

# **Albert Bridge House, Manchester**

## **Waste Management Strategy**

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## 1.0 Introduction

### 1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Oval Real Estate Ltd to provide traffic and transport advice in relation to a planning application to redevelop Albert Bridge House and the adjoining surface car park for residential, office, flexible commercial space and public realm, off St Mary's Parsonage and Bridge Street in Manchester City Centre.
- 1.1.2 The general scope of works comprises full demolition of the existing Albert Bridge House office building and replacement with three new buildings – a 33,046sqm GIA office and two new residential towers providing 800 flats – and new areas of public realm. There will also be retail, restaurants and cafes within the ground floor of two of the buildings.
- 1.1.3 There will be seven external surface-level residents' car parking spaces (all of which would be accessible and equipped with EV charging) accessed off Bridge Street, representing a 95% reduction from the c. 137 car parking spaces located within the site's two existing surface-level car parks.
- 1.1.4 A full planning application for the site was submitted in 2022, with the following description:
- “Creation of a mixed use development comprising two separate components in the form of an office building of up to 19 storeys with ground floor commercial, leisure, food and drink uses (All Use Class E (g)) and/ or drinking establishment (Sui Generis), and, a residential building up to 45 storeys (Use Class C3a) with additional roof top plant, basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highway alterations and other associated works following demolition of the existing building complex”*
- 1.1.5 The application received a resolution to grant permission at committee on 1<sup>st</sup> June 2023. No decision notice has been made pending agreement to the S106.
- 1.1.6 The proposals have since evolved to reflect current market conditions, to increase the number of residential dwellings and reduce the office floorspace, hence the submission of a new planning application.
- 1.1.7 The proposed site layout is provided in **Appendix A** to the rear of the report.

### 1.2 Purpose of the Report

- 1.2.1 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes of the development, management strategy and collection arrangements.

### 1.3 Structure of the Report

- 1.3.1 Following this introduction, Section 2 of the report provides a comprehensive description of the site location, including existing use and surrounding highway network, whilst relevant local and national waste policy is summarised in Section 3.
- 1.3.2 Section 4 contains the waste forecasting methodology used to establish the likely refuse generation associated with the proposed development, providing details of recycling, waste management and collection procedures. The report is summarised and concluded in Section 5.

### 1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users.
- 1.4.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.
- 1.4.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.4.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling, and public transport.
- 1.4.5 **Section 5** assesses the development for compliance against the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 criteria.
- 1.4.6 **Section 6** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.4.7 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

## 2.0 Existing Situation

### 2.1 Site Location

- 2.1.1 The site is located within the St Mary's Parsonage Strategic Regeneration Framework (SRF) area within Manchester City Centre and is adjacent to the Parsonage Gardens Conservation Area. **Figure 2.1** illustrates the location of the SRF area in relation to the local highway network and site:

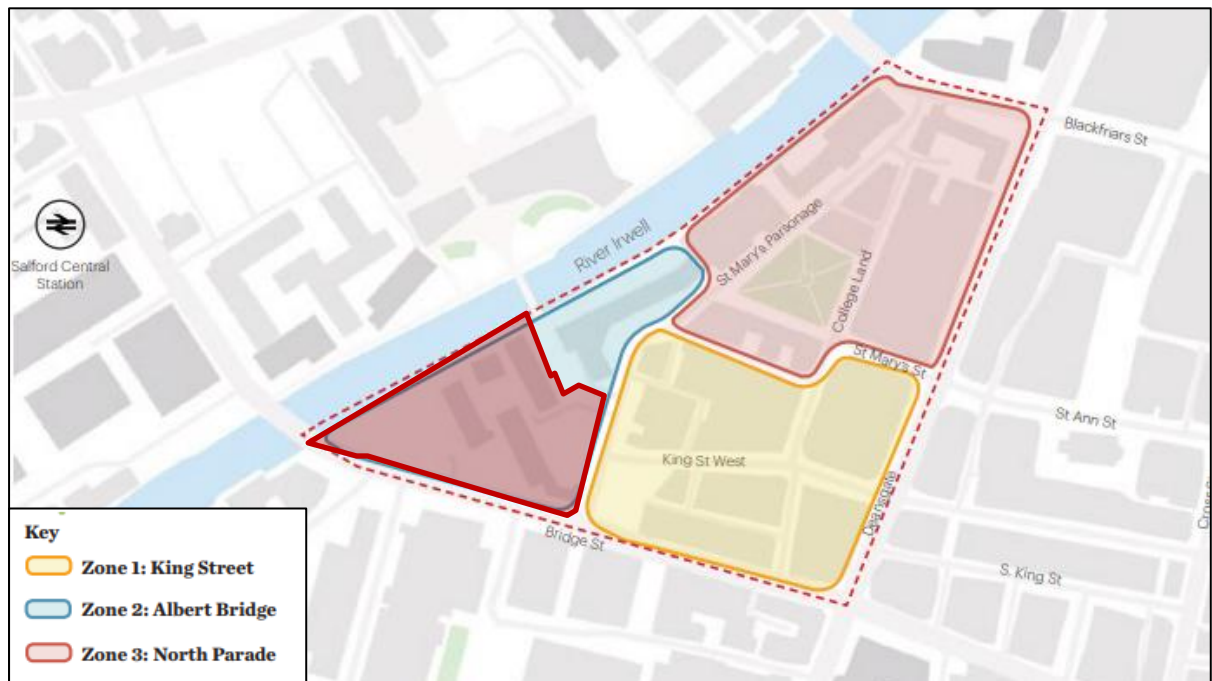


**Figure 2.1 – Site Location in relation to the St Mary's Parsonage SRF area**  
(Source: Sheppard Robson, 2020)

- 2.1.2 The site is located in Zone 2 of the SRF area and is bound by the River Irwell to the west and north, Alberton House (which is being redeveloped by Bruntwood (MCC planning ref: 141940/JO/2025) and the access to Trinity Bridge to the north, St Mary's Parsonage to the east, and Bridge Street to the south.
- 2.1.3 The following **Figure 2.2** below shows the site in a local context relating to the local highway network:

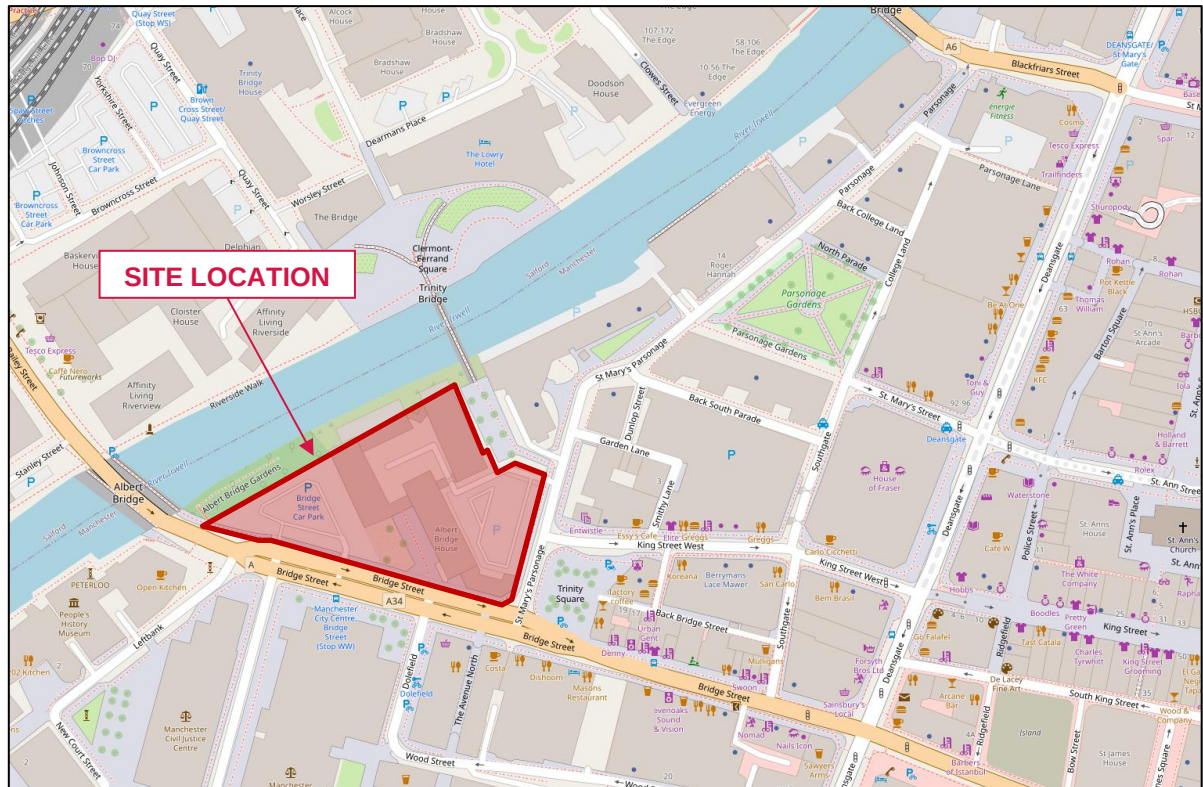


**Figure 2.2 – Site Location in Relation to the Local Highway Network**  
(Source: OpenStreetMap, 2024)

## 2.2 Surrounding Highway Network

### *St Mary's Parsonage*

- 2.2.1 St Mary's Parsonage stretches in a northerly and then easterly direction for circa 350m from a three-arm signalised yellow box junction with Bridge Street to a pedestrianised area at the junction with Blackfriars Street.
- 2.2.2 The road is c. 6.5-7m wide and has footways of c. 2-3m wide along both sides, albeit the width does vary and decrease at certain pinch points. Along the eastern side of the road are Trinity Square (to be reconfigured and rebranded as Motor Square as part of the SRF) and Parsonage Gardens.
- 2.2.3 There are dropped kerbs, tactile paving, and push-button operated traffic lights on all arms of the junction with Bridge Street, along with central refuge islands on the eastern and western arms. There are dropped kerbs in most places along the road and tactile paving on some.
- 2.2.4 There are Traffic Regulation Orders (TROs) in the form of double yellow lines (no waiting at any time) on both sides of the road between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking – with the exception of two Car Club bays and some pay-and-display parking bays. The double yellow lines continue along the entirety of the north-western side of the road and recommence on the south-eastern side north of the junction with Parsonage Lane.

- 2.2.5 St Mary's Parsonage is also located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), where there are on-street pay-and-display parking bays owned and operated by Manchester City Council (MCC). Parking charges in Zone 1 apply Monday to Sunday, from 08:00 – 22:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is two hours, however these charges and time restrictions do not apply to Blue Badge holders.
- 2.2.6 Access to Blackfriars Street at the northern end is restricted to pedestrians and cyclists, with a narrowed carriageway width (marked for cycle use only) and bollards present.
- 2.2.7 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals.
- 2.2.8 Curtins' on-site observations in October 2021 and again in August 2022 show vehicular movements to be limited to local access and servicing vehicles, with a low number of total vehicular movements observed.

#### ***Trinity Bridge and Access***

- 2.2.9 The footpath that leads to Trinity Bridge starts at St Marys Parsonage and extends between Alberton House and Albert Bridge House as shown on **Figure 2.3** below. This path is initially c. 3m wide before widening significantly to a more attractive c. 15m wide area of public realm with trees.



**Figure 2.3** – View of Path to Trinity Bridge

- 2.2.10 The c. 5m wide footbridge is a pedestrian link between Manchester and Salford. At the northern end of the bridge, the area opens to a large area of public realm – Clermont Ferrand Square.

#### ***A34 Bridge Street***

- 2.2.11 Bridge Street is a section of the A34 which continues from John Dalton Street at a signalised yellow box junction with the A56 Deansgate and continues west for 370m, and subsequently continuing as New Bailey Street on the Salford / northern side of the River Irwell.

- 2.2.12 As illustrated by **Figure 2.4** below, there is a short bus gate present along Bridge Street limiting westbound access across the River Irwell to Salford to buses only, while eastbound traffic into Manchester is unaffected.

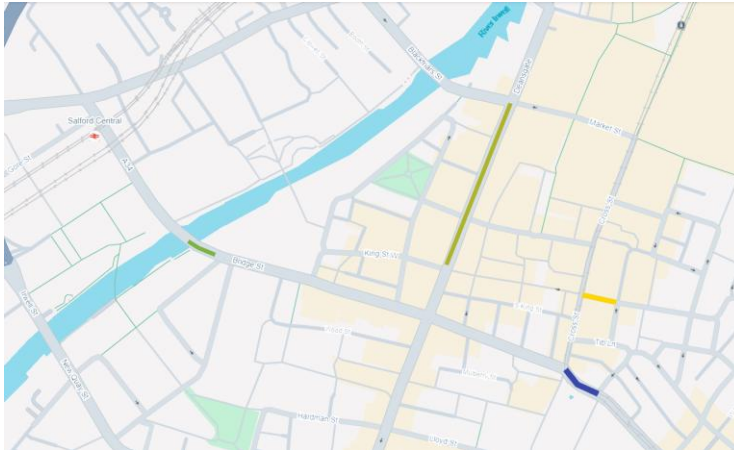


**Figure 2.4 – Bus Gates in Manchester City Centre**  
(Source: Manchester City Council and Google Earth, 2024)

- 2.2.13 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals. There are also footways over 2m-wide along both sides of the carriageway.
- 2.2.14 In addition to the crossings at the junction with St Mary's Parsonage, there is a further signalised pedestrian crossing over Bridge Street between the existing car park's ingress and egress.
- 2.2.15 Both pedestrian crossings on Bridge Street are staggered across a central refuge island with separate push-button controlled traffic signals.
- 2.2.16 Bridge Street has footways of circa 3.1-3.8m wide along both sides.
- 2.2.17 Double yellow lines are also in place on both sides of Bridge Street.
- 2.2.18 MCC is developing a scheme to enhance the pedestrian environment and infrastructure along a c. 750m stretch of the A34 between the River Irwell and Cooper Street. Throughout the scheme area, carriageways will be narrowed to provide wider footways, controlled pedestrian crossings will be provided at major junctions, ramped side roads will be installed on minor arms to slow turning traffic, loading bays provided, street clutter reviewed, and bus stops improved.

2.2.19 MCC undertook a second consultation on revised proposals between November 2024 and January 2025<sup>1</sup>. **Figure 2.5** below illustrates the plans consulted on for the sections adjacent to the site.

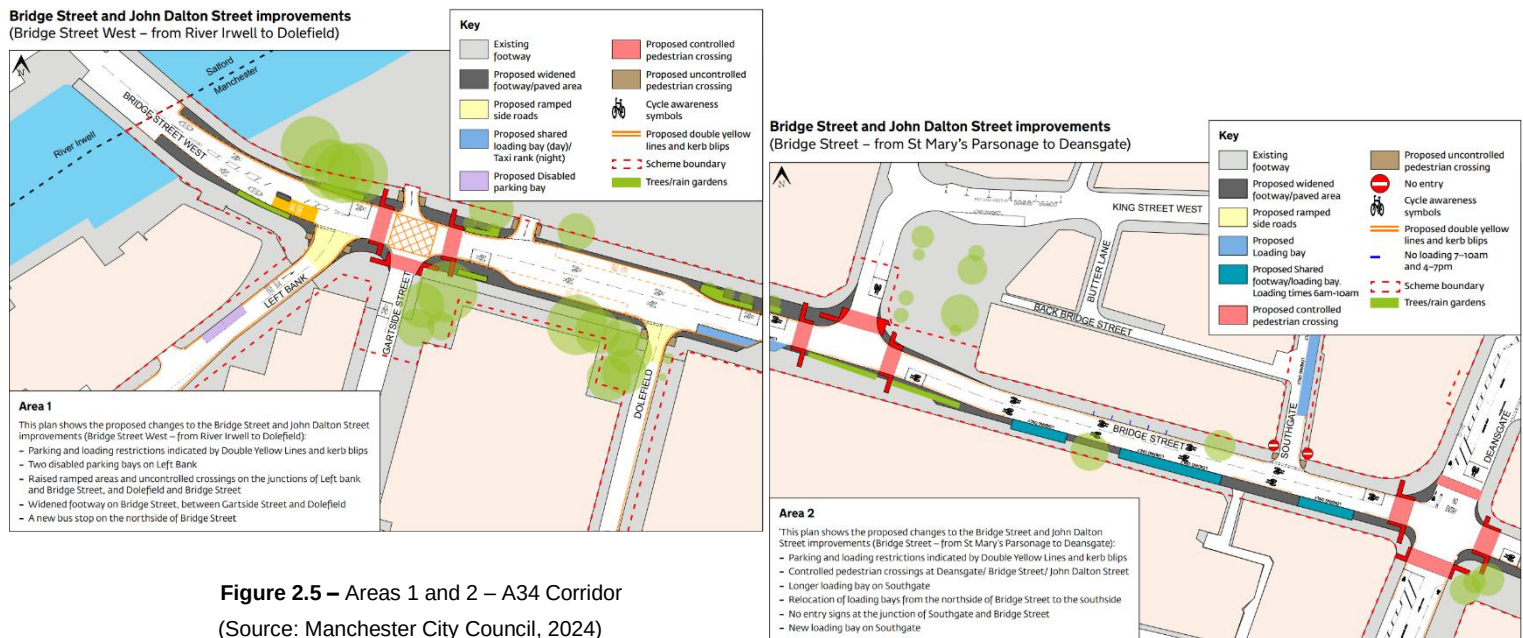


**Figure 2.5 – Areas 1 and 2 – A34 Corridor**  
(Source: Manchester City Council, 2024)

2.2.20 MCC has since informed Curtins that the proposals remain as per the consultation design with one minor change outside The Ape and Apple pub, c. 300-400m to the east of the site.

### A56 Deansgate

2.2.21 The A56 Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. It commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Chester Road. Deansgate extends for approximately 1.2km towards the north, where it becomes Victoria Street at a signalised junction with Victoria Bridge Street.

2.2.22 The road is subject to a speed limit of 20mph.

2.2.23 During the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic using temporary barriers, under emergency legislation brought in by the Government to allow people more room to social distance.

2.2.24 Since then, MCC has progressed several permanent schemes to improve pedestrian, cyclist and bus facilities, and restrict general vehicular traffic along the Deansgate corridor. Since the completion of the Deansgate and Whitworth Street West Active Travel Scheme at the end of March 2025, Deansgate has

<sup>1</sup> Further details, including drawings for the rest of the scheme area, are available at the following webpage:  
[https://www.manchester.gov.uk/info/500344/roads\\_and\\_transport/8775/deansgate/4](https://www.manchester.gov.uk/info/500344/roads_and_transport/8775/deansgate/4)

been southbound-only for all motorised vehicles between Blackfriars Street and Great Bridgewater Street / Liverpool Road, with cycle lanes (mostly two-way) provided along and beyond this section.

## 3.0 Waste Management Policy

### 3.1 Introduction

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

### 3.2 Waste Management Plan for England (January 2021)

- 3.2.1 The Waste Management Plan for England, to be read in combination with the Resources and Waste Strategy issued in 2018, sets out measures to eliminate avoidable plastic waste, tackle confusion over household recycling, and make sure that those responsible for creating polluting products pay for the costs of that pollution.

- 3.2.2 The Resources and Waste Strategy identifies five strategic ambitions:

- *“To work towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025;*
- *To work towards eliminating food waste to landfill by 2030;*
- *To eliminate avoidable plastic waste over the lifetime of the 25 Year Environment Plan;*
- *To double resource productivity by 2050; and*
- *To eliminate avoidable waste of all kinds by 2050.”*

- 3.2.3 **Figure 3.1** below, included in the Waste Management Plan, identifies the evolution of *The Waste Hierarchy* through the years, its current status, and the goal for 2030:

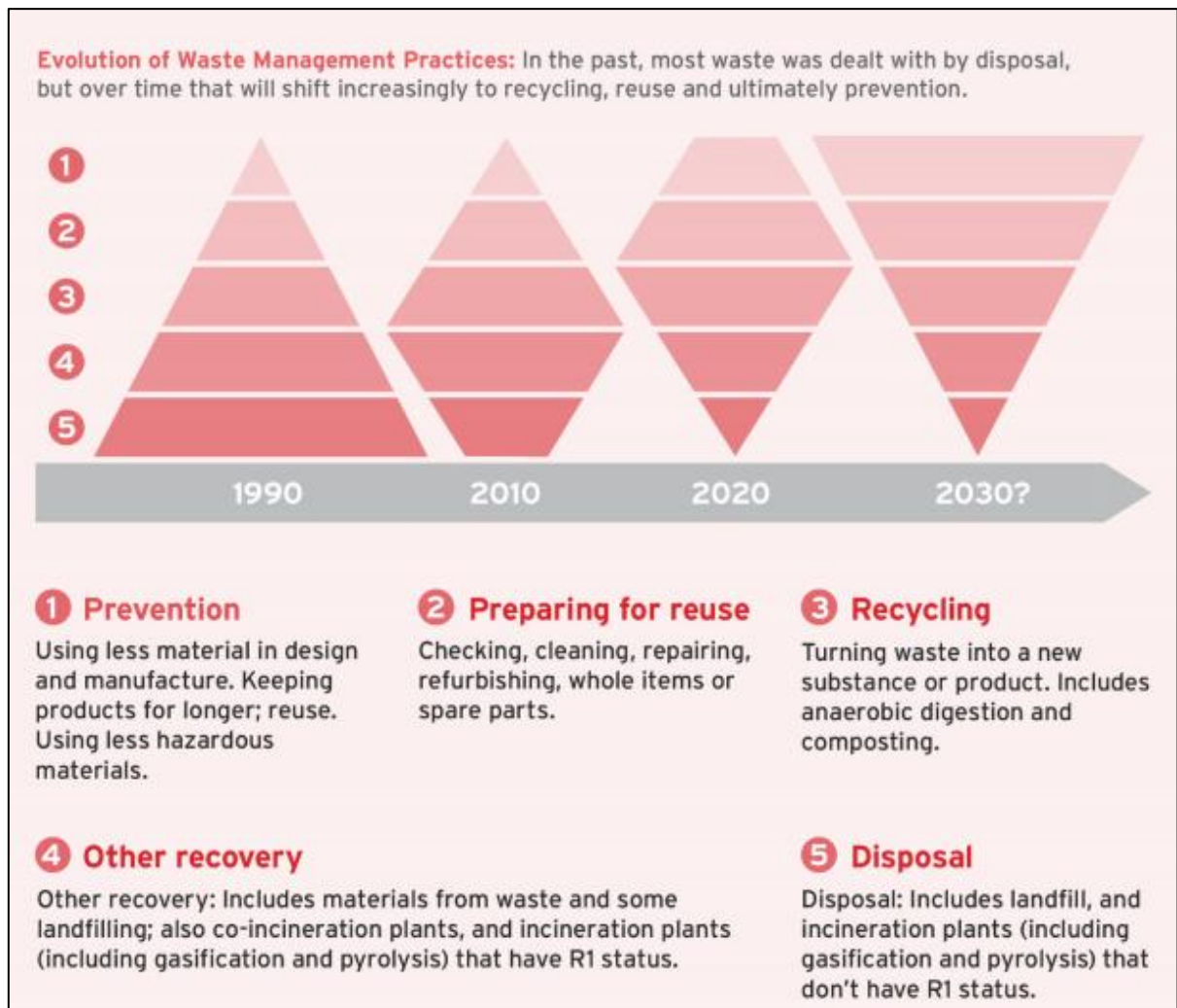


**Figure 3.1 – Evolution of Waste Management Practices.**  
(Source: Defra)

- 3.2.4 The 2030 hierarchy gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).
- 3.2.5 This WMS adheres to the above guidance, prioritising recycling.

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

- 3.3.1 To complement the Waste Management Plan for England, a National Code of Practice (BS 5906:2005) document has been developed and this provides guidance relating to waste forecasting for new developments.
- 3.3.2 This WMS aligns with the projections set on this code of practice, although the calculations have been based on local guidance.

### 3.4 Building Regulations

- 3.4.1 In addition to the above guidance, all new developments must comply with the requirements set out in Part H6 of the Building Regulations 2015, which states that adequate means of storing solid waste should be provided and adequate means of access should be provided for people in the building to the place of storage.
- 3.4.2 This WMS proposes waste storage areas that comply with the requirements set by these Building Regulations.

### 3.5 Controls on Animal By-Products

- 3.5.1 Organic waste recycling is subject to DEFRA's Controls on Animal By-Products – Guidance on regulation (EC) 1069/2009 and accompanying implementing Regulation (EC) 142/2011, enforced in England by the Animal By-Products (Enforcement) (England) Regulations 2011.
- 3.5.2 The regulations predominantly relate to food waste. These regulations state that if the volume of waste is over 20kg, it must be stored and labelled in a special container and will be collected by a licensed carrier, who records all stages of the waste movement.
- 3.5.3 It is the occupier's responsibility to ensure that a licensed waste company is arranged, and that it complies with the Regulations.

### 3.6 Waste Storage and Collection Guidance for New Developments (GD 04 – v7.00)

- 3.6.1 At a more local level, Manchester City Council has prepared a Waste Storage and Collection Guidance Note, which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 3.6.2 The note states that all planning applications for new developments and conversions must include a WMS that includes:
- An estimated storage area for the waste produced by the development;
  - Details of internal and external stores for both waste and recycling; and
  - Location of the proposed collection point and details of the route the collection will take.
- 3.6.3 The following sections of this report provide additional information on each of the above points whilst the pro forma document, contained at the rear of the guidance note, is included as **Appendix B**. This guidance has also been used to forecast the number of required bins.

## 4.0 Waste Forecasting and Strategy

### 4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments maximise recycling while minimising waste generation. It is important to ensure that developments facilitate high recycling rates by providing convenient, attractive and simple means to achieve the Government's goals.

### 4.2 Waste Forecast

- 4.2.1 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.
- 4.2.2 The proposed development involves the erection of three separate tower blocks: Blocks A and B providing access to approximately 800 residential units in total comprising 381 and 419 dwellings respectively (use class C3); and Block C will provide a new 32,773sqm GIA office plus new areas of public realm. There will also be flexible commercial spaces within two of the buildings totalling 690sqm GIA.
- 4.2.3 To comply with the local requirements set by MCC, an initial 50% recycling rate has been forecast for all uses.
- 4.2.4 A breakdown of this guidance weekly volume forecast per use is provided below:
- Office uses: 2,600l per 1,000m<sup>2</sup> of gross floor space;
  - Retail uses: 5,000l per 1,000m<sup>2</sup> of gross floor space;
  - F&B uses: 1,500l of waste per 20 dining spaces; and
  - Residential uses: 0.43m<sup>2</sup> of storage space per apartment, plus manoeuvring space.

#### ***Residential Uses***

- 4.2.5 The residential uses (Use Class C3) of the proposed development will comprise a total of 800 apartments.
- 4.2.6 The waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for high-rise residential developments of 0.43m<sup>2</sup> of storage space per apartment, plus manoeuvring space.
- 4.2.7 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.

### Office Uses

- 4.2.8 The office uses (Use Class E) of the proposed development will have a total Gross Internal Area (GIA) of 30,535sqm.
- 4.2.9 The waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for offices of 2,600l per 1,000m<sup>2</sup> of gross floor space.
- 4.2.10 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.

### Commercial Uses

- 4.2.11 The flexible commercial uses at ground floors have the potential to accommodate F&B and retail uses. At this stage it is assumed that commercial uses will be 100% F&B.
- 4.2.12 The total area (GIA) of commercial uses at the proposed development is 843sqm. For robustness and to cater for any potential use, a total of 252 seats have been considered for all F&B uses combined. The recycling rate for the F&B uses is considered the same as the office uses at 50%.
- 4.2.13 Based on these requirements, **Table 4.1** forecasts the weekly waste volume generated by all uses associated with the proposed development:

| Proposed Development     |                                               |
|--------------------------|-----------------------------------------------|
| Residential Use          |                                               |
| Waste Store              | 800 Apartments                                |
| Waste Store Minimum Area | 344m <sup>2</sup>                             |
| Office Use               |                                               |
| Waste Stream             | Refuse Volume (30,535m <sup>2</sup> )         |
| Non-recyclable Waste     | 39,696l                                       |
| Dry Mixed Recycling      | 29,722l                                       |
| Glass Recycling          | 9,924l                                        |
| <b>Office Use Total</b>  | <b>79,391l</b>                                |
| Commercial (F&B Use)     |                                               |
| Waste Stream             | Refuse Volume (843m <sup>2</sup> - 252 seats) |
| Non-recyclable Waste     | 9,465l                                        |
| Dry Mixed Recycling      | 5,679l                                        |
| Glass Recycling          | 2,366l                                        |
| Organic Food Recycling   | 1,420l                                        |
| <b>F&amp;B Use Total</b> | <b>18,930l</b>                                |
| <b>Development Total</b> | <b>98,321l</b>                                |

**Table 4.1** – Proposed Development Weekly Waste Volume Forecast.

4.2.14 The recycling rate can be updated upon review of the actual recycling rates following occupation.

### 4.3 Bin Types

4.3.1 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams for the office uses would be 1,100l Eurobins whilst the F&B uses could potentially be served by a combination of 1,100l Eurobins and 240l wheelie bins. The Retail units will be served by 240l bins.

4.3.2 The following **Table 4.2** summarises the required waste containers per stream for the proposed development. The table has been produced following the recommendations set by MCC's GD04 Waste Guidance Document, assuming the waste collection frequencies summarised above in **Table 4.2** and described in detail in the following **Chapter 4.6**.

| Proposed Development     |                                             |
|--------------------------|---------------------------------------------|
| Office Use               |                                             |
| Waste Stream             | Number of bins (3 times / week collections) |
| Non-recyclable Waste     | 13 x 1,100l                                 |
| Dry Mixed Recycling      | 10 x 1,100l                                 |
| Glass Recycling          | 3 x 1,100l                                  |
| <b>Office Use Total</b>  | <b>26 x 1,100l</b>                          |
| Commercial (F&B Use)     |                                             |
| Waste Stream             | Number of bins (3 times / week collections) |
| Non-recyclable Waste     | 3 x 1,100l                                  |
| Dry Mixed Recycling      | 2 x 1,100l                                  |
| Glass Recycling          | 1 x 1,100l                                  |
| Organic Food Recycling   | 2 x 240l                                    |
| <b>F&amp;B Use Total</b> | <b>6 x 1,100l + 3 x 240l</b>                |
| <b>Development Total</b> | <b>32 x 1,100l + 3 x 240l</b>               |

**Table 4.2** – Number of required bins.

### 4.4 Waste Management Strategy – Internal Arrangements

4.4.1 It is proposed that residents within the development would be provided with four bins. One for general non-recyclable waste, one for mixed dry recyclables, another one for glass and a small receptacle for organic recycling (food).

4.4.2 The residents would store and segregate waste into four main streams internally before taking it to the waste store at ground floor, conveniently located at ground floor close the cores of the proposed building.

- 4.4.3 Overall provision of 282.5m<sup>2</sup> for Block A (381 proposed residential dwellings) and 280.5m<sup>2</sup> for Block B (419 proposed residential dwellings) is considered appropriate for the quantum of development, and given the proposed collection frequency described below in **Section 4.5**.
- 4.4.4 The waste stores have been sized by Studio Egret West to accommodate an overall provision of 76no. 1,100l Eurobins and 16no. 240l wheelie bins for Block A; and 84no. 1,100l Eurobins and 18no. 240l wheelie bins for Block B,
- 4.4.5 For Blocks A and B, bin storage will provided across both a ground floor compound as well as an additional mezzanine level. Further information on these layouts can be found within Studio Egret West's plans – however a brief summary is also provided below:
- Block A; ground floor provision: 16no. 1,100l Eurobins & 12no. 240l wheelie bins (111m<sup>2</sup>)
  - Block A; mezzanine level provision: 61no. 1,100l Eurobins & 4no. 240l wheelie bins (177m<sup>2</sup>)
  - Block B; ground floor provision: 22no. 1,100l Eurobins & 15no. 240l wheelie bins (111m<sup>2</sup>)
  - Block B; mezzanine level provision: 62no. 1,100l Eurobins & 3no. 240l wheelie bins (176m<sup>2</sup>)
- 4.4.6 The waste store sizes have been determined to maximise activity at ground floor and to reduce the number of bins at the collection point. **Drawing 86313-CUR-XX-00-D-TP-06001-P01\_WMS** provides details of the location and size of the waste stores at ground level, with additional information provided on the overall waste storage capacity for each proposed tower (including mezzanine levels).
- 4.4.7 Suitable lifts are provided within both residential blocks, allowing suitable access between both levels so that suitable waste management can occur, allowing for easy reconfiguration when necessary i.e. on collection days.
- 4.4.8 It is envisaged that initially 50% of the bins in store would be dedicated to recycling, combining mixed recycling, glass and organic food. This percentage could be increased at any point, with the aim to achieve future Government goals.
- 4.4.9 The management company would be in charge of monitoring the recycling rates and actively promote high recycling rates. This could be achieved by providing information on the benefits of recycling and how to segregate waste. The recycling bins should be located closer to the access gates for residents to encourage recycling by making the path to the non-recyclable waste bins longer.
- 4.4.10 The waste storage areas will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.4.11 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.

### **Office Uses**

4.4.12 The three main waste streams for the office uses are:

- General, non-recyclable waste;
- Dry Mixed Recycling (Comprising paper and cardboard, plastic and aluminium); and
- Glass Recycling.

4.4.13 The proposed waste storage room has been sized to accommodate and operate the number of bins required in the above **Table 4.3**.

4.4.14 The store is conveniently located at ground floor level in proximity to the core of the office building.

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

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

4.4.17 The waste storage areas will be well lit and ventilated, including access to a water feed. The floor will comprise an easily cleaned surface and adequate drainage will be provided.

4.4.18 The building management would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.

### **Commercial Uses**

4.4.19 The four main waste streams for the commercial uses are:

- General, non-recyclable waste;
- Dry Mixed Recycling (Comprising paper and cardboard, plastic and aluminium);
- Glass Recycling; and
- Organic Food Recycling (F&B uses only).

4.4.20 It is envisaged that initially at least 50% of the bins in the main commercial waste store for the F&B uses. This percentage could be increased at any point based on actual recycling rates.

4.4.21 The waste storage areas will be well lit and ventilated, including access to a water feed. The floor will comprise an easily cleaned surface and adequate drainage will be provided.

4.4.22 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.

## 4.5 Waste Management Strategy – Collections

- 4.5.1 Waste collection would be provided by a combination of scheduled Council collections for residential use and a private contractor for commercial uses. The private contractor will be appointed in due course.
- 4.5.2 Waste collection would be provided by scheduled Council collections.
- 4.5.3 The building management company would be responsible of having the full bins ready for collection at the external waste store. The waste operators would then transport the bins to the internal collection points along the proposed internal servicing route and load them into the refuse vehicle.
- 4.5.4 **Drawing 085996-CUR-00-XX-DR-TP-06001** provides details of the location and size of the waste stores, collection point and routes between the stores and these areas.
- 4.5.5 Informal collection points are envisaged along the proposed servicing route, with waste management operatives responsible for ensuring bins are stored conveniently and allow for suitable circulation along the proposed servicing route. Furthermore, the provision of an internal servicing route prevents further street clutter/ obstacles along the surrounding Bridge Street and St Mary's Parsonage, which have high levels of pedestrian footfall.
- 4.5.6 Once the bins have been emptied, containers would be carried immediately back to the bin store by the private collection company/Council.

### ***Commercial Uses***

- 4.5.7 It is envisaged that a private contractor would be appointed to collect the waste for all commercial uses. As different uses are expected at the proposed development, this could be provided by different companies. However, any appointed company would follow the strategies described within this report.
- 4.5.8 For calculation purposes and as described above on **Table 4.2**, it has been estimated that the commercial uses of the proposed development would have a collection frequency of three times a week for all commercial uses, including office uses.
- 4.5.9 However, based on the variable nature of these uses and that this report includes robust calculations as a worst-case scenario, it is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes. The management company and staff of the commercial uses will be in charge of monitoring bin usage and adjusting the collection frequency accordingly.
- 4.5.10 The management company would be responsible for moving the bins to the collection within the designated servicing area for each block, as described above. The waste operators will collect the bins and load them into the refuse vehicle.

- 4.5.11 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the management team and/or staff of the commercial premises.
- 4.5.12 Furthermore, it is important to highlight that collections are arranged with private contractors and that timings can be agreed upon. As a result, the bins will await collection along the public realm for a limited amount of time, with the management company returning the bins to the waste store immediately after collection.

## **4.6 Conclusion**

- 4.6.1 The waste forecast and collection strategy has been developed in accordance with the recommendations set by the Manchester City Councils Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.

## 5.0 Summary and Conclusions

### 5.1 Summary

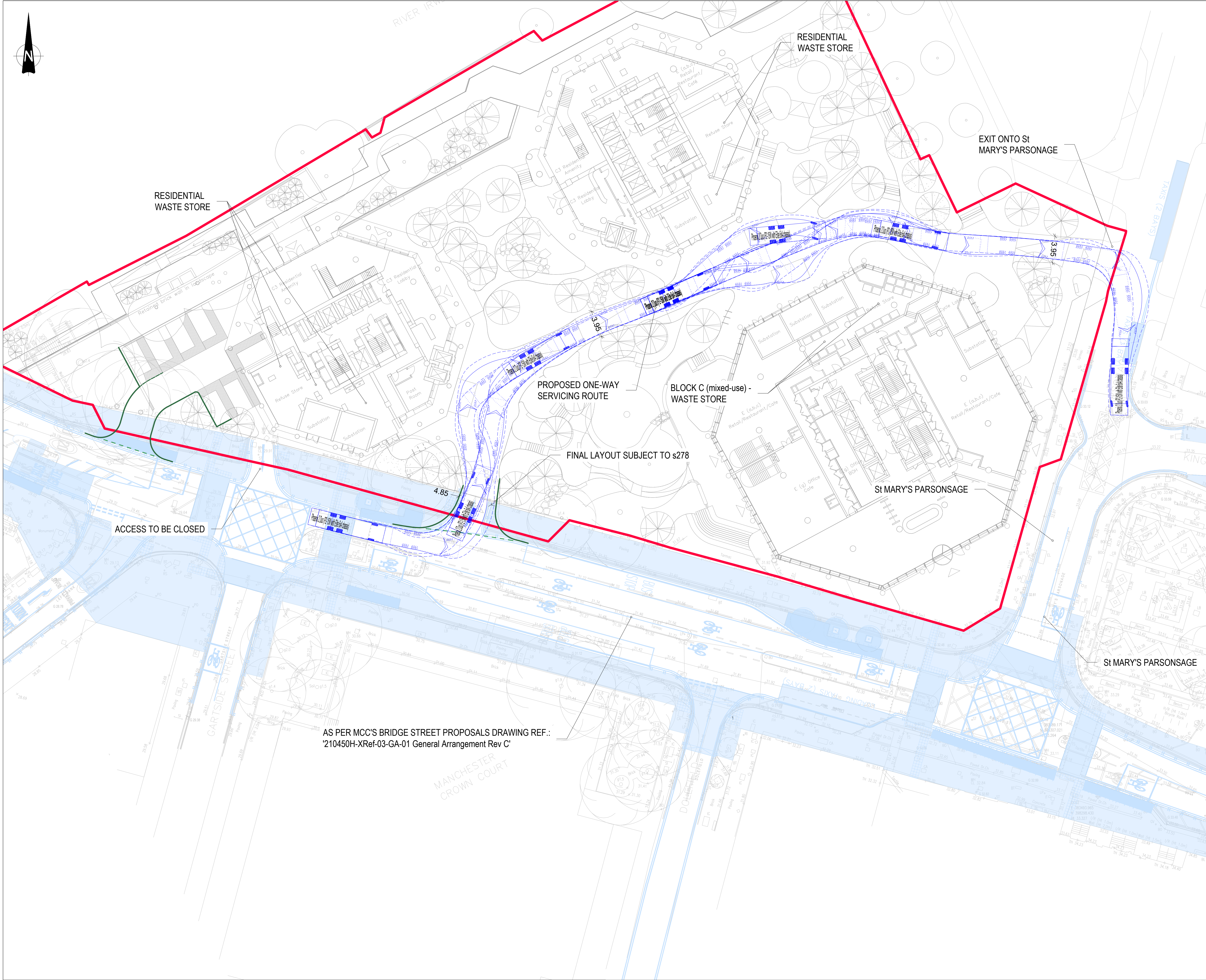
- 5.1.1 Curtins has been appointed on behalf of Oval Real Estate Ltd to provide traffic and transport advice in relation to a planning application for a proposed mixed-use development at Albert Bridge House, off St Mary's Parsonage and Bridge Street in Manchester City Centre.
- 5.1.2 The general scope of works comprises full demolition of the existing Albert Bridge House office building and replacement with three new buildings – a 33,046sqm GIA office and two new residential towers providing 800 flats – and new areas of public realm. There will also be retail, restaurants and cafes within the ground floor of two of the buildings.
- 5.1.3 There will be seven external surface-level residents' car parking spaces (all of which would be accessible and equipped with EV charging) accessed off Bridge Street, representing a 95% reduction from the c. 137 car parking spaces located within the site's two existing surface-level car parks.
- 5.1.4 The proposed site layout is provided in **Appendix A**.
- 5.1.5 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes of the development, management strategy and collection arrangements.
- 5.1.6 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.
- 5.1.7 All waste on site will be collected up to three times per week, to be collected by a mixture of Council collections and a private contractor. The size of the waste stores has been determined accordingly, with due consideration to segregation and recycling.
- 5.1.8 In order to prevent excessive bin-drag distances, and to prevent clutter within the public realm, waste will be collected from the proposed one-way servicing route, with waste management operatives responsible for ensuring bins are stored conveniently and allow for suitable circulation along the proposed servicing route (pending approval from MCC).

### 5.2 Conclusions

- 5.2.1 The waste forecast and collection strategy has been developed in accordance with the recommendations set by the Manchester City Councils Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.

- 5.2.2 This WMS provides a suitable strategy for the proposed development. Hence, from a waste management perspective, there are no reasons why the development proposals should not be granted planning approval.

Drawings



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.

2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.

3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.

4. FOR GENERAL NOTES REFER TO DRAWING.

5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

6. BASED ON ARCHITECT'S LAYOUT. DRAWING REFERENCE: '0476-SEW-ZZ-00-DR-A-PL1000-P1'

7. BASED ON MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210450H-XRef-03-GA-01 General Arrangement Rev C'

KEY:

RED LINE BOUNDARY

PROPOSED VISIBILITY DISPLAYS (20mph)

PROPOSED ROAD MARKINGS

AS PER MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210450H-XRef-03-GA-01 General Arrangement Rev C'

VEHICLE PROFILE:

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

Overall Length

Overall Width

Overall Body Height

Track Width

Min Body Ground Clearance

Lock to lock time

Wheel to wheel Turning Radius

11.200m

2.530m

3.120m

0.304m

2.500m

4.000

9.500m

|      |                |          |     |       |
|------|----------------|----------|-----|-------|
| P03  | Layout updated | 06/06/25 | JM  | AT    |
| P02  | Layout updated | 23/04/25 | JM  | AT    |
| Rev: | Description:   | Date:    | By: | Chkd: |

Curtins

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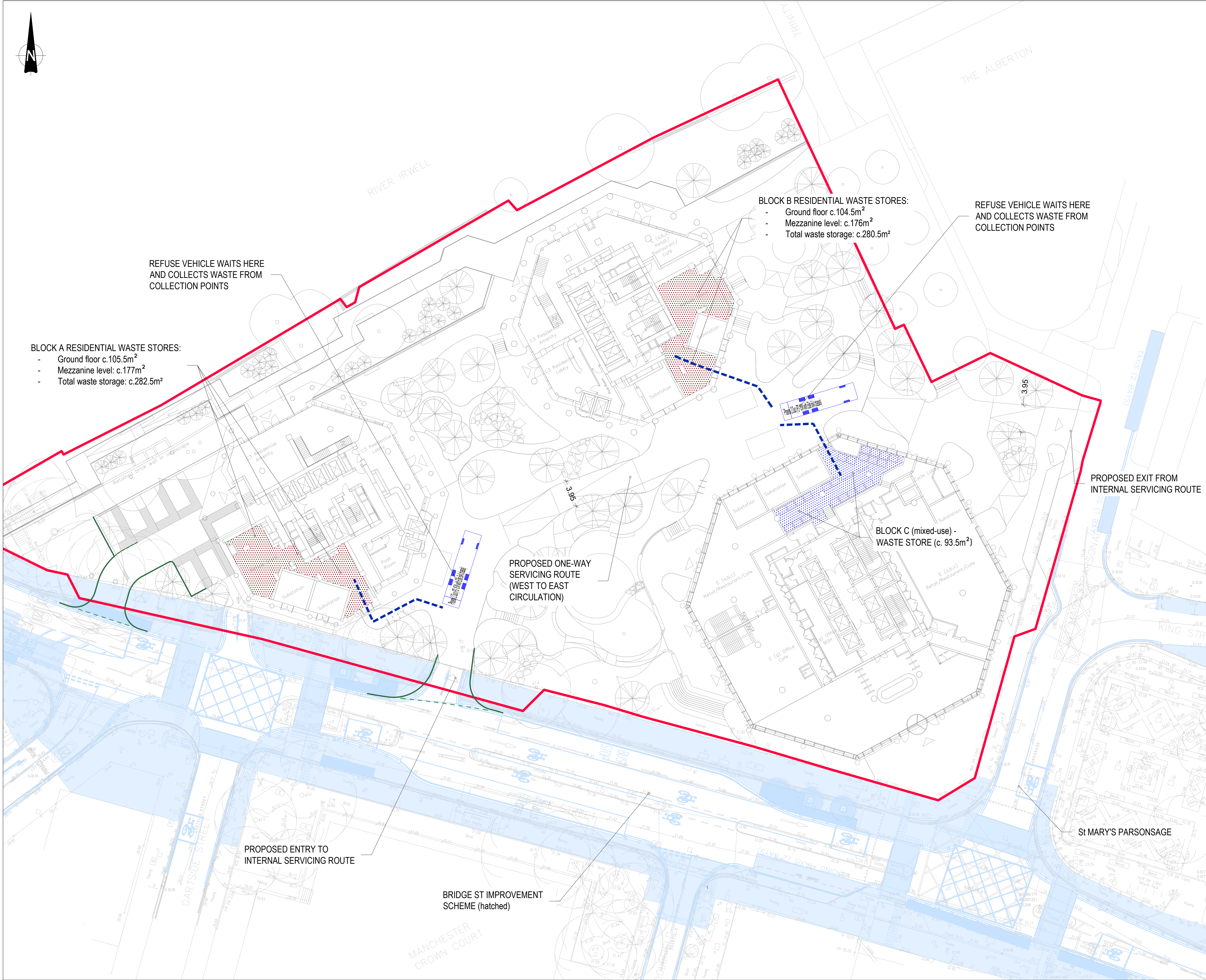
Status:

Project:  
ALBERT BRIDGE HOUSE - MANCHESTER

Orig Title:  
SWEPT PATH ANALYSIS  
11.2m REFUSE VEHICLE

|                                                                           |                   |                      |
|---------------------------------------------------------------------------|-------------------|----------------------|
| Drawn By<br>JM                                                            | Designed By<br>JM | Checked By<br>AT     |
| Date<br>04/12/24                                                          |                   | Scales @ A1<br>1:250 |
| Project No - Originator - Function - Spatial - Form - Discipline - Number |                   |                      |
| 86313 - CUR - XX - 00 - D -TP- 05001                                      |                   |                      |
| Revision<br>P03                                                           |                   |                      |

\\ms-b-1\Projects\086001 - 087000\086313 - Albert Bridge House Resubmission\04-Production\A4-Models\Drawings\TPCAD0501



**GENERAL NOTES:**

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
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- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- BASED ON ARCHITECT'S LAYOUT. DRAWING REFERENCE: '0476-SEW-ZZ-00-DR-A-PL1000-P1'
- BASED ON MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210430H-XRef-03-GA-01 General Arrangement Rev C'

**VEHICLE PROFILE:**

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

|                             |         |
|-----------------------------|---------|
| Overall Length              | 11.200m |
| Overall Width               | 2.500m  |
| Min Body Ground Clearance   | 2.500m  |
| Track Width                 | 2.500m  |
| Load to Deck                | 4.000m  |
| Kerb to Kerb Turning Radius | 9.500m  |

**KEY:**

- RED LINE BOUNDARY
- MIXED-USE DEVELOPMENT WASTE STORE (BLOCK C)
- RESIDENTIAL WASTE STORES (BLOCKS A & B)
- ANTICIPATED BIN DRAG ROUTES TO INTERNAL COLLECTION POINTS

|      |                |          |     |       |
|------|----------------|----------|-----|-------|
| P02  | Layout updated | 06/06/25 | JM  | AT    |
| Rev: | Description:   | Date:    | By: | Chkd: |

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|                                                                           |             |             |
|---------------------------------------------------------------------------|-------------|-------------|
| Status:                                                                   |             |             |
| PLANNING                                                                  |             |             |
| Project:                                                                  |             |             |
| ALBERT BRIDGE HOUSE - MANCHESTER                                          |             |             |
| Orig Title:                                                               |             |             |
| WASTE MANAGEMENT STRATEGY                                                 |             |             |
| Drawn By                                                                  | Designed By | Checked By  |
| JM                                                                        | JM          | AT          |
| Date                                                                      |             | Scales @ A1 |
| 24/04/25                                                                  |             | 1:250       |
| Project No - Originator - Function - Spatial - Form - Discipline - Number |             |             |
| 86313 - CUR - XX - 00 - D -TP- 06001                                      |             |             |
| Revision                                                                  |             |             |
| P02                                                                       |             |             |

Time & Projects 086001 - 087000086313 - Albert Bridge House Resubmission 04-Production 04-Models Drawings 04-CA02/06

## Appendix A – Proposed Site Layout



General Notes

No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation.  
Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.  
All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Notes

Site Boundaries

- Application Site Red Line Boundary
- Site extents
- MCC Carpark Boundary

Use Classes

- E (a, b, c) Retail/ Restaurant/ Cafe
- E (g) Office
- Sui Generis
- C3 Residential Amenity
- C3 Residential Lobby

C3 Residential

- 1B1P
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P

Vehicle Access / Egress

Residential Access

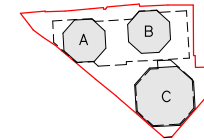
Office Access

Commercial Activation

Cycle Access

Landscape shown indicatively. Refer to 0476-SEW-ZZ-ZZ-DR-L-PL0100

Key Plan



3 Brewhouse Yard  
London, EC1V 4JQ  
hello@agwest.com  
+44 (0) 20 7549 1730

INFORMATION

Project No. 0476

Project Name  
Albert Bridge House

Drawing Title

Level 00 - Sitewide

Client Oval Properties 1801 Ltd

Scale 1: 250

Date 03/03/25

Drawn by LL

Checked by EB

| Rev | Date     | Reason             | Chk |
|-----|----------|--------------------|-----|
| P1  | 03/06/25 | Issue for Planning | SEW |

Drawing Number

Rev

0476-SEW-ZZ-00-DR-A-PL1000

P1

Appendix B – MCC Waste Pro Forma

## Appendix E Proforma for Planning Applications



MANCHESTER  
CITY COUNCIL

### Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 06/08/25

#### Estimated volumes/ m<sup>2</sup> 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                       | N/a                            |
| Pulpable Recycling | 140 / 240                  | 1 x wheeled bin                       | N/a                            |
| Mixed Recycling    | 140 / 240                  | 1 x wheeled bin                       | N/a                            |
| Garden Waste       | 140 / 240                  | 1 x wheeled bin                       | N/a                            |
| Food Waste         | 23                         | 1 x 23 litre caddy                    | N/a                            |

##### High Rise Apartment Developments

|                                                                                                                                                                                                                                          | Yes/No - how much space has been provided?                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 0.43m <sup>2</sup> 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. | The development comprises c.800 residential apartments.<br>The development provides 575m <sup>2</sup> total residential waste storage (inclusive of manoeuvring space). |

### Commercial Developments

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

|                      |                                          |
|----------------------|------------------------------------------|
| General Waste -      |                                          |
| Pulpable Recycling - | 32no. 1,1100L bins; 3no. 240L bins       |
| Mixed Recycling -    | (office + commercial uses)               |
| Food Waste -         | Breakdown to be confirmed at later stage |
| Industrial Waste -   |                                          |

|                                                                  |                                     |
|------------------------------------------------------------------|-------------------------------------|
| Has / will a contract be obtained with a licenced waste carrier? | <input checked="" type="checkbox"/> |
|------------------------------------------------------------------|-------------------------------------|

### Mixed Use Developments

|                                                                         |                                     |
|-------------------------------------------------------------------------|-------------------------------------|
| Are the stores for residential and commercial separate from each other? | <input checked="" type="checkbox"/> |
|-------------------------------------------------------------------------|-------------------------------------|

### Internal Stores (Residential and Commercial)

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

|                                                                                                               |                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Block A refuse store (288m <sup>2</sup> ) accommodates:<br>- 76no. 1,100L Eurobins; - 16no. 240L compost bins | Block C (Commercial/ mixed-use) refuse store accommodates:<br>- 160m <sup>2</sup> of waste storage (GF) comprising 24no. 1,1100L bins |
| Block B refuse store (287m <sup>2</sup> ) accommodates:<br>- 84no. 1,100L Eurobins; 18no. 240L compost bins   | - 160m <sup>2</sup> of waste storage (Mez) comprising 24no. 1,1100L bins                                                              |
| Total residential waste storage = 575m <sup>2</sup> (c.800 homes)                                             |                                                                                                                                       |

### Storage Areas for Waste Containers (Residential and Commercial)

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

|                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The residents would store and segregate waste into four main streams internally before it is transferred to the communal waste storage room prior to collection. |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                     |                                     |
|---------------------------------------------------------------------|-------------------------------------|
| Ensure all bins in the store are accessible                         | <input checked="" type="checkbox"/> |
| Ensure recycling facilities are as easy to access as general refuse | <input checked="" type="checkbox"/> |

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                                                                      | <input checked="" type="checkbox"/> |
| Location plans showing stores                                                                       | <input checked="" type="checkbox"/> |
| Location plans showing the proposed collection point and the route the collection vehicle will take | <input checked="" type="checkbox"/> |

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

# Our Locations

## **Birmingham**

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