



Waste Management Strategy

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

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Basis of Report

This document has been prepared by SLR Consulting Limited with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with the EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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1.0 Introduction

Background

- 1.1 SLR has been appointed by EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED to provide traffic and transportation advice as part of a full planning application for the redevelopment of the purpose-built student accommodation (PBSA) named Victoria Point. Four of the existing residential blocks will be extended and refurbished, while the other two will be demolished and replaced by new purpose-built buildings.
- 1.2 This site is located to the south-east of Manchester City Centre, within the Victoria Park area. It is currently accessed off Hathersage Road via an internal, private road called Bax Road that grants access to all buildings on site.
- 1.3 There is already a student accommodation facility managed by Hello Student Management Limited with 566 bed units (in 271 studios and two, three and four bedroom-apartments) distributed over six mid-rise blocks. The total site capacity will be enlarged to 876 bed units (in 679 studios and two, three and four bedroom-apartments) also across six blocks. This means that 310 extra bed units will be available on site after the completion of the proposed development. An ancillary commercial unit with 145sqm of floorspace and a flexible use (which could be split into two different units) will also be available at ground floor level.
- 1.4 It is proposed to reduce the number of surface car parking bays on site, on Bax Road, and within basement parking areas underneath the retained blocks to release space for the proposed new constructions.

Purpose of this Report

- 1.5 This Waste Management Strategy Report considers the potential impacts that may arise from waste generated during the operational phase of the proposed development and sets out the strategy for legislative compliance and good practice in the separation, storage, management and collection of waste arising. This report will also provide waste forecasts for each element of the development and sets out the strategy for waste generation and collection.
- 1.6 In developing this Waste Strategy, reference has been made to the Waste Management Guidance provide by the Government and Manchester City Council (MCC) guidance on waste storage and collection for New Developments (September 2023).

Structure of the Report

- 1.7 The remainder of the report is structured as follows:
 - **Section 2** provides the waste policy context;
 - **Section 3** provides an overview of the site location and the access approaches;
 - **Section 4** details the development proposals;
 - **Section 5** details the waste forecasts for the site and the proposed waste storage requirements;



- **Section 6** details the proposed on-site bin store locations;
- **Section 7** details the waste collection regime for the site; and
- **Section 8** provides the overall report conclusion.



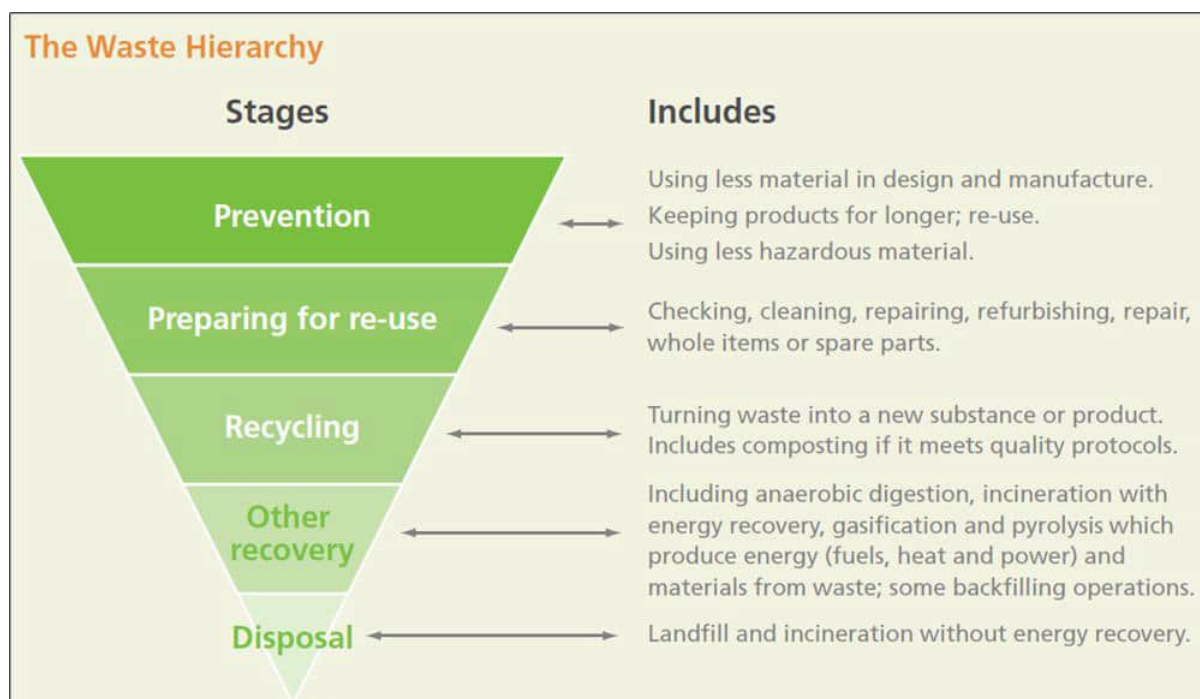
2.0 Waste Policy Context

UK Government Legislation and Policy

- 2.1 UK Government guidance as set out on the .gov.uk website recommends that residents and business owners identify and classify all waste before it is sent for recycling or disposal. This makes sure that waste is dealt with properly. Similarly, UK Government legislation differs according to which waste stream is being considered. The main waste streams can be defined as:
- Hazardous waste
 - Household waste
 - Business and commercial waste
 - Construction and demolition waste
 - Packaging waste and recyclables
 - Electronic and electrical equipment
 - Vehicle and oily wastes
 - Healthcare and related wastes
- 2.2 The over-arching UK Government policy for waste is positioned in line with the Government's 25 Year Environment Plan. This is the blueprint for eliminating avoidable plastic waste over the lifetime of the 25 Year Plan, doubling resource productivity, and eliminating avoidable waste of all kinds by 2050. As set out in the Defra 'Waste Management Plan for England' objectives for waste have been revised following Covid with various updates to waste management policy and guidance through post adoption statements and the drafting of a Resources and Waste Strategy.
- 2.3 The over-arching objectives for minimising waste generation and its transfer to landfill is most simply described according to the 'Waste Hierarchy'. The waste hierarchy shown in **Figure A** are the interventions needed in all stages of the process to minimise waste going to landfill. The minimisation of waste and recycling interventions by occupiers and the management company for the building can help meet the government's aspirations.



Figure A: Waste Hierarchy



Other National Guidance

2.4 All new developments must meet the requirements of Part H6 of the Building Regulations 2000 (solid waste storage) which states that:

- Adequate means of storing solid waste shall be provided; and
- Adequate means of access should be provided for people in the building to the place of storage, and, from the place of storage to a collection point agreed by the waste collection authority.

Local Guidance – Manchester City Council (MCC)

- 2.5 MCC have published guidance on the design and management of buildings to produce waste management strategies that maximise the amount of waste that is recycled.
- 2.6 To achieve high recycling rates, it states that all refuse should be separated at source and stored off the highway in purpose-built refuse stores minimising the distance to collection thus reducing the opportunity for spillage.
- 2.7 In accordance with Section 34 of the Environmental Protection Act 1990, the manager of the development has a legal 'Duty of Care' to ensure that waste is securely stored and disposed of legally. The most convenient way to achieve this is by using a registered waste carrier.
- 2.8 The Waste (England and Wales) (amendment) Regulations 2012 has introduced changes and updates that affect both waste producers and waste management companies alike. These include the need to separate wastepaper, metal, plastic and glass in different waste streams.



- 2.9 Another change will be the obligatory use of SIC codes in all documentation relating to waste management services and a compulsory commitment from waste producers to adhere to the waste hierarchy as described in **Figure A**.
- 2.10 To demonstrate compliance with regulations, a Waste Transfer Note is required when that waste is collected by the waste carrier. This may be provided electronically. Many carriers are also able to provide environmental reports to inform on the waste management performance.
- 2.11 Interventions are needed in all stages of the process to minimise waste going to landfill. The minimisation of waste and recycling interventions by the management company can help meet MCC's and the government's aspirations.
- 2.12 The waste collection would be overseen by the management company for the development and they would appoint a licenced waste carrier to remove the waste. The management company would have responsibility to ensure the internal and external areas are kept clean and to move the bins in coordination with the occupiers. Refuse store areas would also be subject to appropriate ventilation.
- 2.13 The local waste storage requirements are set out in the MCC Waste Storage and Collection Guidance for New Developments (2023), along with details on the various waste streams. This guidance is set out below.

Waste Streams

- 2.14 The four waste streams for the proposed development will be as follows:
- Pulpable Recycling (paper / cardboard);
 - Plastic / Metal / Glass recyclables;
 - General Refuse; and
 - Food / Organic Waste.

Waste Calculations – MCC Guidance

- 2.15 The waste storage requirements have been calculated using the MCC Waste Storage and Collection Guidance for New Developments (2023), which recommends 104 litres per bedspace (55 litres per room for general waste, 22 litres for pulpable recycling, 22 litres for comingled recycling and 5 litres food waste per bedspace). This is based on a collection once every two weeks.
- 2.16 In addition to the above, MCC recommends that 0.23sqm of space needs to be provided in the bin store per bedspace, to ensure that there is adequate space for both storage and manoeuvring. Again, this is based on a collection once every two weeks.
- 2.17 In accordance with MCC guidance, *'waste in commercial developments is less easily categorised than household waste. One businesses' waste will be different to the next and may be collected by a different collection contractor. Therefore, in commercial, industrial, and*



retail developments the bin provision and storage requirements will need to reflect the collection frequency and specific requirements of the selected contractors’.

- 2.18 The forecast of waste generation and the allocation of this waste volume per waste stream for the proposed development can be found in **Chapter 5** of this report.

Summary

- 2.19 The following chapters of this Waste Strategy will demonstrate that the development proposals follow relevant national and local planning policy guidelines.



3.0 Site Location and Access

Site Location and Existing Use

- 3.1 This site is located to the south east of Manchester City Centre, within the Victoria Park area. There is already a student accommodation facility (Victoria Point) with 566 units distributed over six mid-rise blocks.
- 3.2 The site is bounded by residential properties to the north and to the east, the Victoria Baths event venue to the south east, Hathersage Road to the south (with residential properties beyond), the Octagon House medical centre and associated parking facilities to the west.
- 3.3 **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location



- 3.4 The site is currently accessed off Hathersage Road via an internal, private road called Bax Road that grants access to all buildings on site. The access to Bax Road is not gated, although the rest of the perimeter of the site is fenced.
- 3.5 Pedestrians can access blocks 1 to 5 through Bax Road, while Block 6 is accessed directly through Hathersage Road. Residents need a fob to get access to their block.
- 3.6 Meanwhile, blocks 1 to 5 have an underground car and cycle parking area each, where the bin store can also be located. Vehicles can drive to the underground parking areas via Bax Road and then the roller shutters granting access to them can be opened with a fob. The



underground floors are internally connected with the rest of the floors of each building via a staircase and a lift. Block 6 has no underground parking facilities.

- 3.7 **Figure I** shows the access to Bax Road from Hathersage Road and an example of a vehicular and pedestrian access to a block.

Figure B: Bax Road Access from Hathersage Road (left) and Access to Blocks 4 and 3 (right)



- 3.8 Surface parking areas can be found in front of blocks 1, 2 and 3 (not gated) and between blocks 4 and 5 and 5 and 6 (gated car parks). Kerb line parking, except around accesses and pedestrian crossings, is permitted.
- 3.9 The site general reception is in a modular building on the parking area between blocks 5 and 6.

Local Highway Network

- 3.10 A site visit was undertaken by SLR staff on Monday 9th October 2023 between 08:15 and 09:45 to examine the site and to observe its transport and highway operational characteristics.

Bax Road

- 3.11 Bax Road is the internal, private road within the site, granting pedestrian, cycle and vehicular access to five of the six blocks (as block 6 is accessed directly from Hathersage Road as previously stated) and the associated parking bays around them and on the underground floors. Images of Bax Road can be found as **Figure J**.
- 3.12 This road also grants access to Victoria Baths gated car parking area and the associated parking bays on the eastern side of the carriageway.
- 3.13 It is a single carriageway (with 5.5 metres in width), two-way road.
- 3.14 Signs making motorists aware that this road is private land and only those with a valid permit can park on the available bays along this road.



- 3.15 2m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs and tactile paving around the junction with Hathersage Road and the accesses to the Victoria Baths and blocks' 5 and 6 car parking areas.

Figure C: Bax Road Southern Section (left) and Eastern Section (right)



Hathersage Road

- 3.16 Hathersage Road (see
- 3.17 **Figure K**) is the point of contact with the publically adopted highway network and is a single carriageway, two-way road subject to a 20mph speed limit. It links Bax Road (the site internal road) with Upper Brook Street and Oxford Road to the east and with Richmond Grove and Plymouth Grove to the west.
- 3.18 The road carriageway reaches a width of 9m around the development site.
- 3.19 Between the junctions with Upper Brook Street and Carmoor Road parking is permitted on the north side of the carriageway, where stays are limited to an hour from Monday to Friday between 08:00 and 18:00.
- 3.20 Unrestricted parking is permitted along the southern side of the road between the junctions with Carmoor Road and Richmond Grove, and then on both sides of the road between the junction with Richmond Grove and Plymouth Grove.
- 3.21 Furthermore, on the road section of between the junctions with Carmoor Road and Richmond Grove, single yellow lines are present along most of its length, where parking is not permitted from Monday to Friday from 08:00 to 18:00.
- 3.22 There is also a bay for coach parking in front of the Victoria Baths facility.
- 3.23 The roads to the south of Hathersage Road are limited to resident permit holders, but again they can be used overnight for long stays (18:00 to 8:00) for those not having a permit. Nevertheless, they are assumed to serve the adjacent terraced houses, which do not have off street driveways or parking.
- 3.24 Junctions with minor roads take the form of T-priority junctions, while the junctions with Upper Brook Street and Plymouth Grove are signal-controlled.



- 3.25 The road is covered by a system of street lighting. There are footways to both sides of the road, with 3.5 metres in width.
- 3.26 Dropped kerbs can be found around junctions, with some of them being provided with tactile paving. Pedestrian guardrails can be found around the crossing point on Upper Brook Street

Figure D: Hathersage Road around the junction with Bax Road



Richmond Grove

- 3.27 Richmond Grove links Hathersage Road to the west of the Victoria Baths building with Plymouth Grove to the south west.
- 3.28 It is a single carriageway (with 7 metres in width), two-way road, subject to a 20mph speed limit. However, in and out lanes at the junction with Hathersage Road are separated by a triangular small green area (see **Figure L**).

Figure E: Richmond Grove In Lane (left) and Out Lane (right)



- 3.29 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders 'B' only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 4 hours. On weekends and between 18:00 and 08:00 there are no user or time restrictions.



- 3.30 2.5 to 3.5m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs around junctions with other roads.

Carmoor Road

- 3.31 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets.
- 3.32 It has been included in this assessment as it can be used by cyclists as an alternative (quieter) route to Upper Brook Street between Hathersage Road and Swinton Grove and also due to the availability of on-road parking spaces.
- 3.33 It is a single carriageway (with 8.5m in width), two-way road, subject to a 20mph speed limit. Yellow strips for traffic calming can be found on the carriageway approximately every 50m (see **Figure M**).

Figure F: Carmoor Road



- 3.34 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 1 hour. On weekends and between 18:00 and 08:00 there are no user or time restrictions.
- 3.35 Street lighting is provided. Footways are present along both sides of the road, with around 3m in width. Dropped kerbs can be found at junctions, with tactile paving being also observable at the junction with Hathersage Road and the Octagon car park access.



Upper Brook Street

- 3.36 Upper Brook Street (see **Figure N**) is part of the A34 corridor, which is a key highway in the south eastern area of Manchester. It acts as a collector of multiple key corridors towards different destinations, as well as local, minor roads.
- 3.37 Upper Brook Street is a single carriageway, two-way road with a speed limit of 30mph. Its carriageway has 11m in width around the junction with Hathersage Road. A single lane per direction is available, although additional left or right-turn lanes can be found around most of the junctions, as it is the case for the Hathersage Road junction.

Figure G: Upper Brook Street around the Junction with Hathersage Road



- 3.38 A southbound bus lane is available to the south of the junction with Daisy Bank Road, where the A32 is named Anson Road. Advanced stop boxes for bicycles can be observed around signal-controlled junctions.
- 3.39 Parking is not permitted on any side of the carriageway on the section around the junction with Hathersage Road, as enforced by double yellow lines.
- 3.40 Street lighting is provided on this road, while footways can be found on both sides of the road, with around 3 to 3.5 metres in width around the junction with Hathersage Road. Dropped kerbs and tactile paving can be found at almost all junctions with other roads. Signal-controlled crossing points are available around the junction with Hathersage Road, with additional crossings 130m to the north and 180m to the south of that junction. These facilities are also provided with dropped kerbs and tactile paving as well as some sections of guardrailling.

Plymouth Grove

- 3.41 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets.
- 3.42 It is a single carriageway (with 9.5m in width), two-way road, subject to a 30mph speed limit.
- 3.43 Double yellow lines not permitting parking at any time can be observed around junctions, while single yellow lines are present along most of its length, where parking is not permitted at different times depending on the road section (around the morning and evening peak



hours only or between 08:00 and 18:00 from Monday to Friday, and also at variable times on Saturday).

- 3.44 It has on-road cycle lanes on both sides of the carriageway as shown in **Figure O** and advanced cycle stop boxes.
- 3.45 Street lighting is provided. Footways are present along both sides of the road, with around 3m to 3.5m in width. Dropped kerbs and tactile paving can be found at all junctions and crossing points. Signalised crossing points can be found around the junction with Hathersage Road.

Figure H: Plymouth Grove



- 3.46 Pedestrians can access blocks 1 to 5 through Bax Road, while Block 6 is accessed directly through Hathersage Road. Residents need a fob to get access to their block.
- 3.47 Meanwhile, blocks 1 to 5 have an underground car and cycle parking area each, where the bin store can also be located. Vehicles can drive to the underground parking areas via Bax Road and then the roller shutters granting access to them can be opened with a fob. The underground floors are internally connected with the rest of the floors of each building via a staircase and a lift. Block 6 has no underground parking facilities.
- 3.48 **Figure I** shows the access to Bax Road from Hathersage Road and an example of a vehicular and pedestrian access to a block.



Figure I: Bax Road Access from Hathersage Road (left) and Access to Blocks 4 and 3 (right)



- 3.49 Surface parking areas can be found in front of blocks 1, 2 and 3 (not gated) and between blocks 4 and 5 and 5 and 6 (gated car parks). Kerb line parking, except around accesses and pedestrian crossings, is permitted.
- 3.50 The site general reception is in a modular building on the parking area between blocks 5 and 6.

Local Highway Network

- 3.51 A site visit was undertaken by SLR staff on Monday 9th October 2023 between 08:15 and 09:45 to examine the site and to observe its transport and highway operational characteristics.

Bax Road

- 3.52 Bax Road is the internal, private road within the site, granting pedestrian, cycle and vehicular access to five of the six blocks (as block 6 is accessed directly from Hathersage Road as previously stated) and the associated parking bays around them and on the underground floors. Images of Bax Road can be found as **Figure J**.
- 3.53 This road also grants access to Victoria Baths gated car parking area and the associated parking bays on the eastern side of the carriageway.
- 3.54 It is a single carriageway (with 5.5 metres in width), two-way road.
- 3.55 Signs making motorists aware that this road is private land and only those with a valid permit can park on the available bays along this road.
- 3.56 2m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs and tactile paving around the junction with Hathersage Road and the accesses to the Victoria Baths and blocks' 5 and 6 car parking areas.

Figure J: Bax Road Southern Section (left) and Eastern Section (right)





Hathersage Road

- 3.57 Hathersage Road (see
- 3.58 **Figure K**) is the point of contact with the publically adopted highway network and is a single carriageway, two-way road subject to a 20mph speed limit. It links Bax Road (the site internal road) with Upper Brook Street and Oxford Road to the east and with Richmond Grove and Plymouth Grove to the west.
- 3.59 The road carriageway reaches a width of 9m around the development site.
- 3.60 Between the junctions with Upper Brook Street and Carmoor Road parking is permitted on the north side of the carriageway, where stays are limited to an hour from Monday to Friday between 08:00 and 18:00.
- 3.61 Unrestricted parking is permitted along the southern side of the road between the junctions with Carmoor Road and Richmond Grove, and then on both sides of the road between the junction with Richmond Grove and Plymouth Grove.
- 3.62 Furthermore, on the road section of between the junctions with Carmoor Road and Richmond Grove, single yellow lines are present along most of its length, where parking is not permitted from Monday to Friday from 08:00 to 18:00.
- 3.63 There is also a bay for coach parking in front of the Victoria Baths facility.
- 3.64 The roads to the south of Hathersage Road are limited to resident permit holders, but again they can be used overnight for long stays (18:00 to 8:00) for those not having a permit. Nevertheless, they are assumed to serve the adjacent terraced houses, which do not have off street driveways or parking.
- 3.65 Junctions with minor roads take the form of T-priority junctions, while the junctions with Upper Brook Street and Plymouth Grove are signal-controlled.
- 3.66 The road is covered by a system of street lighting. There are footways to both sides of the road, with 3.5 metres in width.
- 3.67 Dropped kerbs can be found around junctions, with some of them being provided with tactile paving. Pedestrian guardrails can be found around the crossing point on Upper Brook Street



Figure K: Hathersage Road around the junction with Bax Road



Richmond Grove

- 3.68 Richmond Grove links Hathersage Road to the west of the Victoria Baths building with Plymouth Grove to the south west.
- 3.69 It is a single carriageway (with 7 metres in width), two-way road, subject to a 20mph speed limit. However, in and out lanes at the junction with Hathersage Road are separated by a triangular small green area (see **Figure L**).

Figure L: Richmond Grove In Lane (left) and Out Lane (right)



- 3.70 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders 'B' only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 4 hours. On weekends and between 18:00 and 08:00 there are no user or time restrictions.
- 3.71 2.5 to 3.5m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs around junctions with other roads.



Carmoor Road

- 3.72 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets.
- 3.73 It has been included in this assessment as it can be used by cyclists as an alternative (quieter) route to Upper Brook Street between Hathersage Road and Swinton Grove and also due to the availability of on-road parking spaces.
- 3.74 It is a single carriageway (with 8.5m in width), two-way road, subject to a 20mph speed limit. Yellow strips for traffic calming can be found on the carriageway approximately every 50m (see **Figure M**).

Figure M: Carmoor Road



- 3.75 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 1 hour. On weekends and between 18:00 and 08:00 there are no user or time restrictions.
- 3.76 Street lighting is provided. Footways are present along both sides of the road, with around 3m in width. Dropped kerbs can be found at junctions, with tactile paving being also observable at the junction with Hathersage Road and the Octagon car park access.



Upper Brook Street

- 3.77 Upper Brook Street (see **Figure N**) is part of the A34 corridor, which is a key highway in the south eastern area of Manchester. It acts as a collector of multiple key corridors towards different destinations, as well as local, minor roads.
- 3.78 Upper Brook Street is a single carriageway, two-way road with a speed limit of 30mph. Its carriageway has 11m in width around the junction with Hathersage Road. A single lane per direction is available, although additional left or right-turn lanes can be found around most of the junctions, as it is the case for the Hathersage Road junction.

Figure N: Upper Brook Street around the Junction with Hathersage Road



- 3.79 A southbound bus lane is available to the south of the junction with Daisy Bank Road, where the A32 is named Anson Road. Advanced stop boxes for bicycles can be observed around signal-controlled junctions.
- 3.80 Parking is not permitted on any side of the carriageway on the section around the junction with Hathersage Road, as enforced by double yellow lines.
- 3.81 Street lighting is provided on this road, while footways can be found on both sides of the road, with around 3 to 3.5 metres in width around the junction with Hathersage Road. Dropped kerbs and tactile paving can be found at almost all junctions with other roads. Signal-controlled crossing points are available around the junction with Hathersage Road, with additional crossings 130m to the north and 180m to the south of that junction. These facilities are also provided with dropped kerbs and tactile paving as well as some sections of guardrailling.

Plymouth Grove

- 3.82 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets.
- 3.83 It is a single carriageway (with 9.5m in width), two-way road, subject to a 30mph speed limit.
- 3.84 Double yellow lines not permitting parking at any time can be observed around junctions, while single yellow lines are present along most of its length, where parking is not permitted at different times depending on the road section (around the morning and evening peak



hours only or between 08:00 and 18:00 from Monday to Friday, and also at variable times on Saturday).

- 3.85 It has on-road cycle lanes on both sides of the carriageway as shown in **Figure O** and advanced cycle stop boxes.
- 3.86 Street lighting is provided. Footways are present along both sides of the road, with around 3m to 3.5m in width. Dropped kerbs and tactile paving can be found at all junctions and crossing points. Signalised crossing points can be found around the junction with Hathersage Road.

Figure O: Plymouth Grove



Access Arrangements

General Arrangement

- 3.87 As previously discussed, the site is currently accessed via Bax Road, off Hathersage Road for pedestrians, cyclists and motor vehicles.
- 3.88 Pedestrian access to all blocks will be modified, being step-free. In addition, all cycle stores (except the basement store in Block 5+6) will have individual and external accesses, so bicycles will not be wheeled through internal block corridors. Underground store areas around Blocks 2, 3 and 4 will be accessed through external staircases with wheeling ramps.



- 3.89 Block 1 basement car park access will be retained, while car parking areas in Blocks 2, 3 and 4 will be removed (and therefore no vehicles will access them, and their vehicular gates and ramps will be removed).
- 3.90 The ancillary commercial unit on the ground floor of Block 6 could be accessed directly from Hathersage Road or from Bax Road.

Access for Servicing

- 3.91 Servicing arrangements will not be altered, with refuse lorries and other servicing vehicles accessing the site from Hathersage Road, using then Bax Road and manoeuvring on the turning spaces around Block 1 and between Blocks 4 and 5.
- 3.92 The location of the new constructions on site has been designed in such a manner as to ensure that vehicles can access the aforementioned areas and egress the site in forward gear.
- 3.93 A vehicle tracking exercise of a refuse lorry has been undertaken to demonstrate the safety and suitability of the proposed access and servicing arrangements. This is shown in **Drawing VN232822-TR102 and TR103 in Appendix C.**
- 3.94 New parking bays marked specifically for servicing vehicles will be available on the area between Blocks 4 and 5 and in close proximity to Blocks 5 and 6 entrances. Block 6 will centralise some of the site services as the main reception or the post and parcel stores.
- 3.95 The ancillary commercial unit on the ground floor of Block 6 will be serviced directly from Hathersage Road, as this is permitted on that road in front of the unit and the expected number of daily deliveries is minimal (around one per day). Any exceptional, long-stay deliveries could use the bays in front of Block 5 on Bax Road.
- 3.96 Additionally, new external bin stores will be provided around Blocks 2, 3, 4 and 5+6 in close proximity to (and at ground level with) Bax Road. The commercial unit in Block 6 will have its own internal bin store.



4.0 Development Proposals

Proposed Development Summary

- 4.1 The development proposals are for the redevelopment of the purpose-built student accommodation (PBSA) named Victoria Point. Four of the existing residential blocks will be extended and refurbished, while the other two will be demolished.
- 4.2 The total site capacity will therefore be enlarged from the existing 566 bed units to 876 bed units (in 679 studios and apartments). This means that 310 extra bed units will be available on site after the completion of all proposed works. There will also be a new (circa 100sqm) small commercial unit on the ground floor of the new Block 6.
- 4.3 **Table A** below includes a summary of the works proposed for each block within site as well as the current and future units to be available on each block. **Table B** shows the number of each type of flats on site, comprising from studios to four-bedroom flats.

Table A: Proposed Works, Current and Future Number of Units per Block

Block	Proposed Works	Current Bed Units	Proposed Bed Units	Difference
1	Internal refurbishment, recladding and side extension	98	74	-24
2	Internal refurbishment, recladding and front extension (bookend)	85	126	+41
3	Internal refurbishment, recladding and front extension (bookend)	85	126	+41
4	Demolition and rebuild	84	185	+101
5	Internal refurbishment, recladding and top extension (subject to structural review)	135	179	+44
6	Demolition and rebuild (with connection to Block 5)	79	186	+107
Total		566	876	+310

Table B: Total Number of Flats per Type

Flat Type	Flats	Bed Units	Flat Type	Flats	Bed Units
Premier Studio	132	132	2 Bed Cluster Flat	64	128
Standard Studio	325	325	3 Bed Cluster Flat	50	150
Wheelchair Studio	23	23	4 Bed Cluster Flat	11	44
Postgraduate Studio	74	74	Total	679	876



- 4.4 New high quality, shared amenity spaces for the use of residents will be provided throughout the development. These will include new reception, lounge areas, study-space, student stores, co-working spaces and post lockers. The majority of these amenity spaces would be provided at ground floor or underground level.
- 4.5 An ancillary commercial unit with 145sqm of floorspace and a flexible use (which could be split into two different units) will also be available at ground floor level on the southeastern corner of Block 6 as previously discussed.
- 4.6 Furthermore, 101 of the existing formal car parking spaces on site will be removed to release their footprint for the proposed new constructions. Additionally, another the site will remove an additional 22 kerbside spaces, as it is considered that vehicles could only park on limited sections of Bax Road kerb lines.
- 4.7 In parallel with the latter, the number of cycle parking spaces to be provided on site will grow from 58 to 280.
- 4.8 Landscaping along Bax Road and around the residential blocks on site will also be improved.
- 4.9 The proposed site masterplan layout is attached as **Appendix A** at the rear of this report.



5.0 Waste Forecasts

Introduction

- 5.1 Waste forecasts are discussed in this Chapter before the site's refuse storage provision is detailed and subsequent waste transfer strategy is explained.

Waste Volumes Proportions – Student Accommodation Blocks

- 5.2 The waste storage requirements have been calculated using the MCC Waste Storage and Collection Guidance for New Developments (2023), which for student accommodation recommends 104 litres per bedspace (55 litres per room for general waste, 22 litres for pulpable recycling, 22 litres for comingled recycling and 5 litres food waste per bedspace). This is based on a collection once every two weeks.
- 5.3 The site management has confirmed that collection for general refuse is currently undertaken twice a week, and recyclables and other refuse once a week. hence the aforementioned requirements for general refuse could be reduced to a quarter and for the other types of refuse they can be halved.
- 5.4 The expected weekly waste generation calculations are set out below.

Table C: MCC Waste Forecasting Rates: Student Accommodation

Weekly Waste Generation – Student Accommodation	
52 litres per bedspace / unit	

- 5.5 Following this calculation, MCC specify that the above should be divided between a number of different waste streams as set out below.

Table D: MCC Waste Forecasting Rates by Waste Stream: Student Accommodation

Weekly Waste Generation – Student Accommodation	
General Waste	27.5 litres (13.75 litres for twice-a-week collections)
Pulpable Recycling	11 litres
Comingled Recycling	11 litres
Food Waste	2.5 litres
TOTAL	52 litres



Forecast Bin Capacity – Student Accommodation Blocks

- 5.6 Applying the figures presented above, **Table E** presents the bin storage requirements for the site for each student accommodation block and element of the proposals.

Table E: Bin Storage Requirements for Student Accommodation Blocks (Weekly Collection)

Student Accommodation Block	Apartments /Bedspaces	Total Weekly Waste Generated (L)	Bins Required for a General Waste Twice-A-Week Collection and a Recycling and Organic Waste Weekly Collection				
			General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)	Total no. Bins
Block 1	74 / 74	3848	1 x 1100L	1 x 1100L	1 x 1100L	1 x 240L	3 x 1100L + 1 x 240L
Block 2	80 / 126	6552	1 x 1100L + 3 x 240L	2 x 1100L	2 x 1100L	2 x 240L	5 x 1100L + 5 x 240L
Block 3	80 / 126	6552	1 x 1100L + 3 x 240L	2 x 1100L	2 x 1100L	2 x 240L	5 x 1100L + 5 x 240L
Block 4	150 / 185	9620	2 x 1100L + 2 x 240L	2 x 1100L	2 x 1100L	2 x 240L	6 x 1100L + 4 x 240L
Block 5 & 6	295 / 365	18980	4 x 1100L + 3 x 240L	4 x 1100L	4 x 1100L	1 x 1100L	12 x 1100L + 3 x 240L

- 5.7 The full raw calculations can be found as **Appendix B**, attached to the rear of this report.

Waste Volumes Proportions– Small Commercial Unit within Block 6

- 5.8 In accordance with MCC guidance, ‘waste in commercial developments is less easily categorised than household waste. One businesses’ waste will be different to the next and may be collected by a different collection contractor. Therefore, in commercial, industrial, and retail developments the bin provision and storage requirements will need to reflect the collection frequency and specific requirements of the selected contractors’.

- 5.9 To calculate the waste proportions for the small commercial unit within Block 6, national guidance BS5906:2005 has been applied. A rate of 10 litres per sqm, per week has been applied, with 50% of this figure allocated for recycling and 50% allocated for general refuse.

Forecast Bin Capacity – Small Commercial Unit within Block 6

- 5.10 Applying the standard presented above, the bin storage requirements for the commercial unit is summarised in **Table F**. It is important to note that this commercial unit will have its own internal bin store.

Table F: Bin Storage Requirements for Commercial Unit (Weekly Collection)

Commercial Unit	Sqm	Total Weekly Waste Generated (L)	Bins Required for a General Waste Twice-A-Week Collection and a Recycling Waste Weekly Collection	
			General Refuse (L)	Recycling (L)
Within Block 5 & 6	160	1600	2 x 240L	1 x 1100L

- 5.11 The full raw calculations can be found as **Appendix B**, attached to the rear of this report.



6.0 Refuse Storage

Bin Dimensions

6.1 The proposed bin sizes for the development are detailed below in **Figure I** and **Figure J**.

Figure I: 1100 Litre Bin Dimensions

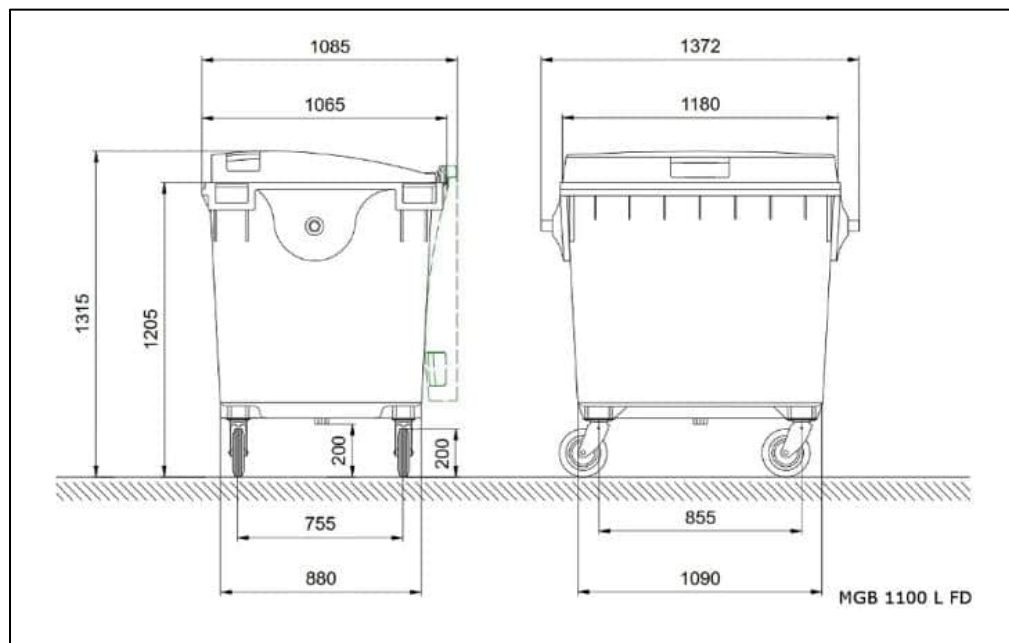
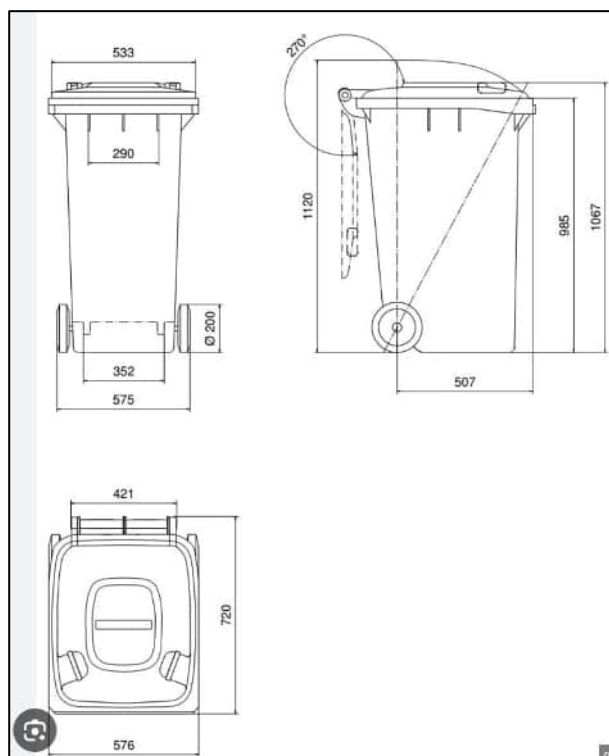


Figure J: 240 Litre Bin Dimensions



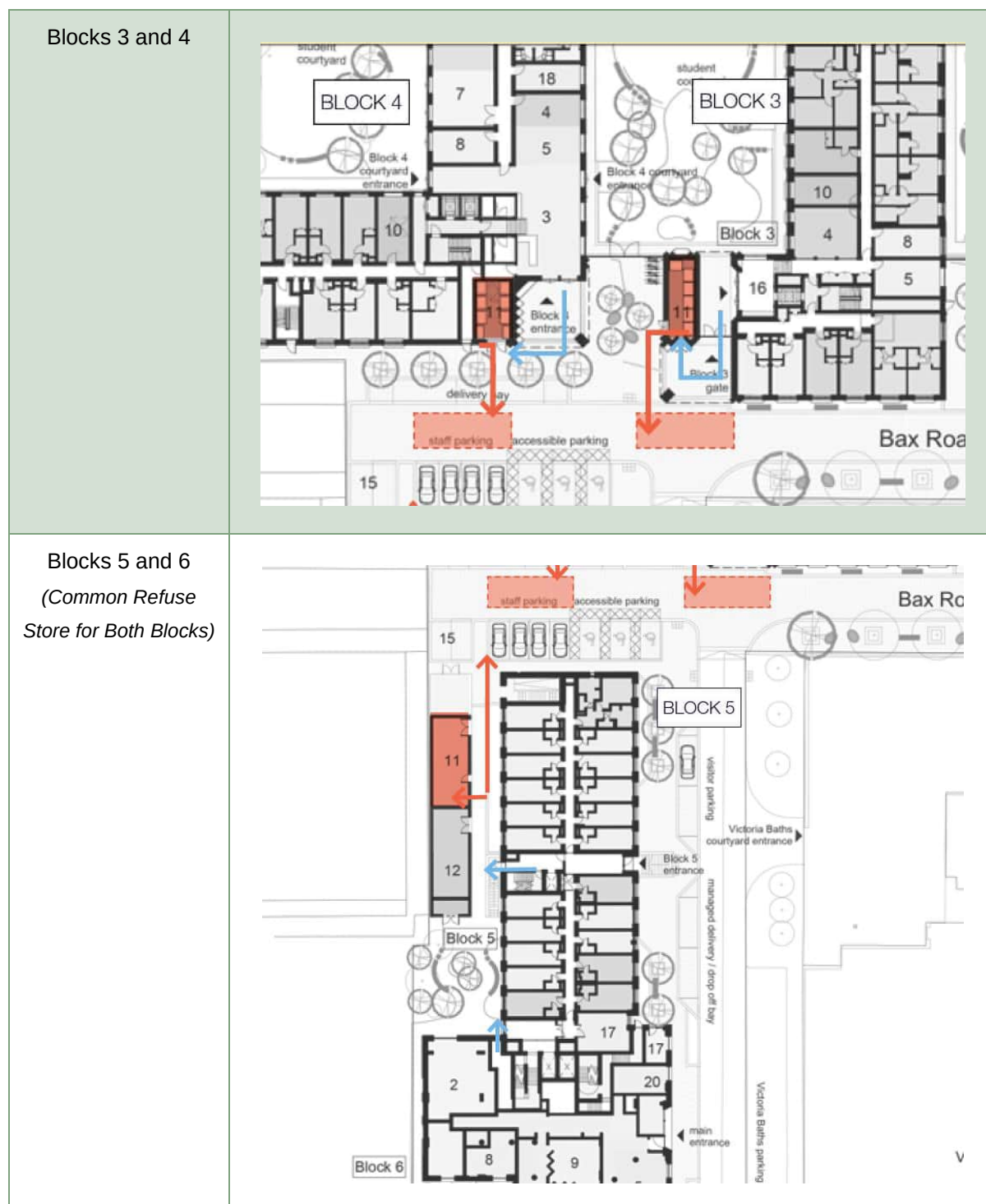
Location of Bin Stores

- 6.2
- The bin store layout on the site has been zoomed and presented below in **Table G** below. The arrows in blue indicated the route residents need to follow to access the bin stores, which are the enclosed areas highlighted in red. The red arrows show the routes of the bins between the stores and the pick-up areas where the refuse vehicles will stop for collection.
- 6.3
- The plans also demonstrate that there is sufficient on-site bin storage space to meet weekly demand and accommodate the calculated bin storage requirements presented in **Chapter 5**.
- 6.4
- As is shown, all the bin stores are located at ground floor level, to ensure sufficient step free access can be gained.

Table G: Location of Bin Stores for each Block

Location of Bin Stores by Block	
Block 1	 A site plan for Block 1 showing building footprints, parking areas, and landscaping. A red dashed rectangle highlights a bin store area near a 'car park entrance'. A red arrow points from this area towards the center of the block. Blue arrows indicate routes from various building entrances (labeled 11, 12, 14, 16, 17) to the bin store area. Labels include 'Block 1', 'BLOCK 1', 'Block 1 garden entrance', 'student garden', and 'parking'.
Block 2	 A site plan for Block 2 showing building footprints, a courtyard, and a public garden. A red dashed rectangle highlights a bin store area near 'Bax Road'. A red arrow points from this area towards the center of the block. Blue arrows indicate routes from various building entrances (labeled 4, 5, 8, 10, 16) to the bin store area. Labels include 'BLOCK 2', 'Block 2', 'Block 2 gate', 'Bax Road', 'public garden', and 'car park entrance'.





- 6.5 The commercial unit in Block 6 will have its own internal bin store.

Waste Management and Transfer

- 6.6 It is the responsibility of the resident (student) to transfer waste from their premise to the designated on-site bin store, with colour coded bins helping students to put their waste into the correct bins associated with each waste stream.



- 6.7 The on-site management team would ensure that everyone is well informed about recycling and organic waste and that the bin stores are kept clean and if there is a need to rotate bins to facilitate access they will do so.
- 6.8 The bin stores will benefit from ventilation, impermeable surfaces and a nearby water tap to assist in cleaning. There is no intention to compact or process the waste on site.
- 6.9 All routes for transferring bins will be step free and will have a minimum width of 1.54m, ensuring adequate manoeuvring space. Bin stores are located at ground floor level with easy and step free access.
- 6.10 The garden waste from the Public Realm areas is assumed to be taken away by the landscape contractor.

The Waste Hierarchy and Environmental Considerations

- 6.11 All on-site waste will be managed in accordance with the waste hierarchy. The waste hierarchy will be promoted to all residents of the site which will involve raising awareness and education of the waste hierarchy to encourage waste reduction, reuse, and recycling. Therefore, on-site waste will be managed in accordance with the waste hierarchy through promotion to users of the site and in the bin store itself, where there will be well-labelled separate bins for recycling and unrecyclable waste.
- 6.12 A communications plan will be provided to occupants detailing how they can increase the use of re-using and recycling their waste as much as possible. This will include information on how, when and where occupiers should store and deposit recyclables etc. This will be communicated via clear signage and noticeboards around the site.
- 6.13 In terms of off-site management, the applicant will seek to use and will collaborate with local recycling centres and waste management companies to facilitate responsible waste recovery, disposal and recycling from the site. The applicant will also ensure that the site waste management collection team will adhere to environmental regulations and best practices for recovery and disposal.
- 6.14 In addition, the proposed development will not only support a collection of dry recyclables and general waste, but also food / organic waste. Suitable bin storage will be provided for these collections.
- 6.15 Measures such as consolidated, community-led waste minimisation and smart logistic schemes will be explored. As each block will be provided with a communal bin store, it is understood that waste produced from the site will be managed via a number of centralised, consolidated areas which will increase efficiency etc. Community-led mitigation will also be undertaken, as the site will involve in active engagement with its users to promote sustainable on-site waste practices. Lastly, smart logistic schemes will be explored, such as IoT Sensors in bins to monitor fill levels and data analytics to help predict waste generation patterns. It is anticipated that these will be promoted for use to site management.



7.0 Waste Collection

Waste Collection Strategy

- 7.1 Waste will be collected by a licensed waste carrier in accordance with government legislation requiring the appropriate documentation to ensure that waste is disposed of in a hygienic and environmentally sustainable way. The on-site management team will maintain a file with the waste-disposal contract and the relevant waste transfer notes or other forms that are received from the waste disposal company as a record.
- 7.2 It is assumed that due to the scale of this site, the site would operate under a council management collection regime. Bins will be collected on a weekly basis.
- 7.3 In terms of waste transfer and collection, the on-site management company would be responsible for taking bins out onto the edge of Bax Road immediately prior to collection. On-site management will then return the bins to the storage areas immediately after collection has taken place. The transfer routes from the bin stores to the edge of Bax Road are as short as possible (less than 10m).
- 7.4 As Bax Road is a cul-de-sac, an on-site turning area at the eastern end of the road is provided to enable refuse vehicles to turn around and leave back onto Bax Road and Hathersage Road in forward gear. A servicing site context plan showing the relevant swept path analysis of a refuse vehicle accessing and egressing the site, is illustrated in **Figure K**.

Figure K: Refuse Vehicle Tracking



Monitoring

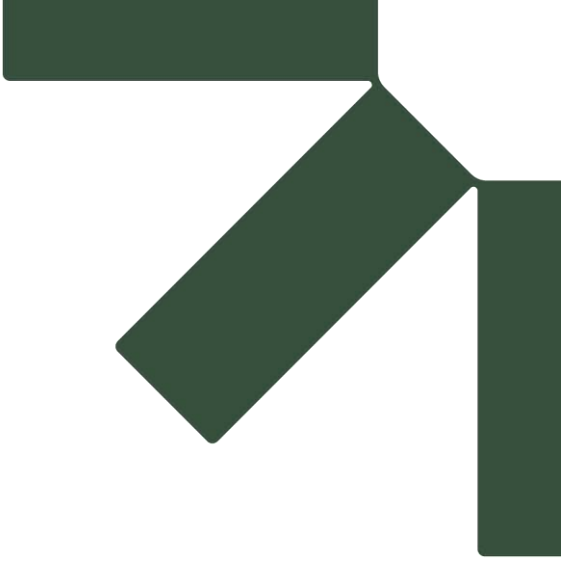
- 7.5 The end destination and final disposal of waste will occur in line with the waste hierarchy, which has been explained in previous chapters; disposing waste to landfill will be a last resort and it is anticipated that as far as reasonably possible, non-recyclable waste will be incinerated at waste-to-energy plants to generate electricity or heat.
- 7.6 The site and waste disposal team will provide full documentation of the waste from source to the end destination, to monitor and ensure that waste is being properly disposed of according to local regulations and environmental standards. It is also anticipated that the relevant bodies will conduct inspections and audits to verify that waste is being managed and disposed of appropriately. In addition, the on-site management will run a periodic audit and monitoring process of the on-site and off-site waste management practises, to identify areas for improvement and adjust strategies as needed.



8.0 Conclusion

- 8.1 This document has demonstrated that the operational waste arising from the proposed development will be managed in accordance with the relevant waste policies and guidance. Adequate waste storage will be provided within the new bin stores and waste management on-site will be overseen by members of staff and on-site management. Refuse vehicles will be able to service the site in a safe and efficient manner utilising the access road and turning head to service the site in forward gear.





Appendix A Proposed Site Plans

Waste Management Strategy

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024

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— application boundary



Date	Drawn by	Checked by	Scale at A1
03/24	AW	RB	1 : 1250

Unit 305, Metropolitan Wharf T 020 7234 9330
70 Wapping Wall E info@bellphillips.com
London E1W 3SS W www.bellphillips.com

Drawing Number	Revision
0814-BPA-ZZ-ZZ-DR-A-1001	P01

LEGEND

- Existing spot heights
To be retained
- Proposed spot heights
To be retained
- Proposed fall gradients

Paving

- Asphalt concrete
To adopted highways, colour black to match existing surface
- Permeable concrete paving - type 1
To vehicular route in public realm area, size TBC, colour, buff mix
- Permeable concrete paving - type 2
To pedestrian pathways in public realm area, size TBC, colour, buff mix
- Permeable concrete paving - type 3
To pedestrian paving to courtyards, size TBC
- Concrete paving - type 4
Final design of threshold as per Architect's design intent
- Permeable resin bound gravel - type 1
To amenity areas, colour buff
- Permeable resin bound gravel - type 2
To feature space in gardens between Block 3 & 4 and to pedestrian pathways to ecology enhancement gardens, colour dark buff
- Stepping stones
To proposed amenity areas, concrete paving slabs, indicative size 300 x 1200mm, colour light grey
- Timber deck
To proposed ecology enhancement areas, timber deck with applied anti-slip finish
- Corduroy paving
To proposed amenity areas, size 400 x 400mm, colour buff
- Blister paving
To proposed amenity areas, size 400 x 400mm, colour buff

Kerbs

- Concrete Kerb
To proposed amenity areas, 255mm wide, kerb colour and texture to match proposed surrounding paving, laid flush/stand
- Raised Planters Metal Edge
To amenity areas within proposed courtyards, weathered steel, 100mm high with integrated lighting and timber seating, seating to have backrests and armrests
- Flush Metal Edge
To amenity areas within proposed courtyards, weathered steel, 100mm high with integrated lighting and timber seating, seating to have backrests and armrests

Structures

- Proposed Steps, Handrails and Walls
Step design to be in accordance with Building Regulations Part M, colour grey, steps to include cycle channel for wheeled bike access to cycle parking
- Proposed Ramps, Handrails and Walls
For surface material refer to plan
- Retaining Walls
Retained concrete wall to be clad with brick (specification to match building material), refer to Engineer's specifications for structural details
- Proposed Cycle Shelter
Designed by Architect, cycle shelter to align with architectural palette

Boundary

- Metal Fencing
2400 high, vertical railing metal fencing, colour TBC
- Wall with Railings
Existing concrete wall to be clad with brick (specification to match building material), steel railings, height to match existing height, colour TBC
- Metal Double Gate
2400 x 2000mm, lockable, colour TBC, to match proposed metal fencing
- Metal Single Gate
2400mm high, lockable, colour black, to match proposed metal fencing

Furniture

- Pebble Timber Feature Seating
To amenity areas, size 1000 x 1000mm, timber, planted with trees and ornamental planting
- Linear Timber Seating
To amenity areas, size 1000 x 1000mm, timber, planted with trees and ornamental planting
- Curved Timber Seating
Curved timber linear seating with back and arm rests integrated into raised planters
- Square Timber Seating
To amenity areas, size 1000 x 1000mm, timber, planted with trees and ornamental planting
- Picnic Sets
Metal picnic sets, round table with 6 chairs
- Rectangular Tree Planter - type 1
To amenity areas, size 1000 x 1000mm, timber, planted with trees and ornamental planting
- Circular Tree Planter - type 2
To courtyards, 1000mm high, 1000mm diameter, planted with trees and ornamental planting
- Tree Grille
To amenity areas, size 1000 x 1000mm, metal square tree grille, 1400 x 1400mm
- Litter Bins - TBC
Grade 316 stainless steel
- Removable bollards
Aluminium bollards - removable, 1140mm height
- Bike Stands
Folded bike stands, aluminium
- Dual EV charging dock

Lighting

- Note: Detailed lighting design by M&E Engineer
- Highways Lighting Columns
Details and locations to be confirmed with lighting M&E Engineer
- Feature Lighting Columns
Details and locations to be confirmed with lighting M&E Engineer
- Lighting Bollards
To courtyard areas and to ecology enhancement area
- Tree Uplighters
Refer to plan for locations
- Catenary Lights
Refer to plan for locations

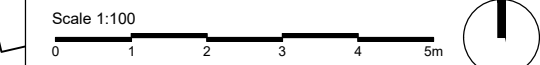
Soft landscape

- Existing Trees
To be retained
- Existing Trees
To be removed
- Proposed Trees
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Hedge Planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Native Shrub / Scrub Planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Amenity Grass
E222 Strong Lawn Grass Mixture, supplied by Emongate Seeds, to amenity areas. Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Reinforced Amenity Grass
E222 Strong Lawn Grass Mixture, supplied by Emongate Seeds, to amenity areas. Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Species Rich Grass
E242 Special General Purpose Meadow Mixture, supplied by Emongate Seeds, to amenity areas. Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Ornamental planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Herb planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Rain garden planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Ornamental feature grasses
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Green roof to bin / bike stores
Refer to 12355-LUC-XX-00-DR-L-0400 for further details



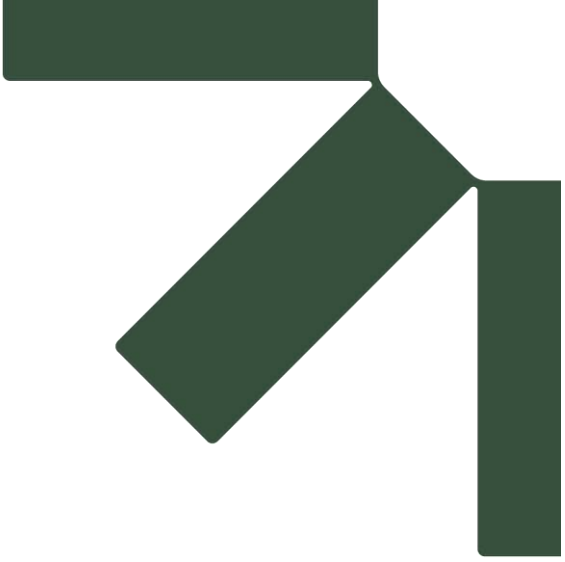
P11	15.08.24	Cycle stand added; bench provision update	KT	CC	CC
P10	13.08.24	Cycle storage, planting and pathway update	KT	CO	CO
P09	27.03.24	Red line boundary update, Block 6 frontage update	KT	CO	CO
P08	07.03.24	Issue to project team	KT	CO	CO
P07	27.02.24	Issue to project team	KT	CO	CO
P06	07.02.24	Issue to project team	KT	CO	CO
P05	31.01.24	Issue to project team	KT	CO	CO
P04	30.01.24	Issue to project team	KT	CO	CO
P03	18.01.24	Draft issue to project team	JH	CO	CO
P02	04.01.24	Draft issue to project team	KT	CO	CO
P01	04.12.23	Draft issue to Ecology Consultant	KT	CO	CO

Rev	Date	Description	Drm	Chk	App
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LUC		www.landuse.co.uk	
Project Victoria Point			
Client Empiric Limited			
LUC Job Nr	Scale @A2	Status	
12355	1:500	Planning	
Drawing Title Landscape GA Plan			
Drawing Nr	Rev		
12355-LUC-XX-00-DR-L-0100	P11		



Appendix B Full Waste Calculations

Waste Management Strategy

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024

VN232822 - Victoria Point
Waste Storage Calculations

Full Calculations - Student Accomodation

Block 1		Waste Storage Required (L)				Number of 1,100L Eurobins required for a General Waste Twice-A-Week Collection and a Recycling and Organic Waste Weekly Collection			
Units	Total Waste Generated by All Units per Week (L)	General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)	General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)
74	3848	2035	814	814	185	0.9	0.7	0.7	0.2
Block 2		Waste Storage Required (L)				Number of Eurobins required for a Weekly Collection			
Units		General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)	General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)
126	6552	3465	1386	1386	315	1.6	1.3	1.3	0.3
Block 3		Waste Storage Required (L)				Number of Eurobins required for a Weekly Collection			
Units		General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)	General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)
126	6552	3465	1386	1386	315	1.6	1.3	1.3	0.3
Block 4		Waste Storage Required (L)				Number of Eurobins required for a Weekly Collection			
Units		General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)	General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)
185	9620	5087.5	2035	2035	462.5	2.3	1.9	1.9	0.4
Block 5 & 6		Waste Storage Required (L)				Number of Eurobins required for a Weekly Collection			
Units		General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)	General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)
365	18980	10037.5	4015	4015	912.5	4.6	3.7	3.7	0.8

Summary Table - Student Accomodation

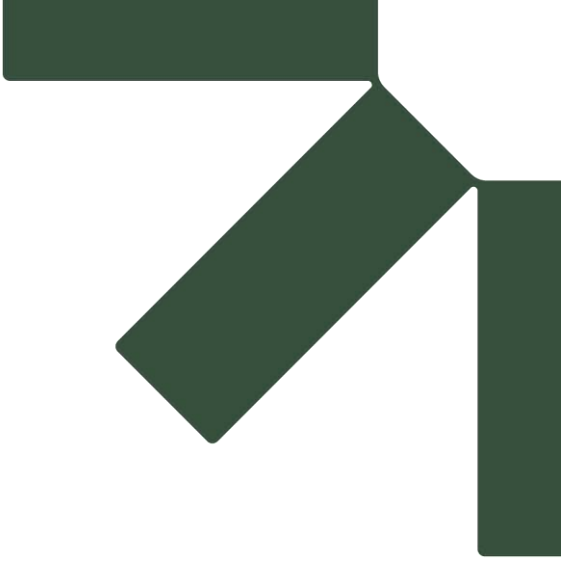
Student Accommodation Block	Units	Total Weekly Waste Generated (L)	Bins Required for a General Waste Twice-A-Week Collection and a Recycling and Organic Waste Weekly Collection				
			General Refuse (L)	Pulpable Recycling (L)	Comingled Recycling (L)	Organic / Food (L)	Total no. Bins
Block 1	74	3848	1 x 1100L	1 x 1100L	1 x 1100L	1 x 240L	3 x 1100L + 1 x 240L
Block 2	126	6552	1 x 1100L + 3 x 240L	2 x 1100L	2 x 1100L	2 x 240L	5 x 1100L + 5 x 240L
Block 3	126	6552	1 x 1100L + 3 x 240L	2 x 1100L	2 x 1100L	2 x 240L	5 x 1100L + 5 x 240L
Block 4	185	9620	2 x 1100L + 2 x 240L	2 x 1100L	2 x 1100L	2 x 240L	6 x 1100L + 4 x 240L
Block 5 & 6	365	18980	4 x 1100L + 3 x 240L	4 x 1100L	4 x 1100L	1 x 1100L	12 x 1100L + 3 x 240L

Full Calculations - Small Commercial Unit

Within Block 5 & 6		Waste Storage Required (L)		Number of 1,100L Eurobins required for a General Waste Twice-A-Week Collection and a Recycling Waste Weekly Collection	
Sqm	Total Waste Generated per Week (L)	General Refuse (L)	Recycling (L)	General Refuse	Recycling
160	1600	800	800	0.4	0.7

Summary Table - Small Commercial Unit

Commercial Unit	Sqm	Total Weekly Waste Generated (L)	Bins Required for a General Waste Twice-A-Week Collection and a Recycling Waste Weekly Collection	
			General Refuse (L)	Recycling (L)
Within Block 5 & 6	160	1600	2 x 240L	1 x 1100L



Appendix C Vehicle Tracking Drawings

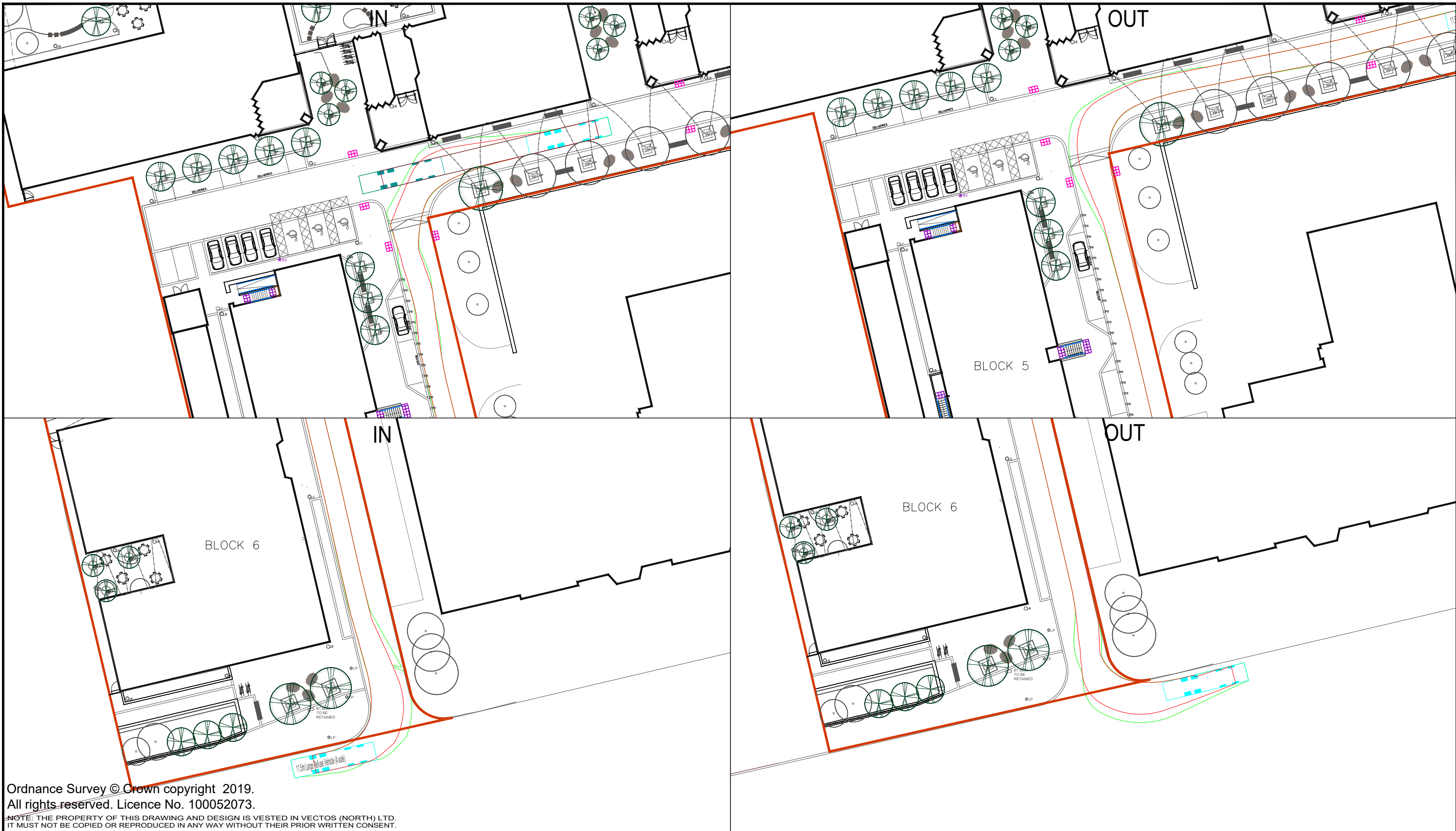
Waste Management Strategy

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024



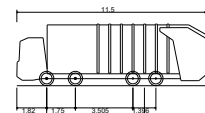
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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



11.5m Large Refuse Vehicle (4 axle)
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Victoria Point, Manchester

Empiric Student Property PLC

SWEPT PATH ANALYSIS : LARGE REFUSE VEHICLE



7 Park Row, Leeds, LS1 5HD
0113 512 0293 e: leeds@vectos.co.uk

DRAWN:
YF

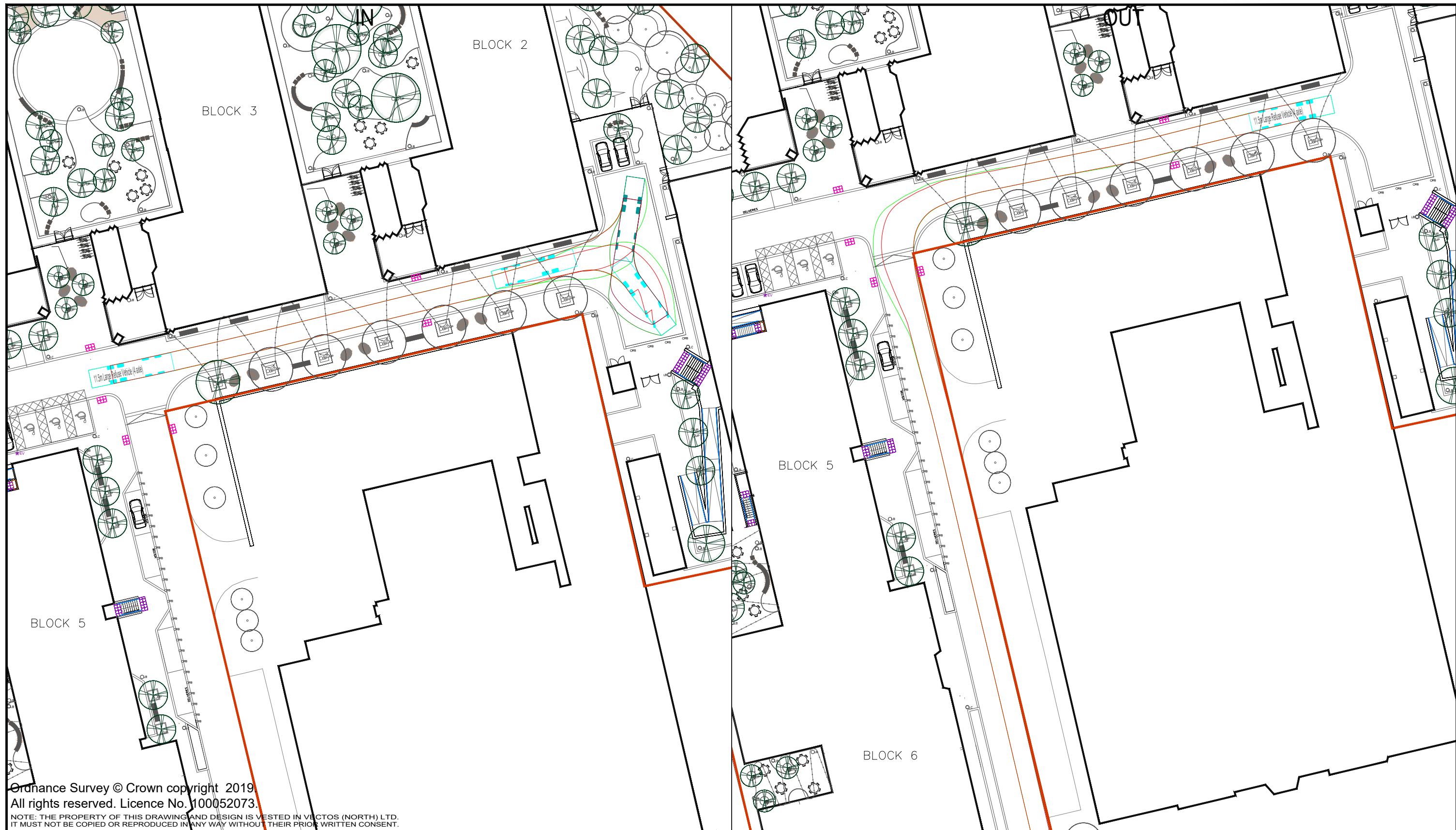
CHECKED:
MR

DATE:
16.08.24

SCALES:
1:500 at A3

DRAWING NUMBER:
VN232822 - TR102

REVISION:



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Victoria Point, Manchester		Empiric Student Property PLC	
SWEPT PATH ANALYSIS : LARGE REFUSE VEHICLE			
DRAWN: YF	CHECKED: MR	DATE: 16.08.24	SCALES: 1:500 at A3
DRAWING NUMBER: VN232822 - TR103		REVISION:	

