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Albert Bridge House, Manchester

Waste Management Strategy

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Author	Signature	Date
Joe Matthew BA (Hons) GradCIHT Transport Planner	[redacted]	06 June 2025

Reviewed	Signature	Date
Aaron Tilley CMILT FCIHT Associate	[redacted]	06 June 2025

Authorised	Signature	Date
Aaron Tilley CMILT FCIHT Associate	[redacted]	06 June 2025

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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 1st 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:

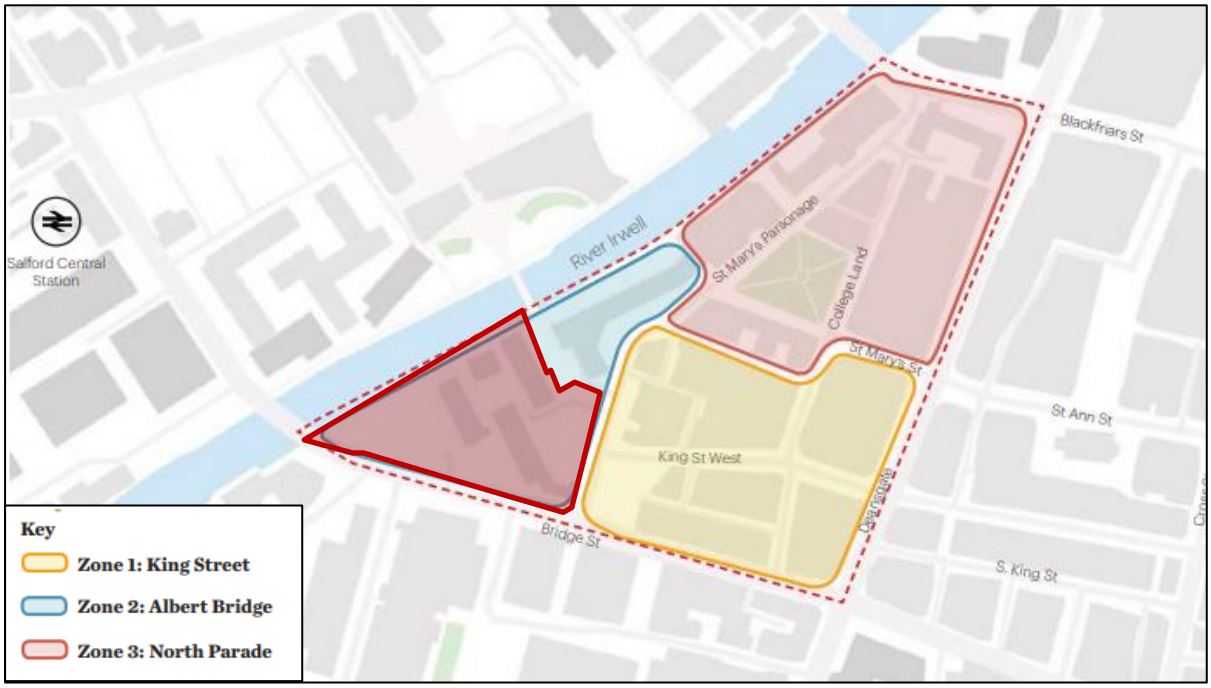


Figure 2.1 – Site Location in relation to the St Mary's Parsonage SRF area
(Source: Sheppard Robson, 2020)

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:

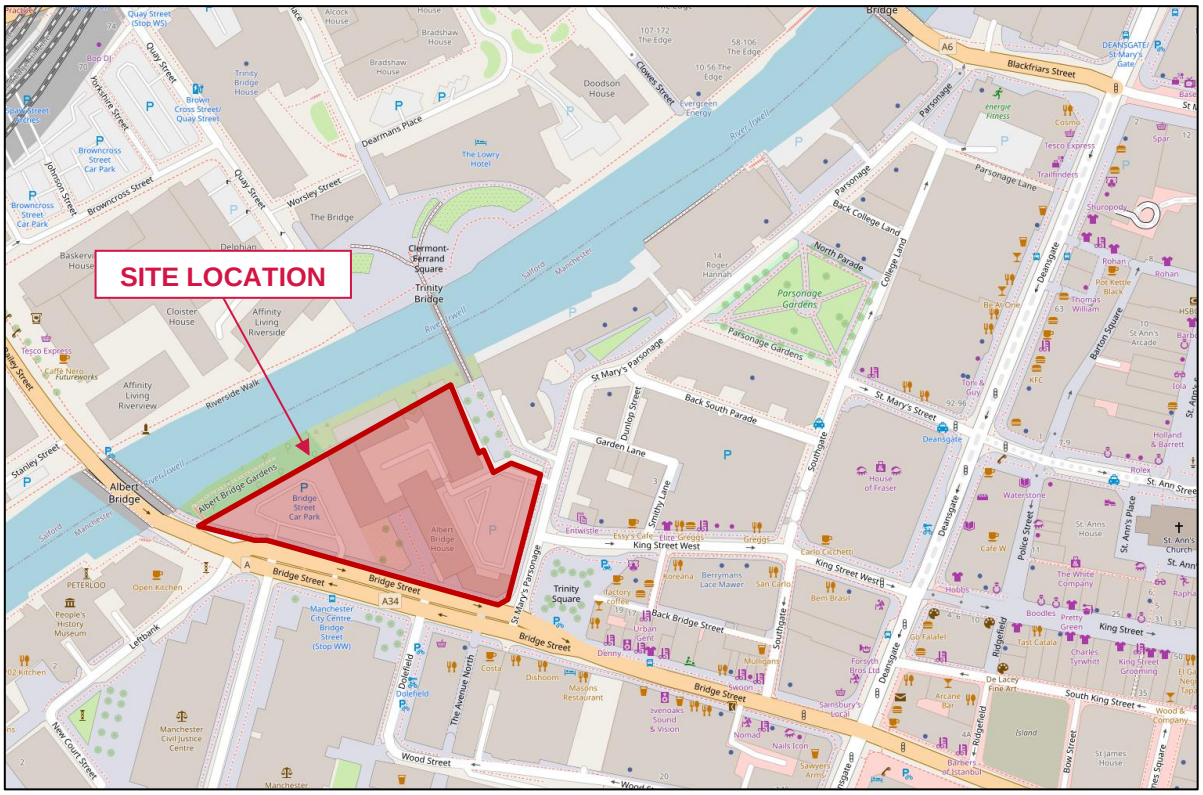


Figure 2.2 – Site Location in Relation to the Local Highway Network
(Source: OpenStreetMap, 2024)

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.

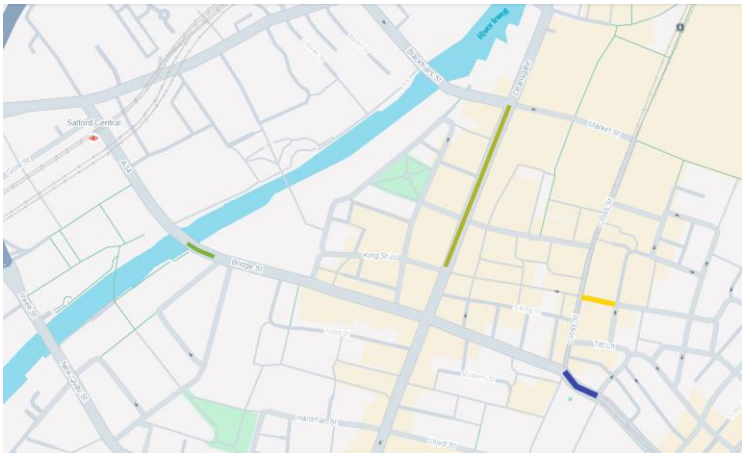


Figure 2.4 – Bus Gates in Manchester City Centre
(Source: Manchester City Council and Google Earth, 2024)

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[1]. **Figure 2.5** below illustrates the plans consulted on for the sections adjacent to the site.

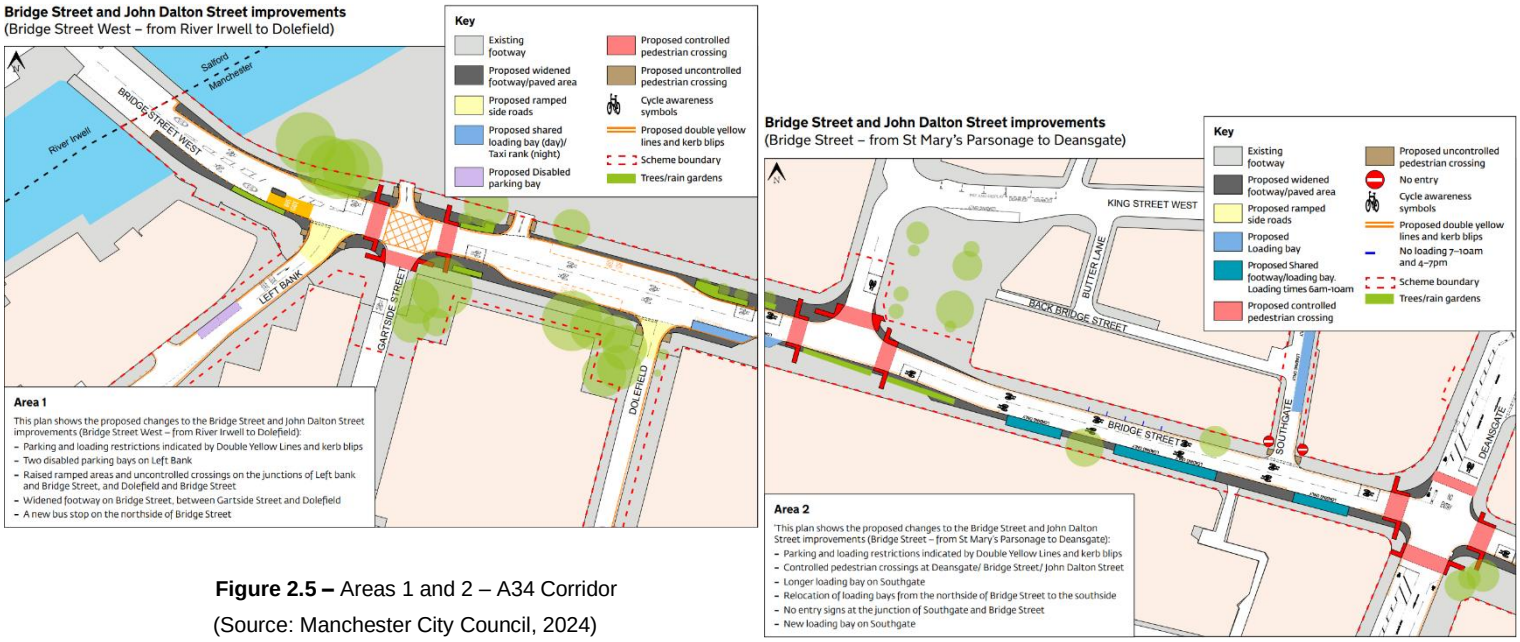


Figure 2.5 – Areas 1 and 2 – A34 Corridor
(Source: Manchester City Council, 2024)

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

[1] 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

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:

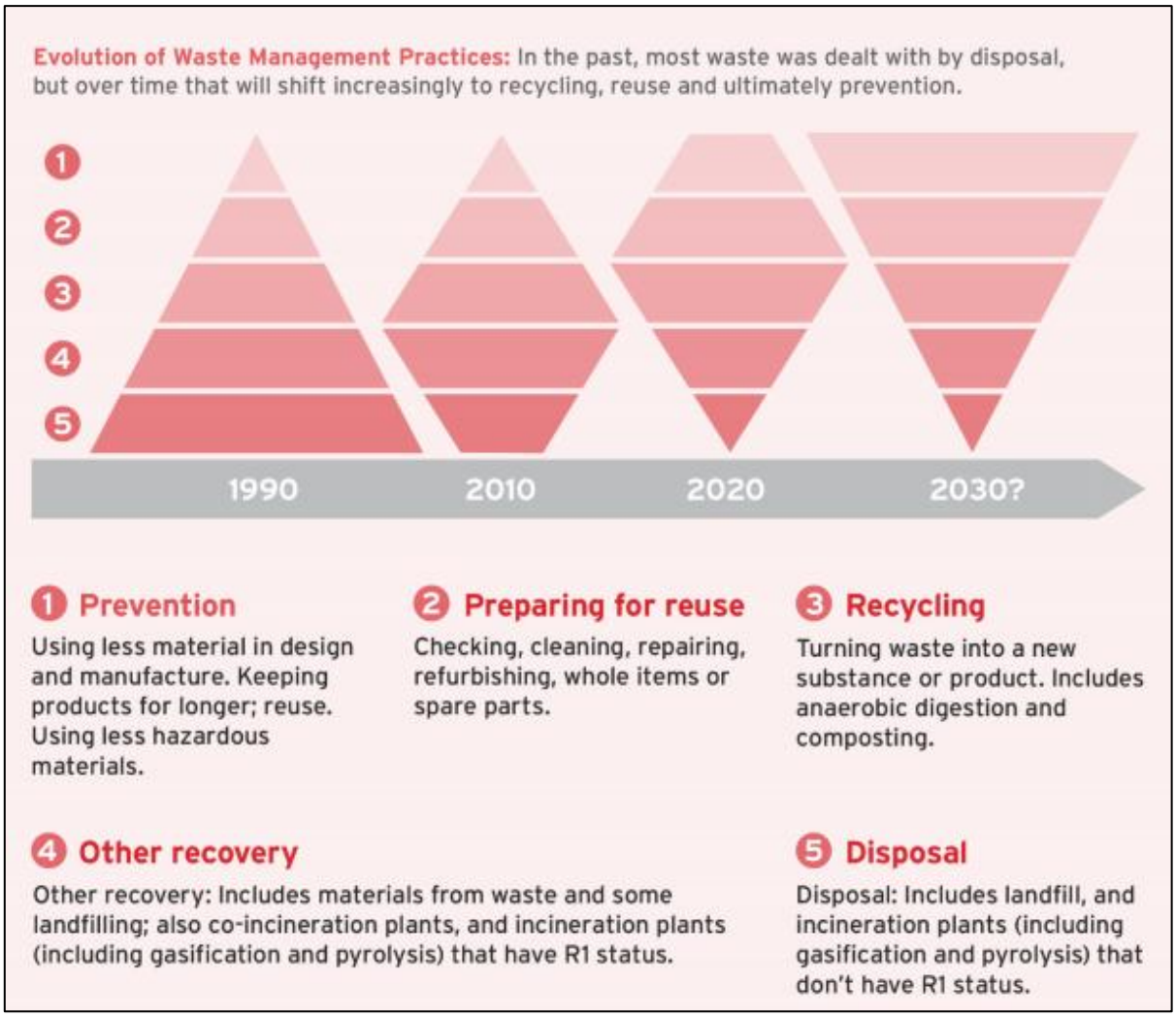


Figure 3.1 – Evolution of Waste Management Practices.
(Source: Defra)

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 1,000m² of gross floor space;
- Retail uses: 5,000l per 1,000m² of gross floor space;
- F&B uses: 1,500l of waste per 20 dining spaces; and
- Residential uses: 0.43m² 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 0.43m² 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 1,000m² 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	344m²
Office Use	
Waste Stream	Refuse Volume (30,535m²)
Non-recyclable Waste	39,696l
Dry Mixed Recycling	29,722l
Glass Recycling	9,924l
Office Use Total	**79,391l**
Commercial (F&B Use)	
Waste Stream	Refuse Volume (843m² - 252 seats)
Non-recyclable Waste	9,465l
Dry Mixed Recycling	5,679l
Glass Recycling	2,366l
Organic Food Recycling	1,420l
F&B Use Total	**18,930l**
Development Total	**98,321l**

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
Office Use Total	**26 x 1,100l**
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
F&B Use Total	**6 x 1,100l + 3 x 240l**
Development Total	**32 x 1,100l + 3 x 240l**

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 282.5m2 for Block A (381 proposed residential dwellings) and 280.5m2 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 (111m2)
- Block A; mezzanine level provision: 61no. 1,100l Eurobins & 4no. 240l wheelie bins (177m2)
- Block B; ground floor provision: 22no. 1,100l Eurobins & 15no. 240l wheelie bins (111m2)
- Block B; mezzanine level provision: 62no. 1,100l Eurobins & 3no. 240l wheelie bins (176m2)

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

RESIDENTIAL WASTE STORE

RESIDENTIAL WASTE STORE

EXIT ONTO St MARY'S PARSONAGE

PROPOSED ONE-WAY SERVICING ROUTE

BLOCK C (mixed-use) - WASTE STORE

FINAL LAYOUT SUBJECT TO s278

St MARY'S PARSONSAGE

ACCESS TO BE CLOSED

St MARY'S PARSONSAGE

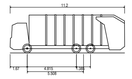
AS PER MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210450H-XRef-03-GA-01 General Arrangement Rev C'

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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.354m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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

Curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Status: PLANNING

Project: ALBERT BRIDGE HOUSE - MANCHESTER

Drg Title:

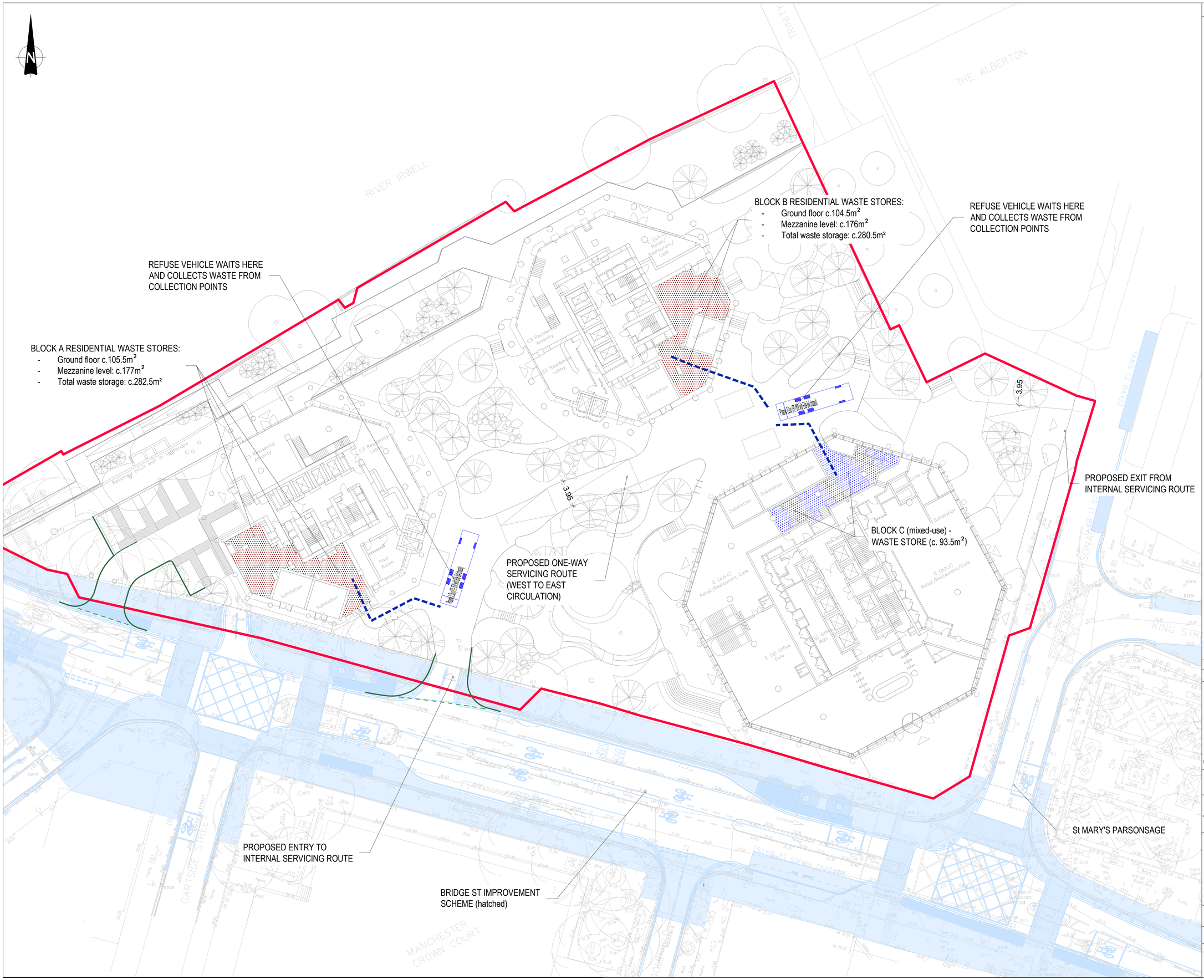
SWEPT PATH ANALYSIS 11.2m REFUSE VEHICLE

Drawn By	Designed By	Checked By
JM	JM	AT
	Date: 04/12/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 86313 - CUR - XX - 00 - D -TP- 05001

Revision: P03

\\ma-fs-1\Projects\86001 - 87000\86313 - Albert Bridge House Resubmission\04-Production\A4-Models-Drawings\TP\CAD\05\



GENERAL NOTES:

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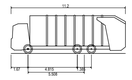
7. BASED ON MCC'S BRIDGE STREET PROPOSALS DRAWING REF.: '210450H-XRef-03-GA-01 General Arrangement Rev C'

VEHICLE PROFILE:



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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
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

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

Curtins
Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com
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Status: PLANNING

Project: ALBERT BRIDGE HOUSE - MANCHESTER

Drg Title: WASTE MANAGEMENT STRATEGY

Drawn By	Designed By	Checked By
JM	JM	AT
	Date 24/04/25	Scales @ A1 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 86313 - CUR - XX - 00 - D -TP- 06001

Revision: P02

\\rms-fs-1\Projects\086001 - 087000\086313 - Albert Bridge House Resubmission\04-Production\4A Models-Drawings\TP\CAD\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

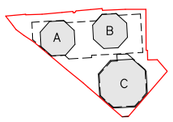
- 1B1P
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P

- Vehicle Access / Egress
- Residential Access
- Office Access
- Commercial Activation
- Cycle Access

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

0 10m
@ 1:250

Key Plan



3 Brewhouse Yard
London, EC1V 4JQ
hello@egretwest.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:
Date Submitted:

Estimated volumes/ m^2 required by the development

Low Rise Domestic

Waste Types	Capacity Required (litres)	Number of bins required per household	Confirm what is to be provided
General refuse	140 / 240	1 x wheeled bin	
Pulpable Recycling	140 / 240	1 x wheeled bin	
Mixed Recycling	140 / 240	1 x wheeled bin	
Garden Waste	140 / 240	1 x wheeled bin	
Food Waste	23	1 x 23 litre caddy	

High Rise Apartment Developments

	Yes/No - how much space has been provided?
$0.43m^2$ has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	

Commercial Developments

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

General Waste - Pulpable Recycling - Mixed Recycling - Food Waste - Industrial Waste -

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

Mixed Use Developments

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

Internal Stores (Residential and Commercial)

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

Storage Areas for Waste Containers (Residential and Commercial)

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

Ensure all bins in the store are accessible	☐
Ensure recycling facilities are as easy to access as general refuse	☐

Please confirm details of waste store ventilation and hygiene / cleaning proposals

Ventilation - Hygiene -

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

Please ensure that you have attached:

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

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

Our Locations

Birmingham
2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol
Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge
50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff
3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas
Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin
11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh
1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow
Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal
Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds
Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool
51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London
40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester
Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham
56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com

Curtins Consulting Ltd registered in England and Wales No: 2054159
Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB