

WASTE & SERVICING STRATEGY REPORT

House of Social 1 Ltd

Plot 10b, First Street

April 2023

VN222431

Report control

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Project: Plot 10b, First Street

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Drawings

1172-TGA-XX-XX-DR-A-95020-P07	- Site Location Plan
1172-TGA-XX-01-DR-A-95031-P03	- General Arrangement - Level 00 (Ground Floor)
PL1471.3-PLA-ZZ-00-DR-L-010	- External Landscaping Plan (Combined Plot 10a/10b)
PL1471.3-PLA-ZZ-00-DR-L-001	- External Landscaping Plan (Just Plot 10b)
VN222431-TR108	- Swept Path Analysis - Refuse Vehicle / Large Van

Appendices

Appendix A	- Waste Proforma
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1 INTRODUCTION

- 1.1 This Waste & Servicing Strategy Report has been prepared by Vectos on behalf of House of Social 1 Ltd in support of a planning application for a proposed mixed-use development comprising purpose built student accommodation (PBSA), (Use Class Sui Generis) and a Food Hall (Use Class E & Sui Generis) on Plot 10b of the First Street Masterplan Area. This report responds to comments made by Manchester CC Environmental Health officer. In particular, we have clarified how service vehicles will access the service area and operate in a safe manner and the facilities available disabled users and cyclists.
- 1.2 This development is also supported by a Transport Statement (TS) and a Framework Travel Plan (FTP) prepared by Vectos.

Development Site

- 1.3 The location of the development site is shown in a local context in **Dwg 1172-TGA-XX-XX-DR-A-95020-P07**.
- 1.4 This planning application for Plot 10b forms the second part of the Plot 10 development site. The Plot 10 site has already been subject to a planning application for Plot 10a, which is a proposed 13-storey commercial office development to the immediate west of Plot 10b.
- 1.5 Plot 10b overall covers roughly 0.36 hectares and it is bound by River Street to the north, Wilmott Street to the east, Hulme Street to the south, and the development Plot 10a to the west. There are no permanent structures on the site, and no trees on or adjacent to the site.
- 1.6 To the south of the site beyond Hulme Street lies the development of First Street South which is being constructed by Downing. This is a development comprising four buildings of over 2200 bedrooms along with large amenity space and 17,000 sqft of commercial leisure, restaurant and retail space.
- 1.7 More widely the area is characterised by a mix of uses including office and leisure uses to the north, residential to the east and west and student residential to the south.

Proposed Development

- 1.8 The development proposals for Plot 10b can be summarised as follows:
- A Ground + 14 storey PBSA building with a Food Hall commercial offering at ground floor, offering F&B provision to both residents and members of the public. The quantum of development includes:
 - 21,879 sqm of Total Development Floorspace;
 - Apartment clusters of 5 and 6 bed apartments providing 576 bedspaces;
 - Food Hall open to the public;
 - Circa 88 secure double stacked cycle parking places (15%) plus 6 x Sheffield Stands in the public realm that offers cycle parking for 12 cycles;
 - There is no car parking provided. As above, users will be able to access the First Street multi-storey car park and the on-street parking bays on River Street.

- 1.9 The proposed ground floor plan for the site is presented in **1172-TGA-XX-01-DR-A-95031-P03**.
- 1.10 Plot 10b has been designed in collaboration with Plot 10a to ensure a cohesive and coordinated streetscape is achieved. As part of the Plot 10a planning application, new public realm has been proposed to complete the missing link of First Street in the space adjacent to the office development of Plot 9a. The landscaping aims to provide a continuity to the existing First Street works implemented to the north of the site.
- 1.11 Between Plot 10a and 10b lies an area for servicing of the two plots accessed from Hulme Street. In this location there is no access for the general public, but the space will still be designed to a high standard. In general, large vehicles would reverse in from Hulme Street to serve Plot 10b.
- 1.12 A ‘pocket park’ is proposed between the Plot 10a and Plot 10b which consists of seating for the public and planting.
- 1.13 The combined public realm plan for Plot 10a and 10b is shown in **Dwg PL1471.3-PLA-ZZ-00-DR-L-010**.

Report Detail

- 1.14 The Servicing Strategy sets out the movement of vehicles to and from the buildings and includes:
- Calculation of the number of expected deliveries;
 - Service strategy for goods to be delivered to the occupiers; and
 - The general management of the servicing area.
- 1.15 This report sets out the policy context for waste management, forecast the waste generated, the number of bins required, the collection frequency, the management and oversight of the waste collection strategy.
- 1.16 The Waste Strategy establishes the means of recycling the material generated and sets out the following:
- Forecast waste generation & recycling rates;
 - Proposed waste management strategy;
 - Proposed waste storage facilities; and
 - Forecast the refuse collection frequency.

2 SERVICING STRATEGY

2.1 The typical deliveries for the development will be as follows:

- Student Accommodation (Plot 10b): Online Groceries, post /courier deliveries, occasional furniture deliveries.
- Food Hall (Plot 10b): Variable (assumed to be daily food/drink/keg deliveries, consumables, occasional kitchen equipment/furniture deliveries.

Delivery Forecasts and Timings of Deliveries

2.2 A forecast of service and delivery vehicle trips hour by hour has been undertaken for Plot 10b with reference TRICS database for Student Accommodation as presented in the Transport Statement. The Food Hall is a unique type of land uses, and the information is not available within the TRICS database. However, from operators feedback we have made a robust estimate of the number of service vehicle trips expecting that this represents an upper limit.

2.3 A significant number of service vehicle trips are already on the network or are making multiple deliveries with one trip. This could include post/courier & milk deliveries as well as combined refuse collections. This reduces the overall number of service trips and evidence from London indicates that it can reduce service trips by around a third and this has been applied to the total forecasts. The number of service vehicle trips are summarised in **Table 2.1**. In this analysis the term HGV relates to vehicles in excess of 7.5T.

Table 2.1. Service Vehicle Trip Forecasts

	PBSA		Food Hall		Total	
	HGV	LGV	HGV	LGV	HGV	LGV
0700-0800	0.6	0.3	0	0.0	1	0
0800-0900	0	0.3	0	0.0	0	0
0900-1000	0	0.8	0	1.8	0	3
1000-1100	0	1.4	0.5	3.1	1	5
1100-1200	0	1.1	0.8	2.4	1	4
1200-1300	0	0.3	0.4	1.9	0	2
1300-1400	0	1.1	0.5	2.5	1	4
1400-1500	0	1.7	0.1	1.8	0	4
1500-1600	0	1.1	0.1	1.0	0	2
1600-1700	0	0.8	0.8	1.0	1	2
1700-1800	0	0.3	0.3	1.5	0	2
1800-1900	0	0	0.1	1.0	0	1
1900-2000	0	0.6	0.3	0.7	0	1
2000-2100	0	0.3	0.1	0.6	0	1
Daily	1	10	4	19	5	29

- 2.4 It can be seen that we might expect around 5 large vehicles accessing the site over the course of a day and up to 29 Light Good Vehicle deliveries. In the busiest hour we predict 1 HGV and up to 4 vans accessing the site. Many of these are expected to be quick drop-offs and evidence from other sites show that 40% of all deliveries take less than 5 minutes.
- 2.5 All deliveries at the development will be undertaken between the hours of 07:00 and 20:00.
- 2.6 The service area will be managed so that as the nature of the regular deliveries are confirmed, the vehicle arrivals of the larger deliveries are timed so that they do not conflict. Generally, the deliveries would be made to the reception whereupon the occupant would be called to collect.
- 2.7 In addition to vehicles, we expect some online couriers by bike accessing the PBSA as ordered by students and also couriers accessing the Food Hall to pick up meals which would be from the rear entrance onto the service yard.

Servicing Access

- 2.8 Servicing for the Student Accommodation will generally arrive through reception and here the loading bay on Wilmott Street is the most convenient location to do that as shown in **Figure 2.1**. There will be a 20 minute time limit on this Loading Bay managed by the ANPR system operated by First Street Man Co.

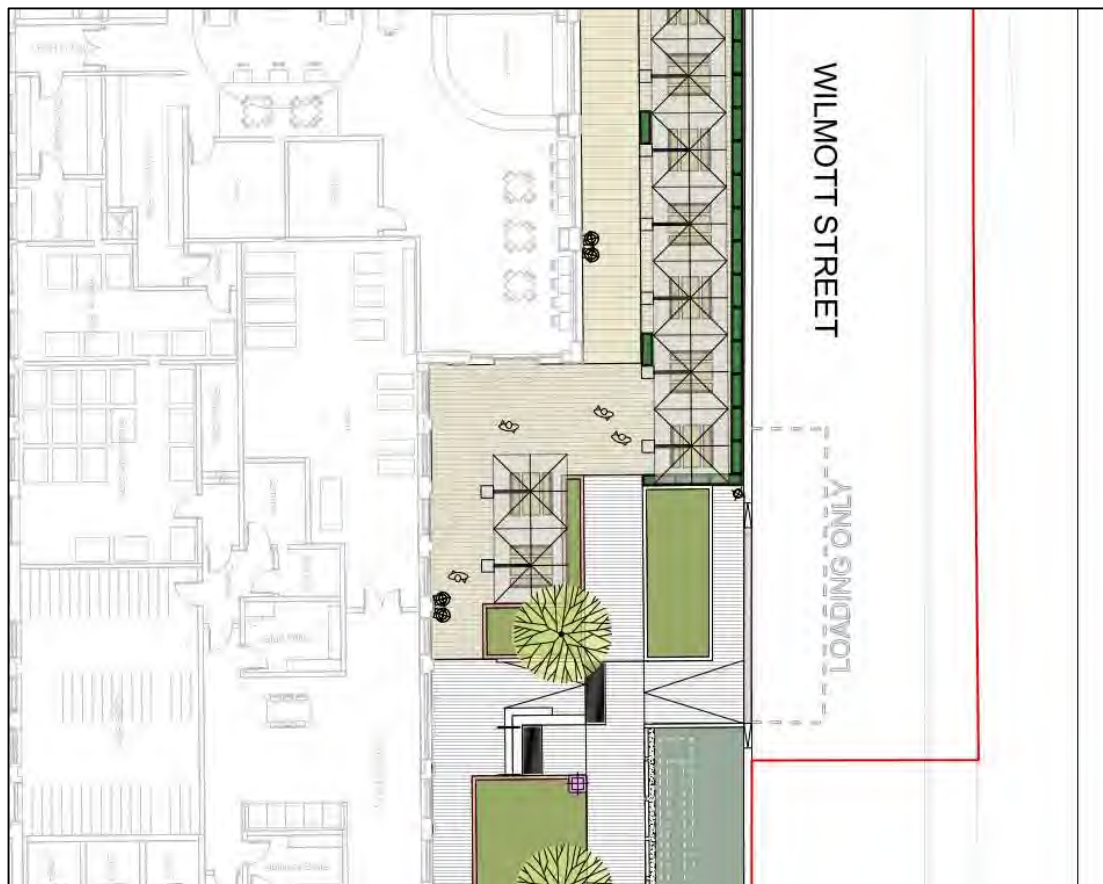


Figure 2.1 Wilmott Street Loading Bay

- 2.9 Servicing by larger vehicles including refuse collections and servicing to the Food Hall (including dray lorries) will be made via the service corridor that lies between Plot 10b and 10a accessed from Hulme Street. Access by larger vehicles such as refuse vehicles/dray lorries will be undertaken by reversing in from Hulme Street as shown in **Dwg VN22431-TR108**. This is a reversing manoeuvre over around 50m. It is expected that there would be up to 4 large HGVs accessing the site a day including vehicles such as a refuse or dray lorry. These vehicles will be timed so that they do not conflict. For these regular deliveries a banksman will be on hand either from the vehicle itself or from the Food Hall staff to ensure that the reversing manoeuvre is safe.
- 2.10 In consideration of safe management, it is not intended that the public will access this service area. A landscaping screen is proposed at its northern end and signage will direct pedestrians away. There is also no reason for the public to access this area and the route of First Street to the west and Wilmott Street to the east offer more direct and appropriate routes.
- 2.11 It can be seen from the tracking drawing that large vans are able to enter in a forward gear and make a 3 point turn close to the Food Hall and leave also in a forward gear. Overall, the site during a typical day and around 20 van trips.
- 2.12 The service area will be managed in consideration of the deliveries to Plot 10a so that regular and larger deliveries are timed so that they do not conflict.

Combined Highway Operation with Plot 10a

- 2.13 Given the shared use of the Service Corridor, we have considered the level of use by both sets of service vehicles for Plot 10a and Plot 10b. The forecast for office servicing as part of Plot 10a was for around 4 Large Rigid Lorries to access Plot 10a over the course of a day and around 34 vans.
- 2.14 Within the Service Corridor for both buildings we forecast around 6 HGVs per day and 45 van trips. On the Wilmott Street loading bay there is a daily forecast of 1 HGV and 15 vans per day. On top of this vehicular activity, we expect cycle couriers to serve the student population, such as with online food deliveries and these are expected to use the Sheffield Cycle Stands on Wilmott Street.
- 2.15 Overall, we expect that the servicing area will see regular activity across the day with most deliveries being made in the morning. Some of the regular arrivals by some of the large vehicles are expected to be timed to avoid clashes although there is scope for several vehicles to serve the buildings at the same time. Most deliveries are completed within 5-10 minutes and a few up to 20 minutes. While this service corridor will be busy, we expect that it can operate efficiently and without blocking access for delivery drivers nor causing an adverse impact on pedestrian safety.

Consideration of Access Prior to Completion of Plot 10a

- 2.16 As the service corridor lies between the two buildings of Plot 10a and Plot 10b there is the possibility that the buildings could progress on different timescales. We therefore describe how Plot 10b could be serviced in the interim phase before completion of Plot 10a.
- 2.17 Firstly, Plot 10b will benefit from the lay-by on Wilmott Street and this will provide the main servicing location for the student accommodation.
- 2.18 Large vehicles for the Foodhall and refuse collections would reverse in off Hulme Street. In the interim phase, the servicing corridor width will be reduced to allow for the site boundary/ hoarding line for construction of Plot 10a and vehicles would be under a banksman control. Pedestrians would not be permitted to access the service yard.
- 2.19 In this interim phase some of the infrastructure works at the southern end of the Service Corridor will be temporary including the Bollards, the Tree and the Access Kerb works. These would be completed upon the finalisation of Plot 10a.

Service Vehicle Mitigation Measures

- 2.20 Measures will be taken regarding pedestrian safety/amenity and servicing will be made with a minimum amount of noise and no use of the horn at any time.
- 2.21 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;
 - Close driver's door quietly; and
 - Engine off when not in use.

3 WASTE STRATEGY & FORECASTS

Introduction

- 3.1 This section of the report outlines the management of waste. Waste forecasts across the various land uses proposed are discussed before the site's refuse storage provision is detailed and subsequent waste transfer strategy.

Policy Context

- 3.2 Manchester City Council (MCC) have published guidance on the design and management of buildings to produce waste management strategies that maximise the amount of waste that is recycled. This guidance GD04 requests that a Waste Proforma is completed to support development applications and this is presented in **Appendix A**.
- 3.3 To achieve high recycling rates, it states that all refuse should be separated at source and stored off the highway in purpose-built refuse stores minimising the distance to collection thus reducing the opportunity for spillage.
- 3.4 In accordance with Section 34 of the Environmental Protection Act 1990, the manager of the development has a legal 'Duty of Care' to ensure that waste is securely stored and disposed of legally. The most convenient way to achieve this is by using a registered waste carrier.
- 3.5 The Waste (England and Wales) (amendment) Regulations 2012 has introduced changes and updates that affect both waste producers and waste management companies alike. These include the need to separate wastepaper, metal, plastic and glass in different waste streams.
- 3.6 Another change will be the obligatory use of SIC codes in all documentation relating to waste management services and a compulsory commitment from waste producers to adhere to the waste hierarchy as described in **Figure 3.1**.

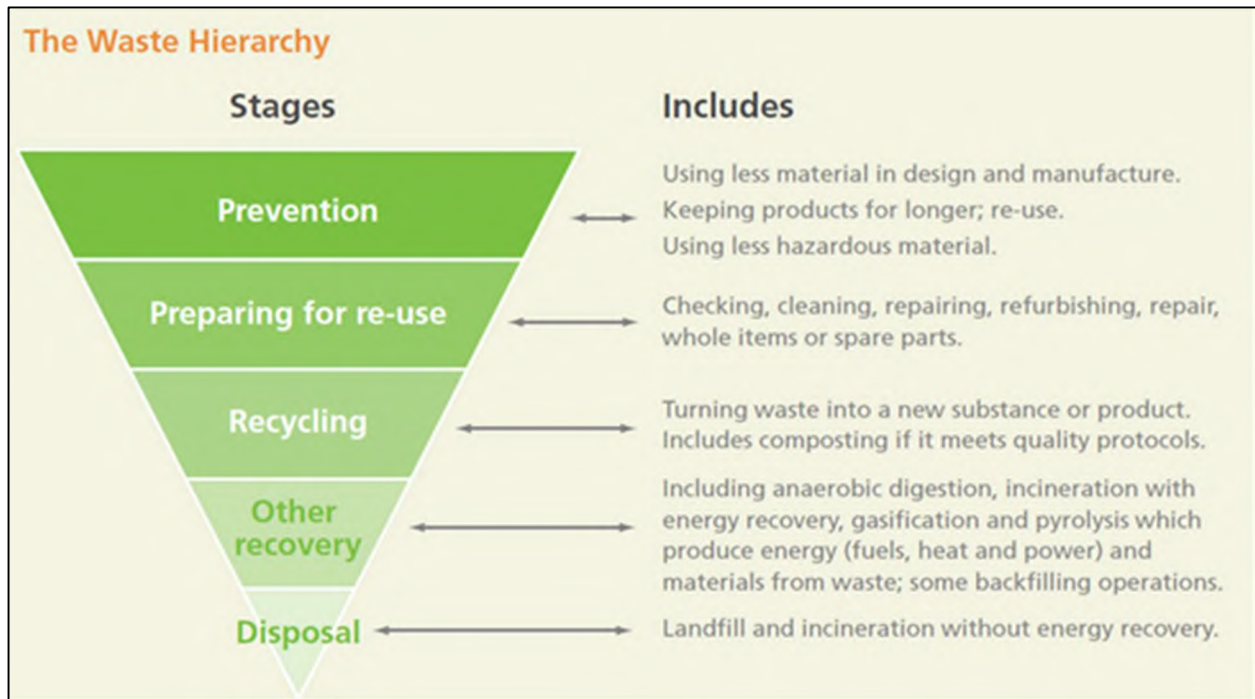


Figure 3.1: Waste Hierarchy

- 3.7 To demonstrate compliance with regulations, a Waste Transfer Note is required when that waste is collected by the waste carrier. This may be provided electronically. Many carriers are also able to provide environmental reports to inform on the waste management performance.
- 3.8 There will be food waste generated by the kitchens and cafés/restaurants which needs to be covered by the Animal By-Products (Enforcement) (England) Regulations 2011. The volumes of waste will be greater than 20kg and therefore need to be stored in a labelled container and collected by a licensed carrier and records kept.
- 3.9 Interventions are needed in all stages of the process to minimise waste going to landfill. The minimisation of waste and recycling interventions by occupiers and the management company can help meet MCC's and the government's aspirations.
- 3.10 All new developments must meet the requirements of Part H6 of the Building Regulations 2000 (solid waste storage) which states:
- Adequate means of storing solid waste shall be provided; and
 - Adequate means of access should be provided for people in the building to the place of storage, and, from the place of storage to a collection point agreed by the waste collection authority.

Plot 10b Student Accommodation Waste Strategy

- 3.11 Student residents would take their waste via lifts to a ground floor refuse drop lobby where there would be chutes on one side of the bin store wall which deposit their waste into the bins within the bin store. In general students will not have access to the bin store unless by exception under management guidance (such as to drop off outsized waste).
- 3.12 The Waste Streams for the student residents is given in **Figure 3.2** below:

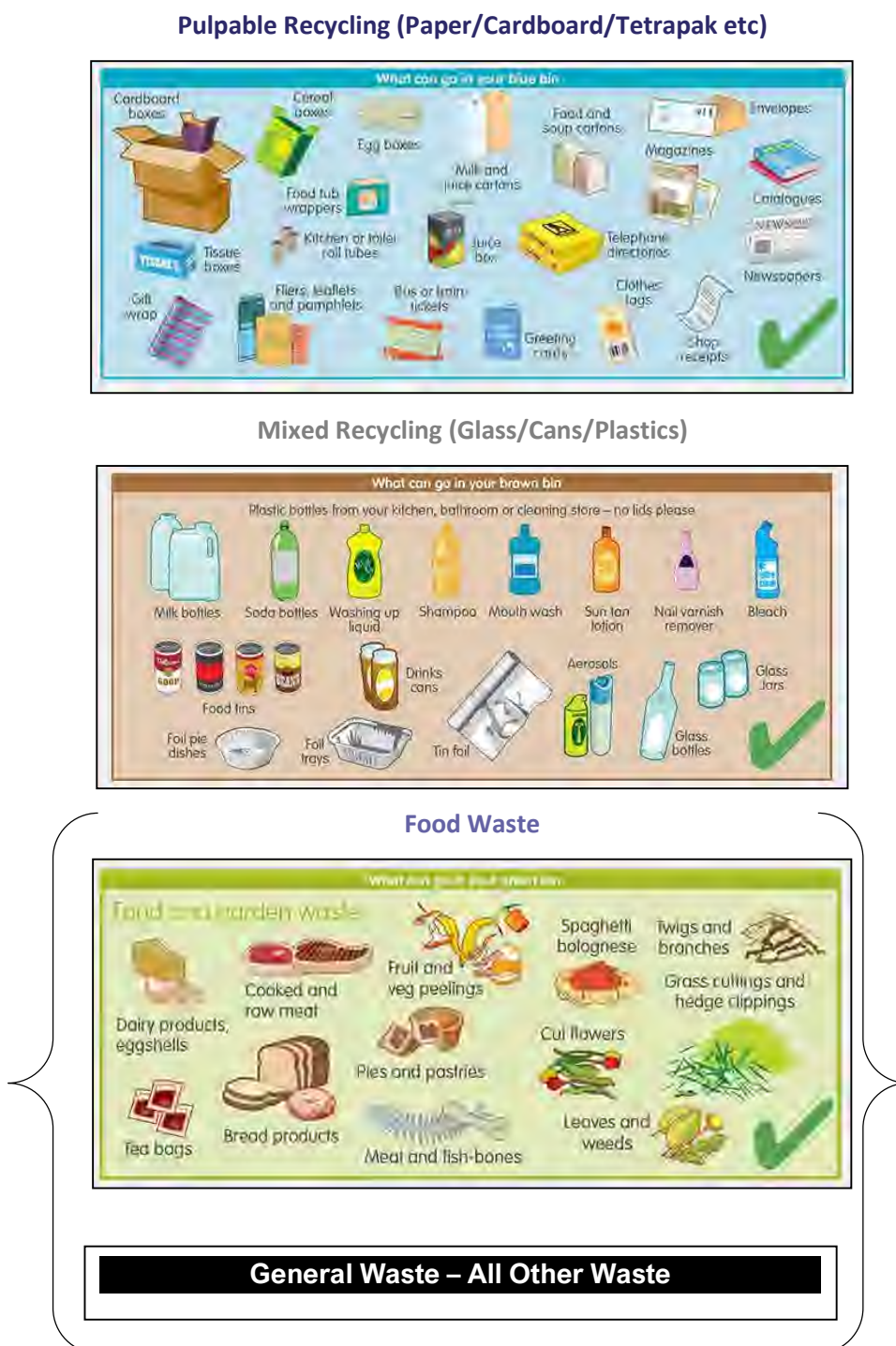


Figure 3.2: Student Residential Waste Streams

- 3.13 With the refuse drop solution, the Food Waste will be combined with General Refuse.

Plot 10b Food Hall

- 3.14 To develop the waste strategy for the Food Hall comparison was made with the Mackie Mayor Food Hall. In summary the waste is collected by the Food Hall staff/cleaners and deposited in bins in the refuse store, back of house. The waste forecasts for all the various land uses are considered next.

Waste Recycling Proportions

Plot 10b – PBSA Waste Forecasts

- 3.15 The waste forecasts for Student Accommodation have been based on a typical waste generation rate of 100litres per bedspace per week. This is considered a robust approach based on standard residential apartments rather than individual bedrooms. The weekly waste generation is forecast as below:

576 apartments * 100 litres = **57,600 litres per week**

- 3.16 The allocation of this waste volume to the relevant waste streams is given in **Table 3.2** below.

Table 3.2: PBSA Waste Recycling Rates

Student Accommodation Recycling Streams	General Refuse (inc Organic)	Paper/ Card	Plastic/ Metal/Glass	Total
	51%	24%	24%	100%
Litres per Week	29542	14129	14129	57800
Litres per Day	4220	2018	2018	8257
EuroBin lifts every 2 days	8	4	4	16

Plot 10b – Food Hall Waste Forecasts

- 3.17 The waste generated by the Food Hall is based on observations at Mackie Mayor Food Hall, Manchester. In general terms the scale of the Plot 10b Food Hall is comparable to that at Mackie Mayor.
- 3.18 At Mackie Mayor they have the following waste collected 6 days a week:
- 2 x General Waste – 1100 litre
 - 1 x Mixed Recycling 1100 litre
 - 1 x Food Waste - 240 litre
 - 2 x Glass Waste - 240 litre
- Once a week we expect:
- 1 x Waste Oil Collection (swap with clean oil delivery)
- 3.19 It is assumed that the Plot 10b Food Hall would have the same waste volume of waste generated as Mackie Mayor.

4 REFUSE STORAGE & COLLECTION

- 4.1 Student refuse is stored at ground floor level and is located along west facade adjacent to the service yard. The management team will move the refuse bins to the collection point at the day of servicing. The refuse store has a raised platform for users to drop off waste. Staff will collect the waste of residents whose disability prevents them from climbing stairs and taken the waste to the refuse area.
- 4.2 The food hall has its own individual refuse store.

Plot 10b PBSA and Food Hall Refuse Stores

- 4.3 The Bin Store locations for the PBSA and the Food Hall are given in **Figure 4.2**. As described in Section 3, the PBSA needs to accommodate 16 Eurobins and the Food Hall 3 x Eurobins and 3 x 240litre bins plus space for oil collection.

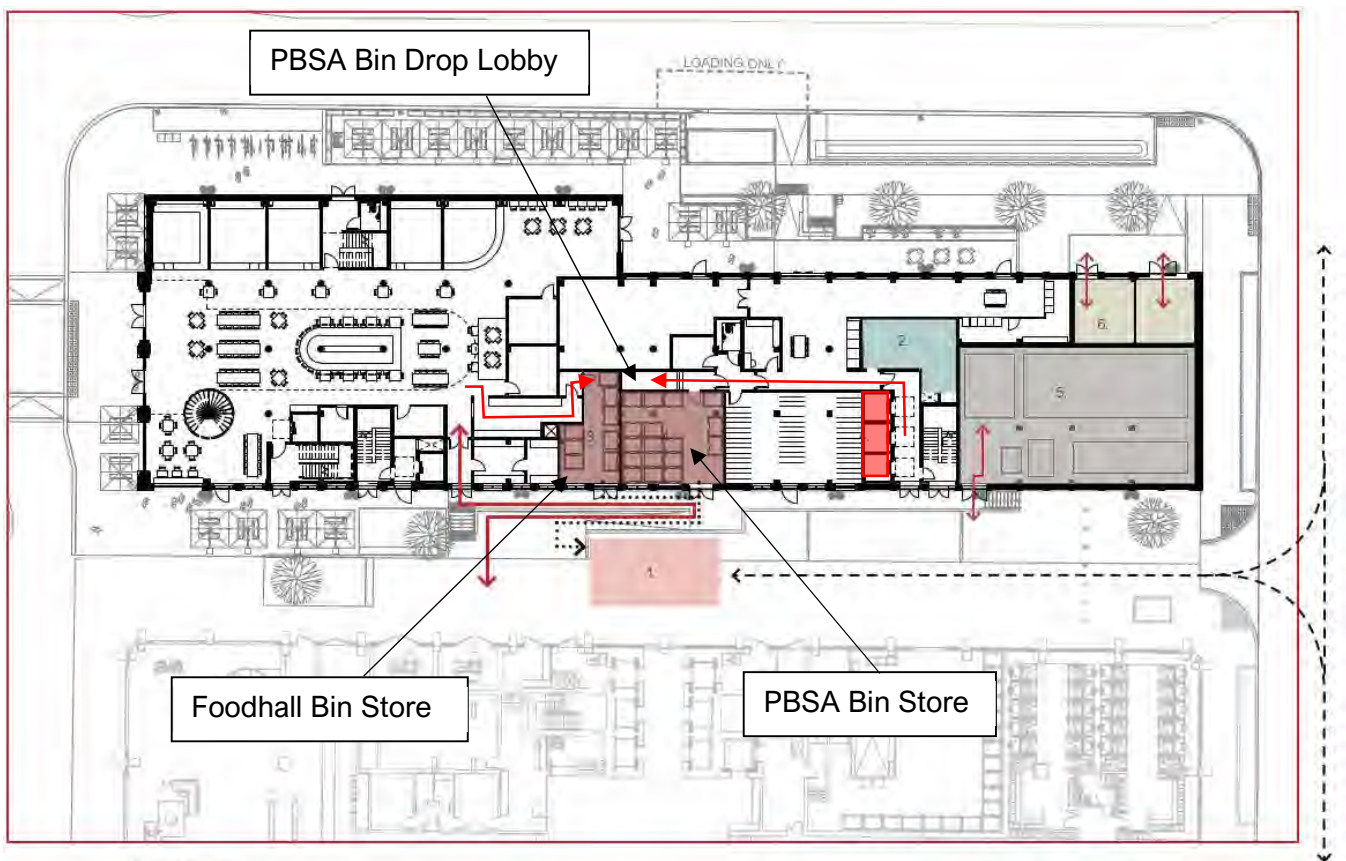


Figure 4.2: Plot 10b Bin Stores

- 4.4 **Figure 4.2** shows that the proposed bin stores can accommodate the forecast number of bins with some space capacity available if needed. The waste transfer routes are also shown on this plan from the Food Hall and the PBSA lifts to the bin store. The diagram also shows the refuse drop for the students and here the chutes would be colour coordinated to ensure that waste is deposited in the correct bin. Here there would be CCTV to monitor activity and also see the capacity of the bins and when they need swapping over which would be undertaken by the on-site management team.

- 4.5 The bin stores would have impervious floors, bump strips to avoid damage to doors and walls, be appropriately ventilated and to assist in cleaning, the bin stores will benefit from a water outlet. It will be the responsibility of the on-site management team to keep the bin stores and transfer routes clean.

Waste Proforma

- 4.6 MCC require that a Waste Proforma be prepared to support the planning application. Using the information presented in this report, a completed Waste Proforma for the development is presented in **Appendix A**.

5 SUMMARY & CONCLUSIONS

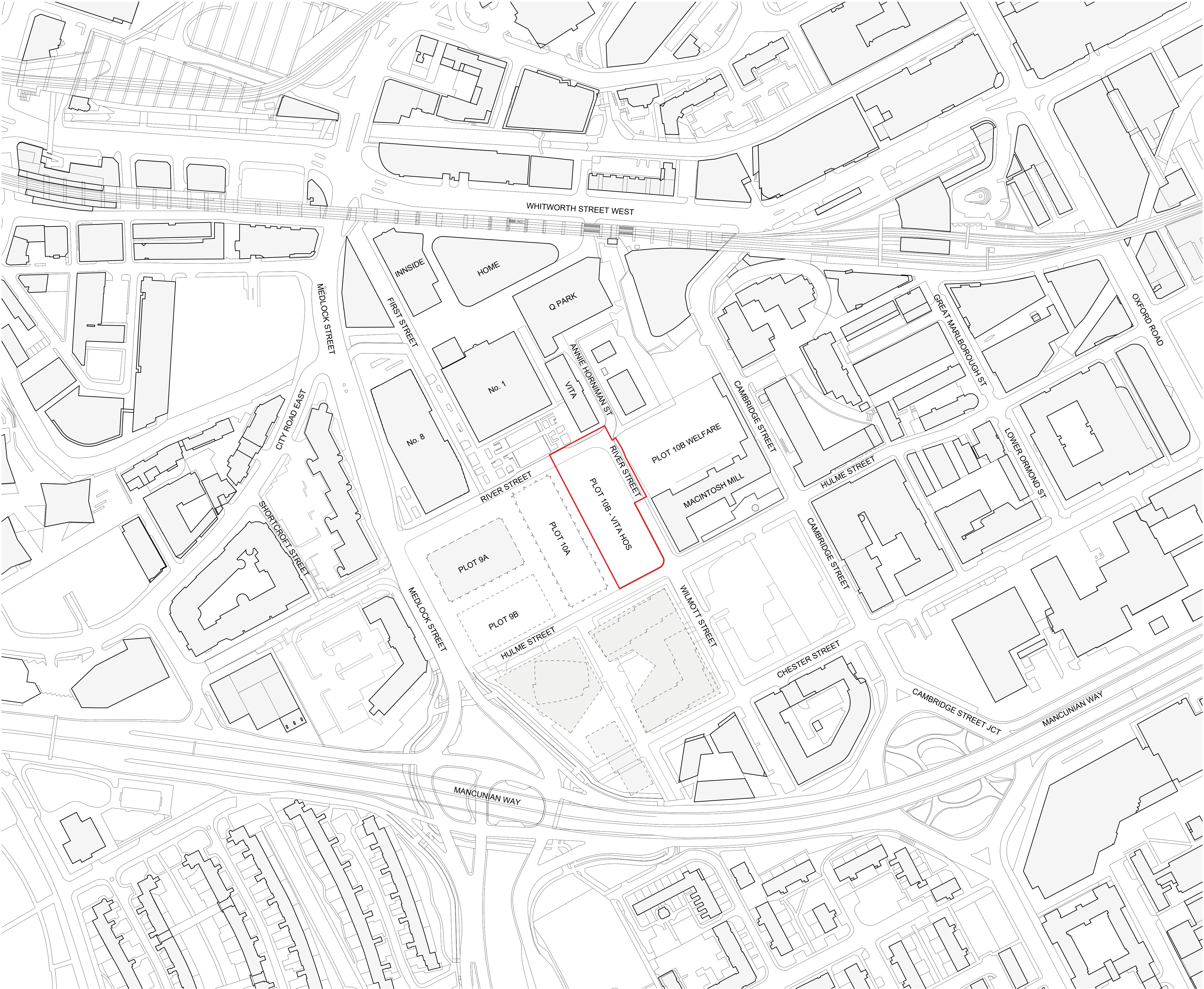
Summary

- 5.1 This document has set out the Waste & Servicing Strategy for the development of Plot 10b. which includes purpose-built student accommodation and a Food Hall.
- 5.2 It has set out the likely waste generation for the land use and associated refuse storage provision. A recycling strategy is also incorporated within the strategy and sufficient servicing provision has been demonstrated.

Conclusion

- 5.3 It is concluded that the refuse storage, waste management and collection proposed is appropriate for this scale of development and that waste collection can be undertaken in an efficient manner.

Drawings



Existing Site Plan

1:1250



General Notes

Use figured dimensions only. Do not scale off this drawing. All dimensions must be set out and checked by the contractor on site prior to commencement of construction. Any variations between drawings and site must be reported to TGA before work proceeds.

Drawings to be read in conjunction with Architectural Specification, Structural Engineer's Drawings and Specifications, Mechanical & Electrical Engineer's Drawings and Specifications, all Supplemental Information, including but not limited to: Detailed Fire Strategy, Acoustic Report, Thermal Report & Overheating Report.

No portion of the Works to commence without acceptance of the required submittals by the Employer.

Main Contractor to submit relevant documents to building regulation and legislation approval authorities as required to comply with the Specification.

Legend and Notes

Red Line Planning Boundary

Rev	Description	Date	By
P01	Issued to consultant team	03.01.23	SD
P02	Amended to include River Street and Plot 10B Welfare site	19.01.23	SD
P03	Draft planning issue	23.01.23	SD
P04	Issued for Planning	03.02.23	SD
P05	Redline boundary amended, Plot 10B welfare site excluded	27.02.23	SD
P06	Redline boundary amended East across River St	28.02.23	SD
P07	Reissued for planning following split core amendment	31.03.23	JB

Title
Existing Site Location Plan

Drawing No.
1172-TGA-XX-XX-DR-A-95020

Revision
P07

Status
PLANNING

Scale
As indicated@A1

Project
1172 - First Street

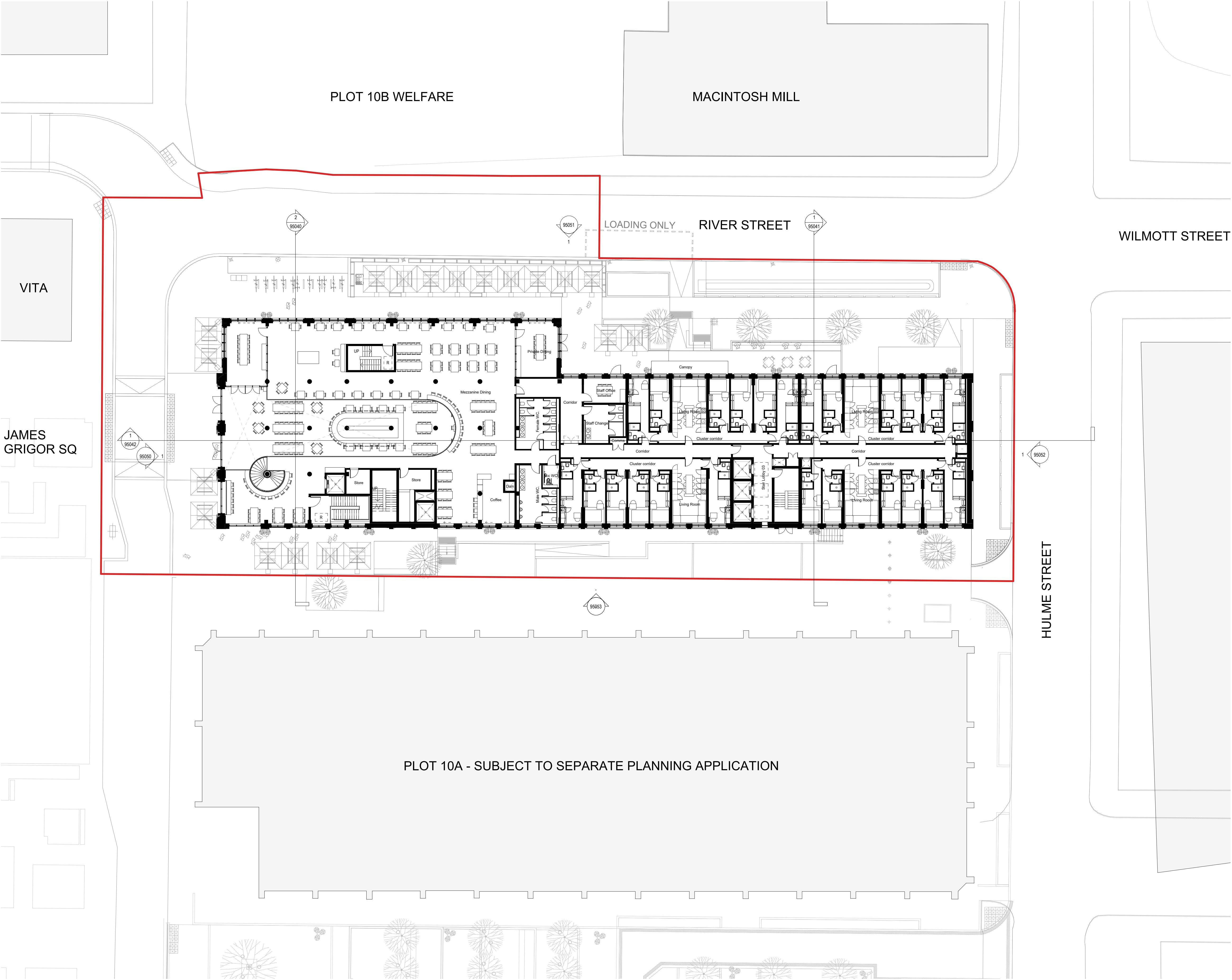
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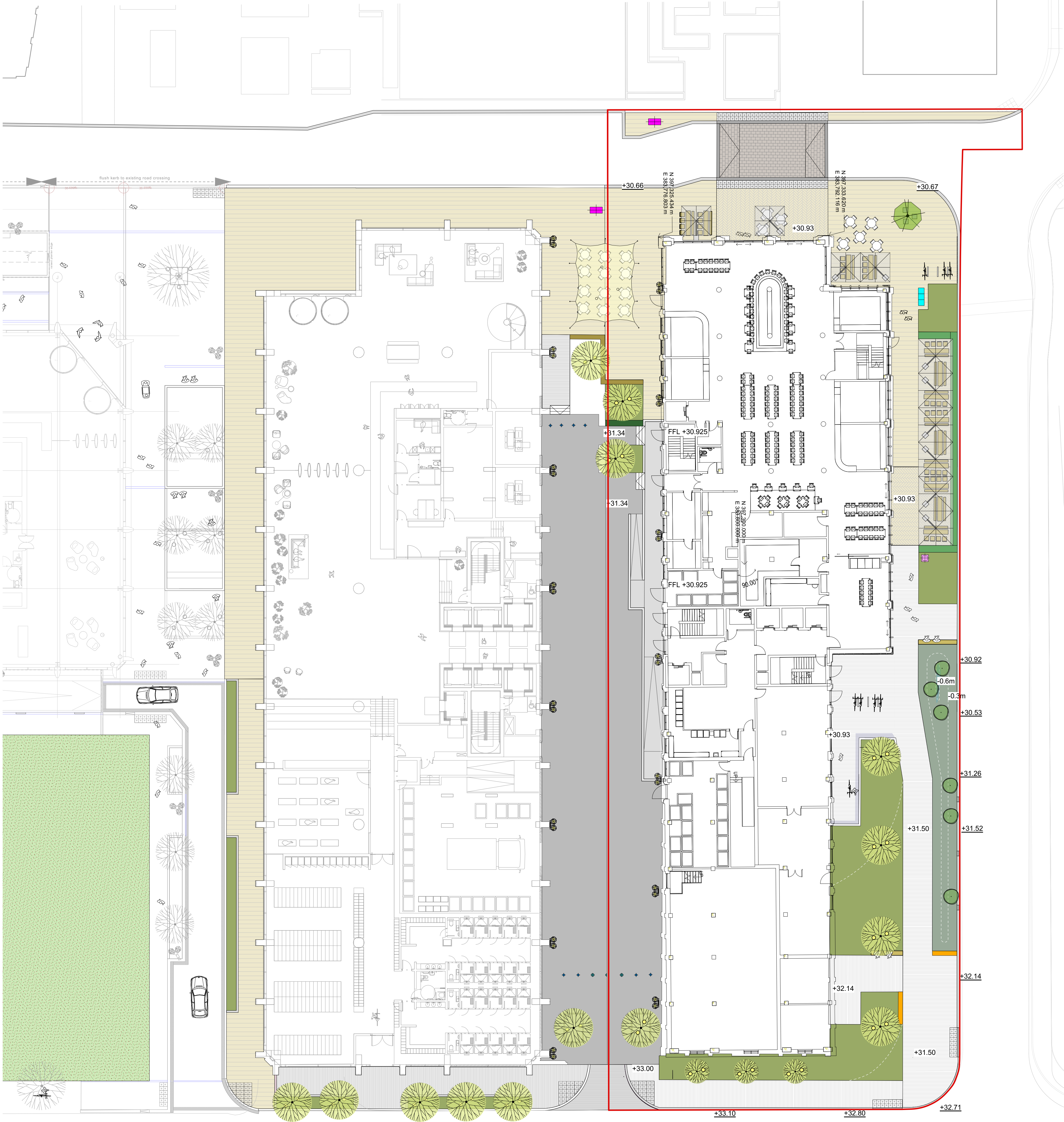
Rev	Description	Date	By
P01	Draft planning issue	23.01.23	SD
P02	Issued for Planning	03.02.23	SD
P03	Reissued for planning following split core amendment	31.03.23	JB

Title General Arrangement - Level 01	
Drawing No. 1172-TGA-XX-01-DR-A-95031	Revision P03
Status PLANNING	Scale As indicated@A1
Project 1172 - First Street	Client VITA

TIM GROOM ARCHITECTS

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Client Select Property Group

Project First Street Plot 10b

Drg Title Plot 10B Redline Boundary

Created on 19-01-2023 Created by RM Approved by RM

Scale 1:200 Size A1 Workstage Planning

Drg No. PL1471.3-PLA-ZZ-00-DR-L-010

Suitability S1 Revision P01

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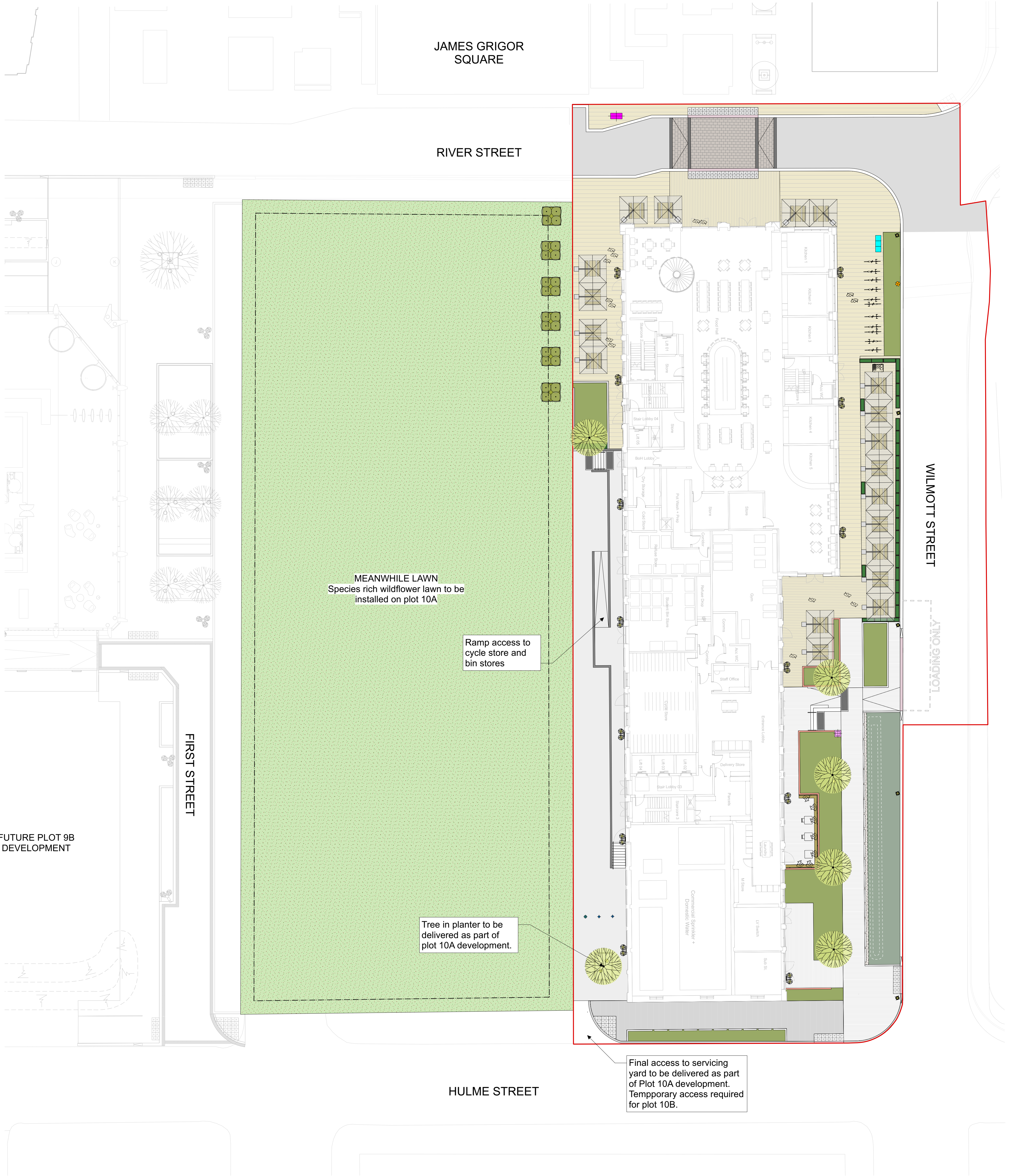
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5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

Revision	Date	Description	Drawn	Apprvd.
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KEY

Application Boundary

YORKSTONE FLAG PAVING - FOOTPATH

Sandstone paving to match specification of existing First Street surfacing

YORKSTONE FLAG PAVING - ENTRANCE

Sandstone paving with different breasting or arrangement to footpath paving to highlight entrances

LINEAR CONCRETE BLOCK

Optional to use permeable system

LOOSE GRAVEL STRIPE

400mm wide loose gravel stripe to edge of rain garden

INSITU CONCRETE SURFACING

EXISTING TARMAK TO BE RESURFACED

GRANITE SETTS

ROAD KERB - UPSTAND

Granite upstand kerbs, W: 300mm, H: 60mm

ROAD KERB - FLUSH

Granite flush kerbs, W: 300mm

PLANTER EDGE - RETAINING WALL

Granite planter edges acting as retaining wall; Height various

PLANTER EDGE

Upstand granite planter edges

PROPOSED BRICK WALL

For ramps and stairs at servicing yard

METAL HAND RAILS TO STAIR

GRANITE STEPPS

GRANITE BLISTER HAZARD PAVING

GRANITE CORDUROY HAZARD PAVING

TEMPORARY TIMBER RAILING

To be removed before the construction of Plot 10A

LOADING BAY MARKING

Shown indicative only. Details to be coordinated with highway engineers.

SOFTWORKS

SEMI-MATURE TREE - Proposed

SHRUB/PERENNIAL PLANTING

RAIN GARDEN PLANTING

Planting with capacity to thrive in long periods under water and dry spells.

HEDGE

Instant, trough grown, 1.2m high, 1m troughs

TEMPORARY MEANWHILE USE LAWN

Species rich wildflower lawn to be installed to future Plot 10A
To be removed before the construction of Plot 10A

TEMPORARY WIND MITIGATION TREES

Meanwhile trees planting for wind mitigation.
To be relocated/removed before the construction of Plot 10A

FURNITURE

EXISTING HYDRANT

PROPOSED FIXED BOLLARD

Polycarbonate, retro-reflective, 300mm

PROPOSED FIXED BOLLARD

Polycarbonate, retro-reflective, 300mm

TREE PLANTER

3m x 2m
To Hulme Street site entrance

BIERKELLER TABLE SET

TIMBER BENCH

WAY FINDING TOTEM

Design to be developed in next stage

RAISED PLANTER

Mobile planter to outdoor dining at along Wilmott Street

PARASOL UMBRELLA

3m x 2m

CYCLE STAND

LITTER & RECYCLING BINS

LIGHTING

BUILDING MOUNTED LIGHTING

Locations shown indicative only. Exact location to be coordinate with architects in next stage.

PLANTING UPLIGHTER - In soft

EXISTING LAMP POST TO BE RELOCATED

S4-P09	20-03-23	Seating area amendments	RM	RM
S4-P08	30-02-23	Removed 1no. parasol	YH	RM
S4-P07	28-03-23	Amends following building layout changes	YH	RM
S4-P06	28-02-23	RLB updated	YH	RM
S4-P05	03-02-23	Layout amendments	YH	RM
S3-P04	02-02-23	Layout amendments	YH	RM
S3-P03	01-02-23	Layout amendments	YH	RM
S1-P02	16-12-22	Layout amendments	YH	RM
S1-P01	17-11-22	First issue	RM	RM
Revision	Date	Description	Drawn	Apprvd.

Client

Select Property Group

Project

First Street Plot 10b

Drg Title

General Arrangement

Created on

17-11-2022

Created by

VE

Approved by

RM

Scale

1:200

Size

A1

Workstage

Planning

Drg No.

PL1471.3-PLA-ZZ-00-DR-L-001

Suitability

S4

Revision

P09

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NOTES:

1. Do not scale from this drawing.

2. Always work to noted dimensions.

3. All dimensions are in millimetres unless otherwise stated.

4. All setting out, levels and dimensions to be agreed on site.

5. The dimensions of all materials must be checked on site before being laid out.

6. This drawing must be read with the relevant specification clauses and detail drawings.

7. Order of construction and setting out to be agreed on site.

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Refuse Vehicle



Amazon Delivery Van Passing a Refuse Vehicle



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

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

11.5m Large Refuse Vehicle (4 axle)		Mercedes Sprinter	
	Overall Length 11.500m Overall Width 2.500m Overall Body Height 3.751m Min Body Ground Clearance 0.304m Track Width 2.500m Lock to lock time 6.00s Wall to Wall Turning Radius 11.330m		Overall Length 5.932m Overall Width 2.020m Overall Body Height 2.567m Min Body Ground Clearance 0.339m Track Width 1.996m Lock to lock time 4.00s Wall to Wall Turning Radius 7.600m

Plot 10b, First Street

Swept Path Analysis
Refuse Vehicle & Delivery Van

DRAWN: WD CHECKED: GD DATE: 24.04.23 SCALES: 1:500 at A3

House of Social 1 Ltd

vectos.
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN222431-TR108 REVISION: .

Appendix A

MCC Waste Proforma

Appendix E

Proforma for Planning Applications



MANCHESTER
CITY COUNCIL

Planning Application - Waste Management Strategy

Planning Application Number: To be confirmed

Date Submitted:

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	Not applicable for this application.	Not applicable for this application.
Pulpable Recycling	140 / 240	Not applicable for this application.	Not applicable for this application.
Mixed Recycling	140 / 240	Not applicable for this application.	Not applicable for this application.
Garden Waste	140 / 240	Not applicable for this application.	Not applicable for this application.
Food Waste	-	Not applicable for this application.	Not applicable for this application.

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 maneuver and access containers individually has also been provided so that each container can be accessed and removed for collection individually.	N/A

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

Waste Assumptions

Plot 10b Student Accommodation Waste Assumptions

The forecast of the weekly waste generation is based on a robust rate of 100 litres of waste per week. Applying this calculation to a development size of 576 beds, the development proposals provides the following weekly waste generation:

- **Weekly Waste = $576 \times 100 = 57,600$ litres per week or 8229 litres per day**

Plot 10b Food Hall

The waste forecast for the Food Hall is based on the Waste Collection from the Mackie Mayor Food Hall, Manchester.

At Mackie Mayor they have the following waste collected 6 days a week:

- 2 x General Waste – 1100 litre
- 1 x Mixed Recycling 1100 litre
- 1 x Food Waste - 240 litre
- 2 x Glass Waste - 240 litre

Once a week we expect:

- 1 x Waste Oil Collection (swap with clean oil delivery)

As the scale of the Plot 10 Food Hall is comparable to that at Mackie Mayor these waste forecasts would be used.

Recycling of Waste

Waste stream proportions vary according to land use. The data on expected residential and commercial waste streams comes from a variety of sources, including WRAP studies of waste, as well as surveys undertaken by Vectos. The forecasts are given below:

Student Accommodation Recycling Streams	General Refuse (inc Organic)	Paper/ Card	Plastic/ Metal/Glass	Total
	51%	24%	24%	100%
Litres per Week	29440	14080	14080	57600
Litres per Day	4206	2011	2011	8229
EuroBin lifts every 2 days	8	4	4	15

Has / will a contract be obtained with a licensed waste carrier?

Yes

Mixed Use Developments

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

Yes

Internal Stores

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

Plot 10b Student Accommodation Waste

Within each apartment there will be 3x separate bins and bags colour-coded to help recycling which accord to the 3 main waste streams as indicated above.

Occupiers will be encouraged to separate waste at the source to aid recycling. The students would bring their waste down the lift to a Refuse Drop Lobby. Here there will be three chutes which the students can deposit their waste which then drops into a Eurobin on the other side in the Refuse Store. Generally the students would not have access to the bin store unless by exception (such as to drop off large outsized items for a bespoke collection, paid for by the student).

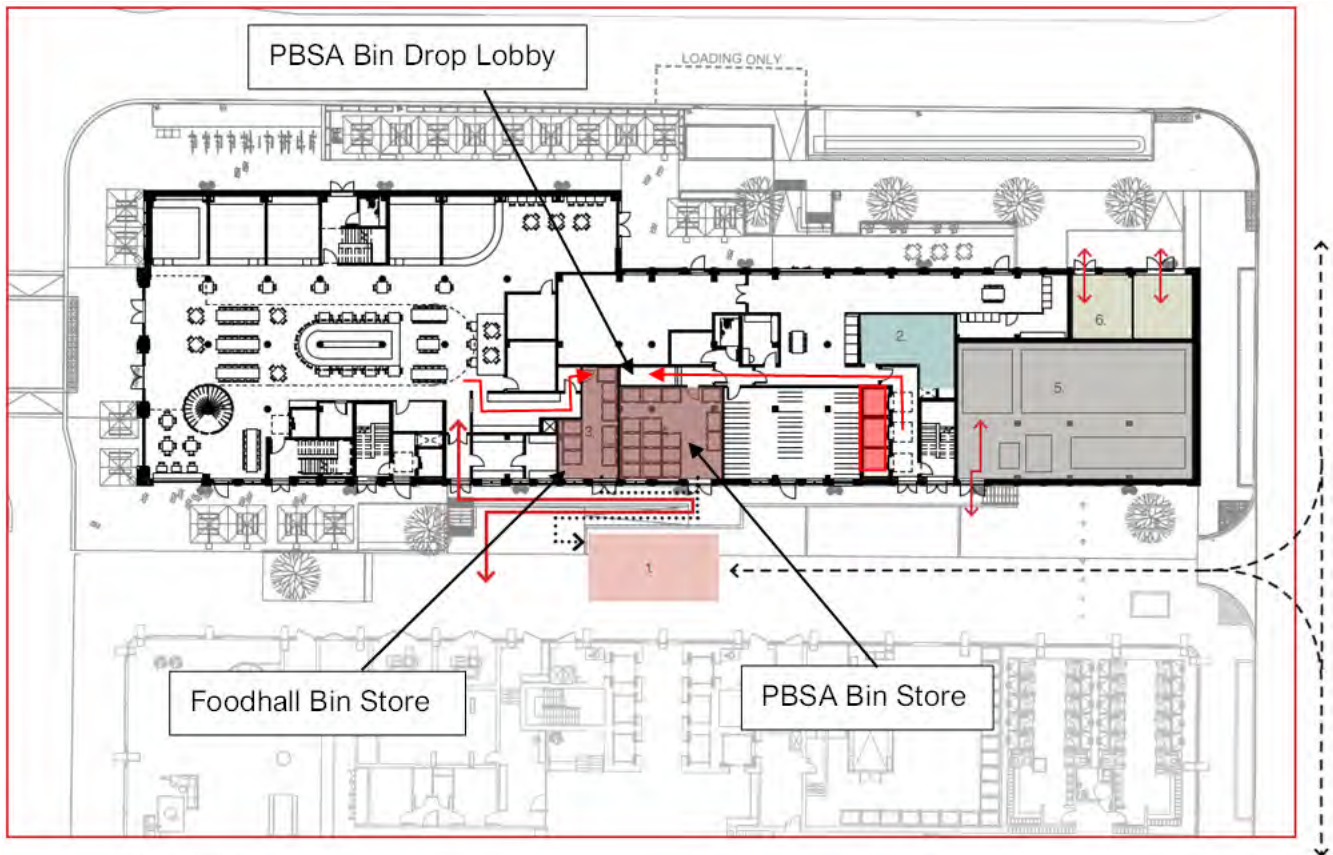
Plot 10b Food Hall Waste

The Food Hall will have bins for the public to use as well as bins within the kitchen and bar areas. Waste would be collected by the staff and cleaners and deposited in the bins located back of house. This will also include a weekly waste oil collection.

Storage Areas for Waste Containers

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

Plot 10b Bins Stores – PBSA & Food Hall



The Student Accommodation bin store can accommodate 17 Eurobins which is in excess of the forecast 15 Eurobins for a collection every 2 days bearing in mind that the generation rates are robust. In practice there should be spare capacity or the scope to have a less frequent collection. The Food Hall Bin Store can accommodate 11 x Eurobins and this exceeds the 3 Eurobins x 240 litre bins with additional space for storage of waste oil.

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

Ventilation

The bin stores will be mechanically ventilated.

Hygiene

The floor and walls of the refuse stores across the site will be constructed and finished in materials that are impervious and easily kept clean. Overall waste management would be undertaken by the on-site staff member/management company who would monitor the cleanliness on a regular basis and would ensure that all areas of the site are kept clean as required.

Ensure all bins in the store are accessible Generally, the refuse store will not be accessible by the students unless escorted. However, the bins are accessible to the management, cleaners, and Food Hall staff. The bin storage area includes space for maneuvering and the doors are designed to be wider than the 1.3m minimum.	Y
Ensure recycling facilities are as easy to access as general refuse	Y

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 on-site staff overseen by the Buildings Management.

Student Accommodation and Food Hall Waste will be collected by a private contractor as required, with regular collections on a daily or every other day basis.

The refuse collection company operatives would take the bins from the bin store to the vehicle and will return the bins to the bin store immediately after collection has taken place. This would be under the direction of the Buildings Manager.

Please ensure that you have attached:

Detailed plans of waste stores	Y – please see site layout plans
Location plans showing stores	
Location plans showing the proposed collection point and the route the collection vehicle will take	Y – detailed within this Proforma & Plans TR108

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

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