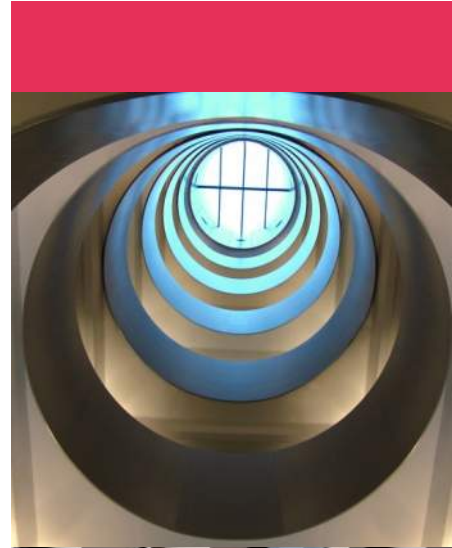


NOMA, 4 Angel Square and NOMA Primary Substation (Plot Q) - Manchester

Waste Management Strategy

Curtins Ref: 70223-CUR-00-XX-RP-TP-003
Revision: V04
Issue Date: 17 January 2023

Client Name: NOMA (GP) Ltd



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David Dominguez Senior Transport Planner		17 January 2023

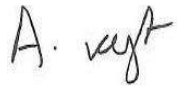
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc MCIHT TPP Board Director		17 January 2023

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of NOMA (GP) Ltd to provide traffic and transportation advice in relation to the redevelopment of 4 Angel Square (also known as Plot P) and a Primary Substation (future 5 Angel Square, also known as Plot Q), in the area known as NOMA in Manchester City Centre.
- 1.1.2 The proposed development on 4 Angel Square involves the “demolition of existing industrial buildings and public house to facilitate construction of an 11 storey building with external roof terrace to form a mixed use development comprising office use (Use Class B1) and ground floor commercial units (Use Classes A1, A2, A3, A4, B1 and D2); creation of a new public square and associated landscaping, basement car and cycle parking, provision of plant and servicing and related access and highways’ works and associated works”. The development will be carried out across 0.68 hectares of red line boundary area.
- 1.1.3 In summary, the development on 4 Angel Square comprises:
- c.17,800m² GFA office use across ground + 10 storeys;
 - c.680m² GFA commercial (A1, A2, A3, A4, B1 and D2) use on ground floor;
 - 57 underground car parking spaces (including 4 disabled bays and 26 electric vehicle charging points);
 - 212 secure cycle space storage;
 - 0.68 hectares of red line boundary area;
 - The main pedestrian entrance to the office use would be off Miller Street;
 - Access to the commercial (A1, A2, A3, A4, B1 and D2) uses would be off the proposed public realm to the east;
 - Service and drop off would be via a new loading area off the A664 Ring Road; and
 - Waste storage is proposed on the north side of the building, accessed via the proposed loading area.
- 1.1.4 The proposed development on the NOMA Primary Substation comprises the “construction of a single storey primary substation on Corporation Street and Munster Street comprising two switch houses and a transformer compound, together with related landscaping, access and highways’ works, network connections and associated works”.
- 1.1.5 The proposed layout plans are included in **Appendix A**.

Waste Management Strategy

- 1.1.6 The scheme has been designed as the permanent solution for provision of a primary substation to facilitate the future development of the NOMA Strategic Regeneration Framework area; it is also designed to be capable of being incorporated into the future permanent redevelopment of the wider 5 Angel Square (Plot Q) site, which is identified for hotel and / or multi-storey car park use.
- 1.1.7 It is noted that there will be two separate applications, one for 4 Angel Square and one for the NOMA Primary Substation. These will be submitted concurrently.

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 of 4 Angel Square development, including organic waste and for all uses of this 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 4 Angel Square (The Site) measures approximately 0.68 hectares of previously developed land and is located within Manchester City Centre.
- 2.1.2 The site is bound by Miller Street to the south, Rochdale Road A664 Ring Road to the west, Munster Street to the north, and Beswick Row to the east.
- 2.1.3 The Site is dissected by Oswald Street, which is also proposed to be stopped-up to enable the proposed development to come forward. Munster Street will also be stopped-up to bring forward the proposed loading area and access road to the basement car park whilst Beswick Row will be partially stopped-up to provide space for public realm. The accompanying Transport Assessment (Document Reference: **70223-CUR-00-XX-RP-TP-001-V04_TA**) provides further details of the extents of the stopping-up areas.
- 2.1.4 The following **Figure 2.1** illustrates the Site in relation to the local network:

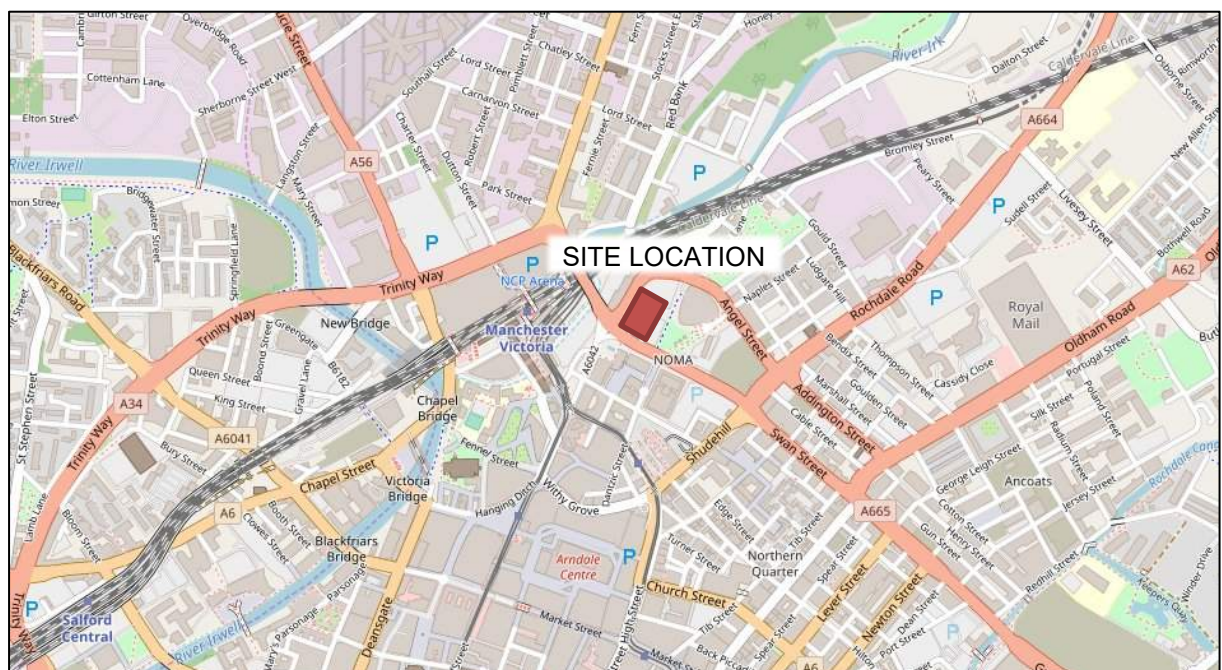


Figure 2.1 – Location Plan in Relation to Manchester City Centre.

- 2.1.5 To the north of the Site lies the Aspin Lane and Angel Meadow Park with the Caldervale Rail Line beyond. Further to the west of the Site are Parkers Hotel and Apartments and Manchester Victoria Rail Station, whilst to the south of the Site are located several office buildings (Hanover House, CIS Tower, New Century House and Old Bank amongst others) and further down to the south, the

Manchester Arndale Shopping Centre. To the east, Angel Gardens give way to several residential developments.

2.1.6 **Appendix A** to the rear of this report illustrates the location of the Site.

2.2 Existing Use

2.2.1 4 Angel Square is rectangular in shape and comprises three buildings, including the Ducie Bridge Inn located on the south-eastern part of the site. Adjacent to this is a former shop and warehouse. All buildings have remained vacant for a number of years.

2.2.2 The remainder of the 4 Angel Square site is currently used as a storage yard, which is also used for temporary car parking for contractors, providing space for approximately 40 vehicles.

2.2.3 The NOMA Primary Substation site is roughly oval in shape and is currently used as a temporary public surface car park with approximately 53 spaces, operated by RCP Parking Ltd. Land to the north and north-east of 4 Angel Square comprises circa 140 parking spaces and this area is partially included within the red line boundary.

2.2.4 The NOMA Primary Substation site forms part of a future development plot within the NOMA Strategic Regeneration Framework area (5 Angel Square or Plot Q).

2.2.5 Due to the current condition of the site, there is no relationship with surrounding uses, and the expansive site provides little in the way of boundaries and does not contribute to the streetscape along the major aerial routes it lies adjacent to.

2.2.6 A 56-space car park operated by Euro Car Parks sits immediately to the east of the application site and does not form part of the proposals. Access and egress to the Euro Car Parks site will be maintained throughout construction and operation of the proposed development.

2.3 Surrounding Highway Network

A665 Miller Street / Ring Road

2.3.1 The A665 Miller Street runs adjacent to the southern boundary of the proposed development. The Ring Road comprises a two-lane carriageway, and forms part of the arterial route circling the city centre. The A665 Ring Road commences at a signalised junction with the A665 Cheetham Hill Road near the Green Quarter (north-west of the site) and continues for a length of circa 2.3km towards the south-east of Manchester city centre, terminating at the Pin Mill Brow (a fork in the road where it diverges into the A635 Ring Road or A665 Chancellor Lane) in Ardwick.

2.3.2 Miller Street comprises approximately 300m of this whole length and is one-way in a westerly direction. The highway extends for approximately 300m between a signalised junction with Rochdale

Waste Management Strategy

Road, Shudehill and Swan Street in the east, to a signalised junction with Cheetham Hill Road and Corporation Street in the west. Both signalised junctions have pedestrian crossing facilities, complete with dropped kerbs and tactile paving.

- 2.3.3 The carriageway along Miller Street itself is typically 8m wide and has up to three lanes. There are well-maintained footways on both sides of the carriageway which are approximately 3m in width. The road is well-lit with street lighting.
- 2.3.4 There is also a Toucan crossing facility located adjacent to Dantzic Street, which is complete with dropped kerbs and tactile paving. Most of the junctions along the A665 also have signalised crossing points, pedestrian refuge islands and advanced cycle stop lanes to facilitate pedestrian and cycle movement in a safe manner.
- 2.3.5 In the vicinity of the site, the A665 is subject to TROs in the form of single and double yellow parking restrictions throughout its entire length, along with yellow box junctions. There are also many “Keep Clear” and “Slow” markings on the road to enforce the speed limit of 30mph.

A664 Ring Road / Aspin Lane / Angel Street

- 2.3.6 The A664 runs adjacent to the western boundary of the site. The road commences at the signalised junction with the A665 Ring Road at the south-west corner of the site and extends in a north-east direction for circa 120m, where this stretch is known as the A664 Ring Road. The Ring Road comprises a one-way carriageway with a width of approximately 10m, with two lanes towards the north-east and one lane in the opposite direction (for vehicles exiting Munster Street only).
- 2.3.7 At the north of the site, the road then widens into three lanes making up Aspin Lane and subsequently Angel Street, which have a combined length of circa 320m prior to terminating at a signalised four-arm junction with the A664 Rochdale Road and A665 Ring Road. The roads provide vehicular and pedestrian access to One Angel Square and are both one-way in a south-easterly direction, with an additional advisory cycle lane along Angel Street.
- 2.3.8 Both terminuses and the junctions along the A664 have pedestrian crossing facilities complete with dropped kerbs and tactile paving, and advance cycle stop lines. There are also well-maintained footways along both sides of the road of up to 4m wide, street lighting at regular intervals, and it can be observed that there are high levels of pedestrian footfall in the area due to the proximity of employment opportunities and car parks.
- 2.3.9 Towards the north-west of the site, the footway is separated from the road by a large grass verge and also links pedestrians to Corporation Street and Red Bank which run parallel and perpendicular to the railway lines respectively.

Waste Management Strategy

- 2.3.10 There is a Pelican crossing present approximately 10m north west of the proposed site access, which will be retained as part of the development proposals. The A664 is subject to a speed limit of 30mph throughout and has TROs in the form of double yellow parking restrictions.

Corporation Street

- 2.3.11 Corporation Street runs towards the south-west of the site for a length of circa 575m in total. The usable carriageway length of the road commences at a signalised four-arm junction with the A665 Miller Street and A664 Ring Road, extends towards the south-west into Manchester City Centre, and terminates at a signalised junction with Withy Grove after 310m, where vehicles must then turn left. The remainder of the road is only accessible by the Metrolink trams.
- 2.3.12 The carriageway is two-way and typically 8m wide, but much of the road is shared between vehicles and tram lines entering/exiting the Victoria station. There are footways on both sides of the road which are approximately 3m in width, together with segregated and advisory cycle lanes approaching the city centre. There are also advanced cycle stop lanes at the traffic light junctions.
- 2.3.13 Pedestrian infrastructure is excellent, comprising wide footways with an average width of 4m on both sides of the road which are complete with dropped kerbs and tactile paving. Some parts of the footway are also designated as shared use between pedestrian and cyclists. Corporation Street also has many signalised crossing points at major junctions and is also well-lit with street lighting.
- 2.3.14 Corporation Street is subject to a speed limit 20mph. Most of the road is subject to TROs in the form of double yellow parking restrictions, however there is a loading bay adjacent to the National Football Museum, where goods vehicles are allowed to load and unload between 04:00 and 22:00 from Mondays to Sundays. The road is also signed as a no stopping zone between 22:00 and 04:00.
- 2.3.15 There are many bus stops along Corporation Street which host services to Stockport, Oldham, and Bury. In the vicinity of the site, the bus stops are in good condition and are complete with a cantilever shelter, seating, pole, and timetable information.

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 (January 2021)

- 3.2.1 The Waste Management Plan for England, to be read in combination with the Resources and Waste Strategy issued in 2018, sets out measures to eliminate avoidable plastic waste, tackle confusion over household recycling, and make sure that those responsible for creating polluting products pay for the costs of that pollution.
- 3.2.2 The Resources and Waste Strategy identifies five strategic ambitions:
- *“To work towards all plastic packaging placed on the market being recyclable, reusable or compostable by 2025;*
 - *To work towards eliminating food waste to landfill by 2030;*
 - *To eliminate avoidable plastic waste over the lifetime of the 25 Year Environment Plan;*
 - *To double resource productivity by 2050; and*
 - *To eliminate avoidable waste of all kinds by 2050.”*
- 3.2.3 The next figure, included on the Waste Management Plan, identifies the evolution of *The Waste Hierarchy* through the years, its current status, and the goal for 2030:

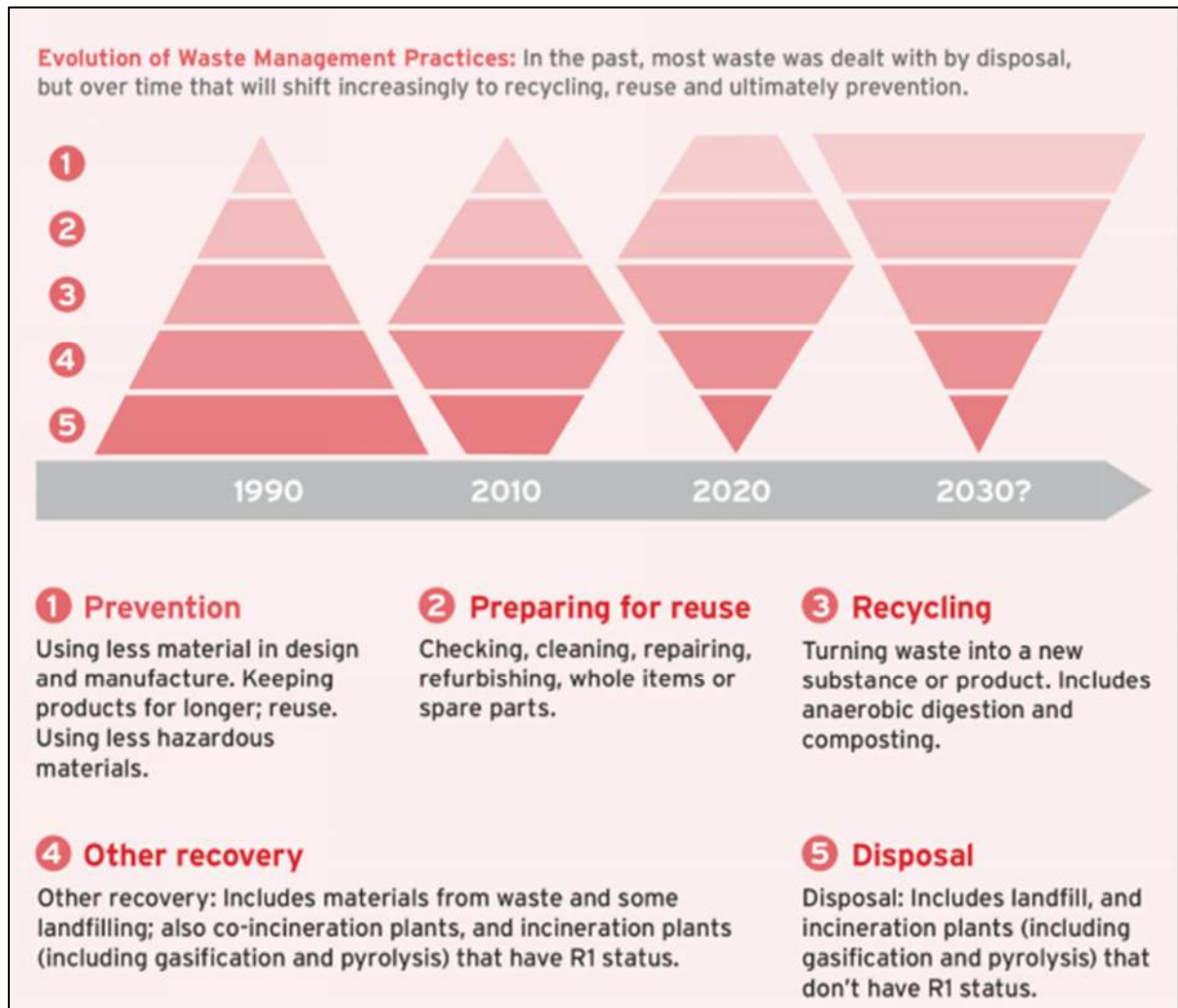


Figure 3.1 – Evolution of Waste Management Practices.

(Source: Defra)

3.2.4 The 2030 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).

3.2.5 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.

Waste Management Strategy

3.3.2 This WMS has consulted the weekly arisings included within this Code of Practice, to further support the estimated waste generation set on MCC's GD 04 waste guidance for the anticipated commercial uses 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 precise information on the final 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 2015 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:

Waste Management Strategy

- An estimated storage area for the waste produced by the development, including residential, office and commercial 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 office (Use Class B1) and commercial (Use Class A1, A2, A3, A4, B1 and D2) uses. The reception and management office areas will be ancillary to the main office use. Therefore, these areas have not been considered for calculation purposes.
- 4.2.3 The office use of the proposed development will have a GIA of 17,800m². 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 The commercial uses of the proposed development are located at the ground floor of the development and will have an approximate GIA of 680 m². For robustness, the commercial uses are envisaged to be Food and Beverage (F&B) (A3) uses, as this typically generate more waste than any of the other commercial classes. However, the final use could be any of the following classes: A1, A2, A4, B1 and D2.
- 4.2.5 Therefore, the commercial uses have been based on the same local guidance, following the recommendations for Restaurants / Fast Food Outlets of 1,500l per 20 dining spaces.
- 4.2.6 For robustness and to cater for any potential use, 180 seats have been considered for calculation purposes. At 60%, the recycling rates for these uses are considered to be slightly higher than the office use recycling rates.
- 4.2.7 Based on these requirements, **Table 4.1** forecasts the waste volume generated by both the proposed office and commercial uses associated with the development:

Waste Management Strategy

Office Use	
Waste Stream	Refuse Volume (17,800m ²)
Non-recyclable Waste	18,512l
Dry mixed Recycling	19,438l
Glass Recycling	5,554l
Office Use Total	46,280l
Commercial Uses	
Waste Stream	Refuse Volume (180 seats)
Non-recyclable Waste	5,389l
Dry Mixed Recycling	5,254l
Glass Recycling	2,021l
Organic Food Recycling	808l
Commercial Total	13,473l
Development Total	59,753l

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, 660l and 240l bins wheeled bins.
- 4.3.2 The collection frequency has been estimated to be three times a week for both the office and commercial uses. 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**.

Waste Management Strategy

Office Use	
Waste Stream	Number of bins
Non-recyclable Waste	6 x 1,100l
Dry Mixed Recycling	7 x 1,100l
Glass Recycling	3 x 1,100l
Office Use Total	16 x 1,100l
Commercial Uses	
Waste Stream	Number of bins
Non-recyclable Waste	2 x 1,100l
Dry Mixed Recycling	2 x 1,100l
Glass Recycling	1 x 660l
Organic Food Recycling	1 x 240l
Commercial Uses Total	4 x 1,100l + 1 x 660l + 1 x 240l
Development Total	20 x 1,100l + 1 x 660l + 1 x 240l

Table 4.2 – Number of required bins.

4.4 Waste Management Strategy – Internal Arrangements

4.4.1 The four main waste streams are:

- General, non-recyclable waste;
- Dry mixed Recycling (Comprising cardboard and paper, plastic and aluminium);
- Glass Recycling; and
- Organic food (Only for potential F&B uses).

4.4.2 The proposals include a single storage room for both proposed uses, as they are compatible.

4.4.3 The proposed waste storage room has been sized to accommodate and operate the number of bins required in the above **Tables 4.2**. Furthermore, to cater for any potential increase in waste generation the waste storage room can accommodate an extra 1,100l Eurobin.

4.4.4 It is envisaged that initially over 50% of the bins in store would be dedicated to recycling, including organic waste if required by any potential F&B uses. This percentage could be increased at any point based on actual recycling rates.

Waste Management Strategy

- 4.4.5 The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates within the employees of both uses. This could be achieved by giving information on the benefits of recycling and information on how to segregate.
- 4.4.6 The waste storage area will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.4.7 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 both the office and commercial uses.
- 4.5.3 However, based on the variable nature of both uses, 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. The calculations for the commercial uses within this report have been provided as a worst-case scenario.
- 4.5.4 **Drawing 70223-CUR-00-XX-DR-TP-06006-P04** shows the location of the waste storage room and the route from the store to the collection point.
- 4.5.5 The management company would be responsible for moving the bins to the collection point on collection day. The waste operators will collect the bins and load them into the refuse vehicle.
- 4.5.6 The collection point will be located along the proposed loading area, to the north of the proposed development. **Drawing 70223-CUR-00-XX-DR-TP-05005-P10** provides the swept path analysis of a refuse vehicle accessing the proposed service area.
- 4.5.7 Once the bins have been emptied, containers would be carried immediately back to the bin store by the management team.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed on behalf of NOMA (GP) Ltd to provide traffic and transportation advice in relation to the redevelopment of 4 Angel Square (also known as Plot P) and a Primary Substation (future 5 Angel Square, also known as Plot Q), in the area known as NOMA in Manchester City Centre.
- 5.1.2 The proposed development on 4 Angel Square involves the “demolition of existing industrial buildings and public house to facilitate construction of an 11 storey building with external roof terrace to form a mixed use development comprising office use (Use Class B1) and ground floor commercial units (Use Classes A1, A2, A3, A4, B1 and D2); creation of a new public square and associated landscaping, basement car and cycle parking, provision of plant and servicing and related access and highways’ works and associated works”. The development proposals are included as **Appendix A**.
- 5.1.3 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes, including potential organic waste, and for all uses of the proposed development. This WMS also provides details of the collection arrangements.
- 5.1.4 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.
- 5.1.5 For robustness, the forecasted commercial uses waste generation have been calculated as a worst-case scenario (Use Class A3 - F&B).
- 5.1.6 The report concludes that both the office and commercial uses will be served by private refuse collections.
- 5.1.7 Both the office and commercial uses are anticipated to be served by three-times-a-week collections. The collection frequency is subject to be updated following occupation, as typically the waste generated by both the office and commercial uses varies significantly based on the final occupier.
- 5.1.8 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.

70223 NOMA, 4 Angel Square and NOMA
Primary Substation (Plot Q) - Manchester

Waste Management Strategy



Drawings



PROPOS
5 ANGEL

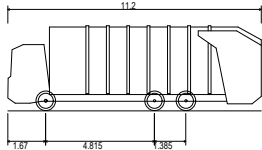
CORPORATION STREET

LOADING BAY

LOADING BAY

REFER TO DRAWING:
NMA-SHP-010-LG-OR-A-1002

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

P10	Layout updated	17/01/23	DD
P09	Layout updated	23/04/19	DD
P08	Layout updated	03/04/19	DD
P07	Layout updated	02/04/19	DD
P06	Layout updated	19/03/19	DD
P05	Layout updated	05/02/19	DD
P04	Loading area updated	06/12/18	DD
P03	Loading area updated	16/11/18	DD
P02	Loading area updated	06/11/18	DD



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Project: NOMA - PLOT Q
Drg Title: SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE
PROPOSED LOADING AREA

Status: PRELIMINARY
Drawn By: DD Checked By: DJ
Designed By: DD Date: 30/10/18
Scale: 1:250

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

70223 - CUR - 00 - XX - DR - TP - 05005 - P10

GENERAL NOTES:

Rev:

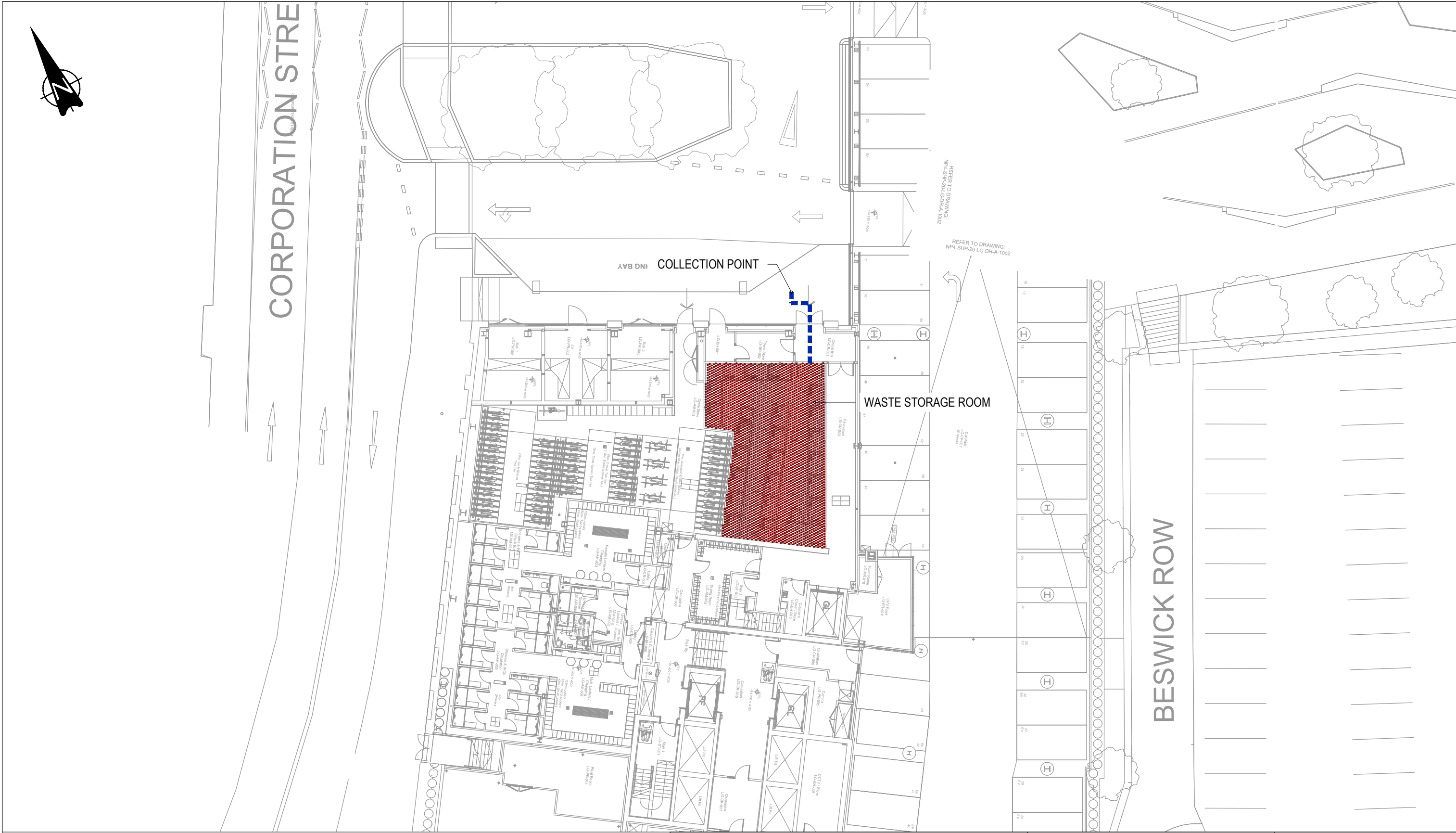
Description:

Date:

By:

Chkd:

\\mats02\Projects\070001 - 071000\070223 - NOMA Plot P - Planning\QMS 4 Production\4B Models & Drawings\Transport-Z\CAD\051



KEY:

WASTE STORAGE ROOM

SERVICE STRATEGY

P04	Layout updated	17/01/23	DD
P03	Layout updated	23/04/19	DD
P02	Layout updated	19/03/19	DD

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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer

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Project:

NOMA - PLOT P

Drg Title:

WASTE MANAGEMENT STRATEGY

Project No:

Originator:

Volume:

Level:

Type:

Role:

Category / Number:

Rev:

70223 - CUR - 00 - XX - DR - TP - 06006 - P04

Status:

PRELIMINARY

Drawn By:

DD

Checked By:

AV

Designed By:

DD

Date:

05/02/19

Scale:

1:250 @ A3

GENERAL NOTES:

Rev:

Description:

Date:

By:

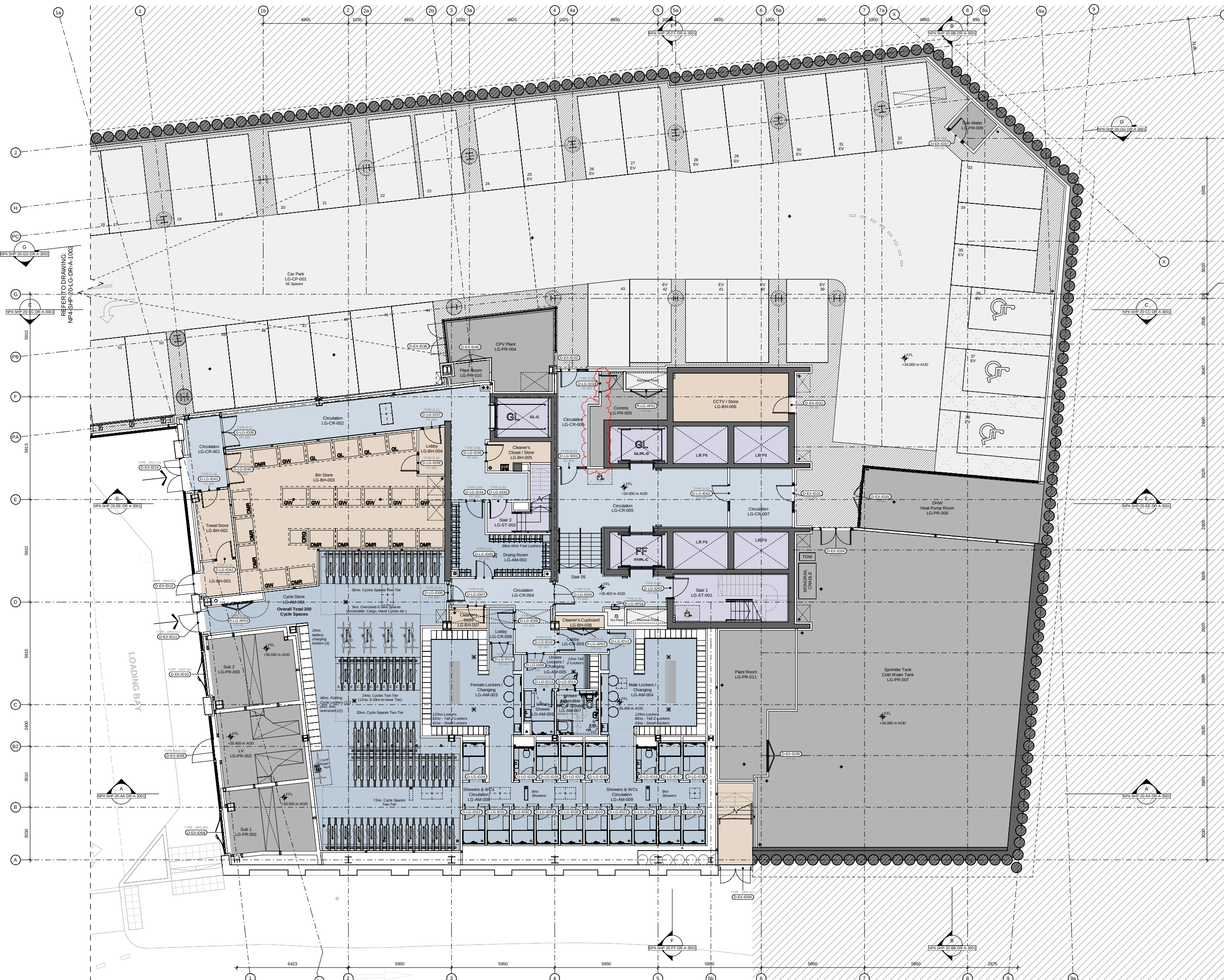
Chkd:

70223 NOMA, 4 Angel Square and NOMA
Primary Substation (Plot Q) - Manchester

Waste Management Strategy



Appendix A – Development Proposals



GENERAL ARRANGEMENT KEY:

Entrance Lobby / Reception	Office	Core Circulation	Back of House	Risers	External Terrace
EV	DMR	ORG	GL	GW	FC
Electric Vehicle Charging	Dry Mixed Recycling Bin	Organic Waste Bin	Glass Waste Bin	General Waste Bin	Fire Curtain

NOTES:

Drawings to be read in conjunction with but not limited to the Architectural Specification, Steelwork Subcontractor drawings, Structural Engineer drawings, MEP Engineer drawings, and the following drawing series:

For Foundations: 10 Series NP4-SHP-10-FF-DR-A-3001
For General Arrangement: 22 Series NP4-SHP-22-DR-A-3001
For External Walls: 23 Series NP4-SHP-23-DR-A-3001
For Internal Walls: 24 Series NP4-SHP-24-DR-A-3001
For Stairs: 25 Series NP4-SHP-25-DR-A-3001
For Roofs: 26 Series NP4-SHP-26-DR-A-3001
For Structural Setting Out: 27 Series NP4-SHP-27-DR-A-3001
For Fire Strategy: 28 Series NP4-SHP-28-DR-A-3001
For Drains: 29 Series NP4-SHP-29-DR-A-3001
For Floor Substrates: 30 Series NP4-SHP-30-DR-A-3001
For Ceilings: 31 Series NP4-SHP-31-DR-A-3001
For General Finishes: 32 Series NP4-SHP-32-DR-A-3001
For Wall Finishes: 33 Series NP4-SHP-33-DR-A-3001
For Floor Finishes: 34 Series NP4-SHP-34-DR-A-3001
For Signage: 35 Series NP4-SHP-35-DR-A-3001
For Sanitary: 36 Series NP4-SHP-36-DR-A-3001
For Cleaning & Maintenance: 37 Series NP4-SHP-37-DR-A-3001
For Space Planning: 38 Series NP4-SHP-38-DR-A-3001
For Site Plans / External: 39 Series NP4-SHP-39-DR-A-3001

ROOM AREAS SHOWN ON GA PLANS ARE ROUNDED FIGURES FOR INFORMATION ONLY. FOR MORE PRECISE AREA MEASUREMENTS AND ASSOCIATED BOUNDARIES REFER TO 32 SERIES GEA / GA / MA PLANS, AND AREA SCHEDULE (NP4-SHP-20-ZZ-SH-A-600).

FLOOR LEVELS (AOD):

Level	F.F.L.	S.S.L.	Top of Raised Access Floor
Level LG1	+34.000m	+34.000m / 33.950m	
Level LG2	+35.400m	+35.400m / 35.350m	
Level GF1	+37.650m	+37.650m / 37.350m	
Level GF2	+39.070m	+38.820m / 38.720m	+39.000m
Level 01	+41.185m	+41.085m / 40.985m	+41.175m
Level 02	+43.235m	+43.135m / 43.035m	+43.225m
Level 03	+45.285m	+45.185m / 45.085m	+45.275m
Level 04	+47.335m	+47.235m / 47.135m	+47.325m
Level 05	+49.385m	+49.285m / 49.185m	+49.375m
Level 06	+51.435m	+51.335m / 51.235m	+51.425m
Level 07	+53.485m	+53.385m / 53.285m	+53.475m
Level 08	+55.535m	+55.435m / 55.335m	+55.525m
Level 09	+57.585m	+57.485m / 57.385m	+57.575m
Level 10	+59.635m	+59.535m / 59.435m	+59.625m
Level 11	+61.685m	+61.585m / 61.485m	+61.675m

KEYPLAN

Lower Ground Level

Sheet 1

ISSUED FOR INFORMATION AS PART OF CONSTRUCTION ISSUE

THIS IS NOT AN AS-BUILT DRAWING

This drawing is copyright. Do not scale off dimensions. All dimensions to be checked on site by contractor. Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

Rev	Date	Description
P01	01/10/2020	Drawing updates as per EAI 003 - PFD (Ref: G - DHW for WCs)
P02	15/11/2021	Stage 4 - GA Updates (incl. MCIs FJ03-05, 07, 08, 10-12, 14-16)
C01	17/10/2022	Stage 5 - GA Cycle Store / Amenity Updates (incl. MCI F1, S9)
C02	14/12/2022	Stage 5 - GA Plans Update

Client: **MEPC HERMES**

Contractor: **BOWMER + KIRKLAND**

Contract Drawing Code: **4AS-SHP-Z1-LG-PL-A-G200-001**

Project Title: **NOMA - 4 Angel Square**
Miller Street, Manchester

Drawing Title: **GA Plan**
Lower Ground Floor
(Sheet 1)

Status: **FOR CONSTRUCTION**

Job No: **10257**

Scale: **1:200 @ A3** (Revision)
1:100 @ A1 (C02)

Drawing Code: **NP4-SHP-20-LG-DR-A-1001**

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70223 NOMA, 4 Angel Square and NOMA
Primary Substation (Plot Q) - Manchester

Waste Management Strategy



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: 17/01/23

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 -	6x 1100l bin (office), 2x 1100l bin (commercial unit)
Pulpable Recycling -	7x 1100l bin (office), 2x 1100l bin (commercial)
Mixed Recycling -	3x 1100l bin (office), 1x 660l bin (commercial)
Food Waste -	1x 240l bin (commercial)
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?	☐
---	--------------------------

Internal Stores (Residential and Commercial)

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

--

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 each office before taking it to the waste storage room on the ground floor of the building. The employees of the commercial units will store waste internally within the retail space before taking it to the waste storage room.

It is envisaged that a private collection company would collect the waste 3 times per week for both uses. The bin store has 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

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