

WASTE & SERVICING STRATEGY

Manchester Quays Two Ltd

Shipyards, Water Street, St Johns

January 2023

VN222256

Waste and Servicing Strategy

vectos.co.uk

Report control

Document: Waste and Servicing Strategy

Project: Shipyards, Water Street, St Johns

Client: Manchester Quays Two Ltd

Job number: VN222256

File origin: N:\Vectos Job Data\2022\VN222426 Shipyards, Water Street, St Johns\Docs\Reports\Waste and Servicing Strategy

Document checking

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Issue	Date	Status	Checked for issue
1	17/11/2022	V1	GD
2	18/01/2023	V2	GD

Contents

1	Introduction.....	1
2	Servicing Strategy	5
3	Waste Management	7
4	Summary and Conclusion.....	14

Appendices

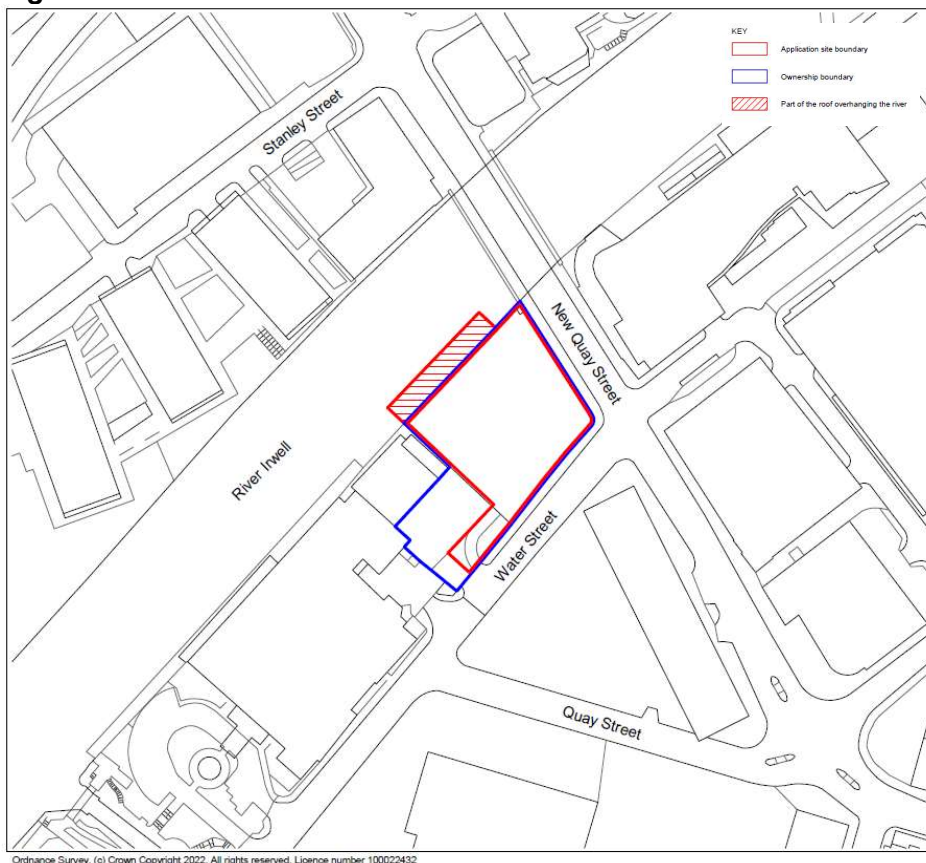
Appendix A	- Accommodation Schedule & Scheme Plans
Appendix B	- MCC Waste Proforma

1 Introduction

Background

- 1.1 Vectos have been commissioned by Manchester Quays Two Ltd to provide transport and highways advice in support of a full planning application for a proposed Foodhall at the Shipyard, St Johns, Manchester. Shipyard will be a new riverside dining destination for the city, building on the industrial atmosphere with high ceilings to create a food and beverage destinations operating day and night. Shipyard will incorporate a mix of permanent artisan vendors and rolling smaller stalls for variety, creating an eclectic eating and drinking destination.
- 1.2 The site is located within the jurisdiction of Manchester City Council who act as both the local planning and highway authority. The proposals comprise developing the Shipyards site into a food and beverage hall offering a casual dining experience.
- 1.3 The Shipyards site is currently a disused warehouse located off Water Street. Its location is shown in **Figure 1.1**.

Figure 1.1: Site Location



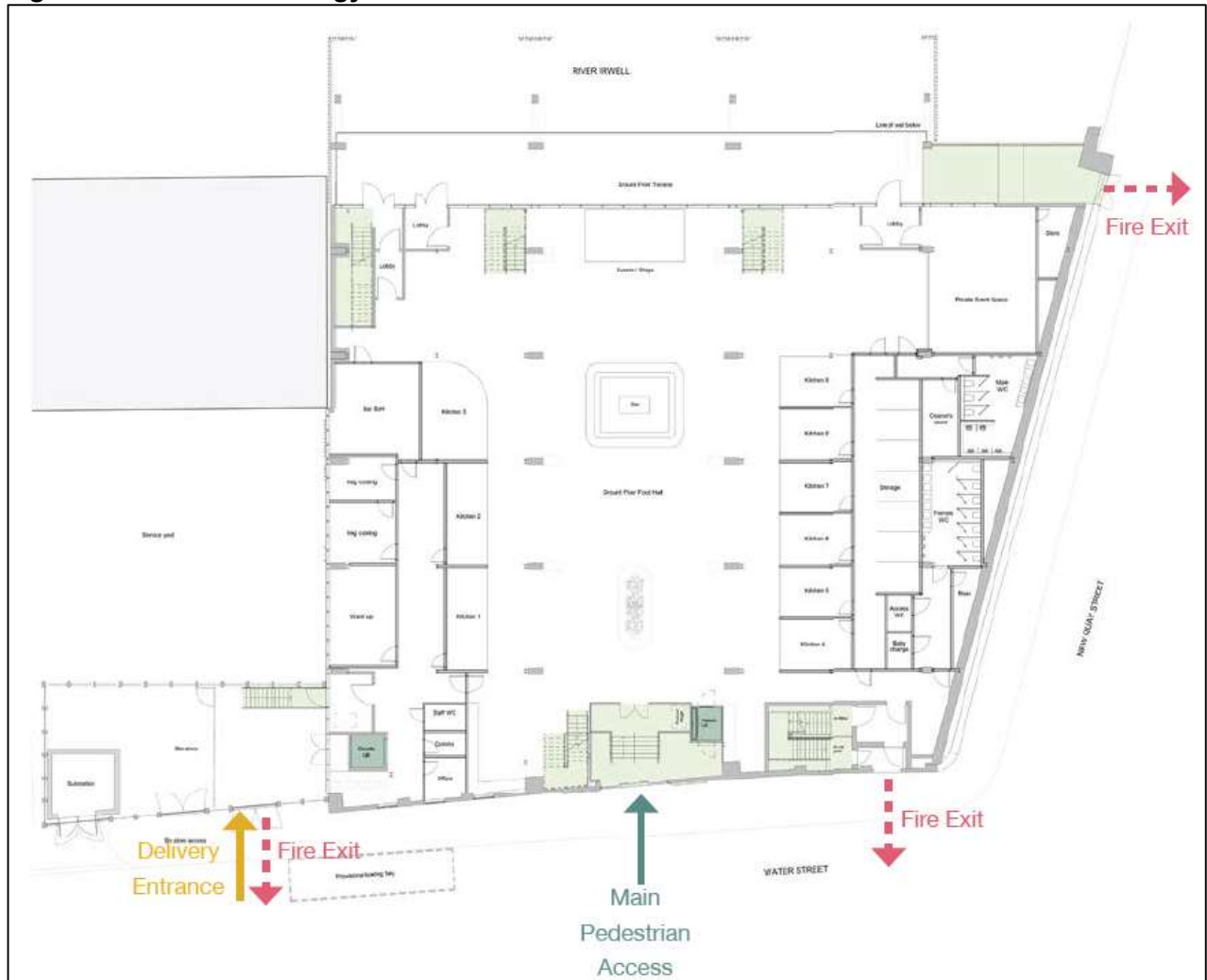
Development Proposals

- 1.4 The planning application proposes a food and beverage hall offering a casual dining experience at the disused warehouse referred to as the Shipyards site.
- 1.5 The building will comprise three levels which are referred to as the Level 00 (undercroft), Level 01 (Main Food Hall) and Level M1 (Mezzanine). Level 01 and Level M1 (the mezzanine) will accommodate kitchen space and seating. Terraces are also proposed at these levels accommodate seating for visitors. The proposals also comprise a loading bay on Water Street adjacent to the main entrance. This is proposed to accommodate servicing and refuse vehicles when delivering goods and collecting waste.
- 1.6 The proposed area schedule and the Scheme Plans are provided in **Appendix A**. For clarity, Level 00 is currently used as parking for the adjacent Victoria & Albert Hotel. The development has limited implications here apart from a stair coming down from above and some areas of reduced headroom.

Access Strategy

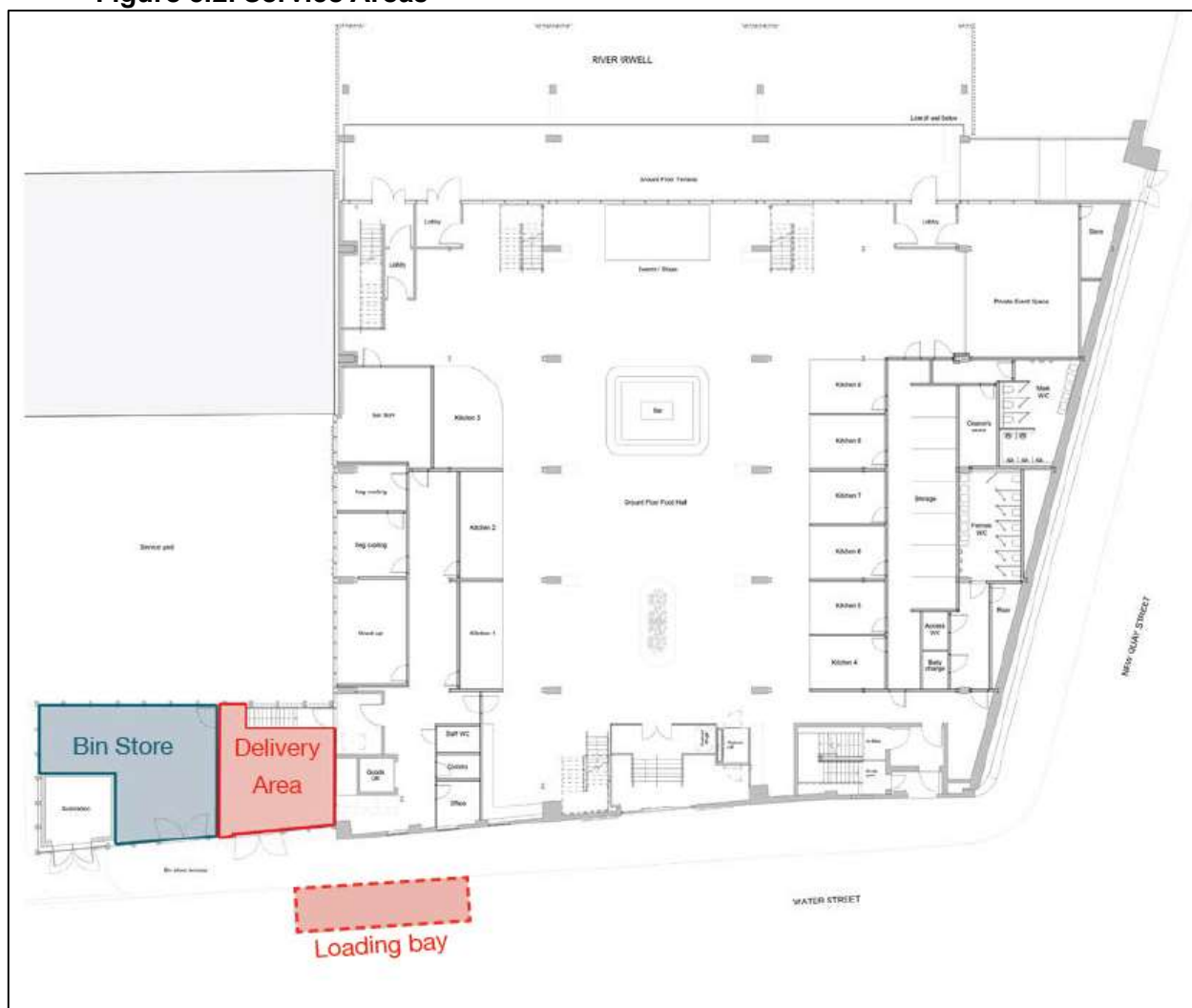
- 1.7 The Access Strategy for pedestrians, the Fire Exits and walk in deliveries are given in **Figure 1.1**.

Figure 1.1: Access Strategy



- 1.8 As shown in **Figure 5.2**, a loading bay is provided on Water Street to serve the site, and this shows the area allocated for Deliveries and that for Bin Storage. A substation is also located off Water Street and here access is required on a (very) infrequent basis.

Figure 5.2: Service Areas



Scope of Report

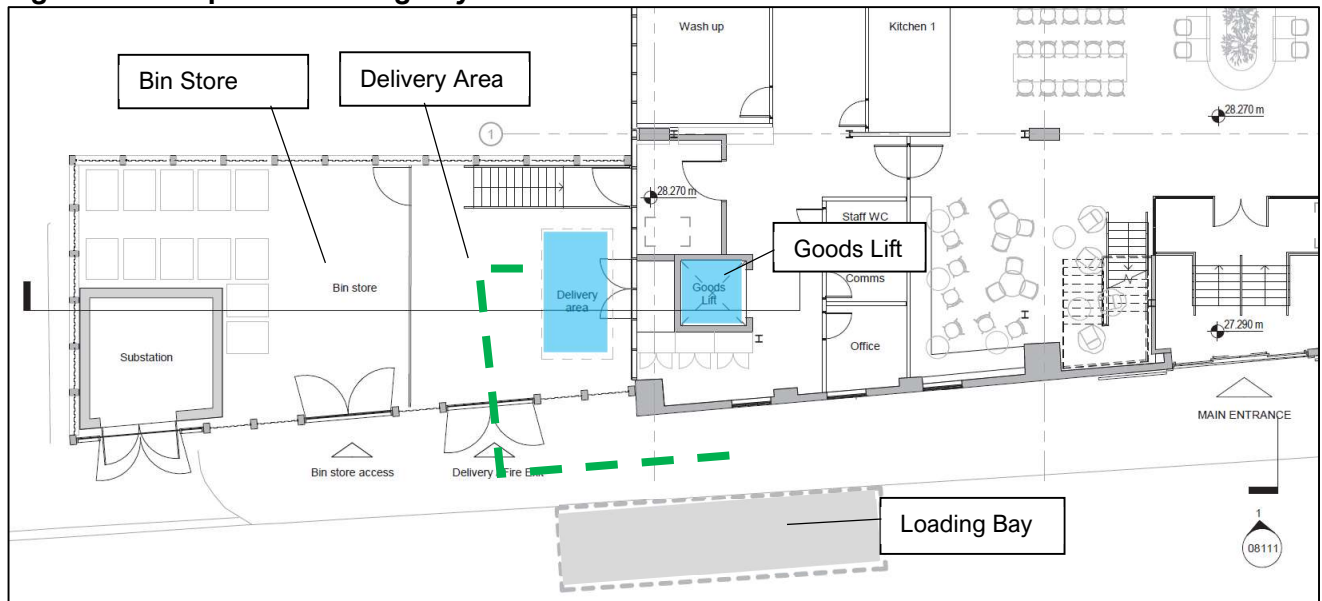
- 1.9 The report is structured as follows:
- Section 2 – presents the servicing strategy, including a forecast of servicing vehicle arrivals;
 - Section 3 – considers the waste management strategy for the building, forecasting the waste streams, recycling and waste collection procedures; and
 - Section 4 – presents a summary and conclusion to the report.

2 Servicing Strategy

Servicing Location

- 2.1 Servicing of the site will occur adjacent to the main entrance of the building where the loading bay is proposed on Water Street. Here vehicles can pull up and serve the development

Figure 2.1: Proposed Loading Bay Location



- 2.2 As shown on **Figure 2.1**, a servicing vehicle will use the propose loading bay and goods will be taken to a designated delivery area through the delivery / pick-up doors. From that location goods can then be transported using the goods lift shown highlighted. It can be seen that a goods lift would be used to manage a change in floor level between the service area and the Food Hall.

Service Vehicle Forecasting

- 2.3 The forecasts are of light goods vehicles (LGVs) which are primarily vans (up to 7.5 tonnes) which will use the proposed loading bay. Many deliveries are coordinated with deliveries to other nearby premises and the waste operations can serve all the individual land uses within a building as well as making multiple drops as vehicles move from one building to the next.
- 2.4 The forecast of service trips is based on knowledge of other Foodhall operations as well as experience of large restaurant operations. It is forecast that around 20 light goods vehicle deliveries and 4 heavy goods vehicle (+7.5T) deliveries would serve the Foodhall every day.
- 2.5 It is expected that most deliveries will be made by vans. Such deliveries would be made within 10 minutes before the vehicle would then move on. Refuse collections would also take around 10 minutes. Occasionally vehicles may stay for longer, say for 20 minutes and very occasionally such as those associated with maintenance activities may stay longer.

- 2.6 Both LGV and HGV movements generated by the site are not expected to occur during the typical AM and PM peak periods of 08:00-09:00 and 17:00-18:00 and would not present a material impact to the surrounding highway network.

3 Waste Management

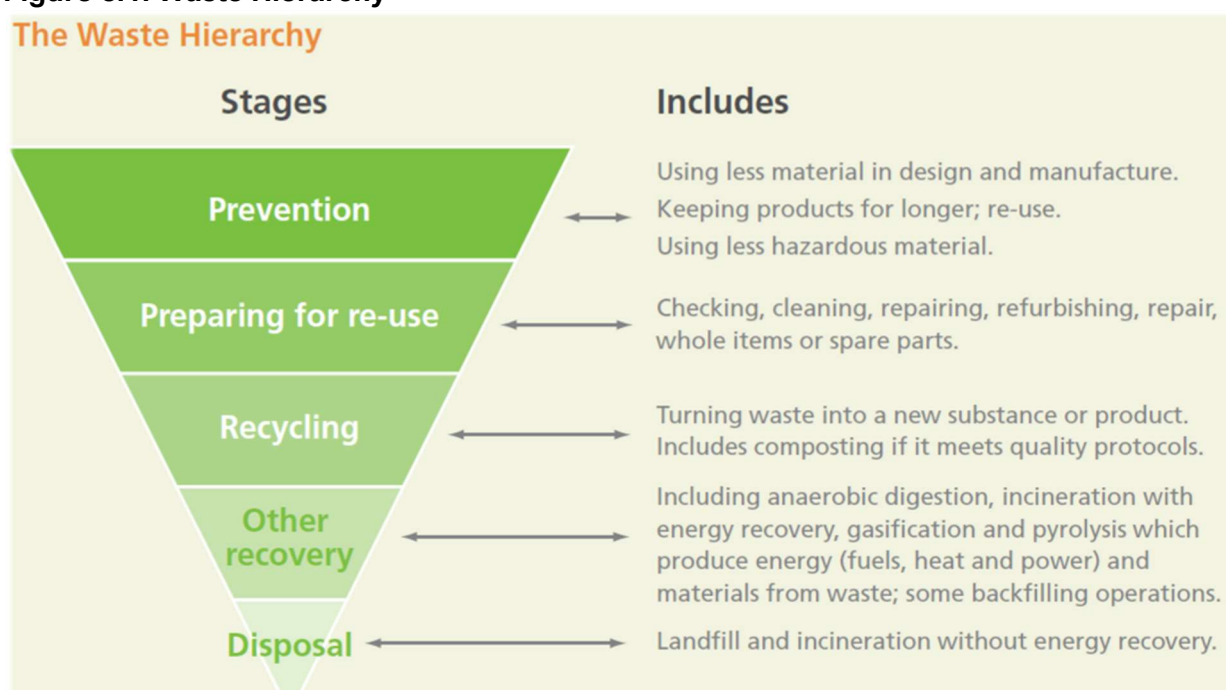
Introduction

- 3.1 The Waste Management Strategy described in this document sets out the regulations and guidance for the management of waste and subsequent waste streams for recycling, forecast waste generation, refuse container provision, refuse collection frequency and the strategy of transferring waste to the refuse store's anticipated collection point.

Waste Management Guidance

- 3.2 Central Government's strategy for minimising waste generation and its transfer to landfill is most simply described according to the 'Waste Hierarchy' as shown in **Figure 3.1**.

Figure 3.1: Waste Hierarchy



- 3.3 To achieve high recycling rates, it is stated 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 Managers of the apartments have 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 waste paper, metal, plastic and glass in different waste streams.

- 3.6 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 for the site can help meet the government's aspirations.
- 3.7 The waste collection would be overseen by the management company for at the development and they would appoint a licenced waste carrier to remove the waste. The management company would have responsibility to ensure the internal and external areas are kept clean and to move the bins in coordination with the occupiers. Refuse store areas would also be subject to appropriate ventilation.
- 3.8 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.
- 3.9 To demonstrate compliance with regulations, a Waste Transfer Note is required when waste is collected by the Waste Carrier, which may be provided electronically. Many carriers are also able to provide Environmental Reports to inform on the waste management performance. If volumes of waste are greater than 20kg then such waste needs to be stored in a labelled container and collected by a licensed carrier and records kept.

Manchester City Council Waste Guidance

- 3.10 Manchester City Council's GD04 document 'on 'Waste Storage and Collections for New Developments' provides guidance on the likely waste volumes for a series of land uses. This was published in September 2017 (Version 6).
- 3.11 This guidance contains a waste rate for restaurants and fast-food units which equates to 1,500 litres per 20 dining spaces and notes that recycling percentages vary depending on the type of restaurant offer.
- 3.12 Therefore, in the interests of presenting a reflective waste forecast for the proposed development, information has been gathered from the operators of the Mackie Mayor food and beverage hall which offers a casual dining experience of a similar location and scale.

Waste Streams

- 3.13 There will be separate bins and bags colour-coded to help recycling at the proposed development which are now described. These waste streams are described in **Figure 3.2** below. Please note General Waste accounts for all other non-recyclable waste.

Figure 3.2: Recycling Waste Streams

Pulpable Recycling (Paper / Cardboard / Tetrapak etc.)



Mixed Recycling (Glass / Cans / Plastics etc.)



Food Waste



Waste Forecasts

- 3.14 The site's proposed occupier has provided information in relation to the waste generation expected at the development. This has been based on the operators existing food hall sites in Islington and Brighton. This therefore provides both an accurate and site-specific prediction of the waste generating characteristics of the proposed development.
- 3.15 The information provided indicates that a total of 239,227 litres of waste is generated per month and is split between general, mixed recycling, organic and glass waste. The monthly forecast is presented in **Table 3.1**.

Table 3.1: Monthly Waste Forecast

General Waste	Mixed Recycling	Food Waste	Glass Waste	Total
124,425 litres	81,471 litres	22,022 litres	11, 309 litres	239,227 litres

Note: Information provided by the proposed occupier Sessions

- 3.16 Converting these figures to a weekly waste forecast, we can derive the resultant weekly forecast as presented in **Table 3.2**.

Table 3.2: Weekly Waste Forecast

General Waste	Mixed Recycling	Food Waste	Glass Waste	Total
28,936 litres	18,947 litres	5,121 litres	2,630 litres	55,634 litres

Note: Based on Mackie Mayor weekly waste generation

- 3.17 As shown in **Table 3.2**, the proposed development is expected to generate 55,634 litres of waste per week. This is split between general, mixed recycling, food and glass waste.
- 3.18 We have reviewed this against the operations at the Mackie Mayor Food Hall in Manchester as a sense check and confirm that the operations are comparable. It is proposed development will adopt a waste collection frequency of 6 times per week. The resultant number of refuse containers stored at that development is as follows:
- General Waste - 5x 1,100 litre Eurobins;
 - Mixed Recycling – 3x 1,100 litre Eurobin;
 - Food Waste – 4x 240ltr bin; and
 - Glass Waste – 2x 240 litre bin.

Waste Storage

3.19 This will result in storage requirements for the following refuse containers shown in **Table 3.3**.

Table 3.3: Required Refuse Container Provision

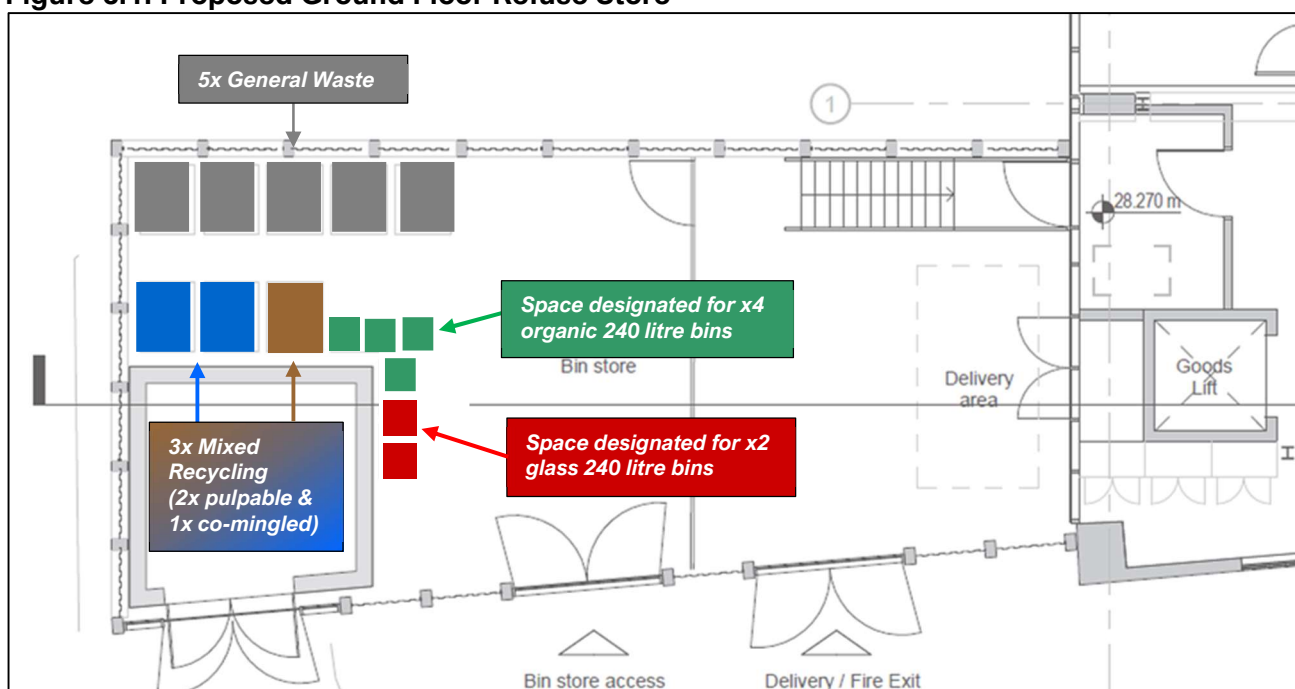
		General Waste	Mixed Recycling	Food Waste	Glass Waste
Weekly Waste		28,936 litres	18,947 litres	5,121 litres	2,630 litres
Collected x6 times per week		4,823 litres	3,158 litres	854 litres	438 litres
Resultant Storage Requirements	Eurobins	5	3	-	-
	240 litre bins	-	-	4	2

Note: Based on the waste generation set in Table 3.2

3.20 As shown in **Table 3.2**, based on a collection frequency of 6 times per week, the proposed development will be able required to store a total of 8x 1,100 litre Eurobins (5x general waste and 3x mixed recycling) and 6x 240 litre bins (4x food waste and 2x glass waste).

3.21 The proposed development's refuse store will be located on the ground floor. The storage provision in the refuse store is shown in **Figure 3.1**.

Figure 3.1: Proposed Ground Floor Refuse Store



3.22 As can be seen in **Figure 3.1**, the proposed development's refuse store is able to accommodate x5 1,100 litre Eurobins to store general waste and x3 1,100 litre Eurobins to store mixed recycling with additional space for waste oil drums, kegs and gas canisters.

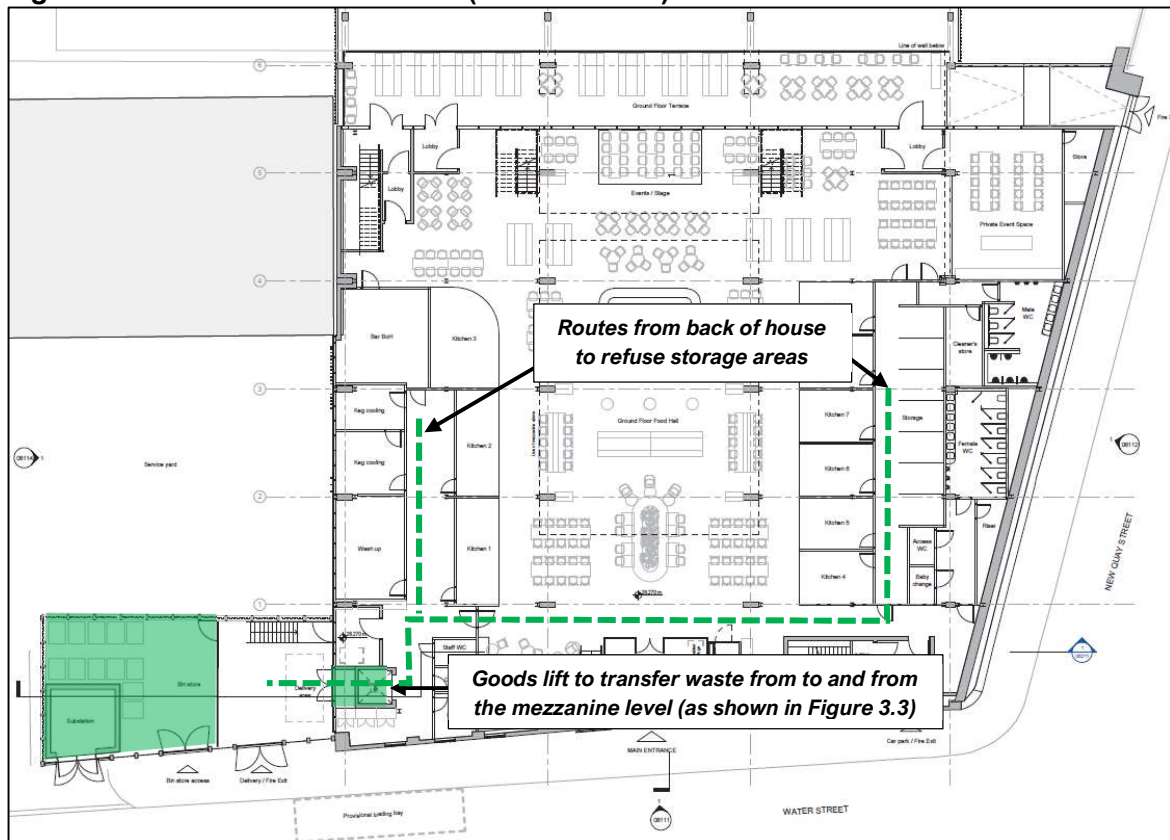
3.23 Based on the nature of the proposed development's operation, it is expected that the mixed recycling Eurobins will be made up of x2 to store co-mingled waste and x1 to store pulpable waste, given that plastic bottles and food / drinks cans will be more prevalent than paper / card packaging. This arrangement may be subject to change once the development becomes operational.

- 3.24 It is proposed that food and glass waste will be stored in 240 litre bins, with spade available in the refuse store to accommodate the required x4 organic bins and x2 glass bins.
- 3.25 This refuse store presents a robust supply of bins therefore ensuring that waste containers will not be stored on street. The operation of the proposed development will see smaller refuse caddies taken out to street-side directly from the various stalls occupying the building. The transfer of waste will be coordinated by on-site building management in ensuring that caddies will be taken out prior to collection and returned to the respective stall immediately afterwards.

Waste Transfer Routes

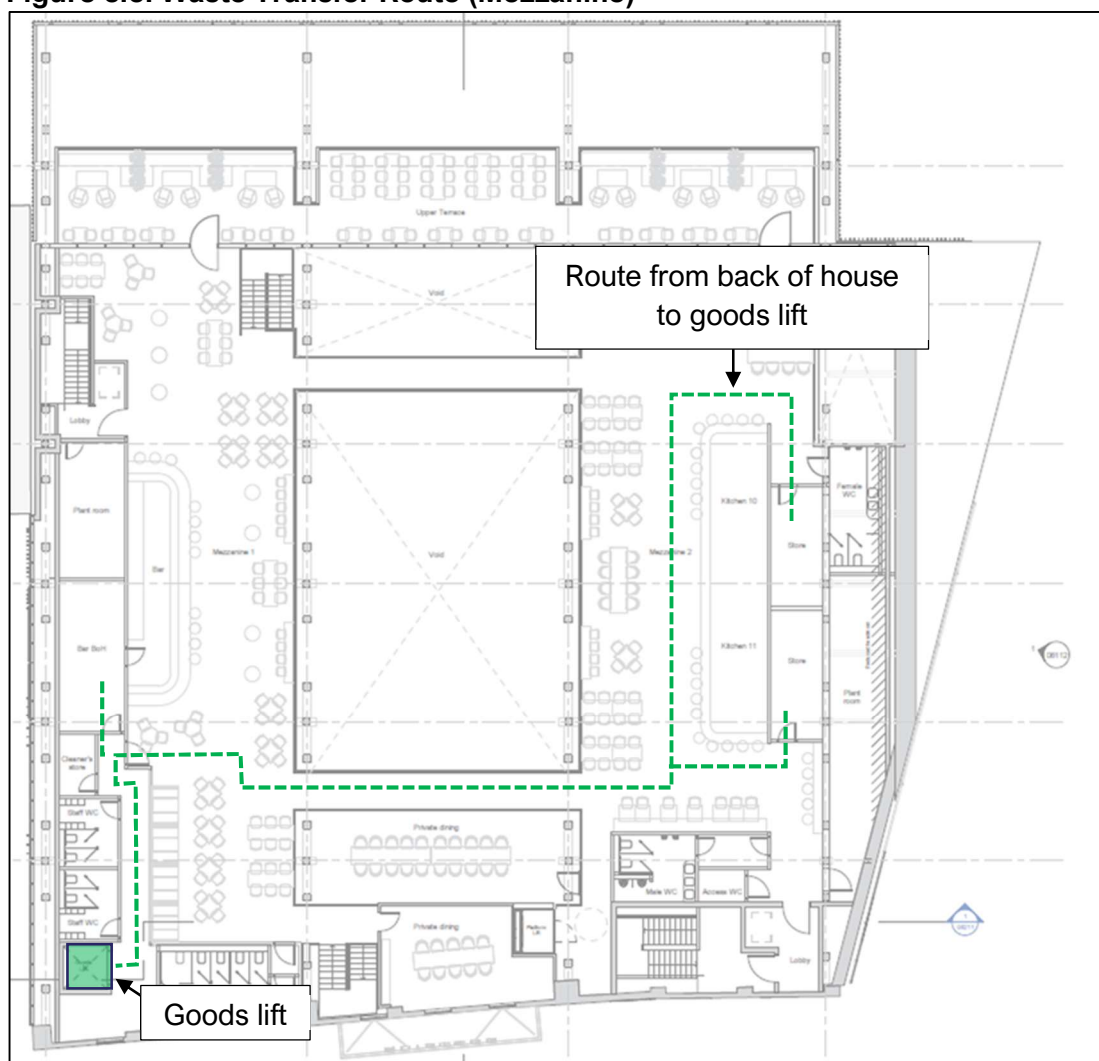
- 3.26 Sessions have also confirmed that all kitchen / bar waste will be managed communally rather than on an individual basis. This measure will ensure that internal transfer routes will be coordinated rather than waste being transported from each unit on an ad hoc basis.
- 3.27 Waste will be stored in internal bins / caddies in back of house / storage areas located to the rear of each stall. Waste will then be transported from the refuse store located on the ground floor. This route will not include any step change and is shown in **Figure 3.2**.

Figure 3.2: Waste Transfer Route (Ground Floor)



- 3.28 As shown in **Figure 3.2**, the route waste will be transferred from the mezzanine level to the ground floor via the goods lift is shown in **Figure 3.3**.

Figure 3.3: Waste Transfer Route (Mezzanine)



Waste Proforma

- 3.29 Manchester City Council require a Waste Proforma to be prepared for the planning application. This has been completed and is presented in **Appendix A**.

4 Summary and Conclusion

Summary

- 4.1 This document has set out the waste management and servicing strategy in support of a full planning application for a proposed food and beverage hall at the Shipyards site at St Johns, Manchester. The findings of the report are summarised as follows:
- The proposals also comprise a loading bay on Water Street adjacent to the main entrance. This is proposed to accommodate servicing and refuse vehicles when delivering goods and collecting waste;
 - It can be seen that the proposed development is forecasted to generate around 20 LGV deliveries a day and around 4 HGV trips a day including refuse collection;
 - Information has been gathered from the operators of the Mackie Mayor food and beverage hall which offers a casual dining experience of a similar location and scale where the proposed development will be required to store a total of 6x 1,100 litre and 6x 240 litre bins;
 - The proposed refuse storage area is able to accommodate in excess of the requirement based on a collection frequency of 3 times per week; and
 - Manchester City Council require a Waste Proforma to be prepared for the planning application. This has been completed and is presented in Appendix A.

Conclusion

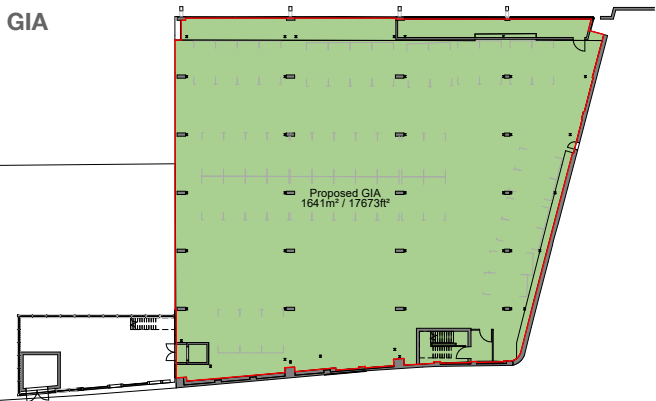
- 4.2 It is concluded that the forecast deliveries, waste management and refuse collection proposed is appropriate for this scale of development and that servicing and waste collection can be undertaken in an efficient manner.

Plans

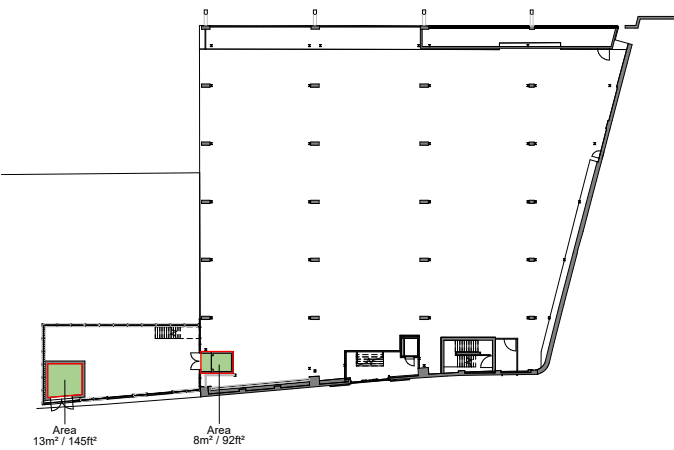
Accommodation Schedule & Scheme Plans

AREA SCHEDULE

		Existing GIA			Proposed GIA		Proposed NIA	
		sqm	sqft		sqm	sqft	Food Hall	
Level 00		1,533	16,501		1,641	17,664	-	-
Service Yard		-	-		21	226	-	-
Level 01		1,234	13,283		1,435	15,446	1,284	13,821
Mezzanine		-	-		1,000	10,764	912	9,817
Total Building		2,767	29,784		4,097	44,100	2,196	23,638



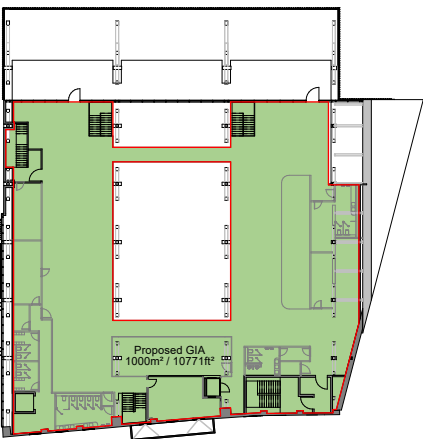
Level 00



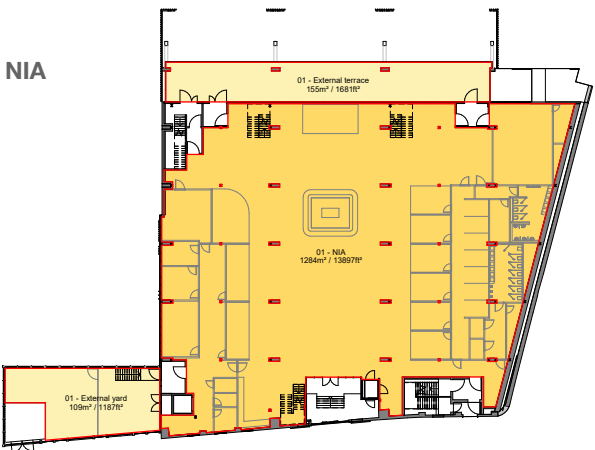
Service Yard Level



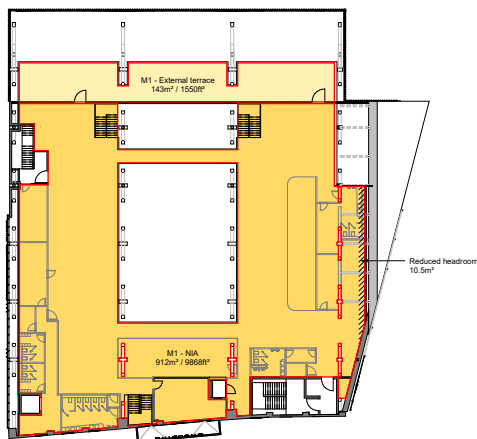
Level 01



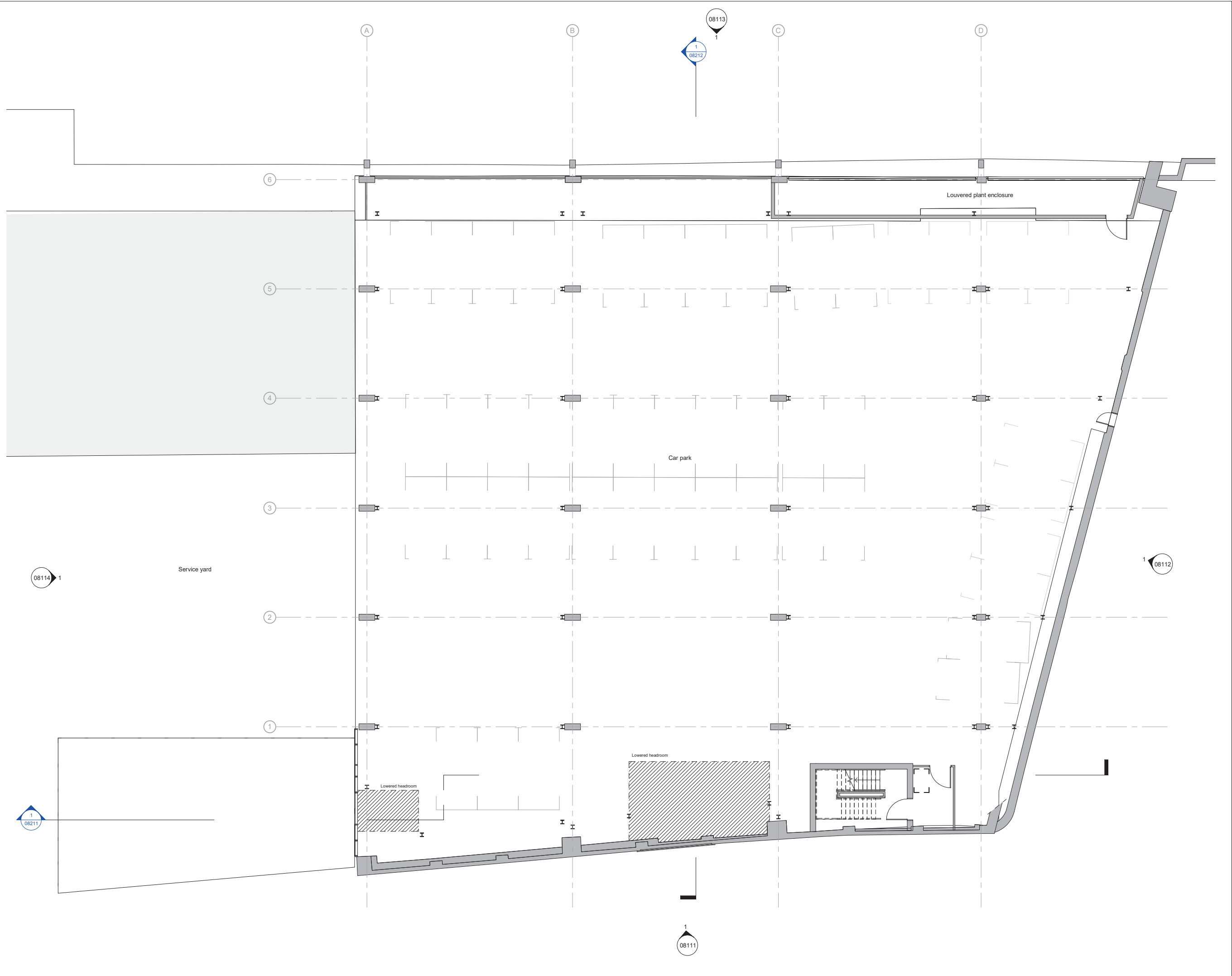
Mezzanine



Level 01



Mezzanine



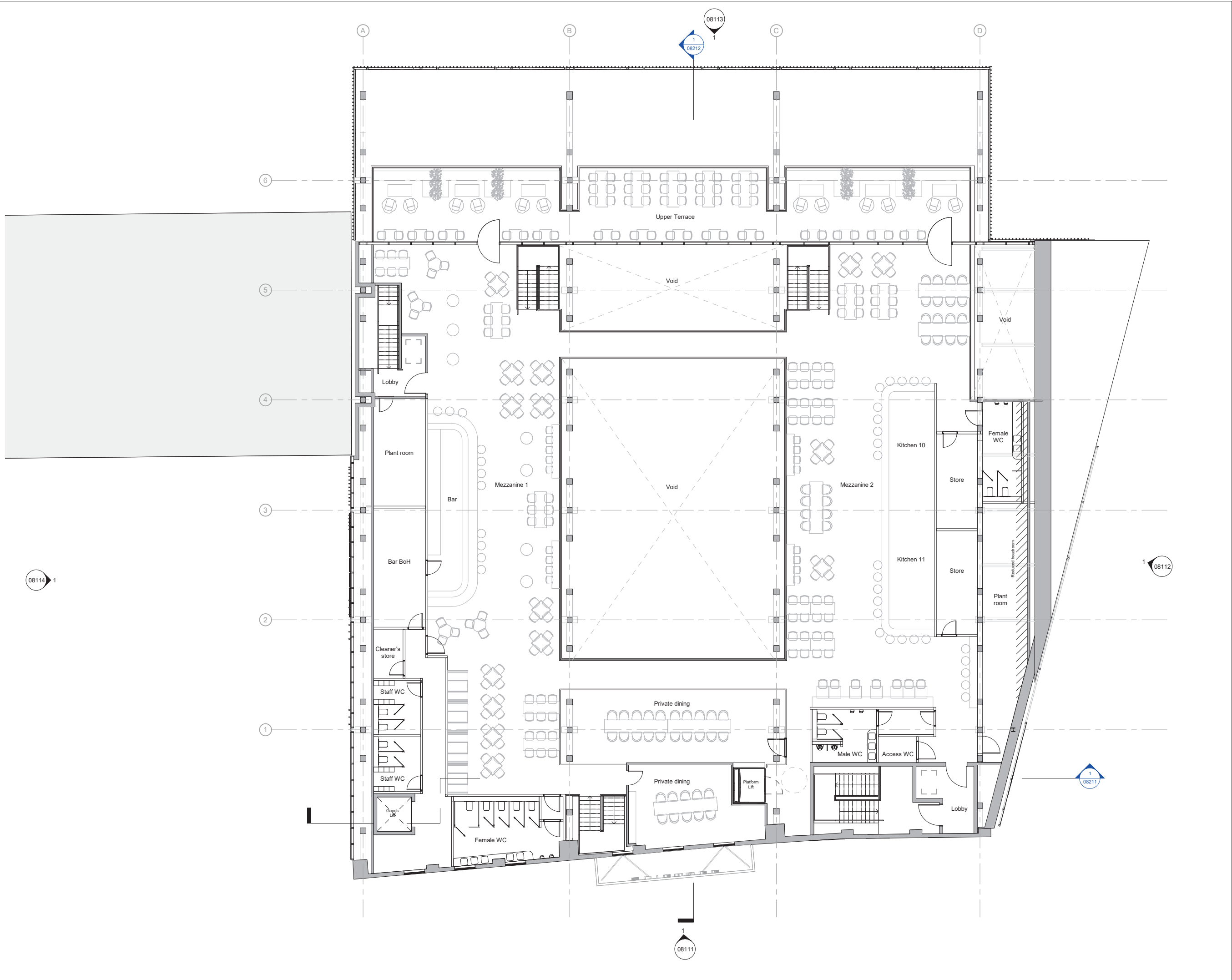
Notes

Do not scale from this drawing.

All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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Revisions				
Status				
PLANNING				
Client				
ALLIED LONDON				
Project				
SHIPYARD WATER STREET MANCHESTER				
Title				
Level 00 Proposed GA plan				
Scale	Size	Date	Drawn	Checked
1 : 100	A1	22/07/22	GL	NS



Notes

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Revisions				
Status				
PLANNING				
Client				
ALLIED LONDON				
Project				
SHIPYARD WATER STREET MANCHESTER				
Title				
Level M1 Proposed GA plan				
Scale	Size	Date	Drawn	Checked
1 : 100	A1	08/02/22	GL	NS

Appendix A

MCC Waste Proforma

Appendix E Proforma for Planning Applications



**MANCHESTER
CITY COUNCIL**

Planning Application – Waste Management Strategy

Planning Application Number: Not available at this stage of the application.

Date Submitted: Proforma submitted November 2022.

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	Not Applicable
Pulpable Recycling	140 / 240	Not Applicable	
Mixed Recycling	140 / 240	Not Applicable	
Garden Waste	140 / 240	Not Applicable	
Food Waste	23	Not Applicable	

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.	Not Applicable.

Commercial Development

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

Bin Provision

As shown in the submitted Waste and Servicing Strategy, there will be a refuse store located on the ground floor. This can accommodate the following waste containers with spare capacity for any extra if needed in the future:

In order to provide an accurate reflection of the proposed development's expected weekly waste forecast, the site's proposed occupier has provided information in relation to the waste generation expected at the development. This has been based on their existing food hall sites in Islington and Brighton. Vectos has also made a comparison of waste collection against the Mackie Mayor Food Hall in Manchester. This therefore provides both an accurate and site-specific prediction of the waste generating characteristics of the proposed development.

The weekly forecast is as follows:

General Waste	Mixed Recycling	Food Waste	Glass Waste	Total
28,936 litres	18,947 litres	5,121 litres	2,630 litres	55,634 litres

Non-recyclable, paper/card, co-mingled waste will be stored in 1100ltr Eurobins, with organic waste stored in 240ltr wheeled refuse containers.

Calculations

This will result in storage requirements for the following refuse containers shown below.

		General Waste	Mixed Recycling	Food Waste	Glass Waste
Weekly Waste		28,936 litres	18,947 litres	5,121 litres	2,630 litres
Collected x6 times per week		4,823 litres	3,158 litres	854 litres	438 litres
Resultant Storage Requirements	Eurobins	5	3	-	-
	240 litre bins	-	-	4	2

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



Mixed Use Developments

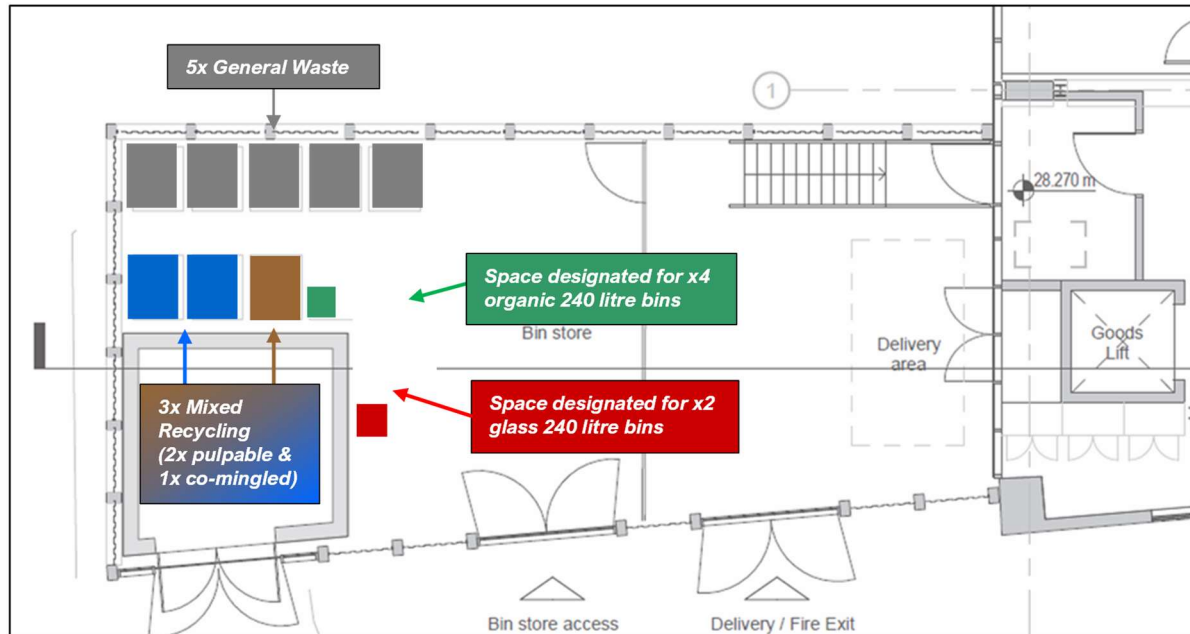
Are the stores for residential and commercial separate from each other?

Not Applicable.

Internal Stores (Residential and Commercial)

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

There is one refuse store located on the ground floor. This is discussed in detail within the submitted Waste and Servicing Strategy and for clarity is shown below.



The proposed development's refuse store is able to accommodate x5 1,100 litre Eurobins to store general waste and x3 1,100 litre Eurobins to store mixed recycling.

Based on the nature of the proposed development's operation, it is expected that the mixed recycling Eurobins will be made up of x2 to store co-mingled waste and x1 to store pulpable waste, given that plastic bottles and food / drinks cans will be more prevalent than paper / card packaging. This arrangement may be subject to change once the development becomes operational.

It is proposed that food and glass waste will be stored in 240 litre bins, with space available in the refuse store to accommodate the required x4 organic bins and x2 glass bins.

This refuse store presents a robust supply of bins therefore ensuring that waste containers will not be stored on street. The operation of the proposed development will see smaller refuse caddies taken out to street-side directly from the various stalls occupying the building. The transfer of waste will be coordinated by on-site building management in ensuring that caddies will be taken out prior to collection and returned to the respective stall immediately afterwards.

Transfer Routes

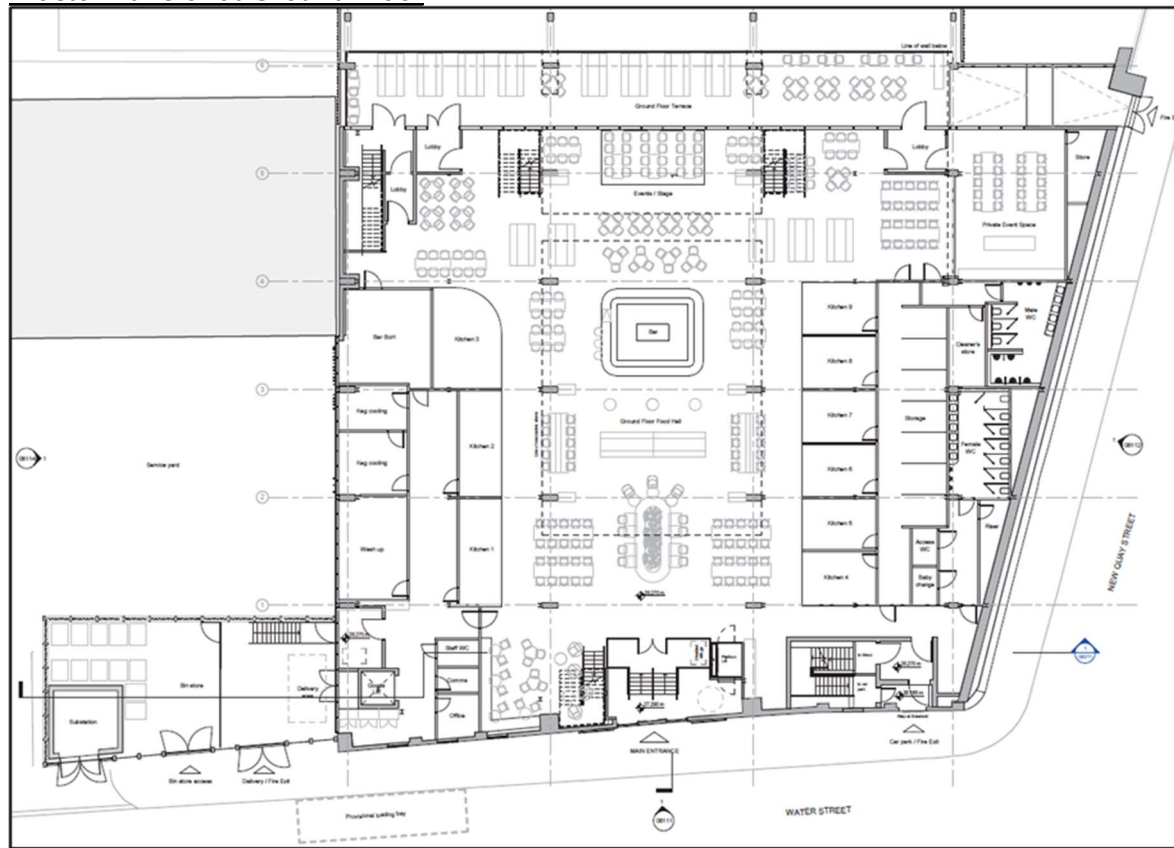
The operator has confirmed that all kitchen / bar waste will be managed communally rather than on an individual basis. This measure will ensure that internal transfer routes will be coordinated rather than waste being transported from each unit on an ad hoc basis. Waste will be stored in internal bins / caddies in back of house / storage areas located to the rear of each stall. Waste will then be transported from to the refuse store located on the ground floor.

Waste will be transferred in small caddies from the back of house / storage areas located to the rear of each stall to the refuse store.

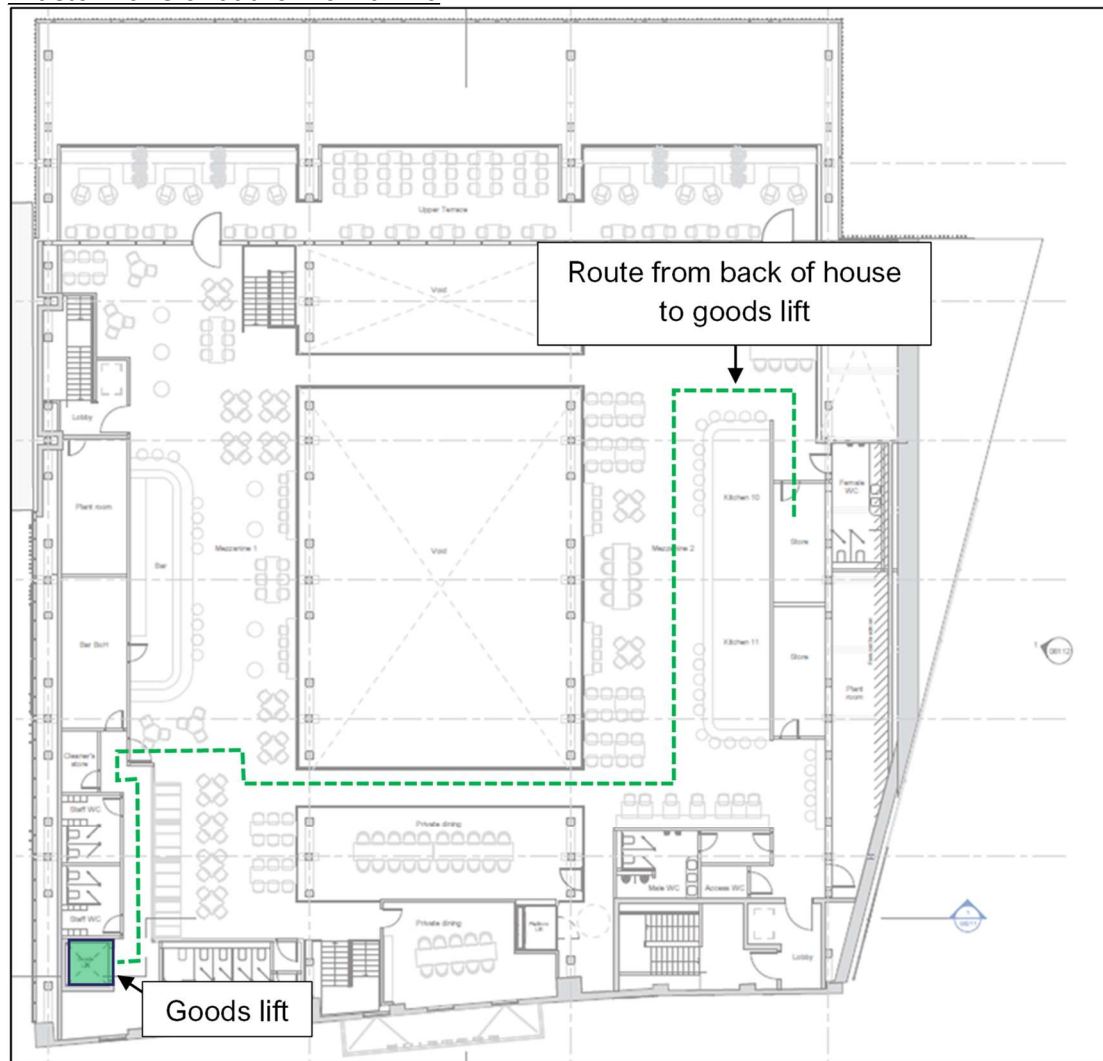
There is a goods lift to overcome a floor level difference between the service area and the Food Hall Level 01. Waste will be transferred from the mezzanine level to the ground floor via the goods lift which extends to the upper level.

The waste transfer routes are now provided.

Waste Transfer at Ground Floor



Waste Transfer at the Mezzanine



As refuse containers will be stored on the ground floor there will be no level change when refuse containers are wheeled to the collection point at street level. Refuse containers will then be wheeled back into the refuse store immediately after collection.

Storage Areas for Waste Containers (Residential and Commercial)

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

As shown earlier in the Proforma the internal refuse store will be used to accommodate waste generated by the site. Waste will be stored within the ground floor refuse store in the corresponding refuse container according to the waste stream. Detailed information in this regard is provided within the Waste and Servicing Strategy.

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 – It will be ensured that the internal refuse store will be appropriately ventilated.

Hygiene – Refuse containers will be of appropriate construction, kept in sound condition, and will be easily cleaned / disinfected. Adequate facilities will be used for storing and disposing waste. The refuse store will be managed in a way that enables them to be kept clean. Waste will be disposed of in a hygienic and environmentally-friendly way, in accordance with legislation. The waste will therefore not be a direct or indirect source of contamination (e.g. touching surfaces that food is prepared on, or attracting pests).

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.

On-site Management will ensure this strategy works day to day and as such will be responsible for ensuring the refuse store is accessible on collection days. They will also wheel the various refuse containers to the adjacent collection point on collection days.

It is expected that both refuse and servicing activity will be undertaken outside the hours of 08:00-10:00 and 16:00-18:00 in order to minimise the noise impacts towards surrounding land uses. Waste and servicing activity at the site is not expected to generate a significant volume of trips. Such trips that do occur will also be 'linked' trips as they will typically be made by vehicles making other delivery trips in the area.

Please ensure that you have attached:

Detailed plans of waste stores – Yes, please see the Waste and Servicing Strategy.	☒
Location plans showing stores – Yes, please see the plans contained in Appendix A of the Waste and Servicing Strategy.	☒
Location plans showing the proposed collection point and the route the collection vehicle will take - Yes, please see the Waste and Servicing Strategy	☒

Please ensure that you have completed this form in accordance with our GD04 Waste Storage and Collection Guidance for New Developments – Yes, this has been ensured along with the Waste and Servicing Strategy.

Contact

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