

Technical Note

Servicing Strategy

Proposed Change of Use – 77-79 Mosley Street, Manchester

Our reference: AM/230681/TN01

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Date: 15 September 2025

Reviewed: Peter Todd

Date: 15 September 2025

Introduction / Background

1. SCP have been instructed by Biz Assets Ltd to assist with the discharge conditions associated with a development comprising the change of use of ground floor and basement to Class E use and the refurbishment of the upper floors to provide upgraded offices, at an existing building at 77-79 Mosley Street, Manchester.
2. A planning application (Reference: 139183/FO/2024) was submitted to Manchester City Council 2nd July 2024 for the following

'Change of use of ground floor and basement to Class E and external alterations associated with refurbishment of building for upgraded offices including provision for a bin and bike store to the basement, updated WC facilities, plant deck to the roof and repair of the existing shop frontage to Mosley St.'

3. The planning application was approved on the 18th of September 2024 subject to a number of conditions. Condition 5 relates to the requirement to submit a servicing strategy for the building, detailed below:-

- 5) Prior to first occupation of the development a servicing strategy for the building to include details of the following:
 - (i) Details of servicing to the building including routing and management measures to ensure bins are not placed out onto the foot way to await servicing
 - (ii) Details of how traffic access will be maintained to Back George Street and adjacent buildings that require traffic access including for servicing; and
 - (iii) Details of hours during which servicing will take place coordinated with neighbouring businesses in terms of (ii) above.

shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

Servicing shall be carried out in accordance with the approved construction management plan.

4. In addition to the above, a discharge of conditions planning application (Reference: CDN/24/1099), was also submitted to Manchester City Council on the 29th of November 2024 for the 'Discharge of conditions 3 (CMP), 4a (Local Labour), 13 a and b (Refuse), 14a (Noise Transfer), 20 b and c (Materials -Railings and Back George Street Doors) and 22 (a,c and i) (Details) attached to planning permission 139183/FO/2024.' This was approved on the 19th of February 2025. The relevant approved condition in relation to the servicing strategy is as follows:

13) Prior to commencement of development final details of a scheme for the storage (including segregated waste recycling) and disposal of refuse for each of the following:

(a) The office space at floors 1 to 3; and

(b) Each of the ground floor and basement commercial units (A,B,C and D) as shown within Dwgs 1995 P(100) Rev M and P(110) Rev N

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 development is in operation.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

5. The plans submitted with the discharge of the above condition showing the refuse storage arrangements is presented in **Appendix A**.
6. This Technical Note seeks to address the condition 5 attached to the main decision notice and provide the requested additional information.

Proposed Development

7. The development proposals consist of a 'Change of use of ground floor and basement to Class E and external alterations associated with refurbishment of building for upgraded offices including provision for a bin and bike store to the basement, updated WC facilities, plant deck to the roof and repair of the existing shop frontage to Mosley St.'
8. The proposed site layout plan is contained in **Appendix A**, and the development mix is as follows:
- Basement Plan
 - Unit B- Restaurant/ Class E
 - Unit C- Restaurant/ Class E
 - Unit D- Class E
 - Ground Floor Plan
 - Unit B- Restaurant/ Class E
 - Unit A- Class E
 - Upper Floors
 - Unit 1- Office Space
 - Unit 2- Office Space

Servicing Strategy

Condition Requirement – i) Details of servicing to the building including routing and management measures to ensure bins are not placed out onto the foot way to await servicing

9. A designated bin store is provided at the south-eastern corner of the site off Back George Street located within the Basement. This bin store is intended for waste collection by all Units, across all the floors: Basement level, Ground Floor, and Upper Floors. This arrangement can be seen in **Appendix A**. The refuse collection point is accessed off Princess Street via Back George Street.
10. The internal bin store includes the following:
 - General Waste- 14no. of 240l General Waste
 - Mixed Recycling- 2no. Minimum of Mixed Recycling (tenant dependent)
11. Pedestrian access to the Bin Store is provided from the basement floor, with an additional entrance directly off Back George Street. Each unit is responsible for ensuring their waste is taken to the Bin Store on collection days. The routing is colour-coded on the drawing in **Appendix A**, with each colour representing a specific unit and its designated waste route to the Bin Store.:
 - Lilac, Unit A, Class E, *Ground Floor*
 - Orange- Unit B, Restaurant/ Class E, *Ground Floor*
 - Green- Unit C, Restaurant/ Class E, *Basement Floor*
 - Red- Unit D- Class E, *Basement Floor*
 - Purple- Unit 1, *First Floor*
 - Peach- Unit 2, *First Floor*
12. For Units A and B, refuse will be carried down a flight of stairs to the waste collection point. For Units 1 and 2, waste will be taken from the unit, via the lift, to the basement level and then into the bin store. For Unit C these will be taken from the unit across to the bin store. Finally for Unit D, waste will be moved via the pedestrian access off Princess Street, located along the site's northern boundary, then onto Back George Street before being deposited in the bin store.
13. It is intended that the refuse collectors would have access to a fob to ensure on waste collection day bins will not be placed on the footway and instead travel immediately from the bin store to the refuse vehicle, before being returned with no period of time where they are left on the footway causing a blockage. In accordance with waste management guidelines, the refuse collection point on Back George Street is situated within an acceptable manual handling distance from the Bin Store.
14. The refuse collection will, where possible, be made outside of the AM and the PM peak hours of the proposed development and neighbouring sites.
15. An indicative location for the refuse vehicle to wait on-road during periods of collection is shown on the plans presented in **Appendix A**.

Condition Requirement - (ii) Details of how traffic access will be maintained to Back George Street and adjacent buildings that require traffic access including for servicing

16. The waste management design includes enough space to ensure each waste container can be accessed independently. This ensures efficient waste removal without the need to move other containers. The containers will be positioned so they can be easily maneuvered for collection, enhancing operational efficiency.
17. The waste management strategy specifies that containers will be collected up to once per day. This frequency is intended to prevent overflow and ensure the area remains clear of waste. The frequency of collection will help ensure there is no obstruction to pedestrian traffic or vehicular access.
18. As collections will occur up to one per day, refuse vehicle activity will be infrequent, with vehicles stationary for only short periods, given the easy access to the bin store. Furthermore, Back George Street is a lightly trafficked one-way street, and it is therefore not anticipated that collection operations will result in queuing or congestion onto Princess Street. The distance between the anticipated collection point and Princess Street is approximately 19m, meaning that even in the unlikely event of minor queuing, any impact would be temporary and would not interfere with the operation or flow of traffic on Princess Street.
19. Building management will be responsible for monitoring the waste collection process ensuring that containers are not left in positions that obstruct footpaths or traffic. This includes the following measures:
 - Coordination with waste collection services to guarantee timely collection and proper placement of containers.
 - Regular inspection of the waste areas to maintain cleanliness and access to Back George Street
20. In addition to waste collection, it has been confirmed that the Ground and Basement floor retail units are expected to receive three food deliveries and one non-food delivery per week. These deliveries will take place via the side door off Back George Street, using the same access point as refuse collection. As with waste collection, these deliveries will be infrequent and of short duration, minimising any potential disruption.
21. Similarly, for the office use on the upper floors, it has been confirmed that the majority of goods and deliveries will be brought in by hand via the front entrance. On the rare occasion that servicing occurs by vehicle, it is not expected to exceed three stationary deliveries per week. As such, any impact on the lightly trafficked Back George Street would be minimal and considered acceptable.
22. It should also be noted that this is an existing building and the servicing arrangements and movements generated will not be materially different to that of the existing use of the building, when fully operational.

Condition Requirement - (iii) Details of hours during which servicing will take place coordinated with neighbouring businesses in terms of (ii) above.

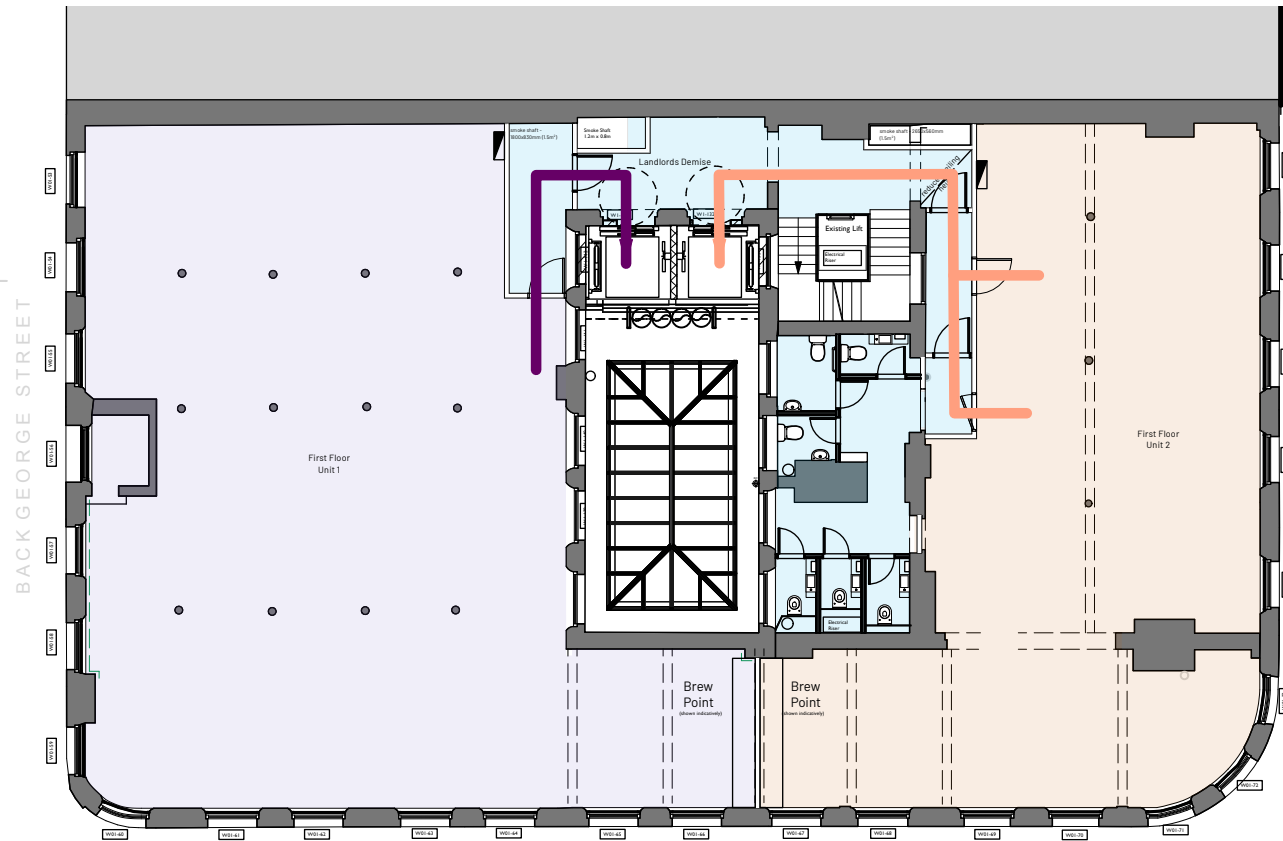
23. To minimize the impact of traffic flow during peak hours, the refuse collection and deliveries, for the proposed development will be scheduled outside both the AM and the PM peak hours, where possible. This timing will ensure that refuse collection does not interfere with the flow of vehicles or pedestrians, as well as minimising any disruptions to neighbouring areas during busy times.
24. The proposed development is not responsible for the servicing or coordination of refuse collection for neighbouring sites. Each Neighbouring development or property is responsible for arranging and managing its own refuse collection schedules and services, independent of the proposed site. Notwithstanding this, if issues arise, building management will engage with adjacent occupiers to ensure that the proposed servicing times do not conflict with existing arrangements and support efficient use of shared access areas.

Conclusion

25. This Technical note has been prepared to discharge Condition 5 of planning permission, Manchester City Council reference: 139183/FO/2024 for a change of use of ground floor and basement to Class E
26. It provides details on the time periods for deliveries and refuse collection, routing to and from the refuse collection point, and the proposed management / monitoring measures and is sufficient to allow condition 5 to be discharged.

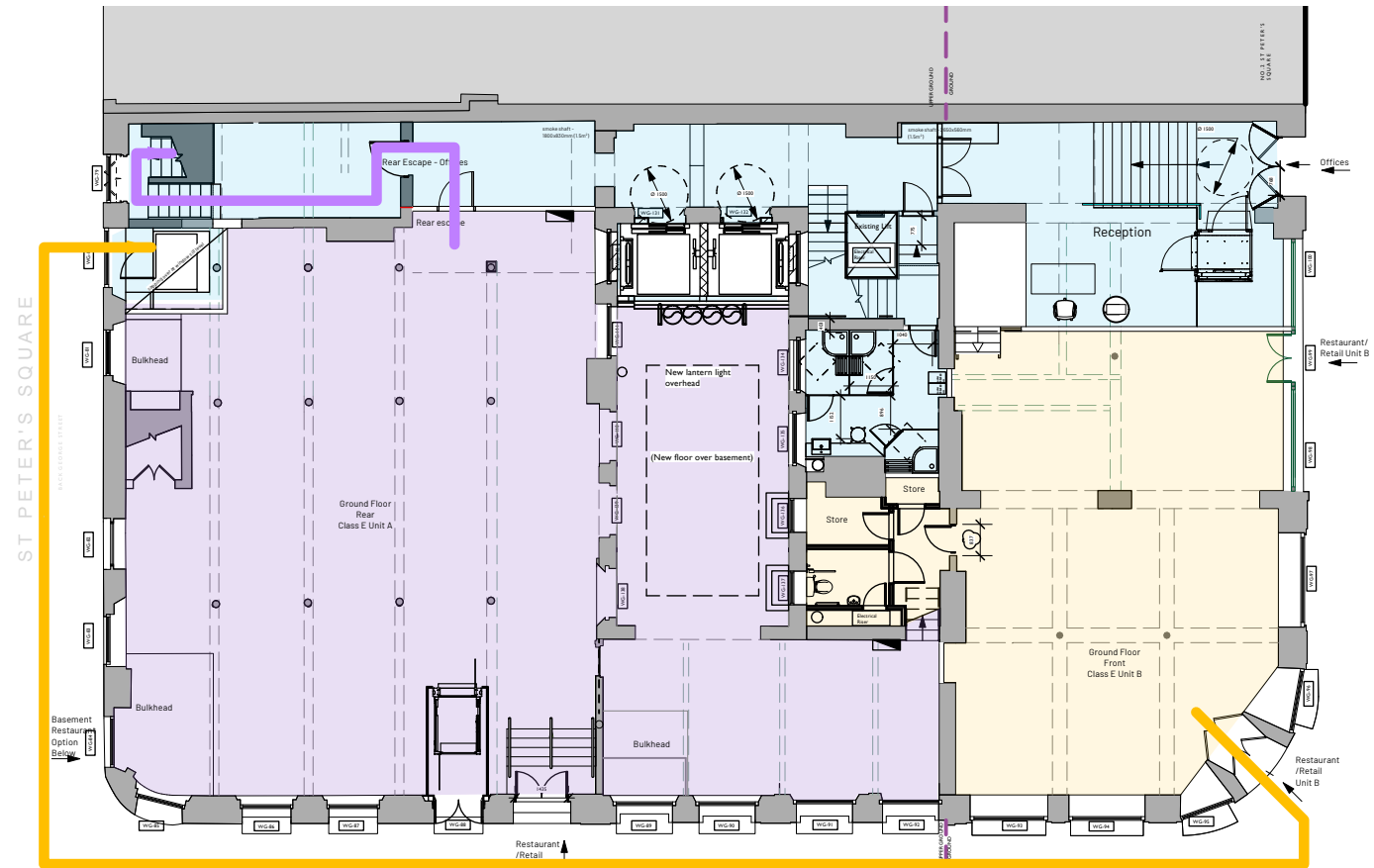
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APPENDIX A



1

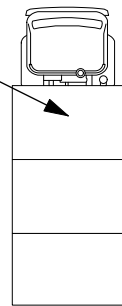
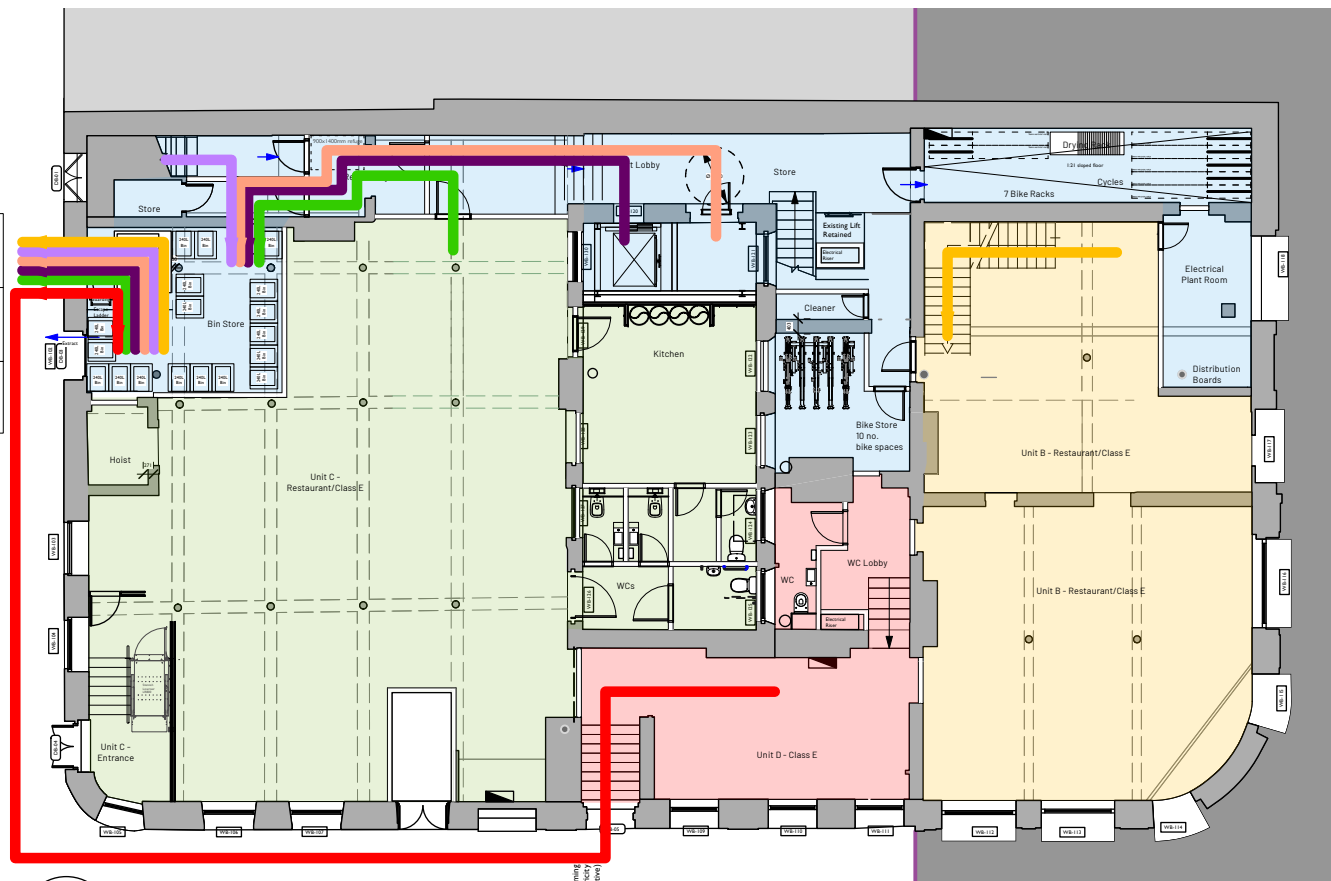
Upper Floors Plan
Scale: 1:200



2

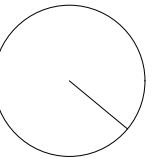
Ground Floor Plan
Scale: 1:200

Collection to be located on Back
George Street



3

Basement Plan
Scale: 1:200



A Drawing updated 26/09/2025 RG

REV NOTE PRN/CHK

77-79 Mosley St, Manchester

Refuse Plans

SCHEME	1995
DRWG NO.	P(930)
REVISION	A
SCALE	1:100 @ A3
DATE 1st	October 24
DRAWN	RG

SK sketch E existing P proposed T tender C construction FI final issue

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