:

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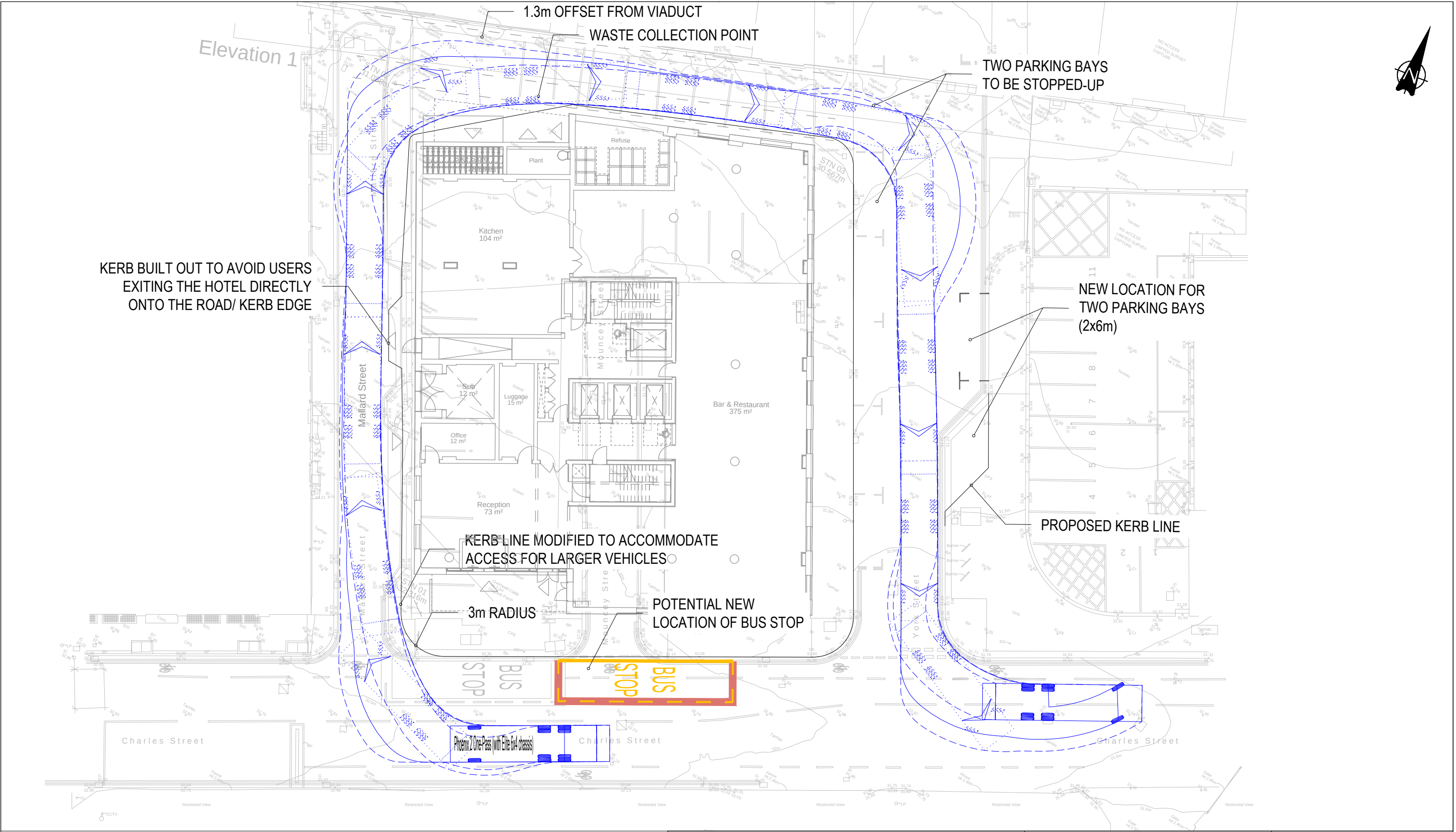
Project:
CHARLES STREET - MANCHESTER

Drg Title:
SWEPT PATH ANALYSIS
10m HGV

Status:
PRELIMINARY

Drawn By:	JM	Checked By:	AV
Designed By:	JM	Date:	06/07/18
Scale: 1:250			

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
70489 - CUR - 00 - XX - DR - TP - 05002 -P11							



Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length 10.980m
Overall Width 3.751m
Overall Body Height 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.000m

PROPOSED KERB LINE

GENERAL NOTES:

P06	Text updated	28/01/19	DD
P05	Layout updated	16/01/19	DD
P04	Layout updated	10/01/19	JM
P03	Relocated parking bays shown	07/01/19	JM
P02	Proposed kerb modified	05/12/18	JM
Rev:	Description:	Date:	By:

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Project: CHARLES STREET - MANCHESTER

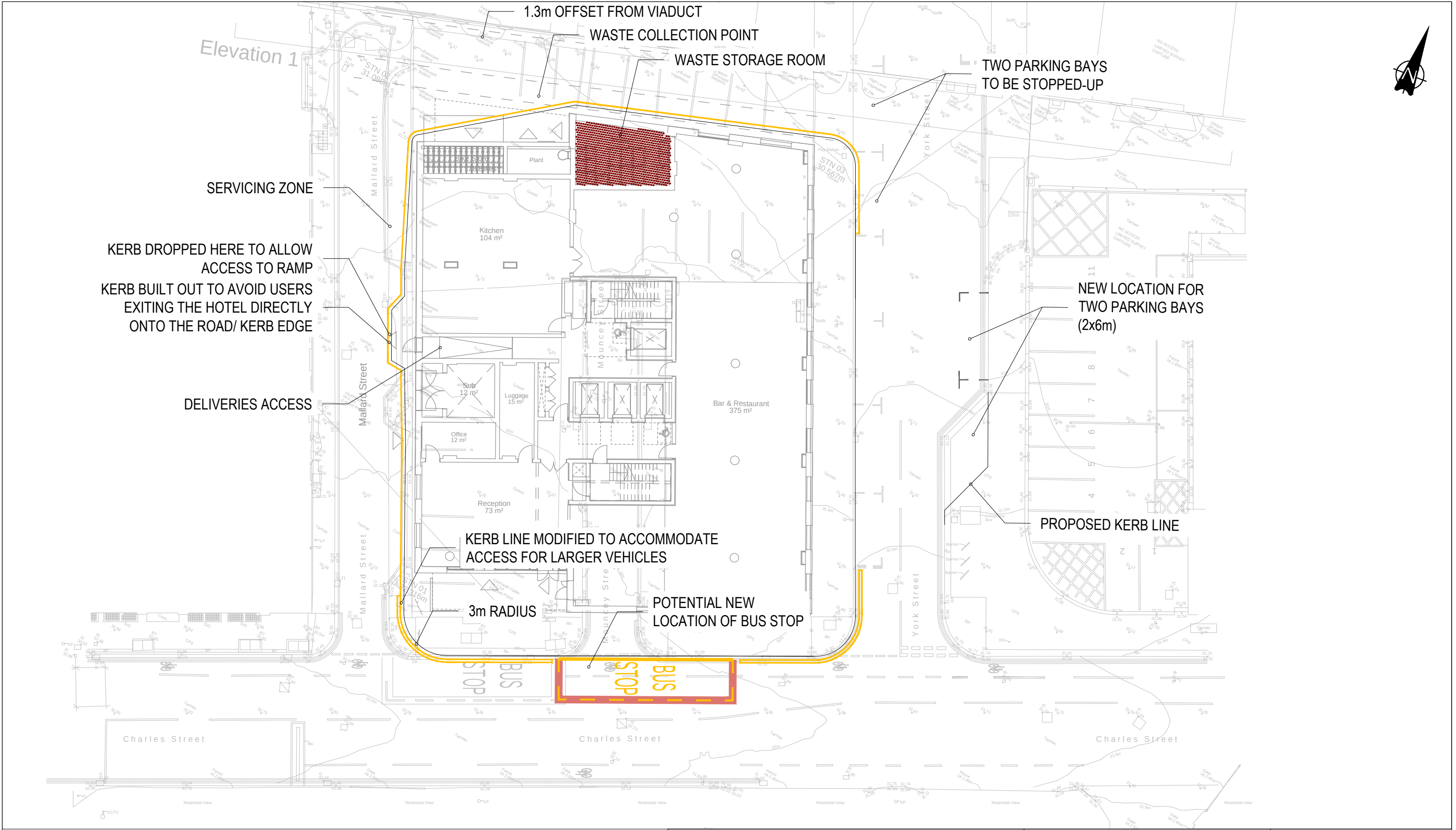
Drg Title: SWEPT PATH ANALYSIS
REFUSE VEHICLE

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

70489 - CUR - 00 - XX - DR - TP - 05005 -P06

Status: PRELIMINARY

Drawn By: JM	Checked By: AV
Designed By: JM	Date: 21/11/18
Scale: 1:250	



KEY:

WASTE STORAGE ROOM

WASTE MANAGEMENT STRATEGY

GENERAL NOTES:

P03	Text updated	28/01/19	DD
P02	Layout updated	16/01/19	DD
Rev:	Description:	Date:	By:

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Project:

CHARLES STREET - MANCHESTER

Drg Title:

WASTE MANAGEMENT STRATEGY

Project No:

Originator:

Zone:

Level:

Type:

Discipline:

Category / Number:

Rev:

70489 - CUR - 00 - XX - DR - TP - 06005 -P03

Status:

PRELIMINARY

Drawn By:

DD

Checked By:

AV

Designed By:

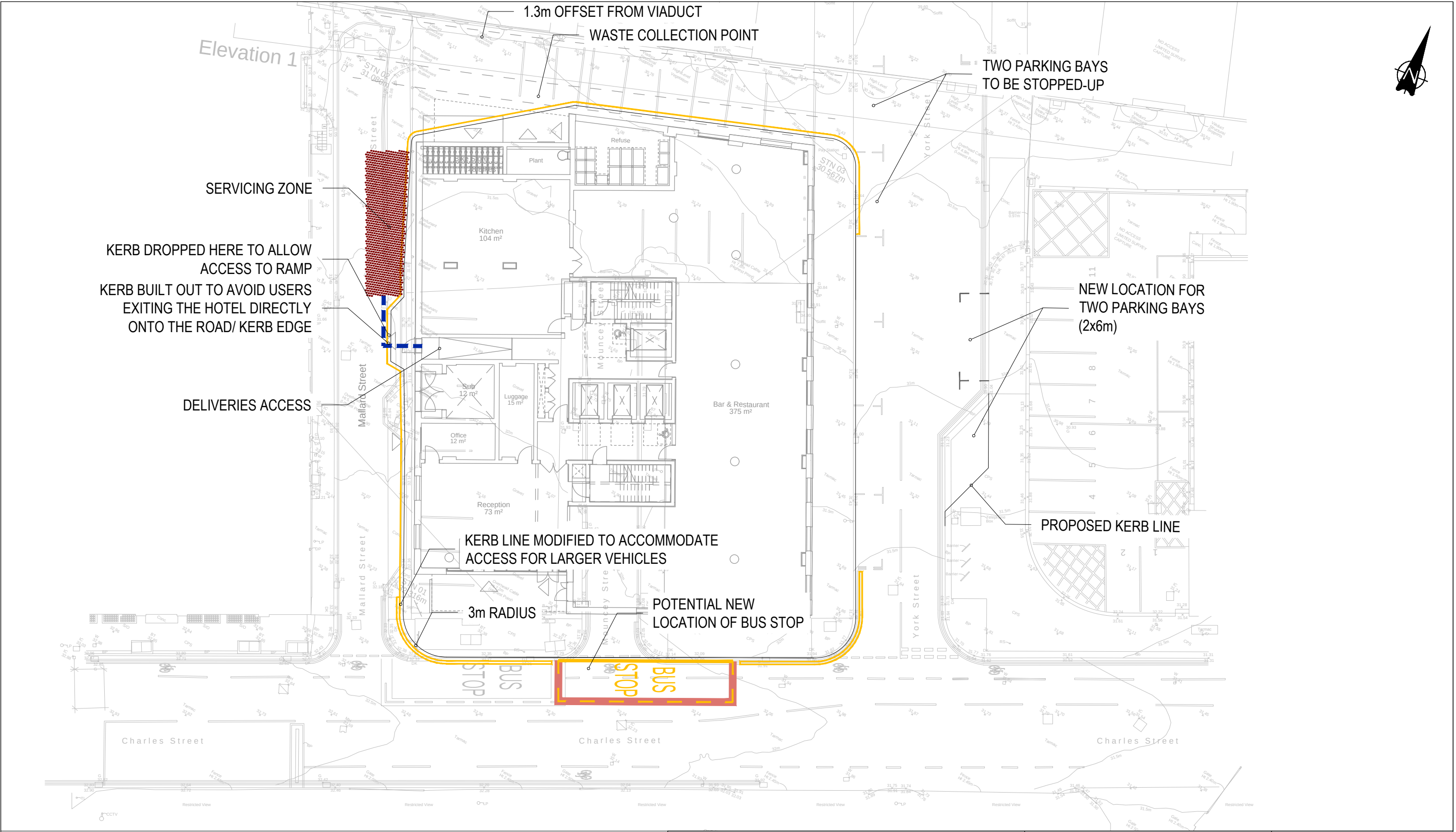
DD

Date:

10/01/19

Scale:

1:250



KEY: SERVICING ZONE SERVICING STRATEGY				curtins 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: CHARLES STREET - MANCHESTER		Status: PRELIMINARY			
								Drg Title: SERVICING STRATEGY		Drawn By: DD		Checked By: AV	
										Designed By: DD		Date: 16/01/19	
										Scale: 1:250			
				Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:		
GENERAL NOTES:				70489	- CUR	- 00	- XX	- DR	- TP	- 06006	-P02		
P02		Text updated		28/01/19	DD								
Rev:		Description:		Date:	By:								

Appendix A – Development proposals

Appendix E Proforma for Planning Applications



**MANCHESTER
CITY COUNCIL**

Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 28/01/19

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 -	3x 660l bins
Pulpable Recycling -	Glass - 5x 240l bins
Mixed Recycling -	Dry Mixed Recycling - 4x 660l bins
Food Waste -	3x 240l bins
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.

Cleaners will use trolleys to collect waste from each hotel room before taking it to the hotel waste storage room on the ground floor of the building. The F&B uses employees will follow a similar procedure.

It is envisaged that a private collection company would collect the waste 3 times per week for the hotel.

The bin store has 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 -	The storage room will be constructed in permeable materials. The management company will be responsible of cleaning the facilities.

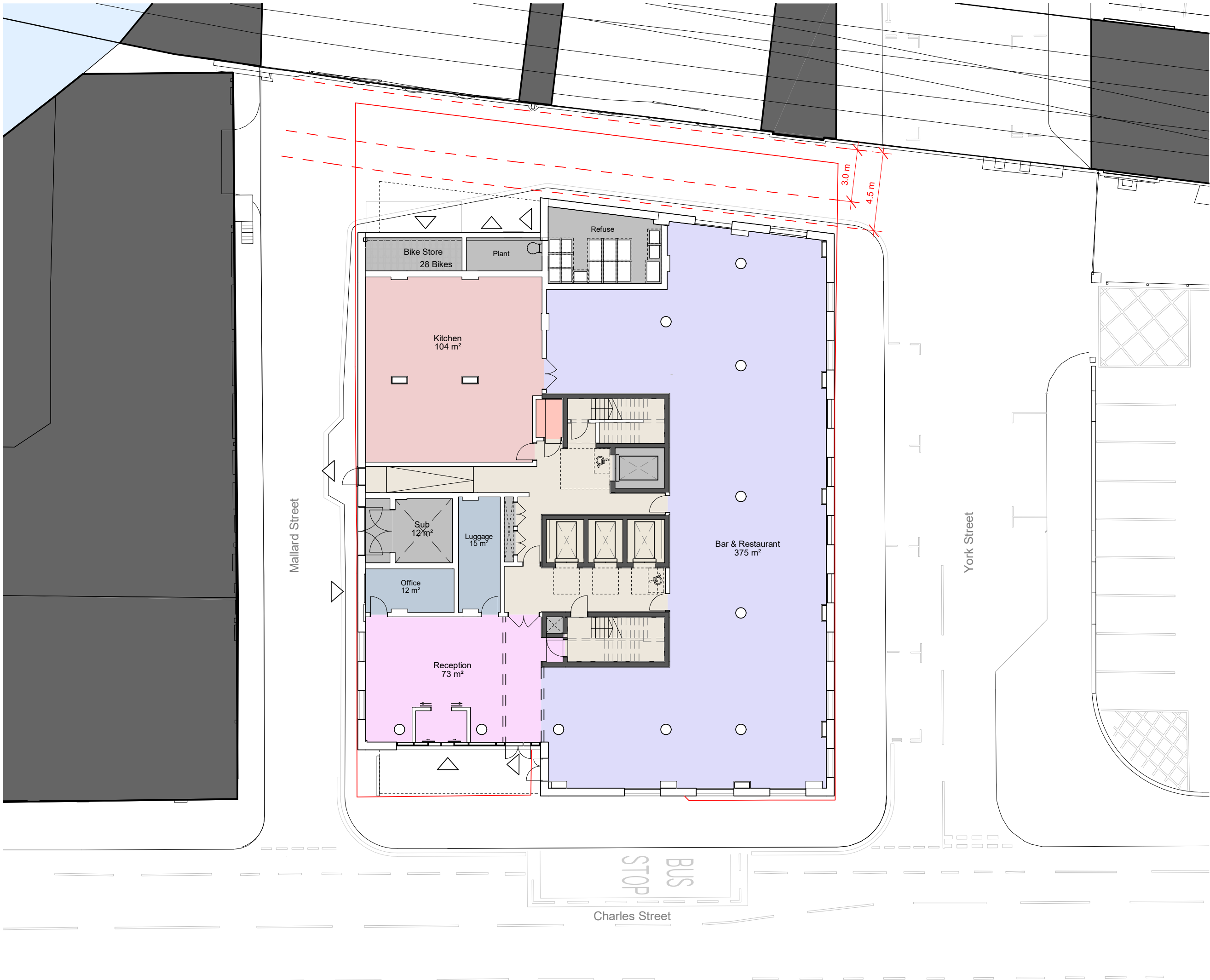
Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

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



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:

1. Red Line Ownership Boundary is based upon Land Title Information by H.M. Land Registry Title no. GM113481. Received from Squire Patton Boggs on 2018-07-10.



North

Rev	Date	Description

Project Title
Charles Street
Manchester

Drawing Title
Ground Floor Plan

Status
For Information

Job No 10227	Scale 1 : 200@A3	Date Jan 2019
Drawing No 10227-A-G200-SK-201	Revision	

simpsonhaugh

Manchester
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Appendix B – MCC Waste Pro-Forma

Our Locations

Birmingham

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birmingham@curtins.com

Bristol

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Bristol
BS1 6SP
T. 0117 925 2825
bristol@curtins.com

Cardiff

3 Cwrt-y-Parc
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29-31 Duke Street
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T. 01624 624 585
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