

## 4 REFUSE STORAGE & COLLECTION

4.1.1 The number of refuse containers needed to store waste is dependent on the frequency of collection. The proposed waste storage and collection frequency for the development is now outlined.

### 4.2 Refuse Storage Requirements

4.2.1 Manchester City Council's GD04 document presents waste storage requirements for residential apartment developments. It states that each apartment should provide 0.43m<sup>2</sup> of waste storage space within the refuse store, excluding manoeuvring space.

4.2.2 Due to the nature of the residential use proposed, a typical co-living development is not expected to require 0.43m<sup>2</sup> per apartment. A robust amount of space has been allocated to store residential waste in 4 refuse stores across the site, as now discussed.

### 4.3 Refuse Store Locations and Collection Frequency

4.3.1 All refuse stores for Buildings A to D are located on ground level, as shown in **Figure 4.1**.



**Figure 4.1: Refuse Store Locations**

4.3.2 The quantum of refuse containers along with the proposed provision is shown and collection frequency are summarised in **Table 4.1**.

| Building     | Requirement         | Proposed Provision  |
|--------------|---------------------|---------------------|
| Building A   | 24 Eurobins         | 32 Eurobins         |
| Building B   | 45 Eurobins         | 47 Eurobins         |
| Building C   | 17 Eurobins         | 17 Eurobins         |
| Building D   | 41 Eurobins         | 44 Eurobins         |
| <b>Total</b> | <b>127 Eurobins</b> | <b>140 Eurobins</b> |

**Table 4.1: Refuse Container Requirement and Proposed Provision**

4.3.3 As shown in Table 4.1, the proposed refuse container provision meets the requirements set out within the calculations provided in Section 3.

4.3.4 Based on the provision of refuse containers within the refuse stores of each building, it is expected the site will be served by a weekly collection regime.

#### **4.4 Waste Transfer Route**

4.4.1 This section of the report details both the internal and external waste transfer routes that will be used to manoeuvre waste, be it depositing waste in the refuse store or collecting waste via a refuse collection vehicle.

##### Internal Waste Transfer Route

4.4.2 In order to manoeuvre waste internally, residents will use a refuse chute across the site. Waste will therefore be deposited directly to each refuse store and will be sorted into the appropriate bin should general/organic, paper or co-mingled waste in sacks be sent down.

4.4.3 As also shown in the site layout drawings, Buildings A and B are essentially one building and as such the total refuse container provision across both can be managed effectively if required.

##### External Waste Transfer Route

4.4.4 The route that building management will take waste to the designated collection points on collection days is shown for each building overleaf. Given the scale of the proposed development, waste will be taken out at different locations as shown in **Figure 4.2**.



**Figure 4.2: External Waste Routes**

4.4.5 As shown in Figure 4.2, the external waste routes involve waste containers being taken out of the northern elevation of Building D and brought to Hulme Street where a refuse vehicle will collect and empty them. Waste will also be brought out onto Hulme Street from Building A before being collected and emptied.

4.4.6 Waste will be taken out to Chester Street from the southern elevation of Building B, with either taken to Newcastle Street or Medlock Street from Building C.

#### **4.5 Waste Proforma**

4.5.1 MCC require that a Waste Pro-Forma be prepared to support the planning application. Using the information presented in this chapter, this has been completed and is presented in **Appendix B**.

## **5 SERVICING STRATEGY**

### **5.1 Introduction**

5.1.1 As outlined, waste will be contained in the refuse store locations of each building. The servicing strategy considers the needs for the residents and occupiers of the development.

5.1.2 Given that the development is residential-led with an element of commercial use, typical deliveries will be as follows:

- Resident Deliveries: post and courier, online food shopping deliveries, household items, occasional furniture items;
- Ancillary café/event space: food, drink, catering supplies, sanitation, consumables, post/newspapers; and
- Reception areas/management space: office supplies, post/courier, consumables, occasional IT supplies and office furniture.

### **5.2 Timing of Deliveries**

5.2.1 All deliveries at the development will be undertaken between the hours of 07:00 and 20:00, with café/events space collections made from 08:00 onwards in order to ensure no disruption towards residents. Building management will ensure a clear delivery schedule is accorded to in order to ensure no conflict between residential and commercial deliveries occurs.

5.2.1 The nature of co-living within the city without a car has become easier with the growth of online deliveries and as such residents can order grocery and household deliveries without needing to travel to the store.

### **5.3 Residential Delivery Vehicle Forecasts**

5.3.1 As outlined, the site will accommodate a total of 2,224 beds. For larger vehicle deliveries greater than 7.5 tonnes, a standard apartment block typically attracts 0.008 large vehicle deliveries a day per apartment. However, given the nature of the development it is expected that deliveries by such vehicles will include several made as part of a single trip and therefore it is expected that vehicles of this size are expected to serve the site approximately 5-10 times per day.

#### **5.4 Commercial Delivery Vehicle Forecasts**

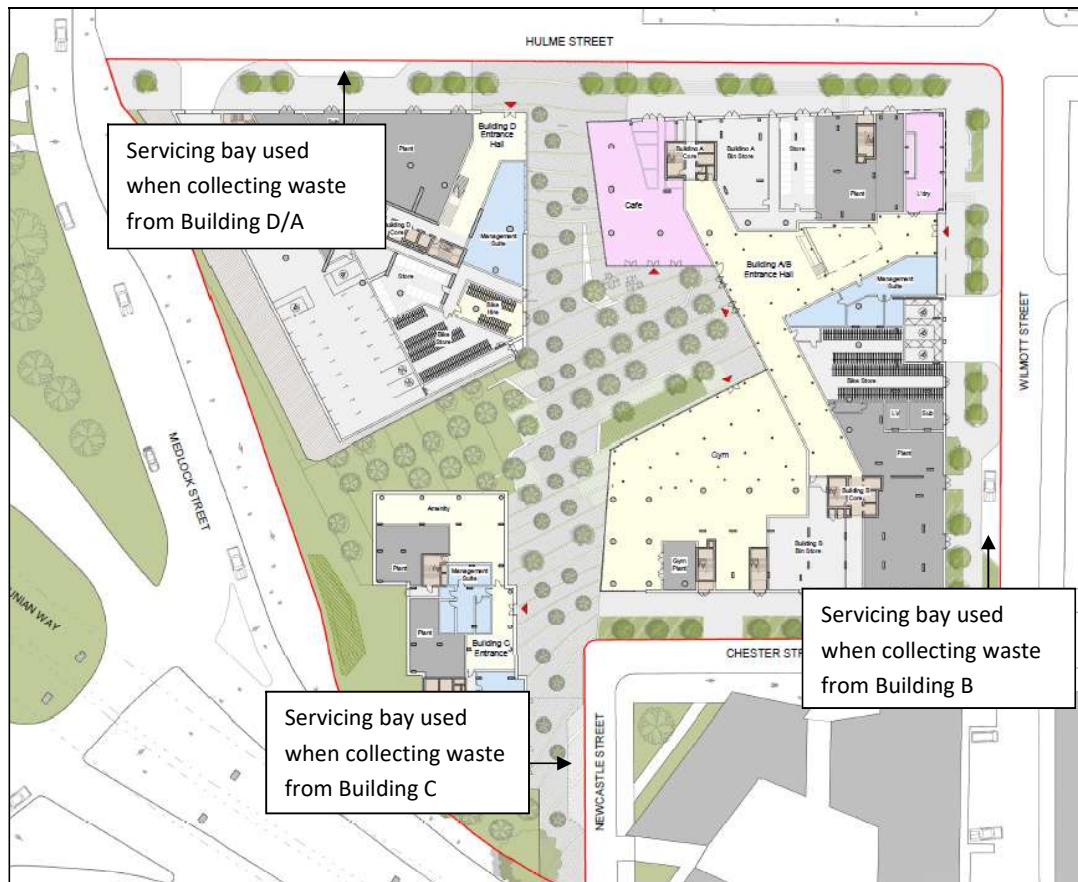
- 5.4.1 Commercial deliveries are likely to be made as part of a combined service route so each building would be serviced in turn. Larger vehicle deliveries greater than 7.5 tonnes are forecast at a rate of 0.85 trips per 100m<sup>2</sup>. It is however expected that the café/event space and gymnasium would attract a modest number of deliveries by couriers, light goods vans and postal deliveries. As an estimate it is expected no more than 10 light vehicle deliveries being made to serve the site per day.

#### **5.5 Management Office Delivery Vehicle Forecasts**

- 5.5.1 It is expected that there will be around 2-3 deliveries by van collectively for the various management office space across the site per day.

#### **5.6 Delivery Strategy**

- 5.6.1 Typically most deliveries are small consignments and evidence from other sites show that 40% of all deliveries take less than 5 minutes. Larger deliveries tend to take longer and for this site we expect that a large delivery consignment would take no more than 20 minutes to serve the site. As the volume of deliveries at peak times is likely to be relatively low there is no specific need to schedule the timing of deliveries to a detailed extent.
- 5.6.2 The reception areas of Buildings A to D will benefit from a post box system where general post and small parcels can be left for occupiers to collect, with divers pulling up on street in areas permitted for loading and walking the goods in through the main entrance. For larger items, if the occupier is in then the driver will be permitted to take larger items to their apartment.
- 5.6.3 If the occupier is away then the goods will be left at the concierge by arrangement. It is expected that the delivery drivers would have their own handling equipment for larger items.
- 5.6.4 It is expected that the delivery driver would take the goods into the café/event space and gymnasium and hand the goods over to staff there or take the goods in by arrangement.
- 5.6.5 Delivery/service vehicles will be able to serve each site in turn via the layout of the local highway network, including Hulme Street, Chester Street and Newcastle Street, as shown in **Figure 5.1** overleaf.



## 5.7 Service Vehicle Impact Measures

5.7.1 Measures will be taken in regard to pedestrian safety/amenity and servicing will be made with a minimum amount of noise and no use of the horn at any time. As such vehicles will manoeuvre on-site with as little noise as possible and drivers will ensure they:

- Engage gears quietly;
- Keep engine revs to a minimum;
- Apply brakes gently; and
- Close driver's door quietly.