

WASTE & SERVICING STRATEGY REPORT

First Street Developments Ltd

PLOT 10a, FIRST STREET

January 2023

VN222431

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VN222361-G101
VN222431-TR104
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- Site Location (Local Context)
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Appendix A
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- Proposed Site Layout Plot 10a
- Waste Proforma

1 INTRODUCTION

- 1.1 This Waste & Servicing Strategy Report has been prepared by Vectos on behalf of First Street Developments Ltd in support of a planning application for a proposed office development on Plot 10a of the First Street Masterplan Area.
- 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 within Manchester City Centre in **Dwg VN22361-G101**.
- 1.4 Plot 10a overall covers roughly 0.36 hectares and it is bound by River Street to the north and east, Hulme Street to the south, and the development Plot 9a to the west and Plot 10b to the east. There are no permanent structures on the site, and no trees on or adjacent to the site.
- 1.5 The development of First Street South is being constructed by Downing. This is a development in four buildings of over 2200 bedrooms along with large amenity space 17,000 sq ft of commercial leisure, restaurant and retail space.
- 1.6 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

- 1.7 Plot 10a comprises a 13-storey office building, delivering just over 20,000sqm floorspace, together with new public realm completing the missing link of First Street in the space adjacent to office development of Plot 9a.
- 1.8 The forthcoming development of Plot 10b lies to the east of Plot 10a and is intended as a Purpose-Built Student Accommodation building, together with new public realm along Wilmott Street. It would also include a Food Hall food and beverage facility for the public at the ground floor level. Plot 10a has been designed in collaboration with Plot 10b to ensure a cohesive and coordinated street-scape is achieved.
- 1.9 Plot 10b will be delivered independently of Plot 10a and once developed they would share the space between the buildings where the main servicing activity would take place running between River Street and Hulme Street and designed to a high standard. We consider the servicing strategy in the interim period prior to completion as well as on completion of Plot 10b. Both the interim and final service routes have been fully tracked and can accommodate the necessary service and waste vehicles.
- 1.10 The landscaping aims to provide a continuity to the existing First Street works implemented to the north of the site. The adjacent Plot 9a delivers the majority of the public realm extension with Plot 10a completing the pedestrianised footpath connecting First Street to Hulme Street to the south.

- 1.11 The River Street frontage of Plot 10a will consist of a high quality yorkstone street surfacing, continuing the materials palette used throughout James Grigor Square.
- 1.12 A 'pocket park' is proposed between the Plot 10a and the forthcoming development of Plot 10b which consists of seating for the public and planting.
- 1.13 The development proposals can be summarised as follows:
 - **Plot 10a:** Plot 10a will be a 13-storey commercial office building (Use Class E) with winter gardens and roof terraces. The quantum of development includes:
 - c.20,175 sqm of commercial space (Use Class E);
 - 11th floor terrace and 12th floor terraces;
 - 204 double stacked cycle parking spaces with showers and changing facilities;
 - There is no car parking provided. The nearby First Street Q-Park multi-storey car park has 700 standard spaces, 26 disabled spaces & 6 EV charging spaces. In addition to this, there are 6 on-street parking bays where disabled drivers can park without payment or limit, located on the northern side of River Street between Medlock Street and James Grigor Square; and
 - Landscaping and public realm works.
- 1.14 The proposed site layout for Plot 10a as a whole is contained in **Appendix A**.

Report Detail

- 1.15 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.
- 1.16 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.
- 1.17 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:

- Office Space (Plot 10a): office supplies, post/courier, consumables, occasional IT supplies and office furniture.

Delivery Forecasts and Timings of Deliveries

- 2.2 A forecast of service and delivery vehicle trips hour by hour has been undertaken for Plot 10a with reference TRICS database for Offices as presented in the Transport Statement.
- 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 and refuse collections which are likely to be combined with other Land Uses on First Street. This reduces the overall number of service trips and evidence from London indicates that it can reduce service trips by around a third compared to each individual forecast.
- 2.4 The number of service vehicle trips expected here 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

	Office	
	HGV	LGV
0700-0800	0.4	2.3
0800-0900	0.9	3.5
0900-1000	0.6	3.4
1000-1100	0.6	3.5
1100-1200	0.4	4.1
1200-1300	0.3	3.9
1300-1400	0	2.7
1400-1500	0.4	3.3
1500-1600	0.3	3.3
1600-1700	0	2.9
1700-1800	0	0.9
1800-1900	0	0.4
1900-2000	0	0
2000-2100	0	0
Daily	4	34

- 2.5 It can be seen that we might expect around 4 large vehicles accessing the site over the course of a day and around 34 Light Good Vehicle deliveries. In the busiest hour we predict up to 1 HGV and 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.

- 2.6 All deliveries at the development will be undertaken between the hours of 07:00 and 20:00.
- 2.7 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.

Online Courier Trips

- 2.8 In addition to the main deliveries, we expect that there will be some cycle /motor cycle courier deliveries being made.

Servicing Access

- 2.9 A service corridor is provided between Plots 10a and forthcoming development Plot10b with access for service vehicles from Hulme Street. In this area, the highway will be defined by low kerbs over which the vehicles can overrun.
- 2.10 It is possible that the timing of development of Plots 10a and 10b will be different and therefore for Plot 10a we have considered an interim phase when the servicing corridor would be reduced in width. We do not intend to prevent public access but we would incorporate signage to warn pedestrians of vehicles and encourage them to use the adjacent routes of First Street or Wilmott Street.

Plot 10a Service Access

- 2.11 Plot 10a benefits from an internal service bay where large vehicles can reverse into. To access this loading bay, vehicles would pull in off Hulme Street in a forward gear and reverse into the bay internally as shown in **Dwg VN222431-TR104**.
- 2.12 There will be an Amazon parcel drop off at the site. “Bring Me” lockers will be located on the eastern side of the building on the ground floor, which are smart parcel lockers where contactless deliveries can take place allowing individuals to come and collect their parcel from the locker at a time which suits them. These lockers can be accessed by large Amazon vans (Mercedes Sprinters) from a dedicated drop-off point within the service yard area. The manoeuvre for vehicles to access this area is shown in **Dwg VN222431-TR103**. This demonstrates that such vehicles can enter and leave the area in a forward gear.
- 2.13 Finally, a substation will also be located to the north-east of the site which will also be accessed from the service yard area. It is anticipated that vehicles will only need to access the substation rarely by a c.10m flatbed lorry with a Hiab crane. To do so it would reverse in all the way from Hulme Street under control from a banksman.

Plot 10a Access Prior to Completion of Plot 10b

- 2.14 Prior to the completion of Plot 10b the service yard corridor is reduced in width and as described above we would prevent the public from using this route and divert them via First Street or Wilmott Street. With the reduced width, the service vehicles would need to reverse in from Hulme Street as shown in **Dwg VN222361-TR100** for an Amazon Van and **Dwg VN222361-TR101** for a large refuse vehicle.
- 2.15 It is possible that Plot 10b would be completed prior to Plot 10a and in this scenario Plot 10a would benefit from servicing via the final completed servicing corridor.

Service Vehicle Mitigation Measures

- 2.16 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.
- 2.17 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 Pro Forma is completed to support development applications and this is presented in **Appendix B**.
- 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**.

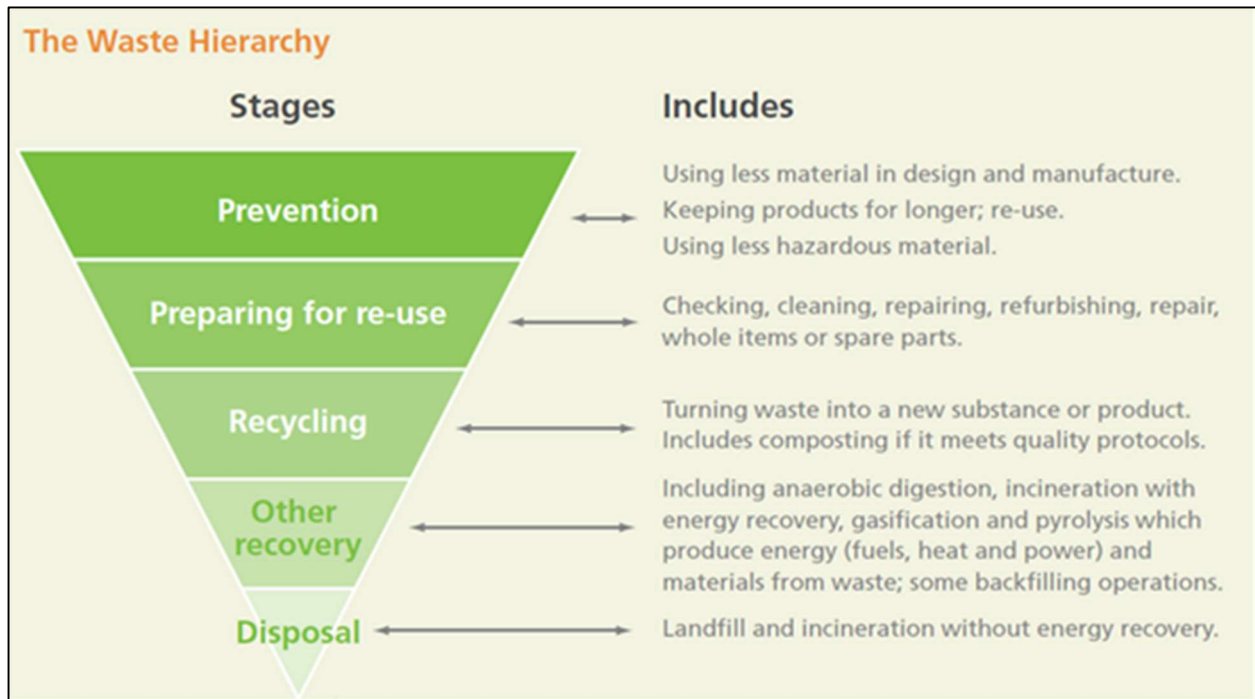


Figure 3.1: Waste Hierarchy

- 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 10a Office Waste Strategy

- 3.11 Most office waste would generally be collected by the cleaners at the end of the day and brought down by lift to the ground floor bin store.
- 3.12 The largest component of office waste will be paper, but we recognise that many occupiers are reducing the volume of paper used through different working practices and this will help reduce the volume of waste generated.
- 3.13 We expect some other smaller waste streams to be generated but managed separately. That waste can include:
- Electrical WEEE items (waste electrical and electronic equipment) - Returned to supplier.
 - Printer & Toner Cartridges - Typically posted to supplier for recycling.
 - Batteries – Set up Battery collection point(s). Arrange for Free collection e.g. BatteryBack.
- 3.14 The bin stores at each office level are assumed as follows:

At the end of the desk:

Paper

General waste



Reception:

Batteries

WEEE

Printer cartridges



Kitchen:

Food Waste Caddy

General Waste

Mixed recyclables (Plastic/Metals)

Glass



Central Locations in Office (as required):

Mixed Recyclables (Plastic/Metals)

Confidential paper

Paper/Cardboard

General waste



- 3.15 There is evidence that removing bins from the end of desks increases recycling and this will be considered as part of the recycling strategy. A key element of the waste strategy is to avoid single use plastics. Therefore, it is proposed that water coolers are connected to the water supply and staff will use glasses rather than plastic cups.
- 3.16 There are systems set up to recycle office printer toner cartridges and electrical equipment generated from the office floors and they are often can often be recycled by sending through sent off in the post or collected by a courier.
- 3.17 We expect that there will be some confidential waste that need shredding. This will be managed at each location where the confidential waste is generated.
- 3.18 A contractor will be instructed to collect that waste in appropriate sacks that are sealed and recorded. That waste is then taken down via goods lift to the loading bay and then transferred to a waiting shredding lorry that will destroy the documents and confirm their destruction.



Plot 10a - Office Waste Forecasts

3.19 As detailed in Section 1, the proposed development comprises 20,175 sqm.

Office Waste Forecast

3.20 The waste forecasts for the office space have been derived from B25906:2005 (Waste Management in Buildings - Code of Practice) which forecasts a waste generation rate of 50 litres per employee. It is assumed that the number of employees is based on a calculation of 1 occupant per 10sqm. Applying this to the total proposed office floor space equates to the below calculation of weekly and then daily waste:

$$(20,175 \text{ sqm} / 10 = 2,018) * 50 = 100,900 \text{ litres per week}$$

$$= 20,180 \text{ litres per day (Monday – Friday)}$$

3.21 It is considered that this is a robust forecast as the increased electronic and online nature of office work has dramatically reduced the volume of paper waste in particular, along with increased working from home has reduce the numbers present on any particular day.

Waste Recycling Proportions

3.22 Waste stream proportions vary according to land use. The data on expected office waste streams is derived from a variety of sources, including WRAP studies of waste, as well as surveys undertaken by Vectos.

3.23 The recycling proportions and associated waste generation for the office use and commercial space are set out in **Table 3.1**. The figures contained within this table have been rounded to the nearest integer.

Table 3.1: Office Waste Recycling Rates

Office Recycling Streams	General Refuse	Organic	Paper/ Card	Plastic/ Metal/Glass	Total
	30%	5%	50%	15%	100%
Litres Per Day	6053	1009	10088	3026	20175
EuroBin lifts per Day	6		10	3	19
240litre bin lifts per Day		5			5

4 REFUSE STORAGE & COLLECTION

- 4.1 The number of refuse containers needed has been described in Section 3. This storage is based on a daily collection for the office uses.

Plot 10a Office Refuse Store

- 4.2 The refuse store is located on the ground floor in the service yard with an entrance facing east as shown in **Figure 4.1** and this shows that there is sufficient capacity to accommodate 19 Eurobins and 8 x 240litre bins with additional capacity available. This diagram also shows the waste transfer route from the Goods Lift accessing the upper office floors to the bin store.

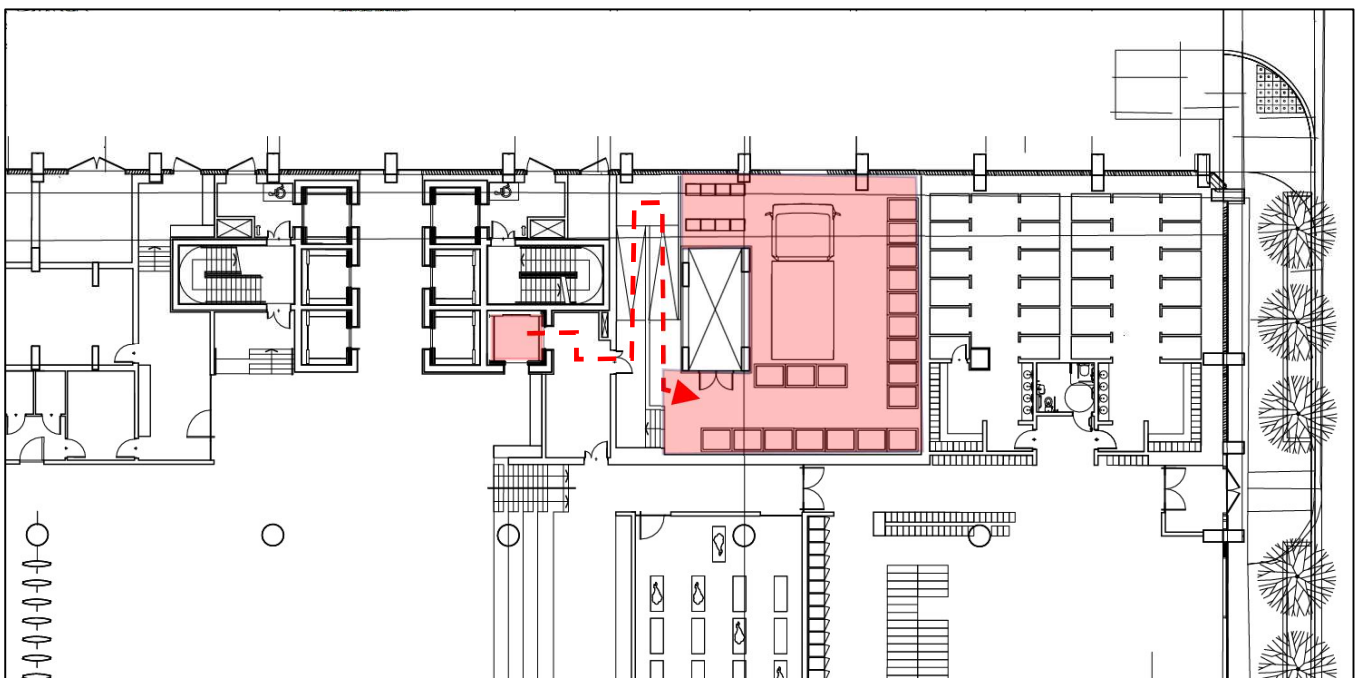


Figure 4.1 Plot 10a Office Bin Store

- 4.3 The bin store will have an impervious floor, 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

- 4.4 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 B**.

5 SUMMARY & CONCLUSIONS

Summary

- 5.1 This document has set out the Waste & Servicing Strategy for the development of Plot 10a, part of the First Street Regeneration Area. which will deliver, a commercial office.
- 5.2 It has set out the likely waste generation for the office 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



CLIENT:

First Street Developments Ltd

PROJECT TITLE:

Plot 10a, First Street

DRAWING TITLE:

Site Location (Wider Context)

DRAWN:

CJ

CHECKED:

GD

DATE

Aug 2022

SCALE:

1:20,000 at A4

DRAWING NO:

VN222361-G100

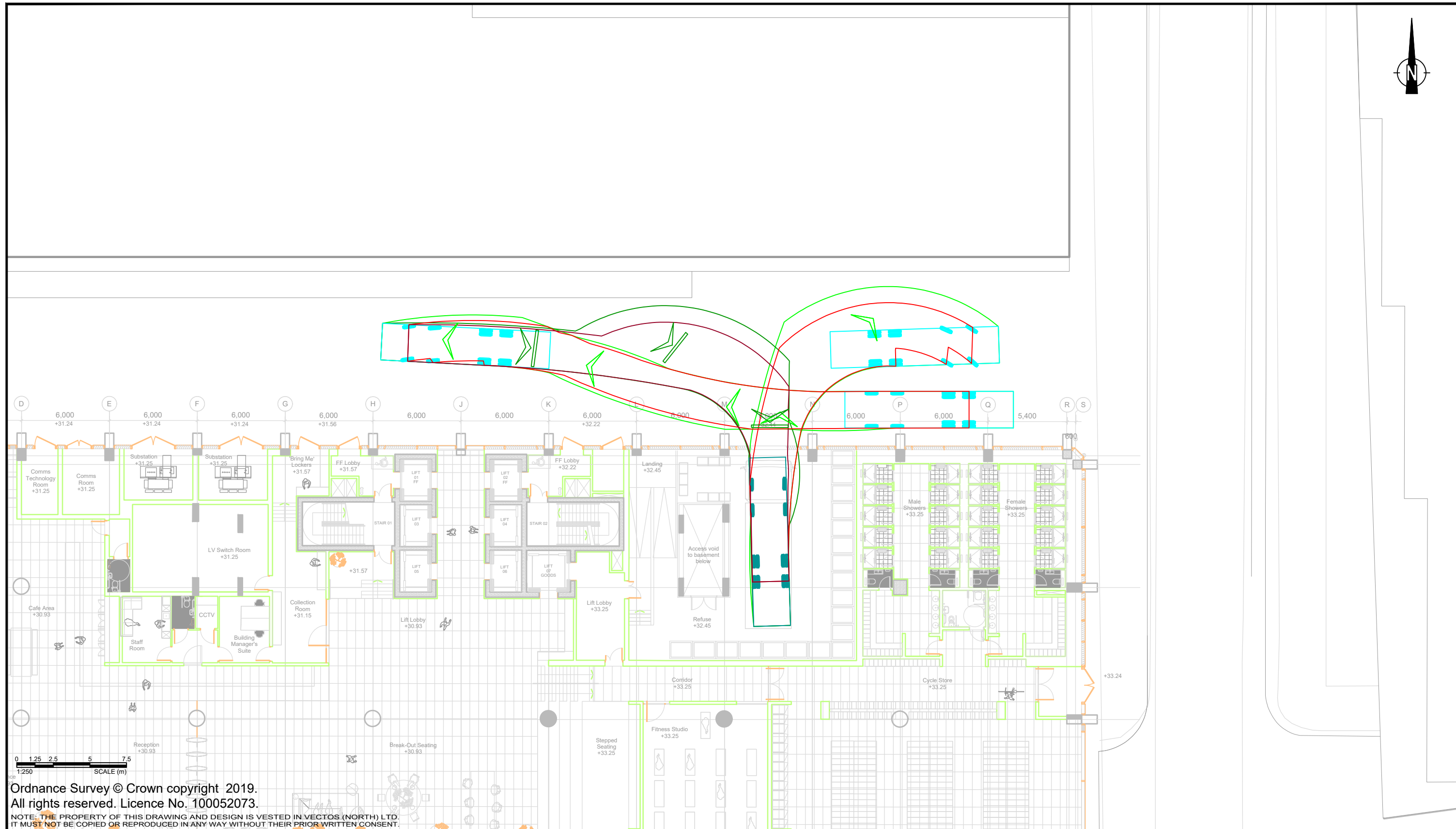
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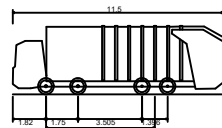
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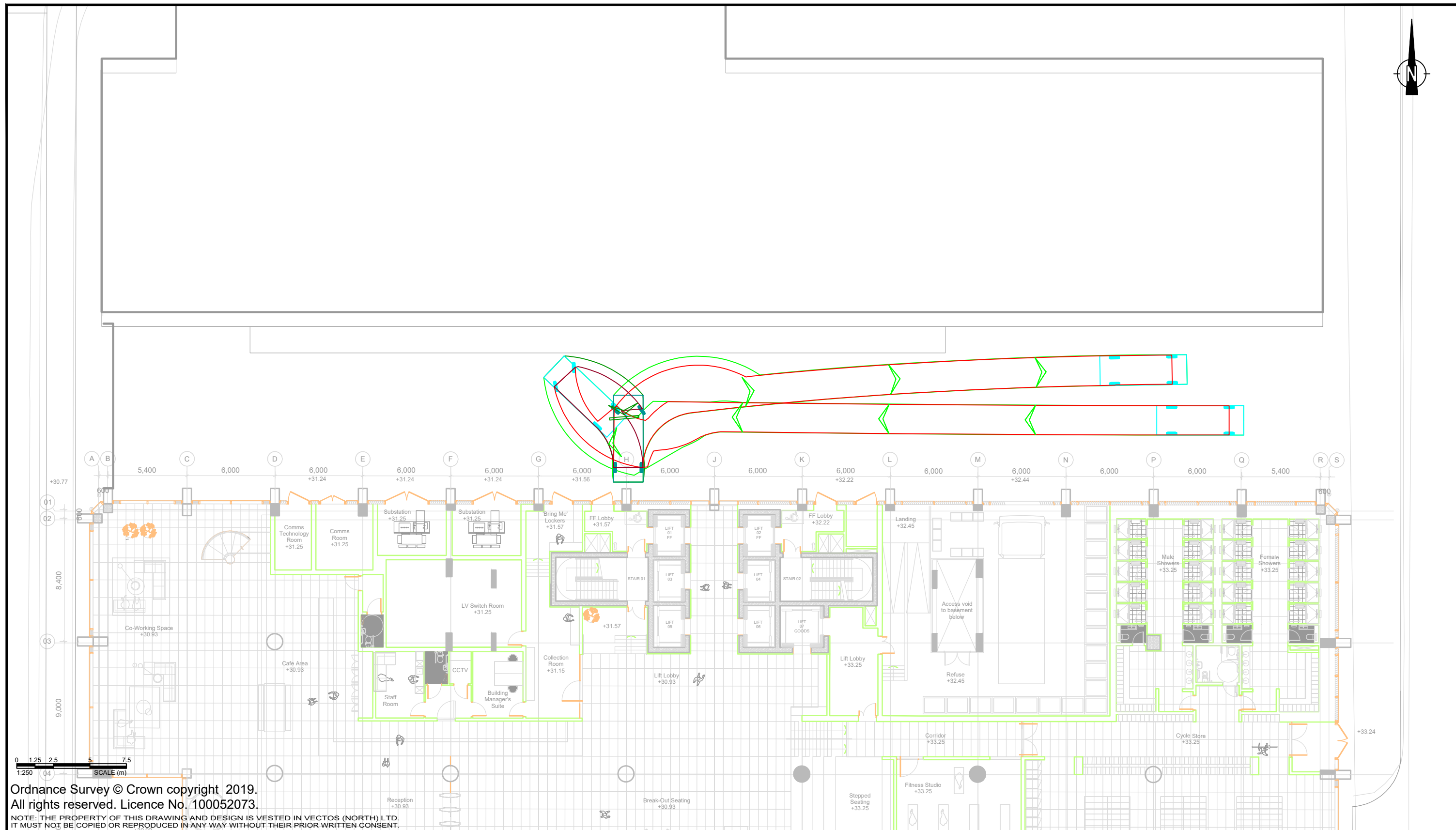
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REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:	Plot 10, First Street				First Street Developments Ltd	
					1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.  11.5m Large Refuse Vehicle (4 axle) 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	Swept Path Analysis - Refuse Vehicle				vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
		DRAWN:	CHECKED:	DATE:	SCALES:	DRAWING NUMBER:		REVISION:			
		CG	GD	10.01.23	1:250 at A3	VN222631-TR104		.			



REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:	Plot 10, First Street	First Street Developments Ltd
					1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. Mercedes Sprinter Overall Length Overall Width Overall Body Height Min Body Ground Clearance Track Width Lock to lock time Wall to Wall Turning Radius 5.932m 2.020m 2.567m 0.339m 1.996m 4.00s 7.600m	Swept Path Analysis - Amazon Van DRAWN:CG CHECKED:GD DATE:10.01.23 SCALES:1:250 at A3	vectos. 4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk DRAWING NUMBER:VN222361-TR103 REVISION:

Reverse Manoeuvre through Internal Infrastructure

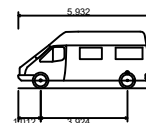


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Notes:

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2. White lining is indicative only.



Mercedes Sprinter
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 10a, First Street (Interim Phase)

Swept Path Analysis - Amazon Van

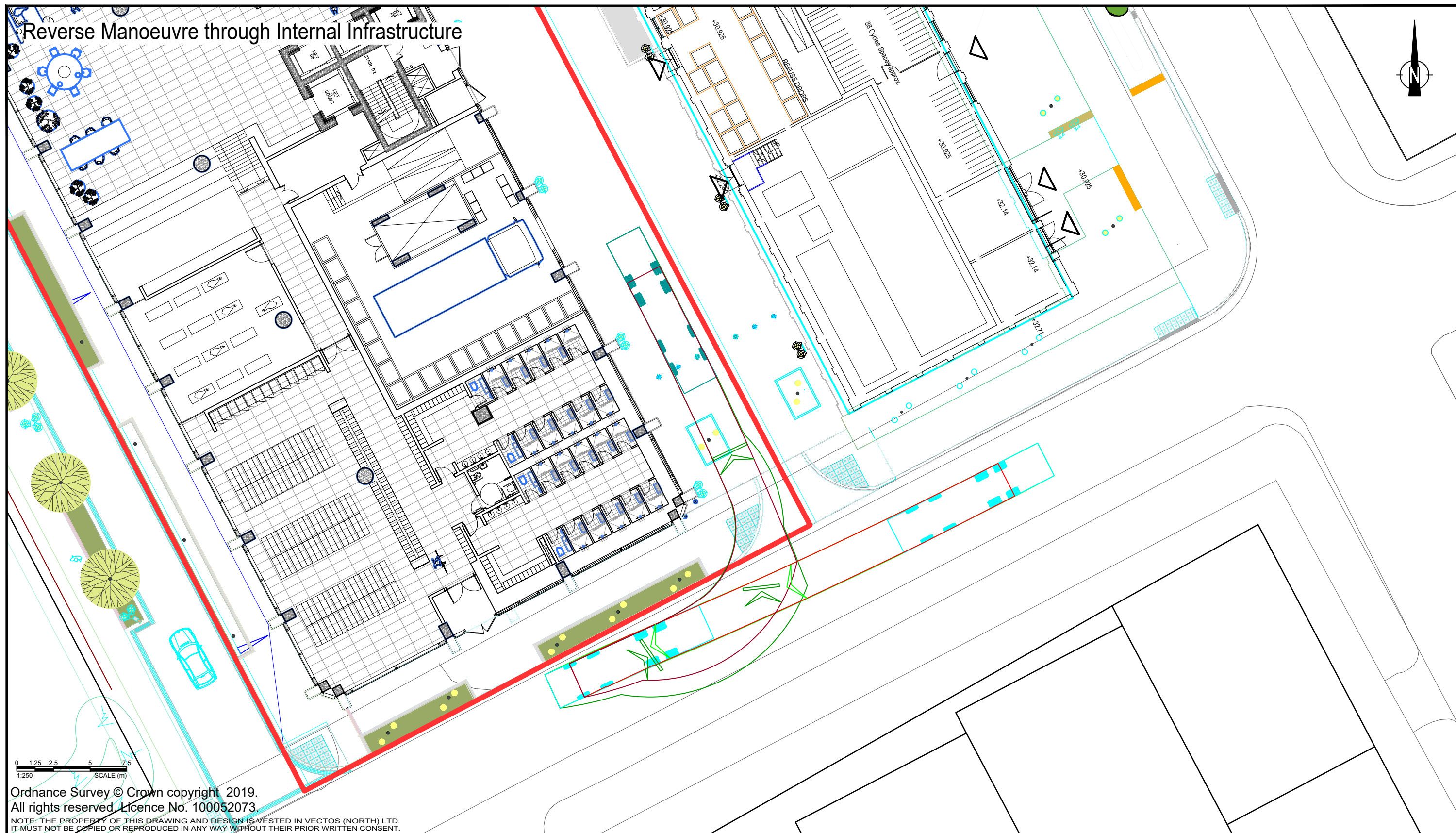
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CG	GD	12.01.23	1:500 at A3

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VN222361-TR100	.



REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

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- White lining is indicative only.

11.5m Large Refuse Vehicle (4 axle)

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

Plot 10a, First Street (Interim Phase)

Swept Path Analysis - Refuse Vehicle

DRAWN: CG	CHECKED: GD	DATE: 12.01.23	SCALES: 1:250 at A3
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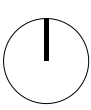
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Appendix A

Proposed Site Layout Plot 10a



Notes:
— Planning Application Boundary



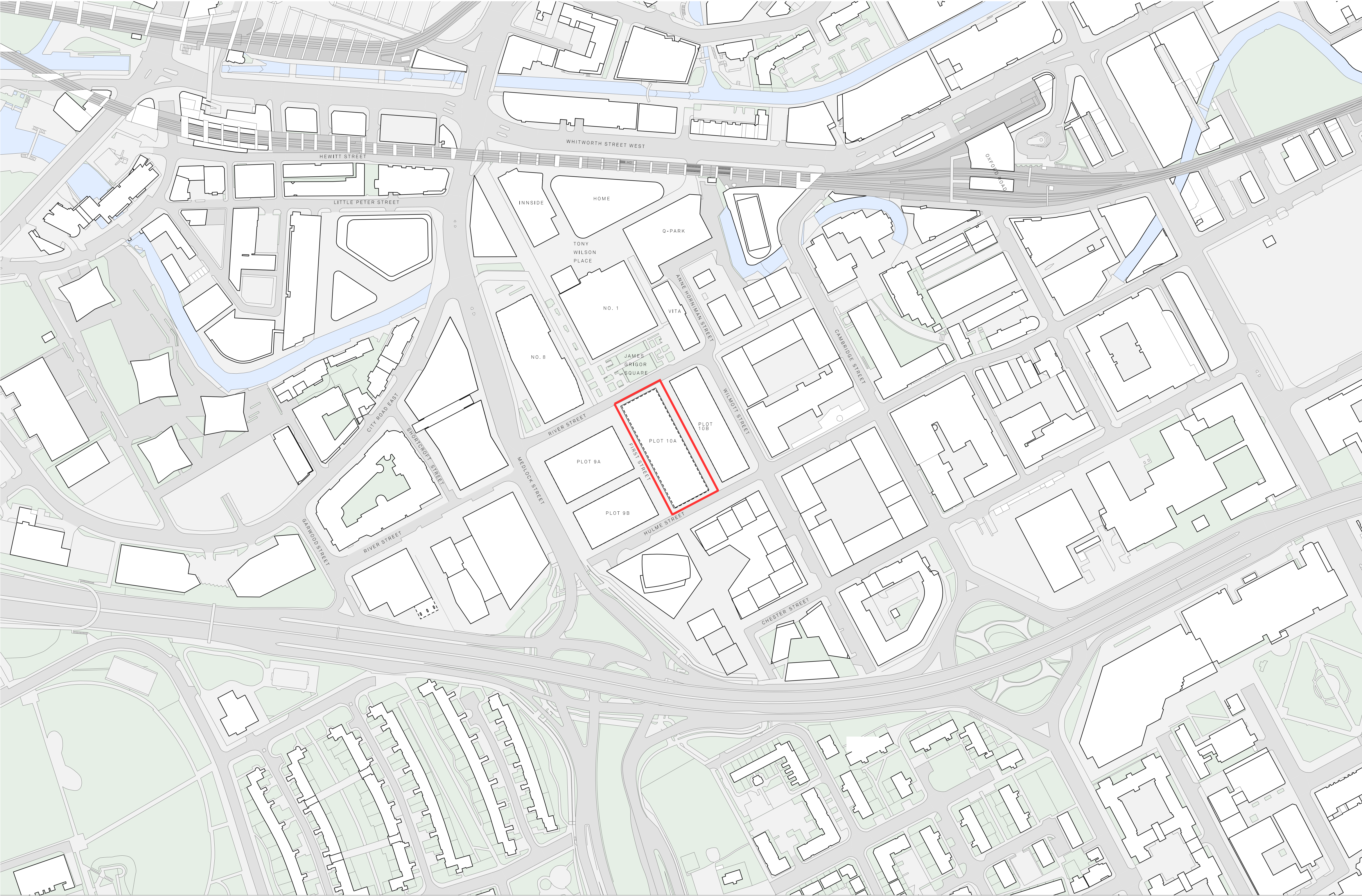
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Drawn: MH	Checked: JC	Status: Information	Project: 105	Drawing No: MP_00_1200	Rev: B
Details: 13.01.23 Issued for Planning					

Jon Matthews Architects

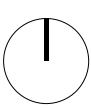
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Notes:
— Planning Application Boundary



Project Name: Plot 10a First Street		Title: Proposed Masterplan		Scale: 1:1250 @ A1	
Drawn: MH	Checked: JC	Status: Information	Project: 105	Drawing No: MP_00_2200	Rev: B
Details: 13.01.23 Issued for Planning					

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Notes:
— Planning Application Boundary

Project Name: Plot 10a First Street		Title: Proposed Site Plan		Scale: 1:250 @ A1	
Drawn: IB	Checked: JC	Status: Information	Project: 105	Drawing No: MP_02_2200	Rev: H
Details: 13.01.23 Issued for Planning					

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Notes:
— Planning Application Boundary

Project Name: Plot 10a First Street		Title: Proposed GA Plan Ground Floor		Scale: 1:125 @ A1 1:250 @ A3	
Drawn: IB	Checked: JC	Status: Information	Project: 105	Drawing No: B1_02_2200	Rev: G
Details: 13.01.23 Issued for Planning					

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Appendix B

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 10a Office Waste Assumptions

For office-based waste, we have used the BS5906:2005 calculation of 50 litres of waste per office worker per week. The occupancy is based on 1 worker every 10 sqm.

- 50 litres of waste generated per person per week

Applying this calculation to the development size of 20,715m² provides the following weekly waste generation:

- $20,175 \text{ sqm} / 10 = 2,018 * 50 = 100,900 \text{ litres per week}$
 $= 20,180 \text{ litres per day (Monday – Friday)}$

Plot 10b Student Accommodation Waste Assumptions

The forecast of the weekly waste generation is based on a rate of 100 litres of waste per week. Applying this calculation to a development size of 678 beds, the development proposals provides the following weekly waste generation:

- **Weekly Waste = 678 x 100 = 67,800 litres per week or 9686 litres per day**

Recycling of Waste

Waste stream proportions vary according to land use. The data on expected 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:

Office Recycling Streams	General Refuse	Organic	Paper/ Card	Plastic/ Metal/Glass	Total
	30%	5%	50%	15%	100%
Litres Per Day	6053	1009	10088	3026	20175
EuroBin lifts per Day	6		10	3	19
240litre bin lifts per Day		5			5

Has / will a contract be obtained with a licensed waste carrier?	Yes
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Mixed Use Developments

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

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

Office Waste

The main volume of waste generated will come from the office workers. The largest component of office waste will be paper, but we recognise that many occupiers are reducing the volume of paper used through different working practices and this will help reduce the volume of waste generated. The expected bin provision is indicated below:

In addition to the above we expect some other smaller waste streams to be generated but managed separately. That waste can include:

Electrical WEEE items (waste electrical and electronic equipment) - Returned to supplier

Printer & Toner Cartridges - Typically posted to supplier for recycling

Batteries – Set up Battery collection point(s). Arrange for Free collection e.g. BatteryBack

The bin stores at each office level is assumed as follows:

At the end of the desk:

Paper

General waste



Reception:

Batteries

WEEE

Printer cartridges

General Waste



Kitchen:

Food Waste Caddy

General Waste

Mixed recyclables (Plastic/Metals)

Glass



Central Locations in Office (as required):

Mixed Recyclables (Plastic/Metals)

Confidential paper

Paper/Cardboard

General waste

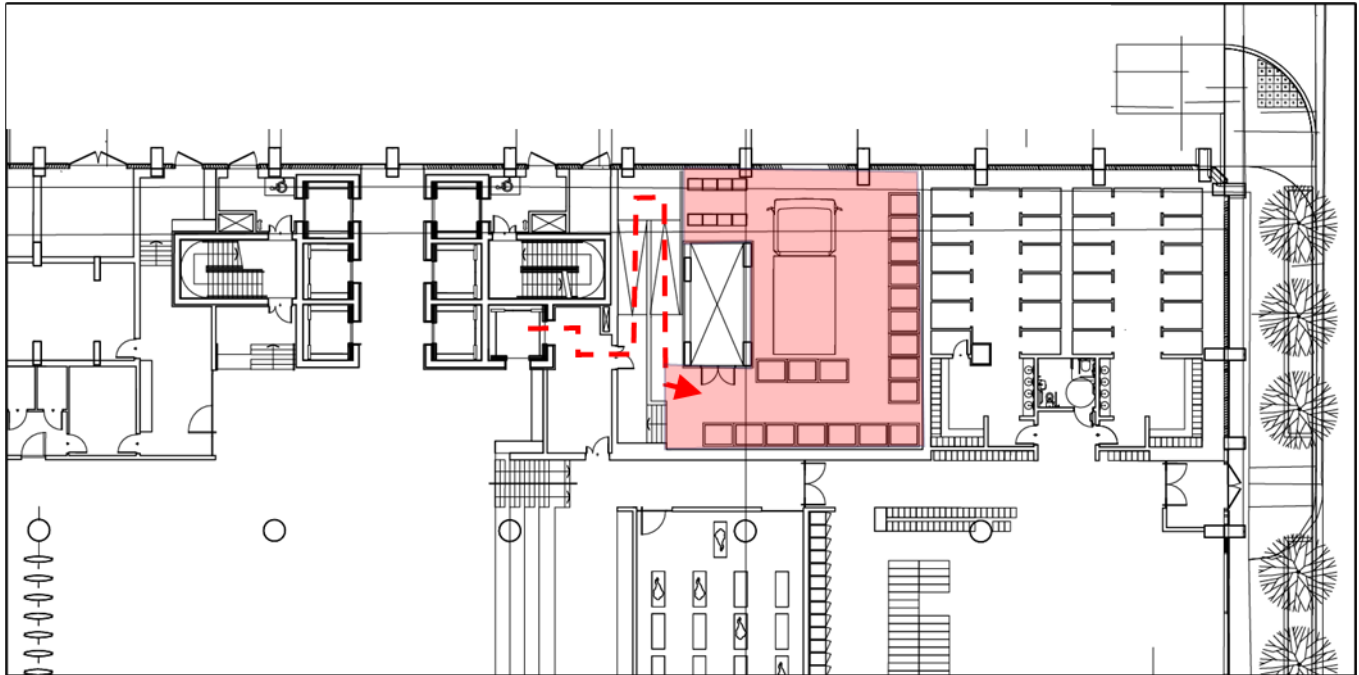
Confidential Waste



Storage Areas for Waste Containers

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

The **Plot 10a office refuse store** is shown below. This holds 19 Eurobins and 8 x 240litre bins for a daily collection. The transfer route from the Goods Lift accessing the upper office floors is shown. Refuse vehicles will be able to reverse into the service yard for collection.



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

The refuse store will be accessible by the on site management staff but not generally accessible by office workers unless escorted. The bin storage area includes space for maneuvering and the doors en route to the store 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.

The Office 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

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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