Project Waste Management Plan

Cornwall Street, Openshaw, Manchester

November 2020

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Cornwall Street, Openshaw, Manchester

30/11/2020

Tang & Associates Architects

On behalf of

Mrs Fozia Ahmed

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1. About this Waste Management Plan

1.1 Phlorum Ltd has been appointed by Tang & Associates Ltd on behalf of Fozia Ahmed to develop a Waste Management Plan (WMP) for the approved development at Cornwall Street, Openshaw, Manchester.

1.2 A Waste Management Plan is produced incorporating the Duty of Care requirements set out in Section 34 of the Environmental Protection Act 1990.

1.3 This WMP is intended as a live document to be updated as necessary by the Client and the future Site Management/Site Owners.

1.4 Both the client and the future Site management/Site owners are responsible for reviewing, revising and refining the WMP as necessary. They must also ensure that adequate security measures are put in place to help avoid waste being disposed of illegally at the site.

The Purpose of WMPs

1.5 WMPs aim to address two key issues:

- Promoting methods so that waste is minimised and any waste that is produced can be re-used, recycled or recovered in other ways before disposal options are explored; and
- Reducing fly-tipping, by restricting the opportunities available for the illegal disposal of waste by ensuring compliance with existing legal controls and providing a full audit trail of any waste that is removed from the construction site.

Objective

1.6 The Site Management will be required to operate the premises in such a way that, as far as is reasonably practicable, the amount of spoil and waste to be disposed of is minimised and that any waste arising from the sites is properly classified and dealt with in accordance with the appropriate legislation.

1.7 The Site Management will identify the: waste categories; waste quantities; opportunities for recycling and/ or reuse; disposal routes; and licensing requirements, for all spoil and waste arising from the works.

1.8 The waste hierarchy must be followed for all waste material before finally disposing waste material to landfill.

1.9 The client is responsible for ensuring that the plan is prepared before construction work begins.

1.10 The plan should then be passed to the principal contractor, who must update it as work progresses and ensure that workers on the site are aware of the plan and co-operate with it.

1.11 Both the client and the principal contractor are responsible for reviewing, revising and refining the WMP as necessary, in particular, to ensure that roles and responsibilities are clear as the project progresses. They must also ensure that adequate security measures are put in place to help avoid waste being disposed of illegally at the site.

1.12 The plan will be implemented in the development, to remain in use when the development is in operation.

Aim of the WMP

1.13 The aim of the WMP is to comply with Condition 13, set by Manchester City council.

1.14 Condition 13 states that '*Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or the development is in operation*'.

2. Project Scope

The Site

2.1 The site is located in Cornwall Street, Openshaw at NGR SJ 88633 97144. The site is currently open and vacant land to be developed into a commercial building to accommodate a MOT station unit with first floor office and associated car parking and landscaping.

2.2 The appointed Principal Contractor is Buildcom Developments Ltd.

2.3 The person responsible for dealing with the site waste is Mr Sheraz Ahmed.

3. Waste Streams

3.1 The development will produce two main waste streams: commercial (office) waste; and commercial (MOT garage) waste.

3.2 The Waste Framework Directive (WFD) sets out what waste is and how it will should be managed. This includes classifying some waste as hazardous wastes. A hazardous waste is defined by the waste having one or more of the 15 specified hazardous properties listed in Annex III of the WFD. The application of this is determined by the list of Waste Decision.

3.3 The List of Wates (England) Regulations (LOW) 2005, (also referred to as the European Waste Codes - EWC) is a six digit number broken down in to three pairs of numbers, which identifies and classifies a waste into a category according how the waste was produced.

- The first pair of numbers refers to the chapter;
- The second pair of numbers refers to the sub-chapter; and
- The last third pair of numbers is the individual entry.

3.4 If there is an asterisk next to the number then this indicates that the waste is hazardous.

Commercial Office Waste

3.5 The main commercial office waste may include but not be limited to (as described in LOW 2005):

- 20 01 01 – Paper and cardboard;
- 20 01 02 – Glass;
- 20 01 08 – Biodegradable canteen waste;
- 20 01 13* – Solvents;
- 20 01 27*/28 – Paints, inks, adhesives and resins;
- 20 01 29*/30 – Detergents;
- 20 01 39 – Plastics;

- 20 01 40 – Metals (ferrous and non-ferrous);
- 20 01 99 – Other factions not already specified (including fines);
- 20 01 21* - Fluorescent tubes and other mercury containing waste;
- 20 01 23* - Discarded equipment containing chlorofluorocarbons; and
- 20 03 01 – mixed municipal waste (household waste and similar commercial, industrial and institutional waste, including separately collected fractions).

Commercial (MOT Garage) Waste

3.6 Waste arising from the MOT garage, may include, but not be limited the following to (as described in LOW 2005) (the main LOW chapters are 13 – oil waste and wastes of liquid fuels, and chapter 16 – waste not otherwise specified(end-of life vehicles from different means of transport, including off-road machinery, and waste from dismantling of end-of life vehicles and vehicle maintenance:

- 13 07 01* - fuel oil and diesel;
- 13 07 02* - petrol;
- 13 07 03* - other fuels (including mixtures);
- 16 01 03 - end of life tyres;
- 16 01 04* - end of life vehicles;
- 16 01 07* - oil filters;
- 16 01 11* - brake pads;
- 16 01 12 - brake pads other than mentioned in 16 01 11;
- 16 01 13* - brake fluids;
- 16 01 14* - antifreeze; fluids containing dangerous substances;
- 16 01 15 - antifreeze other than those mentioned in 16 01 14;
- 16 01 17 - ferrous metals;
- 16 01 18 - non-ferrous metals;
- 16 01 19 - plastic;
- 16 01 20 - glass;
- 16 06 01* - lead batteries;
- 16 06 02* - Ni-cd batteries;
- 16 06 03* - mercury containing batteries;
- 16 07 08* - waste containing oil;

- 16 08 01 - spent catalysts containing gold, silver, rhenium, rhodium, palladium, iridium or platinum (except 16 08 07);
- 16 08 02* - spent catalysts containing dangerous transition metals or dangerous transition metal compounds;
- 16 08 03 - spent catalysts containing transition metals or transition metal compounds not otherwise specified; and
- 16 08 04 - spent fluid catalytic cracking catalysts (except 16 08 07).

4. Waste Strategy

4.1 This Waste Strategy conforms to GD04 Waste Storage and Collection Guidance for New Development from Manchester City Council.

4.2 As the Local Authorities do not provide waste collection service for commercial waste, operator of commercial premises are required by law to enter into a commercial waste agreement with a registered waste carrier for the disposal of their waste (such as Veolia or Biffa)

4.3 Where possible all waste will follow the standard waste hierarchy, limiting waste going to landfills. As a result, waste be reduced, reused and recycled prior to landfilling. All hazardous waste will be segregated. Site office waste would be collected separately to maximise the opportunities of recycling.

4.4 All waste removed from site will have an appropriate filled out waste transfer note, and/or consignment note. These notes will be kept as a minimum for two to three years respectively.

4.5 The Duty of Care requires:

- Taking care of your waste while it is in your control,
- Check that the person to whom you give your waste is authorised to receive it,
- Complete, exchange and keep waste transfer notes when the waste is handed over and take all reasonable steps to prevent unauthorised handling or disposal by others,
- Be sure that the waste from the business is not fly-tipped

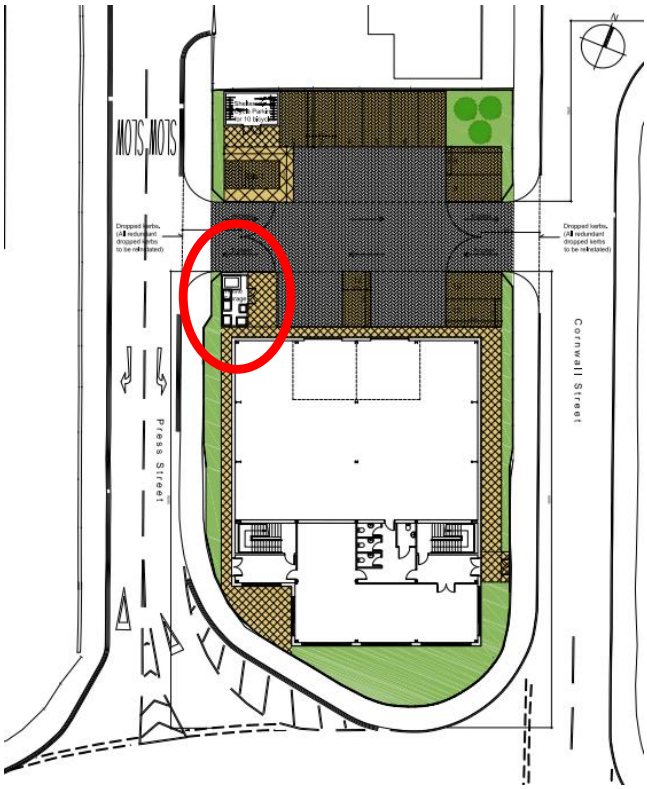
4.6 Persons authorised to remove or receive waste may include council waste collectors, registered waste carriers, holders of a waste management licence or pollution prevention and control permit or holders of an exemption from the need for such a licence or permit. Checks should be carried out on sub-contractors before they come on-site to ensure they are legally compliant.

4.7 The site will have its own arrangement for commercial waste and will not dispose any rubbish in domestic bins.

Storage Areas

4.8 The general site waste will be stored in dedicated storage areas. This will include dedicated hazardous waste storage containers/areas.

4.9 The Waste storage area location is shown in the proposed plan below, circled in red:



4.10 All waste will be containerised and stored off the public highway.

4.11 The waste storage area will be kept clean; the waste storage area will be constructed on hardstanding easy to be cleaned.

4.12 The waste containers will be organised in a way that the waste collector will not be required to wheel a container more than 10m to the collection vehicle. The waste collection vehicles will access the waste via Press Street or Cornwall Street.

4.13 The waste storage area will have a controlled access, to limit illicit access.

4.14 All waste storage will have artificial lighting provided.

4.15 The Site Management will be responsible for washing the bins on a regular basis, arranging replacement when necessary, and ensuring that the bin area is cleaned and does not become a source for vermin or odours.

Waste Containers

4.16 The amount of storage required will be determined based on the volume and composition of the waste, its segregation and the collection frequency.

4.17 For general waste and dry mixed recycling waste, such as paper, card and plastic a 4 wheeled Euro bin for 1100L, is anticipated for each type of waste. However, for the smaller volumes a two wheeled 120 litres wheeled bin may be adequate.

4.18 All hazardous waste will be stored following their legal requirements.

Waste Reuse / Recycling

4.19 Most of the waste from the offices will be able to be reused or recycled, such as paper, glass, plastic.

4.20 Regarding the MOT garage waste this can also be reused as shown below:

- Used engine oil – Used engine oil can be filtered and demineralised to remove all contaminants. The oil can then re-refined for use in base oils or lubricants.
- Waste filters – Waste filters can be shredded before being separated into their component parts. The paper, ferrous and nonferrous metals can be sent for recycling in the normal way.
- Battery waste – Batteries can be ground up before the polypropylene and electrolyte can be separated for reuse in the battery industry. Any lead present can be removed before being melted down and recycled in the normal way.
- Soiled rags – Soiled rags can be pre-treated before being sent to an industrial furnace where they can be used for fuel. Rags that do not contain solvents can be laundered before being reused.
- Scrap metal – Scrap metal can be shredded before being sorted into various base metals. The base metals can be passed through a furnace to burn off any impurities. The pure metal can be melted into ingots after which it can be used to make new products.

5. Waste Forecast

Waste Type	Re-use on-site	Re-use off-site	Recycling onsite	Recycling offsite	Other form of recovery on-site	Other form of recovery off-site	Sent to landfill	Other disposal
Operational Phase: Expected								
Oils				✓				
Oily rags and wipes						✓		
Oily absorbents (granular/fine/saw dust)						✓		
Paint				✓		✓		
Antifreeze								
Brake fluid								
Fuel	✓	✓		✓				
Coolant				✓				
Battery				✓				
Waste water				✓				
Aerosol				✓				
Fluorescent tubes				✓		✓		
Tyres				✓		✓		

Waste Type	Re-use on-site	Re-use off-site	Recycling onsite	Recycling offsite	Other form of recovery on-site	Other form of recovery off-site	Sent to landfill	Other disposal
Scrap metal	✓	✓	✓	✓		✓		
General waste						✓	✓	
General recycling waste				✓				

6. Conclusion

6.1 This Waste Management Plan has been produced in order to demonstrate compliance with Condition 13, set by Manchester City Council.

6.2 The site is a commercial operation consisting of an MOT Garage with some office facility.

6.3 The operator of the site will be responsible for organising the waste disposal, carrying out checks to ensure the waste carrier has the appropriate licences, and keeping the waste transfer and waste consignment notes for the required period.

6.4 The majority of commercial offices waste produced on the site will be general, non-hazardous waste (20 03 01 – municipal waste), and is the responsibility of the producer (as is the cleaning and maintenance of their bins). It must be removed by a licensed waste carrier.

6.5 The waste from the MOT garage is mainly from chapters 13 and chapter 16 LOW codes, related to waste fuels and waste from vehicle maintenance.

6.6 Hazardous waste will be stored separately.

6.7 All waste will be reused, recycled where possible. Most of this will occur off-site. Waste oil which can be reused on site will be.

6.8 Please find the Waste Record table for the operator to use it during the operational phase in Appendix A of this report.

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APPENDIX A

Waste Records

Waste Records

Date Removed	Waste Type	Company Responsible	Site the waste is being taken to and whether licensed or exempt	Waste carrier and registration number*	Confirmation of delivery
Operational Phase					



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