







Hanover Ground Floor Units - Manchester

Waste Management Strategy

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Client Name: NOMA (GP) Ltd

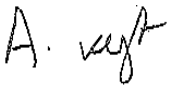
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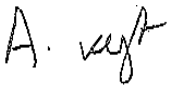
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of NOMA (GP) Ltd to provide comprehensive waste management advice on the ground floor units at the Hanover Building, located within the NOMA area in Manchester.

1.1.2 Previously, Curtins prepared a Waste Management Strategy (WMS) across the listed estate within NOMA. This WMS comprised the following listed properties:

- Dantzic Building;
- Federation House;
- Hanover Building;
- Redfern Building;
- New Century Hall;
- New Century House; and
- Old Bank Building.

1.1.3 This wider estate WMS is provided in **Appendix A.**

1.1.4 A planning application for the refurbishment and conversion into a single building of the E-block and Hanover Buildings was submitted and approved by MCC on the 5th September 2016 (Planning Application Ref.: 112136/FO/2016/C1). Following this, a Waste Management Strategy was submitted and approved on the 19th October 2018 as part of the discharge of conditions 6(a) and 15 (Planning Application Ref.: CDN/18/0540). This WMS and accompanying plans are included as **Appendix B**.

1.1.5 The proposed ground floor, basement and sub-basement layout plans of the proposed scheme are included in **Appendix C**.

1.2 Purpose of This Report

1.2.1 This Waste Management Strategy (WMS) has been prepared taking into account consented development on the upper floors of the Hanover Building, to comprehensively consider the potential refuse and recyclable waste volumes, including organic waste and for all uses across the Ground Floor Units. This WMS 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 the consented Waste Collection Strategy for the upper floors of the building is summarised in **Section 3**. The relevant local and national waste policy is contained in **Section 4.**

1.3.2 **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 Hanover Building is located opposite Manchester Victoria rail station in the north of Manchester City Centre. The Site is bound by Balloon Street to the south, Corporation Street to the west, Hanover Street to the north, and Federation Street to the east. The following **Figure 2.1** illustrates Hanover Building in relation to the local network and other NOMA Listed Estate properties:

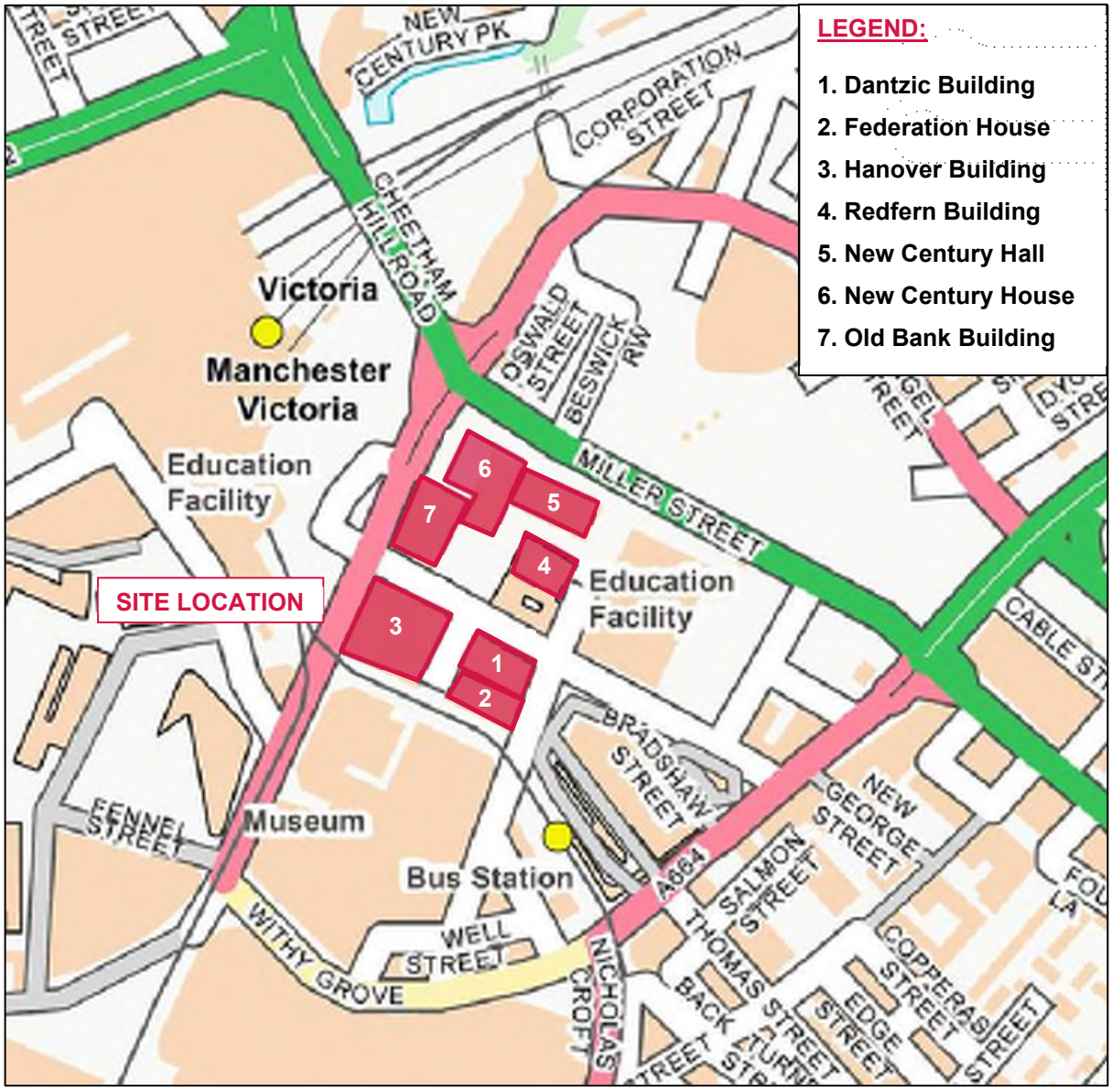


Figure 2.1 – Location Plan in Relation to the Surrounding Highway Network.

2.1.2 These listed buildings are also in close proximity to additional buildings in the NOMA estate, including 2 and 3 Angel Square (office space) to the north-east, and Sadler's Yard (public realm) as a central feature between the listed buildings.

2.2 Current Status

2.2.1 Hanover Building got consent in September 2016 to accommodate office uses from floors one to six. The works are now completed, and the building is expected to be immediately occupied.

2.3 Surrounding Highway Network

Corporation Street

2.3.1 Corporation Street runs along the west of the Site for a length of circa 575m in total. The usable carriageway length of the road commences at a signalised four-arm junction with the A665 Miller Street and A664 Ring Road, extends towards the south-west into Manchester City Centre, and terminates at a signalised junction with Withy Grove after 310m, where vehicles must then turn left. The remainder of the road is only accessible by the Metrolink trams.

2.3.2 The carriageway is two-way and typically 8m wide, but much of the road is shared between vehicles and tram lines entering/exiting the Victoria station. There are footways on both sides of the road which are approximately 3m in width, together with segregated and advisory cycle lanes approaching the city centre. There are also advanced cycle stop lanes at the traffic light junctions.

2.3.3 Pedestrian infrastructure is excellent, comprising wide footways with an average width of 4m on both sides of the road which are complete with dropped kerbs and tactile paving. Some parts of the footway are also designated as shared use between pedestrian and cyclists. Corporation Street also has many signalised crossing points at major junctions and is also well-lit with street lighting.

2.3.4 Corporation Street is subject to a speed limit 20mph. Most of the road is subject to TROs in the form of double yellow parking restrictions, however there is a loading bay adjacent to the National Football Museum, where goods vehicles are allowed to load and unload between 04:00 and 22:00 from Mondays to Sundays. The road is also signed as a no stropping zone between 22:00 and 04:00.

Hanover Street

2.3.5 Hanover Street commences at the entrance to the Manchester Victoria Station Car Park and continues for a length of circa 300m towards the south-east where it terminates at a signalised junction with Shudehill.

2.3.6 The road comprises a single carriageway with a maximum width of 7m. In the immediate vicinity of the Site between the four-arm junction with Corporation Street and the four-arm junction with Dantzic Street, Hanover Street narrows to approximately 4m, although there is a loading bay adjacent to Sadler's Yard. At the time of writing, this stretch of the road is closed to the public. The remainder of Hanover Street also serves as an access into several car parks to the east of the Site including the Manchester Printworks Multi-Storey Car Park (MSCP) and other surface car parks.

2.3.7 There are wide footways of circa 3m on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junction with Shudehill. Hanover Street is also well-lit with street lighting present at regular intervals. There is also cycle provision in the form of cycle markings on the road at regular intervals, and an advanced cycle stop lane at the signalised junction with Shudehill.

2.3.8 The road is subject to a speed limit of 20mph and has TROs in the form of double yellow lines along most of the road. Hanover Street is within Zone 2 of Manchester City Centre's Controlled Parking Zone (CPZ) and has 10 on-street parking bays towards the east of the Site. The parking charges and times apply to these bays from Mondays to Sundays between 08:00 and 20:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is 2 hours, however parking between 20:00 and 08:00 the next day is free (subject to parking restrictions).

Balloon Street

2.3.9 Balloon Street extends along the southern boundary of the Site between Dantzic Street in the east and Corporation Street in the west. The highway is closed to motor vehicles, as there are two Metrolink lines down the centre of the highway which span the carriageway width.

2.3.10 There is a footway on both sides of the highway approximately 2.5m in width. Street lighting is present along the length of the footways.

Federation Street

2.3.11 Federation Street extends southwards from a priority junction with Hanover Street and Redfern Street for approximately 55m until the carriageway reaches the previously discussed Metrolink lines running to and from Victoria Station. The road is no entry except for delivery vehicles and access only.

2.3.12 Federation Street comprises a two-way carriageway approximately 7m in width. There are 'No Waiting at Any Time' (NWAAT) restrictions along the length of the carriageway, and street lighting at both ends. There is a footway on both sides of the highway approximately 2m in width.

3.0 Consented Hanover Waste Collection Strategy

3.1 Introduction

3.1.1 The following section outlines the consented waste collection strategy for the Hanover Building planning application, approved on October 2018.

3.2 Consented Waste Strategy

3.2.1 The consented waste management strategy is summarised below, whereas the full document is provided in **Appendix B** to the rear of this report.

3.2.2 The currently proposed basement bin store has an area of 110m^2. This area would be sufficient to accommodate circa 40 660l collection bins, including manoeuvring space. The bin size had to be limited to 660l due to the weight and size constraints dictated by the goods lift.

3.2.3 The bin allocation was calculated based on MCC's GD04 V6.00 guidance advice of 2,600l of waste per week per 1,000m^2. The forecast indicated 21,539l of waste to be generated by the 8,248m^2 upper floors' office uses. It was considered that 50% of the waste would be recycled. A total of 32 660l bins would be required to cater for the waste generated by the office uses, divided in 16 general waste bins, 8 for pulpable waste and another 8 for mixed recycling. On this basis, the waste could be collected on a weekly basis. Additionally, the waste store could accommodate up to 8 additional 660l bins.

3.2.4 Waste is transported from various floors to the basement bin store by the estate team via the lifts in cores 2 and 3 daily. In the basement, the waste is segregated into mixed waste and recyclable waste.

3.2.5 For collection, the waste is wheeled from the bin store and out to the delivery bay at the time of collection. The bins are emptied and returned to the basement via the same route.

3.2.6 The bins will be held off the public highways in the delivery bay until the collection vehicle has arrived and parked in position on the layby adjacent to Sadler's Yard on Hanover Street. The bins will then be wheeled out for collection individually to ensure minimum interruption to pedestrian flow. The collection vehicle will then proceed up Hanover Street and exit via Dantzic Street.

3.2.7 Currently, there is no waste being produced as the existing tenant is not active in the building pending completion of its fit-out.

4.0 Waste Management Policy

4.1 Introduction

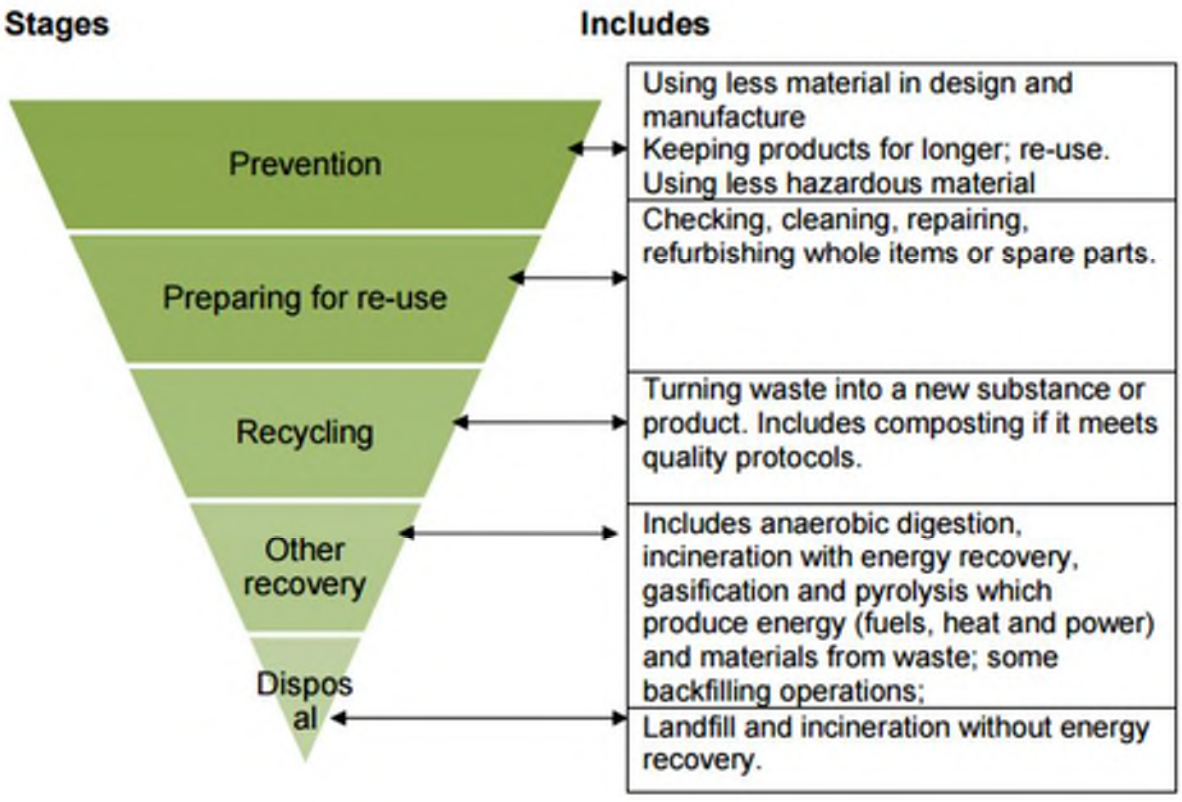
4.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

4.2 Waste Management Plan for England

4.2.1 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."

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



4.2.3 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).

4.2.4 This Waste Management Strategy (WMS) adheres to the above guidance, prioritising recycling.

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

4.3.1 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.

4.3.2 This WMS 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 (F&B) use of the Site.

4.3.3 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 information on the potential number of employees. Therefore, all calculations for this use have been based on MCC's GD04 guidance.

4.4 Building Regulations

4.4.1 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.

4.4.2 This WMS proposes waste storage areas which comply with the requirements set by Building Regulations document.

4.5 Controls on Animal By-Products

4.5.1 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.

4.5.2 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.

4.5.3 It is the occupier's responsibility to ensure that a licensed waste company is arranged, and that it complies with the regulation

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

4.1.1 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.

4.1.2 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 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.

4.1.3 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 C**.

5.0 Waste Forecasting and Strategy

5.1 Introduction

5.1.1 The following section indicates the potential waste volumes to be generated by the Hanover Building Ground Floor Units and the proposed management strategy.

5.2 Waste Forecast

5.2.1 The waste forecast for the proposed units 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 Hanover Building Ground Floor Units comprise four independent units.

5.2.3 The units on Corporation Street (Units 1 & 2) are evenly divided and would need to be kept flexible at this stage, as tenants are unknown. Nonetheless and to cater for any potential use, the forecast will be done as a worst-case scenario, which would be restaurant / bar use (F&B).

5.2.4 Unit 3, fronting Federation Street, will also be dedicated to F&B and has already a tenant confirmed (restaurant).

5.2.5 The remaining unit (Unit 4) will comprise office space, covering the majority of the lower ground floor and basement levels along Federation Street.

5.2.6 The proposed units have the following GFA:

- Unit 1 (F&B Use – Use Class E(b)): 816m^2;
- Unit 2 (F&B Use – Use Class E(b)): 839m^2;
- Unit 3 (F&B Use – Use Class E(b)): 253m^2; and
- Unit 4 (Office Use – Use Class B1(a) / E(c)): 1,163m^2.

5.2.7 Details of the proposed units are contained within **Appendix C** to the rear of this report.

5.2.8 The office uses 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.

5.2.9 For the retail units with unknown uses at this stage, a worst-case of restaurants / café uses have been used to forecast the waste generation. On this basis and based on MCC's guidance, calculations for 1,500l per 20 dining spaces have been used, applied also to the confirmed restaurant uses at Unit 3.

5.2.10 Based on these requirements, **Table 5.1** below forecasts the waste volume generated by the proposed retail (F&B) uses whilst **Table 5.2** provides details of the proposed office uses to be accommodated at the ground floor units at the Hanover Building:

Hanover Ground Floor Units – (F&B Uses)	
Unit 1 – F&B Use as a worst-case (816m²)	
Waste Stream	Refuse Volume (200 dining spaces)
Non-recyclable Waste	7,500 l
Dry Mixed Recycling	4,500 l
Glass Recycling	1,875 l
Organic Recycling	1,125 l
Unit 1 Total	**15,000l**
Unit 2 – F&B Use as a worst-case (839m²)	
Waste Stream	Refuse Volume (210 dining spaces)
Non-recyclable Waste	7,875 l
Dry Mixed Recycling	4,725 l
Glass Recycling	1,969 l
Organic Recycling	1,181 l
Unit 2 Total	**15,750l**
Unit 3 – F&B Use (Confirmed) (253m²)	
Waste Stream	Refuse Volume (60 dining spaces)
Non-recyclable Waste	1,800 l
Dry Mixed Recycling	1,620 l
Glass Recycling	675 l
Organic Recycling	405 l
Unit 3 Total	**4,500l**
F&B Uses Tota3	**35,250l**

Table 5.1 – Proposed Units 1, 2 & 3 (F&B Use) Weekly Waste Volume Forecast.

Hanover Ground Floor Units (Office Use)	
Unit 4 – Office Use (1,163m²)	
Waste Stream	Refuse Volume
Non-recyclable Waste	1,512l
Mixed Recycling	756l
Pulpable Recycling	756l
Unit 4 Total	**3,024l**
Office Uses Total	**3,024l**

Table 5.2 – Proposed Unit 4 (Office Use) Weekly Waste Volume Forecast.

5.3 Bin Types

5.3.1 Given that the bins will need to be transported from and to the basement level via a lift, the most suitable containers for the general waste and recycling streams would be 660l bins.

5.3.2 The collection frequency has been estimated on the approved WMS for the upper floors of Hanover Building to be once a week for the proposed office uses. It is considered that this frequency will remain in place once the additional office waste by the proposed ground floor units is added. The potential and confirmed F&B uses are envisaged to have three times-a-week collections. It is envisaged that the collection services for all uses will be provided by a private collector.

5.3.3 The following **Table 5.3** summarises the required waste containers per stream for the proposed uses at the ground floor units. 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**.

Hanover Ground Floor Units	
F&B Use (Units 1, 2 & 3)	
Waste Stream	Number of bins
Non-recyclable Waste	9 x 660l
Dry Mixed Recycling	6 x 660l
Glass Recycling	3 x 660l
Organic Food Recycling	2 x 660l
F&B Use Total	**20 x 660l**
Office Use (Unit 4)	
Waste Stream	Number of bins
Non-recyclable Waste	3 x 660l
Mixed Recycling	2 x 660l
Pulpable Recycling	2 x 240l
Office Use Total	**7 x 660l**
Hanover Ground Floor Units Total	**27 x 660l**

Table 5.3 – Number of required bins.

5.4 Waste Management Strategy – Internal Arrangements

5.4.1 The proposals will include individual waste storage rooms for each of the proposed development uses.

5.4.2 As described above on **Section 3**, the existing office waste storage room can accommodate eight additional 660l bins. The forecast included on **Chapter 5.3** indicates that the proposed office uses would only require seven additional 660l bins. On this basis, it is considered that the currently proposed office waste store at the basement level can accommodate the additional waste generated by the office uses proposed at Unit 4.

5.4.3 The proposed retail uses have been calculated as a worst-case scenario as F&B where the use is unknown whilst Unit 3 has been confirmed as F&B. The previous chapter indicates that space for 20 bins is required. A segregated storage room is proposed adjacent to the existing office waste storage room. The location and area of the storage rooms are indicated on **Drawing 77783-CUR-00-XX-DR-TP-06001**

5.4.4 It is envisaged that initially circa 50% of the bins in the stores would be dedicated to recycling, including organic waste if required by any potential F&B uses. 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 area 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 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 for all uses.

5.5.2 For calculation purposes, it has been estimated that the collection frequency will be once-a-week for the office uses and three times a week for the potential and confirmed F&B uses.

5.5.3 However, based on the variable nature of 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.

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 the existing layby on Hanover Street, to the north-east of the proposed development. The bins will be wheeled from the storage rooms at the basement and into the service lift opposite the stores.

5.5.6 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 NOMA (GP) Ltd to provide comprehensive waste management advice on the ground floor units at the Hanover Building, located within the NOMA area in Manchester.

6.1.2 Hanover Building Ground Floor Units comprise four independent units. The units on Corporation Street (Units 1 & 2) are evenly divided and have been considered F&B Uses as a worst-case scenario. Unit 3, fronting Federation Street, will also be dedicated to F&B and has already a tenant confirmed. The remaining unit (Unit 4) will comprise office space, covering the majority of the lower ground floor and basement levels along Federation Street.

6.1.3 The proposed ground floor and basement layout plans of the development proposals are included in **Appendix C**.

6.1.4 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes, including potential organic waste, for the proposed uses. To cater for any potential use, the forecast for the unknown retail uses has been done as a worst-case scenario, which would be restaurant / bar use (F&B).

6.1.5 The waste forecast has been calculated based on the recommendations set by MCC's 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.

6.1.6 The report concludes that the office uses would be served by weekly collections as per the existing proposed arrangement at the upper office floors. The F&B uses will be served by three times-a-week collections. The collection frequency is subject to be updated following occupation, as typically the waste generated by the varied uses varies significantly based on the final occupier.

6.1.7 It is considered that the waste will be collected by a private contractor for all uses.

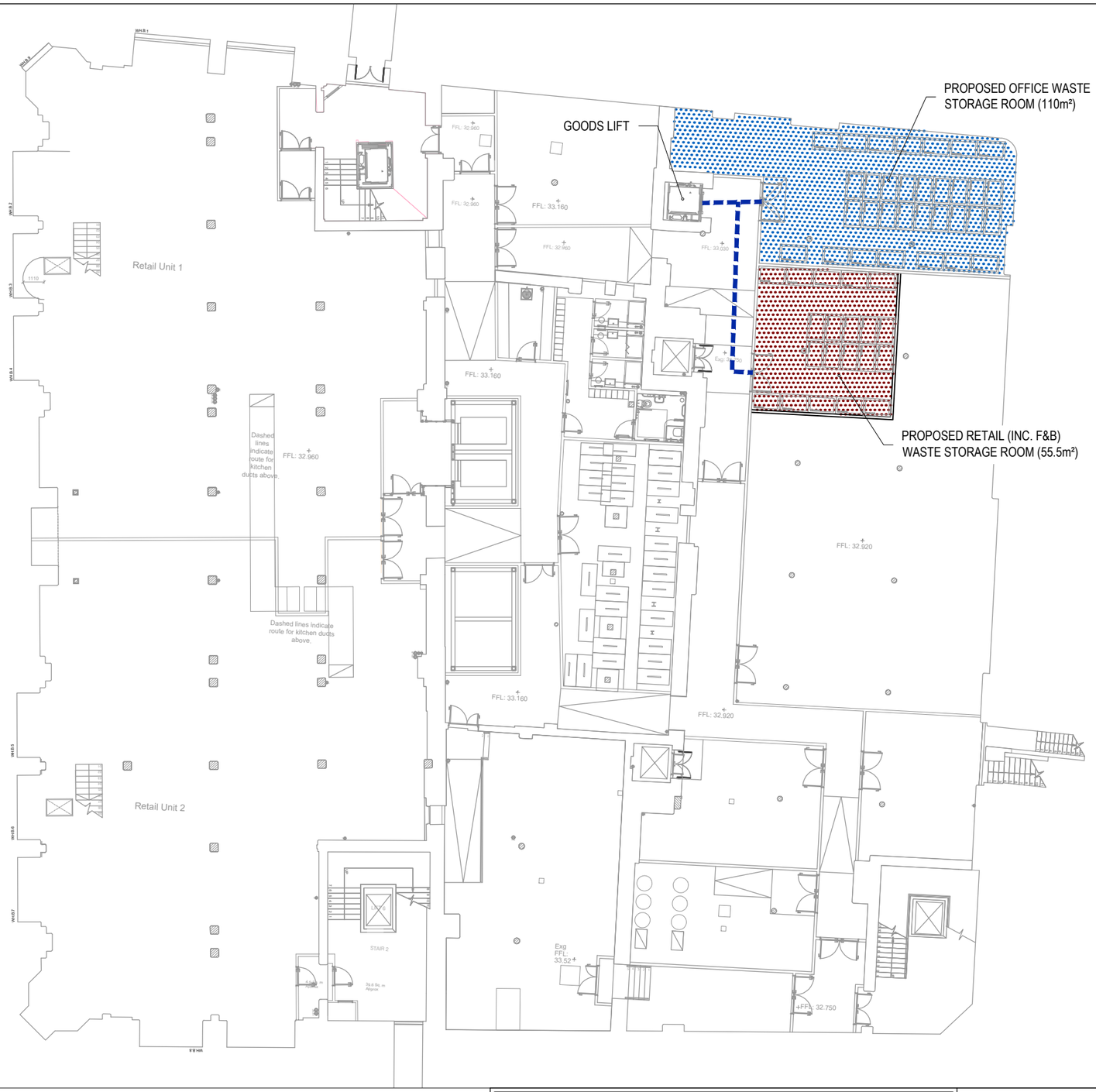
6.1.8 The consented waste store for the upper floors' office use has sufficient spare space to accommodate the demand generated by the office units at ground floor. A new segregated waste store will be proposed for the retail (F&B) uses. The size of this bin store has been determined accordingly whilst consideration to segregation and recycling has been given.

6.1.9 The existing loading bay located along Hanover Street will be utilised to collect the site bins on collection day.

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.

Drawings



KEY:

- OFFICE USE WASTE STORE
- RETAIL USE WASTE STORE
- WASTE ROUTES
- PROPOSED WALL

GENERAL NOTES:

Rev:	Description:	Date:	By:
P02	Layout updated	11/12/20	DD

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Project: HANOVER GROUND FLOOR UNITS - MANCHESTER

Drg Title: WASTE MANAGEMENT STRATEGY
WASTE STORES
BASEMENT LEVEL

Status: PRELIMINARY

Drawn By:	DD	Checked By:	AV
Designed By:	DD	Date:	01/12/20

Scale: 1:250 @ A3

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
77783	- CUR -	00	- XX -	DR	- TP -	06001	-P02

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Appendix A – NOMA Listed Estate WMS









NOMA Listed Properties - Manchester

Waste Management Strategy

Curtins Ref: 72380-CUR-00-XX-RP-TP-001
Revision: V06
Issue Date: 12 June 2020

Client Name: NOMA (GP) Ltd

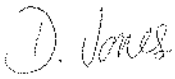
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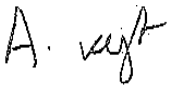
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of NOMA (GP) Ltd to provide comprehensive waste management across the listed estate within NOMA. This WMS comprises the following listed properties:

- Dantzic Building;
- Federation House;
- Hanover Building;
- Redfern Building;
- *New Century Hall;*
- *New Century House; and*
- *Old Bank Building.*

*The properties shown in *Italics* are forthcoming proposals.

1.1.2 Planning applications for the first four listed buildings have been submitted and approved separately.

1.1.3 Feasibility studies on the New Century House are currently being undertaken. A planning application will be submitted at a later date.

1.1.4 A schedule of approved consents is provided in **Appendix A.**

1.1.5 The proposed ground floor and basement layout plans of the schemes are included in **Appendix B**.

1.2 Purpose of This Report

1.2.1 This Waste Management Strategy (WMS) has been prepared comprehensively, taking into account consented and planned redevelopment, to consider the potential refuse and recyclable waste volumes, including organic waste and for all uses across NOMA listed properties. This WMS also provides details of the collection arrangements.

1.2.2 This report collates and provides information about consented waste strategies for the listed properties. Some consented waste strategies will remain unmodified and in effect, whilst other approved strategies will be superseded by the forthcoming schemes described later in this document.

1.2.3 This report is intended to be a 'live' document, which would be subsequently updated to reflect forthcoming proposals, subject to agreement with the Council for each building.

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 C** to the rear of this report contains the completed MCC Waste Pro Forma forms for New Century Hall, New Century House, and Old Bank Building

1.3.4 **Appendices D, E, F, G** and **H** to the rear of this report contains the consented waste management strategies (and Waste Pro Forma forms where applicable) for Dantzic Building, Federation House, Hanover Building, Redfern Building, and New Century Hall / New Century House respectively.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The study area containing the listed properties is located opposite the Manchester Victoria station in the north of Manchester City Centre. The Site is bound by Balloon Street Street to the south, Corporation Street to the west, Miller Street to the north, and Dantzic Street to the east. Hanover Street also bisects the area. The following **Figure 2.1** illustrates the listed buildings in relation to the local network:



Figure 2.1 – Location Plan in Relation to the Surrounding Highway Network.

2.1.2 The listed buildings are in close proximity to additional buildings in the NOMA estate, including 2 and 3 Angel Square (office space) to the north-east, and Sadler's Yard (public realm) as a central feature in between the listed buildings.

2.1.3 To the north of the study area lies 1, 2, 3 and 4 Angel Square, part of the future development of the NOMA Strategic Regeneration Framework area. To the west is the Manchester Victoria Rail Station, whilst to the south of the Site are the Printworks and Manchester Arndale Shopping Centre. To the east, Hanover Street provides access to several surface and multi-storey car parks.

2.2 Current Status

Consented schemes

2.2.1 Dantzic Building has been completed as the consented scheme described in **Appendix A**. It is currently unoccupied.

2.2.2 Federation House, which forms and independent building from Dantzic Building, is currently occupied.

2.2.3 Hanover Building got consent in September 2016 to accommodate office uses from floors one to six. The works are now completed, and the building is expected to be immediately occupied.

2.2.4 Redfern Building has been recently completed after undergoing refurbishment works.

Other Schemes Within NOMA Listed Estate

2.2.5 New Century Hall is currently vacant.

2.2.6 New Century House is currently vacant. Feasibility studies are currently being undertaken for this building.

2.2.7 The upper floors of Old Bank Building are currently vacant whilst the ground floor is currently occupied by 'Old Bank Residency'.

2.3 Surrounding Highway Network

A665 Miller Street / Ring Road

2.3.1 The A665 Miller Street runs adjacent to the northern boundary of the Site. The Ring Road comprises a two-lane carriageway, and forms part of the arterial route circling the city centre. The A665 Ring Road commences at a signalised junction with the A665 Cheetham Hill Road near the Green Quarter (north-west of the Site) and continues for a length of circa 2.3km towards the south-east of Manchester city centre, terminating at the Pin Mill Brow (a fork in the road where it diverges into the A635 Ring Road or A665 Chancellor Lane) in Ardwick.

2.3.2 Miller Street comprises approximately 300m of this whole length and is one-way in a westerly direction. The highway extends for approximately 300m between a signalised junction with Rochdale Road, Shudehill and Swan Street in the east, to a signalised junction with Cheetham Hill Road and Corporation Street in the west. Both signalised junctions have pedestrian crossing facilities, complete with dropped kerbs and tactile paving.

2.3.3 The carriageway along Miller Street itself is typically 8m wide and has up to three lanes. There are well-maintained footways on both sides of the carriageway which are approximately 3m in width. The road is well-lit with street lighting.

2.3.4 There is also a Toucan crossing facility located adjacent to Dantzic Street to the north-east of the Site, which is complete with dropped kerbs and tactile paving. Most of the junctions along the A665 also have signalised crossing points, pedestrian refuge islands and advanced cycle stop lanes to facilitate pedestrian and cycle movement in a safe manner.

2.3.5 In the vicinity of the Site, the A665 is subject to TROs in the form of single and double yellow parking restrictions throughout its entire length, along with yellow box junctions. There are also many “Keep Clear” and “Slow” markings on the road to enforce the speed limit of 30mph.

Corporation Street

2.3.6 Corporation Street runs along the west of the Site for a length of circa 575m in total. The usable carriageway length of the road commences at a signalised four-arm junction with the A665 Miller Street and A664 Ring Road, extends towards the south-west into Manchester City Centre, and terminates at a signalised junction with Withy Grove after 310m, where vehicles must then turn left. The remainder of the road is only accessible by the Metrolink trams.

2.3.7 The carriageway is two-way and typically 8m wide, but much of the road is shared between vehicles and tram lines entering/exiting the Victoria station. There are footways on both sides of the road which are approximately 3m in width, together with segregated and advisory cycle lanes approaching the city centre. There are also advanced cycle stop lanes at the traffic light junctions.

2.3.8 Pedestrian infrastructure is excellent, comprising wide footways with an average width of 4m on both sides of the road which are complete with dropped kerbs and tactile paving. Some parts of the footway are also designated as shared use between pedestrian and cyclists. Corporation Street also has many signalised crossing points at major junctions and is also well-lit with street lighting.

2.3.9 Corporation Street is subject to a speed limit 20mph. Most of the road is subject to TROs in the form of double yellow parking restrictions, however there is a loading bay adjacent to the National Football Museum, where goods vehicles are allowed to load and unload between 04:00 and 22:00 from Mondays to Sundays. The road is also signed as a no stropping zone between 22:00 and 04:00.

2.3.10 There are many bus stops along Corporation Street which host services to Stockport, Oldham, and Bury. In the vicinity of the Site, the bus stops are in good condition and are complete with a cantilever shelter, seating, pole, and timetable information.

Hanover Street

2.3.11 Bisecting the Site, Hanover Street commences at the entrance to the Manchester Victoria Station Car Park and continues for a length of circa 300m towards the south-east where it terminates at a signalised junction with Shudehill.

2.3.12 The road comprises a single carriageway with a maximum width of 7m. In the immediate vicinity of the Site between the four-arm junction with Corporation Street and the four-arm junction with Dantzic Street, Hanover Street narrows to approximately 4m, although there is a loading bay adjacent to Sadler's Yard. At the time of writing, this stretch of the road is closed to the public. The remainder of Hanover Street also serves as an access into several car parks to the east of the Site including the Manchester Printworks Multi-Storey Car Park (MSCP) and other surface car parks.

2.3.13 There are wide footways of circa 3m on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junction with Shudehill. Hanover Street is also well-lit with street lighting present at regular intervals. There is also cycle provision in the form of cycle markings on the road at regular intervals, and an advanced cycle stop lane at the signalised junction with Shudehill.

2.3.14 The road is subject to a speed limit of 20mph and has TROs in the form of double yellow lines along most of the road. Hanover Street is within Zone 2 of Manchester City Centre's Controlled Parking Zone (CPZ) and has 10 on-street parking bays towards the east of the Site. The parking charges and times apply to these bays from Mondays to Sundays between 08:00 and 20:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is 2 hours, however parking between 20:00 and 08:00 the next day is free (subject to parking restrictions).

Dantzic Street

2.3.15 Forming the eastern boundary of the Site, Dantzic Street commences at a junction with Shudehill south-east of the Site and extends for a length of circa 300m towards the north until it terminates perpendicular to the A665 Miller Street / Ring Road Toucan crossing. From its southern terminus, the road is one-way in a north-bound direction for approximately 200m until the priority junction with Hanover Street. At its northern terminus, Dantzic Street transforms into a cul-de-sac / public realm for pedestrians where cars are unable to egress onto the Ring Road.

2.3.16 The average width of Dantzic Street is 6m, however the road widens to approximately 10m towards its northern terminus to accommodate loading bays and vehicular turning. There are wide footways with an average width of 5m along both sides of the road, which doubles as a shared cycle/pedestrian footway in the vicinity of the Toucan crossing along Miller Street.

2.3.17 The footways are complete with dropped kerbs and tactile paving, and the road is also well lit with street lighting at regular intervals. There is also a signal-controlled crossing point and a yellow box junction along Dantzic Street where it intersects with the Metrolink tram lines between Shudehill and Manchester Victoria.

2.3.18 The road is subject to a speed limit of 20mph and is also within Zone 2 of Manchester City Centre's CPZ, with 11 pay-and-display parking bays (5 of which are disabled parking bays) along its length. Dantzic Street comprises several loading bays in the vicinity of the Manchester Printworks building, whereas the remainder of the road comprises TROs in the form of double yellow lines.

2.3.19 There are also many cycle parking facilities present along the entirety of Dantzic Street.

Balloon Street

2.3.20 Balloon Street extends along the southern boundary of the Site between Dantzic Street in the east and Corporation Street in the west. The highway is closed to motor vehicles, as there are two Metrolink lines down the centre of the highway which span the carriageway width.

2.3.21 There is a footway on both sides of the highway approximately 2.5m in width. Street lighting is present along the length of the footways.

Federation Street

2.3.22 Federation Street extends southwards from a priority junction with Hanover Street and Redfern Street for approximately 55m until the carriageway reaches the previously discussed Metrolink lines running to and from Victoria Station. The road is no entry except for delivery vehicles and access only.

2.3.23 Federation Street comprises a two-way carriageway approximately 7m in width. There are 'No Waiting at Any Time' (NWAAT) restrictions along the length of the carriageway, and street lighting at both ends. There is a footway on both sides of the highway approximately 2m in width.

3.0 Consented or Existing Waste Collection

3.1 Introduction

3.1.1 The following section outlines all the consented (for buildings with approved planning permission) or existing (for buildings in the pre-application stage and buildings which are currently occupied) waste collection strategies for each of the listed buildings.

3.1.2 The following **Section 3.2** indicates the approved waste strategies that will be in effect at each of the buildings. **Section 3.3** provides details of the previously approved waste strategies that will be superseded by the proposed waste strategies described later on this document in **Section 5**.

3.1.3 Where appropriate, **Appendices D, E, F, G** and **H** comprise the consented drawings indicating the location of the waste storage, routes from the stores to the collection point for each of the buildings (except Old Bank Building), and consented MCC Waste Pro Forma forms where applicable.

3.2 Consented Waste Strategies to Stand

Dantzic Building

3.2.1 A Waste Management Pro Forma submitted to MCC in 2017 has been included in **Appendix D** to the rear of this report. Within the Pro Forma, it is stated that the proposed provision for refuse storage is to be housed in the sheltered area, which is a retention of the current condition. This is only intended to be a temporary solution until the application for the L1 and L2 areas is brought forward. The future application will provide additional bike and shower facilities, as well as a new refuse storage area.

3.2.2 The number of bins required has been calculated through the individual requirements of the units and are summarised as follows:

- General Waste – 5 no. 1100ltr Eurobin; and
- Mixed Recycling – 5 no. 1100ltr Eurobin.

3.2.3 Refuse collection will be organised by the building management.

3.2.4 The primary service route for the building will be via Federation Street onto Hanover Street using the existing covered service yard area. This is the current servicing route for the building and will remain unaltered. This is also illustrated in **Appendix D**.

3.2.5 Currently, there is no waste being produced as although the project is complete, there is no existing tenant in the building.

Federation House

3.2.6 Similar to Dantzic Building, a Waste Management Pro Forma submitted to MCC in 2017 has been included in **Appendix E** to the rear of this report. Within the Pro Forma, it is stated that visitors/renters

would be directed to dispose of waste internally in litter and recycling containers located throughout the coffee shop and meeting spaces. Then, the building staff will transfer these to the Eurobins contained in the refuse store at the end of each day.

3.2.7 The refuse store is located at the western end of the service road that runs between Federation House and the Dantzic Building, which currently store refuse produced by both Federation House and Dantzic Building. The location of this service road is outlined in **Appendix E**, where it is shown that a refuse collection vehicle would ingress and egress from Federation Street via Hanover Street, in a manner similar to that of the Dantzic Street collection strategy.

3.2.8 The number of bins required has been calculated through the individual requirements of the units and are summarised as follows:

- General Waste – 4 no. 1100ltr Eurobin;
- Pulpable Recycling – 1 no. 1100ltr Eurobin;
- Mixed Recycling – 1 no. 1100ltr Eurobin; and
- Food Waste – 1 no. 1100ltr Eurobin.

3.2.9 Refuse collection will be organised by the building management on a weekly basis, whereby it is then transported to a central refuse collection point where it is sorted for recycling.

Hanover Building

3.2.10 The consented waste management strategy is summarised below, whereas the full document is provided in **Appendix F** to the rear of this report.

3.2.11 The basement bin store has been sized to accommodate 10 collection bins at any one time with an additional designated area for recyclable waste sized at 40% of the total waste capacity in line with current practice.

3.2.12 The bin allocation was calculated on a waste allowance per occupant derived from historical evidence from The Co-operative Group estate. An annual allowance of 1.3 collection (1100 litre) bins per head is recommended. Based on a maximum occupancy of 1,200 heads the calculated annual collection requirement is 1,625 bins. This equates to a daily allowance of (working day) 6.25 bins.

3.2.13 Waste is transported from various floors to the basement bin store by the estate team via the lifts in cores 2 and 3 daily. In the basement, the waste is segregated into mixed waste and recyclable waste. The distance from core 2 and 3 to the bin store is circa 35m (from point of exit within the basement from the appropriate core).

3.2.14 For collection, the waste is wheeled from the bin store on a daily basis (and in line with a collection schedule) and out to the delivery bay at the time of collection. The bins are emptied and returned to the basement via the same route.

3.2.15 The bins will be held off the public highways in the delivery bay until the collection vehicle has arrived and parked in position on the layby adjacent to Sadler's Yard on Hanover Street. The bins will then be wheeled out for collection individually to ensure minimum interruption to pedestrian flow. The collection vehicle will then proceed up Hanover Street and exit via Dantzic Street.

3.2.16 Currently, there is no waste being produced as the existing tenant is not active in the building pending completion of its fit-out.

Redfern Building

3.2.17 The bin store will be located at the lower ground level (also known as Level 1) at the north-east corner of Redfern Building.

3.2.18 A Waste Management Pro Forma submitted to MCC in 2018 has been included in **Appendix G** to the rear of this report. Within the Pro Forma, the number of bins required has been calculated through the individual requirements of both the office and retail (Use Class C2) elements, and are summarised as follows:

- General Waste – 11 no. 1100ltr Eurobin (3 for offices, 8 for retail); and
- Mixed Recycling – 10 no. 1100ltr Eurobin (3 for offices, 7 for retail).

3.2.19 Refuse collection will be private and would be arranged with the facilities management team.

3.2.20 The building will be serviced from a designated layby area located on Hanover Street with refuse being transported manually across Sadler's Yard. The distance between the service exit at the north of the building to the layby on Hanover Street is circa 75m. This is also illustrated in **Appendix G**.

3.2.21 Currently, there is no waste being produced as the building is under refurbishment and due for project completion in June 2020.

3.2.22 It is understood that the Pilcrow pub could relocate to Redfern building and this has been factored into the bin calculations.

3.3 Consented Waste Strategies to be Superseded

New Century Hall

3.3.1 The consented waste management strategy (prepared in 2014) (shared with that of New Century House) is summarised below, whereas the full document is provided in **Appendix H** to the rear of this report.

3.3.2 The 3 no. A1 retail /A3 restaurant and café units at ground level in New Century Hall were proposed to have dedicated refuse areas (self-contained within each unit) at the ground floor. Waste storage containers would be supplied by a private company and will have separate bins for general waste, food waste and recyclable materials.

3.3.3 The number of bins required had been calculated through the individual requirements of the units and was to be wheeled containers with hinged lids. The amount and sizes of bins required were as follows:

- General Waste – 2 no. Eurobin;
- Mixed Recycling – 2 no. Eurobin; and
- Food Waste – 2 no. Eurobin.

3.3.4 The building management team would move the bins from the dedicated refuse areas within the units onto a proposed dedicated refuse collection point on Miller Street for collection. The general waste and recycling waste would be collected at separate times by different vehicles, therefore minimising the number of bins on the pavement at one time. Once emptied they would be promptly returned to the refuse stores as to not obstruct pedestrian movement on the footpath.

3.3.5 There would be a proposed layby off Miller Street to the north of New Century Hall, which would serve as a refuse collection point. Miller Street is one-way, is approached from the east and is a primary road which is wide enough to accommodate an 11.2m Large Refuse Vehicle (LRV). A tracking drawing for vehicles accessing this layby has been provided in Appendix B of the consented waste management strategy.

3.3.6 Currently, there is no waste being produced as the building is vacant. However, the forthcoming proposals for this building are updated to reflect the proposed uses on **Section 5** of this report.

New Century House

3.3.7 Similar to that of New Century Hall, the consented waste management strategy (prepared in 2014) is summarised below for information purposes, whereas the full document is provided in **Appendix H** to the rear of this report.

3.3.8 In addition to waste by New Century House, waste from the first-floor conferencing facilities of New Century Hall would also be stored in a new dedicated waste area at the basement level of New Century House. The area provided would be the same as currently exists, and would provide sufficient capacity for the current and continuing operations.

3.3.9 The number of bins required was calculated through the individual requirements of the units and would be wheeled containers with hinged lids. The amount and sizes of bins required were as follows:

- General Waste – 1 no. Eurobin; and
- Mixed Recycling – 1 no. Eurobin.

3.3.10 The building management team would move the bins from the dedicated refuse areas within the basement area via a service lift and onto the similar refuse collection point off Miller Street as for New Century Hall.

3.3.11 Currently, there is no waste being produced as the building is vacant. However, feasibility studies are currently being undertaken for this building.

Old Bank Building

3.3.12 Currently, there is a small amount of waste being produced and managed by the 'Old Bank Residency' temporary occupation to the ground floor until 31st March 2020.

3.3.13 **Section 5** of this report describes the anticipated forthcoming proposals for this building, providing a new Waste Management Strategy.

3.4 Summary

3.4.1 In summary, the consented waste management strategies for the buildings can be seen in **Table 3.1** below:

Building	Waste Storage Area	Waste Stream	Bins Required	Collection Schedule	Collection Point	Status
Dantzic Building	Sheltered Loading Bay	General Waste Mixed Recycling	5x 1100l Eurobin 5x 1100l Eurobin	Weekly	Service Road	To Stand
Federation House	Sheltered Loading Bay	General Waste Pulpable Recycling Mixed Recycling Food Waste	4x 1100l Eurobin 1x 1100l Eurobin 1x 1100l Eurobin 1x 1100l Eurobin	Weekly	Service Road	To Stand
Hanover Building	Basement Store	General Waste Mixed Recycling	10x 1100l Eurobin 4x 240l wheeled bin	See detailed appendix	Hanover Street layby	To Stand
Redfern Building	Lower Ground Store	General Waste Mixed Recycling	11x 1100l Eurobin 10x 1100l Eurobin	Unknown	Hanover Street layby	To Stand
New Century Hall	Ground Floor Unit	General Waste Mixed Recycling Food Waste	2x 1100l Eurobin 2x 1100l Eurobin 2x 1100l Eurobin	Unknown	Proposed Miller Street layby	Updated on this document
New Century House	Basement Store	General Waste Mixed Recycling	1x 1100l Eurobin 1x 1100l Eurobin	Unknown	Proposed Miller Street layby	Updated on this document
Old Bank Building	N/A	N/A	N/A	N/A	N/A	Updated on this document

Table 3.1 – Consented Waste Management Strategies.

4.0 Waste Management Policy

4.1 Introduction

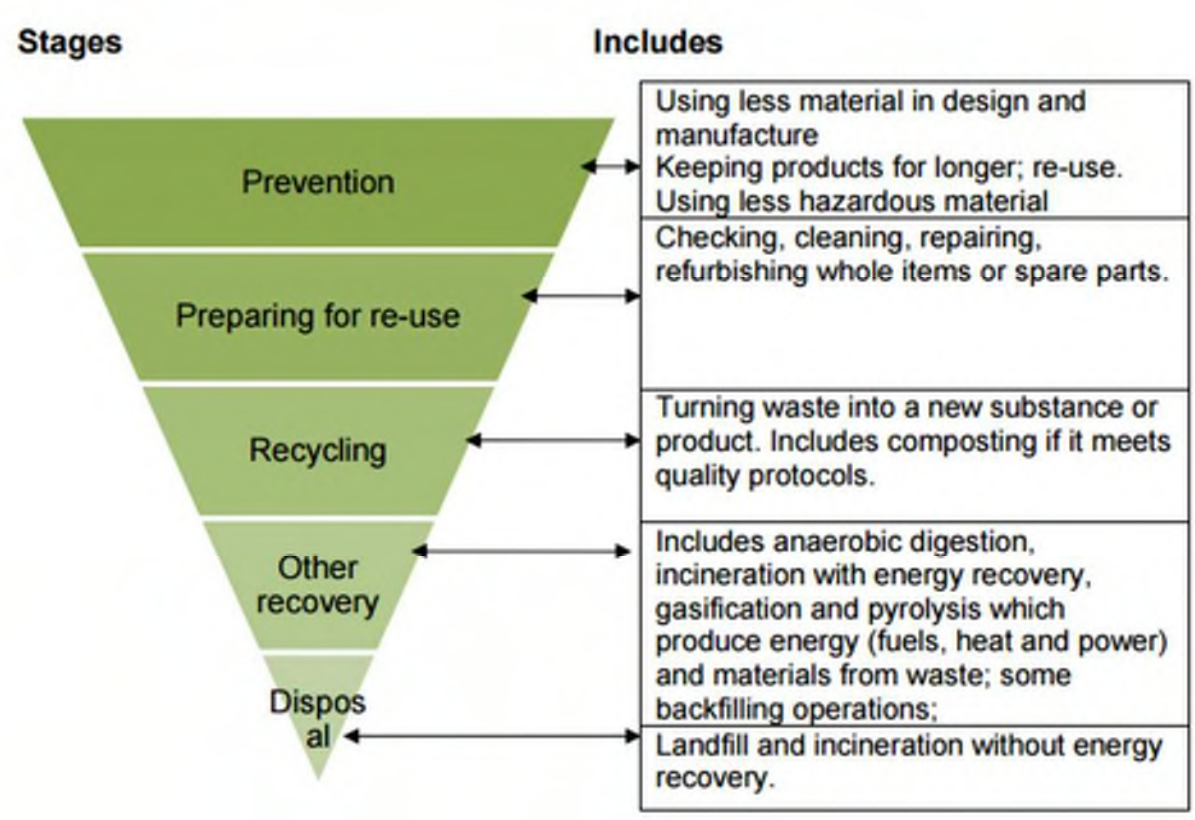
4.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

4.2 Waste Management Plan for England

4.2.1 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."

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



4.2.3 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).

4.2.4 This Waste Management Strategy (WMS) adheres to the above guidance, prioritising recycling.

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

4.3.1 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.

4.3.2 This WMS 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 (F&B) use of the Site.

4.3.3 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 information on the potential number of employees. Therefore, all calculations for this use have been based on MCC's GD04 guidance.

4.4 Building Regulations

4.4.1 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.

4.4.2 This WMS proposes waste storage areas which comply with the requirements set by Building Regulations document.

4.5 Controls on Animal By-Products

4.5.1 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.

4.5.2 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.

4.5.3 It is the occupier's responsibility to ensure that a licensed waste company is arranged, and that it complies with the regulation

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

4.1.1 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.

4.1.2 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 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.

4.1.3 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**.

5.0 Waste Forecasting and Strategy (Forthcoming Schemes)

5.1 Introduction

5.1.1 The consented waste management strategies for Dantzic Building, Federation Building, Hanover Building and Redfern Building have been summarised in **Section 3** above provided in **Appendices D, E, F** and **G** to the rear of this report. Upon review, these strategies are still applicable and need not be updated.

5.1.2 However, the consented waste strategies for the forthcoming schemes New Century Hall, New Century House and Old Bank Building require updating. The following sections describe the proposed Waste Management Strategies for these buildings. It is considered that the consented WMS for both New Century Hall and New Century House (as described on **Appendix H**) will be superseded by this document.

5.2 Waste Forecast

5.2.1 The waste forecast for the forthcoming schemes 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 New Century Hall will comprise a Creative School (Use Class D1), a Venue Hall (Use Class D2) and a Food Hall (Use Class A3/A4). The creative school is considered as office use for calculation purposes whilst the venue and food halls are considered as Food and Beverage (F&B) uses.

5.2.3 Feasibility studies on the New Century House are currently being undertaken, however for the purposes of this report and future waste management planning, office use has been assumed (Use Class B1).

5.2.4 Old Bank Building will comprise office (Use Class B1), retail (Use Class A1, A2, A3, A4, B1 and D2), including potential restaurant / F&B (A3) uses.

5.2.5 The reception and management office areas for all the above three buildings will be ancillary to the main office uses. Therefore, these areas have not been considered for calculation purposes.

5.2.6 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.

5.2.7 The retail uses have been based on the same local guidance, following the recommendations for Retail outlets of 5,000l per 1,000m² of gross floor space. Similar to the office uses, initial recycling percentage

of 50% has been estimated for calculation purposes, and the recycling rate can be updated upon review of the actual recycling rates following occupation.

5.2.8 For the Restaurants / Fast Food outlets, the calculations for 1,500l per 20 dining spaces have been used.

5.2.9 Based on these requirements, Tables 5.1, 5.2 and 5.3 below forecasts the waste volume generated by the proposed office, retail, and restaurant uses associated with the three buildings:

New Century Hall	
Creative School (Office Use)	
Waste Stream	Refuse Volume (942m²)
Non-recyclable Waste	1,225l
Dry mixed Recycling	918l
Glass Recycling	306l
Office Use Total	**2,449l**
Venue Hall (605m²) and Food Hall (250 seats) (F&B Use)	
Waste Stream	Refuse Volume (c. 850* spaces)
Non-recyclable Waste	31,875l
Dry Mixed Recycling	19,125l
Glass Recycling	7,969l
Organic Food Recycling	4,781l
F&B Use Total	**63,750l**
New Century Hall Total	**66,199l**

Table 5.1 – Development Weekly Waste Volume Forecast (New Century Hall).

*Although the venue hall has a capacity of 1,000 spaces, 1 occupant of a venue hall would not generate the same amount of waste as 1 occupant of a food hall. Therefore, classifying 1,000 spaces into F&B use would result in an over-estimate. Hence, 60% of 1,000 spaces (600 spaces) was taken as a more realistic representation.

New Century House	
Upper Floors (12 floors x 438m²), Ground Floor (169m²) and First Floor (341m²) (Office Use)	
Waste Stream	Refuse Volume (5,766m²)
Non-recyclable Waste	7,496l
Dry mixed Recycling	5,622l
Glass Recycling	1,874l
New Century House Total	**14,992l**

Table 5.2 – Development Weekly Waste Volume Forecast (New Century House).

Old Bank Building	
Office (8,984m²), Co-Working Space (311m²) (Office Use)	
Waste Stream	Refuse Volume (9,295m²)
Non-recyclable Waste	12,084l
Dry mixed Recycling	9,063l
Glass Recycling	3,021l
Office Use Total	**24,167l**
Retail (337m²) (F&B as worst-case)	
Waste Stream	Refuse Volume (100 dining spaces)
Non-recyclable Waste	3,033l
Dry Mixed Recycling	2,730l
Glass Recycling	1,137l
Organic Recycling	682l
Retail Use Total	**7,583l**
Old Bank Building Total	**31,750l**

Table 5.3 – Development Weekly Waste Volume Forecast (Old Bank Building).

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, 660l and 240l bins wheeled bins.

5.3.2 The collection frequency has been estimated to be three times a week for the office, retail, and restaurant uses. It is envisaged that the collection service will be provided by a private collector.

5.3.3 The following **Tables 5.4**, **5.5** and **5.6** summarises the required waste containers per stream for the three buildings. 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**.

New Century Hall	
Office Use	
Waste Stream	Number of bins
Non-recyclable Waste	1 x 660l
Dry Mixed Recycling	1 x 660l
Glass Recycling	1 x 240l
Office Use Total	**2 x 660l + 1 x 240l**
F&B Use	
Waste Stream	Number of bins
Non-recyclable Waste	10 x 1,100l
Dry Mixed Recycling	6 x 1,100l
Glass Recycling	3 x 1,100l
Organic Food Recycling	2 x 1,100l
F&B Use Total	**21 x 1,100l**
New Century Hall Total	**21 x 1,100l + 2 x 660l + 1 x 240l**

Table 5.4 – Number of required bins (New Century Hall).

New Century House	
Office Use	
Waste Stream	Number of bins
Non-recyclable Waste	3 x 1,100l
Dry Mixed Recycling	2 x 1,100l
Glass Recycling	1 x 660l
Development Total	**5 x 1,100l + 1 x 660l**

Table 5.5 – Number of required bins (New Century House).

Old Bank Building	
Office Use	
Waste Stream	Number of bins
Non-recyclable Waste	4 x 1,100l
Dry Mixed Recycling	3 x 1,100l
Glass Recycling	1 x 1,100l
Office Use Total	**8 x 1,100l**
Retail Use (as F&B Use)	
Waste Stream	Number of bins
Non-recyclable Waste	1 x 1,100l
Dry Mixed Recycling	1 x 1,100l
Glass Recycling	1 x 660l
Organic Food Recycling	1 x 240l
F&B Use Total	**2 x 1,100l + 1 x 660l + 1 x 240l**
Old Bank Building Total	**10 x 1,100l + 1 x 660l + 1 x 240l**

Table 5.6 – Number of required bins (Old Bank Building).

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 individual waste storage rooms for each of the proposed development uses.

5.4.3 The proposed waste storage rooms have been sized to accommodate and operate the number of bins required in the above **Tables 5.4**, **5.5** and **5.6**. The basement layouts of these buildings have an anticipated robust bin provision, which is beneficial in catering for any potential increase in waste generation from peak periods or a future change of use.

5.4.4 It is envisaged that initially over 50% of the bins in store would be dedicated to recycling, including organic waste if required by any potential F&B uses. 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 area 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 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 For calculation purposes, it has been estimated that the collection frequency will be of three times a week for the office, retail, and F&B uses.

5.5.3 However, based on the variable nature of 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.

5.5.4 Drawings of the relevant buildings (where available) in **Appendix B** shows the location of the waste storage rooms and the routes from the stores to the collection point.

5.5.5 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.

5.5.6 The collection point for New Century Hall and New Century House will be located along the proposed loading area off Miller Street, to the north of the proposed development. As mentioned in **Paragraph 3.5.5** above, a tracking drawing for a 11.2m Large Refuse Vehicle accessing this layby has been provided in Appendix B of the consented waste management strategy refuse collection point (**Appendix H**).

5.5.7 The collection point for Old Bank Building will be located along the existing layby on Hanover Street, to the south-east of the proposed development. The bins will be wheeled from the storage room into the basement and into the service lift at the south of the building, where the horizontal distance between the service access and the layby is circa 25m.

5.5.8 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the management team.

5.5.9 Hanover Street Loading Bay will be used for five of the buildings subject to this report. The capacity to accommodate the refuse vehicles is analysed in the following chapter. Both the general waste and the dry mixed recycling generate the largest number of bins. To avoid overloading Sadler's Yard with bins, it is expected that the five buildings will be divided into two groups:

- Group 1: Hanover Building and Old Bank Building; and
- Group 2: Redfern Building, New Century Hall and New Century House.

5.5.10 It is considered that the general waste and the dry mixed recycling will be collected at alternate days of the week for each group of buildings. This will increase the number of vehicles at the loading bay but will decrease the number of bins awaiting collection at Sadler's Yard, minimising the impact on the public space.

6.0 Loading Bays

6.1 Introduction

6.1.1 In order to understand the current usage of the three existing loading bays located in the vicinity of the NOMA properties subject of this report, Curtins commissioned a survey to prepare an overarching waste management strategy.

6.1.2 The loading bays considered as part of this study are summarised as follows:

- Loading Bay 1: Hanover Street, adjacent to Sadler's Yard;
- Loading Bay 2: Dantzic Street, adjacent to the Redfern Building; and
- Loading Bay 3: Dantzic Street, adjacent to the Dantzic Building.

6.1.3 The surveys covered four weekdays, starting on Tuesday 9th April and finishing on Friday 12th April, from 7am to 7pm and covering a total of 12 hours, corresponding to typical working and potential delivery hours.

6.1.4 In order to establish the usage of each of the bays throughout the day, the total amount of minutes in which the bay was in use for each hour was assessed. This information has been used to produce a percentage of use per hour and the average per day. For instance, if the loading bay was in use for a total of 30 minutes between 9am to 10am, the usage is considered to be 50%. Percentages over 100% represent overspill, with more vehicles utilising the loading bay than its actual capacity. On-street servicing outside the designated loading bays has also been analysed in a separate column.

6.1.5 The Freight Transport Association (FTA) on their document 'The Driver's Guide to Loading and Unloading in England and Wales' states: "*Loading and unloading by commercial vehicles is permitted in designated loading bays – normally for a maximum of 20 minutes".* For robustness, vehicles staying over 30 minutes have been identified in the following chapter. Also, the average time spent by all users at the loading bay has been assessed, including a separate column to identify the average time spent by those utilising the loading bay for less than 30 minutes.

6.1.6 The current refurbishment works at the Redfern Building are accessed via loading bay 2. However, it is considered that the survey still illustrates a typical day of deliveries, as vehicles informally park in the area. The works are due to completion in June 2020.

6.2 Existing Usage

Loading Bay 1 – Hanover Street

6.2.1 This loading bay has the capacity to accommodate one large refuse / large rigid vehicle, or two panel vans / cars.

6.2.2 The loading bay is clearly marked, and it is appropriate for the intended use. The surrounding area has double yellow lines to prevent parking or servicing outside the designated loading area.

6.2.3 The following **Table 6.1** summarises the number of vehicles per hour whilst **Table 6.2** shows the average usage levels based on time across the four study days at Loading Bay 1. For the purpose of this assessment the loading bay was assumed to offer a single space, regardless the size of the vehicle:

Loading Bay 1 – Hanover Street								
Time Period	Tuesday		Wednesday		Thursday		Friday	
	L. Bay	Street	L. Bay	Street	L. Bay	Street	L. Bay	Street
07:00 – 08:00	2	0	2	0	2	1	2	0
08:00 – 09:00	2	0	2	1	2	1	1	0
09:00 – 10:00	4	0	2	0	3	2	1	0
10:00 – 11:00	2	0	2	5	2	1	2	2
11:00 – 12:00	1	0	3	4	3	1	1	2
12:00 – 13:00	1	0	2	3	1	0	2	0
13:00 – 14:00	1	0	2	4	1	1	1	1
14:00 – 15:00	2	0	3	0	2	1	3	0
15:00 – 16:00	0	0	1	0	2	2	1	1
16:00 – 17:00	1	0	1	0	1	0	0	1
17:00 – 18:00	1	0	0	0	0	1	3	0
18:00 – 19:00	1	0	1	0	1	0	4	0

Table **6.1** – Number of vehicles at Loading Bay 1 – Hanover Street

Loading Bay 1 – Hanover Street								
Time Period	Tuesday		Wednesday		Thursday		Friday	
	Regular	Irregular	Regular	Irregular	Regular	Irregular	Regular	Irregular
07:00 – 08:00	22.81%	0.00%	100.00%	0.00%	100.00%	29.86%	100.00%	0.00%
08:00 – 09:00	20.36%	0.00%	100.00%	20.94%	100.00%	30.53%	100.00%	0.00%
09:00 – 10:00	54.78%	0.00%	100.00%	0.00%	100.00%	15.56%	100.00%	0.00%
10:00 – 11:00	61.50%	0.00%	100.00%	113.36%	100.00%	6.33%	100.00%	27.25%
11:00 – 12:00	9.06%	0.00%	99.44%	105.25%	77.44%	13.61%	100.00%	15.94%
12:00 – 13:00	12.64%	0.00%	100.00%	35.44%	88.39%	0.00%	100.00%	8.83%
13:00 – 14:00	1.03%	0.00%	100.00%	82.42%	100.00%	6.33%	100.00%	0.00%
14:00 – 15:00	12.78%	0.00%	70.44%	0.00%	100.00%	7.56%	100.00%	0.00%
15:00 – 16:00	4.83%	0.00%	14.28%	0.00%	100.00%	21.58%	41.78%	0.00%
16:00 – 17:00	36.50%	0.00%	11.42%	0.00%	17.50%	0.00%	0.00%	11.69%
17:00 – 18:00	2.08%	0.00%	0.00%	0.00%	14.31%	1.17%	80.89%	15.08%
18:00 – 19:00	1.67%	0.00%	4.64%	0.00%	82.22%	0.00%	85.28%	0.00%
TOTAL	**20.00%**	**0.00%**	**66.69%**	**29.78%**	**81.66%**	**11.04%**	**84.00%**	**6.57%**

Table 6.2 – Average Usage at Loading Bay 1 – Hanover Street

6.2.4 The above table demonstrates that the bay works with no issues on Tuesday, the first day of the survey. Vehicles used the loading bay for a few minutes and drove away once the servicing finished, providing

fluidity and allowing multiple users to utilise the loading bay. As a result, there was no irregular parking / servicing recorded.

6.2.5 This loading bay was used on this day an average of 20% per hour, which equates to approximately 12 minutes every hour. The peak usage occured in the morning, between 9am to 11am, where the bay was occupied approximately 60% of the hour.

6.2.6 The rest of the days surveyed show a different pattern, with high levels of usage and on-street servicing.

6.2.7 The following table provides information on the average time spent by vehicles at the loading bay, highlighting the differences in between Tuesday and the remainder of the days:

Loading Bay 1 – Hanover Street								
	Tuesday		Wednesday		Thursday		Friday	
	L. Bay	Street	L. Bay	Street	L. Bay	Street	L. Bay	Street
Average Time	0:09:22	0:00:00	2:12:25	0:14:18	1:07:30	0:07:57	0:59:47	0:09:20
Avg. Time (<30min)	0:04:24	0:00:00	0:04:51	0:06:49	0:06:13	0:04:49	0:07:32	0:09:20
No. Vehicles <30min	16	0	4	10	7	8	8	6
No. Vehicles >30min	2	0	3	5	6	1	4	0
No. Vehicles >1hrs	1	0	3	0	4	0	1	0
No. Vehicles >3hrs	0	0	3	0	2	0	1	0
No. Vehicles >6hrs	0	0	1	0	0	0	1	0

Table 6.3 – Average Time Spent at Loading Bay 1 – Hanover Street

6.2.8 The above table shows vehicles staying at the loading bay for long periods on Wednesday, Thursday and Friday. There are a number of vehicles utilising the loading bay as a parking space, even over 8 hours, thus reducing the opportunities for other users to benefit from this loading bay and forcing servicing the area from an irregular location.

6.2.9 An analysis of the average time spent at the loading bay when excluding those staying over 30 minutes, shows that users spend an average of five minutes and 45 seconds at this loading bay.

6.2.10 It is therefore considered that this loading bay would offer sufficient capacity for the existing demand, if vehicles parking for extended periods of time are removed from the loading bay.

Loading Bay 2 – Dantzic Street, Adjacent to the Redfern Building

6.2.11 This loading bay measures approximately 16m in length. The loading bay is clearly marked, and it is appropriate for the intended use. The surrounding area has double yellow lines to prevent parking or servicing outside the designated loading area.

6.2.12 However, due to the ongoing refurbishment works at the Redfern building, due to completion in June 2020, this bay is used for access to the construction site, with construction vehicles parking on it and scaffolding occupying approximately half of the available space. However, it is considered that the survey still illustrates a typical day of deliveries, as service vehicles informally park in the area.

6.2.13 Dantzic Street is a no-through route for vehicles, terminating in the vicinity of the loading bay. There are gates providing access to the 'CIS Tower' internal loading areas in the same area. As this is a no-through route, vehicular traffic is limited to servicing and access to buildings.

6.2.14 The following **Table 6.4** indicates the number of vehicles per hour whilst the average usage levels across the four study days at this loading bay are shown on **Table 6.5**, including on-street servicing in the area:

Loading Bay 2 - Dantzic Street, adjacent to the Redfern Building								
Time Period	Tuesday		Wednesday		Thursday		Friday	
	L. Bay	Street	L. Bay	Street	L. Bay	Street	L. Bay	Street
07:00 – 08:00	1	3	1	7	1	7	1	6
08:00 – 09:00	2	4	1	8	2	2	1	3
09:00 – 10:00	0	6	1	5	1	6	1	5
10:00 – 11:00	0	6	1	5	1	2	1	5
11:00 – 12:00	0	6	1	6	1	7	2	7
12:00 – 13:00	0	0	1	1	1	3	3	5
13:00 – 14:00	0	4	1	3	3	4	5	6
14:00 – 15:00	0	5	1	5	0	7	1	4
15:00 – 16:00	1	4	2	1	0	5	1	6
16:00 – 17:00	0	0	1	0	0	3	0	2
17:00 – 18:00	0	2	0	2	0	2	0	2
18:00 – 19:00	0	3	0	0	0	2	0	2

Table 6.4 – Number of Vehicles at Loading Bay 2 – Dantzic Street, adjacent to Redfern Building.

Loading Bay 2 - Dantzic Street, adjacent to the Redfern Building								
Time Period	Tuesday		Wednesday		Thursday		Friday	
	Regular	Irregular	Regular	Irregular	Regular	Irregular	Regular	Irregular
07:00 – 08:00	18.92%	92.78%	66.00%	268.39%	69.25%	192.39%	70.42%	149.42%
08:00 – 09:00	5.39%	155.61%	73.69%	439.92%	122.83%	78.50%	100.00%	155.17%
09:00 – 10:00	0.00%	280.33%	100.00%	336.11%	100.00%	115.81%	100.00%	198.64%
10:00 – 11:00	0.00%	316.17%	100.00%	238.61%	100.00%	22.83%	100.00%	195.61%
11:00 – 12:00	0.00%	94.67%	100.00%	208.97%	100.00%	42.58%	150.58%	181.50%
12:00 – 13:00	0.00%	0.00%	100.00%	48.53%	100.00%	73.78%	241.69%	216.56%
13:00 – 14:00	0.00%	80.64%	100.00%	24.75%	105.64%	65.50%	256.28%	171.08%
14:00 – 15:00	0.00%	181.44%	100.00%	96.61%	100.00%	198.42%	100.00%	193.97%
15:00 – 16:00	7.00%	81.33%	33.17%	3.11%	100.00%	132.81%	67.97%	226.00%
16:00 – 17:00	0.00%	0.00%	43.83%	0.00%	33.36%	66.28%	0.00%	155.28%
17:00 – 18:00	0.00%	20.00%	0.00%	9.14%	0.00%	16.42%	0.00%	101.47%
18:00 – 19:00	0.00%	107.94%	0.00%	0.00%	0.00%	119.83%	0.00%	103.19%
TOTAL	**2.61%**	**117.58%**	**68.06%**	**139.51%**	**77.59%**	**93.76%**	**98.91%**	**170.66%**

Table 6.5 – Average Usage at Loading Bay 2 – Dantzic Street, adjacent to Redfern Building.

6.2.15 The loading bay could only be used by construction vehicles at the time of the survey, as regular servicing vehicles utilising the loading bay would block access to the construction site. The loading bay was primarily free of vehicles on Tuesday whilst the remaining days of the survey had vehicles parked at the loading bay for long periods, possibly related to the Redfern building renovations.

6.2.16 As a result of the loading bay not being available for general use, there is a high percentage of on-street servicing in the area. However, it is considered that once the loading bay becomes available again post-construction, the loading bay could accommodate the majority of the servicing needs in the area.

6.2.17 There are some instances where the servicing that occurs outside the loading bay goes beyond 200%, which equates to more than two vehicles loading outside the designated area throughout that period of time.

6.2.18 The loading bay could only accommodate a maximum of two vehicles. Based on this, it is considered that the loading bay could potentially operate over capacity at the busiest periods, typically 9am to 11am.

6.2.19 **Table 6.6** below provides information on the average time spent by vehicles at the loading bay:

Loading Bay 2 - Dantzic Street, adjacent to the Redfern Building								
	Tuesday		Wednesday		Thursday		Friday	
	L. Bay	Street	L. Bay	Street	L. Bay	Street	L. Bay	Street
Average Time	0:18:06	0:24:36	2:43:20	0:35:36	2:19:40	0:19:42	2:16:22	0:36:31
Avg. Time (<30min)	0:05:48	0:11:25	0:00:00	0:07:53	0:08:35	0:08:36	0:16:01	0:05:15
No. Vehicles <30min	4	26	0	22	2	33	1	29
No. Vehicles >30min	1	5	3	6	2	6	3	7
No. Vehicles >1hrs	0	1	1	4	2	3	2	4
No. Vehicles >3hrs	0	1	1	2	2	1	1	1
No. Vehicles >6hrs	0	0	1	0	0	0	1	1

Table 6.6 – Average Time Spent at Loading Bay 2 – Dantzic Street, adjacent to Redfern Building

6.2.20 The above table shows vehicles staying at the loading bay for long periods across the four-day period, although it is believed this is primarily related to the ongoing construction works at the Redfern building.

6.2.21 Outside the designated loading area, there are is an unusual number of vehicles staying over an hour. This could be associated to the Redfern Building works or be indicative of the use of this section of Dantzic Street as a parking space, as the area is a quiet cul-de-sac only accessed by servicing vehicles and pedestrians.

6.2.22 An analysis of the average time spent outside the designated loading areas when excluding those staying over 30 minutes, shows that users spend an average of eight minutes at this location.

6.2.23 There are some instances where the loading bay would not provide sufficient capacity for the existing demand, even with the loading bay fully available for general use. However, there are alternative loading

bays in the area that could cater for the additional vehicles. These include the existing loading bay along Dantzic Street located 70m to the south, and the newly proposed loading bay along Miller Street located approximately 100m to the west.

6.2.24 It is therefore considered that this loading bay would offer sufficient capacity for the existing demand, once the long-staying users are factored out and the new loading bay along Miller Street becomes available.

Loading Bay 3 – Dantzic Street, Adjacent to the Dantzic Building

6.2.25 This loading bay measures approximately 16m in length. The loading bay is marked with both vertical signage and road markings. However, the road markings have worn down over time and are now difficult to read.

6.2.26 Vehicular access to Federation House and Dantzic internal service area is located to the rear of the loading bay. Therefore, it is considered that the loading bay could be difficult to identify for users not familiar with the area.

6.2.27 The surrounding area has double yellow lines to prevent on-street parking or servicing outside the designated loading area. There are parking spaces located opposite the loading area.

6.2.28 The following **Table 6.7** indicates the number of vehicles per hour whilst **Table 6.8** shows average usage levels across the four study days at Loading Bay 3 located along Dantzic Street, including servicing outside the designated area in the vicinity of this loading bay. For calculation purposes the loading was assumed to offer a single space, regardless the size of the vehicle:

Loading Bay 3 - Dantzic Street, adjacent to the Dantzic Building								
Time Period	Tuesday		Wednesday		Thursday		Friday	
	L. Bay	Street	L. Bay	Street	L. Bay	Street	L. Bay	Street
07:00 – 08:00	0	0	0	0	0	0	0	0
08:00 – 09:00	0	0	1	0	0	0	0	0
09:00 – 10:00	1	0	1	0	1	0	0	0
10:00 – 11:00	0	0	2	0	2	0	0	2
11:00 – 12:00	2	0	1	0	0	0	1	1
12:00 – 13:00	0	0	0	0	0	0	0	0
13:00 – 14:00	1	0	1	0	1	0	0	0
14:00 – 15:00	0	0	0	0	0	0	0	0
15:00 – 16:00	0	0	0	0	0	0	0	0
16:00 – 17:00	0	0	1	0	3	0	0	0
17:00 – 18:00	1	0	0	0	0	0	1	0
18:00 – 19:00	1	0	0	0	0	0	0	0

Table 6.7 – Number of Vehicles at Loading Bay 3 – Dantzic Street, adjacent to Dantzic Building.

Loading Bay 3 - Dantzic Street, adjacent to the Dantzic Building								
Time Period	Tuesday		Wednesday		Thursday		Friday	
	L. Bay	Street	L. Bay	Street	L. Bay	Street	L. Bay	Street
07:00 – 08:00	0.00%	0.00%	1.58%	0.00%	0.00%	0.00%	0.00%	0.00%
08:00 – 09:00	0.00%	0.00%	31.00%	0.00%	0.00%	0.00%	0.00%	0.00%
09:00 – 10:00	8.36%	0.00%	5.78%	0.00%	0.64%	0.00%	0.00%	0.00%
10:00 – 11:00	0.00%	0.00%	16.92%	0.00%	6.11%	0.00%	0.00%	7.69%
11:00 – 12:00	37.33%	0.00%	4.36%	0.00%	0.00%	0.00%	8.19%	0.94%
12:00 – 13:00	2.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
13:00 – 14:00	1.19%	0.00%	1.11%	0.00%	4.75%	0.00%	0.00%	0.00%
14:00 – 15:00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
15:00 – 16:00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
16:00 – 17:00	0.00%	0.00%	0.83%	0.00%	30.47%	0.00%	0.00%	0.00%
17:00 – 18:00	0.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.28%	0.00%
18:00 – 19:00	0.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
TOTAL	**4.22%**	**0.00%**	**5.13%**	**0.00%**	**3.50%**	**0.00%**	**0.71%**	**0.72%**

Table 6.8 – Average Usage at Loading Bay 3 – Dantzic Street, adjacent to Dantzic Building.

6.2.29 The above table demonstrates that this loading bay was barely used across the four days of the survey, as this loading bay was in use an average of approximately 3.4% of the total surveyed time.

6.2.30 The following **Table 6.9** provides information on the average time spent by vehicles at the loading bay:

Loading Bay 3 - Dantzic Street, adjacent to the Dantzic Building								
	Tuesday		Wednesday		Thursday		Friday	
	L. Bay	Street	L. Bay	Street	L. Bay	Street	L. Bay	Street
Average Time	0:05:04	0:00:00	0:03:12	0:00:00	0:04:16	0:00:00	0:02:33	0:01:44
Avg. Time (<30min)	0:05:04	0:00:00	0:03:12	0:00:00	0:04:16	0:00:00	0:02:33	0:01:44
No. Vehicles <30min	6	0	7	0	7	0	2	3
No. Vehicles >30min	0	0	0	0	0	0	0	0
No. Vehicles >1hrs	0	0	0	0	0	0	0	0
No. Vehicles >3hrs	0	0	0	0	0	0	0	0
No. Vehicles >6hrs	0	0	0	0	0	0	0	0

Table 6.9 – Average Time Spent at Loading Bay 3 – Dantzic Street, adjacent to Dantzic Building.

6.2.31 The above table shows no vehicles staying at the loading bay for periods over 30 minutes. An analysis of the average time spent at the loading bay shows that users spend an average of three minutes and 46 seconds at this loading bay.

6.2.32 It is therefore considered that this loading bay is underused. This bay offers sufficient capacity to cater for the localised capacity issues of Loading Bay 2, located approximately 70m to the north along Dantzic Street.

6.3 Proposed Usage

Loading Bay 1 – Hanover Street

6.3.1 Hanover Building, Redfern Building and Old Bank Building will have their waste collected from this loading bay.

6.3.2 Loading the bins onto the refuse vehicle takes approximately eight to ten minutes, if the bins have been correctly located at the collection point and based on the collection procedures described above in **Chapter 5.5**. Based on the information shown above on **Tables 6.1** and **6.2**, it is considered that the existing loading bay located along Hanover Street has the capacity to cater for the forecast three times a week waste collections.

6.3.3 However, the current long-stay issues associated with this loading bay would need to be addressed. It is recommended to liaise with MCC Highways to find the most adequate solution, which could include vertical signage limiting the maximum loading time.

6.3.4 **Drawing 72380-CUR-00-XX-DR-TP-05001** to the rear of this report provides details of the path described by a large refuse vehicle accessing this loading bay.

Loading Bay 2 – Dantzic Street, Adjacent to the Redfern Building

6.3.5 There are no additional servicing requirements associated with this loading bay as a result of the buildings subject to this report.

Loading Bay 3 – Dantzic Street, Adjacent to the Dantzic Building

6.3.6 Dantzic Building and Federation House will have their bins collected from the internal service yard. It is considered that vehicles could access the internal service yard off Federation Street.

6.3.7 Alternatively, bins could be transported to the existing loading bay along Dantzic Street. It is considered that this loading bay has sufficient capacity to provide refuse collections for both Dantzic Building and Federation House should this be required.

Loading Bay 4 – Proposed Loading Bay Along Miller Street

6.3.8 A new loading bay is proposed along Miller Street. Details of this loading bay can be found in **Appendix G** to the rear of this report.

6.3.9 New Century Hall and New Century House bins will be collected from this loading bay. As this will be a new loading bay there is no existing usage data. However, and based on the surveys carried out in the area, it is considered that there will be sufficient capacity to cater for the forecast collections.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed on behalf of NOMA (GP) Ltd to provide comprehensive waste management across the listed estate within NOMA. This WMS comprises the following listed properties:

- Dantzic Building:
  - Office space (Use Class B1);
- Federation House:
  - Coffee shop (Use Class A3/A4); and
  - Office space (Use Class B1));
- Hanover Building:
  - Office space (Use Class B1);
  - Ground and basement level retail (Use Classes A1, A2 and A3); and
  - Basement level commercial storage (Use Class B8).
- Redfern Building:
  - Office and rooftop amenity space (Use Class B1);
  - Retail, restaurant, and bar floorspace (Use Classes A1, A3 and A4); and
  - Sui generis floor space.
- *New Century Hall:*
  - *Food hall (Use Class A3/A4);*
  - *Venue hall (Use Class D2); and*
  - *Creative School (Use Class D1);*
- *New Century House:*
  - *Office space (Use Class B1) and*
  - *Retail / Restaurant / Coffee unit (Use Classes A1, A2 and A3); and*
- *Old Bank Building:*
  - *Restaurant and retail units (Use Classes A1, A3 and A4); and*
  - *Office space (Use Class B1).*

*The properties shown in *Italics* are forthcoming proposals.

7.1.2 The proposed ground floor and basement layout plans of the development proposals (where available) are included in **Appendix B**. **Appendices D, E, F** and **G** to the rear of this report contain the consented waste management strategies (and Waste Pro Forma forms where applicable) for Dantzic Building, Federation House, Hanover Building and Redfern Building respectively, which have been reviewed, deemed applicable and need not be updated.

7.1.3 This Waste Management Strategy (WMS) has also been prepared to consider the potential refuse and recyclable waste volumes, including potential organic waste, for the forthcoming schemes (shown in

Italics above): New Century Hall, New Century House, and Old Bank Building. However, this WMS is intended as a live document for the listed estate within NOMA, which would subsequently be updated to reflect forthcoming proposals and are subject to agreement with the Council for each building. For information purposes, **Appendix H** contains the approved strategy for both New Century Hall and New Century House. This consented strategy is superseded by this report.

7.1.4 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 and further supported by the estimations set on the Code of Practice BS 5906:2005.

7.1.5 The report concludes that the office, retail, and F&B uses will be served by private refuse collections.

7.1.6 The uses are anticipated to be served by three-times-a-week collections. The collection frequency is subject to be updated following occupation, as typically the waste generated by the varied uses varies significantly based on the final occupier.

7.1.7 The size of the bin stores has been determined accordingly whilst consideration to segregation and recycling has been given.

7.1.8 To avoid saturation of bins at Sadler's Yard public space, the buildings which waste will be collected off Hanover Street have been divided into two groups. Each group will have their general waste and dry mixed recycling collected on alternate days.

7.1.9 The existing loading bays located along Hanover Street and Dantzic Street adjacent to the Dantzic Building will be utilised to collect the site bins on collection day. The proposed loading bay along Miller Street will also be utilised to collect the waste.

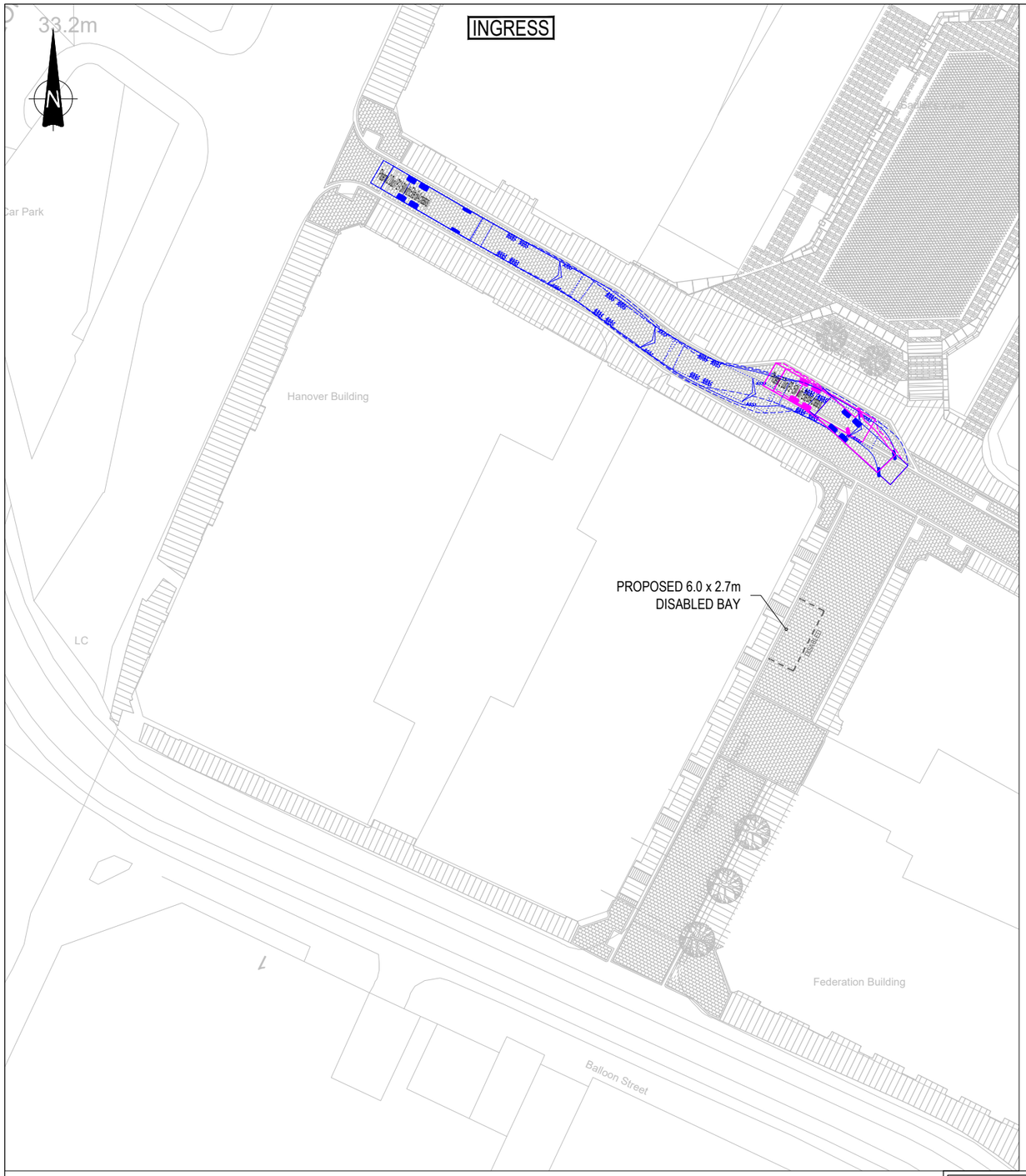
7.1.10 The existing loading bays in the vicinity of the site have been surveyed and their current usage analysed. It has been considered that albeit some minor long-stay issues that would need to be discussed with MCC Highways at the Hanover Street loading bay, the existing and proposed loading bays can cater for the additional demand.

7.2 Conclusions

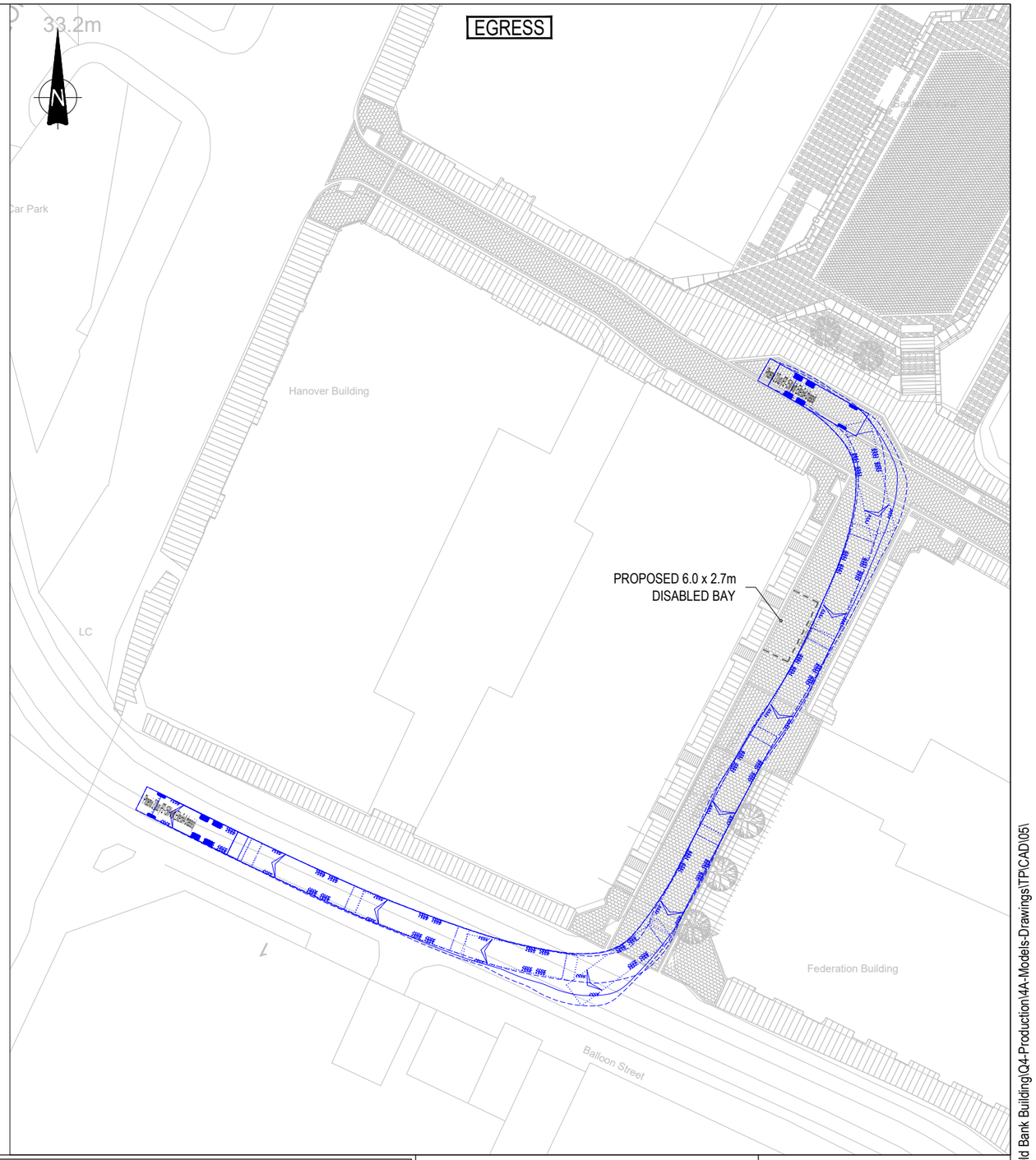
7.2.1 From a Waste Management perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings

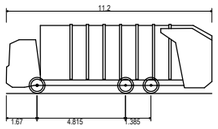
INGRESS



EGRESS



VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

GENERAL NOTES:

Rev:	Description:	Date:	By:
P02	Layout updated	21/05/20	DD

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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: OLD BANK BUILDING - NOMA

Drg Title: SWEPT PATH ANALYSIS LARGE REFUSE VEHICLE

Status: PRELIMINARY

Drawn By:	DD	Checked By:	AV
Designed By:	DD	Date:	28/11/19
Scale:	1:500		

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
71312	- CUR -	00	- XX -	DR	- TP -	05001	-P02

\\mafs02\Projects\071001 - 072000\071312 - Old Bank Building\04-Production\4A-Models-Drawings\TP\CAD\05\

Appendix A – Schedule of Previous Consents

Building	Consented Scheme (if applicable)	LPA Reference no.	Approval Date	Current Status
Dantzic	Listed Building Consent for internal and external alterations to the Grade II Listed Dantzic Building including replacement of all windows; reconfiguration of external fire escape door; installation of rooftop plant; reconfiguration of the main entrance and reception area; installation of new WCs on all floors; repair of existing stair and lobby areas; and associated works.	117385/LO/2017	19 January 2018	Completed.
Federation	Listed Building Consent for - Installation of external louvres and plant equipment to the roof as part of the M&E works (including installation of 4 new AC Units) associated with a refurbishment of the 5th and 6th floors of the existing office building following removal of 28 redundant units.	114026/LO/2016	28 December 2016	Occupied
Redfern	Listed Building Consent for internal and external alterations including replacement of non-original timber windows and refurbishment of steel windows; elevation works including the creation of new shopfronts to Sadler's Yard and Mayes Street elevations, the opening up of a new doorway at roof level; partial removal of floor at Level 2 to facilitate the creation of a double-height retail unit; installation of an office accommodation stair between Levels 6 and 7; repair of existing stair and lobby areas; installation of new rooftop plant and screen; and associated works all associated with Change of use at Levels 1 and 2 from B1 office use to A1 (shop) or A3 (restaurant and café) or A4 (Drinking Establishment) (Unit 1), A4 (Drinking Establishment) (Unit 2) and A1 (shop), A4 (Drinking Establishment), B1 (office and workshop), D1 (exhibition space) and D2 (assembly and leisure) (Sui Generis) use, retention and refubishment of B1 offices above.	121291/LO/2018	04 January 2019	Refurbishment underway – occupation expected 2020
Hanover	Listed Building Consent for Internal and external alterations to restore and refurbish building to accommodate office (Class B1)use (floors 1 to 6), shop (Class A1) use, or financial and professional services (Class A2) use or restaurant and cafe use or (Class A3) (ground floor and basement) or commercial storage space (Class B8) (upper and lower basement) including works to open connection between Hanover Street and Balloon Street within covered atrium, insert bridge links within atrium , alterations to facades including to windows and entrances, addition of roof level extension and plant room and new roof to E-block (to replace the existing fire damaged roof).	112137/LO/2016/C1	05 September 2016	Completed – Amazon imminent following fit out
Old Bank	n/a	n/a	n/a	Application to be submitted Summer 2019
New Century Hall	n/a	n/a	n/a	Application to be submitted Summer 2019
New Century House	n/a	n/a	n/a	To be progressed at a later stage.

Appendix B – Development Proposals

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project
Hanover and E-Block

job number
1302

drawing number
al(00)12

revision
A

title
proposed plan
basement 1

scale
1:100 @ A1
1:200 @ A3

date
june 2012

drawn by
ajb

checked by

issued for
planning document

roger stephenson architects
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notes / revision
rev A - 27/07/12
new retail entrance formed to E block



RECYCLABLE WASTE AREA
20M²

BINS

CYCLES STORAGE 62 CYCLE SPACES
(BREEAM 47)

CONDENSERS
(PLANT)

STORAGE

STAIR 01

PUMPS & PUMP CONTROL
(PLANT)

GOODS LIFT

CYCLIST SHOWERS

STORAGE

COLD WATER STORAGE
(PLANT)

BOILERS
(PLANT)

LV SWITCH ROOM
(PLANT)

STAIR 02

EXISTING SHAFT
REMODELLED
FOR NEW
GOODS LIFT

EXISTING SHAFT
REMODELLED
FOR NEW
GOODS LIFT

STAIR 03

RETAIL

RETAIL

32.94 (basement)

32.94 (basement)

32.94 (basement)

EJ EH EG EF EE ED EC EB EA

01 02 03 04 05 06 07 08 09 10

A B C D E F

HQ HP HO HN HM HL HK HJ HH HG HF HE HD HC HB HA

notes / revision

project
Hanover and E-Block

job number
1302

drawing number
al(05)120

revision
-

title
proposed plan
basement 2

scale
1:100 @ A1
1:200 @ A3

date
june 2012

drawn by
ajb

checked by
-

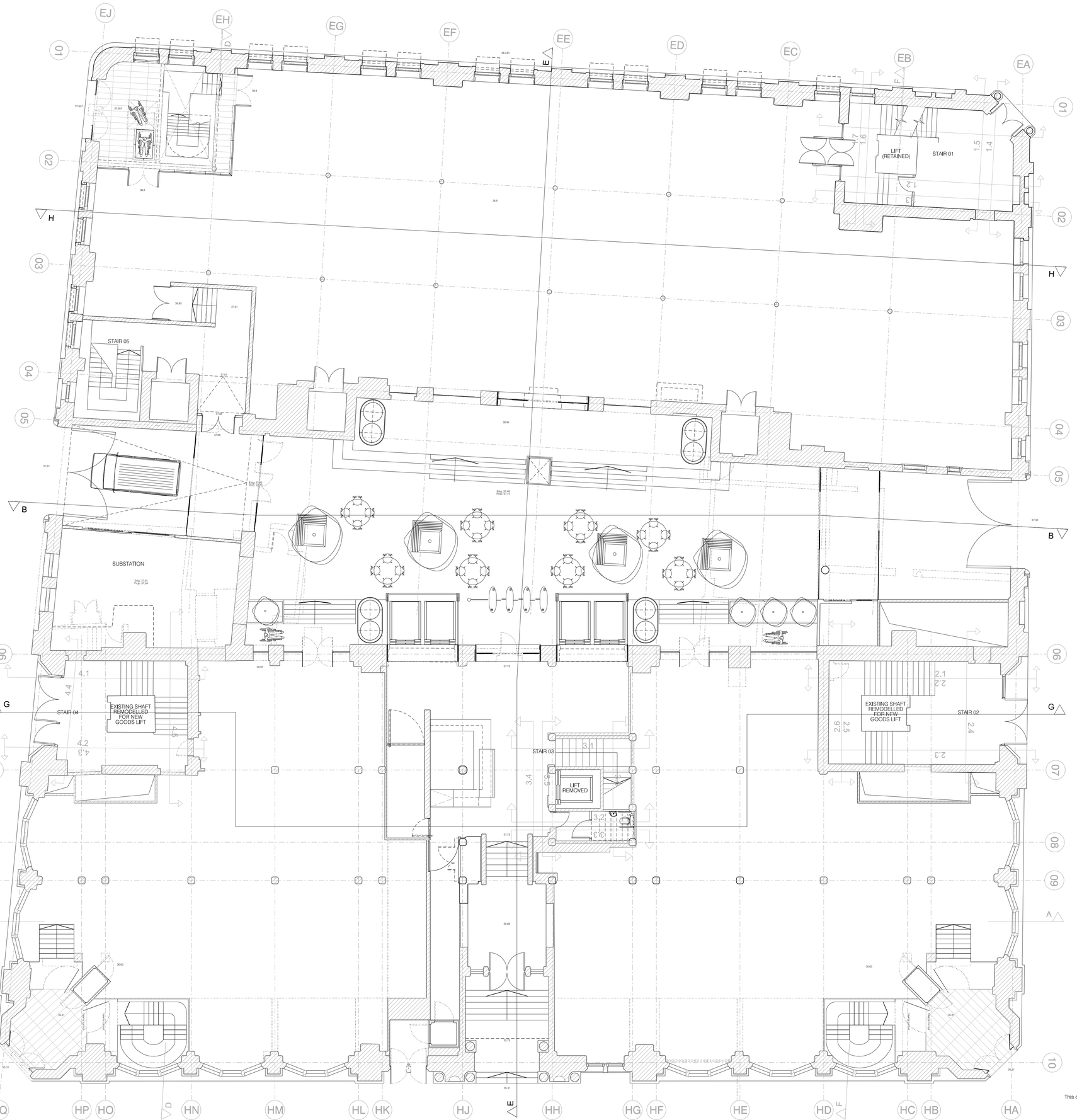
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planning document

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notes / revision
rev A - 27/07/17
new retail entrance formed to E Block

project
Hanover and E-Block

job number
1302

drawing number
ai(05)122

revision
A

title
proposed plan
ground floor

scale
1:100 @ A1
1:200 @ A3

date
june 2017

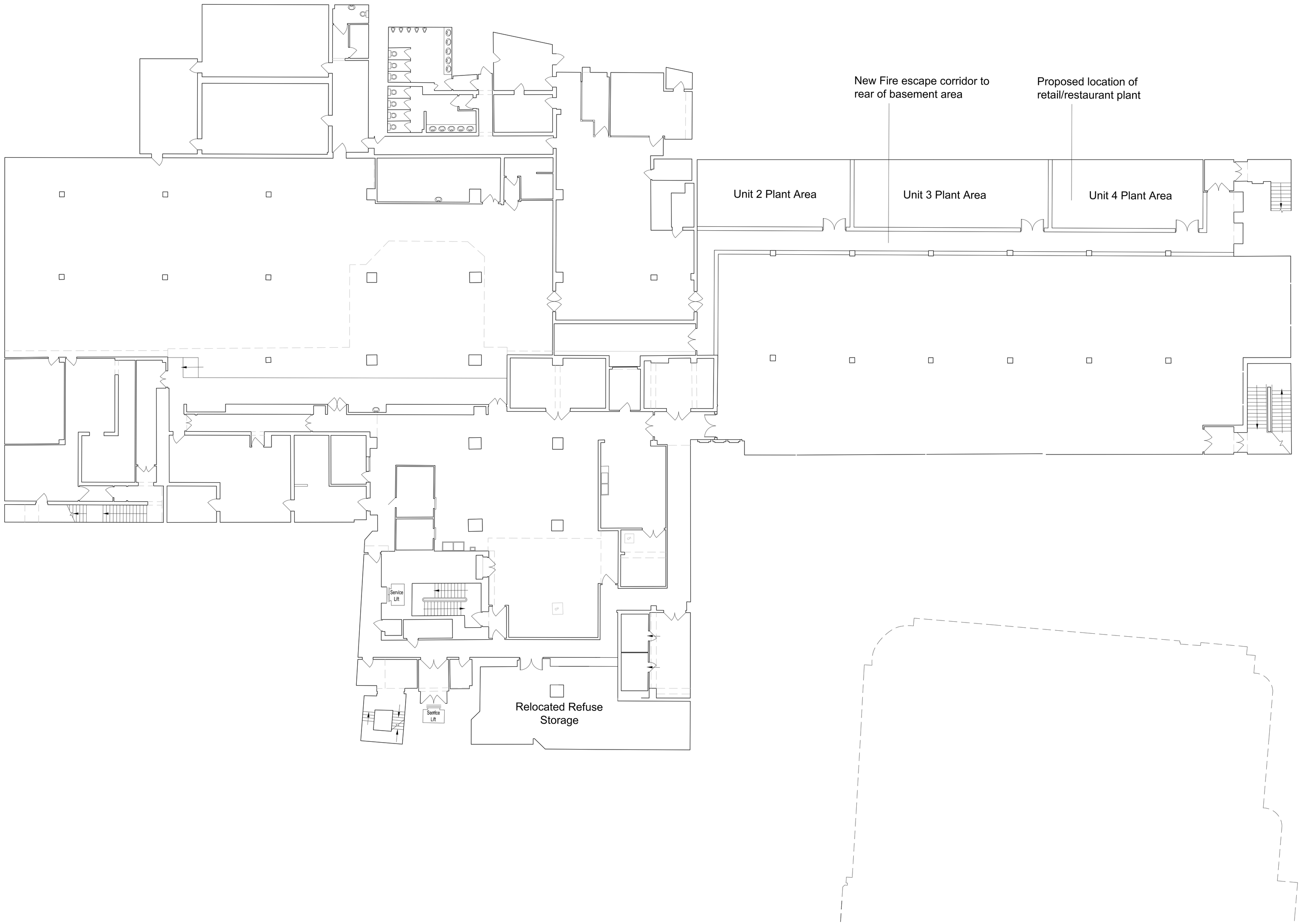
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LeachRhodesWalker
Architects

COOP ESTATES

NEW CENTURY HOUSE AND HALL

PROPOSED BASEMENT 1 PLAN

Drn By: HL Auth By: CJG Date: 14.03.14
Drg No: 7353 L(00)67 1:100/200@A0/A3 Rev: B

info@lrw.co.uk | www.lrw.co.uk
Riverside Manchester M3 5AA
Manchester +44 (0)161 833 0211
London +44 (0)207 2012160
Bucharest +40 (21) 650 4024

File loc: L:\7353 New Century House\Drawings\Latest\LRW-7353-L(00)67R2P - Basement 2 Plan.dwg Plotted By: Heather Lawson

MILLER STREET

KEEP CLEAR

DROP OFF

Basement escalators removed at ground floor level to create pedestrian connection to Miller Street

Existing wall to remain

Level + 37.75

Modify external wall to accommodate lower ground level and access positions and louvres

6no. x Eurobins (1100 litre)

Level + 37.75

New Service Entrance

New Service Entrance

New Service Entrance

Refuse Store

Plant Area

Refuse Store

Plant Area

Refuse Store

Plant Area

Retail / Restaurant Unit 2
291 sq/m
3,132 sq/ft

Retail / Restaurant Unit 3
284 sq/m
3,057 sq/ft

Retail / Restaurant Unit 4
308 sq/m
3,315 sq/ft

Level + 37.80

Level + 37.80

Level + 37.80

New Century House
as Existing

Level + 37.80

New Office Entrance

New Retail Entrance

New Retail Entrance

New Retail Entrance

Level + 37.75

Existing Fire escape retained - New steps added to correspond with new public realm level

Break out existing external wall and replace with new frameless glass shopfront

External wall retained to form new piers. Additional mosaic tiles extended to new ground level

New fire escape door from existing escape stair clad in mosaic tiles

Level + 40.75

Level + 37.25

Service Lift

Existing glazed facade replaced with identical design new glazing down to new lower street level

Retail / Restaurant Unit 1
76 sq/m
818 sq/ft

Retail Entrance

(+ 37.85)

AIR INTAKE WALL

New louvres to air intake

NOTE: Refer to Planit drawing PL1322.101 for details

LeachRhodesWalker
Architects

COOP ESTATES

NEW CENTURY HOUSE AND HALL

PROPOSED GROUND FLOOR PLAN

Drn By: HL Auth By: CJG Date: 14.03.14

Drg No: 7353 L(00)69 1:100/200@A0/A3 Rev: C

info@lrw.co.uk | www.lrw.co.uk
Riverside Manchester M3 5AA

Manchester +44 (0)161 833 0211 | London +44 (0)207 2012160 | Bucharest +40 (21) 650 4024

File loc: L:\7353 New Century House\Drawings\Latest\LRW-7353-(2)[00]_PROP - Ground Floor Published By: Nadine Saxon

A1

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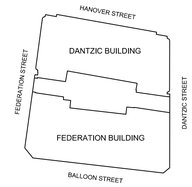
NOTES

AREA COLOUR KEY

- Reception
- Office space (Net lettable area)
- Circulation
- WCs
- Plant area
- Existing Plant area
- Building Managers Office
- Bike & Bin Storage
- Area Outside of Current Application
- Block up opening between Federation and Dantzic

REV.	DATE	AMENDMENT
-	18/08/2017	First Issue
A	25/08/2017	Issued for planning

KEYPLAN



CLIENT

NOMA

SHEPPARD ROBSON
27th Floor City Tower Piccadilly Plaza Manchester M1 4BT
T: +44 (0)161 233 8900 E: manchester@sheppardrobson.com

PROJECT
DANTZIC BUILDING

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:100	18.08.2017	RW	SM	TOB

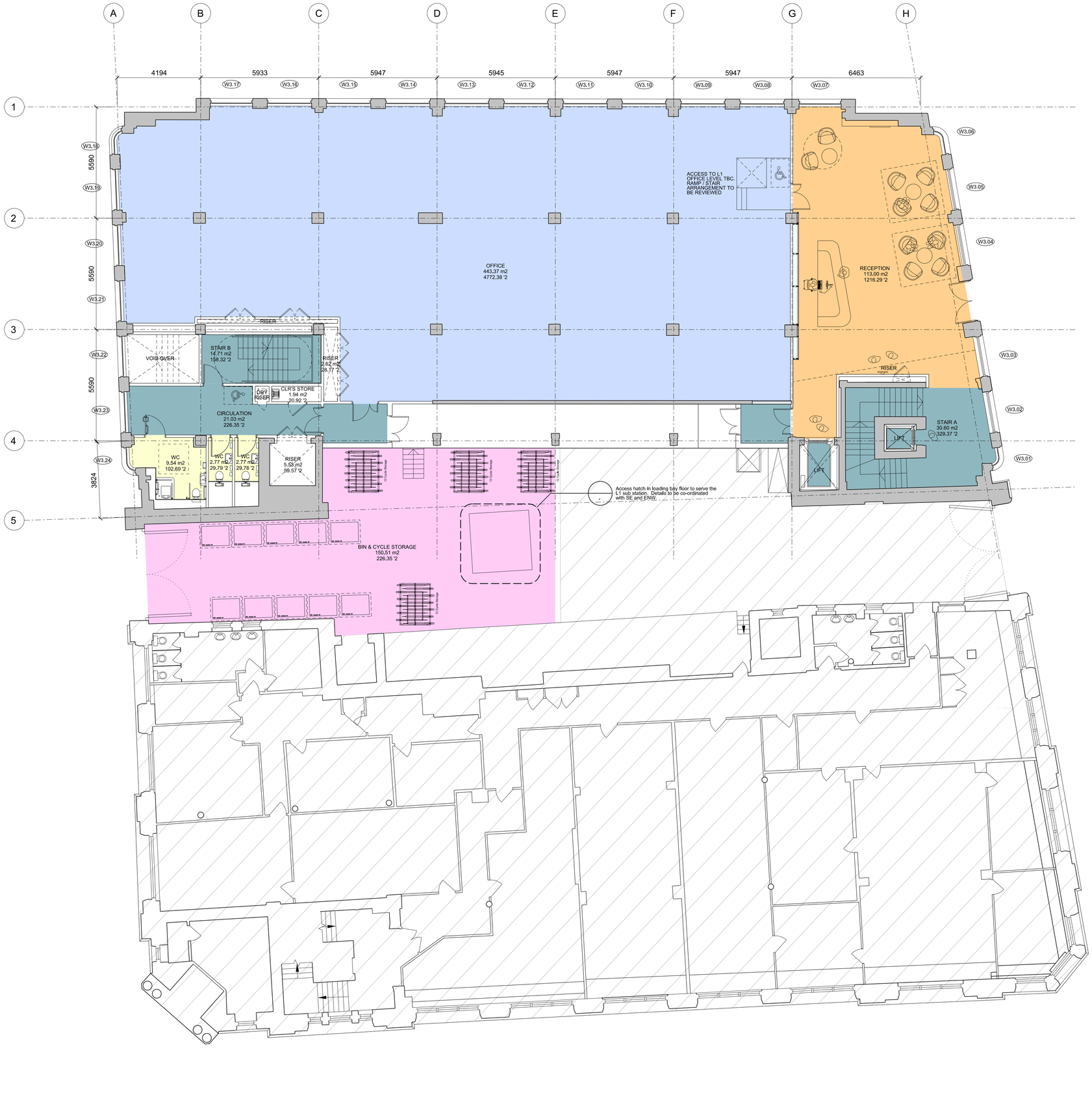
TITLE
LEVEL 1 - BASEMENT PROPOSED FEDERATION & DANTZIC

STATUS
PLANNING

DRAWING NO. **5814 - 20 - 801**

REV. **A**

Plotted 25/08/2017 Filename P:\Projects\5800_etc\5814\CAD\dwt\02_Planning\2D-GAs\5814-20-801.dgn



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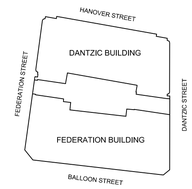
NOTES

AREA COLOUR KEY

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- Office space (Net lettable area)
- Circulation
- WCs
- Plant area
- Existing Plant area
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REV.	DATE	AMENDMENT
-	18/08/2017	First Issue
A	25/08/2017	Issued for planning

KEYPLAN



CLIENT

NOMA

SHEPPARD ROBSON
27th Floor City Tower Piccadilly Plaza Manchester M1 4BT
T: +44 (0)161 233 8900 E: manchester@sheppardrobson.com

PROJECT
DANTZIC BUILDING

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1: 100	**18.08.2017**	**SM**	**SM**	**TOB**

TITLE
LEVEL 3 - GROUND FLOOR PROPOSED FEDERATION & DANTZIC

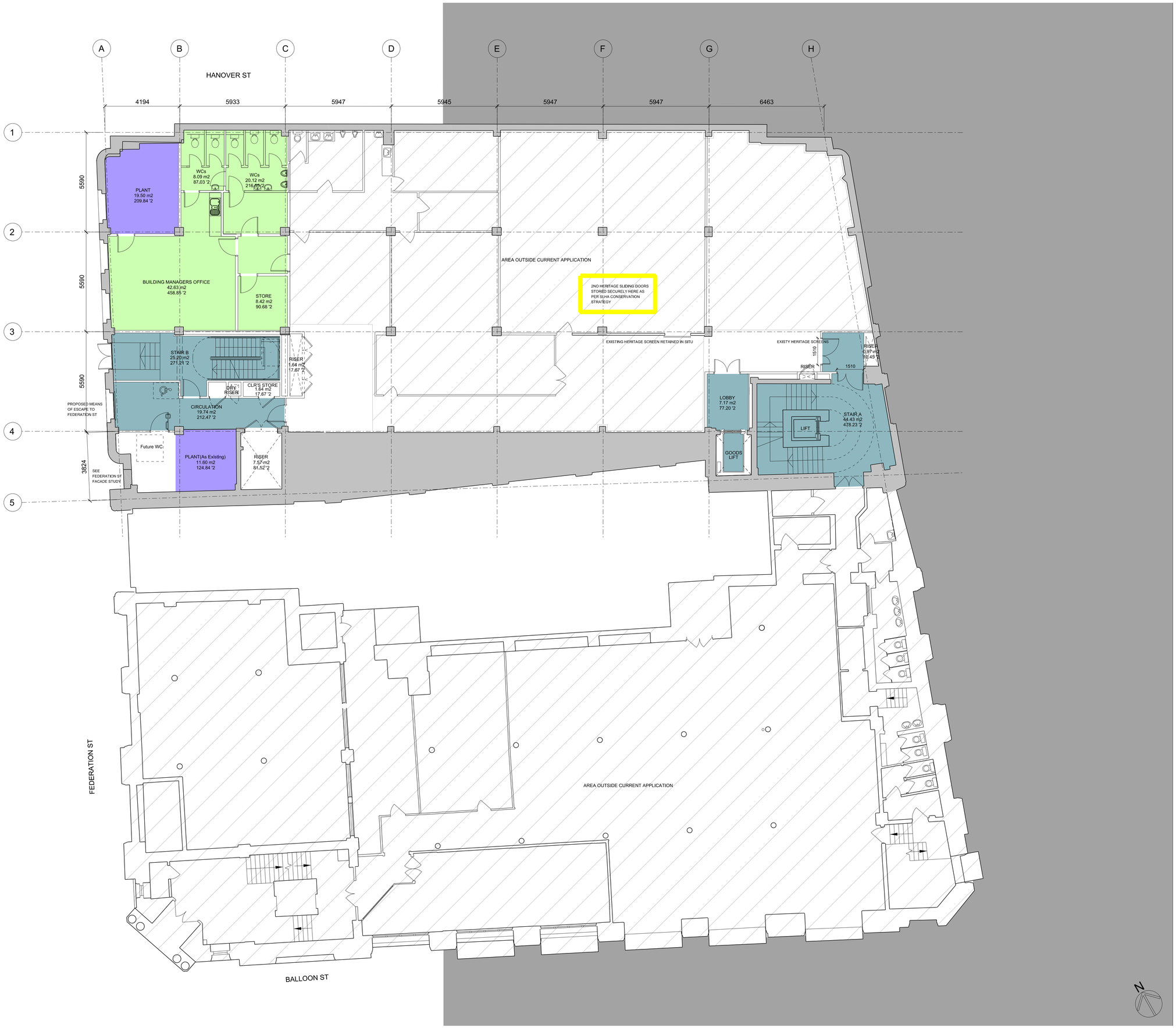
STATUS
PLANNING

DRAWING NO.
5814 - 20 - 803

REV.
A

Filename P:\Projects\5800_etc\5814\CAD\uki\02_Planning\20-GA\5814-20-803.dgn
Plotted 25/08/2017

A1



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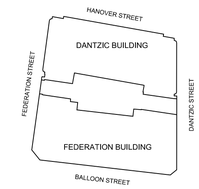
NOTES

AREA COLOUR KEY

- Reception
- Office space (Net lettable area)
- Circulation
- WCs
- Plant area
- Existing Plant area
- Building Managers Office
- Bike & Bin Storage
- Area Outside of Current Application
- Block up opening between Federation and Dantzic
- New wall to L3 facing Atrium
- Brick up opening in existing riser (where lintel has failed)

REV.	DATE	AMENDMENT
-	18/08/2017	First Issue
A	25/08/2017	Issued for planning
B	13/10/2017	Updated for planning Heritage screen storage updated

KEYPLAN



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PROJECT
DANTZIC BUILDING

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 :100	18.08 .2017	RW	SM	TOB

TITLE
LEVEL 2 - LOWER GROUND FLOOR
PROPOSED
FEDERATION & DANTZIC

STATUS
PLANNING

DRAWING NO.
5814 - 20 - 802

REV.
B

Plotted 13/10/2017
Filename:P:\Projects\5800_etc\5814\CAD\pkt\02_Planning\20-GAs\5814-20-802.dgn

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GENERAL NOTES:

SURVEY INFORMATION IS INCOMPLETE - ASSUMTIONS HAVE BEEN MADE. FURTHER SURVEYS TO BE CARRIED OUT POST STRIP OUT.

Redfern Building is a Grade II Listed building. If in doubt about any element please consult with the Architect.

1. General arrangement drawings to be read in conjunction with specifications and schedules and SLHA Heritage & Conservations Strategies.
2. Proposed General Arrangement Drawings subject to Planners approval.
3. Proposals subject to detailed site investigation and opening up works.
4. All dimensions and levels are to be site checked.
5. This drawing is to be read in conjunction with:
   - SLHA Heritage and Method Statements
   - Sheppard Robson Demolition Drawings
   - M+E drawings and specifications and BREEAM targets
6. Structural support to Structural Engineer's detail
7. All rainwater outlets subject to site review and consultation with specialist sub-contractor.

Read in conjunction with Window Schedule 6113-31-901 and Door Schedule 6113-32-901

PLAN KEY:

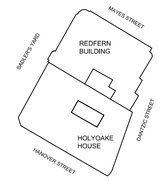
W1.01 Window Reference
1 Window Type

AREA COLOUR KEY:

- Unit One
- Unit Two
- Unit Three
- Office space (Net lettable area)
- Circulation
- WCs
- Plant area
- Bike & Bin Storage

REV.	DATE	AMENDMENT
-	03/09/2018	First Issue
A	12/09/2018	Use classes updated in line with planning statement
B	04/12/2018	Unit 1 retail use change to A3/A4 & general minor changes

KEYPLAN



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SHEPPARD ROBSON
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PROJECT
REDFERN BUILDING

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1: 100	**03.09.2018**	**SS**	**RW**	**TOB**

TITLE
GROUND FLOOR / LEVEL 2 PROPOSED REDFERN BUILDING

STATUS
PLANNING

DRAWING NO.
6113 - 20 - 802

REV.
B

Plotted:04/12/2018 Filename:P:\Projects\6100_etc\6113\CAD\plot\20_GA\6113-20-802.dgn

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3. Proposals subject to detailed site investigation and opening up works.
4. All dimensions and levels are to be site checked.
5. This drawing is to be read in conjunction with:
   - SLHA Heritage and Method Statements
   - Sheppard Robson Demolition Drawings
   - M+E drawings and specifications and BREEAM targets
6. Structural support to Structural Engineer's detail
7. All rainwater outlets subject to site review and consultation with specialist sub-contractor.

Read in conjunction with Window Schedule 6113-31-901 and Door Schedule 6113-32-901

PLAN KEY:

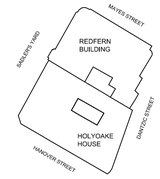
W1.01 Window Reference
1 Window Type

AREA COLOUR KEY:

- Unit One
- Unit Two
- Unit Three
- Office space (Net lettable area)
- Circulation
- WCs
- Plant area
- Bike & Bin Storage

REV.	DATE	AMENDMENT
-	03/09/2018	First Issue
A	12/09/2018	Use classes updated in line with planning statement
B	04/12/2018	Unit 1 retail use change to A3/A4 & general minor changes

KEYPLAN



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PROJECT
REDFERN BUILDING

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1: 100	03.09.2018	SS	RW	TOB

TITLE
LOWER GROUND / LEVEL 1 PROPOSED REDFERN BUILDING

STATUS
PLANNING

DRAWING NO.
6113 - 20 - 801

REV.
B

Filename:P:\Projects\6100_etc\6113\CAD\plot\20_GA\6113-20-801.dgn
Plotted:04/12/2018



1 20100 **Ground Floor Plan - Proposed**
1 : 100

03/06/2020 20:16:59

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LISTED BUILDING NOTE
Old Bank is a Grade II listed building. If in doubt about any element please consult with the Architect.

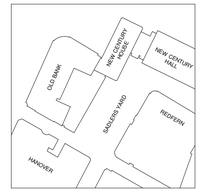
1. General Arrangement drawings to be read in conjunction with specifications and schedules and SLHA Heritage & Conservation Strategies.
2. Proposed General Arrangement drawings subject to Planners approval.
3. Proposals subject to detailed site investigation and opening up works.
4. All dimensions and levels are to be checked on site prior to commencing work.
5. This drawing is to be read in conjunction with:
   - SHLA Heritage and Method Statements
   - Sheppard Robson demolition drawings
   - M&E drawings and specifications and BREEAM targets
6. Structural support to Structural Engineer's detail
7. All rainwater outlets subject to site review and consultation with specialist sub-contractor.

Key

- Back of House
- Circulation
- Co-working
- Core
- Office
- Plant
- Retail
- Riser
- WC
- Area subject to tenant fit out

REV.	DATE	AMENDMENT
P01	31/05/19	Work In Progress issue for information
P02	06/06/19	Work In Progress issue for information
P03	14/06/19	Work In Progress issue for information following DTM
P04	21/06/19	GF - Level change to ground floor extension and Old Bank indicated. Access to Restaurant A shown. Plant access to NCHO basement shown. Access to basement 02 indicated. Substation doors shown. Co-working spaces revised.
P05	28/06/19	Work In Progress Issue for Information
P06	12/07/19	Work In Progress issue for information
P07	26/07/19	Work In Progress issue for information
P08	05/08/19	Work In Progress Issue
P09	12/08/19	Draft Planning Submission for Comment
P10	12/09/19	As Submitted for Planning
P11	25/03/20	VE Option 3 scheme issued for coordination
P12	08/04/20	Issued to Design Team for coordination
P13	16/04/20	Issued to Design Team for coordination - Proposed curtain wall removed where clouded
P14	24/04/20	Issued to Design Team for coordination
P15	04/05/20	General update to Design Team
P16	18/05/20	Issued to Design Team for coordination
P17	22/05/20	General update including amendments to Gridlines 1, E, and F
P18	03/06/20	Draft planning resubmission issue

KEYPLAN



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NOMA

SHEPPARD ROBSON

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T: +44 (0)20 7504 1700 E: london@sheppardrobson.com

PROJECT
Old Bank Building

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 100	**09/12/13**	**DC**	**RW**	**RW**

General Arrangement
Ground Floor Plan - Proposed

Stage 2

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	**For Information**	**6277**

DRAWING NO. REV.
6277 · SRA · 10 · 00 · DR · A · 20100 **P18**



1 20099 **Basement Floor Plan - Proposed**
1 : 100

03/06/2020 14:08:36

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LISTED BUILDING NOTE
Old Bank is a Grade II listed building. If in doubt about any element please consult with the Architect.

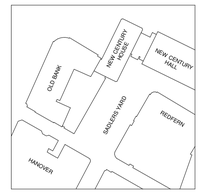
1. General Arrangement drawings to be read in conjunction with specifications and schedules and SLHA Heritage & Conservation Strategies.
2. Proposed General Arrangement drawings subject to Planners approval.
3. Proposals subject to detailed site investigation and opening up works.
4. All dimensions and levels are to be checked on site prior to commencing work.
5. This drawing is to be read in conjunction with:
   - SHLA Heritage and Method Statements
   - Sheppard Robson demolition drawings
   - M&E drawings and specifications and BREEAM targets
6. Structural support to Structural Engineer's detail
7. All rainwater outlets subject to site review and consultation with specialist sub-contractor.

Key

- Back of House
- Bin Store
- Circulation
- Core
- Plant
- Retail
- Riser
- WC
- Area subject to tenant fit out

REV.	DATE	AMENDMENT
P01	31/05/19	Work In Progress issue for information
P02	06/06/19	Work In Progress issue for information
P03	14/06/19	Work In Progress issue for information following DTM
P04	26/06/19	Basement Work In Progress Issue
P05	12/07/19	Work In Progress issue for information
P06	26/07/19	Work In Progress issue for information
P07	05/08/19	Work In Progress Issue
P08	12/08/19	Draft Planning Submission for Comment
P09	12/09/19	As Submitted for Planning
P10	08/04/20	Issued to Design Team for coordination
P11	16/04/20	Issued to Design Team for coordination - Cycle store colour fill included, AWC added to shower block
P12	24/04/20	Issued to Design Team for coordination
P13	04/05/20	General update to Design Team
P14	22/05/20	General update including amendments to Gridlines 1, E, and F
P15	02/06/2	Cycle Hub layout changes following confirmation of ceiling height in strong room
P16	03/06/20	Draft planning resubmission issue

KEYPLAN



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PROJECT
Old Bank Building

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 100	**05/28/19**	**DC**	**RW**	**RW**

General Arrangement
Basement Floor Plan - Proposed

Stage 2

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	**For Information**	**6277**

DRAWING NO. REV.
6277 · SRA · 10 · B · DR · A · 20099 **P16**

Appendix C – MCC Waste Pro Forma

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New Century Hall

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Appendix E Proforma for Planning Applications

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number: TBC
Date Submitted: 12/06/20

Estimated volumes/ m^2 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 -	1x 660l bin (office), 10x 1100l bin (F&B)
Pulpable Recycling -	1x 660l bin (office), 6x 1100l bin (F&B)
Mixed Recycling -	1x 240l bin (office), 3x 1100l bin (F&B)
Food Waste -	2x 1100l bin (F&B)
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 the music school and venue hall before taking it to the waste storage room at the Basement 2 level of the building. The employees of the food hall will store waste internally within the Back-of-House (BOH) of the food hall before taking it to the waste storage room located at the same level. It is envisaged that a private collection company would collect the waste 3 times per week for both 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

72380 NOMA Listed Properties - Manchester

Waste Management Strategy

New Century House

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Appendix E Proforma for Planning Applications

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number: TBC
Date Submitted: 12/06/20

Estimated volumes/ m^2 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 1100l bin (office) Pulpable Recycling - 2x 1100l bin (office) Mixed Recycling - 1x 660l bin (office) Food Waste - 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 office before taking it to the waste storage room at the Basement 2 level of the building. It is envisaged that a private collection company would collect the waste 3 times per week for both 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

Old Bank Building

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Appendix E Proforma for Planning Applications

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number: TBC
Date Submitted: 12/06/20

Estimated volumes/ m^2 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	
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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 -	4x 1,100l bin (office), 1x 1100l bin (retail)
Pulpable Recycling -	3x 1,100l bin (office), 1x 1100l bin (retail)
Mixed Recycling -	1x 1,100l bin (office), 1x 660l bin (retail)
Food Waste -	1x 240l bin (retail)
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 office and co-working space before taking it to the waste storage room at the Basement level of the building. The employees of the restaurant will store waste internally within the Back-of-House (BOH) of the restaurant at the Basement level before taking it to the waste storage room located at the same level.

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

Appendix D – (Consented Collection and Servicing Strategy) Dantzic Building

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NOTES

REV.	DATE	AMENDMENT
-	17/08/2017	First Issue

Hanover Building

Hanover Street

The Cooperative College

Holyoake House

Dantzic Building

Refuse lorry route

Waste collection point

Waste storage location

Federation Street

Federation Building

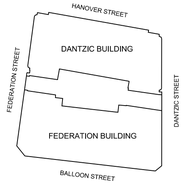
Balloon Street

Dantzic Street

Bus Station

N

KEYPLAN



CLIENT

NOMA

SHEPPARD ROBSON
27th Floor City Tower Piccadilly Plaza Manchester M1 4BT
T: +44 (0)161 233 8900 E: manchester@sheppardrobson.com

PROJECT
DANTZIC BUILDING

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1: 200	**17.08.2017**	**RW**	**SM**	**TOB**

TITLE
PROPOSED SITE PLAN
WASTE MANAGEMENT STRATEGY

STATUS
INFORMATION

DRAWING NO.
5814 - 79 - 101

REV.
-

Filename:P:\Projects\5800_etc\5814\CAD\plot\79_Other_special_areas\5814-79-101.dgn
Plotted:17/08/2017

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number:
Date Submitted:

Estimated volumes and types of waste produced by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of Bins required	To be provided ?	
General refuse	240	1 x 240 litre bin	☐	Not Applicable
Pulpable Recycling	140 / 240	1 x 140 litre bin 1 x 240 litre bin	☐ ☐	Not Applicable
Mixed Recycling	140 / 240	1 x 140 litre bin 1 x 240 litre bin	☐ ☐	Not Applicable
Garden Waste	240	1 x 240 litre bin	☐	Not Applicable
Food Waste	23	1 x 23 litre caddy	☐	Not Applicable

High Rise Apartment Developments

N = Number of Apartments

Waste Types	(V) Volume of Waste Generated	Capacity Required (litres)	Number of Bins required	Number of Bins proposed by applicant
General refuse	V = N x 110	V =	V / 1100 =	Not Applicable
Pulpable Recycling	V = N x 55	V =	V / 1100 =	Not Applicable
Mixed Recycling	V = N x 55	V =	V / 1100 =	Not Applicable
Food Waste	V = N x 5	V =	V / 240 =	Not Applicable

Commercial Developments

Please state number and capacities of bins you propose, showing calculations where appropriate. Please ensure collection frequencies are included

General Waste - 5 no. 1100ltr Euro bins
Pulpable Recycling - None
Mixed Recycling - 5 no. 1100ltr Euro bins
Food Waste - None
Industrial Waste - None

Has / will a contract be obtained with a licenced waste carrier?	Yes	☐

Mixed Use Developments

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

Not Applicable

Internal Stores (Residential and Commercial)

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

Part of tenant fit out. Outside of the scope of this application.

Storage Areas for Waste Containers (Residential and Commercial)

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

General waste and recycling storage with loading bay. Please see attached drawings.

Are all bins in the store accessible?	Yes	☐
Are recycling facilities as easy to access as general refuse?	Yes	☐
Has consideration been given to ventilation and hygiene?	Existing condition	☐

Appendix E – (Consented Collection and Servicing Strategy) Federation House

FEDERATION HOUSE, MANCHESTER
WASTE MANAGEMENT STRATEGY 1:100 @ A3

The current refuse storage area is located on the western side of the block, with the bins being placed behind a large, solid double gate in the service road that runs between Federation House and the Dantzic Building. This gate remains closed and locked at all times, with the exception of during refuse collection, whilst the roller shutter at the opposite end of the service road remains permanently closed and locked. There are currently a number of 1100litre Eurobins present on site to hold waste produced by both Federation House and the Dantzic Building.

In accordance with Manchester City Council's recommendations for total waste storage capacities as detailed in Appendix C of guidance document GD04, we propose that an additional 6no. x 1100litre Eurobins are added to the site to store waste produced by the proposed coffee shop and meeting space, along with utilising 1no. of the existing Eurobins present on site. Following the Council's recommendation for restaurants of 1500litres of waste storage per 20no. dining spaces, the new 6no. Eurobins will hold 6600litres of waste produced by the coffee shop's 80no. covers; 600litres more than the recommended 6000litres. Additionally, the utilisation of 1no. existing Eurobin will provide 1100litres of waste storage for the approx. 390sq.m meeting space; as the Council recommends 2600litres per 1000sq.m of gross office floor space, 1no. x 1100litre Eurobin will hold more than the recommended 1014litres. Of these 7no. total Eurobins, 3no. will act as storage for recyclable waste, with 4no. storing general waste.



FCH

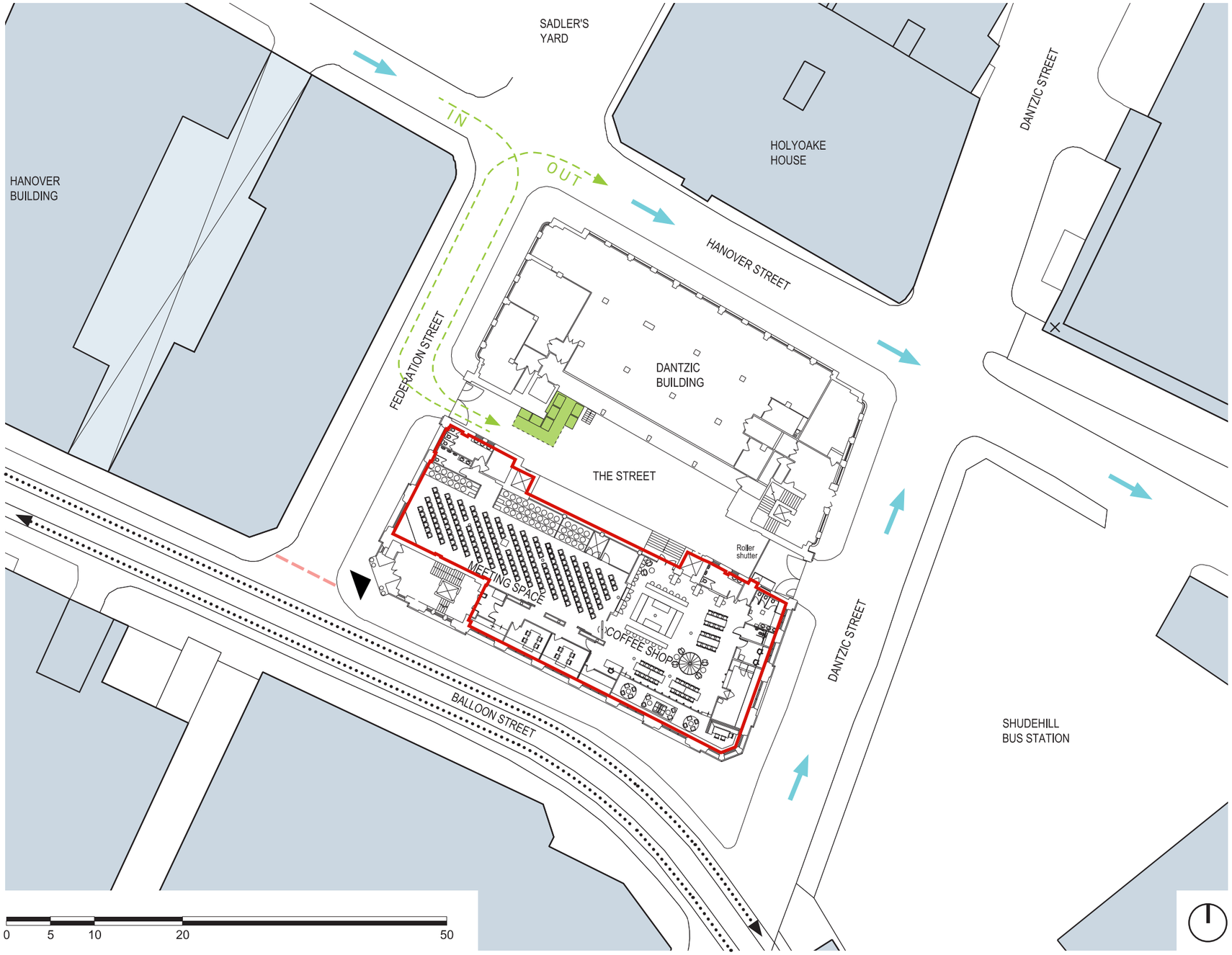
Design intelligence, commercial flair.

FEDERATION HOUSE, MANCHESTER
WASTE MANAGEMENT STRATEGY 1:500 @ A3

Visitors will be directed to dispose of waste internally in litter and recycling containers located throughout both the coffee shop and meeting space, which will be transferred to the Eurobins contained within the refuse store by building staff at the end of each day.

Waste is currently collected from the refuse store weekly by the NOMA Estates Management, with collection vehicles currently gaining access to the refuse store via Federation Street. The waste is then taken to a central refuse collection point where it is sorted for recycling. Given that the proposed change of use will not require a significant number of additional bins to be contained within the existing refuse store, we do not proposed any changes to the existing refuse storage and collection strategy.

Please see Appendix 1 of this document for completed 'Manchester City Council Waste Management Strategy' form.



Site Boundary
Main Staff Entrance (All Floors)
No Through-Route
One-Way Traffic
Trams Only Route
Refuse Collection Vehicle Route
Bin Store

FCH

Design intelligence, commercial flair.

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number: 115700/FO/2017
Date Submitted: 21.03.2017

Estimated volumes and types of waste produced by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of Bins required	To be provided ?
General refuse	240	1 x 240 litre bin	☐
Pulpable Recycling	140 / 240	1 x 140 litre bin 1 x 240 litre bin	☐ ☐
Mixed Recycling	140 / 240	1 x 140 litre bin 1 x 240 litre bin	☐ ☐
Garden Waste	240	1 x 240 litre bin	☐
Food Waste	23	1 x 23 litre caddy	☐

N/A.

High Rise Apartment Developments

N = Number of Apartments

Waste Types	(V) Volume of Waste Generated	Capacity Required (litres)	Number of Bins required	Number of Bins proposed by applicant
General refuse	V = N x 110	V =	V / 1100 =	
Pulpable Recycling	V = N x 55	V =	V / 1100 =	
Mixed Recycling	V = N x 55	V =	V / 1100 =	
Food Waste	V = N x 5	V =	V / 240 =	

N/A.

Commercial Developments

Please state number and capacities of bins you propose, showing calculations where appropriate. Please ensure collection frequencies are included

General Waste - 4 x 1100 litre Eurobins
Pulpable Recycling - 1 x 1100 litre Eurobin
Mixed Recycling - 1 x 1100 litre Eurobin
Food Waste - 1 x 1100 litre Eurobin
Industrial Waste - N/A.

calculated using MGC guidance doc GD04.
coffee shop → 80 covers
= 6 x 1100 litre Eurobins at over 1500 lives per 20 no. dining spaces.
Meeting spaces 390 m²
= 1 x 1100 litre Eurobin at over 2600 lives per 1000m² gross office floor space.

Total 7 no. 1100 litre Eurobins; 3 no. for recyclable waste, 4 no. for general waste.
All waste is collected weekly by the NOMA Estates Management, whereby it is then transported to a central refuse collection point where it is sorted for recycling.

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? N/A.	☐

Internal Stores (Residential and Commercial)

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

Visitors will be directed to dispose of waste internally in litter and recycling containers located throughout the coffee shop and meeting space, which will be transferred to the Eurobins contained within the refuse store by building staff at the end of each day.

Storage Areas for Waste Containers (Residential and Commercial)

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

The existing refuse containers storage area is located at the western end of the service road that runs between Federation House and the Dantzic Building. The containers are stored behind a large, solid double gate at the service roads' western end, which remains closed and locked at all times other than during refuse collection. The containers currently store refuse produced by both Federation House and the Dantzic Building. The additional 7no. Eurobins detailed above will be stored here. (Please see 'Waste Management Strategy' sections in Change of Use Application Brochure for more details.)

Are all bins in the store accessible?	☑
Are recycling facilities as easy to access as general refuse?	☑
Has consideration been given to ventilation and hygiene?	☑

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 NOMA Estates Management will collect refuse weekly from the refuse containers storage area. Collection vehicles will gain access to the store through the large double gate off Federation Street. Once emptied, refuse containers will be put back in place, and the double gate locked until the next collection.

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 see 'Waste Management Strategy' sections in Change of Use Application Brochure for relevant drawings).

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

Appendix F – (Consented Collection and Servicing Strategy) Hanover Building

Waste Management Strategy

PA Number:
Development description: Hanover and E-Block
Development location: Land Bounded by Corporation street, Hanover Street, Federation Street and Balloon Street.
Strategy prepared by: The Cooperative
Date Prepared: July 2012

1. Number of bins proposed?

- Please provide details of the number of bins proposed and how this was calculated.

The basement bin store has been sized to accommodate 10 collection bins at any one time with an additional designated areas for recyclable waste sized at 40% of the total waste capacity in line with current practice.

The bin allocation is calculated on a waste allowance per occupant derived from historical evidence from The co-operative group estate and advice from the service providers currently used by the estate management team.

An annual allowance of 1.3 collection (1100 litre) bins per head is recommended.

Based on a maximum occupancy of 1,200 heads the calculated annual collection requirement is 1,625 bins. This equates to a daily allowance of (working day) 6.25 bins.

We have included the anticipated collection strategy under section 3 of this note.

2. Bin storage area

- Please include a plan of the proposed bin storage area, showing the bins that are proposed and the proposed collection point.
- Please describe how occupants will transfer waste to the bin store and the distance travelled in doing so.

Please refer to the Basement and Ground Floor plans attached.

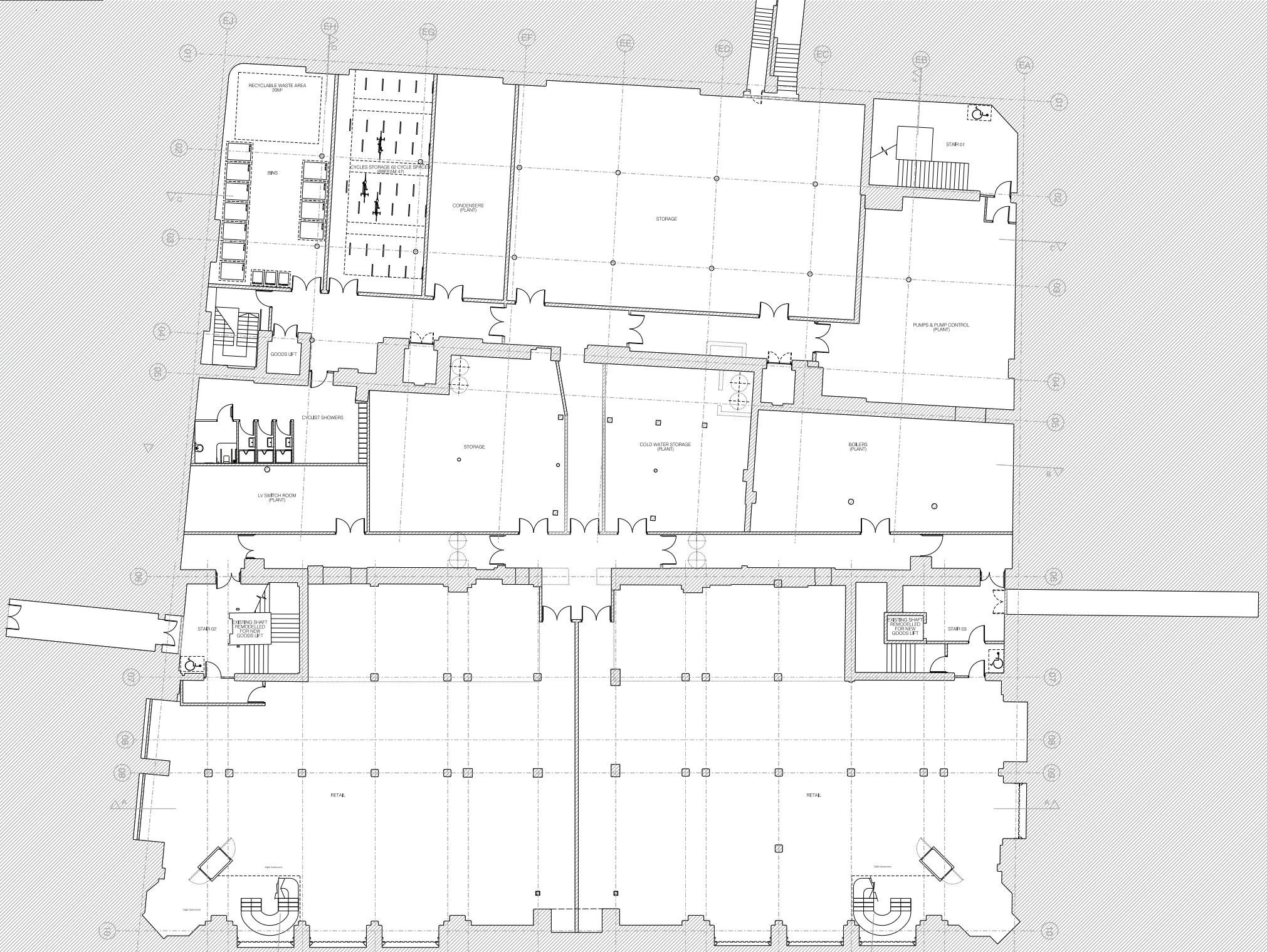
Waste is transported from various floors to the basement bin store by the estate team via the good lifts in cores 2 and 3 on a daily basis. Cores 2 and 3 both have access to the bin store through the basement into which the waste is segregated into mixed waste and recyclable waste. The distance from core 2 and 3 to the bins store is circa 35m (from point of exit within the basement from the appropriate core). For collection the waste is wheeled from the bin store on a daily basis (and in line with the attached collection schedule) to the good lift adjacent to stair 5 and out to the delivery bay at the time of collection. The bins are empted and returned to the basement via the same route. Please refer to attached bin collection schedule for anticipated collection times and strategy.

3. Bin collection arrangements

- Please include plans showing how the collection vehicle will travel around the site.

The bins will be held off the public highways in the delivery bay until the collection vehicle has arrived and parked in position on Hanover Street. The bins will then be wheeled out for collection individually to ensure minimum interruption to pedestrian flow. The collection vehicle will then proceed up Hanover Street and exit the estate via Dantzic Street.

		Removed from floor			Removed from Hanover Basement		
		Frequency	Transported to	Storage Method	Frequency	Time	Collected by
General Office Space	Confidential Waste	Inspected and emptied every morning, inspected each afternoon	Bin Store in Basement	Locked 660 ltr bin	Frequency still to be confirmed	From 6:00	New contractor still to be confirmed. Current contract with MITIE Waste expires July 2012
	None Recyclable Waste	Inspected and emptied every morning, inspected each afternoon and evening	Bin Store in Basement	1100 ltr bins provided by Biffa	Daily	Either of two slots 07:00 or 18:00	Biffa
	Recyclable Waste	Inspected and emptied every morning, inspected each afternoon and evening	Bin Store in Basement	1100 ltr bins provided by Biffa	Daily	Either of three slots 08:00, 20:00 or 00:00	Biffa
	Food	Inspected and emptied every morning, inspected each afternoon and evening	Bin Store in Basement	240 ltr red bins provided by Biffa	Weekly (Monday)	Between 07:00-12:00	Biffa
	Glass	Upon request	Bin Store in Basement	1100 ltr bins provided by Biffa	Upon request	Between 07:00-08:30	Biffa
	Batteries	Inspected daily and emptied when required	Bin Store in Basement	Cardboard box	Daily van runs to Salford Quays every 90 minutes	Between 06:30-16:00	Swiss Post for onward delivery from Salford Quays
	Toners	When toner is empty	Bin Store in Basement	Eco Box	When empty	Core office hours	Xerox Team send spent toners to Xerox's site in Birmingham for onward recycling
Bathroom Waste	Hand Towels	Daily	Bin Store in Basement	1100 ltr bins provided by Biffa	Daily	Either of three slots 08:00, 20:00 or 00:00	Biffa
	Feminine Hygiene	Fortnightly	Bin Store in Basement	NA - swap out process	Fortnightly	Between 06:00-07:00	PHS
Other Waste	Clinical Waste	As required	Bin Store in Basement	Sharps box	4 times a year	Normal office hours	PHS
	Hazardous Waste	As required	Bin Store in Basement	Dependant on type of waste	As required	NA	Dependant on type of waste



notes / revision

project
Hanover and E-Block

job number
1302

drawing number
al(05)120

revision
-

title
proposed plan
basement 2

scale
1:100 @ A1
1:200 @ A3

date
June 2012

drawn by
ajb

checked by

issued for
planning document

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STAIR 06

LIFT (RETAINED)

STAIR 01

STAIR 05

SUBSTATION

STAIR 04

EXISTING SHAFT REMODELLED FOR NEW GOODS LIFT

STAIR 03

LIFT REMOVED

EXISTING SHAFT REMODELLED FOR NEW GOODS LIFT

STAIR 02

notes / revision

project
Hanover and E-Block

job number
1302

drawing number
ai(05)122

revision
-

title
proposed plan
ground floor

scale
1:100 @ A1
1:200 @ A3

date
june 2017

drawn by
ajb

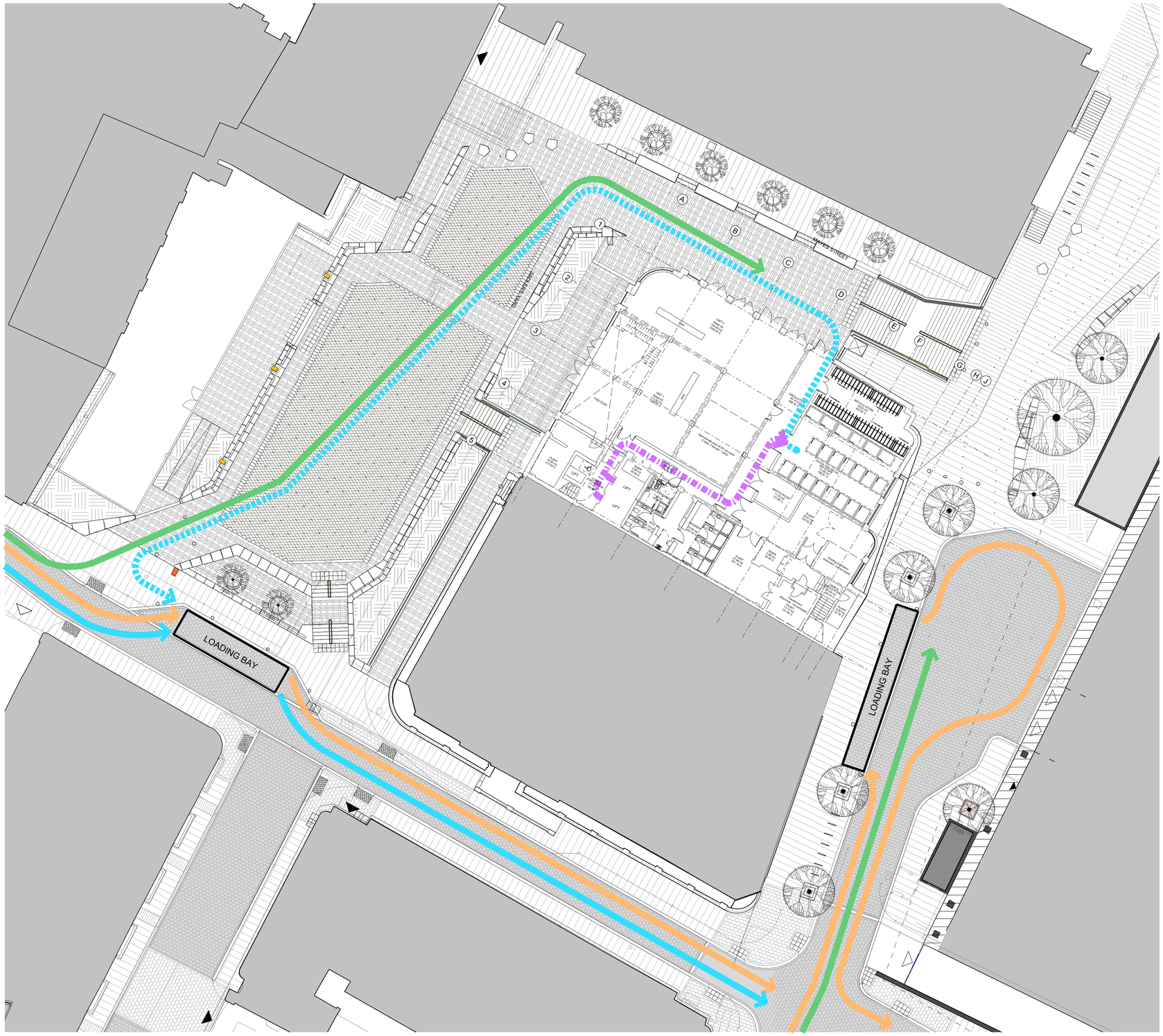
checked by
-

issued for
planning document

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Appendix G – (Consented Collection and Servicing Strategy) Redfern Building



A1

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AREA MEASUREMENT
The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions whatsoever to be made on the basis of these predictions, should include due allowance for the increases and decreases inherent in the design development and building processes. Figures relate to the likely areas of the building at the current state of the design. Gross External Area (GEA) / Gross Internal Area (GIA) / Nett Internal Area (NIA) are calculated in metric units generally in accordance with the RICS Property Measurement 1st Edition. All areas are subject to amongs other things but not limited to Town Planning and Conservation Area Consent, Building Regulation approvals and detailed Rights to Light analysis.

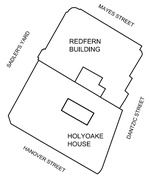
GENERAL NOTES:

Legend: Access Routes

- Delivery/Service Vehicle Access
- Refuse Collection Vehicle Access
- Pedestrian Route for Bin Transfer to Refuse Collection Point
- Internal Route of Refuse Transfer to Bin Store
- Emergency Vehicle Access

REV.	DATE	AMENDMENT
-	03/09/2018	First Issue
A	12/09/2018	Use classes updated in line with planning statement

KEYPLAN



CLIENT

NOMA

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PROJECT
REDFERN BUILDING

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1: 200	**03.09.2018**	**SS**	**RW**	**TOB**

TITLE
GENERAL VEHICLE ACCESS STRATEGY
PROPOSED SITE LAYOUT

STATUS
PLANNING

DRAWING NO. **6113 - 71 - 802**
REV. **A**

Filename P:\Projects\6100_e\c\6113\CAD\plot\71_Circulation\6113-71-802.dgn
Plotted 11/09/2018

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number:
Date Submitted:

Estimated volumes and types of waste produced by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of Bins required	To be provided ?
General refuse	240	1 x 240 litre bin	☐
Pulpable Recycling	140 / 240	1 x 140 litre bin 1 x 240 litre bin	☐ ☐
Mixed Recycling	140 / 240	1 x 140 litre bin 1 x 240 litre bin	☐ ☐
General Waste	240	1 x 240 litre bin	☐
Food Waste	23	1 x 23 litre caddy	☐

NOT APPLICABLE

High Rise Apartment Developments

N = Number of Apartments

Waste Types	(V) Volume of Waste Generated	Capacity Required (litres)	Number of Bins required	Number of Bins proposed by applicant
General refuse	V = N x 110	V =	V / 1100 =	
Pulpable Recycling	V = N x 55	V =	V / 1100 =	
Mixed Recycling	V = N x 55	V =	V / 1100 =	
Food Waste	V = N x 5	V =	V / 240 =	

NOT APPLICABLE

Commercial Developments

Please state number and capacities of bins you propose, showing calculations where appropriate. Please ensure collection frequencies are included

Offices:	Retail Based on C2:
General Waste -3 no. 1100ltr Euro Bins	General Waste - 8 no. 1100ltr Euro Bins
Pulpable Recycling - 0 no. 1100ltr Euro Bins	Pulpable Recycling - 0 no. 1100ltr Euro Bins
Mixed Recycling -3 no. 1100ltr Euro Bins	Mixed Recycling - 7 no. 1100ltr Euro Bins
Food Waste - None	Food Waste - 0 no. 1100ltr Euro Bins
Industrial Waste - None	Industrial Waste - None

Has / will a contract be obtained with a licenced waste carrier?	Yes	☐

Mixed Use Developments **NOT APPLICABLE**

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.

Part of tenant fit out. Outside the scope of this application.

Storage Areas for Waste Containers (Residential and Commercial)

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

Plans attached. General waste and recycling storage to Level 1.

Are all bins in the store accessible?	Yes	☐
Are recycling facilities as easy to access as general refuse?	Yes	☐
Has consideration been given to ventilation and hygiene?	Yes	☐

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

Private collection to be arranged with facilities management team (Workman)

Please ensure that you have attached:

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

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

Bin Calculation for Redfern Building

Manchester '*Waste storage and collection guidance for new developments'*
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

Office Waste

Appendix C1 Offices: 2600 litres per 1000m2 gross floor space. 50% of this capacity should be retained for recycling.

Based on the following areas.

Typical Floor Area: (526.8m2) x4 floors = 2107.2m2

5th Floor Area: 215.51m2

Total Office Floor Area = 2322.71m2

(2600/1000) x 2322.71 = 6039 litres

6039/1100 Eurobin = 5.49

Total Eurobins required: 6

Unit 1 & 2 Waste

Extrapolated from current provision

Current provision: 130m2 of floor space (excluding toilet provision) = 3 Eurobins.

Proposed floor area: 478.8m2

Proposed floor area is 3.6 times current.

Total Eurobins required: 11

Calculation based on C2 Retail

Deloitte email received 21/05/2018 confirms Unit 2 should be treated as retail.

Appendix C2 Retail: 5000 litres per 1000m2 gross floor space. 50% of this capacity should be retained for recycling.

Total Floor Area: 478.8m2

(5000/1000) x 478.8m2= 2394 litres

2394/1100 Eurobin = 2.17

Total Eurobins required: 3

Unit 3 – Suis Generis

Deloitte confirm Unit 3 will be dealt with as Suis Generis – bin calculations based on Retail.

Appendix C2 Retail: 5000 litres per 1000m2 gross floor space. 50% of this capacity should be retained for recycling.

Total Floor Area: 230m2

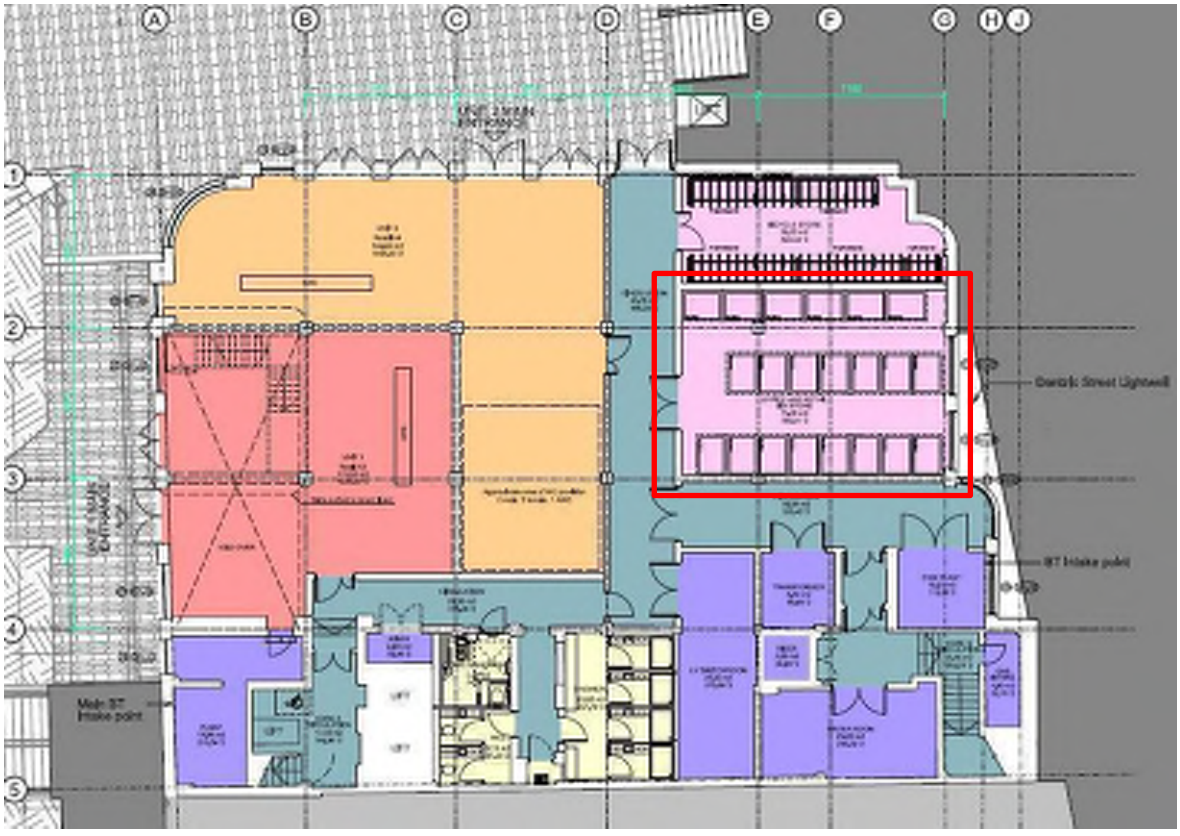
(5000/1000) x 230m2= 1150 litres

1150/1100 Eurobin = 1.045

Total Eurobins required: 2

Should any usages change from these assumptions further calculation would be required.

Bin store location indicated in red:



Level 1 Plan

Appendix H – (Consented Collection and Servicing Strategy) New Century House and New Century Hall

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Planning Application Boundary

LEGEND

- BUS STOP
- ON STREET PARKING
- PROPOSED DEDICATED SERVICE AND DROP-OFF ZONE
- PROPOSED UNMARKED SERVICE AND DROP-OFF ZONE
- INTERNAL SERVICE ZONE (ALL EXISTING)
- TRAFFIC FLOW
- TEMPORARY SERVICE TRAFFIC FLOW - SERVICE ACCESS
- SERVICE ACCESS ROUTE - BETWEEN DROP OFF POINT AND BUILDING
- TRAM ROUTE
- BOLLARDS - PERMANENT
- BOLLARDS - REMOVEABLE
- POTENTIAL FUTURE SERVICING STRATEGY - COLLECTION POINT FROM CORPORATION STREET

EXISTING BUS STOP

NCH AND OLD BANK DELIVERIES CURRENTLY BY VEHICLES PULLING INTO EDGE OF PLAZA. DOORWAY THRESHOLDS AT GRADE IN THIS AREA

TELESCOPIC BOLLARDS

NEW LAY-BY ALONG MILLER STREET WILL REQUIRE THE REMOVAL OF THE EXISTING COACH PARKING BAYS CURRENTLY MARKED ON THE CARRIAGEWAY

STATIC BOLLARDS

TELESCOPIC BOLLARDS

SERVICING TO REAR OF NEW CENTURY HALL UNITS FROM LAYBY ALONG MILLER STREET. SUBJECT TO APPROVAL BY ENGLISH HERITAGE / MCC

DEDICATED LAYBY FOR HANOVER BUILDING (UNCONFIRMED)

DROP-OFF / SERVICING ZONE . NO WAITING

ACCESS TO HOLYOAKE FOR LIGHT DELIVERIES RETAINED

DEDICATED TAXI RANK AND DROP-OFF

SERVICING VEHICLES

TELESCOPIC BOLLARDS TO RESTRICT ACCESS FOR ONLY VEHICLES SERVICING THE BACK OF NEW CENTURY HALL

DROP-OFF / SERVICING FOR REDFERN & HOLYOAKE

INTERNAL SERVICING ZONE

INTERNAL SERVICING ZONE

RESTRICTED SERVICE ACCESS

RESTRICTED SERVICE ACCESS FOR BULLION VAN

INTERNAL SERVICING ZONE

SERVICE ACCESS

INTERNAL SERVICE ACCESS

BALLOON STREET CLOSED FOR TRAFFIC, EXCEPT TRAMS AND SERVICING OF CO-OPERATIVE BANK BUILDING

CO-OPERATIVE BANK

ON STREET PARKING

ON STREET PARKING

2 DISABLED PARKING BAYS TO BE REPLACED BY REGULAR ONES DUE TO NARROWING OF DANTZIC STREET - TO ALLOW DELIVERY VEHICLES TO ACCESS DANTZIC BUILDING

HANOVER STREET: CURRENTLY 1 WAY WITH PARKING BAYS. TEMPORARY TWO-WAY TRAFFIC POSSIBLY REQUIRED DURING CONSTRUCTION OF NOMA PUBLIC REALM WORKS AND DURING LARGE EVENTS IN THE SQUARE. INVOLVES TEMPORARY LOSS OF ON STREET PARKING

AHEAD ONLY

ONLY AHEAD

Rev	Date	Status and Description	Drawn	Apprvd.
3	17/04/2014	PLANNING	WS	KR
2	21/03/2014	Issued for Stage C	WS	KR
1	14/03/2014	Updated strategy for comment.	KR	
/	21/02/2014	PRELIMINARY	JD	

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Client: Co-operative Group

Project: 53° NOMA Public Realm Phases 2-3

Title: SERVICING STRATEGY

Date (first Issued):	22/02/2014	Date (Rev.):	17/04/2014
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NOMA Public Realm, Manchester

Waste Management Strategy



April 2014

LeachRhodesWalker
Architects

WASTE MANAGEMENT STRATEGY

New Century House and Hall, Manchester.

Version 2 : dated 14.04.14

INTRODUCTION

This document sets out the strategy for the removal of waste from the proposed A1 retail /A3 restaurant and cafe units at New Century House and Hall, Manchester.

This Waste Management Strategy is produced in conjunction with Manchester City Council's Waste Storage and Collection Guidance for New Developments version 3.1.

OUTLINE OF SCHEME

The proposed scheme is for alterations to the New Century House and Hall to provide 4no. new A1 retail/ A3 restaurant and café units within the existing building. The proposals are fully described in the Design and Access Statement and application drawings; however, in summary:

New Century Hall is to have its ground floor/existing lower ground level modified to accommodate new restaurants and retail units with shopfrontages opening out on to the new square and concealed servicing arrangements to Miller Street.

The first floor conferencing facility will remain and will still be served from the entrance from Corporation Street as per the existing arrangements. The existing entrance to the Hall will remain unaltered, via New Century House.

The basement level below the proposed restaurant and cafe/retail units in New Century Hall is proposed to be used for plant and any ancillary accommodation for the restaurant and café /retail units.

New Century House, will remain functioning as it is now, from ground floor upward, and used principally as office accommodation. However, changes are proposed to the Waste Management Strategy for New Century House as the loading bay currently used in New Century House, will have its floor lowered to correspond with the new public realm and is proposed to become a retail/restaurant or café unit on the side of the public realm.

This loading bay is currently used as a central position to store and then transfer waste out onto Redfern Street for collection for both New Century Hall and House.

Once the development is completed there will be two separate refuse strategies for different areas of the building as described below.

NEW CENTURY HOUSE & NEW CENTURY HALL FIRST FLOOR

New Century House and New Century Hall first floor conferencing will continue to store their waste in New Century House but this store will be relocated to a new dedicated waste area at basement level shown on drawing ref. 7353 L(00)67. The amount of area provided will be the same as currently exists and will provide sufficient capacity for the current and continuing operations. It should be noted that existing storage of waste in New Century Hall and House will be reduced as the kitchen facility that was in the basement will no longer be utilised following the transfer of this function to 1 Angel Square. The only addition to the waste storage capacity will be to account for the A1 retail / A3 restaurant and café unit within the converted loading bay, which will provide 76 sq/m of new floorspace. The amount of bins required for this unit have been calculated through the individual requirements of the unit. These shall be wheeled containers with hinged lids and the amount and sizes as follows:

General Waste - 1no. Eurobin
Mixed Recycling - 1no. Eurobin

The existing service accommodation within the loading bay area (such as lifts and stairs at the side and rear of the current loading bay) will remain as part of these proposals but be reconfigured to allow transport of waste from/to the basement area below the proposed retail unit. The current waste in New Century Hall and House is transported via the lift vertically throughout the floors; the proposed strategy uses the same principle however the waste will now be stored at basement level. The lift extends down to basement level (See Appendix A).

NEW CENTURY HALL

The 3 no. A1 retail /A3 restaurant and café units at ground level in New Century Hall are proposed to have dedicated refuse areas self contained within each unit at ground floor. As part of the collection strategy waste storage containers will be supplied by a private company and will have separate bins for general waste, food waste and recyclable materials. The amount of bins required has been calculated through the individual requirements of the units. These shall be wheeled containers with hinged lids and the amount and sizes as follows:

General Waste - 2no. Eurobin
Mixed Recycling - 2no. Eurobin
Food Waste - 2no. Eurobin

REFUSE COLLECTION

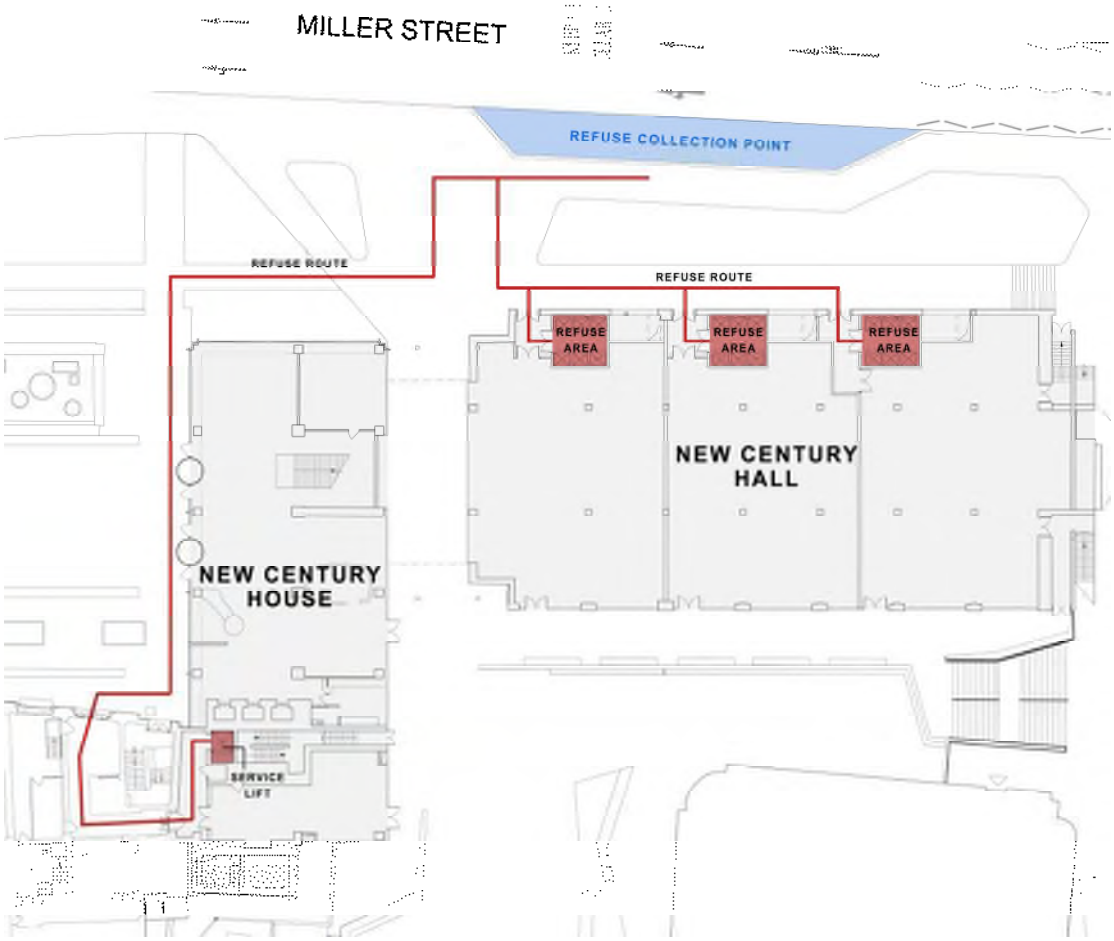
The arrangement for refuse collection for both buildings will be the same. The building management team will move the bins from the dedicated refuse areas either within the units or within the basement area onto the proposed dedicated refuse collection point on Miller Street for collection. The general waste and recycling waste will be collected at separate times by different vehicles therefore will minimise the number of bins on the pavement at one time. Once emptied they will be promptly returned back to the refuse stores as to not obstruct pedestrian movement on the footpath. (See Appendix A)

REFUSE VEHICLE ACCESS TO THE SITE

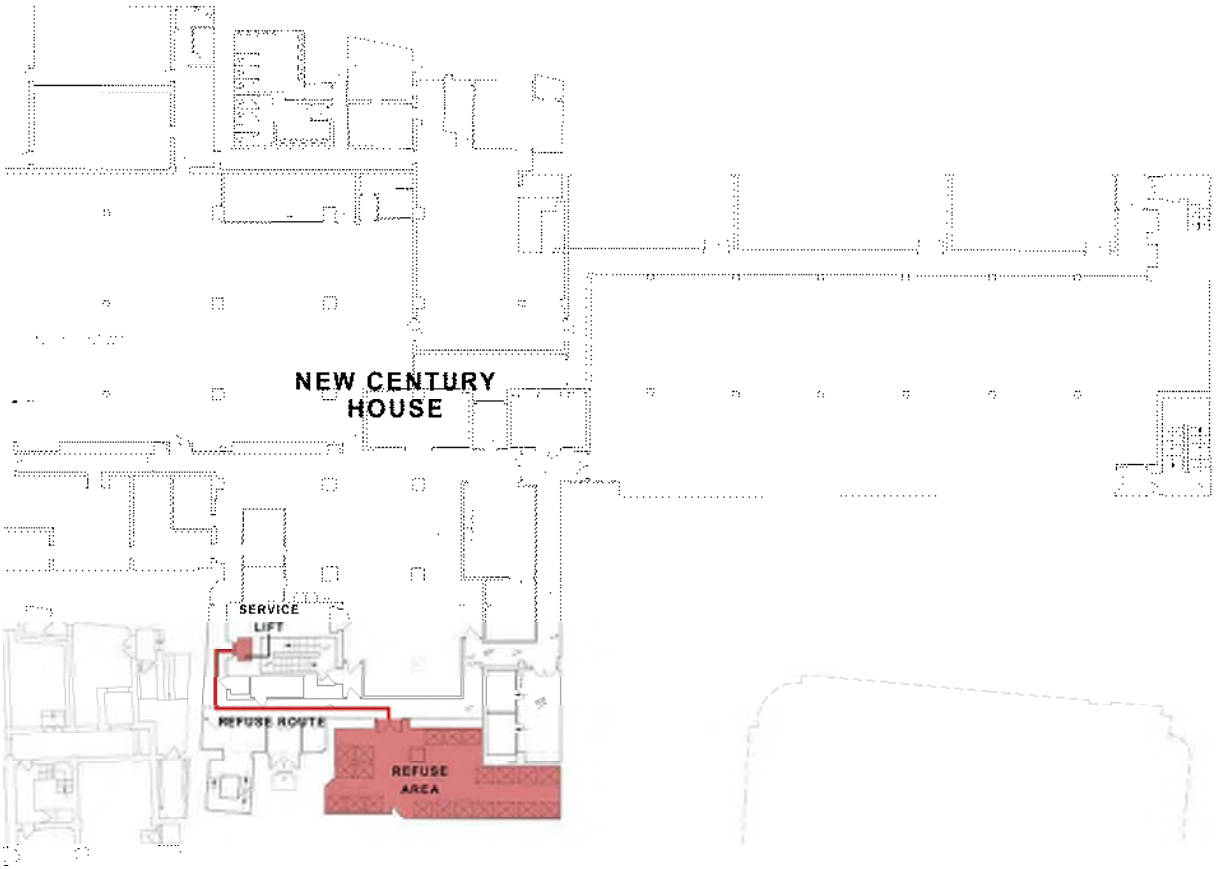
The development is served by Great Ancoats Road / Miller Street which is one way and is approached from the East. It is a primary road and is therefore wide enough to accommodate an 11 metre long by 2.4 metre wide vehicle. On this road it is proposed to provide a new layby on the location shown in Appendix A to accommodate a parking area for refuse vehicle for collections. A tracking diagram for vehicles accessing the layby has been provided to us by Cundalls. (See Appendix B)

APPENDIX A

Ground Floor Plan

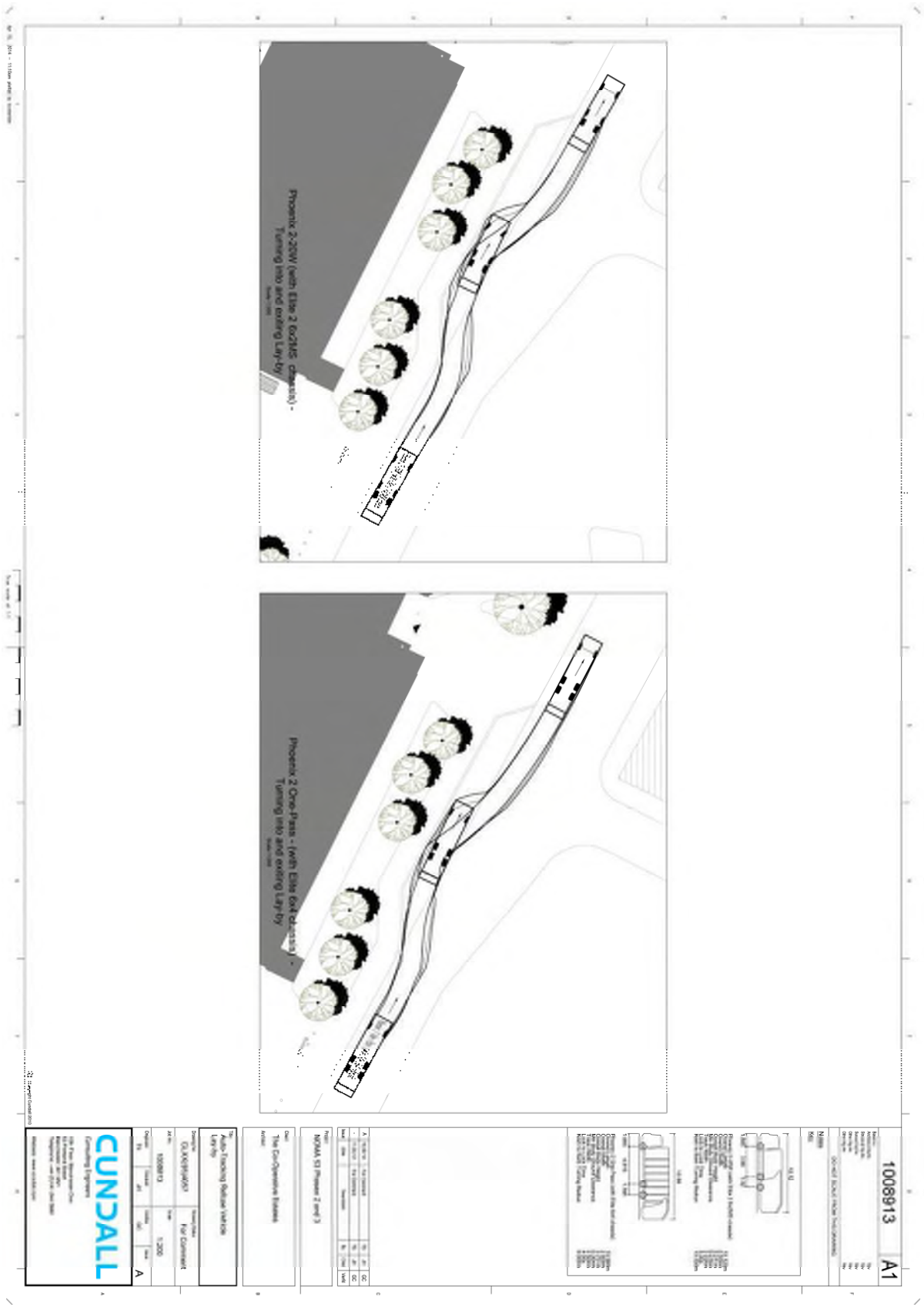


Basement Floor Plan



APPENDIX B

Tracking Drawing



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Appendix B – Hanover Building Approved WMS

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number:
Date Submitted:

Estimated volumes and types of waste produced by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of Bins required	To be provided ?
General refuse	240	1 x 240 litre bin	☐
Pulpable Recycling	140 / 240	1 x 140 litre bin 1 x 240 litre bin	☐ ☐
Mixed Recycling	140 / 240	1 x 140 litre bin 1 x 240 litre bin	☐ ☐
Garden Waste	240	1 x 240 litre bin	☐
Food Waste	23	1 x 23 litre caddy	☐

Not Applicable

High Rise Apartment Developments

N = Number of Apartments

Waste Types	(V) Volume of Waste Generated	Capacity Required (litres)	Number of Bins required	Number of Bins proposed by applicant
General refuse	V = N x 110	V =	V / 1100 =	
Pulpable Recycling	V = N x 55	V =	V / 1100 =	
Mixed Recycling	V = N x 55	V =	V / 1100 =	
Food Waste	V = N x 5	V =	V / 240 =	

Not Applicable

Commercial Developments

Please state number and capacities of bins you propose, showing calculations where appropriate. Please ensure collection frequencies are included

Offices ONLY

General Waste -	16 no. 660ltr Euro Bins
Pulpable Recycling -	8 no. 660ltr Euro Bins
Mixed Recycling -	8 no. 660ltr Euro Bins
Food Waste -	None
Industrial Waste -	None

Has / will a contract be obtained with a licenced waste carrier?	Yes	☐

Mixed Use Developments **Not Applicable**

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.

Part of tenant fit out. Outside the scope of this application.

Storage Areas for Waste Containers (Residential and Commercial)

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

Plans attached. General waste and recycling in Sub-Basement.

Are all bins in the store accessible?	Yes	☐
Are recycling facilities as easy to access as general refuse?	Yes	☐
Has consideration been given to ventilation and hygiene?	Yes	☐

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

Private collection to be arranged with facilities management team (Workman)

Please ensure that you have attached:

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

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

5303 Hanover & E Block

Revised Bin Calculations

Note: All bins are 660 ltrs to fit in the lift for removal

Manchester '*Waste storage and collection guidance for new developments'*
http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

1.0 Office Bin Calculations

2600 ltr per 1000m2 floor area. 50% marked as recycling.

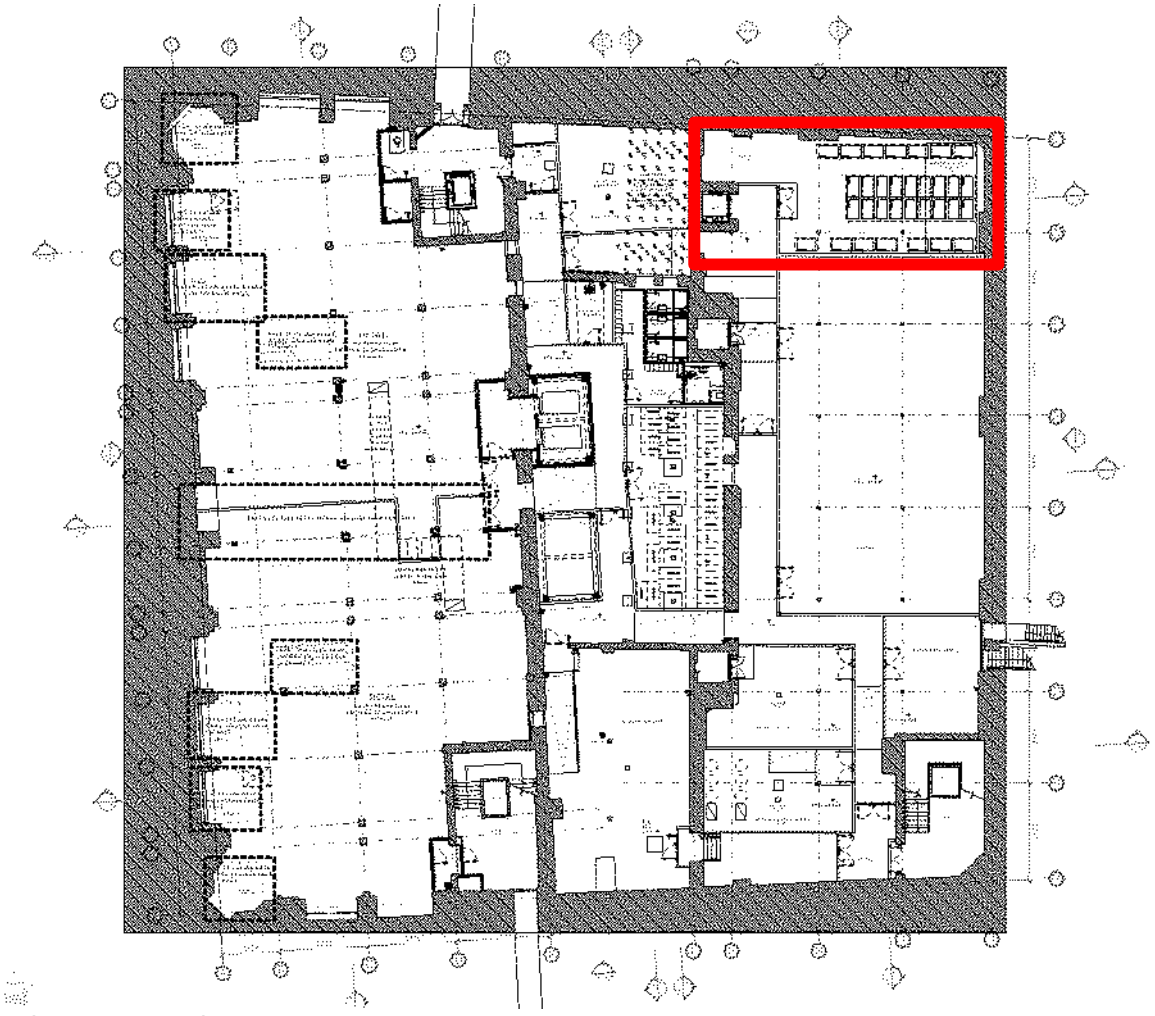
8284m2 office floor area

8284/1000=8.284
2600x8.284=21538.4
21538.4/660=32

32 x 660ltr bins required

16 = general waste
8 = pulpable waste
8 = mixed recycling

Bin store location indicated in red:



Sub-Basement Plan

2.0 Retail Areas Bin Calculation (not in current application)

Division of general waste/recycling/food waste unknown.

Appendix C – Development Proposals

A0

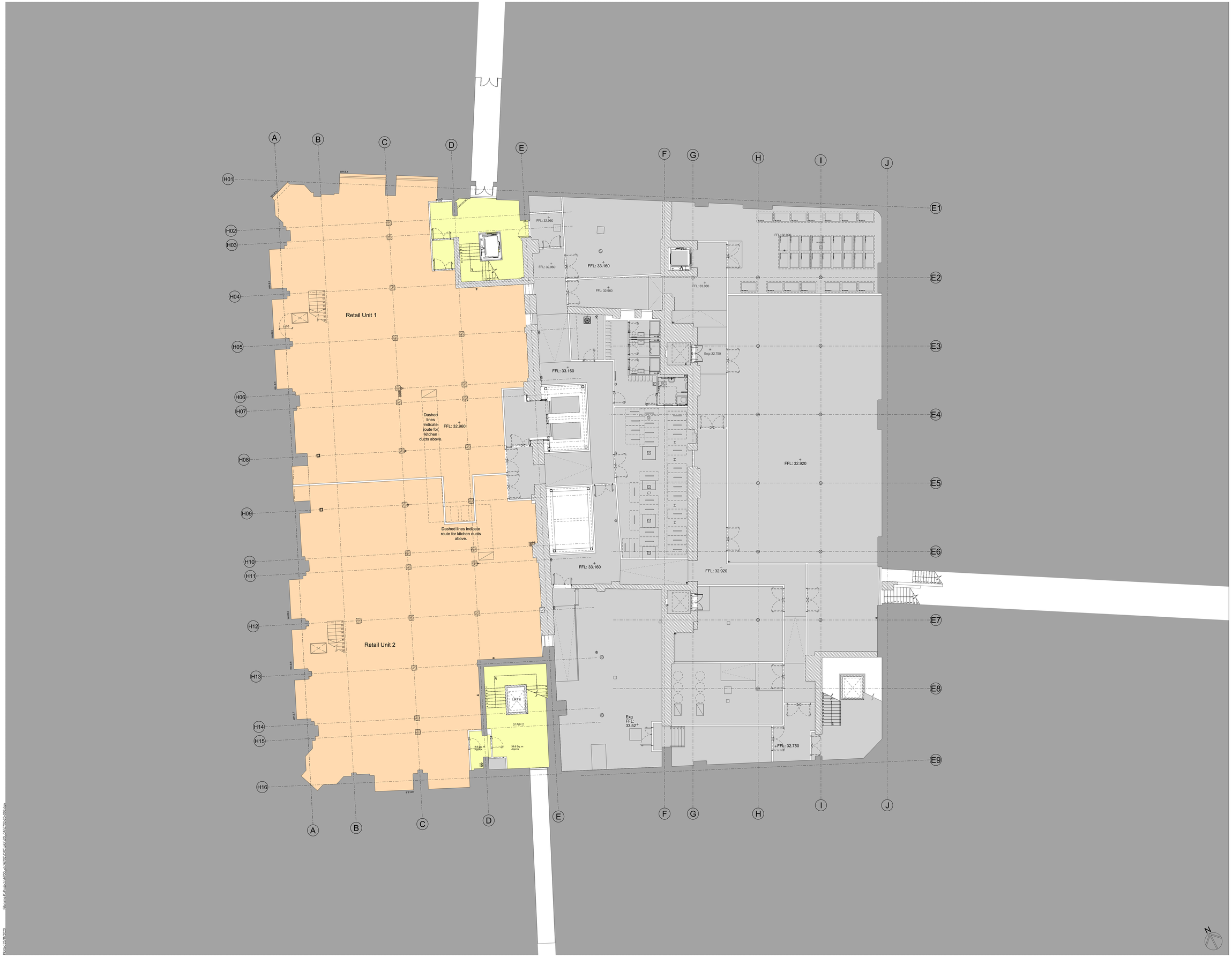
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REV. DATE AMENDMENT
- 20/11/2020 First issue

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1 : 100	**20.11 .2020**	**RW**	**RW**	**TOB**

TITLE
GENERAL ARRANGEMENT
BASEMENT FLOOR PLAN
PROPOSED

STATUS
INFORMATION

DRAWING NO. **6702 - 20 - 098**
REV. **-**

Plotted 24/11/2020
F:\Revizto Pr\Projects\6700s_ed\6702\CAD\ado\06_cAD\6702-20-098.dgn

A0

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TITLE
GENERAL ARRANGEMENT
LOWER GROUND FLOOR PLAN
PROPOSED

STATUS
INFORMATION

DRAWING NO. **6702 - 20 - 099**

REV. **-**

Plotted:20/11/2020

Filename:P:\Projects\6700_ext\6702\CAD\pdf\20_GA\6702-20-099.dgn

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1 : 100	**18.11 .2020**	**RW**	**RW**	**TOB**

TITLE
GENERAL ARRANGEMENT
GROUND FLOOR PLAN
PROPOSED

STATUS
INFORMATION

DRAWING NO. **6702 - 20 - 100**

REV. **-**

Plotted:25/11/2020
Filename:P:\Projects\6700_ad\6702\CAD\Revit\20_GA\6702-20-100.dgm

Appendix D – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number: TBC
Date Submitted: 11/12/20

Estimated volumes/ m^2 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 bin (office), 9x 660l bin (F&B)
Pulpable Recycling -	2x 660l bin (office), 6x 660l bin (F&B)
Mixed Recycling -	2x 660l bin (office), 3x 660l bin (F&B)
Food Waste -	2x 660l bin (F&B)
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.

The existing waste store for the upper floor office use has sufficient capacity to accommodate the waste generated by the proposed office uses at the ground floor units.

The Retail uses at the ground floors will have a segregated storage room adjacent to the office use store at the basement level. This store has been sized accordingly to the anticipated uses (using F&B as a worst-case scenario when use not confirmed).

Storage Areas for Waste Containers (Residential and Commercial)

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

Cleaners or staff will transport the waste from the different units to the waste stores located at basement level via lifts.

It is envisaged that a private collection company would collect the waste once a week for the office uses and three times per week for the potential and confirmed F&B 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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