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ARUNDEL STREET
WASTE MANAGEMENT STRATEGY

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Control Sheet

Rev	Description	Checked	Issued	Date
P01	First issue	DD	DD	31 July 2024

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Appendix A – Proposed Site Layout

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Cumming Group to provide traffic and transportation advice to support a planning update on the development known as Arundel Street located to the southwest of Manchester city centre.

1.1.2 Development of this land has been under consideration for a number of years, with a brief summary as follows:

- **October 2018**: Planning approval refused (Manchester City Council (MCC) Planning Reference: '118045/FO/2017'), for the *"Erection of a 10 storey residential building (Use Class C3a) together ground floor commercial units (Use Classes A1, A2, B1, D1 and D2) (379 sqm) and the erection of 35 storey residential building (Use Class C3a), following demolition of existing buildings, together with the change of use of the former Department of Transport Building to form a mixed use residential and commercial building (Use Classes C3a, A1, A2, B1, D1 and D2), forming 386 residential apartments in total with associated amenity space, car and cycle paring, access, landscaping and other associated works".* Curtins supported this planning application with the submission of a Transport Statement (Curtins Reference: '62979/TS')

- **August 2019**: Planning approval granted (MCC Planning Reference: '123261/FO/2019'), for the: *"Erection of a part 8 and 9 storey building located on Arundel Street and Worsley Street, a part 11 and 23-storey residential building located on the Mancunian Way and refurbishment and conversion of the existing DOT Building to form 355 residential apartments in total (Use Class C3a) together with commercial uses (Use Classes A1, A2, B1, D1 and D2) along with associated car parking, cycle parking, access, landscaping and other associated work".* Curtins supported this planning application with the submission of a Transport Statement (Curtins Reference: '071713-CUR-00-XX-RP-TP-00001-V02')

- **August 2022:** Non-material amendment (NMA) to planning permission '123261/FO/2019' granted (MCC Planning reference: '134385/NMC/2022'), to: *"reconfigure the internal layout of the development, including omitting residential from the DOT building and creating commercial floorspace with associated elevational alterations, together with alterations to the internal layout of the new build element and introduction of an initial phase of development with associated new planning conditions and alteration to the trigger in condition 6 (Ground Conditions) to allow demolition of existing buildings."* The changes were reduced so there was no need to provide a Transport report to support the updated proposals at planning.

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1.1.3 Following approval of the NMA, there have been a number of amendments to the scheme, with RIBA Stage 2 finalising at the end of March 2024.

1.1.4 These changes have been driven by the need to update the Cores, Riser Provisions and façade build up to align the design with the current Building regulations, in particular in line with Part B, Part L and Part O. In addition, amendments are required in response to space requirements relating to the Mains Electrical Plant Rooms. Further to this, the DOT building is now proposed to accommodate a total of 11 apartments.

1.1.5 The waste stores have also been reconfigured. 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.**

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2.0 Existing Situation and Highway Layout

2.1 Site Location

2.1.1 The Site extends to approximately 0.5 hectares (5,058 m²). It is bounded by Arundel Street to the west, Ellesmere Street to the south, Worsley Street to the north and the A57 (M) Inner Ring Road (Mancunian Way) to the east. The site is currently bisected by Balmforth Street.

2.1.2 The following **Figure 2.1** illustrates the location of the site in relation to Manchester City Centre.

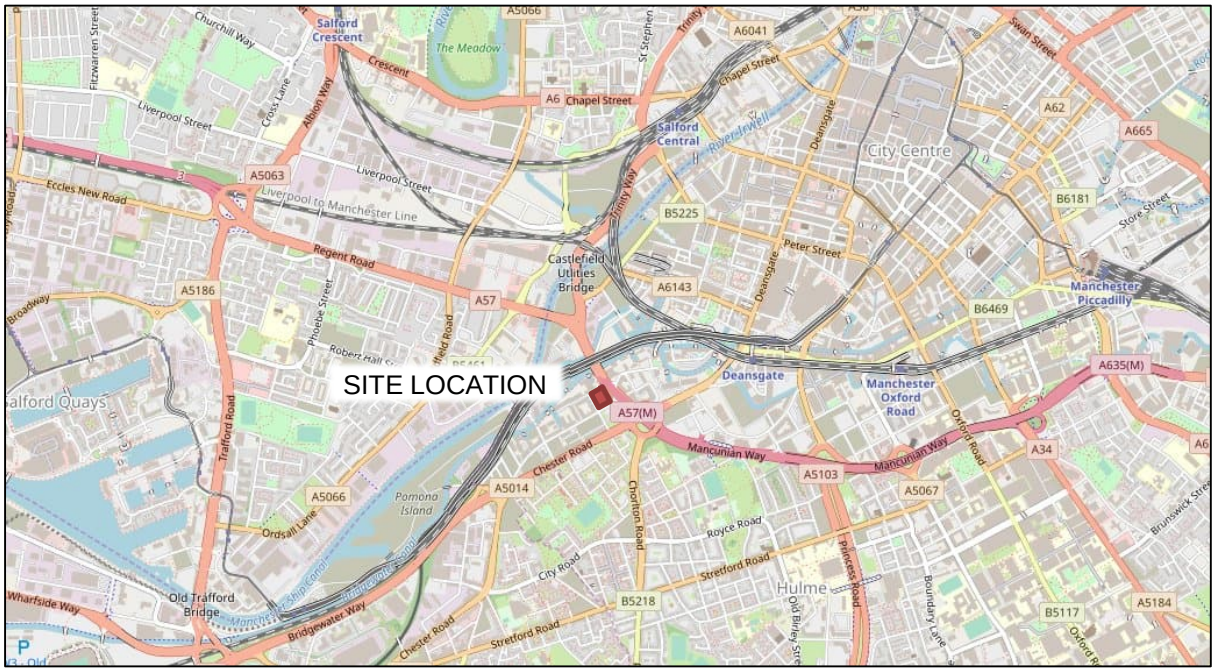


Figure 2.1 – Location Plan in Relation to Manchester City Centre.

2.2 Existing Use

2.2.1 The Site comprises three industrial buildings including the 4–storey DOT building fronting Ellesmere Street, a gymnasium and fireplace warehouse both of which are single-storey buildings located on Arundel Street.

2.2.2 At street level the Site is dissected from the west to the east by Balmforth Street, which benefits from a Stopping Up Order granted in June 1966, comprising a parking area. To the eastern-most section of the site is a parcel of green space containing a number of trees facing onto the A57 (M) Inner Ring Road.

2.2.3 The surrounding area is characterised by a mixture of residential, commercial and leisure uses.

2.3 Existing Access Arrangements

2.3.1 Vehicular access into the Site is currently provided via Balmforth Street and Arundel Street.

2.4 Surrounding Highway Network

2.4.1 The following **Figure 2.2** illustrates the existing Highway Network in the vicinity of the site.

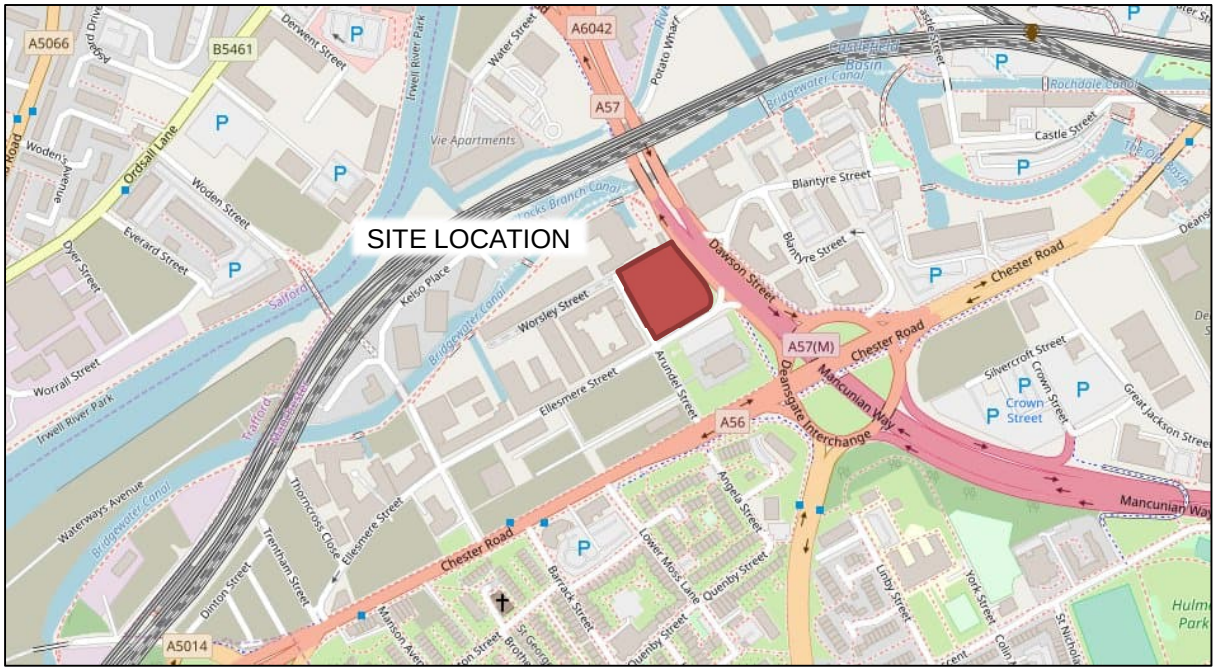


Figure 2.2 – Location Plan in Relation to the surrounding Highway Network.

Arundel Street

2.4.2 The Proposed Development would be accessed via Arundel Street, which extends on an approximate north/south alignment.

2.4.3 It is a single lane two-way road with a typical carriageway width of approximately 6.75m. The road is subject to a 20mph speed limit with footways and street lighting provided along both sides of the carriageway.

2.4.4 There are three parking spaces on Arundel Street which are within Britannia Basin Controlled Parking Zone, with the remainder of the street protected by double yellow lines.

2.4.5 At the south west corner of the Site, Arundel Street forms a priority-controlled crossroads with Ellesmere Street. The southern section of Arundel Street extends beyond this junction and consists of a mixture of parking bays and parking restrictions. It is a cul-de-sac and there is no link through to the A56.

Worsley Street

2.4.6 Worsley Street extends on an east/west alignment to the north of the site. The road is an unadopted shared space street with a typical highway width of approximately 9m. It consists of different surface treatments such as cobbles, tarmac and concrete. Access is limited by removable bollards and there is no vehicular exit at both ends of the street.

2.4.7 There is no on-street parking provision or loading bays on Worsley Street, although It provides access to an underground private car park.

2.4.8 At the eastern terminus of the road, existing pedestrian infrastructure provides a link to the Inner Ring Road and Bridgewater Canal tow path.

Ellesmere Street

2.4.9 Ellesmere Street extends on an east/west alignment from the A57 Inner Ring Road in the east in a south westerly direction until it connects to the A56 after circa 500m.

2.4.10 The road is bordered by residential development for much of its length and there are roads off it that provide access to other residential properties.

2.4.11 Ellesmere Street has footways and street lighting on both sides of the carriageway and there is on-street parking within Britannia Basin Controlled Parking Zone, along the northern side of the carriageway. There are also two existing city car club spaces on Ellesmere Street present.

A57 (M) Inner Ring Road Slip Road

2.4.12 The Proposed Development would have frontage to the A57 Inner Ring Road Slip Road, which extends along a north/south alignment linking the site to Salford and the M60 via the M602.

2.4.13 The slip is a single lane Northbound one-way street with a typical carriageway width of 6.75m, including a cycle way provision of circa 1.5m. An average 6.00m wide footpath is located on the western side of the road. It is located adjacent to the A57 Inner Ring Road, which emerges from a tunnel under Deansgate Interchange.

2.4.14 The speed limit in the vicinity of the site for the slip road is 30mph, increasing to 40mph after merging with the A57. Street lighting is located on the footpath on the Western side of the road although after merging with the A57, street lighting is provided on the central reserve.

2.4.15 There is no parking or public transport provision on the Inner Ring Road Slip Road.

The A56 Chester Road

2.4.16 The A56 Chester Road is one of the main arterial routes into Manchester City Centre and provides the main route for outlaying towns such as Altrincham and Sale to gain access to the city. In the vicinity of the site, Chester Road has an overall carriageway width of around 12m.

2.4.17 Chester Road serves as a bus route in and out of Manchester and also features an on-road cycle lane along its southern side. Chester Road is subject to a 30mph speed limit and is lit by regularly spaced lighting columns.

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:

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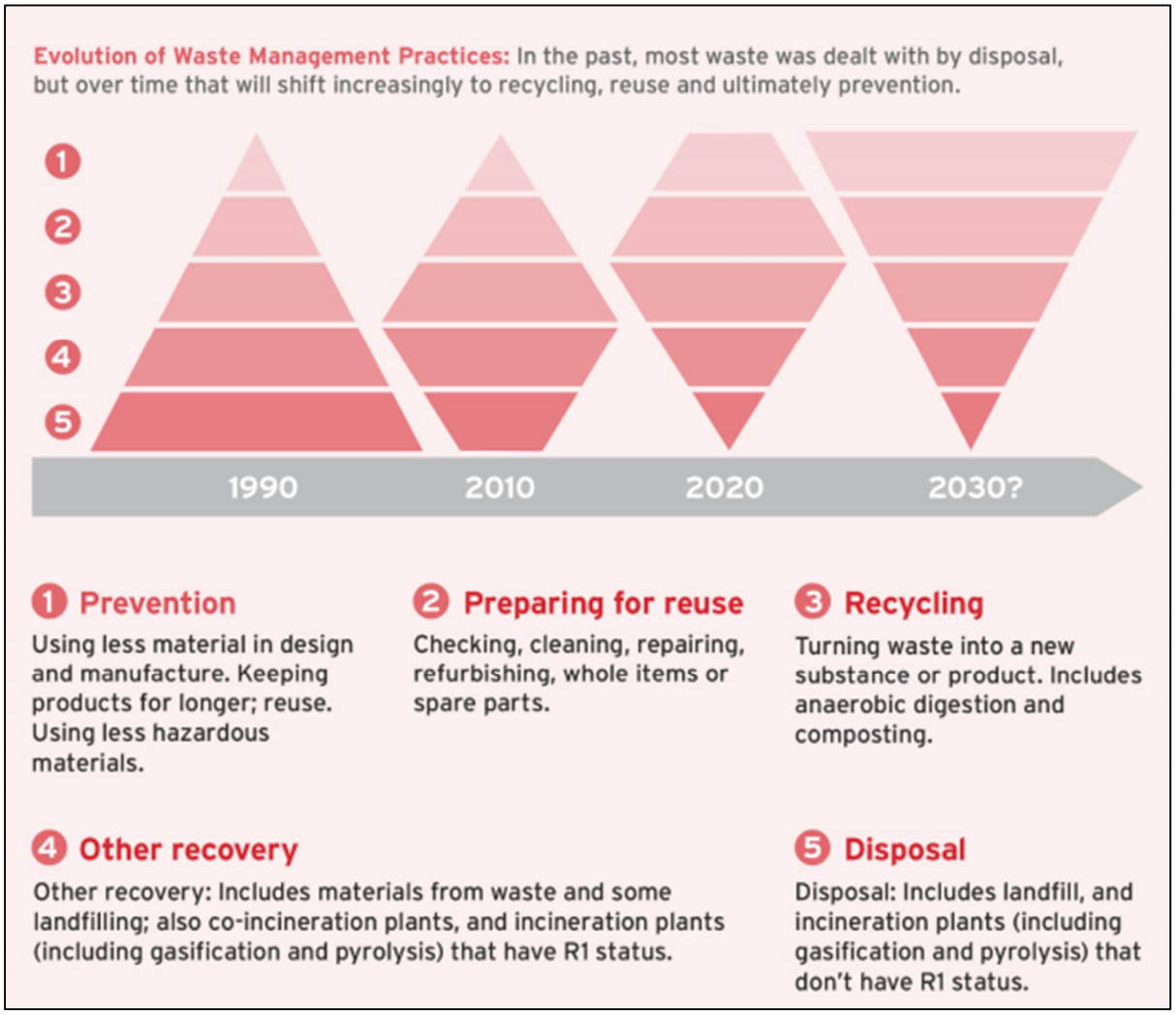


Figure 3.1 – Evolution of Waste Management Practices.
(Source: Defra)

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.

4.1.2 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.

Residential uses

4.1.3 The residential part of the development consists of 366 apartments, of which 355 will be new dwellings in the proposed U-shaped building and 11 will be new dwellings in the reconverted DOT building.

4.1.4 The U-shaped building has three proposed cores for residents to access their apartments. Based on this, the residential part of the development has been divided in four areas for calculation purposes, as detailed below in **Table 4.1**:

Residential Area	Location	Number of apartments
A	**U-shaped building – Core A**	c.100
B	**U-shaped building – Core B**	c.82
C	**U-shaped building – Core C**	c.173
D	**DOT Building**	11
Total		366

Table 4.1 – Residential Areas and Number of Apartments.

4.1.5 Resident accessible stores have been conveniently located in the vicinity of each of the cores. Full and empty bins will be located at stores only accessible by the future management company. A detailed description of the waste strategy is provided below in **Chapter 4.4.**

4.1.6 These figures have been used to determine the required minimum storage area as recommended by MCC's GD04 Guidance. The following **Table 4.2** provides details for each individual residential area of the proposed development:

Residential Area	No. Apartments	Minimum required bin storage room in m². (dwellings x 0.43m²)
A	c.100	43.00
B	c.82	35.26
C	c.173	74.39
D	11	4.73

Table 4.2 – Residential Uses – Minimum required bin storage area.

4.1.7 The following **Table 4.3** summarises the proposed waste storage areas for each residential area of the proposed development, including both areas accessible for residents and storage areas only accessible for the management company:

Residential Area	No. Apartments	Proposed waste storage areas in m²
A	c.100	142.50
B	c.82	
C	c.173	154.50
D	11	21.40

Table 4.3 – Residential Uses – Proposed waste storage areas.

4.1.8 The above **Table 4.3** demonstrates the development will provide sufficient storage room for containers. Waste Storage area for Cores A and B has been considered as one since a single holding store is shared between both cores.

4.1.9 To cater for the necessary space to access and manoeuvre the bins, the minimum requirements set by the GD04 guidance have been increased across the four residential areas of the development, providing 64m² of extra storage space for Cores A and B at the U-shaped building, and 80m² at Core C. The DOT building will benefit from 16m² of additional storage space for accessing and manoeuvring the bins.

Commercial Uses

4.1.10 The commercial part of the development consists of three separate areas with a combined Gross Floor Area (GFA) of 307m².

4.1.11 The U-shaped building has two proposed commercial areas at ground floor level. **Table 4.4** summarises the location and GFA of each of the areas:

Commercial Area	Location	GFA in m²
A	**U-shaped building – Fronting Worsley Street**	112
B	**U-shaped building – Fronting Arundel Street**	195
Total		307

Table 4.4 – Commercial Areas and GFA.

4.1.12 For calculation purposes, it has been considered that the two commercial areas are going to be dedicated to retail uses and that the initial recycling percentage will be 50%.

4.1.13 The following **Table 4.5** summarises the forecast waste volumes for each commercial area of the proposed development:

Commercial Area	Refuse Stream	Refuse Volume in l
A	Non-recyclable Waste	224
	Dry Mixed Recycling	146
	Glass Recycling	78
	Total	**465**
B	Non-recyclable Waste	390
	Dry Mixed Recycling	254
	Glass Recycling	137
	Total	**780**

Table 4.5 – Commercial Uses Waste Volume Forecast.

4.2 Bin Types

Residential Uses

4.2.1 Given the potential volumes involved for the four residential areas, the most suitable container for the general waste stream would be a 1,100l Eurobin.

4.2.2 It is proposed that the same bin type is used for pulpable and co-mingled waste streams.

4.2.3 With regards to organic waste, 240l bins are the most suitable storage solution.

Commercial Uses

4.2.4 Following the forecast waste volumes, it is considered that the commercial uses would benefit from a combination of 660l and 240l bins. However, the two commercial bin stores have been sized to accommodate a minimum of four 1,100l Eurobin containers, with the store in the vicinity of Comercial Area B capable of accommodating additional bins to cater for businesses that could potentially generate more waste.

4.3 Waste Management Strategy – Internal Arrangements

Residential Uses

4.3.1 It is proposed that residents within the new buildings would be provided with four bins. One for general waste, one for pulpable waste, one for co-mingled recyclates and one for food waste.

4.3.2 The residents will store waste internally within their apartments before taking it to the closest residents' waste store. These stores have been conveniently located in the immediate vicinity of each of the cores. The resident accessible waste stores have been designed to accommodate at the very least a bin of each waste stream.

4.3.3 The management team would be responsible for checking the residents' waste stores at the U-shaped building regularly and transporting the waste to larger bin holding stores located at ground floor level.

4.3.4 These bin stores will stock both empty and full bins awaiting collection. At residential areas A and B the holding store has been combined for efficiency. Core C has its own dedicated bin holding store. The path in between the two stores is located in the courtyard and has been designed to accommodate the transportation of bins as per MCC GD04 design standards.

4.3.5 Residents occupying the residential area D (DOT building) would adopt a similar methodology albeit there would be no split between the residents / bin store areas.

Commercial Uses

4.3.6 There are two dedicated commercial bin stores, one located along Worsley Street for the Commercial Area A and another in the vicinity of Arundel Street to cater for Commercial Area B.

4.4 Waste Management Strategy – Collections

Residential Uses

4.4.1 It is envisaged that MCC would collect the waste and the bin stores in each building have been sized to accommodate MCC's GD04 guidance recommendations.

4.4.2 The storage rooms have been designed to accommodate the anticipated number of bins for the four waste streams. These four streams will be independently accessible and space to manoeuvre the bins

has been taken into consideration. **Drawing 085744-CUR-XX-XX-D-TP-06001** shows the location and dimensions of the storage rooms and also provide details of the collection points and paths.

4.4.3 The building management company would be responsible of transporting the bins to the collection point on collection day. MCC waste operators will then load the bins into the refuse vehicle.

4.4.4 This will take place via two new loading bays, located on Arundel Street and Ellesmere Street**,** as approved as part of the previous planning application.

4.4.5 A swept path analysis has been performed to assess a large refuse vehicle utilising the proposed loading bays. **Drawing 085744-CUR-00-XX-XX-T-05001** shows the vehicle utilising both proposed loading bays.

4.4.6 Once the bins have been emptied, containers would be carried immediately back to the bin store by the management company.

4.4.7 The management company would also be responsible of cleaning the waste storage facilities.

Commercial Uses

4.4.8 The commercial uses of the proposed development will be served by private contractors.

4.4.9 It is envisaged that the frequency of collections will be tailored to match the actual waste generation after occupation, as waste generation varies based on the flexible nature of the different commercial uses.

5.0 Summary and Conclusions

5.1 Summary

5.1.1 Curtins has been appointed by Cumming Group to provide traffic and transportation advice to support a planning update on the development known as Arundel Street.

5.1.2 Following approval of the NMA, there have been a number of changes recently, with RIBA Stage 2 finalising at the end of March 2024. The waste stores have been reconfigured as part of these changes. The proposed site layout is provided in **Appendix A** to the rear of the report.

5.1.3 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.

5.1.4 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.

5.1.5 The Proposed Development will be served by Council collections for the residential uses and private for the commercial uses.

5.1.6 The proposed waste stores have been sized to accommodate and operate the number of bins required and for the anticipated number of collections, with due consideration to segregation and recycling.

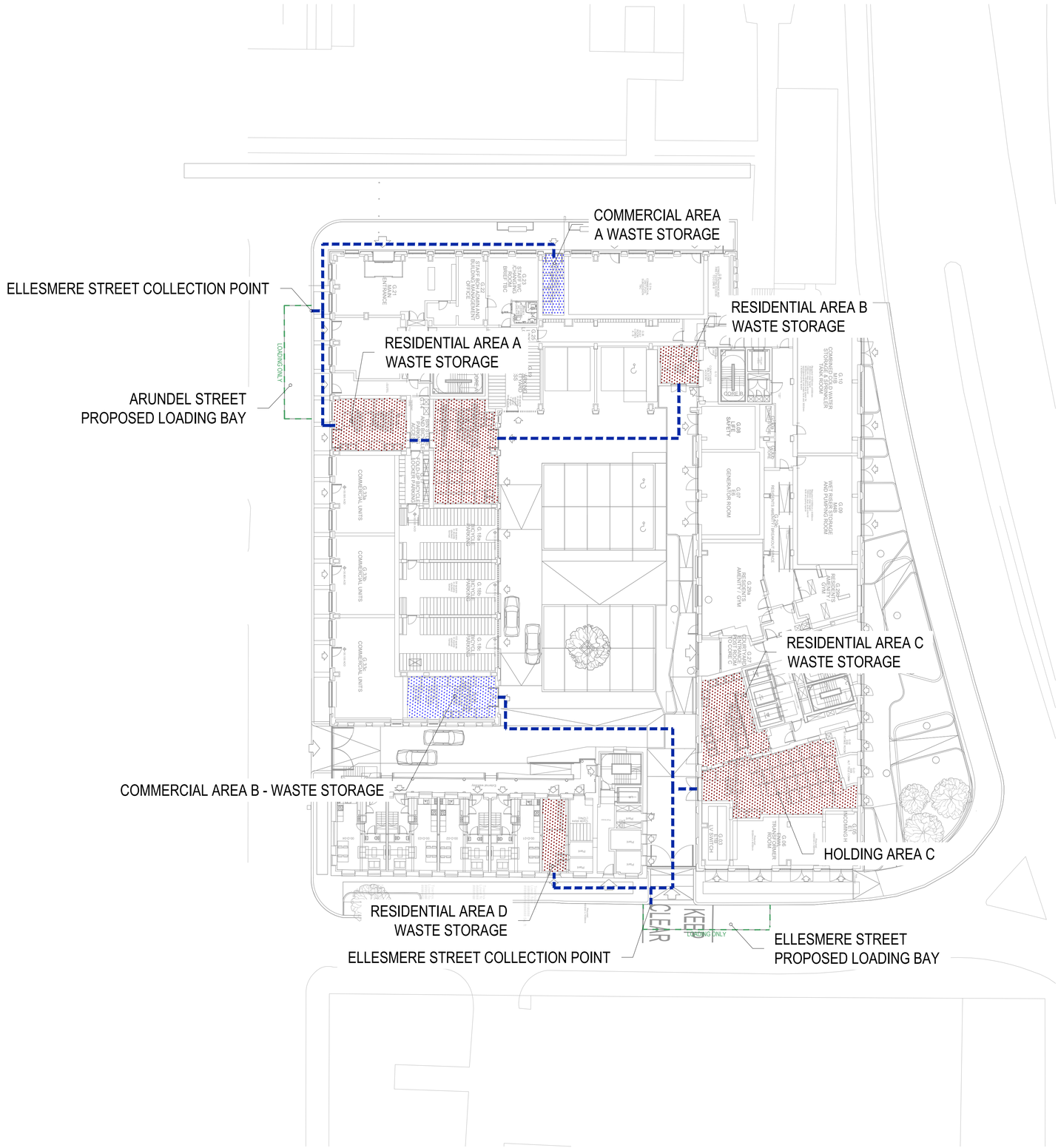
5.2 Conclusions

5.2.1 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.

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Drawings

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KEY:
- RESIDENTIAL WASTE STORAGE / HOLDING ROOM
- COMMERCIAL WASTE STORAGE ROOM
- SERVICE STRATEGY

Rev:	Description:	Date:	By:	Chkd:

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Status: PLANNING

Project: ARUNDEL STREET - MANCHESTER

Drg Title: WASTE MANAGEMENT STRATEGY

Drawn By	Designed By	Checked By
DD	DD	AT
	Date: 29/07/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85744 - CUR - XX - 00 - D -TP- 06001

Revision: P01

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EXISTING BARRIER AT WORSLEY ST
TURNING HEAD (INDICATIVE)

PROPOSED ARUNDEL ST
LOADING BAY (3.0 x 12.5m)

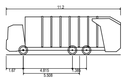
PROPOSED ELLESMERE ST
LOADING BAY (2.75 x 14.0m)

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   DRAWING REFERENCE: '10090-1903-A-G200-P-100'

KEY: PROPOSED ROAD MARKINGS
EXISTING ROAD MARKINGS

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	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev:	Description:	Date:	By:	Chkd:
P02	Site layout updated	26/07/24	MQ	DD

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Status: PLANNING

Project: ARUNDEL STREET - MANCHESTER

Drg Title: SWEPT PATH ANALYSIS
REFUSE VEHICLE

Drawn By	Designed By	Checked By
JM	JM	DD
	Date: 01/05/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85744 - CUR - XX - 00 - D -TP- 05001
Revision: P02

\\mw-fs-1\Projects\085001 - 085000\85744 - TPMA Arundel Street 2024\Q4-Production\4A-Models-Drawings\TP\CAD\05\

Appendix A – Proposed Site Layout

EGERTON STREET

WORSLEY STREET

ARUNDEL STREET

ELLESMERE STREET

ST GEORGE'S CHURCH

KEEP CLEAR

+31.000 AOD (Assumed level, TBC)

+31.000 AOD

+31.500 AOD

+31.400 AOD

+30.600 AOD

+30.800 AOD assumed level TBC

+30.500 AOD

+31.000 AOD

+31.400 AOD

+30.500 AOD

+30.500 AOD

+31.400 AOD

+31.500 AOD

+30.500 AOD +30.500 AOD

+30.800 AOD +31.000 AOD

+30.500 AOD

+30.800 AOD

+31.000 AOD +31.100 AOD +31.200 AOD

+30.500 AOD

+30.400 AOD

+30.300 AOD

+30.500 AOD +30.700 AOD +30.800 AOD +31.000 AOD +31.000 AOD

+31.100 AOD +31.100 AOD +31.200 AOD

+31.000 AOD

+31.300 AOD

G.10 M1B COMBINED COLD WATER STORAGE & SPRINKLER TANK ROOM

G.09 M4B WET RISER STORAGE AND PUMPING ROOM

G.29b RESIDENTS AMENITY / GYM

G.29c RESIDENTS AMENITY / BREAKOUT SPACE

G.30a CLEANS STORE

G.30b STORE

G.08 LIFE SAFETY

G.07 E6 GENERATOR ROOM

G.29a RESIDENTS AMENITY / GYM

G.27 COURTYARD ENTRANCE POST ROOM TO CORE C

G.11a RESIDENTS ACCESSIBLE REFUSE STORE CORE C

G.11b HOLDING REFUSE STORE CORE C

G.05 E1 INCOMING HV

G.06 ENWL TRANSFORMER ROOM

G.03 E1B LV SWITCH

G.31a COMMERCIAL UNIT SUBDIVISION TBC

G.31b RESIDENT ACCESSIBLE REFUSE STORE CORE B

G.32 REFUSE STORE

G.24 PLANT

G.25 LINK LOBBY

G.23 STAFF WC /CHANGING ROOM BRIEF TBC

G.19 BICYCLE PARKING AND COURTYARD ACCESS

G.22 STAFF BOH ADMIN AND BUILDING MANAGEMENT OFFICE

G.16 HOLDING REFUSE STORE FOR CORE A AND CORE B (CONCIERGE MANAGED)

G.18a BICYCLE PARKING

G.18b BICYCLE PARKING

G.18c BICYCLE PARKING

G.34 COMMERCIAL AND OFFICE REFUSE STORE

G.14

BIN STORE AND BICYCLE PARKING ACCESS

G.17 FOLD-UP BICYCLE LOCKER PARKING

G.21 MAIN ENTRANCE

G.20 PARCEL ROOM

G.15 RESIDENT ACCESS REFUSE STORE CORE A

G.33a COMMERCIAL UNITS

G.33b COMMERCIAL UNITS

G.33c COMMERCIAL UNITS

CORE A

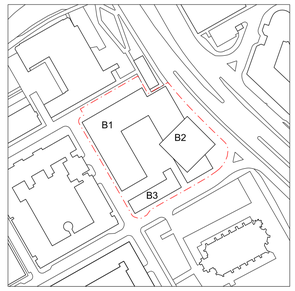
CORE B

CORE C

Note:

Whether in hardcopy or digital format, this drawing should not be used as a basis for measurement or setting-out unless specific dimensions have been provided. SimpsonHaugh and Partners will not be responsible for the accuracy of any dimension that is scaled or measured from this information.

North:



FLOOR PLAN KEY

- 1 Bed
- 2 Bed
- 2 Bed Duplex
- 3 Bed
- Lobby and FOH amenity
- Circulation and BOH
- Commercial space
- Access and services

1 0 1 2 3 4 5 10m

Rev	Date	Description
P3	Aug 2024	Planning Update
P2	April 2022	Planning Update
P1	03.04.2019	Planning Issue

LOGIK DEVELOPMENTS

Sir Robert McAlpine Capital Ventures

Project Title
ARUNDEL STREET
MANCHESTER
M15 4JZ

Drawing Title
Proposed Floor Plan
Level 00 Ground Floor
General Arrangement
April 2019 Planning Application

Status
Planning

Job No	Scale	Date
10090	A1 - 1:200	03/04/2019

Drawing No	Revision
10090-1903-A-G200-P-100	P3

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Appendix B – MCC Waste Pro Forma

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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)?	No
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)	See section 4.1 of the WMS for details.
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes

Commercial Developments

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

General Waste - Dry recycling (include material type details) - Food Waste - Industrial Waste - Other -	See section 4.1 of the WMS for details.

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

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

Internal Stores (Residential and Commercial)

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

See section 4.3 of the WMS for details.

Storage Areas for Waste Containers (Residential and Commercial)

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

See section 4.3 of the WMS for details.

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

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

Ventilation . See section 4.3 of the WMS for details.

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

See section 4.4 of the WMS for details.

Please ensure that you have attached:

Detailed plans of bin stores	X
Location plans showing stores	X
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)	X

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

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