Proposed Mixed Use Development, 816 Stockport Road, Levenshulme

Waste Management Strategy

Prepared for

Mr Raja Asad

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3780-01-WMS01

Document Control

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1.0 INTRODUCTION

1.1 Preamble

1.1.1 Axis have been appointed by Mr Raja Asad to provide highways and transport advice in relation to a full planning application for a mixed-use development at No. 816 Stockport Road, in Levenshulme, Manchester. The proposed development would comprise 16No. apartments and 4No. ground floor retail units, alongside associated infrastructure.

1.1.2 This Waste Management Strategy (WMS) has been prepared to consider the proposed strategy for the storage, handling and collection of waste from the site, once operational.

1.1.3 The purpose of this report is to inform Manchester City Council (MCC), who is the relevant Local Planning Authority (LPA) and Local Highway Authority (LHA), and other key stakeholders, that the waste arising from the proposed development will be managed in a safe and sustainable manner in accordance with key waste legislation and national and local waste policy.

1.2 Report Structure

1.2.1 The remainder of this report will be structured as follows:

i) **Chapter 2** sets out the national and local waste policy and guidance which is relevant to the proposed development;
ii) **Chapter 3** outlines the intentions of the applicant in terms of the management, storage and collection of waste that would be generated by the proposed development. This will be accompanied by swept path analysis of servicing vehicles accessing the site accordingly; and
iii) **Chapter 4** summarises and concludes the report.

2.0 WASTE POLICY AND GUIDANCE CONTEXT

2.1 Introduction

2.1.1 When developing refuse strategies, it is important to be cognisant of relevant national and local waste management policies. As such, this Chapter of the WMS reviews both national and local waste policy and guidance that is relevant to the proposed development, with reference to the following documents:

i) Waste Management Plan for England (2021);
ii) National Planning Policy for Waste (2014);
iii) Waste Management in Buildings – Code of Practice (BS 5906:2005);
iv) Building Regulations Approved Document H, 'Drainage & Waste Disposal'; and
v) Manchester City Council's Waste Storage and Collection Guidance Note (GD 04).

2.2 National Policy

Waste Management Plan for England (2021)

2.2.1 The Waste Management Plan for England, published in January 2021, is a non-site specific document which provides an analysis on waste management in England, and aims to bring current waste management policies together under one national plan.

2.2.2 The policies summarised within the document are designed to achieve the aims of the Waste (England and Wales) Regulations 2011 and the Resources and Waste Strategy. Specifically, these aims are to *'protect the environment and human health by preventing or reducing the generation of waste, the adverse impacts of the generation and management of waste and by reducing overall impacts of resource use and improving the efficiency of such use.'*

2.2.3 Overall, the Waste Management Plan for England primarily sets out the Government's ambition to achieve a more sustainable and efficient approach to the use and management of our waste, highlighting that planning plays a fundamental role in delivering the country's waste ambitions.

National Planning Policy for Waste (2014)

2.2.4 National planning policy on waste is currently set out in the National Planning Policy for Waste (NPPW), published in October 2014, which sets out the detailed waste policies. The NPPW should be read in conjunction with the National Planning Policy Framework (NPPF), which was most recently revised in February 2019, and the Waste Management Plan for England.

2.2.5 The NPPW states:

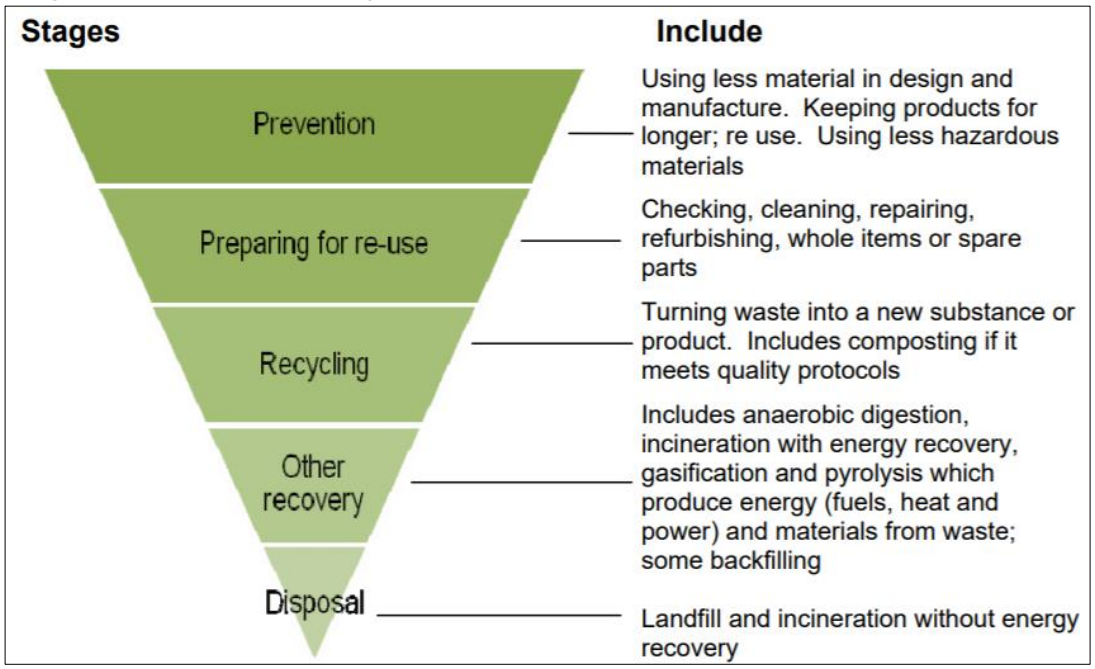
"Positive Planning plays a pivotal role in delivering this country's waste ambitions through:

- *Delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy;*
- *Ensuring that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities;*
- *Providing a framework in which communities and businesses are engaged with and take more responsibility for their own waste;*
- *Helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment; and,*
- *Ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste".*

2.2.6 The principal objective of the Waste Hierarchy, as set out in NPPW, is to minimise the environmental costs of waste. At the top of the hierarchy, and the most effective environmental solution, is to reduce the generation of waste (i.e. prevention). Where this is not possible, the key aim is to ensure that waste is managed safely, sustainably and responsibly.

2.2.7 **Image 2.1** illustrates the waste hierarchy, as set out in Appendix A of the NPPW.

Image 2.1 – The Waste Hierarchy



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

2.2.8 To complement the Waste Management Plan for England, a National Code of Practice (BS 5906:2005) document has been developed and this provides useful information relating to waste forecasting and new build developments.

Building Regulations

2.2.9 In addition to the above guidance, all new developments must comply with the requirements contained within the Building Regulations Approved Document H entitled 'Drainage & Waste Disposal'. This 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, and from the place of storage to the waste collection point.

2.3 Local Policy

2.3.1 At a more local level, MCC has prepared a Waste Storage and Collection Guidance Note (GD 04 v7.00) which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set out in the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.

2.3.2 The document sets out that new developments should provide safe and convenient facilities for residents to recycle and dispose of their waste. As such, all planning applications for new developments and conversions must include a WMS that includes:-

i) Estimated volumes and types of waste produced by the development,
ii) Details of internal and external stores for both waste and recycling, including any plans and designs,
iii) Location of the proposed collection point and details of the route the collection vehicle will take,
iv) Details of how waste will be transferred between stores and to the collection location, and
v) Details of number and capacity of bins proposed and collection frequency.

2.3.3 Furthermore, all planning applications must complete and submit the waste proforma document, as contained in Appendix E of the guidance note (GD 04).

2.4 Compliance with Policy

2.4.1 The waste generated from the proposed development will be managed, wherever possible, in accordance with the Waste Hierarchy to ensure that the WMS supports the principles of sustainability.

2.4.2 The following sections of this report will set out the proposed strategy of waste management in accordance with the policies highlighted above. The completed MCC waste proforma document is also contained within **Appendix A** to the rear of this WMS.

3.0 WASTE MANAGEMENT STRATEGY

3.1 Introduction

3.1.1 A key element of national and local policy is to ensure that new developments maximise recycling whilst 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.

3.1.2 Furthermore, in accordance with Section 34 of the Environmental Protection Act 1990, the applicant has a legal duty of care to ensure that all waste generated on-site is stored, transported and disposed of responsibly, without causing harm to the environment.

3.1.3 The following sub-sections of this report set out the waste management strategy for the proposed development with due regard to the following:

i) Waste forecasts;
ii) Waste Storage Areas;
iii) Waste Collection Points; and
iv) The routes in which waste collection vehicles will take.

3.1.4 The proposed waste management strategy set out in the following sections is also illustrated on **Drawing Number 3780-01-D01** in **Appendix B**.

3.2 Waste Forecasts

Proposed Apartments

3.2.1 In accordance with MCC's Waste Storage and Collection Guidance for New Developments (GD 04), developers of high-rise blocks (usually with 10 or more flats) should provide 0.43m² of space per apartment to accommodate waste and recycling containers. Set in the context of the development proposals (16 apartments), this equates to a requirement for 6.88m² of space for refuse storage.

3.2.2 The proposed development comprises a refuse storage area located to the west of the site, which is circa 8m² in size, and will therefore provide more than sufficient storage room for waste containers.

3.2.3 For high-rise apartment developments, the following storage requirements also apply, which are taken from MCC's Proforma in Appendix E of GD 04 (Version 7.00):

i) 110l per apartment for general waste using 1100l Eurobins (which, when applied to the proposal for 16No. apartments equates to 1760l or 2 x 1100l EBs)
ii) 55l per apartment for pulpable recycling using 1100l Eurobins (which, when applied to the proposal for 16No. apartments equates to 880l or 1 x 1100l EB)
iii) 55l per apartment for mixed recycling using 1100l Eurobins (which, applied to the proposal for 16No. apartment equates to 880l or 1 x 1100l EB)
iv) 10l per apartment for food waste using 240l Eurobins (which, when applied to the proposed for 16No. apartments equates to 1 x 240l EB)

Proposed Retail Units

3.2.4 The proposed development also comprises approximately 120m² of retail floorspace located on the ground floor.

3.2.5 In accordance with Appendix C of MCC's GD 04 document, the amount of waste storage required for retail uses is typically 5,000l per 1,000m² GFA, of which 50% should be retained for recycling.

3.2.6 When set in the context of the proposed development (120m² of retail space), this equates to a waste storage requirement of 600l, anticipated to be broken down into the following waste streams:

i) Non-recyclable Waste – 300l;
ii) Dry Mixed Recycling – 150l; and
iii) Glass Recycling – 150l.

3.3 Bin Types

3.3.1 As shown on the proposed site playout plan, two separate bin stores will be provided for the proposed residential and retail uses respectively.

3.3.2 The residential bin store would be located along the site's western boundary and would accommodate space for 1No. 240l and 4No. 1,100l Eurobins. This accords with the waste forecasts set out in **Section 3.2**.

3.3.3 The retail bin store would be located on the ground floor of the proposed building, and would provide enough space for 4No. 220l Eurobins (i.e. 880l waste storage in total, which exceeds the requirement of 600l, as set out in **Section 3.2**).

3.3.4 All bins would be segregated for general and pulpable and co-mingled waste streams.

3.4 Internal Arrangements

3.4.1 It is proposed that prospective residents of the proposed apartments would store waste internally within their apartments before transporting it to the refuse areas set out above.

3.4.2 Similarly, employees of the retail units would transport their waste from the retail units to the refuse store on the ground floor.

3.4.3 The location of the refuse storage areas and the routes for residents and employees to access the storage areas can be seen on **Drawing Number 3780-01-D01** in **Appendix B**.

3.4.4 All refuse storage areas are access directly from Midway Street and will be secure. All bins will be fitted with a secure lid to ensure that the area will be kept free of pests, and to prevent odours entering the surrounding public areas. The refuse stores will be maintained and kept clean by the site's management company on a regular basis.

3.4.5 Furthermore, the internal refuse stores will ensure that bins will be stored safely, away from the public highway and, in turn, protecting the amenity of the surrounding area.

3.4.6 The refuse areas will cater for the storage of waste prior to being transported off site, details of which are set out within the following sub-section of this report.

3.5 Waste Collection Strategy

Proposed Retail Units

3.5.1 On the basis that MCC do not collect commercial waste, it is proposed that refuse collection associated with the proposed retail units will be undertaken by a private waste collection company.

3.5.2 Dependent on the terms of the contractual waste agreement, bin containers will either be transported to the collection point by the site's management company, or the appointed contractor will be employed to transport the bin containers accordingly. In the latter instance, the site's management team would be responsible for ensuring that the internal bin stores are open and accessible on collection days.

3.5.3 Once bins have been emptied, containers would be carried back to the internal bin storage area. Again, depending on the contractual waste agreement, this will either be undertaken by employees or the appointed contractor.

Proposed Apartments

3.5.4 Refuse collection associated with the proposed apartments is proposed to be undertaken by MCC. On refuse collection days, the appointed site management company or residents will be responsible for transporting the bins from the bin store to a temporary collection point along the back of footway along Midway Street.

3.5.5 Once the bins have been emptied, they would be transported back to the permanent bin store by the site management company or residents to ensure that bins are not left on the highway.

3.5.6 It is anticipated that the frequency of collections will be tailored to match the actual waste generation after occupation. However, based on the forecast waste volumes, as summarised in **Section 3.2**, and the proposed size of the refuse stores, it is considered that waste could be collected on a weekly basis.

Access for Refuse Collection Vehicles

3.5.7 It is proposed that refuse collection vehicles (RCVs) will service the site directly from Midway Street. Specifically, it is considered that RCVs will access Midway Street in a forward gear from the A6 Stockport Road, service the site, and then reverse out of Midway Street within the controlled area of its junction with the A6 Stockport Road and Matthews Lane.

3.5.8 Based on a review of the junction, it is understood that Midway Street operates its own green phase within the signal control, thereby allowing a RCV to reverse out of Midway Street on a green light, within the controlled area of the junction, and thus without conflicting with other streams of traffic (as they will be stopped at a red signal,

as would pedestrians). The waste collection operatives would also effectively act as banksmen for the RCV, when manoeuvring from Midway Street.

3.5.9 **Drawing Number 3780-01-D01** in **Appendix B** shows the swept path analysis of a large (11.22m long) RCV accessing the site accordingly.

3.5.10 It should however be noted that, in the event that Midway Street and Matthews Lane do, at any time, operate under the same stage, then the Applicant is committed to changing the signal sequence of the junction to ensure that Midway Street does run independently of all other phases, and in a standalone demand-dependant stage in the signal cycle sequence. It is considered that this could be secured through means of a suitable mechanism to be agreed with Transport for Greater Manchester (TfGM) and MCC. This would not have a material impact on the capacity of the junction, particularly given that the demand from Midway Street would continue to be very low.

3.5.11 It should also be noted that, as part of the contractual waste agreement for the proposed retail units, the time of collection can be stipulated. In order to further minimise any impacts associated with the servicing of these retail units, the waste contractor will be advised to access the site outside of the typical network peak periods.

3.5.12 The proposed access arrangements set out above are considered to represent an overall betterment to the safety and operation of the local highway network when having regard to servicing arrangements associated with the existing use of the site, whereby carpet delivery lorries and RCVs regularly perform reversing manoeuvres from the A6 Stockport Road into Midway Street when other streams of traffic are passing through the junction on a green light.

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

4.1.1 Axis have been appointed on behalf of Raja Asad to provide highways and transport advice in relation to a full planning application for a mixed-use development at No. 816 Stockport Road, in Levenshulme, Manchester. The proposed development would comprise 16No. apartments and 4No. ground floor retail units, alongside associated infrastructure.

4.1.2 This WMS sets out how the applicant intends to manage the waste which would be generated from the proposed development and addresses the proposed strategy for the storage, handling and collection of waste from the site, once operational.

4.1.3 The report has been prepared in accordance with both local and national waste policy and concludes that the site will adequately cater for the sustainable storage, handling and transporting of all waste generated on site.

4.2 Conclusions

4.2.1 From a waste management perspective, there are no reasons why the development proposals should not be granted planning permission.

Appendix A – MCC Waste Proforma

MANCHESTER CITY COUNCIL

Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number:
Date Submitted:
Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	~~Yes~~ / No (delete as appropriate)
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	

Low Rise Domestic

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	

High Rise Apartment Developments

0.43m2 has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes / ~~No~~ (delete as appropriate) How many of each container do you plan to provide? 2 x general refuse x 1100 litre (based on 110 litres per apartment) 1 x pulpable Recycling x 1100 litre (based on 55 litres per apartment) 1 x mixed recycling x 1100 litre (based on 55 litres per apartment) 1 x food waste x 240 litres (based on 10 litres per apartment) - x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / ~~No~~ (delete as appropriate)

Commercial Developments

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

General Waste - 2x 240l Eurobins

Dry recycling (include material type details) - 1x 240l Eurobins

Food Waste - 1x 240l Eurobins

Industrial Waste - -

Other - -

Has / will a contract be obtained with a licenced waste carrier?	Yes / ~~No~~ (delete as appropriate

Mixed Use Developments

Are the stores for residential and commercial waste completely separate from each other, with residents having no access to the commercial store and the commercial units having no access to the residential store?	Yes / ~~No~~ (delete as appropriate)

Internal Stores (Residential and Commercial)

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

Residents / employees to store waste internally within their apartments / retail units before transporting it to the refuse storage areas located on the ground floor.

Storage Areas for Waste Containers (Residential and Commercial)

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

Separate bin stores are provided for the proposed apartments and retail units and will cater for the storage of waste prior to being transported off-site. The resident bin store is located along the western boundary of the site and the retail bin store is located within the ground floor. Both bin stores are accessed directly from Midway Street. Details are shown on Drawing Number 3780-01-D01.

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 - Consideration has been given to appropriately ventilate refuse storage areas. Details are provided in the relevant documents

Hygiene - The site management company will be responsible for the cleaning of facilities on a regular basis.

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 refer to Section 3.5 of the submitted Waste Management Strategy, dated June 2024. **Retail Units:** **Dependent on the terms of the constractual waste agreement, bin containers will either be transported to the collection point by the appointed contractor or the site's management company.** **Apartments:** **The appointed site management company or residents ill be responsible for transporting the bins from the bin store to the collection point.**

Please ensure that you have attached:

Detailed plans of bin stores	☑
Location plans showing stores	☑
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	☑

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023, read in conjunction with the Waste and Recycling Service Standard found on the Council website.

Appendix B – Drawing Number 3780-01-D01

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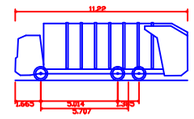


Site Boundary

Route to Resident Bin Store

Route to Retail Bin Store

Design Vehicle:



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

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

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Client

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Project

816 Stockport Road, Levenshulme

Drawing Title

Waste Management Strategy

Scale: **1:200 @A3**

Status: **Planning**

Date: **27-06-2024**

Drawn: **AB**

Checked: **LK**

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