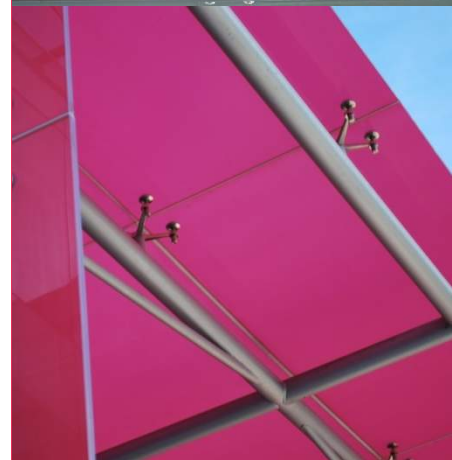
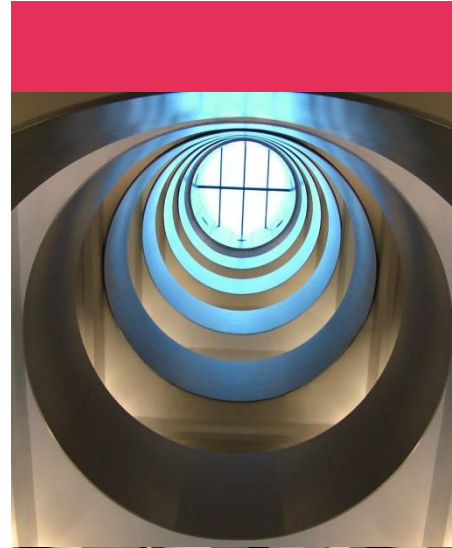


Land at Heyrod Street, Piccadilly East

Waste Management Strategy

Curtins Ref: 75424-CUR-00-XX-RP-TP-003
Revision: V02
Issue Date: 23 June 2020

Client Name: Packaged Living Limited



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

CIVILS & STRUCTURES • TRANSPORT PLANNING • ENVIRONMENTAL • INFRASTRUCTURE • GEOTECHNICAL • CONSERVATION & HERITAGE • PRINCIPAL DESIGNER
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



Control Sheet

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
David Dominguez Senior Transport Planner		23 June 2020

Reviewed	Signature	Date
Aaron Tilley CMILT FCIHT Associate		23 June 2020

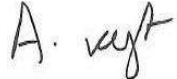
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc MCIHT TPP Director of Transport Planning		23 June 2020

Table of Contents

1.0	Introduction	1
1.1	Background	1
1.2	Purpose of This Report	1
1.3	Structure of the Report	1
2.0	Site Location and Highway Layout	2
2.1	Site Location	2
2.2	Surrounding Highway Network	3
3.0	Waste Management Policy	7
3.1	Introduction	7
3.2	Waste Management Plan for England	7
3.3	Waste Management in Buildings – Code of Practice (BS 5906:2005)	8
3.4	Building Regulations	8
3.5	Controls on Animal By-Products	8
3.6	Waste Storage and Collection Guidance for New Developments (GD 04 – v6.00)	8
4.0	Waste Forecasting and Strategy	10
4.1	Introduction	10
4.2	Waste Forecast	10
4.3	Bin Types	11
4.4	Waste Management Strategy – Internal Arrangements	12
4.5	Waste Management Strategy – Collections	13
5.0	Summary and Conclusions	14
5.1	Summary	14
5.2	Conclusions	14

Drawings

75424-CUR-00-XX-DR-TP-05001-P02 – Swept Path Analysis – Large Refuse Vehicle

75424-CUR-00-XX-DR-TP-05002-P02 – Swept Path Analysis – Large Car

75424-CUR-00-XX-DR-TP-06006-P02 – Waste Management Strategy

Figures

Figure 2.1 – Site Location in relation to the PSE SRF area

Figure 2.2 – Site Location in relation to the local highway network (*Source: OS VectorMap District*)

Appendices

Appendix A – Proposed Site Layout

Appendix B – Manchester City Council Waste Pro Forma

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Packaged Living Limited to provide all traffic and transport advice in relation to a residential development (Use Class C3) located off Heyrod Street in Manchester City Centre.
- 1.1.2 The proposed development involves the construction of a c. 24-storey (plus ground floor) residential development comprising c. 352 apartment units (mixture of studio, 1-, 2-, and 3-bedroom units), 20 car parking spaces at ground floor level, 352 cycle parking spaces in a secure cycle store, associated retail and amenities, landscaping and improvements to public realm.
- 1.1.3 The proposed site layout is included in **Appendix A**.
- 1.1.4 The proposed development forms a part of the evolving developments which are emerging within the Portugal Street East Strategic Regeneration Framework (PSE SRF).

1.2 Purpose of This 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 use and Highway Network surroundings 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 development proposals, providing details of recycling, waste management and collection procedures. The report is summarised and concluded in **Section 5**.
- 1.3.3 **Appendix B** to the rear of this report contains a completed MCC Waste Pro Forma.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The site is located at the eastern edge of the Manchester City Centre district and within the inner ring road. The site is in close proximity to emerging districts including New Islington, Holt Town, Mayfield and Ancoats. In addition, the site is located to the east of the Piccadilly train station, which can be accessed via an easily walkable journey of under 10 minutes. The Etihad Campus and Northern Quarter areas are also within walking distance of the site.
- 2.1.2 As noted previously, the site itself is situated to the north of the defined Portugal Street East Strategic Regeneration Framework (PSE SRF) area. **Figure 2.1** illustrates the location of the PSE SRF area in relation to the local highway network and site:



Figure 2.1 – Site Location in relation to the PSE SRF area
(Source: Re-form Landscape Architecture)

2.1.3 The site is bound to the north by Longacre Street, to the east by Plot E of the PSE SRF Masterplan (known as Victoria House, a 24-storey building with c. 158 residential apartments) and the A665 Great Ancoats Street beyond, to the south by Heyrod Street, Norton Street, and Plot F of the PSE SRF Masterplan (known as Leonardo Hotel, a c. 275-bed hotel over 14 floors), and to the west by Plot B of the PSE SRF Masterplan.

2.1.4 **Figure 2.2** below illustrates the site area in relation to the local highway network and the wider area:

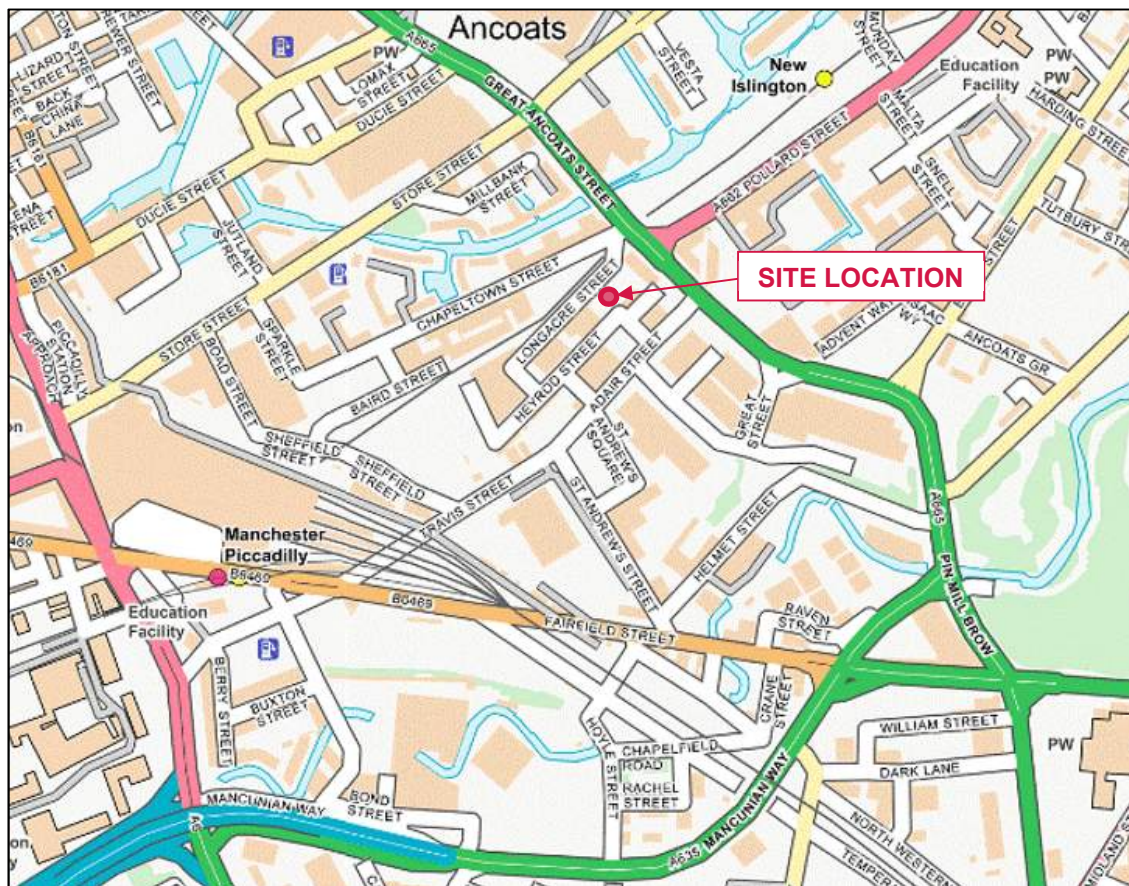


Figure 2.2 – Site Location in relation to the local highway network (Source: OS VectorMap District)

2.2 Surrounding Highway Network

Heyrod Street / Epworth Street

2.2.1 Forming the southern boundary of the site, Heyrod Street runs along a south-west to north-east alignment for approximately 180m and connects Portugal Street East to Norton Street. It also serves as an access route for many of the buildings and uses along its length.

2.2.2 Heyrod Street is a two-way road with a carriageway width of approximately 5m for most its continuation. The road is subject to a 30mph speed limit with footways of c. 1.5m wide and street lighting provided along both sides of the carriageway at regular intervals.

2.2.3 The usable carriageway width of Heyrod Street varies due to a loading bay and on-street parking bays, which are situated at several points along the carriageway (c. 10 bays provided). For the majority of Heyrod Street, parking is restricted by TROs in the form of double yellow parking restrictions (no waiting at any time).

2.2.4 Towards the east, Heyrod Street continues as Epworth Street for c. 45m and maintains similar characteristics, with the exception of Epworth Street primarily serving as access to the parking compounds of the industrial units and taking the form of a turning head at its terminus.

Longacre Street

2.2.5 Forming the northern boundary of the site, Longacre Street is parallel to Heyrod Street and extends for approximately 200m, linking Heyrod Street to Churchgate Buildings and Chapeltown Street.

2.2.6 Longacre Street is a two-way road with a carriageway width of approximately 5m for most its continuation. The road is subject to a 30mph speed limit with footways of c. 1.5m wide and street lighting provided along both sides of the carriageway.

2.2.7 The usable carriageway width of Longacre Street varies due to on-street parking bays, which are situated at several points along the carriageway (c. 10 bays provided). For the majority of Longacre Street, parking is also subject to TROs in the form of double yellow parking restrictions. It is not proposed to change the number of on-street parking bays as part of the development.

2.2.8 Longacre Street connects to Portugal Street East via a footway located to the north-west of the site.

A665 Great Ancoats Street

2.2.9 Situated to the east of the site, Great Ancoats Street forms one of the primary vehicular routes along the eastern edge of Manchester City Centre, serving as the boundary of the New Islington area on the side of the Rochdale Canal. Extending for approximately 1.4km, it links the Northern Quarter from Oldham Road to the A635 outside Ardwick.

2.2.10 In the vicinity of the site, the carriageway extends along a north-west to south-east alignment, with up to three lanes in either direction. The typical total carriageway width is approximately 18m, including the central reservation and central hatching, although the road widens to accommodate various turning lanes.

2.2.11 There are wide footways of varying width on either side of the carriageway. These footways have additional pedestrian infrastructure such as pedestrian guard rails, dropped kerbs, tactile paving and signalised crossing points at vantage points to enable pedestrians to cross the road in a safe manner.

- 2.2.12 The A665 is subject to a 30mph speed limit in the vicinity of the site, with street lighting provided along both sides of the carriageway. Advanced cycle stop lanes are also available in both directions, along with traffic calming measures such as yellow box junctions.
- 2.2.13 There are a number of bus stops located along Great Ancoats Street within the vicinity of the site, hosting services to various destinations in Manchester City Centre and across Greater Manchester.
- 2.2.14 At the time of preparing this TS, MCC has already commenced on the delivery of improvement works along Great Ancoats Street including pedestrian and cycle infrastructure, carriageway re-surfacing and landscaping. Further details are presented later within this document.

Portugal Street East

- 2.2.15 To the west of the site, Portugal Street East runs along a north to south alignment for an approximate length of 75m between the Metrolink line and Heyrod Street. Bollards have been provided at the meeting point between Portugal Street East and the Metrolink line to stop vehicles crossing the tramline. A turning head is provided at the western edge of the carriageway at its boundary with the Silver Street Car Park.
- 2.2.16 Portugal Street East is a two-way road with a carriageway width of approximately 5m. The road is subject to a 30mph speed limit with footways of c. 1.5m wide provided along both sides of the carriageway, and street-lighting along the western side of the carriageway.
- 2.2.17 Parking is restricted along Portugal Street East as there are TROs in the form of double yellow parking restrictions located along both sides of the carriageway.
- 2.2.18 Portugal Street East benefits from good pedestrian infrastructure, including dropped kerbs and tactile paving to facilitate crossing, particularly for pedestrians/cyclists who have to cross the Metrolink line to access the site.

Norton Street / Betley Street

- 2.2.19 To the south of the site and approximately 90m apart, both Norton Street and Betley Street are parallel to each other. The roads provide access between Heyrod Street and Adair Street by extending for lengths of c. 40m. Both roads share similar characteristics and are two-way with a carriageway width of approximately 6m.
- 2.2.20 Both roads have with footways of c. 1.5m wide, however only Norton Street has street lighting provided along one side of the carriageway.
- 2.2.21 Betley Street and Norton Street have TROs are present in the form of double yellow parking restrictions the western side of both roads. On Betley Street, there are five pay and display bays on the eastern

side of the road; whereas on Norton Street, the eastern side of the road primarily serves as access to the neighbouring industrial units and thus have double yellow parking restrictions.

Adair Street/Travis Street

- 2.2.22 Further to the south of the site, Adair Street runs in a south-west direction for a length of approximately 220m before leading to Travis Street, which in turn diverges into Fairfield Street after 270m and leads to Manchester Piccadilly or continues for a further 180m to the A6 London Road which leads to Ardwick.
- 2.2.23 Adair Street comprises a two-way, single carriageway of approximately 11m in width. The road is well-lit with wide footway provision of approximately 2.5m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 30mph.
- 2.2.24 Adair Street forms a signalised junction with the A665 Ring Road. No pedestrian phases are included in signals; however, there is a dropped kerb crossing with central refuge island provided to enable crossing on Adair Street. Guard rails are also provided to channel pedestrians to the signalised crossing located at the A665 Great Ancoats Street / A662 Pollard Street junction which is within 50m of the Pollard Street junction.
- 2.2.25 The road narrows at Travis Street to approximately 7m wide, whereas the footways are approximately 2m wide. The road is well lit, with a bus stop outside the SquareOne office building. To the south-west of the site, Travis Street passes under the Manchester Piccadilly rail line, therefore access is only permitted for vehicles with a height under 4.7m.
- 2.2.26 On both roads, TROs are present in the form of double yellow parking restrictions.

3.0 Waste Management Policy

3.1 Introduction

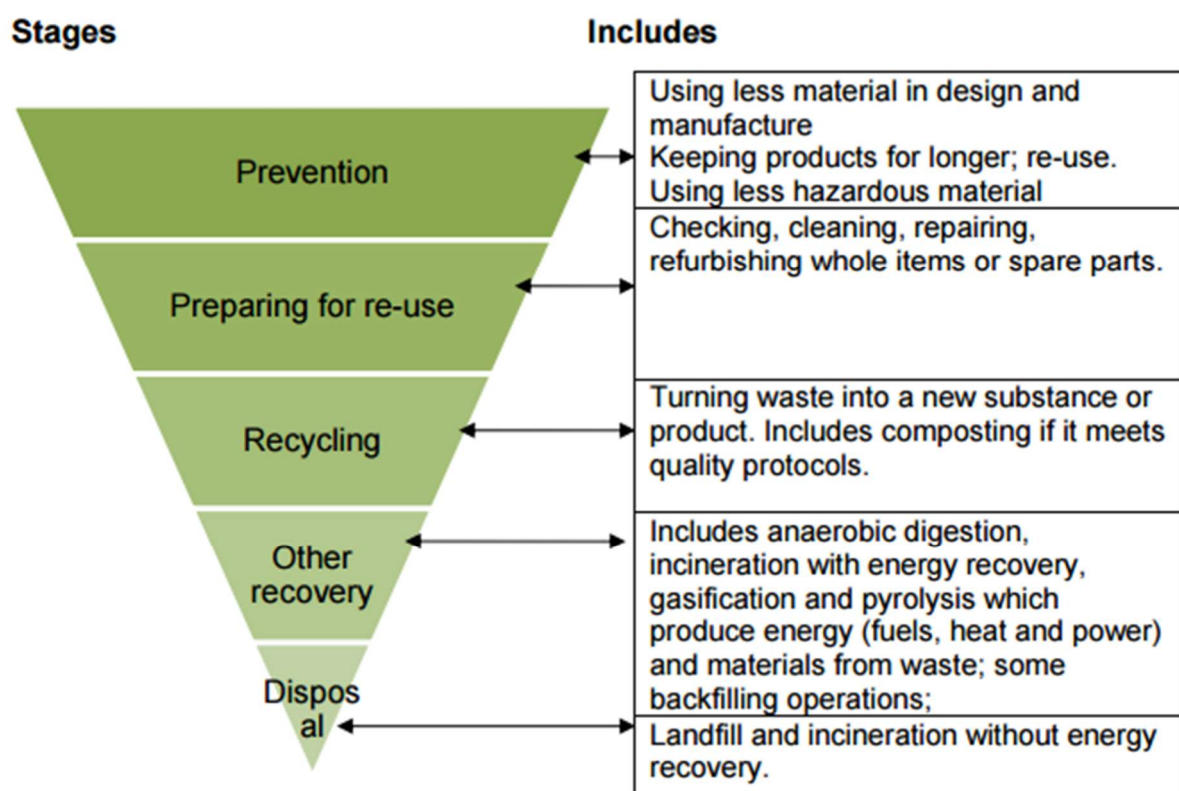
- 3.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

3.2 Waste Management Plan for England

- 3.2.1 Section 2 of DEFRA's Waste Management Plan for England describes the current waste management situation while setting the target for oncoming years:

"We are working towards moving beyond our current throwaway society to a 'zero waste economy' in which material resources are reused, recycled or recovered wherever possible and only disposed of as the option of last resort."

- 3.2.2 The next subsection of the Plan identifies *The Waste Hierarchy* as reproduced below:



- 3.2.3 The 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).
- 3.2.4 This Waste Management Strategy (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 has consulted the weekly arisings for domestic uses, included within this Code of Practice, to further support the estimated waste generation set on MCC's GD 04 waste guidance for High Rise developments.

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 which comply with the requirements set by Building Regulations document.

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 regulation.

3.6 Waste Storage and Collection Guidance for New Developments (GD 04 – v6.00)

- 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 Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including commercial uses;

- 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 likely space required for waste and recycling containers.

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 Government's goals.

4.2 Waste Forecast

- 4.2.1 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00 and further supported by the estimations set on the Code of Practice BS 5906:2005.

Residential Uses

- 4.2.2 The proposed development will comprise residential uses (Use Class C3) of 352 apartments (mixture of studio, 1-, 2- and 3-bedroom units). The waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for high rise domestic developments of 0.43m² of space per apartment.
- 4.2.3 Based on these requirements, the recommended bin storage room area would be 152m². The proposed bin store provides approximately 182m², considered sufficient to cater for bin storage and transportation.

Commercial Uses

- 4.2.4 The development proposals also include c.507m² of Retail Use at ground floor. For calculation purposes and robustness, it has been considered that the largest unit (324.41m²) fronting the plaza would accommodate F&B uses, whilst the smaller units (182.38m² combined) would be Retail. The following **Table 4.1** provides details of the waste generation of the commercial uses of the development:

Commercial Use (Retail)	
Waste Stream	Refuse Volume (182m ²)
Non-recyclable Waste	455l
Dry Mixed Recycling	296l
Glass Recycling	159l
Retail Total	910l
Commercial Use (F&B Use)	
Waste Stream	Refuse Volume (97 seats)
Non-recyclable Waste	2,916l
Dry Mixed Recycling	2,624l
Glass Recycling	1,094l
Organic Food Recycling	656l
F&B Total	7,290l
Commercial Total	8,200l

Table 4.1 – Commercial Uses Weekly Waste Volume Forecast.

- 4.2.5 For calculation purposes, an initial recycling percentage of 50% has been estimated for the retail uses whilst the F&B has been estimated to have a recycling rate of 60%. Notwithstanding this, the recycling rate can be updated upon review of the actual recycling rates following occupation.

4.3 Bin Types

Residential Uses

- 4.3.1 The four main waste streams are:

- General waste;
- Pulpable recycling;
- Mixed recycling; and
- Organic food waste.

- 4.3.2 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams would be 1,100l Eurobin.

Commercial Uses

- 4.3.3 The commercial uses are forecast to be served by weekly collections for the retail units and two times-a-week collections for the anticipated F&B uses.
- 4.3.4 Given the anticipated waste volume for the smaller retail units and the large number of units, it is considered that each unit will store internally a 240l wheelie bin per stream.

4.3.5 The following **Table 4.2** provides details of the number and type of bins for the F&B uses of the development, based on the number of collections described on **Paragraph 4.4.3**:

Commercial (F&B Use)	
Waste Stream	Number of bins (2 times / week collections)
Non-recyclable Waste	1 x 1,100l + 1 x 660l
Dry Mixed Recycling	1 x 1,100l + 1 x 660l
Glass Recycling	1 x 660l
Organic Food Recycling	1 x 660l
F&B Use Total	2 x 1,100l + 4 x 660l
Commercial Total	2 x 1,100l + 4 x 660l + 12 x 240l

Table 4.2 – Commercial Uses Number of Bins.

4.4 Waste Management Strategy – Internal Arrangements

Residential Uses

- 4.4.1 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.
- 4.4.2 The residents will store waste internally within their apartments before taking it to the resident-accessible bin store located at the ground floor level of the site, in the immediate vicinity of the building's core.
- 4.4.3 It is envisaged that initially approximately 50% of the bins in the residential waste store would be dedicated to recycling, including organic waste. The recycling rate can be updated upon review of the actual recycling rates following occupation.
- 4.4.4 The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates within the building. This could be achieved by giving information on the benefits of recycling and information on how to segregate.
- 4.4.5 The waste storage area will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.4.6 The management company would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.

Commercial Uses

- 4.4.7 It is considered that the commercial units will store the bins internally. The bins will be colour coded to facilitate identification and encourage recycling.

4.5 Waste Management Strategy – Collections

Residential Uses

- 4.5.1 It is envisaged that MCC would collect the waste.
- 4.5.2 The storage room has 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 75424-CUR-00-XX-DR-TP-06006-P02** shows the location and dimensions of the storage rooms and also provide details of the collection points and paths.
- 4.5.3 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.
- 4.5.4 This will take place via a new loading bay, located along Heyrod Street.
- 4.5.5 A swept path analysis has been performed to assess a large refuse vehicle utilising the proposed loading bay. **Drawing 75424-CUR-00-XX-DR-TP-05001-P02** shows the refuse vehicle utilising the proposed loading bay.
- 4.5.6 For completeness, a large car has also been assessed travelling past a stationary refuse vehicle utilising the proposed loading bay. **Drawing 75424-CUR-00-XX-DR-TP-05002-P02** contains this swept path analysis.
- 4.5.7 Once the bins have been emptied, containers would be carried immediately back to the bin store by the management company.
- 4.5.8 The management company would also be responsible of cleaning the waste storage facilities.

Commercial Uses

- 4.5.9 The commercial uses of the proposed development will be served by private contractors.
- 4.5.10 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.
- 4.5.11 It is considered that the refuse vehicles serving the commercial uses will utilise the proposed loading bay along Heyrod Street.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed on behalf of Packaged Living Limited to provide all traffic and transport advice in relation to a residential development (Use Class C3) located off Heyrod Street in Manchester City Centre.
- 5.1.2 The proposed development will comprise residential uses (Use Class C3) of 352 apartments (mixture of studio, 1-, 2- and 3-bedroom units).
- 5.1.3 The development proposals also include c.507m² of Retail Use at ground floor. For calculation purposes and robustness, it has been considered that the largest unit (324.41m²) fronting the plaza would accommodate F&B uses, whilst the smaller units (182.38m² combined) would be Retail.
- 5.1.4 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.
- 5.1.5 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 5.1.6 The report concludes that the residential use of the site will be served by Manchester City Council collections whilst the commercial uses will be served by private collections.
- 5.1.7 The size of the residential bin store has been determined according to MCC's recommendations whilst consideration to segregation and recycling has been given.

5.2 Conclusions

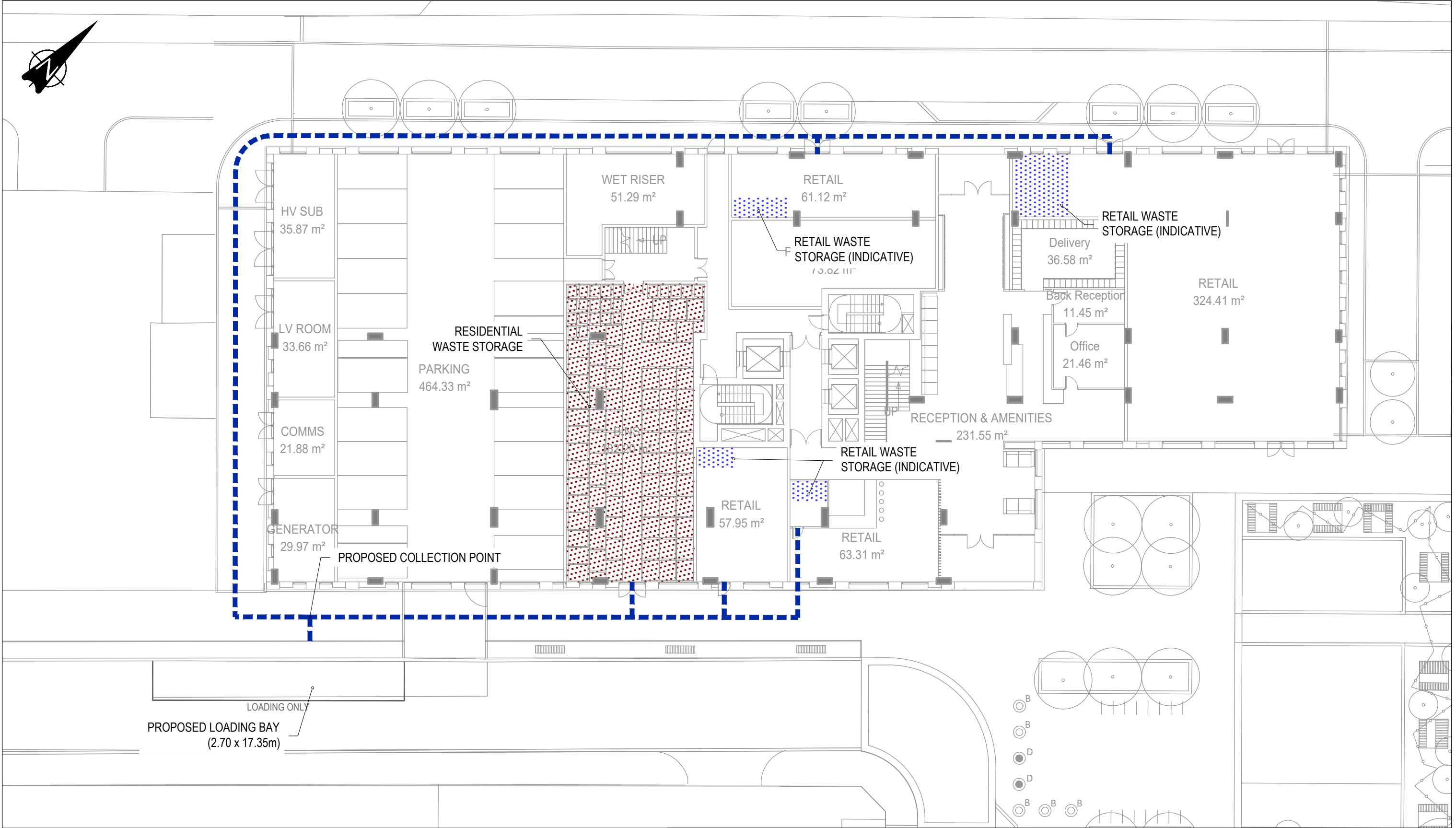
- 5.2.1 From a Waste Management perspective, there are no reasons why the development proposals should not be granted planning approval.

75424 Land at Heyrod Street, Piccadilly East

Waste Management Strategy



Drawings



KEY:		RESIDENTIAL WASTE / BIN STORAGE ROOM
		COMMERCIAL WASTE STORAGE ROOM
		SERVICE STRATEGY
GENERAL NOTES:		

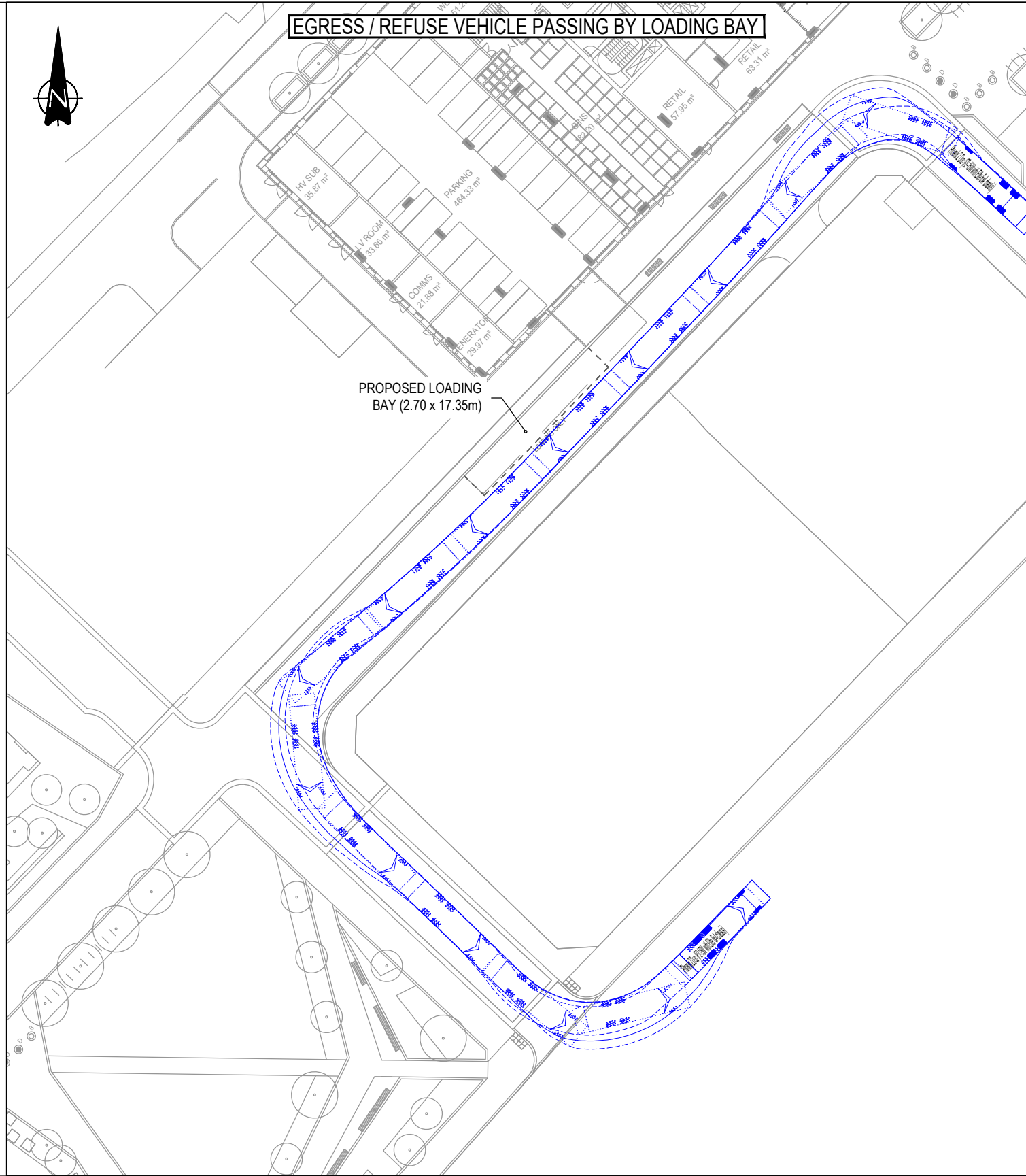
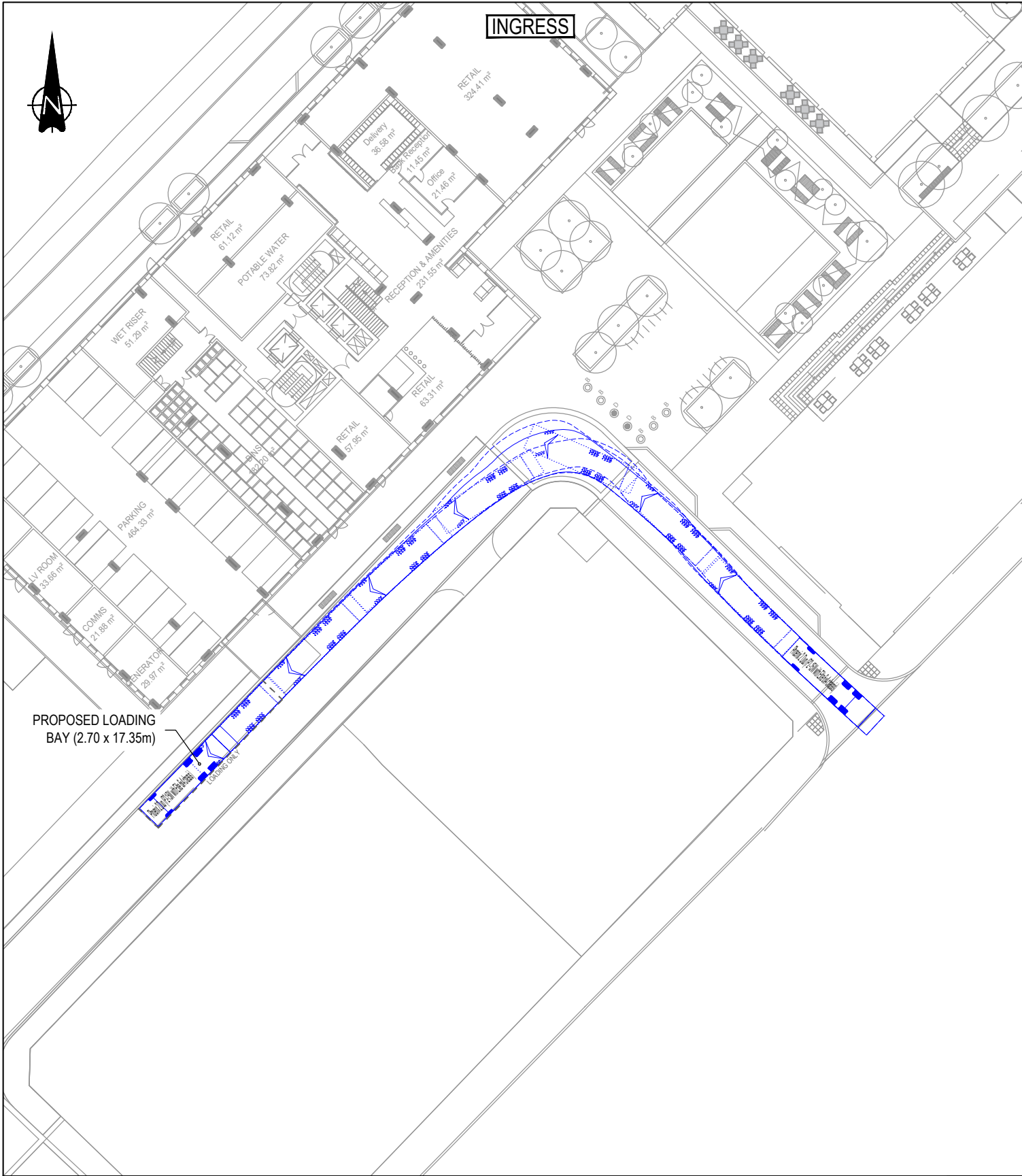
P02	Layout updated	23/06/20	DD
Rev:	Description:	Date:	By:



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

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project: LAND AT HEYROD STREET - EAST PICCADILLY		Status: PRELIMINARY	
Drg Title: WASTE MANAGEMENT STRATEGY		Drawn By: DD	Checked By: AT
		Designed By: DD	Date: 01/06/20
		Scale: 1:500 @ A3	
Project No:	Originator:	Zone:	Level:
	Type:	Discipline:	Category / Number:
75424 - CUR - 00 - XX - DR - TP - 06006 -P02			



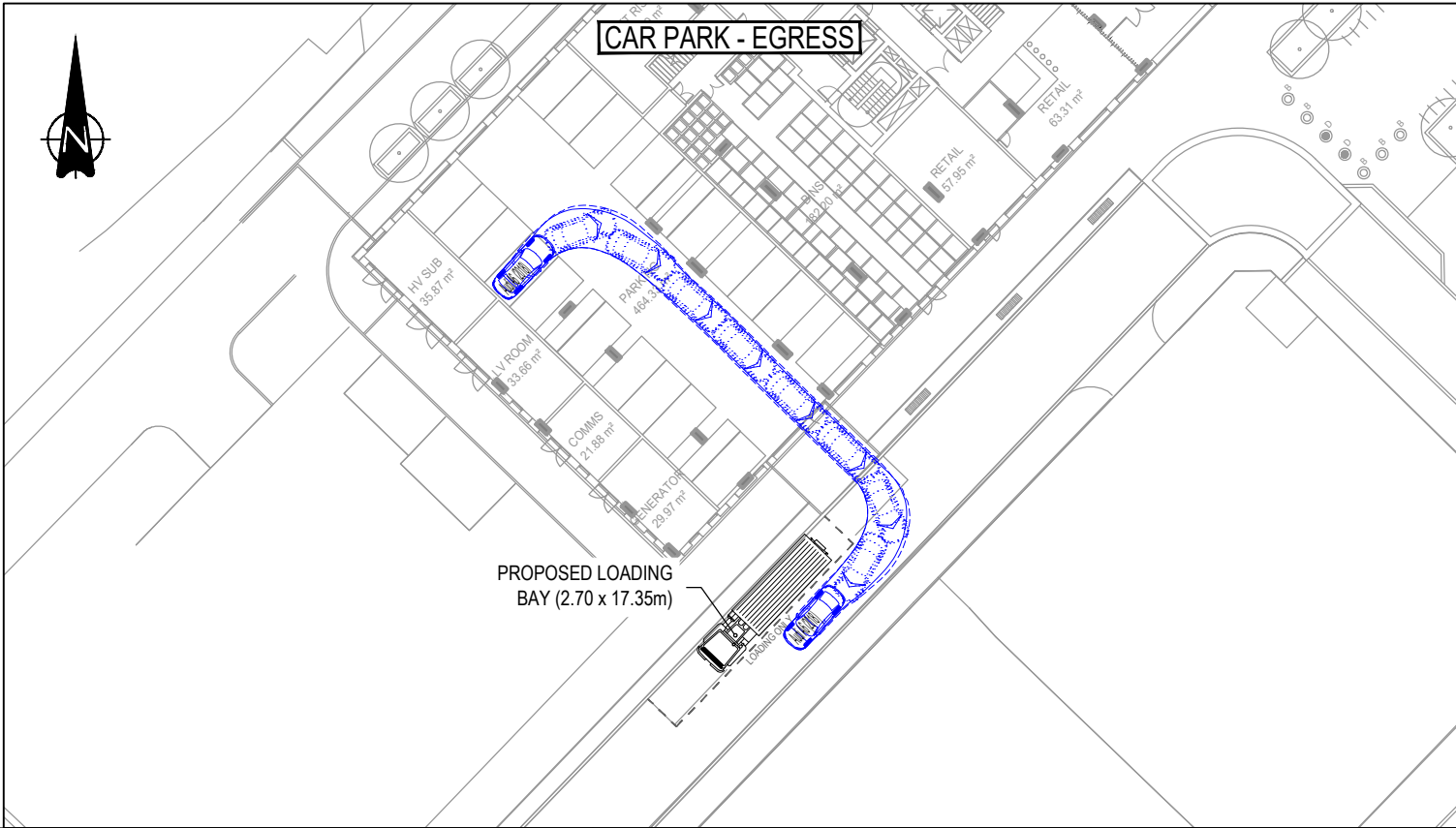
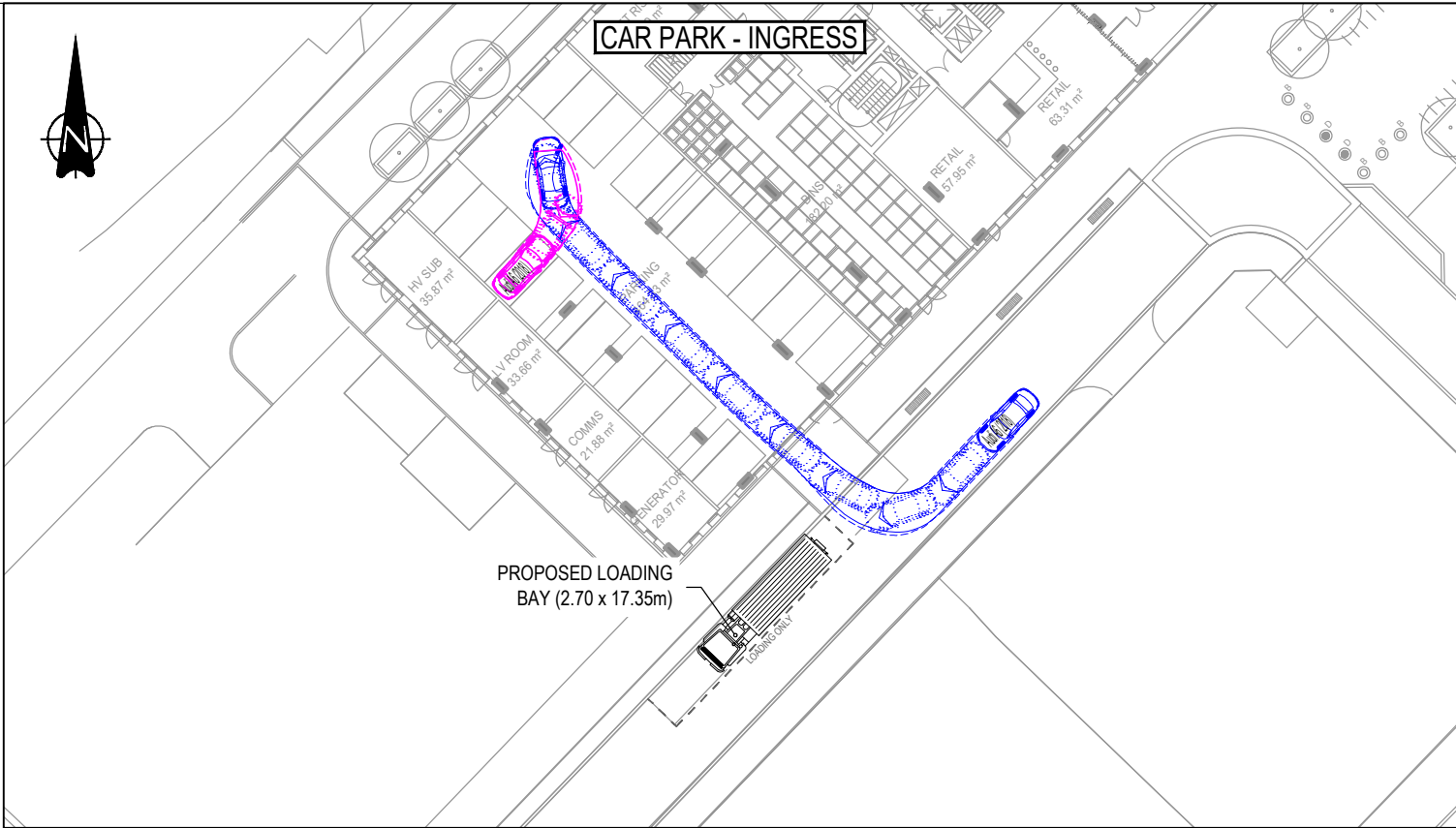
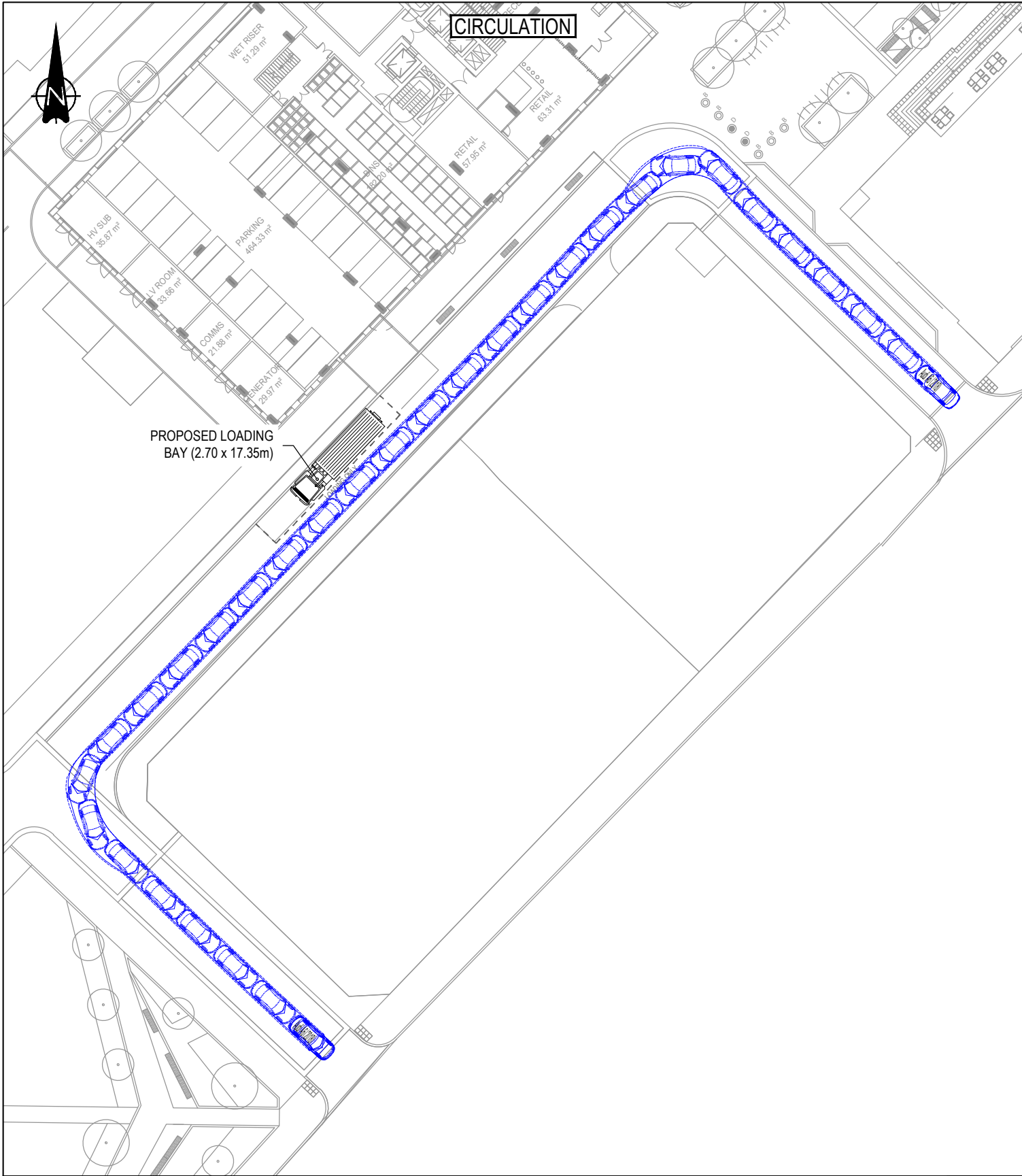
VEHICLE PROFILE: Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) Overall Length 11.200m Overall Width 2.530m Overall Body Height 3.751m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.500m					
GENERAL NOTES:					
P02	Layout updated		23/06/20	DD	AT
Rev:	Description:		Date:	By:	Chkd:



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

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project: LAND AT HEYROD STREET - EAST PICCADILLY					Status: PRELIMINARY			
Drg Title: SWEPT PATH ANALYSIS 11.2m REFUSE VEHICLE								
					Drawn By:	DD	Checked By:	AT
					Designed By:	DD	Date:	15/05/20
					Scale: 1:500			
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:		Rev:
75424 - CUR - 00 - XX - DR - TP - 05002 - P02								



VEHICLE PROFILE:

Audi A6 (2018)	4.939m
Overall Length	2.114m
Overall Width	1.457m
Overall Body Height	0.142m
Min Body Ground Clearance	1.875m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	

P02	Layout updated	23/06/20	DD	AT
Rev:	Description:	Date:	By:	Chkd:

GENERAL NOTES:



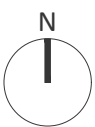
Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project: LAND AT HEYROD STREET - EAST PICCADILLY		Status: PRELIMINARY	
Drg Title: SWEPT PATH ANALYSIS LARGE CAR		Drawn By: DD	Checked By: AT
		Designed By: DD	Date: 15/05/20
		Scale: 1:500	
Project No:	Originator:	Volume:	Level:
	Type:	Role:	Category / Number:
75424 - CUR - 00 - XX - DR - TP - 05002 - P02			

Appendix A – Proposed Site Layout

All information shown within the plot boundaries is to be considered indicative and subject to separate detailed planning applications.



re-form
landscape architecture

Project
2 HEYROD STREET
RF20-799

Document title
PROPOSED BOUNDARY PLAN OVERLAID ON EXISTING
OS PLAN

Status
FOR INFORMATION

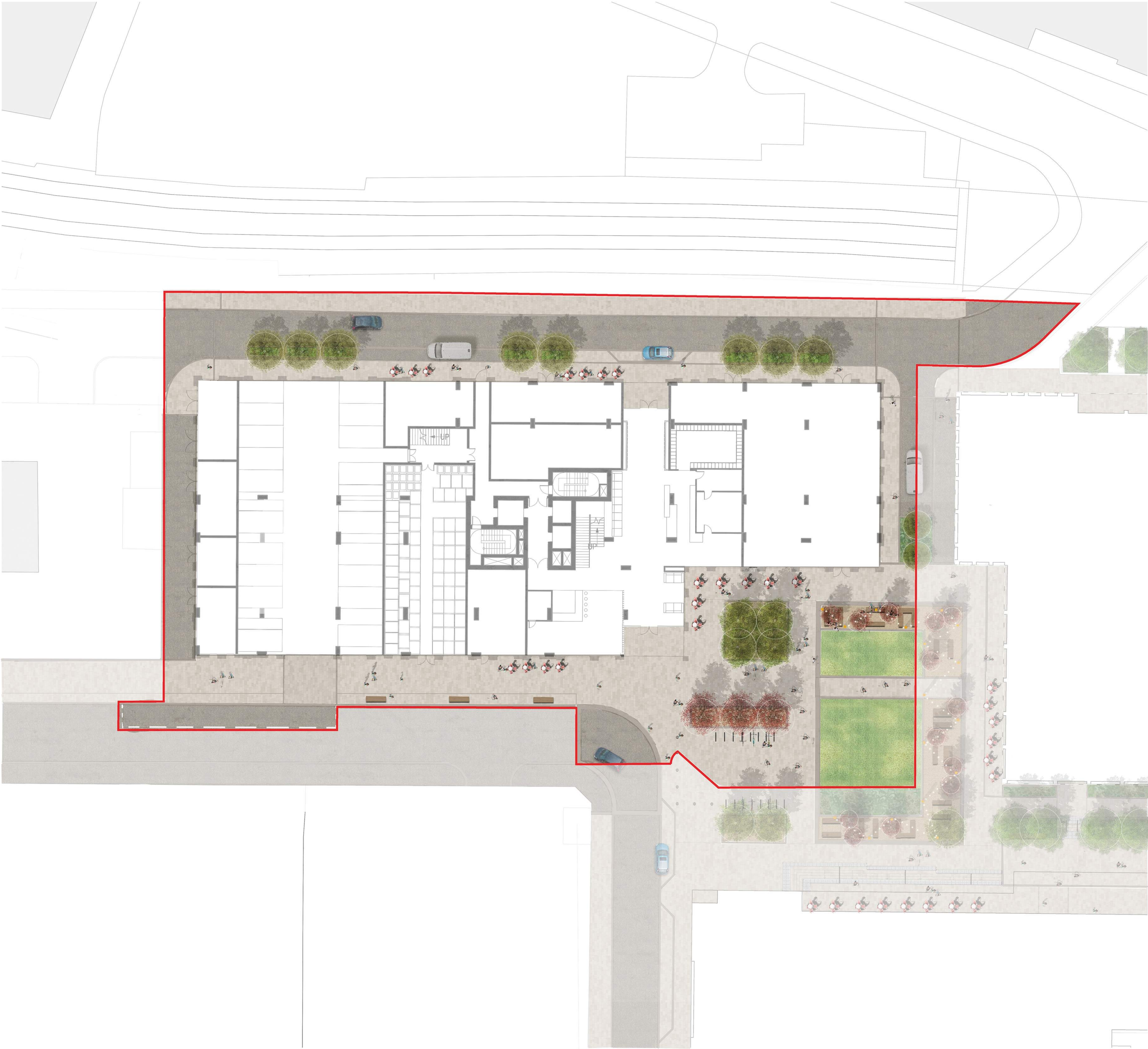
Drawing number
0799-RFM-XX-00-DR-L-0007

© re-form landscape architecture

Scale
1:500

S2

Revision
P01



- Key
- Planning application boundary
 - Paving type 1
Concrete block paver
 - Paving type 2
Macadam surfacing with buff chippings
 - Paving type 3
Self-binding gravel
 - Edging
 - Proposed seating platforms and clusters
 - Catenary lighting
 - Bike stands
 - Proposed tree in soft landscape
 - Proposed tree in hard landscape
 - Proposed herbaceous planting
 - Proposed rain garden planting
 - Proposed lawn

- Notes
- All dimensions in mm, unless otherwise stated.
 - Scaling from drawing if printed incorrectly may lead to errors.
 - All information outside red line boundary shown for contextual purpose only.
 - All hatch patterns are indicative only unless stated otherwise.
 - This drawing is to be read in conjunction with the following re-form landscape architecture documentation:
 - 0799-RFM-XX-00-DR-L-0009 Illustrative Sections Level 00
 - 0799-RFM-XX-00-DR-L-0012 Landscape GA
 - 0799-RFM-XX-00-DR-L-0013 Planting Strategy
 - 0799-RFM-XX-00-DR-L-0014 Illustrative Terrace Sections
 - 0799-RFM-XX-00-DR-L-0015 Roof Terrace GAs
 - 0799-RFM-XX-00-DR-L-8001 Planting Details
 - 0799-RFM-XX-00-RP-L-0001 Public Realm Design Statement
 - AND all relevant documentation from the design team Levels information on this drawing illustrates the design intent. The contractor is to check and verify all levels and dimensions against site survey information.
 - Any discrepancies in the design information are to be brought to the attention of re-form landscape architecture, in writing, prior to commencement of construction works.
 - All proprietary products shall be installed in strict accordance with manufacturers written instructions. Refer to other consultants' drawings and specifications for the following design information:
 - Foundation details
 - Base course and/or sub bases design & specification
 - Waterproofing of any element
 - Levels & Drainage design and infrastructure
 - Lighting and ducting
 - Existing & proposed utilities
 - Plant quantities are to suit site areas in accordance with scheduled plant densities.
 - Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

19.06.2020	Issued for planning	SB	DL	DL	PL01
08.06.20	Issued for information	SB	DL	DL	P01
Date	Description of revision	Drawn	Checked	Approved	Revision

re-form
landscape architecture

Beehive Mill, Jersey Street,
Manchester M4 6JG
T: +44 (0)161 397 4953
E: info@re-formlandscape.com
W: re-formlandscape.com

Project
2 HEYROD STREET
RF20-799

Client
PACKAGED LIVING

Document title
LANDSCAPE GENERAL ARRANGEMENT -
GROUND FLOOR INTERIM SCHEME

Paper size
A1

Scale
1:200

Status
FOR INFORMATION

Revision
S2

Drawing number
0799-RFM-XX-00-DR-L-0012

Revision
PL01

© re-form landscape architecture

Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



**MANCHESTER
CITY COUNCIL**

Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 23/06/20

Estimated volumes/ m² required by the development

Low Rise Domestic

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

High Rise Apartment Developments

	Yes/No - how much space has been provided?
0.43m ² has been provided per apartment for the container space. Space to manoeuvre and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	Yes (exceeded) - 182m ²

Commercial Developments

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

General Waste -	3 x 240l (Retail) + 1 x 1,100l + 1 x 660l (F&B)
Pulpable Recycling -	DMR - 3 x 240l (Retail) + 1 x 1,100l + 1 x 660l (F&B)
Mixed Recycling -	Glass - 3 x 240l (Retail) + 1 x 660l (F&B)
Food Waste -	1 x 660l (F&B)
Industrial Waste -	

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

Mixed Use Developments

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

Internal Stores (Residential and Commercial)

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

The residents will store waste internally within their apartments before taking it to the residential waste store. The store has been conveniently located in the immediate vicinity of the core. Commercial Units will store their waste within their own units.

Storage Areas for Waste Containers (Residential and Commercial)

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

The employees of the commercial units will take the waste to the waste storage room located within each of the three commercial areas. The residential uses bins will be transported to the collection point by the management company. It is envisaged that a private collection company would collect the waste for the commercial uses whilst the residential uses will be served by Council collections. Frequency of commercial collections will be established after occupation. It is expected that for a general retail use weekly collections would suffice whilst any F&B use would require two times a week collections.
--

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 the waste storage facilities. Details have been provided in relevant documentation.
Hygiene -	Storage rooms will be constructed in permeable materials. The management company will be responsible of cleaning the facilities.

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

The management company.

Please ensure that you have attached:

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

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

Our Locations

Birmingham

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

Bristol

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

Cambridge

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

Cardiff

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

Douglas

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

Dublin

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

Edinburgh

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

Glasgow

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

Kendal

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

Leeds

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

Liverpool

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

London

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

Manchester

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

Nottingham

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