

CIS Tower

Waste Management Strategy

Curtins Ref: 085999-CUR-XX-XX-T-TP-00003

Revision: P02

Issue Date: 15 April 2025

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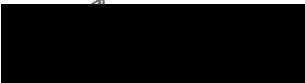
Site Address: CIS Tower, Miller St, Manchester M60 0AL

Control Sheet

Rev	Description	Checked	Issued	Date
P01	Draft Issue for Client Review	JA	JA	26 March 2025
P02	Updated for Client Comment	JA	JA	15 April 2025

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Devonshire (CIS Tower) Ltd to provide traffic and transportation advice in relation to the proposed refurbishment of CIS Tower, in the area known as NOMA in Manchester City Centre.
- 1.1.2 The Grade II Listed CIS Tower (Co-operative Insurance Society) is located on Miller Street, built between 1959-62. The building was designed as the headquarters of the Co-operative Insurance Society, comprising of 25 floors and three basement levels together with an atrium and an outdoor plaza. It remained in continuous use as an office building from its construction until 2020, largely occupied by Co-operative Group staff. It has been unoccupied since 2020.
- 1.1.3 Curtins has worked on a previous iteration of the scheme which secured planning consent for a proposed refurbishment in March 2020 (MCC Planning Reference: 126118/FO/2020 and LBC 126119/LO/2020) which stated the following development proposal:

“Listed Building Consent for wholesale internal and external refurbishment of the building for office accommodation on level 1-25 (to include demolition of existing recreational space on the fifth floor, refurbishment of single glazed façade; replacement of solar panels on the service tower; creation of new entrances on Dantzic Street and on the eastern elevation of the building; and works associated within the construction of a 3-storey extension to the Podium for additional office accommodation (Use Class B1) provision of cycle storage, showers and refuse areas; alongside external plant and plant screen at roof level) and removal of external signage and associated works.”

- 1.1.4 Curtins involvement at that time included the preparation of a detailed Transport Statement, Travel Plan and Waste Management Strategy. Curtins therefore has an excellent understanding of the site and the key issues/opportunities.
- 1.1.5 The description of development as stated on the application form for Full Planning Permission is as follows:

Planning permission for internal and external refurbishment of the CIS Tower for office accommodation on floors 1-23 (Use Class E c)); change of use to floor 24 and 25 from Use Class E c) (office) to Use Class E b) (F&B); change of use to basement and ground floor from Class E c) (office) to mixed uses (Use Class E a) (retail)/ Use Class E d) (gym) / Use Class E b) (F&B) / Sui generis (leisure); refurbishment of the external facade including replacement of the existing single glazed façade system and replacement of strip of solar panels on the service tower; removal of existing recreational space on the fifth floor and plant to facilitate the construction of a 3-storey extension to the Podium (Use Class Ec)) external alterations to ground floor façade including an alteration to the ground floor entrance lobby; creation of

new entrances on Dantzic Street and on eastern elevation; hard landscaping and planting; removal of external signage; creation of 2x DDA parking spaces; new rooftop plant and screening at level 8; and other associated works.

1.1.6 The description of development as stated on the application form for Listed Building Consent is as follows:

Listed Building Consent for the wholesale internal and external refurbishment, refurbishment of the external facade including replacement of the existing single glazed façade system and replacement of strip of solar panels on the service tower; removal of existing recreational space on the fifth floor and plant to facilitate the construction of a 3-storey extension to the Podium; external alterations to ground floor façade including an alteration to the ground floor entrance lobby; creation of new entrances on Dantzic Street and eastern elevation; alternations to the existing public realm; new rooftop plant and screening at level 8; hard landscaping and planting; removal of external signage; and associated works.

1.2 Development Proposals

1.2.1 The most recent schedule of accommodation for the building can be summarised as follows:

- Offices (basement up to 23rd floor) – 30,855m² (32,483m² when including office amenity/gym)
- Leisure units (Basement and Ground Floor) – 3,410m²
- Retail Units (ground floor and basement) – 851m²
- Restaurant units (level 24-25) 1,772m²
- Function Space (Basement) – 490m²

1.2.2 At ground floor mezzanine level management offices, loading area, refuse, generator room, dockmasters office are proposed. The latest layout plans are included in **Appendix A**.

1.3 Document Purpose

1.3.1 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes of the refurbished CIS Tower, including organic waste and for all uses of this development. This WMS also provides details of the collection arrangements.

1.4 Structure of the Report

1.4.1 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**.

1.4.2 **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**.

085999 CIS Tower

Waste Management Strategy

2.0 Site Location and Highway Layout

2.1 Site location

- 2.1.1 The Co-Operative Insurance Society (CIS) Chief Office (currently known simply as CIS Tower) was built between 1959-62. CIS Tower was the largest office block to be built since the war, reaching 25 floors in height. This building has since become one of most recognisable landmarks to the north of Manchester City Centre.
- 2.1.2 Located opposite the new Co-op Headquarters in the north of Manchester City Centre, the site is bound by a private surface car park to the west, Hanover Street to the south, Dantzic Street to the east, and Miller Street / Ring Road to the north.
- 2.1.3 **Figure 2.1** shows the location of the site in relation to the surrounding highway network:

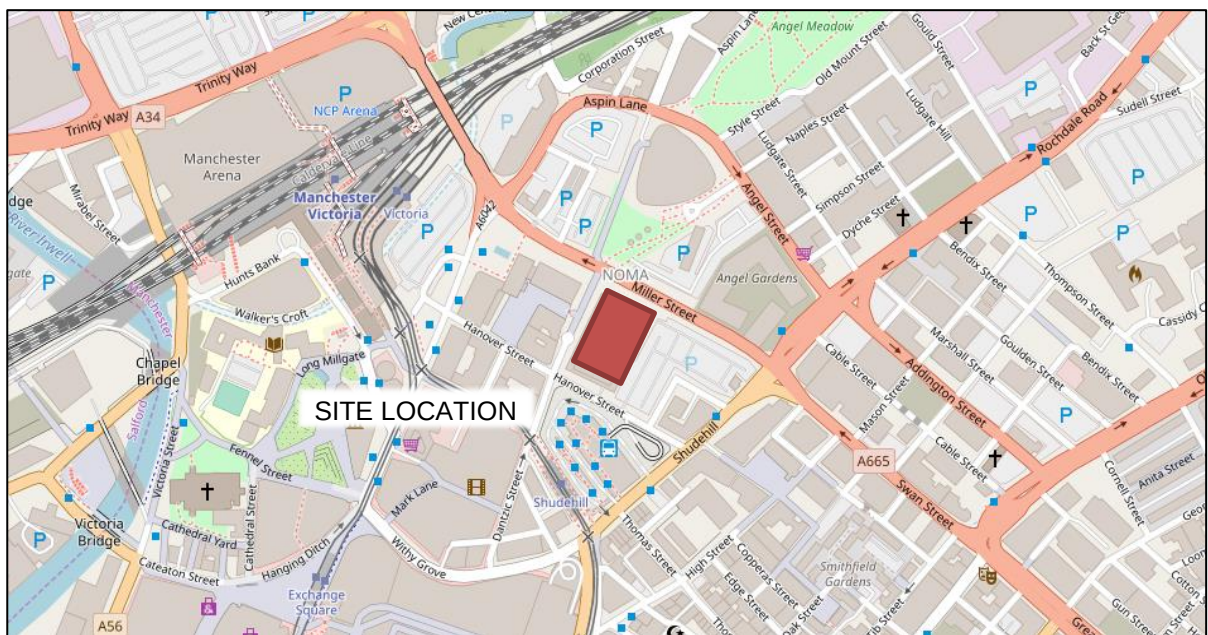


Figure 2.1 – Location Plan in Relation to the Local Highway Network.

2.2 Existing Use

- 2.2.1 CIS Tower is currently vacant and comprises a ground floor and 25 storeys over a Gross Internal Area (GIA) of c.36,100m². The main use of the building is office use (Use Class Ec)). Ancillary to the main uses there are three levels of basement including canteen / kitchen, gym, archive and plant.

2.3 Existing Access Arrangements

Vehicular Access

- 2.3.1 There are two vehicular access points to the existing CIS Tower. Access to the existing car park at the upper ground floor is provided off Hanover Street. A second access for deliveries is provided at lower ground floor off Dantzic Street. Both accesses are provided with roller shutter gates.

Pedestrian Access

- 2.3.2 The main pedestrian access to the building is provided via revolving doors located along Miller Street. There is a secondary access provided off Dantzic Street, although this access is mainly used for servicing purposes.

2.4 Surrounding Highway Network

Hanover Street

- 2.4.1 Forming the southern boundary of 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.
- 2.4.2 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. 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.
- 2.4.3 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.
- 2.4.4 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).

A665 Miller Street / Ring Road

- 2.4.5 The A665 Miller Street runs along the north of the proposed refurbishment at the CIS Tower. 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.
- 2.4.6 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.
- 2.4.7 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.
- 2.4.8 There is also a Toucan crossing facility located adjacent to Dantzic Street, 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.
- 2.4.9 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. There are also “Slow” markings on the road to enforce the speed limit of 30mph.

Dantzic Street

- 2.4.10 Towards the west 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 is a cul-de-sac where cars are unable to egress onto the Ring Road.
- 2.4.11 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.

- 2.4.12 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.
- 2.4.13 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.

Shudehill

- 2.4.14 Shudehill extends south from a signalised junction at Miller Street, Rochdale Road and Swan Street for approximately 350m to a junction with Dantzic Street, where the carriageway continues named as Withy Grove.
- 2.4.15 For the most part, the highway comprises a two-lane, two-way dual carriageway approximately 11.5m in width. However, as the highway crosses the Metrolink lines running to and from Victoria station, the carriageway reverts to a single lane in each direction to the junction with Dantzic Street with a typical overall width of 8m.
- 2.4.16 At the signalised junction where the carriageway crosses the Metrolink lines, there are pedestrian crossing facilities complete with dropped kerbs and tactile paving. There are well-maintained footways on both sides of the carriageway which range between approximately 2.5m and 5m in width. The road is subject to a 30mph speed limit and is lit with street lighting.

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 DEFRA's Waste Management Plan for England provides an overview of waste management in order to fulfil the requirements of the Waste (England and Wales) Regulations 2011.

3.2.2 Section of the Plan identifies *The Waste Hierarchy* as reproduced below:

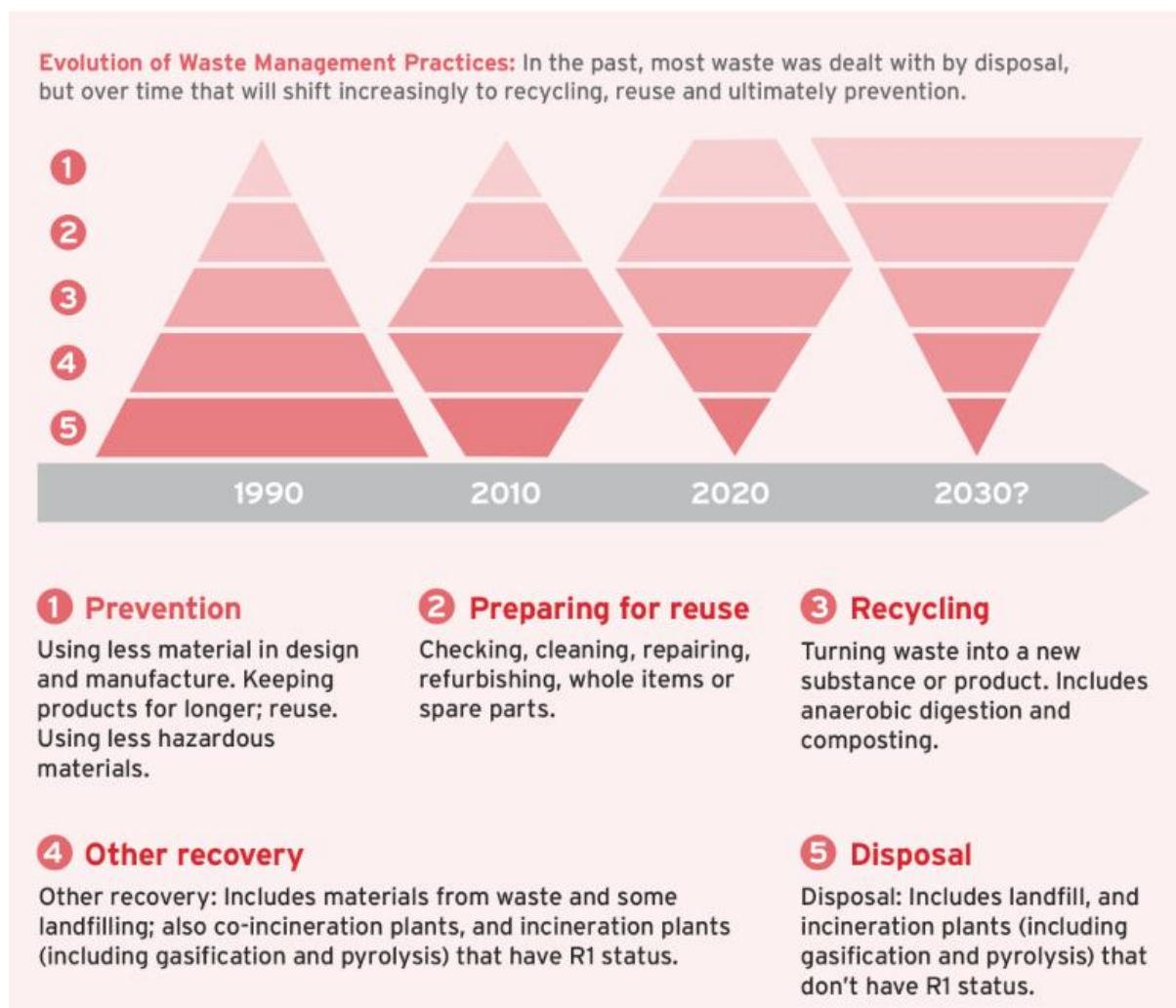


Figure 3.1 – Waste Management Plan for England 2021 – Waste Hierarchy

3.2.3 The hierarchy gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

3.2.4 This Waste Management Strategy (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 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.

3.3.3 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 precise information on the final number of employees. Therefore, all calculations for this use have been based on MCC's GD04 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 which comply with the requirements set by Building Regulations document.

3.5 Controls on Animal By-Products

3.5.1 Organic waste recycling is subject to DEFRA's Controls on Animal By-Products - Guidance on regulation (EC) 1069/2009 and accompanying implementing Regulation (EC) 142/2011, enforced in England by the Animal By-Products (Enforcement) (England) Regulations 2011 (last updated September 2024).

3.5.2 The regulations predominantly relate to food waste. These regulations state that if the volume of waste is over 20kg, it must be stored and labelled in a special container and will be collected by a licensed carrier, who records all stages of the waste movement.

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

3.6 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 Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including office and commercial 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.

4.0 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 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 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 4.2.2 The proposed development waste generation will comprise office, leisure, retail, function and restaurant uses. 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.
- 4.2.3 The most recent schedule of accommodation for the building can be summarised as follows:
- Offices (basement up to 23rd floor) – 30,855m² (32,483m² when including office amenity/gym)
 - Leisure units (Basement and Ground Floor) – 3,410m²
 - Retail Units (ground floor and basement) – 851m²
 - Restaurant units (level 24-25) 1,772m²
 - Function Space (Basement) – 490m²
- 4.2.4 For calculation purposes, the leisure use will be based on retail and the function spaces will be based on office. For robustness and to cater for any potential use, a total of 406 seats have been considered for the restaurant space.
- 4.2.5 Based on these requirements, **Table 4.1** forecasts the waste volume generated by both the proposed uses associated with the development:

Office Use	
Waste Stream	Refuse Volume
Non-recyclable Waste	51,171l
Dry mixed Recycling	38,378l
Glass Recycling	12,793l
Office Use Total	102,341l
Leisure Use (Retail Use)	
Waste Stream	Refuse Volume

Non-recyclable Waste	8,668l
Dry Mixed Recycling	5,634l
Glass Recycling	3,034l
Commercial Total	17,355l
Retail Use	
Waste Stream	Refuse Volume
Non-recyclable Waste	2,255l
Dry Mixed Recycling	1,466l
Glass Recycling	789l
Commercial Total	4,510l
Restaurant Space	
Waste Stream	Refuse Volume
Non-recyclable Waste	15,255l
Dry Mixed Recycling	9,135l
Glass Recycling	3,806l
Organic Food Recycling	2,284l
Commercial Total	30,450l
Function Use (Office)	
Waste Stream	Refuse Volume
Non-recyclable Waste	637l
Dry mixed Recycling	478l
Glass Recycling	159l
Function Use Total	1,274l

Table 4.1 – Development weekly Waste Volume Forecast.

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 would be a combination of 1,100l Eurobin / 660l wheeled bins as appropriate.
- 4.3.2 The collection frequency has been estimated to be three times a week at this stage. It is envisaged that the collection service will be provided by a private collector.
- 4.3.3 The following **Table 4.2** summarises the required waste containers per stream for the proposed development. This table has been produced following the recommendations set by MCC's GD04 Waste Guidance Document, assuming the waste collection frequencies summarised above.

Office Use

Waste Stream	Number of bins (3 times / week collections)
Non-recyclable Waste	16
Dry mixed Recycling	12
Glass Recycling	4
Office Use Total	32 containers
Leisure Use (Retail Use)	
Waste Stream	Number of bins (3 times / week collections)
Non-recyclable Waste	3
Dry Mixed Recycling	2
Glass Recycling	1
Commercial Total	6 containers
Retail Use	
Waste Stream	Number of bins (3 times / week collections)
Non-recyclable Waste	1
Dry Mixed Recycling	1
Glass Recycling	1
Commercial Total	3 containers
Restaurant Space	
Waste Stream	Number of bins (3 times / week collections)
Non-recyclable Waste	5
Dry Mixed Recycling	3
Glass Recycling	2
Organic Food Recycling	1
Commercial Total	11 containers
Function Use (Office)	
Waste Stream	Number of bins (3 times / week collections)
Non-recyclable Waste	1
Dry mixed Recycling	1
Glass Recycling	1
Function Use Total	3 containers

Table 4.2 – Number of required waste containers

4.4 Waste Management Strategy – Internal Arrangements

4.4.1 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).

- 4.4.2 The proposals include a waste storage room for the office and restaurant uses at mezzanine level, in the proximity of the proposed loading bay along Hanover Street and in a temporary bin storage room at ground floor level. The temporary bin storage room is intended to be used on collection days by the management company to store some of the bins whilst they are waiting to be carried on the lift.
- 4.4.3 The function space bins will be kept in a ground floor store. There is also a general servicing (waste/deliveries/furniture) store at Basement level. That would be used very temporarily to ensure that waste can be managed internally and prevent any corridor blockage.
- 4.4.4 The retail and leisure uses are considered to store their waste internally, within their own units.
- 4.4.5 The proposed waste and bin storage rooms have been sized to accommodate and operate the number of bins required in the above **Tables 4.2**.
- 4.4.6 It is envisaged that initially at least 50% of the bins in the waste stores would be dedicated to recycling. This percentage will include organic waste, if required by any potential restaurant uses. This percentage could be increased at any point based on actual recycling rates.
- 4.4.7 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.
- 4.4.8 The waste storage area will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.4.9 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 It is envisaged that a private collector would be appointed to collect the waste. As different uses are expected at the proposed development, this could be provided by different companies. However, any appointed company and occupiers would follow the strategies described within this report.
- 4.5.2 For calculation purposes, it has been estimated that the proposed development would have a collection frequency of three times a week.
- 4.5.3 However, based on the variable nature of both 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 will be in charge of monitoring bin usage and adjusting the collection frequency accordingly.

- 4.5.4 **Appendix B** shows the location of the waste storage rooms, the routes to and from the stores, and the route to the collection point. The management company would be responsible for moving the bins to the collection point on collection day, as described above. The waste operators will collect the bins and load them into the refuse vehicle.
- 4.5.5 The collection point will be located at a new proposed loading area along Hanover Street, to the south of the proposed development. **Drawing 70223-CUR-00-XX-DR-TP-75001** provides details of the proposed loading bay. This proposed loading bay has been agreed in principle with MCC Highways Officers.
- 4.5.6 **Drawing 70223-CUR-00-XX-DR-TP-05001** provides the swept path analysis of a refuse vehicle accessing the proposed collection point.
- 4.5.7 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the management team.
- 4.5.8 To avoid cluttering the street along the collection point with a large number of bins, it is considered that the waste could be collected based on the following plan:

Waste Collection Plan (number of bins at collection point)						
Use	Stream	Monday	Tuesday	Wednesday	Thursday	Friday
Office	Non-recyclable	16	-	16	-	16
	DMR	12	12	12	12	-
	Glass	-	4	-	4	4
Leisure	Non-recyclable	3	3	-	3	-
	DMR	2	2	-	2	-
	Glass	-	1	-	1	1
Retail	Non-recyclable	1	-	1	-	1
	DMR	-	1	1	-	1
	Glass	-	1	-	1	1
Restaurant	Non-recyclable	-	5	-	5	5
	DMR	-	3	3	-	3
	Glass	2	-	-	2	2
	Organic	1	-	1	-	1
Function	Non-recyclable	-	1	1	-	1
	DMR	-	1	1	-	1
	Glass	1		1	1	
Total		38	34	25	31	37

Table 4.3 – Indicative Waste Collection Plan.

- 4.5.9 The above table indicates a potential waste collection distribution to avoid collecting more than 38 bins throughout the day, at any given day. Collections will be arranged at different times of the day, as the bins are in their majority of different waste streams. On this basis, it is highly unlikely that there would be 38 bins at the collection point at any time.
- 4.5.10 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 Hanover street for a limited amount of time, with the management company returning the bins to the waste store immediately after collection.
- 4.5.11 The maximum number of bins expected at a given point of a typical weekday is 16, corresponding with non-recyclable waste collection of the Office uses on Mondays, Wednesdays and Fridays. 16 bins awaiting collection is comparable to most developments in the city centre.

5.0 Summary and Conclusions

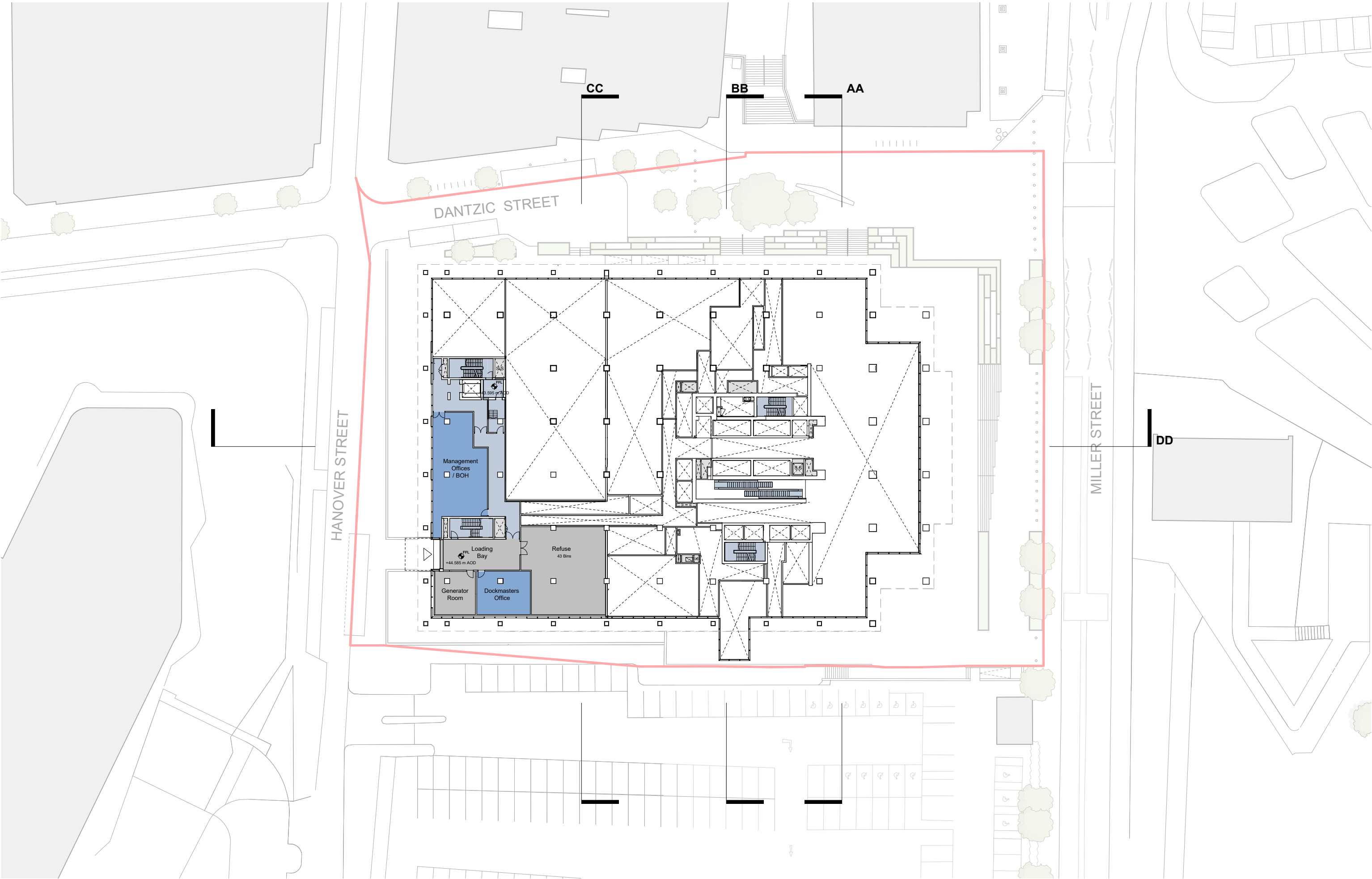
5.1 Summary

- 5.1.1 Curtins has been appointed on behalf of Devonshire (CIS Tower) Ltd to provide traffic and transportation advice in relation to the proposed refurbishment at the CIS Tower, in the area known as NOMA in Manchester City Centre.
- 5.1.2 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes, including potential organic waste, and for all uses of the proposed development. This WMS also provides details of the collection arrangements.
- 5.1.3 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 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 5.1.4 The report concludes that both the uses will be served by private refuse collections. The bins will be transported to the collection point by the management company. The collection point is located at a new loading bay along Hanover Street.
- 5.1.5 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 varies significantly based on the final occupier.
- 5.1.6 The proposals include a waste storage room for the office and restaurant uses at mezzanine level, in the proximity of the proposed loading bay along Hanover Street and in a temporary bin storage room at ground floor level. The temporary bin storage room is intended to be used on collection days by the management company to store some of the bins whilst they are waiting to be carried on the lift.
- 5.1.7 The function space bins will be kept in a ground floor store. There is also a general servicing (waste/deliveries/furniture) store at Basement level. That would be used very temporarily to ensure that waste can be managed internally and prevent any corridor blockage.
- 5.1.8 The retail and leisure uses are considered to store their waste internally, within their own units.
- 5.1.9 The size of the bin stores has been determined accordingly whilst consideration to segregation and recycling has been given.
- 5.1.10 A Waste Collection Plan has been provided to reduce the number of bins at the collection point.

5.2 Conclusions

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

Appendix A – Development Proposals



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on site by contractor.
Contractor to report any dimensional discrepancies,
errors or omissions prior to commencing on site.
SimpsonHaugh drawings have been created from a
Hollis 3-dimensional model. Where Hollis survey
information was unavailable or required further detail,
drawings have been supplemented through additional
information such as Ploewman Craven 2-dimensional
measured survey drawings, historic records, historic
publications and site measurements/observations. All
details and dimensions to be verified through further
intrusive and measured surveys.

NORTH

Rev	Date	Description
P01	2025-04-10	Planning Submission

Project Title
Project Sam
Miller Street, Manchester
M60 0AL

Status
PLANNING

Drawing Title
General Arrangement
Proposed Plan
Mezzanine Level

Project No 10518	Scale 1 : 500 @ A3
SHP Drawing Code 10518-SHA-Z1-A-B5D8-G200-PL-M0-001	Revision P01

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Manchester +44 (0)161 835 2345	London +44 (0)20 7549 4000	Birmingham +44 (0)121 233 1874
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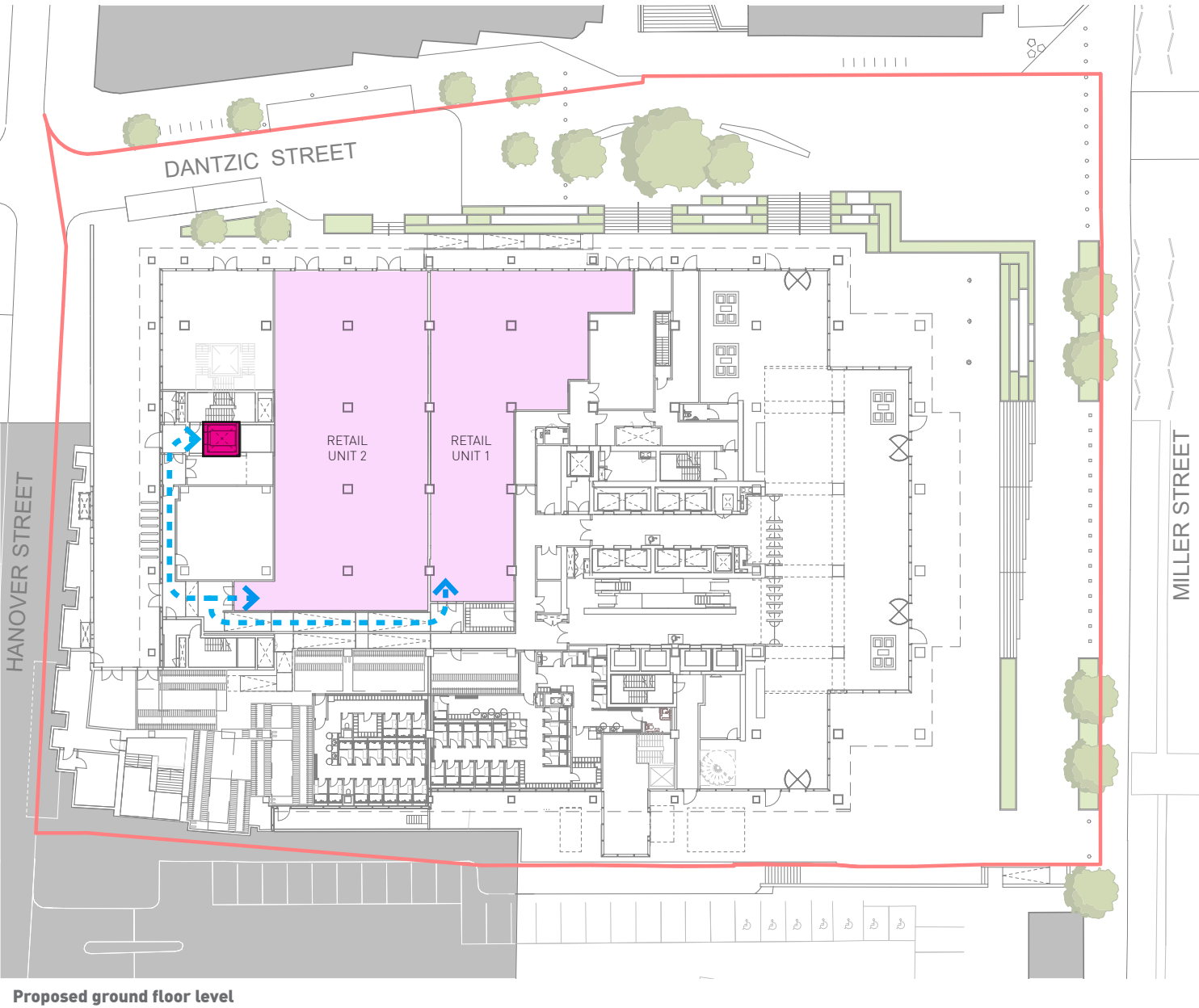
Appendix B – Waste Storage and Routes

Retail servicing sequencing is as follows:

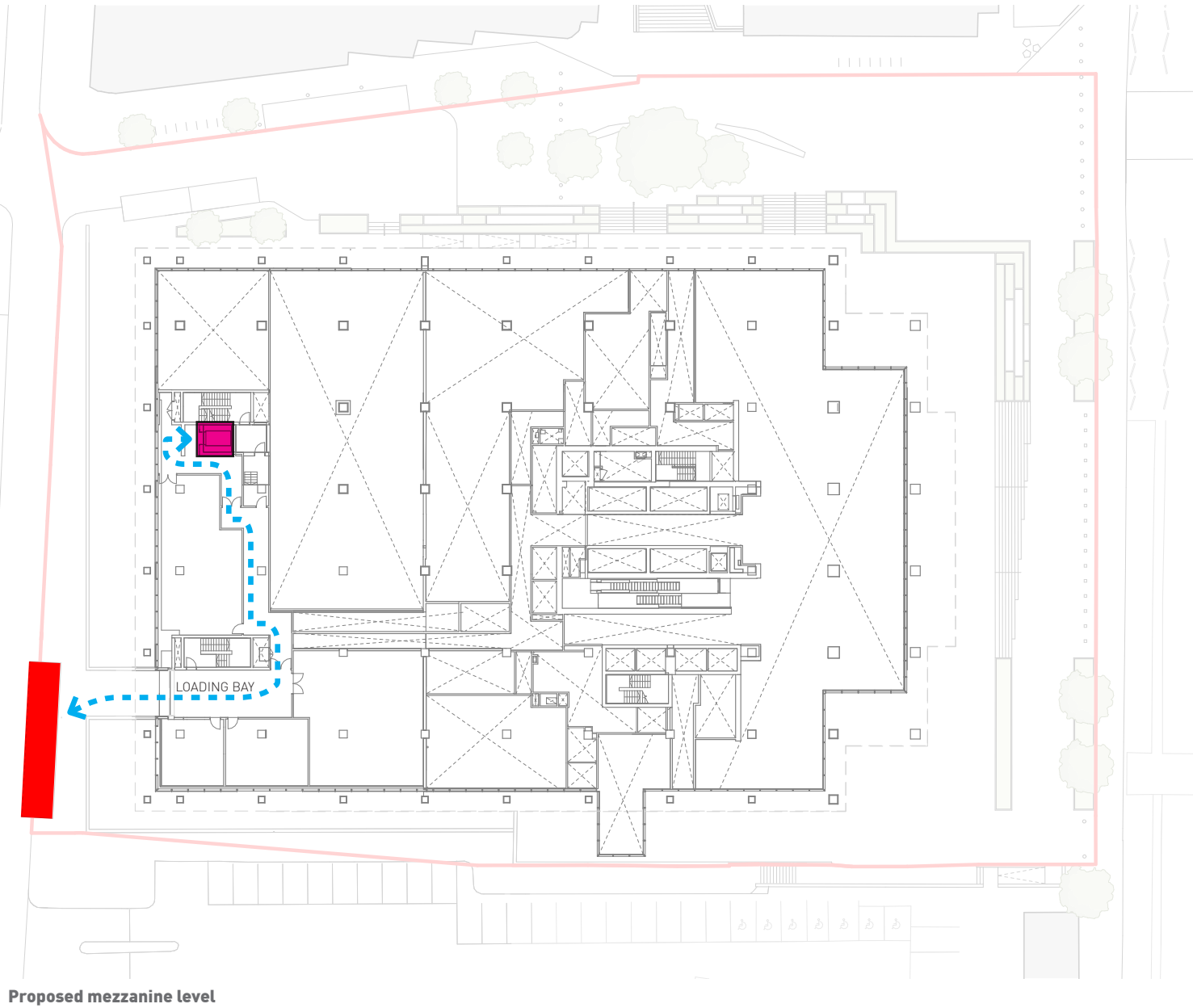
Service vehicles pull into the loading bay located on Hanover Street; goods are off-loaded and routed through the existing service entrance on Hanover Street at mezzanine level, into the loading bay. Goods are then moved to the new goods lift at the south end of the building. Exiting the lift at ground floor level, the goods can be routed through the service corridor to the rear of the retail units.

Retail refuse is stored within the demise of the retail units, and moved to the collection point on Hanover Street via the new goods lift. The quantum of refuse containers and collections required by the retail units is outlined in the Waste Management Plan.

- Retail unit
- On-street loading bay
- Goods lift
- Service / refuse route



Proposed ground floor level



Proposed mezzanine level

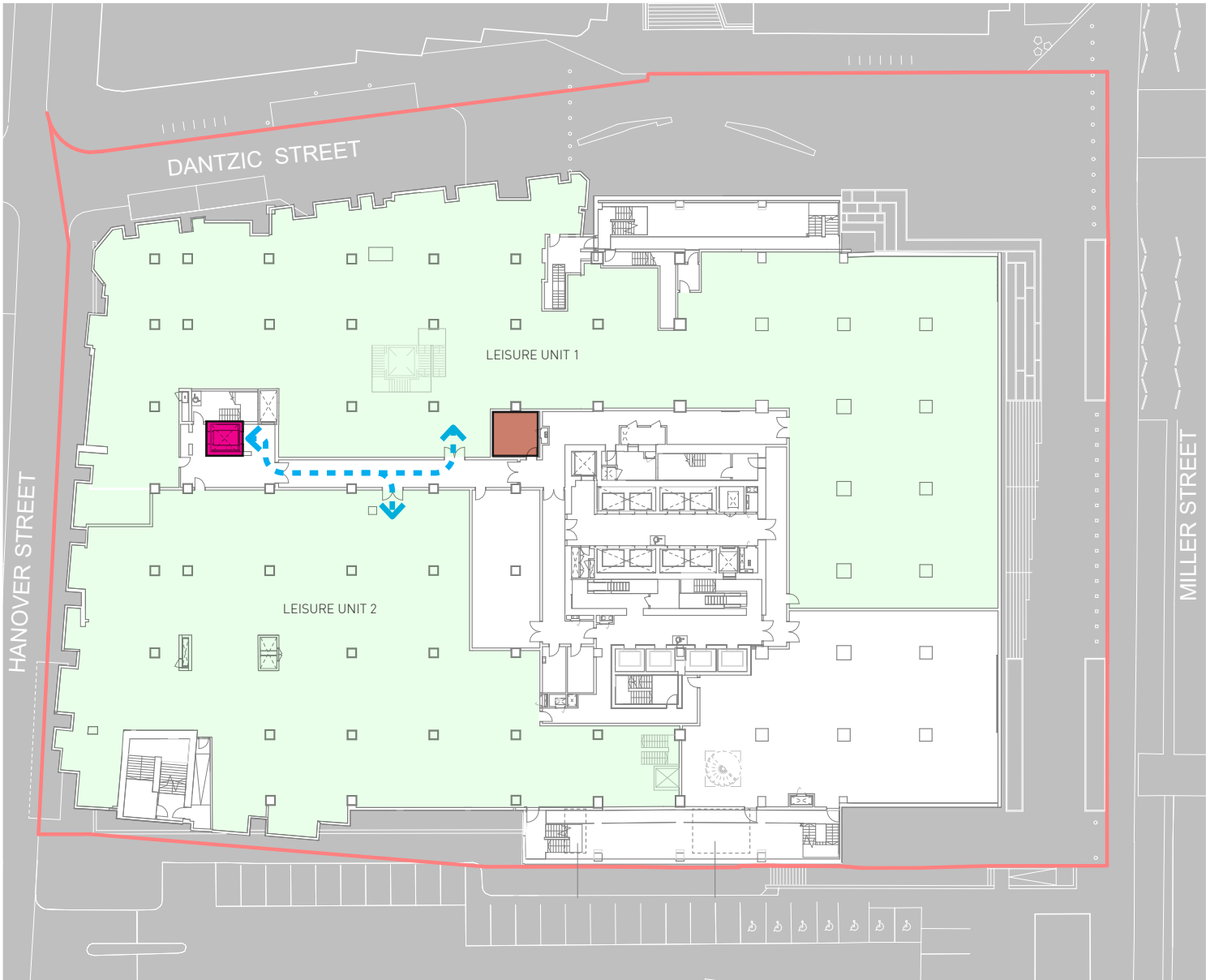
Leisure servicing sequencing is as follows:

Service vehicles pull into the loading bay located on Hanover Street; goods are off-loaded and routed through the existing service entrance on Hanover Street at mezzanine level, into the loading bay. Goods are then moved to the new goods lift at the south end of the building. Exiting the lift at B1 Level, the goods can be routed through the service corridor to the rear of the leisure units.

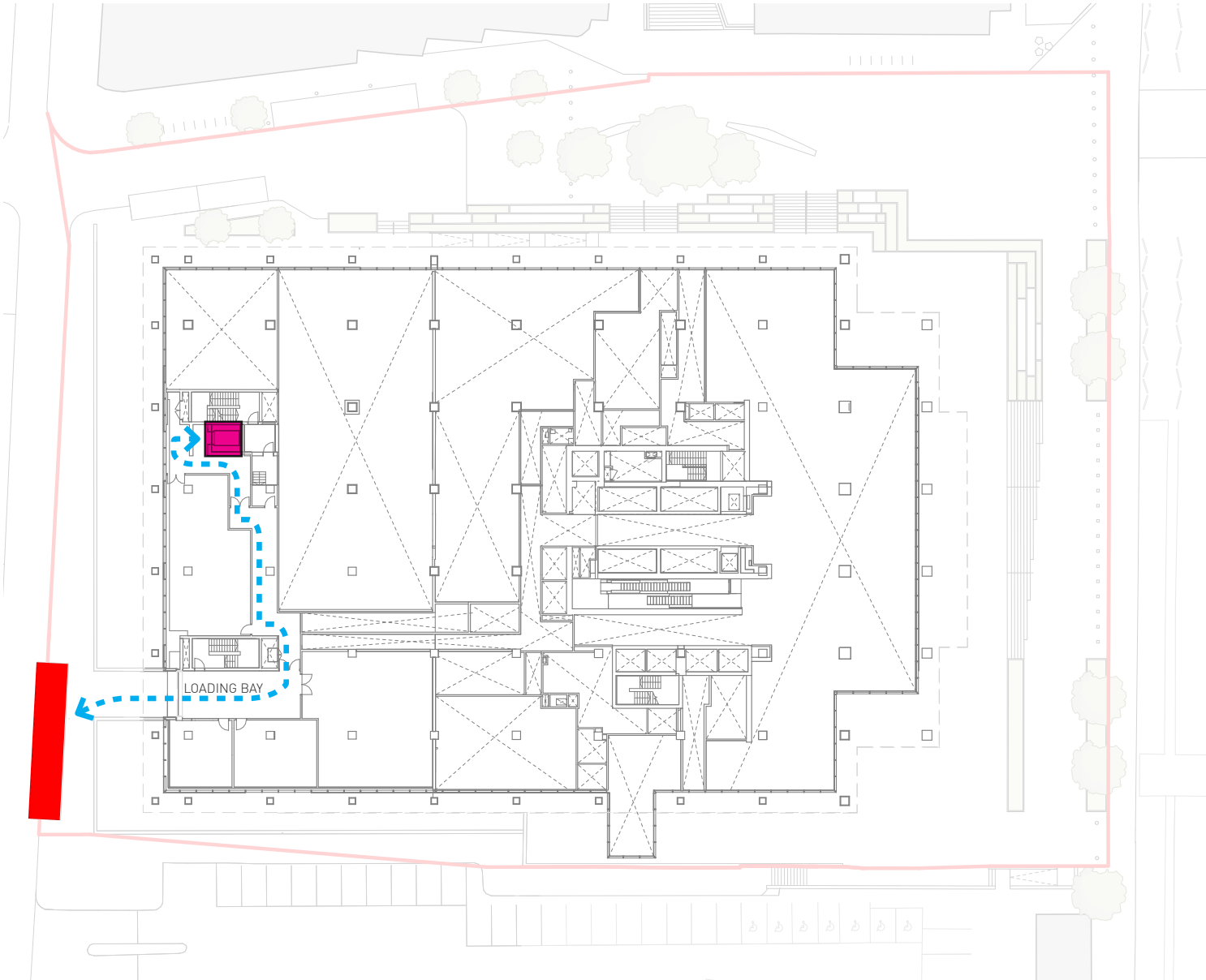
A goods holding store is situated along the B1 level service corridor for the temporary storage of goods being transferred between lifts, to avoid corridor congestion and fire risk.

Leisure refuse is stored within the demise of the leisure units, and moved to the collection point on Hanover Street via the new goods lift. The quantum of refuse containers and collections required by the leisure units is outlined in the Waste Management Plan.

- Leisure unit
- On-street loading bay
- Goods lift
- Goods holding store
- Service / refuse route



Proposed basement 1 level



Proposed mezzanine level

Restaurant servicing sequencing is as follows:

Service vehicles pull into the loading bay located on Hanover Street; goods are off-loaded and routed through the existing service entrance on Hanover Street at mezzanine level into the loading bay. Goods are then moved to the new goods lift at the south end of the building. Exiting the lift at B1 level, the goods are transferred via a service corridor to the multi-function restaurant lift, which carries them to L24.

A goods holding store is situated along the B1 level service corridor for the temporary storage of goods being transferred between lifts, to avoid corridor congestion and fire risk.

Restaurant refuse is stored within the mezzanine level refuse store, which has been sized to accommodate restaurant and office refuse. The route for moving refuse to the mezzanine level refuse store is as described above; from the refuse store, refuse containers are moved to the collection point on Hanover Street.

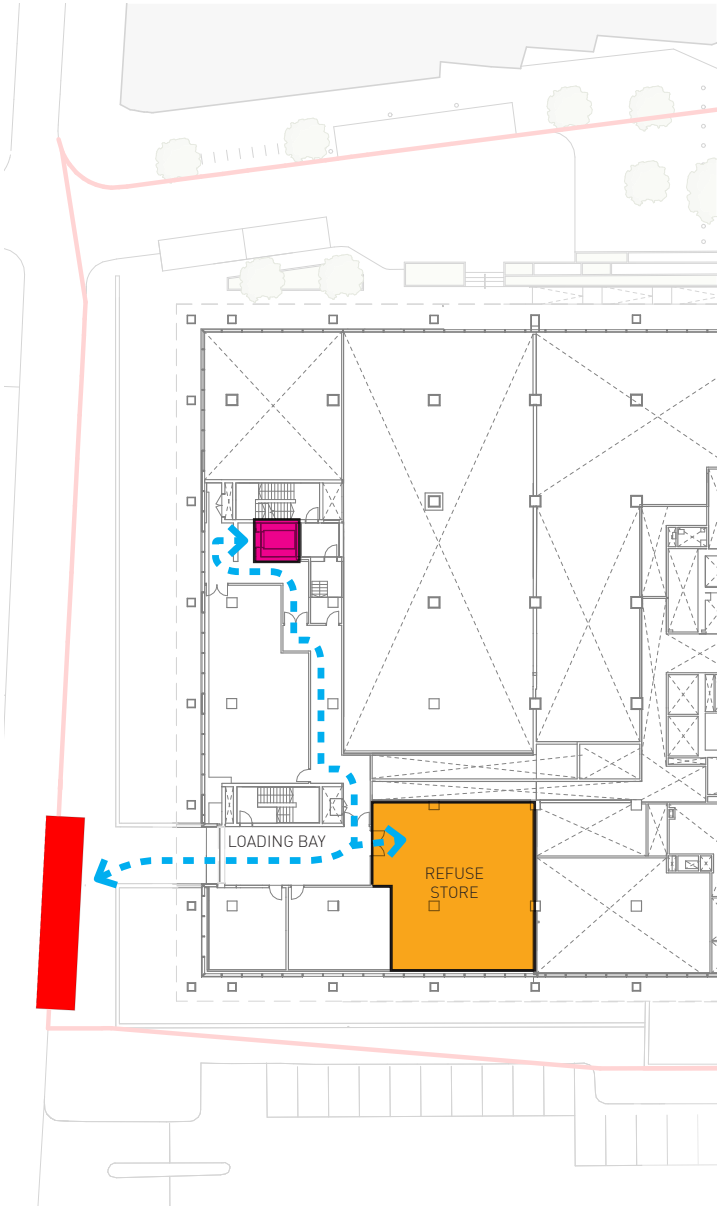
The quantum of refuse containers allocated to the restaurant is based on three collections per week, and is outlined in detail in the Waste Management Plan.

The use of the multi-function restaurant lift for servicing / refuse movement is to be managed so that it does not impede the lift’s usage by restaurant guests, with servicing usage to occur outside restaurant opening hours.

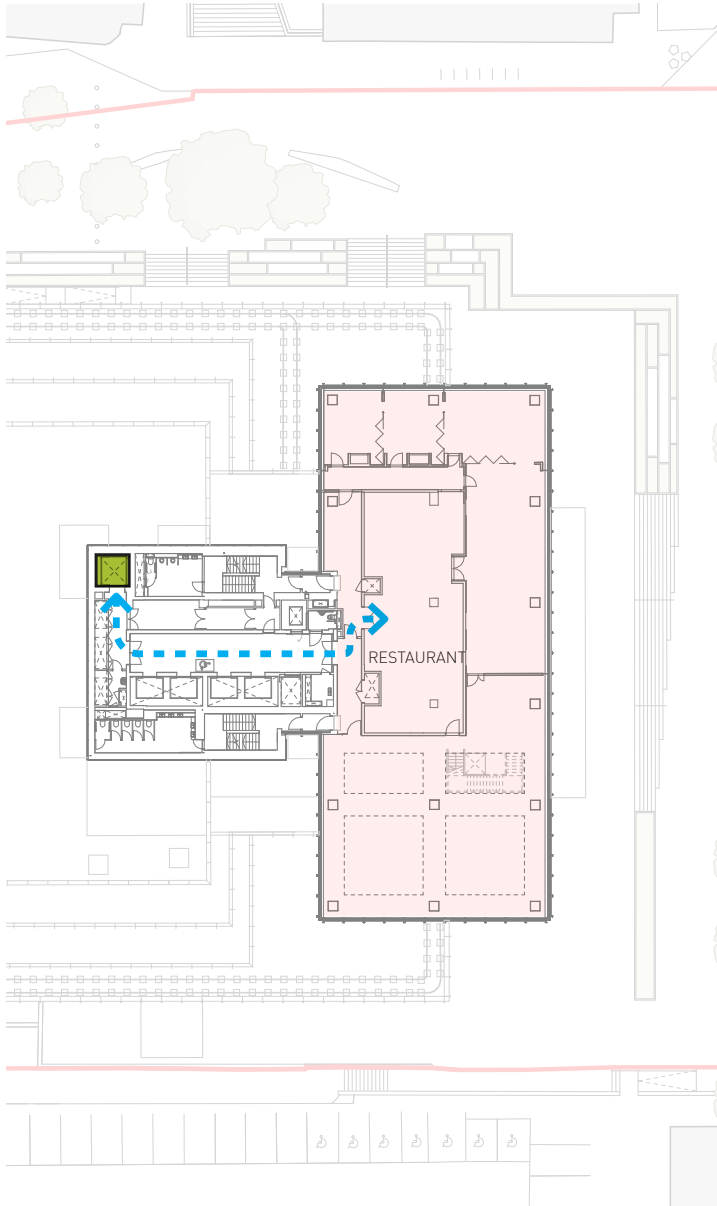
- Restaurant unit
- On-street loading bay
- Refuse store
- Goods lift
- Multi-function restaurant lift
- Goods holding store
- Service / refuse route



Proposed basement 1 level



Proposed mezzanine level



Proposed level 24

On each tower office floor (L05-L23), a central collection point will be provided for the collection of tenant waste. From here, all waste will be moved to B1 level via one of the multi-function tower passenger / goods lifts, where the waste is transferred via a service corridor to the new goods lift at the southern end of the building. Exiting the lift at mezzanine level, the waste is moved to the refuse store, from where refuse containers are moved to the collection point on Hanover Street.

Podium office refuse (L01-L06) is removed directly from the floor plate and take down the new goods lift to mezzanine level, where it is moved to the refuse store. Refuse containers are moved from the refuse store to the collection point on Hanover Street.

Waste generated by the Function Space on B1 level is moved via the service corridor to the new goods lift at the southern end of the building, and transferred to the refuse holding store on ground floor. From here, waste is moved via the new goods lift to mezzanine level, and to the collection point on Hanover Street via the loading bay.

The quantum of refuse containers allocated to the office and function spaces is based on three collections per week, and is outlined in detail in the Waste Management Plan.

Office goods movements follow the routes described above.

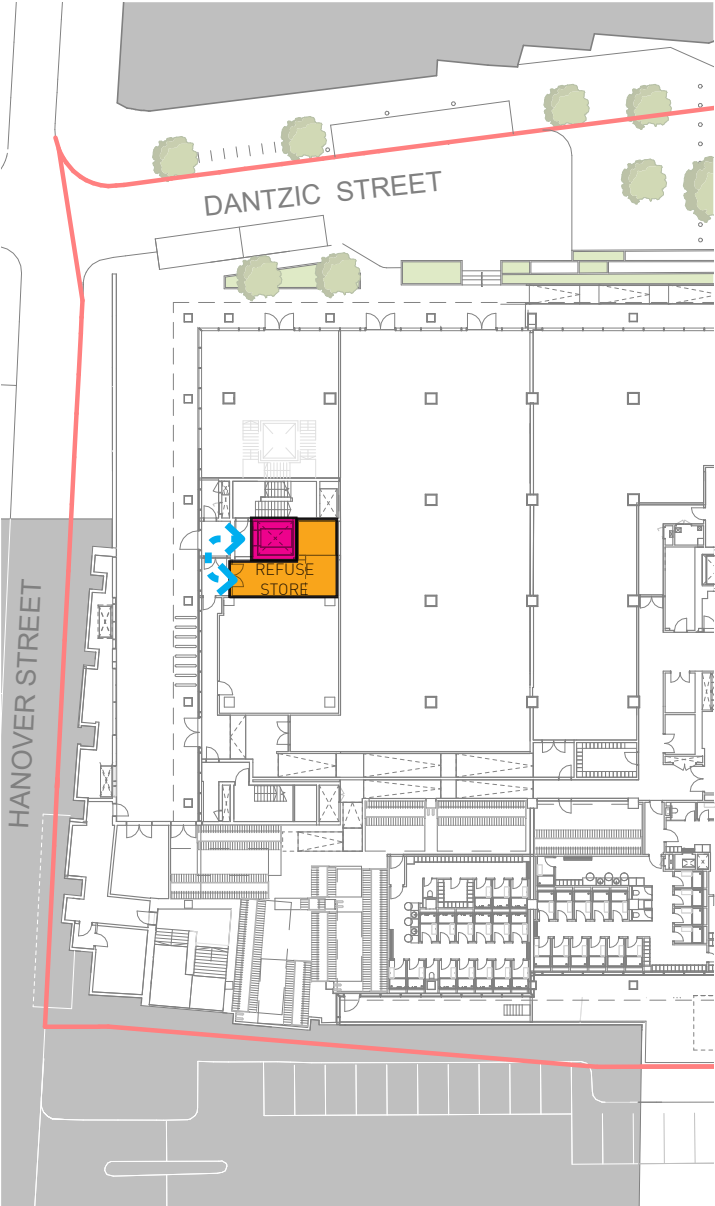
A goods holding store is situated along the B1 level service corridor for the temporary storage of goods being transferred between lifts, to avoid corridor congestion and fire risk.

The use of the tower passenger / goods lifts for servicing / refuse movement is to be managed so that it does not impede the lift's usage by office occupants, with servicing usage to occur outside operational hours wherever feasible.

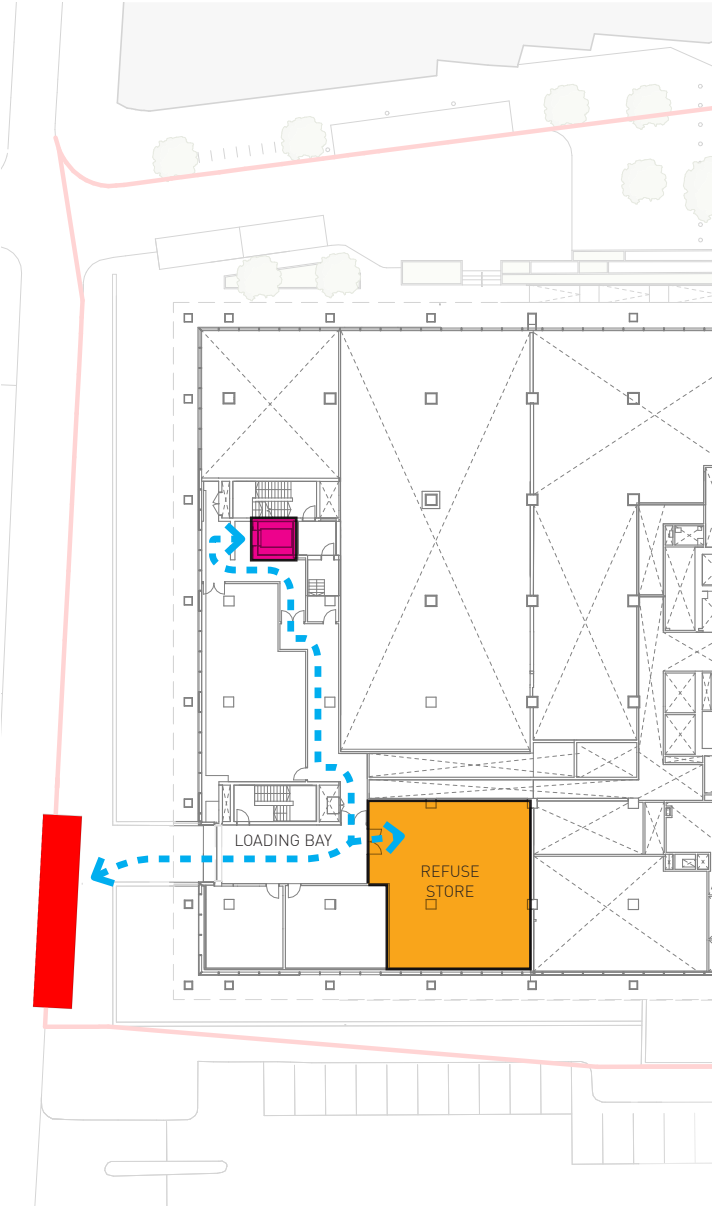
- On-street loading bay
- Refuse store
- Podium goods lift
- Tower passenger / goods lift
- Goods holding store
- Service / refuse route



Proposed basement 1 level



Proposed ground floor level



Proposed mezzanine level

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