

WASTE MANAGEMENT STRATEGY

CBRE on behalf of Applicant

35 Fountain Street, Manchester

January 2023

Waste Management Strategy

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Report control

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1 Introduction

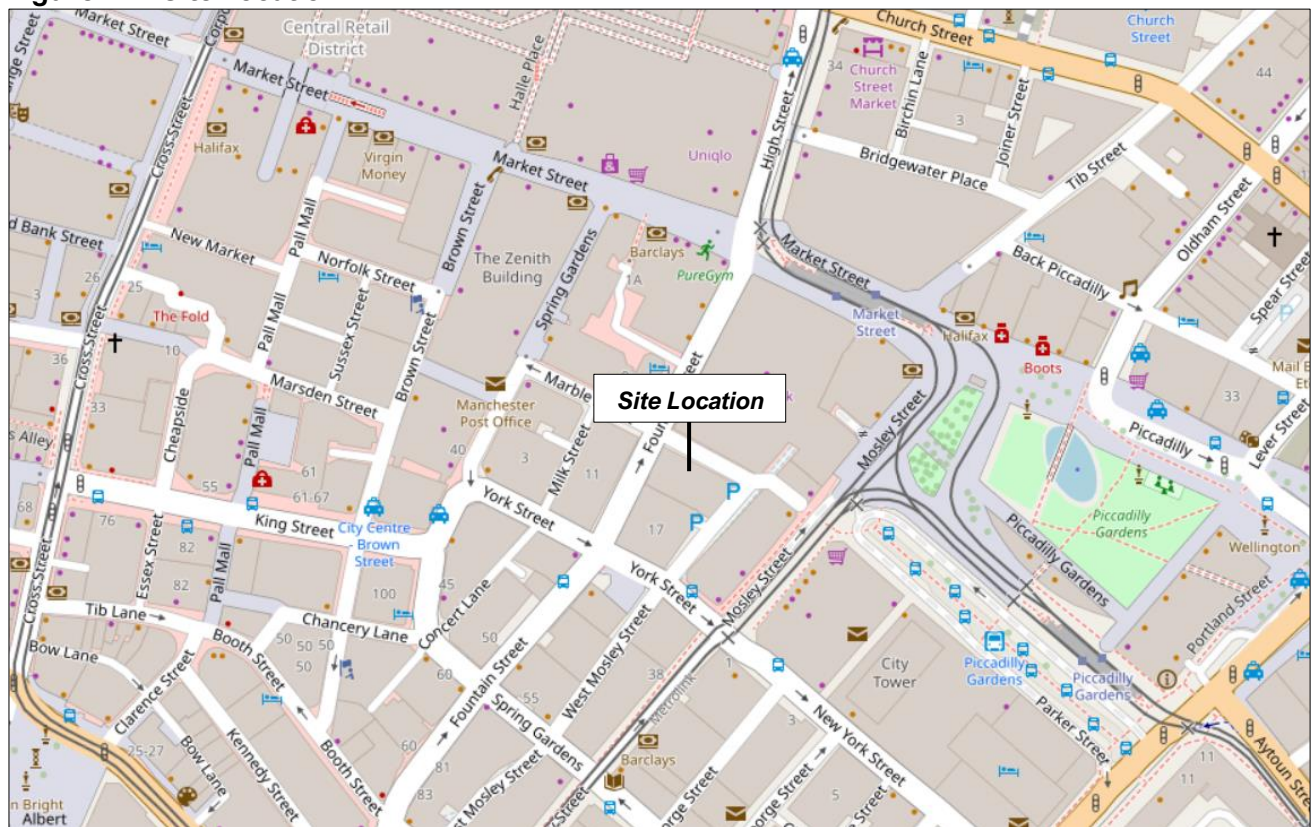
Background

- 1.1 Vectos has been commissioned by CBRE on behalf of the Applicant to provide a Waste Management Strategy. The Strategy is prepared in support of a full planning application for the refurbishment and reconfiguration of 35 Fountain Street to create a new office building (Use Class E).
- 1.2 The application site comprises an existing 7 storey contemporary office building which was granted planning permission in November 2000 (ref: 059090/FO/CITY1/00). The proposals are for the refurbishment and reconfiguration of 35 Fountain Street to create a new office building (Use Class E), including replacement building facades, a 2-storey rooftop extension, servicing and cycle parking, access and associated works.

Site Location

- 1.3 The site is located within the jurisdiction of Manchester City Council (MCC) who act as both the local planning and highway authority. The location of the site is shown in **Figure 1.1**.

Figure 1.1: Site Location



Source: OpenStreetMap

Development Proposals

- 1.4 The development will increase the overall gross external floor area of office space from 6,602sq.m to 8,500sq.m, equating to an increase of 1,898sq.m.
- 1.5 As is standard practice for waste generation calculations, this Waste Management Strategy has been based on the site's proposed gross internal area which is summarised in **Table 1.1**.

Table 1.1: Area Schedule

Area Schedule (GIA)	
Basement Level	708 sqm
Ground Level	732 sqm
Level 01	756 sqm
Level 02	833 sqm
Level 03	833 sqm
Level 04	833 sqm
Level 05	833 sqm
Level 06	833 sqm
Level 07	833 sqm
Level 08	653 sqm
Level 09	247 sqm
Total	8,094 sqm

Source: OMI Architect's Area Schedule dated 24/11/2022

- 1.6 The proposed ground floor and basement layouts have been prepared by OMI Architects (referenced L1000_A and L1011) and are provided in **Appendix A**.

Scope of Report

- 1.7 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 development, forecasting the waste streams, recycling and waste collection procedures; and
 - Section 4 – presents a summary and conclusion to the report.

2 Delivery Strategy

Delivery Locations

- 2.1 Smaller hand-held courier deliveries will occur through the main entrance to the reception desk. There are 6 on-street parking bays on Fountain Street where a courier can pull up, as shown in **Figure 2.1**.

Figure 2.1: On-Street Parking Bays on Fountain Street



- 2.2 Larger deliveries to the site will be made via West Mosley Street where there is space for a larger vehicle to wait and goods then taken down the ramp to basement level, as shown in **Figure 2.2**.

Figure 2.2: Servicing Access from West Mosley Street



- 2.3 Deliveries of this kind will be scheduled and therefore on-site management will be on hand to receive any goods. The timing of deliveries made by larger vehicles and refuse collections will not coincide.

Service Vehicle Forecasting

- 2.4 It is expected that the majority of delivery trips to the site will be made primarily by vans (up to 7.5 tonnes). Many deliveries across the city centre will be coordinated with those to other nearby premises, as well as making multiple drops as vehicles move from one building to the next in the city centre.
- 2.5 However, for completeness, the forecast of daily delivery trips via the TRICS database suggests that the site will generate approximately 14 arrivals and departures respectively across the course of the day. All these trips will be light goods vehicle deliveries, with the vast majority made by vans, as outlined.
- 2.6 Such deliveries will be made within 10 minutes before the vehicle would then move on. As such, this will not materially affect the existing operation of the 6 on-street parking bays located on Fountain Street when the site is served by smaller vehicles. Likewise, refuse collections would also take around 10 minutes, as discussed in more detail in Section 3.
- 2.7 Although the number of delivery trips has been calculated, it is reiterated that these trips will already likely be on the network given that they will be serving the site at present along with other neighbouring buildings.

- 2.8 Delivery movements generated by the site are not expected to occur during the typical morning and evening peak periods of 08:00-09:00 and 17:00-18:00 and would therefore not present a material impact to the surrounding highway network, including the on-street parking bays located on Fountain Street. This is reflected in the TRICS outputs presented in **Appendix B** which have been utilised in informing the daily delivery trip figures.

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 site's designated waste 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 on-site management has a legal 'Duty of Care' to ensure that waste is securely stored and disposed of legally. 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.

- 3.5 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.
- 3.6 As outlined, the site is already operating and is to be refurbished and extended. As such, waste collection is to be overseen by the on-site management company for at the development / the currently appointed licenced waste carrier to remove the waste. The building management team have the responsibility to ensure both the internal and external areas are kept clean and to move the refuse containers, with the refuse store is subject to appropriate ventilation.
- 3.7 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.
- 3.8 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

- 3.9 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).
- 3.10 This guidance contains a weekly waste rate for office use which equates to 2,600 litres per 1,000sqm of gross floor space, with 50% of this to be retained for recycling.
- 3.11 Therefore, in the interests of presenting a reflective waste forecast, the information contained in the GD04 document has been utilised to inform strategy of the weekly generation according to MCC's guidelines.

Waste Streams

- 3.12 There will be separate refuse containers / colour-coded bags to help recycling at the development which are now described. These waste streams are described in **Figure 3.2** where it should be noted that 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

- 3.13 The guidance contained in the GD04 document has been applied to the overall office floor area of the development (post-refurbishment and extension) in order to decipher a weekly waste generation, as shown below.

Overall Office Floor Area (sqm) = 8,094 / 1,000 = 8.094

8.094 x 2,600 = 21,044 (as per GD04 guidance)

Weekly Waste Generation = 21,044 Litres of Waste

- 3.14 This indicates that a total of 21,044 litres of waste will be generated per week. Such waste is therefore split between general, mixed recycling and organic streams. The expectant split in waste streams is presented in **Table 3.1** below where it is noted that over 50% of waste is recyclable, as such according to GD04 guidance. The split has been based on Vectos experience providing Waste Management Strategies on similar city centre office developments, along with information taken from WRAP.

Table 3.1: Weekly Waste Stream Forecast

General Waste	Paper / Card	Organic	Co-mingled	Total
30%	50%	5%	15%	100%
6,313 Litres	10,522 Litres	1,052 Litres	3,157 Litres	21,044 Litres

- 3.15 As shown in **Table 3.1**, the proposed development is expected to generate streams equivalent to 30% general waste and the remainder recyclable waste. Around half of all waste generated by the development is expected to be pulvable (paper and card) due to the nature of its day-to-day operation as office space.

Waste Storage

- 3.16 Information provided from OMI Architects states that the refuse store has a total floor area of approximately 15m². The site currently adopts a private collection regime via Bagnall & Morris. Based on this existing waste collection regime, the figures outlined in **Table 3.1** will result in the storage requirement of the following refuse container provision shown in **Table 3.2**.

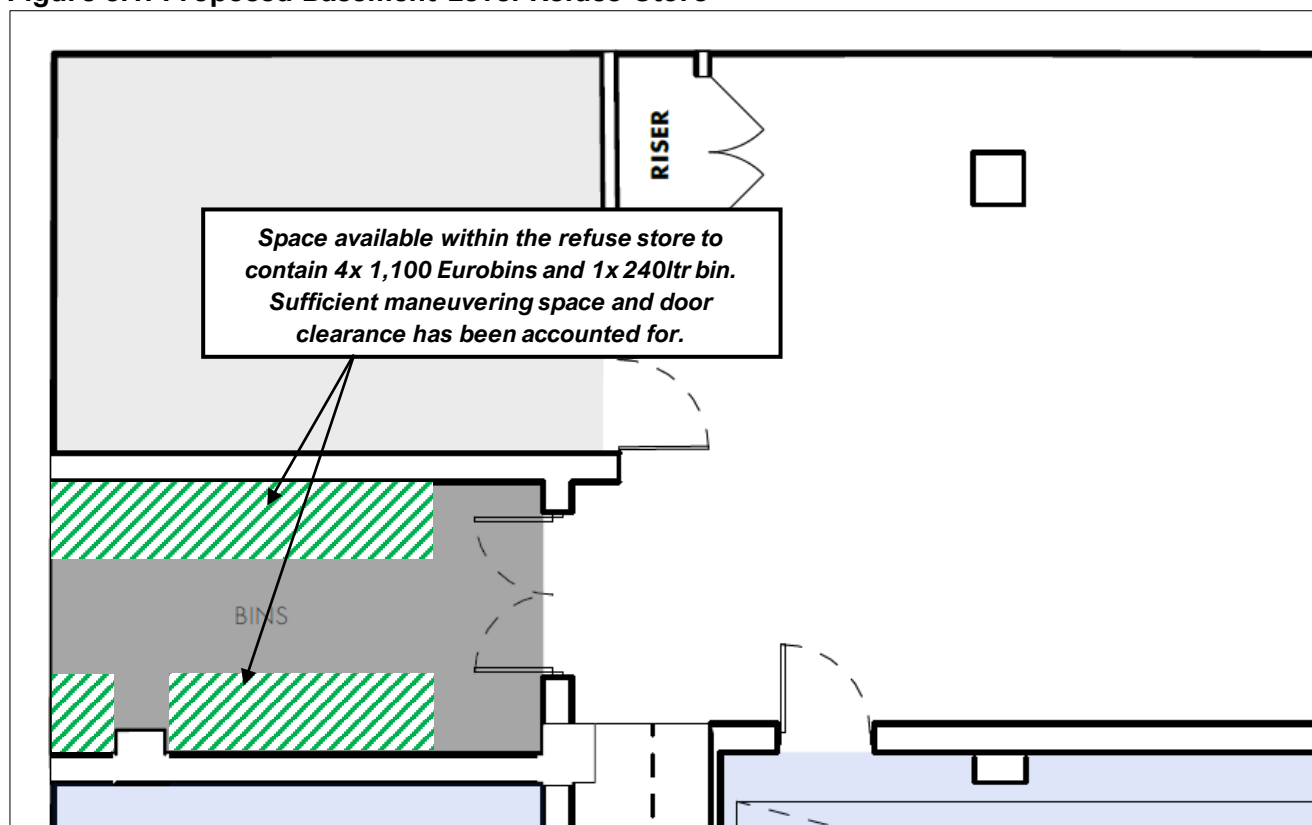
Table 3.2: Refuse Container Provision

		General Waste	Paper / Card	Organic Waste	Co-mingled Waste
Weekly Waste		6,313 Litres	10,522 Litres	1,052 Litres	3,157 Litres
Collected x5 times per week		1,263 Litres	2,104 Litres	210 Litres	631 Litres
Resultant Storage Requirements	Eurobins	1	2	-	1
	240 litre bins	-	-	1	-

Note: Based on the waste generation set in Table 3.1.

- 3.17 As shown in **Table 3.2**, based on a collection frequency of 5 times per week, the proposed development will be able required to store a total of 4x 1,100 litre Eurobins (1x general waste and 3x for mixed recycling), along with 1x 240 litre refuse container to store organic waste. As outlined, waste collection will be undertaken via the private collection regime that is already in place and servicing the site.
- 3.18 The development's refuse store will be located at basement level, as is the case at present. The storage provision in the refuse store is shown in **Figure 3.1**.

Figure 3.1: Proposed Basement Level Refuse Store



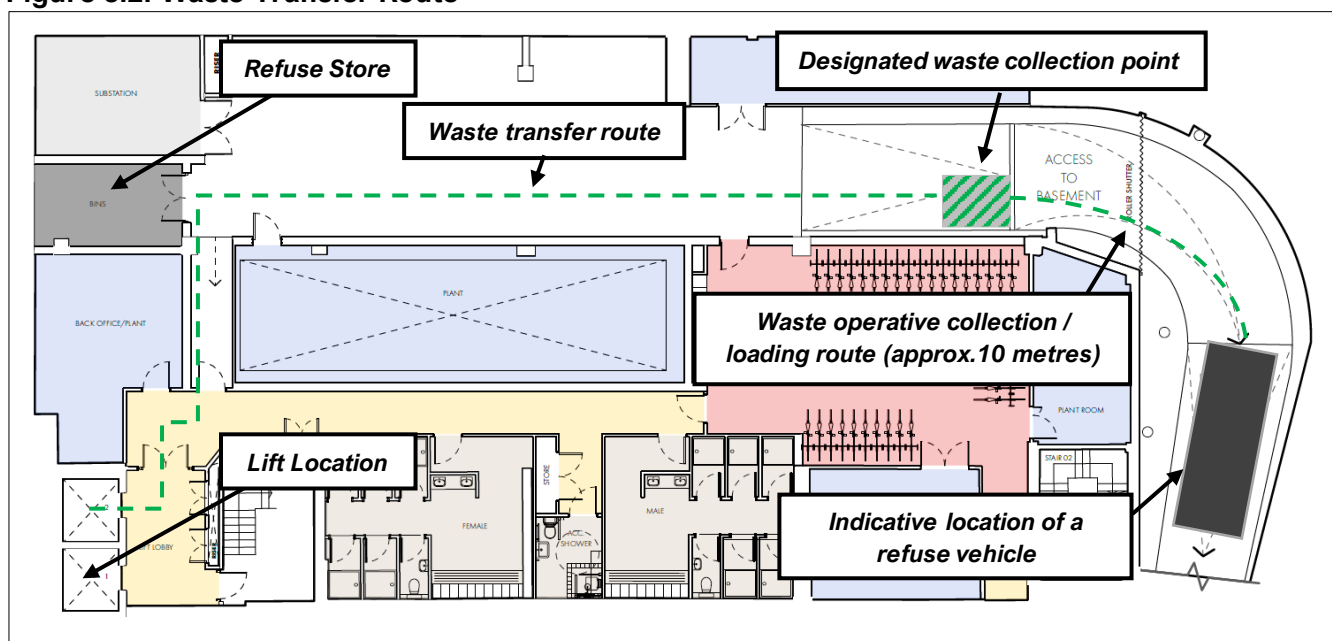
Note: Extract from OMI Architect's Drawing L1011

- 3.19 As can be seen in **Figure 3.1**, the proposed development's refuse store is of a size that is able to accommodate the required number of refuse containers based on the collection frequency set out in **Table 3.2**. Such provision also ensures that there is ample room to manoeuvre refuse containers in and out of the refuse store, along with the provision of sufficient door clearance.
- 3.20 As outlined, 2x refuse containers has been allocated to paper / card waste, given around half of all waste generated by the development will be pulpable, as outlined earlier in this section. This is considered a sufficient provision based on the frequency of the collection regime.
- 3.21 This refuse store presents a robust supply of containers therefore ensuring that waste will be stored off-street. The transfer of waste will be coordinated by on-site building management in ensuring that containers are taken to the designated collection point prior to collection and returned to the refuse store immediately afterwards.

Waste Transfer Routes

- 3.22 Waste will be collected on each floor by on-site building management before being transported to the basement refuse store and deposited in the according refuse container. It is expected that waste will be transported in heavy duty sacks via the lifts. As such, this route will not include any step change and is shown in **Figure 3.2**.

Figure 3.2: Waste Transfer Route



- 3.23 Prior to collection, waste will be wheeled to the designated collection point, before a refuse vehicle reverses part-way into the site and then leaves in forward gear onto West Mosley Street. This is an existing arrangement and will be retained following completion of the building's refurbishment / extension.
- 3.24 It is expected that pulvable and mixed recyclables would be collected at the same time by Bagnall and Morris. General refuse waste stream may will be further processed by the waste contractor to reduce the amount going to landfill.

Lift Breakdown Strategy

- 3.25 In the event of both lifts breaking down, a Management Plan will be put in place by the building's management team. This will involve on-site management carrying essential waste down to the refuse store at an approximate rate of around once every 2 days during the period that the lift is being repaired.

Waste Proforma

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

4 Summary and Conclusion

Summary

4.1 This document has detailed a Waste Management Strategy in support of the refurbishment and reconfiguration of 35 Fountain Street to create a new office building (Use Class E). The findings of the report are summarised as follows:

- Smaller deliveries (up to 7.5 tonne vehicle, e.g., vans) will be undertaken via the on-street parking bays located on Fountain Street where goods will then be taken through the building's main entrance;
- Larger deliveries to the site will be made via West Mosley Street where there is space for a larger vehicle to wait and goods then taken down the ramp to basement level;
- The number of delivery trips the site will generate is considered acceptable, given these trips are likely to be serving the site at present and as such already on the network;
- Information has been utilised from MCC's GD04 document to inform the weekly waste generation of the development. It has been demonstrated that the continuation of the site's private collection regime will be sufficient in collecting the amount of waste arising from the development;
- The development's waste transfer routes have been outlined where it has been shown that there will be no step change involved and the existing designated waste collection point will be used in wheeling containers to the refuse vehicle;
- The same refuse collection arrangement will be continued as part of the proposals. This comprises a collection vehicle reversing part-way into the site, as demonstrated, and leaving in forward gear onto West Mosley Street; and
- An MCC-compliant Waste Proforma has been completed and is presented in **Appendix B**; and
- Based on the information presented in the strategy, the proposed operation of the development is shown to be in accordance with Section 34 of the Environmental Protection Act 1990, Waste England and Wales (Amendment) Regulations 2012 and Part H6 of the Building Regulations 2000 as adequate means of storing waste can be provided, along with sufficient access to the refuse store and the demonstration of an agreed waste collection point.

Conclusion

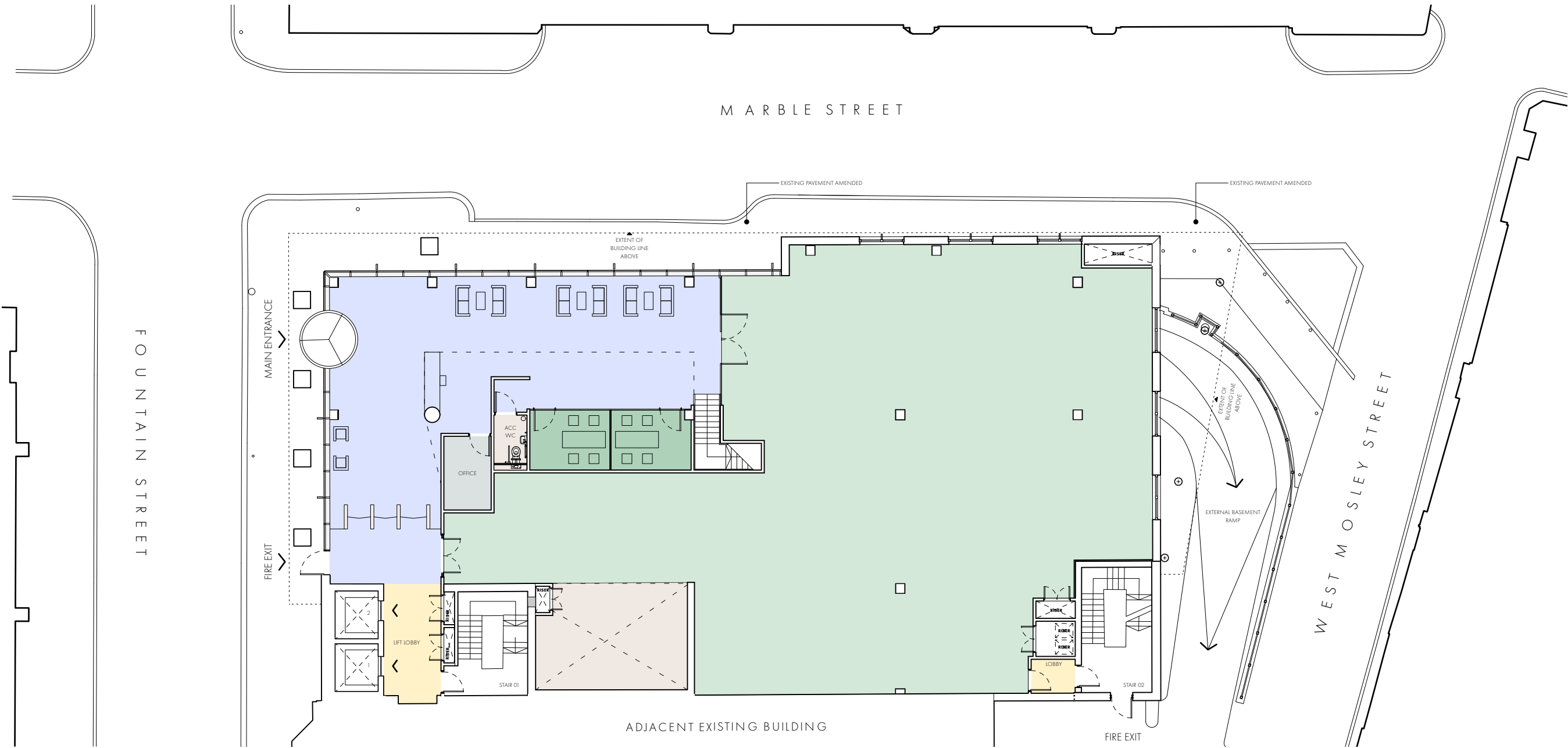
4.2 It is concluded that the forecast deliveries, waste management and refuse collection proposed is appropriate for this scale of development and that servicing and waste collection activities can be undertaken in an efficient manner.

Appendices

Appendix A

Proposed Basement and Ground Floor Layouts (L1011 and L1000_A)

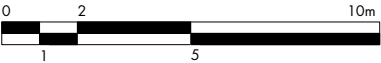
REVISION	DATE	DESCRIPTION
A	21/12/22	Preliminary Issue
B	17/01/23	Planning Issue



35 FOUNTAIN STREET | PROPOSED PLANS

GROUND FLOOR

1:200 @A3



PLAN KEY

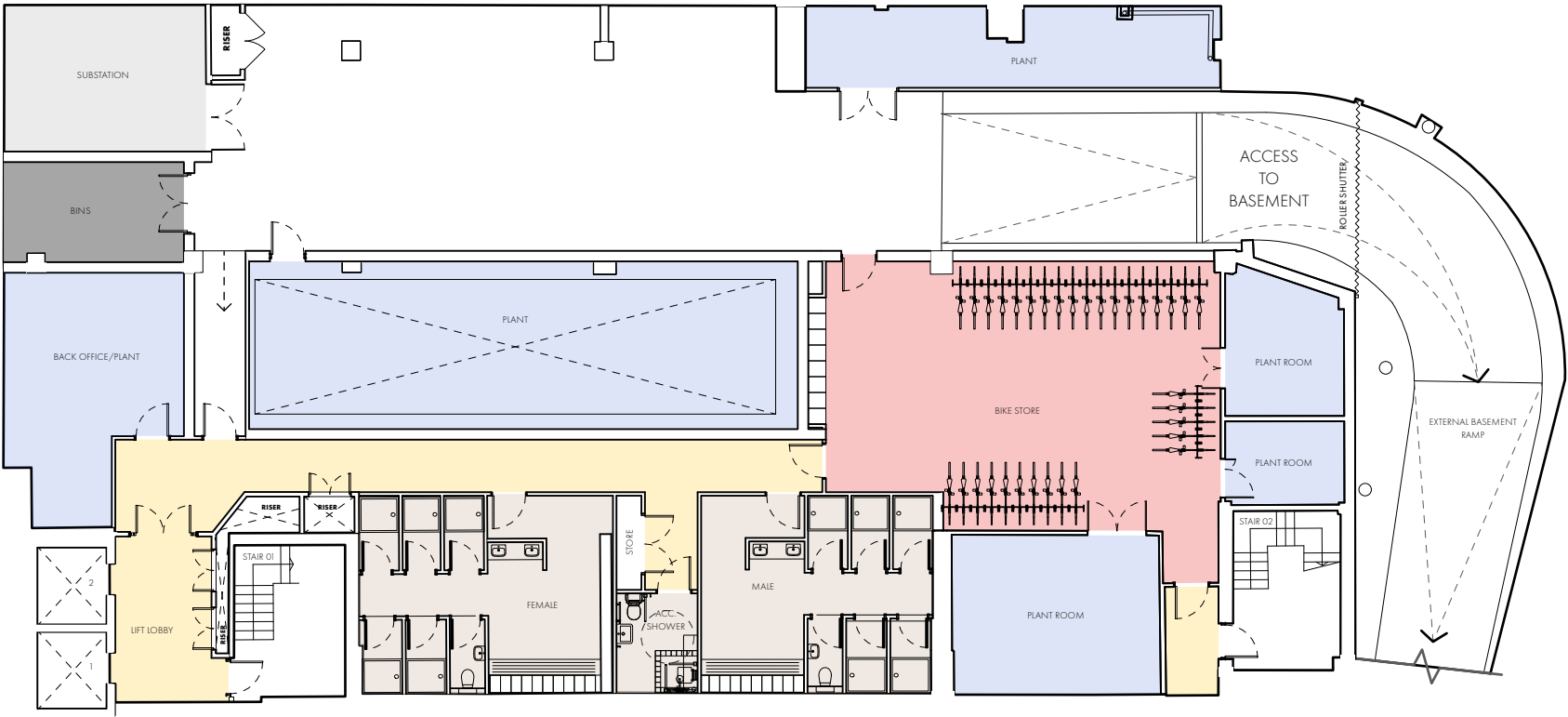
	FLEXIBLE WORKING SPACE		MEETING ROOMS
	LOBBY SPACE		RECEPTION/WELCOME
	TOILETS		

OMIArchitects

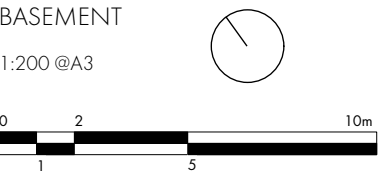
31 Blackfriars Road, Salford, Manchester, M3 7AQ
+44(0)161 832 3242 / info@omiarchitects.com / www.omiarchitects.com

PROJECT	35 FOUNTAIN ST					
DRAWING	PROPOSED PLAN - LEVEL 00					
DATE	OCT 22	DRAWN BY	DC	SCALE	1:200	@A3
JOB NO.	1431	DWG.NO.	L 1000_A			

REVISION	DATE	DESCRIPTION
A	20/10/22	Preliminary Issue
B	11/11/22	Stage 3 Issue
C	30/11/22	Draft Planning Issue
D	08/12/22	Planning Issue



35 FOUNTAIN STREET | PROPOSED PLANS



PLAN KEY

	OCCUPIABLE OFFICE SPACE		BIKE STORAGE (66.NO SPACES)
	LOBBY SPACE		PLANT ROOM / SERVICES
	REFUSE STORE		TOILETS/ SHOWERS (10.NO)/ CHANGING ROOMS/LOCKERS (38.NO)

OMIArchitects

31 Blackfriars Road, Salford, Manchester, M3 7AQ +44(0)161 832 3242 / info@omiarchitects.com / www.omiarchitects.com						
PROJECT	35 FOUNTAIN ST					
DRAWING	PROPOSED PLAN - BASEMENT					
DATE	OCT 22	DRAWN BY	DC	SCALE	1:200	@A3
JOB NO.	1431	DWG.NO.	L 1011			

Appendix B

Delivery Trip TRICS Outputs

Calculation Reference: AUDIT-715001-221201-1201

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1800 to 8793 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 06/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	5
-------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	4
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 4 days

50,001 to 100,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000 2 days

250,001 to 500,000 1 days

500,001 or More 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 1 days

1.6 to 2.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EB-02-A-06	REGUS OFFICES	CITY OF EDINBURGH
	ST ANDREW SQUARE		
	EDINBURGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL
2	GM-02-A-08	REGUS	GREATER MANCHESTER
	FOUNTAIN STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	PB-02-A-03	OFFICES	PETERBOROUGH
	NEW ROAD		
	PETERBOROUGH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	8793 sqm	
	Survey date: TUESDAY	16/12/14	Survey Type: MANUAL
4	SO-02-A-01	COUNCIL OFFICES	SLOUGH
	HIGH STREET		
	SLOUGH		
	Town Centre		
	High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
5	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE		
	GATESHEAD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.79

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	4229	0.218	5	4229	0.071	5	4229	0.289
08:00 - 09:00	5	4229	0.582	5	4229	0.052	5	4229	0.634
09:00 - 10:00	5	4229	0.516	5	4229	0.132	5	4229	0.648
10:00 - 11:00	5	4229	0.430	5	4229	0.374	5	4229	0.804
11:00 - 12:00	5	4229	0.303	5	4229	0.222	5	4229	0.525
12:00 - 13:00	5	4229	0.236	5	4229	0.208	5	4229	0.444
13:00 - 14:00	5	4229	0.251	5	4229	0.232	5	4229	0.483
14:00 - 15:00	5	4229	0.199	5	4229	0.255	5	4229	0.454
15:00 - 16:00	5	4229	0.189	5	4229	0.336	5	4229	0.525
16:00 - 17:00	5	4229	0.180	5	4229	0.506	5	4229	0.686
17:00 - 18:00	5	4229	0.090	5	4229	0.473	5	4229	0.563
18:00 - 19:00	5	4229	0.052	5	4229	0.303	5	4229	0.355
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.246			3.164			6.410

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1800 - 8793 (units: sqm)
Survey date range:	01/01/14 - 06/05/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Vectos (North) Limited 4th Floor, Oxford Place, 61 Oxford St Manchester

Licence No: 715001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	4229	0.014	5	4229	0.014	5	4229	0.028
08:00 - 09:00	5	4229	0.005	5	4229	0.005	5	4229	0.010
09:00 - 10:00	5	4229	0.009	5	4229	0.009	5	4229	0.018
10:00 - 11:00	5	4229	0.019	5	4229	0.019	5	4229	0.038
11:00 - 12:00	5	4229	0.019	5	4229	0.014	5	4229	0.033
12:00 - 13:00	5	4229	0.043	5	4229	0.043	5	4229	0.086
13:00 - 14:00	5	4229	0.014	5	4229	0.009	5	4229	0.023
14:00 - 15:00	5	4229	0.009	5	4229	0.009	5	4229	0.018
15:00 - 16:00	5	4229	0.033	5	4229	0.028	5	4229	0.061
16:00 - 17:00	5	4229	0.014	5	4229	0.019	5	4229	0.033
17:00 - 18:00	5	4229	0.005	5	4229	0.009	5	4229	0.014
18:00 - 19:00	5	4229	0.000	5	4229	0.000	5	4229	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.184			0.178			0.362

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix C

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 December 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 Management Strategy, there will be a refuse store located at basement level. This can accommodate the following waste containers with spare capacity for any extra if needed in the future.

The weekly forecast is as follows:

General Waste	Paper / Card	Organic	Co-mingled	Total
30%	50%	5%	15%	100%
6,313 Litres	10,522 Litres	1,052 Litres	3,157 Litres	21,044 Litres

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

Calculations

Based on a daily private collection regime (x5 per week), as is currently in operation at the site, this will result in storage requirements shown below.

- 4x 1,100 litre Eurobins; and
- 1x 240 litre refuse container for organic waste



Example 240 litre container



Example Eurobin

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



Mixed Use Developments

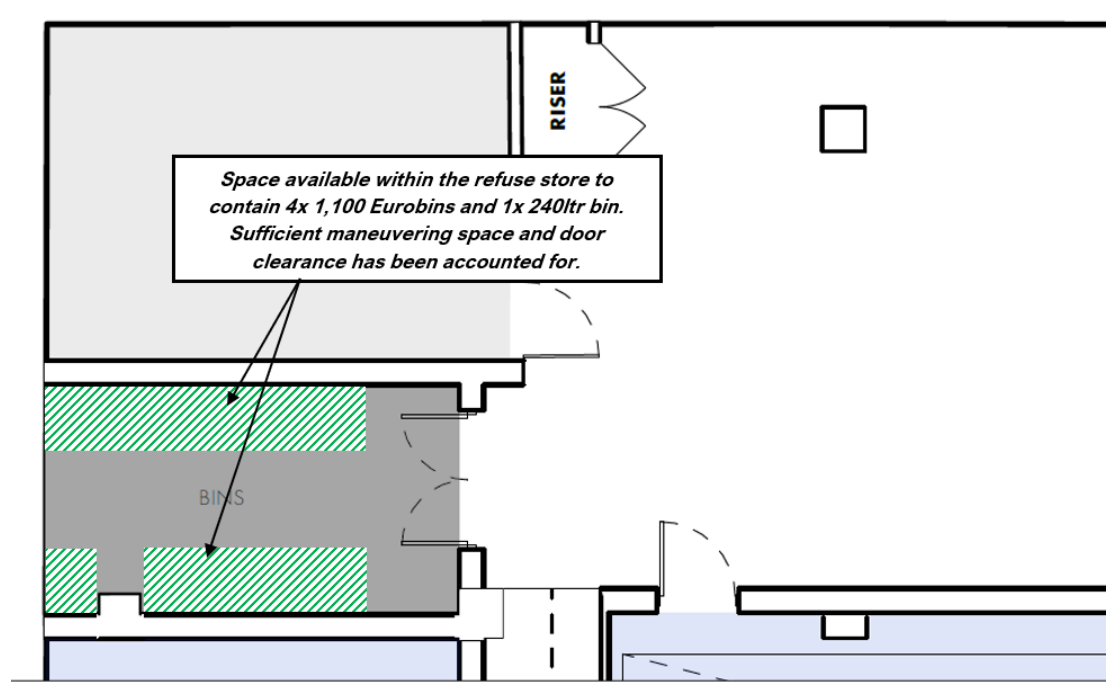
Are the stores for residential and commercial separate from each other?

Not Applicable.

Internal Stores

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

There is one refuse store for the development which is located at basement level. This is discussed in detail within the submitted Waste Management Strategy and for clarity is shown below.



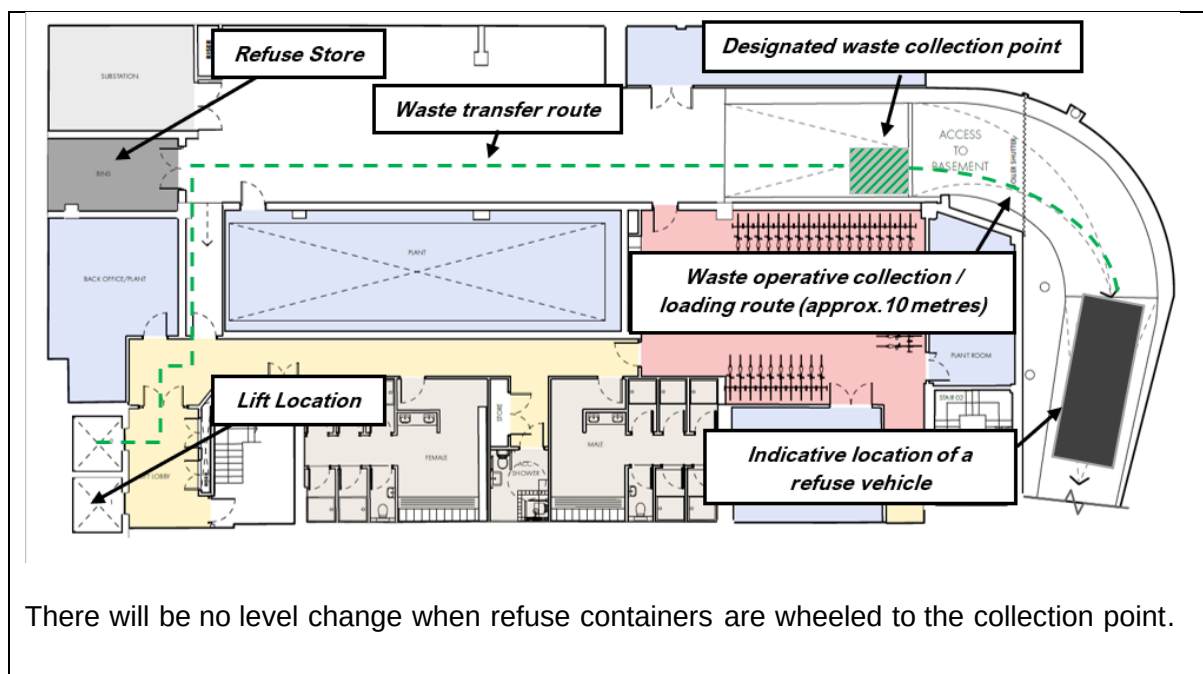
The size of the proposed development's refuse store is able to accommodate the x4 1,100 litre Eurobins and 1x 240 litre refuse container for organic waste. This ensures that waste containers will not be stored on street.

The transfer of waste will be coordinated by on-site building management in ensuring that it will be taken out prior to collection and returned immediately afterwards.

Transfer Routes

Waste will be collected on each floor by on-site building management before being transported to the basement refuse store and deposited in the according container. It is expected that this will be done via the lifts.

The waste transfer route to the basement level refuse store and then to the designated waste collection point are now provided.



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 based on the existing and retained private waste collection regime. Waste will be stored within the refuse store in the corresponding refuse container according to the waste stream. Detailed information in this regard is provided within the Waste Management 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 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 / designated waste collection point are accessible on collection days. They will also wheel refuse containers to the and from the 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 Management Strategy.	☒
Location plans showing stores – Yes, please see the plans contained in the Waste Management Strategy.	☒
Location plans showing the proposed collection point and the route the collection vehicle will take - Yes, please see the Waste Management 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 Management Strategy.

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