

Base Building, Manchester Science Park

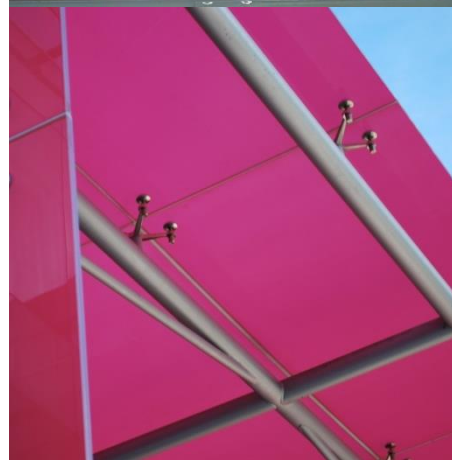
Waste Management Strategy

Curtins Ref: 72257-CUR-00-XX-RP-TP-003

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Client Name: Bruntwood Sci-Tech Ltd



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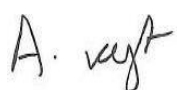
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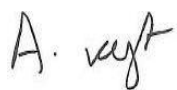
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the development of the existing Base Building within Manchester Science Park (MSP).
- 1.1.2 The proposed development includes the “erection of a five storey building comprising offices (Use Class B1) and ancillary workshop and maker space, together with associated disabled car and cycle parking, landscaping, provision of plant and servicing and related access and highway’s works, and other associated works”.
- 1.1.3 A separate application for Prior Approval of the Proposed Demolition of the existing Base building (MCC reference no: **124417/DEM/2019**) was submitted and approved in August 2019 in advance of the full planning application for the Site.
- 1.1.4 The proposed ground floor layout plan is included in **Appendix A**.

1.2 Purpose of This Report

- 1.2.1 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes for all uses of the Base Building development. This WMS also provides details of the collection arrangements.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the Site location, including use and Highway Network surroundings whilst relevant local and national waste policy is summarised in **Section 3**.
- 1.3.2 **Section 4** contains the waste forecasting methodology used to establish the likely refuse generation associated with the development proposals, providing details of recycling, waste management and collection procedures. The report is summarised and concluded in **Section 5**.
- 1.3.3 **Appendix B** to the rear of this report contains a completed MCC Waste Pro Forma.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The Site covers an area of approximately 0.5ha. in total and is accessed off and bounded by Greenheys Lane to the west of the Site. In the wider area, to the west and beyond Greenheys Lane, there are existing residential properties located within the Hulme Ward. Greenheys Business Centre occupies the land immediately to the north of the Site, and the Ahmadiyya Mosque is located to the south and separated from the Site by a large surface car park. Rutherford House, a four-storey office building is positioned directly to the east of the Site.

2.1.2 MSP is located within the defined Manchester City Centre Fringe area and is considered part of the Oxford Road Corridor, an innovation district south of Manchester City Centre, running the length of Oxford Road from St Peter's Square to Whitworth Park. The concentration of major education, health and commercial uses spanning the length of the Oxford Road Corridor means that it operates as a functional extension of Manchester City Centre.

2.1.3 **Figure 2.1** below illustrates the location of the Site in relation to the regional highway network.



Figure 2.1 – Site location in relation to the regional highway network.

2.1.4 **Figure 2.2** illustrates the Site in a more local context relating to the local highway network.

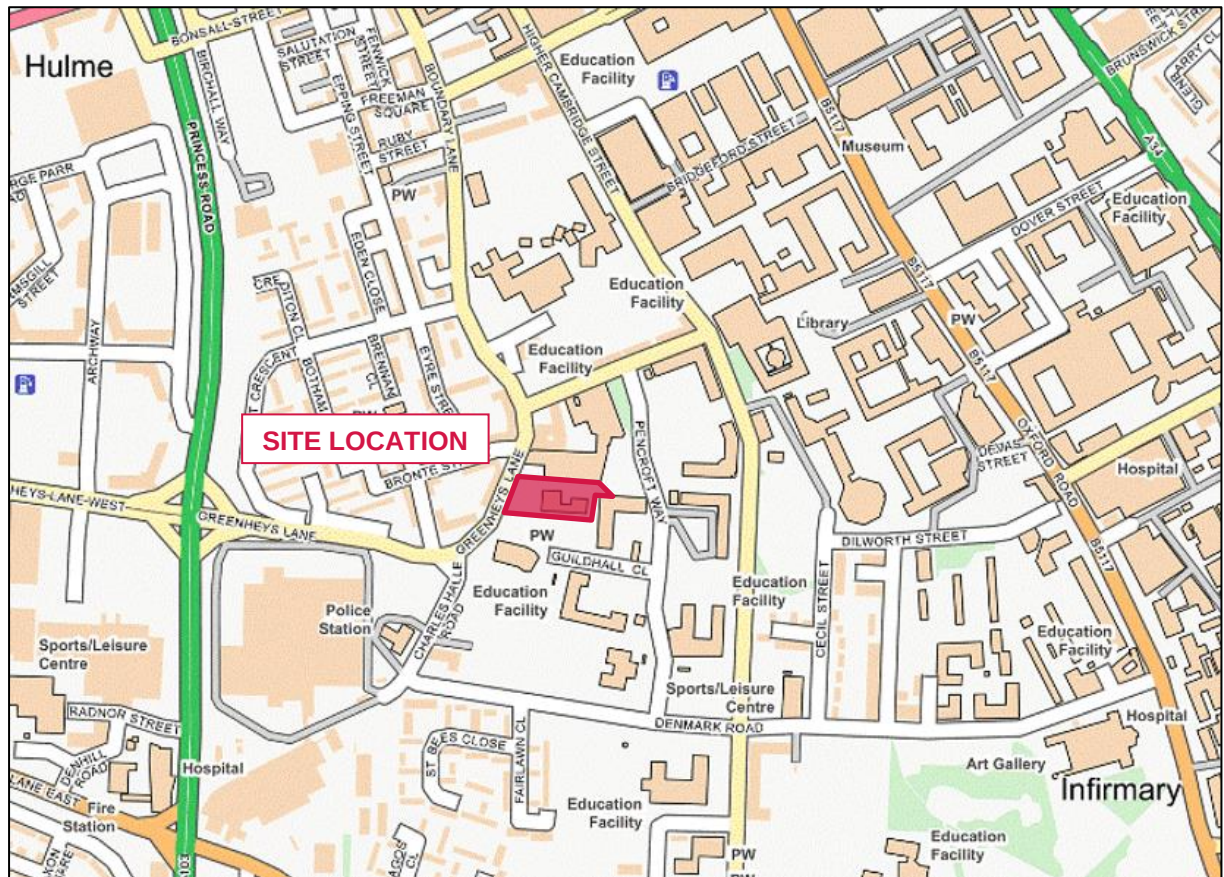


Figure 2.1 – Site Location in relation to the local highway network

2.2 Existing Use

- 2.2.1 The Site is currently occupied by the Base building (formerly known as Hillel House), which was refurbished in 2015 to provide small flexible office spaces for a range of creative science and technology companies, which are predominantly small and medium-sized enterprises (SMEs). The existing building comprises a single storey building to the centre of the Site, connected by a link section to an irregularly shaped 3-storey building to the east of the Site.
- 2.2.2 The refurbished building has provided accommodation on a short-term basis but is nearing the end of its useful life and is not fit for purpose in terms of longer-term use and being attractive to occupiers seeking to locate at MSP.
- 2.2.3 As such, in accordance with the Manchester Core Strategy and MSP Strategic Regeneration Framework (SRF), an application for Prior Approval of Demolition has been submitted for the demolition of the existing buildings in advance of the comprehensive redevelopment of the Site for a new commercial building.

- 2.2.4 The Base site also includes an area of existing surface car parking, with 53 parking spaces, and areas of informal green space and tree planting.

2.3 Surrounding Highway Network

Greenheys Lane

- 2.3.1 Forming the western boundary of the Site, Greenheys Lane commences at a major signalised junction with the A5103 Princess Road west of the Site and extends in an easterly direction for approximately 500m. At its eastern terminus, it branches off into Boundary Lane towards the north and Burlington Street towards the north-east.
- 2.3.2 Princess Road is one of the key arterial routes into Manchester's city centre in addition to providing a connection to the M56 and M60, Greenheys Lane therefore provides an excellent link to the local and strategic highway network.
- 2.3.3 In the vicinity of the Site, the road is a single carriageway with one lane in either direction and is approximately 8.5m in width. There are wide footways of circa 2m on both sides of the road, which are complete with dropped kerbs and tactile paving. Pedestrian infrastructure is in good condition along the road, as the footways are well-maintained, and there is also a pedestrian refuge island further from the Site to facilitate crossing in a safe manner. Towards the south-west of the Site, there is also a guard rail fence to separate the footway from the road.
- 2.3.4 Greenheys Lane is well-lit with streetlights at regular intervals and is subject to a speed limit of 30mph. This is enforced by physical traffic calming measures such as the narrowing of the road at certain points. On-site observations have indicated that traffic flows are relatively light, and queuing occurs infrequently.
- 2.3.5 Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions are also present on both sides of the road for the entirety of its length, except in permitted areas such as along the shop fronts west of the Site and ahead of the bus stop where there is a disabled parking spot. Parking in this area is in the form of pay and display for up to 1 hour, no return within 1 hour, from Mondays to Fridays (08:00 – 18:00).
- 2.3.6 Along most of Greenheys Lane, there is also a cycle lane in both directions. There is also a bus lane further to the south-west of the Site where the road meets the A5103 Princess Road, in addition to advanced cycle stop lanes at the major junctions.
- 2.3.7 The road also has two pairs of bus stops which host regular bus services to Chorlton, Wythenshawe, Manchester Airport, and Piccadilly Gardens. Most of the bus stops have good infrastructure such as a pole, shelter, seating, and timetable information, whereas one only has a pole.

Pencroft Way

- 2.3.8 To the east of the Site, Pencroft Way extends on a north to south alignment through the MSP for an approximate length of 420m. The road commences at a priority junction off Burlington Street to the north-east of the Site and terminates at a priority junction with Denmark Road in the south. There are some parking restrictions in place in the form of single yellow lines, but there are also areas where on-street parking is observed.
- 2.3.9 The road is subject to a speed limit of 20mph, which is enforced in the form of physical traffic calming measures such as speed humps and painted road markings. In the vicinity of the MSP, the road is well-lit with street lighting at regular intervals.
- 2.3.10 Pencroft Way comprises a single carriageway with an average width of 7m. There are also footways on both sides of the carriageway, some of which are separated from the road with a wide grass verge, to provide pedestrian access to the individual MSP buildings. These footways also have dropped kerbs.
- 2.3.11 On-site observations suggest that Pencroft Way is lightly trafficked for large parts of the day and the only activity largely relates to the MSP employees/visitors and MSP servicing operations.

Denmark Road

- 2.3.12 Denmark Road runs further south of the Site on an east-west alignment. The road originates at an uncontrolled priority junction with Charles Halle Road south of the Site and for approximately 400m, up to a signalised junction with Lloyd Street North. Denmark Road terminates 500m to the east of this junction at an uncontrolled priority T-junction with Oxford Road. The road also provides access to Pencroft Way, which is one of the main entrances into MSP.
- 2.3.13 The road has an average width of 8.5m and consists of a single lane in each direction with wide footways up to 2.5m on both sides. The road is well-lit with streetlights provided at regular intervals, and good pedestrian infrastructure in the form of designated crossing points at busy junctions, dropped kerbs and tactile paving. There are also advanced cycle stop lanes at every arm of the junction with Lloyd Street North.
- 2.3.14 The road is subject to a speed limit of 20mph, which is enforced using traffic cameras and physical measures such as speed humps and painted road markings.
- 2.3.15 There are a number of different on-street parking restrictions on Denmark Road which include no limitations, 30-minute restrictions and 3-hour restrictions. These are clearly signed, however along other parts of the road, there are TROs in the form of single and double yellow parking restrictions, along with "School – Keep Clear" markings in the school zones.

Burlington Street

- 2.3.16 Burlington Street lies further north of the Site and commences at a priority junction with Higher Cambridge Street and Lloyd Street North to the east, then extends for a length of circa 200m to the west before reaching a bend in the road where it continues as Greenheys Lane. It also provides access to Pencroft Way east of the Site which is one of the main entrances into the Manchester Science Park (MSP).
- 2.3.17 The road comprises a two-way, single carriageway with a width of circa 7m with wide footways of 1.5m on both sides of the road. The footways are also complete with dropped kerbs and are well-maintained for the entire length of the road. Burlington Street is well-lit, with street lighting at regular intervals.
- 2.3.18 Burlington Street is bordered by a several MSP buildings, a residential block, and an upcoming apartment building that is currently undergoing construction. The road is subject to a speed limit of 20mph and has TROs in the form of double yellow parking restrictions on both sides of the road. In permitted areas, there are some on-street parking bays. Parking in this area is in the form of pay and display for up to 3 hours, no return within 1 hour, from Mondays to Fridays (08:00 – 18:00).

Higher Cambridge Street / Lloyd Street North corridor

- 2.3.19 Further east of the Site, the Higher Cambridge Street / Lloyd Street North corridor is an important local distributor route that connects to the Mancunian Way in the north and surrounding residential areas up until Moss Side. It extends on a north/south alignment, of which Higher Cambridge Street commences off the Cambridge Street four-arm roundabout in the north, extending for circa 750m towards the south, and continues as Lloyd Street North at the priority junction with Burlington Street. Lloyd Street North then continues further south for circa 720m and terminates at a signalised junction with Upper Lloyd Street and the B5219 Moss Lane East.
- 2.3.20 The roads consist of a single carriageway with an approximate width of 6.5m and footways of up to 3m wide on both sides of the road. The roads are subject to a speed limit of 20mph near the school zone and have TROs in the form of single and double yellow parking restrictions on both sides of the road, along with “School – Keep Clear” markings in the school zone.
- 2.3.21 The pedestrian infrastructure on both roads are in good condition, with dropped kerbs, tactile paving, and signalised pedestrian/cyclist crossings in the vicinity of the university campus, allowing for easy access for future students. There are also cycle lanes along some parts of the road, along with a bus lane which is restricted to buses, cyclists, and taxis from Mondays to Saturdays between 07:00 and 19:00.
- 2.3.22 There are also bus stops comprising good infrastructure such as shelter, pole, seating, and timetable information. These buses provide services to Piccadilly Gardens, Albert Square, Wythenshawe, Stockport, Newall Green, and Manchester Airport.

B5117 Oxford Road (“Oxford Road Corridor”)

- 2.3.23 Further east of the Site, Oxford Road serves as one of the busiest bus corridors in Europe, extending for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road.
- 2.3.24 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.
- 2.3.25 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with a zebra crossing for pedestrians to walk in between the bus stops and the pavement.
- 2.3.26 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised toucan crossing points along the entirety of the road to allow pedestrians to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 2.3.27 Oxford Road is subject to a speed limit of 20mph throughout, which is enforced using traffic cameras. TROs are present in the form of double yellow parking line restrictions along the entirety of the road.
- 2.3.28 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury’s, and several parks.

3.0 Waste Management Policy

3.1 Introduction

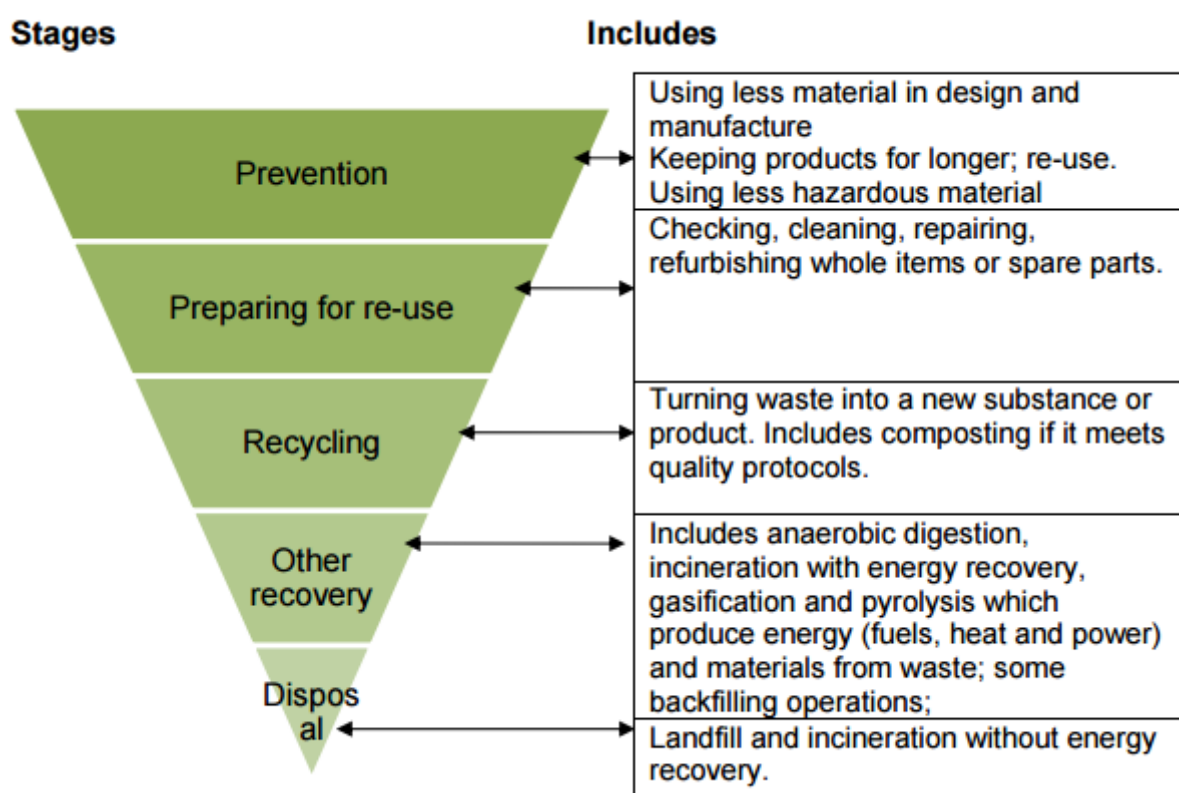
3.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

3.2 Waste Management Plan for England

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

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

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



3.2.3 The hierarchy gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

3.2.4 This Waste Management Strategy (WMS) adheres to the above guidance, prioritising recycling.

3.3 Waste Management in Buildings – Code of Practice (BS 5906:2005)

- 3.3.1 To complement the Waste Management Plan for England, a National Code of Practice (BS 5906:2005) document has been developed and this provides guidance relating to waste forecasting for new developments.
- 3.3.2 This WMS has consulted the weekly arisings for restaurants, included within this Code of Practice, to further support the estimated waste generation set on MCC's GD 04 waste guidance for the Food & Beverage (F&B) use of the Site.
- 3.3.3 This code of practice also includes guidance for office developments. However, the forecast is based on the number of employees and at the time of writing there is no information on the potential number of employees. Therefore, all calculations for this use have been based on MCC's GD04 guidance.

3.4 Building Regulations

- 3.4.1 In addition to the above guidance, all new developments must comply with the requirements set out in Part H6 of the Building Regulations 2000 which states that adequate means of storing solid waste should be provided and adequate means of access should be provided for people in the building to the place of storage.
- 3.4.2 This WMS proposes waste storage areas which comply with the requirements set by Building Regulations document.

3.5 Controls on Animal By-Products

- 3.5.1 Organic waste recycling is subject to DEFRA's Controls on Animal By-Products - Guidance on regulation (EC) 1069/2009 and accompanying implementing Regulation (EC) 142/2011, enforced in England by the Animal By-Products (Enforcement) (England) Regulations 2011.
- 3.5.2 The regulations predominantly relate to food waste. These regulations state that if the volume of waste is over 20kg, it must be stored and labelled in a special container and will be collected by a licensed carrier, who records all stages of the waste movement.
- 3.5.3 It is the occupier's responsibility to ensure that a licensed waste company is arranged, and that it complies with the regulation.

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

- 3.6.1 At a more local level, Manchester City Council has prepared a Waste Storage and Collection Guidance Note which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.

3.6.2 The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:

- An estimated storage area for the waste produced by the development, including office and F&B uses;
- Details of internal and external stores for both waste and recycling; and
- Location of the proposed collection point and details of the route the collection will take.

3.6.3 The following sections of this report provide additional information on each of the above points whilst the pro-forma document, contained at the rear of the guidance note, is included as **Appendix B**.

4.0 Waste Forecasting and Strategy

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments maximise recycling while minimising waste generation. It is important to ensure that developments facilitate high recycling rates by providing convenient, attractive and simple means to achieve Government's goals.

4.2 Waste Forecast

- 4.2.1 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 4.2.2 The proposed development will comprise circa 8,508m² Net Internal Area (NIA) of commercial office floorspace (Use Class B1). However, for a robust approach, the calculations will be based on the total Gross Internal Area (GIA) of the Site, which totals 11,107m² GIA.
- 4.2.3 The waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for offices of 2,600l per 1,000m² of gross floor space. An initial recycling percentage of 50% has been estimated for calculation purposes. The recycling rate can be updated upon review of the actual recycling rates following occupation.
- 4.2.4 Based on these requirements, **Table 4.1** forecasts the waste volume generated by the office uses associated with the development:

Office Use	
Waste Stream	Refuse Volume (11,107m ²)
Non-recyclable Waste	14,439l
Dry mixed Recycling	10,829l
Glass Recycling	3,610l
Development Total	28,878l

Table 4.1 – Development weekly Waste Volume Forecast.

4.3 Bin Types

- 4.3.1 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobin and 660l wheeled bins.
- 4.3.2 The collection frequency has been estimated to be three times a week. It is envisaged that the collection service will be provided by a private collector.

4.3.3 The following **Table 4.2** summarises the required waste containers per stream for the proposed development. This table has been produced following the recommendations set by MCC's GD04 Waste Guidance Document, assuming the waste collection frequencies summarised above in **Paragraph 4.3.2** and described in detail in the following **Chapter 4.5**.

Office Use	
Waste Stream	Number of bins
Non-recyclable Waste	4 x 1,100l + 1 x 660l
Dry Mixed Recycling	3 x 1,100l + 1 x 660l
Glass Recycling	1 x 1,100l
Development Total	8 x 1,100l + 2 x 660l

Table 4.2 – Number of required bins.

4.4 Waste Management Strategy – Internal Arrangements

4.4.1 The three main waste streams are:

- General, non-recyclable waste;
- Dry mixed Recycling (Comprising cardboard and paper, plastic and aluminium); and
- Glass Recycling.

4.4.2 The proposals include a single storage room which would be sized to accommodate and operate the number of bins required in the above **Tables 4.2**. It is envisaged that initially over 50% of the bins in store would be dedicated to recycling. This percentage could be increased at any point based on actual recycling rates.

4.4.3 The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates within the employees. This could be achieved by giving information on the benefits of recycling and information on how to segregate.

4.4.4 The waste storage area will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.

4.4.5 The management company would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.

4.5 Waste Management Strategy – Collections

4.5.1 It is envisaged that a private collector would be appointed to collect the waste.

4.5.2 For calculation purposes, it has been estimated that the proposed development would have a collection frequency of three times a week for the office uses.

- 4.5.3 It is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes. The management company will be in charge of monitoring bin usage and adjusting the collection frequency accordingly.
- 4.5.4 **Drawing 72257-CUR-00-XX-DR-TP-05002-P03** shows that large refuse vehicle can utilise this access to ingress / egress from the Site in forward gear.
- 4.5.5 On collection day, the management company would be responsible for moving the bins from the bin room in the centre of the building, through the corridors leading to the exit at the west of the building. The waste operators will collect the bins and load them into the refuse vehicle. Once the bins have been emptied, containers would be carried immediately back to the bin stores by the management team.

5.0 Summary and Conclusions

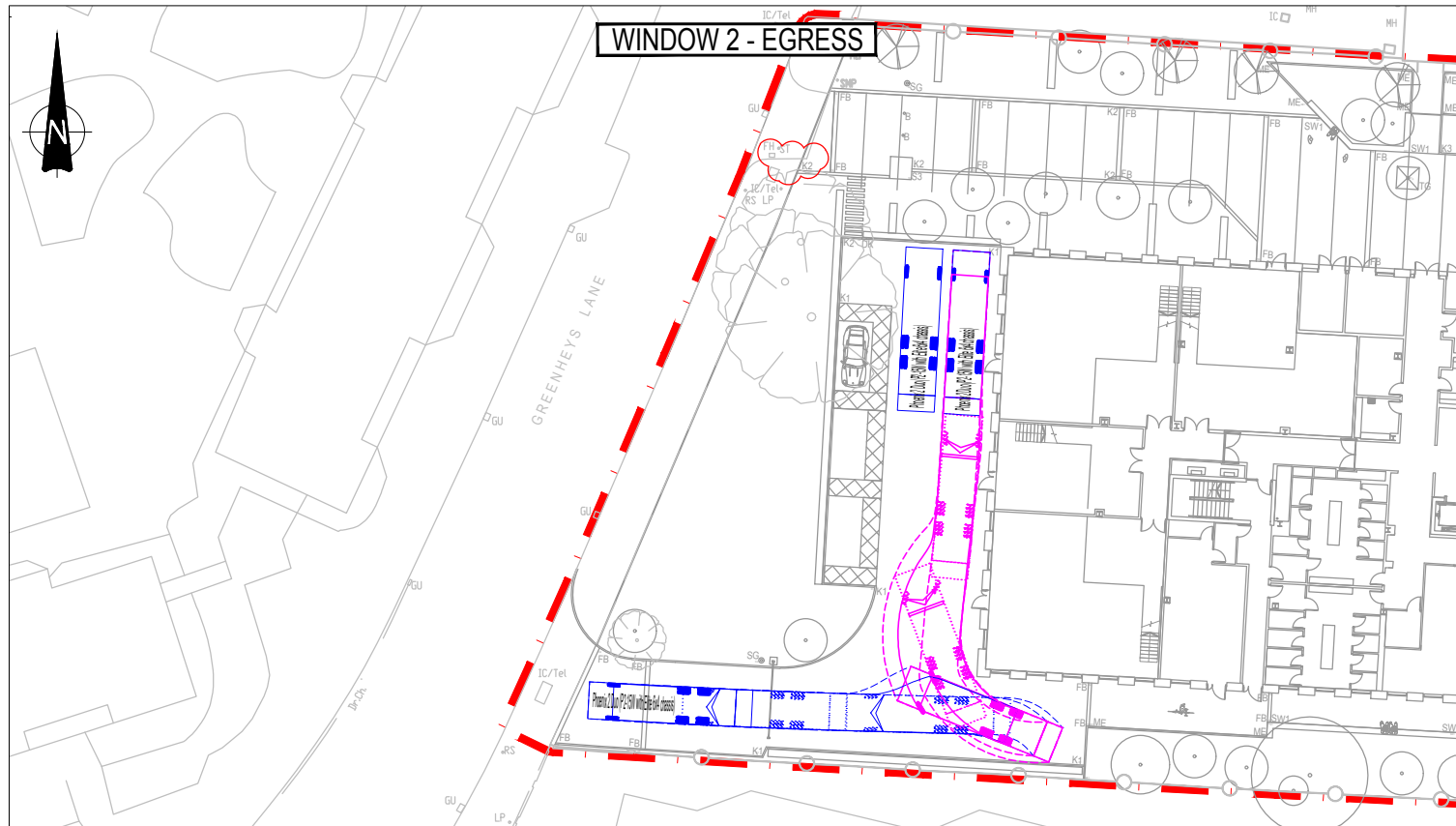
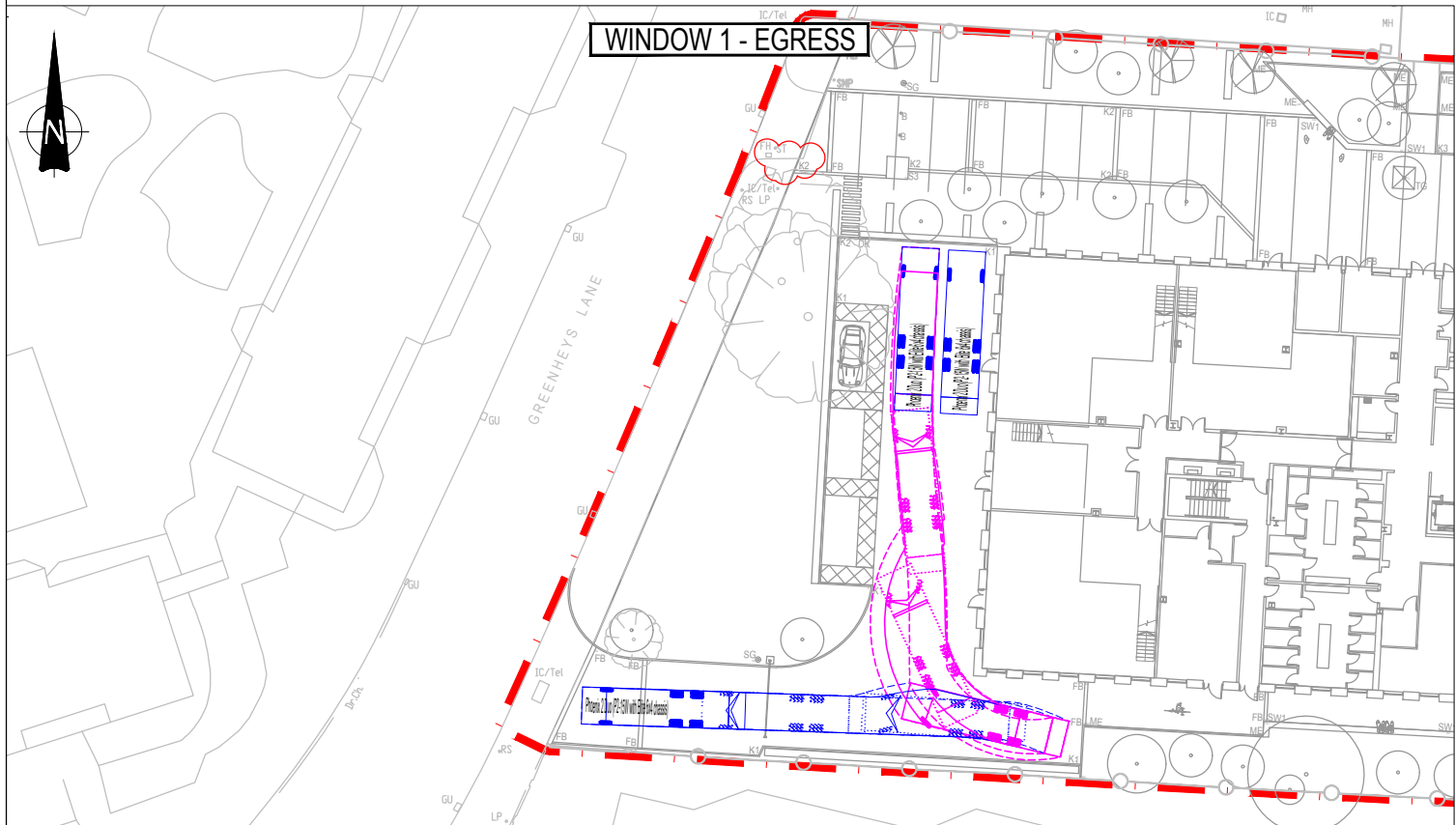
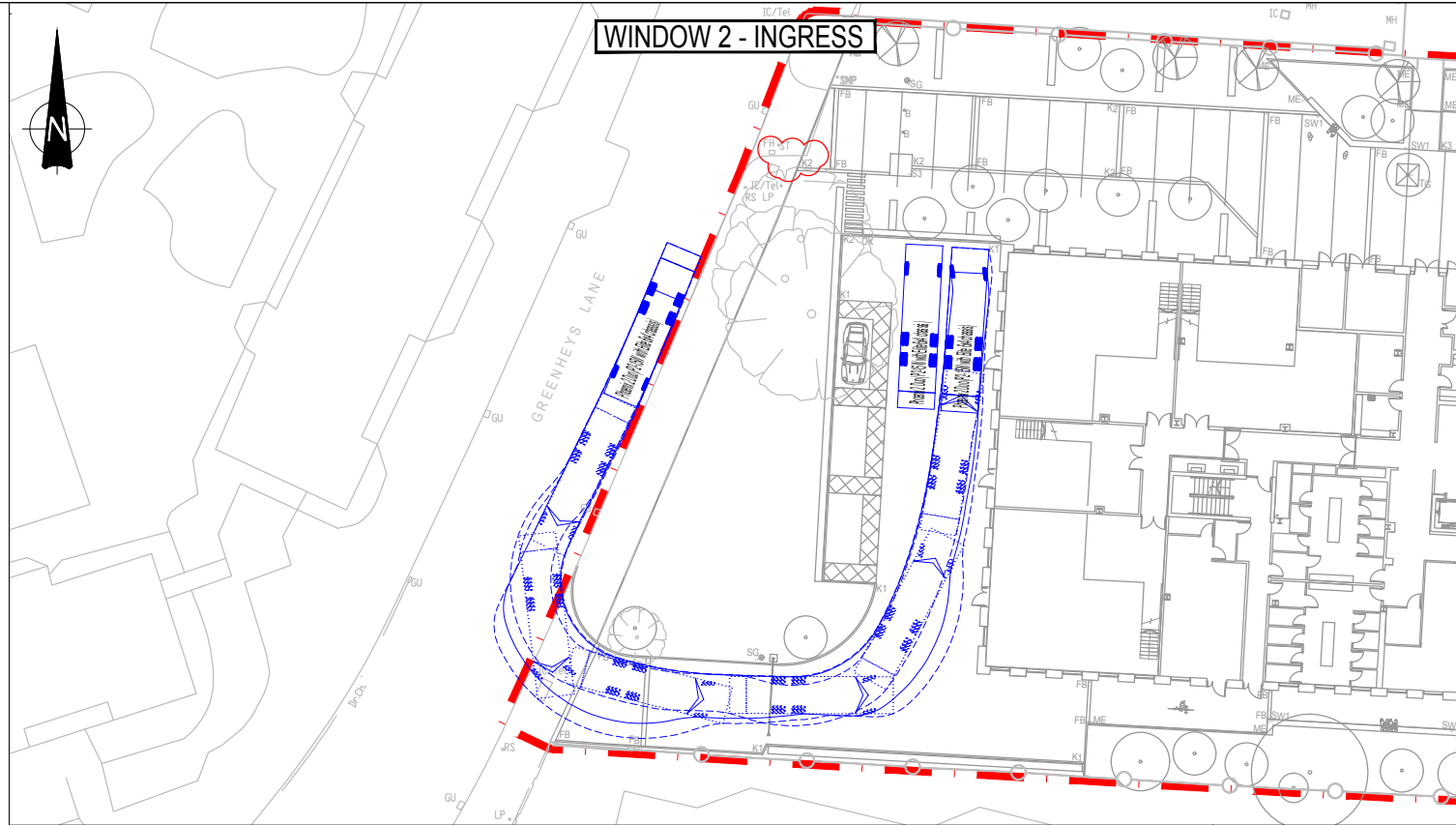
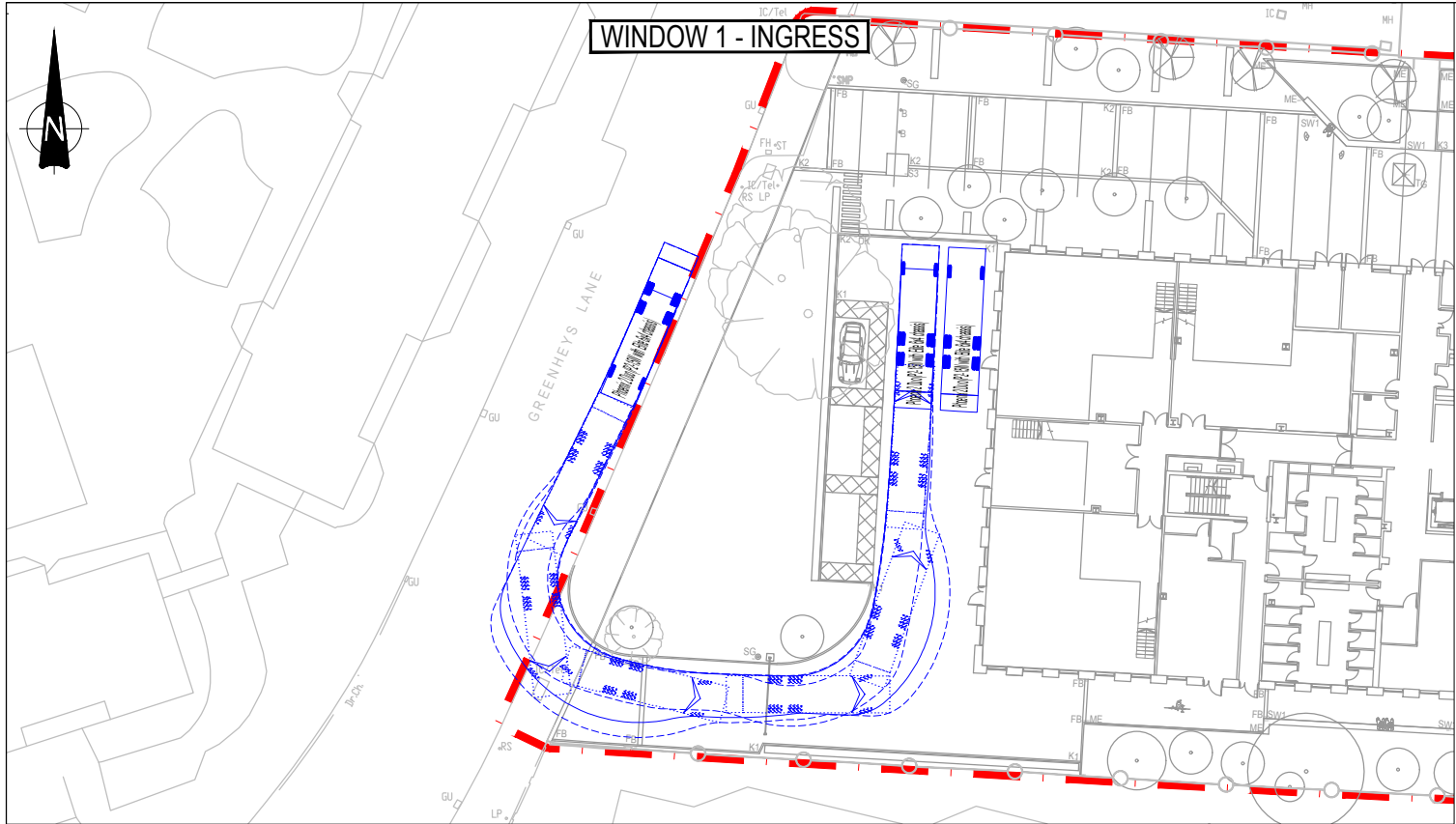
5.1 Summary

- 5.1.1 Curtins has been appointed on behalf of Bruntwood Sci-Tech Ltd to provide traffic and transportation advice in relation to the development of the existing Base Building within Manchester Science Park (MSP).
- 5.1.2 The proposed development includes the “erection of a five storey building comprising offices (Use Class B1) and ancillary workshop and maker space, together with associated disabled car and cycle parking, landscaping, provision of plant and servicing and related access and highway’s works, and other associated works”.
- 5.1.3 The proposed ground floor layout plan is included in **Appendix A**.
- 5.1.4 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes for all uses of the proposed development. This WMS also provides details of the collection arrangements.
- 5.1.5 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 5.1.6 The report concludes that the office uses will be served by private refuse collections three times a week. The collection frequency is subject to be updated following occupation, as typically the waste generated by the office uses varies significantly based on the final occupier.
- 5.1.7 The size of the bin store has been determined accordingly whilst consideration to segregation and recycling has been given.

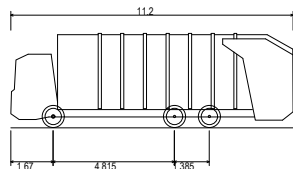
5.2 Conclusions

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

Drawings



VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

P03	Layout updated	12/09/19	JM
P02	Layout updated	05/07/19	JM
Rev:	Description:	Date:	By:

GENERAL NOTES:



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Project: BASE BUILDING - MSP

Drg Title: SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

72257 - CUR - 00 - XX - DR - TP - 05002 -P03

Status: PRELIMINARY

Drawn By: JM Checked By: AV

Designed By: JM Date: 25/06/19

Scale: 1:500

Appendix A – Proposed Ground Floor Layout

Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



**MANCHESTER
CITY COUNCIL**

Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 12/08/19

Estimated volumes/ m² required by the development

Low Rise Domestic

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

High Rise Apartment Developments

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

Commercial Developments

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

General Waste -	1x 660l bin, 4x 1100l bin
Pulpable Recycling -	1x 660l bin, 3x 1100l bin
Mixed Recycling -	1x 1100l bin
Food Waste -	
Industrial Waste -	

Has / will a contract be obtained with a licenced waste carrier?	☒
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Mixed Use Developments

Are the stores for residential and commercial separate from each other?	☐
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Internal Stores (Residential and Commercial)

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

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Storage Areas for Waste Containers (Residential and Commercial)

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

Cleaners will use trolleys to collect waste from the offices before taking it to the waste storage room at the Ground floor level of the building.

It is envisaged that a private collection company would collect the waste 3 times per week for both uses. The bin stores have been sized to accommodate this frequency of collection.

Ensure all bins in the store are accessible	☒
Ensure recycling facilities are as easy to access as general refuse	☒

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

Ventilation -	Consideration has been given to appropriately ventilate the waste storage facilities. Details have been provided in relevant documentation.
Hygiene -	Storage rooms will be constructed in permeable materials. The management company will be responsible of cleaning the facilities.

Please provide details of who will be responsible for placing the bins at the collection point and returning them to the store / property promptly e.g. resident / management company

The management company.

Please ensure that you have attached:

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

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

Our Locations

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