

Albert Bridge House, Manchester

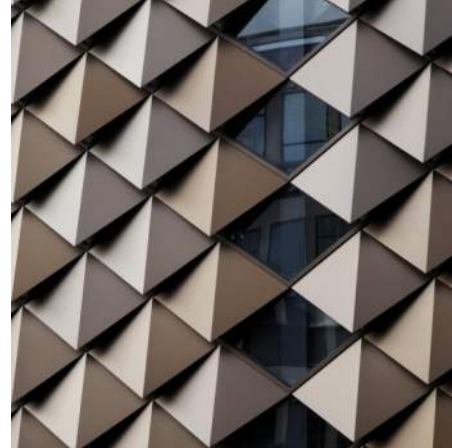
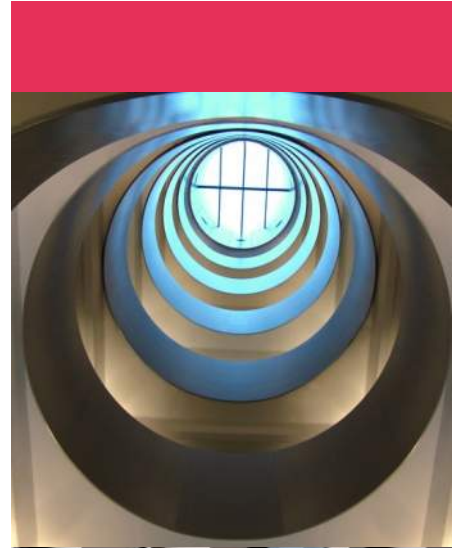
Waste Management Strategy

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Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

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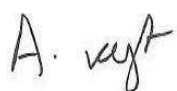


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Author	Signature	Date
David Dominguez Senior Transport Planner		01 December 2022

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc MCIHT TPP Board Director		01 December 2022

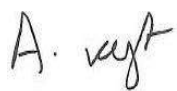
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc MCIHT TPP Board Director		01 December 2022

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Oval Real Estate to provide traffic and transport advice in relation to a planning application for a proposed mixed-use development at Albert Bridge House, off St Mary's Parsonage and Bridge Street in Manchester City Centre.
- 1.1.2 The general scope of works comprises full demolition of the existing Albert Bridge House office building and replacement with a new residential building, an office building, and new areas of public realm.
- 1.1.3 The proposed site layout is provided in **Appendix A** to the rear of the report.

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 the proposed development. This WMS also provides details of the collection arrangements.
- 1.2.2 This WMS is supported by a Transport Statement (Document Reference: **80823-CUR-XX-XX-T-TP-00001**) and a Framework Travel Plan (Document Reference: **80823-CUR-XX-XX-T-TP-00002**).
- 1.2.3 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.2.4 In addition, Curtins held a pre-application meeting with MCC Highways on 4th of April 2022 and a follow-up meeting with a wider team from MCC Highways and Transport for Greater Manchester (TfGM) on 11th of April 2022. A final meeting was held with MCC Highways Officers on the 16th of August 2022.
- 1.2.5 These meetings considered the development proposals, access strategy, car parking, and possible interventions to the highway network.

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** with MCC waste pro forma included as **Appendix B**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The site is located within the St Mary's Parsonage Strategic Regeneration Framework (SRF) area within Manchester City Centre and is adjacent to the Parsonage Gardens Conservation Area. **Figure 2.1** illustrates the location of the SRF area in relation to the local highway network and site:

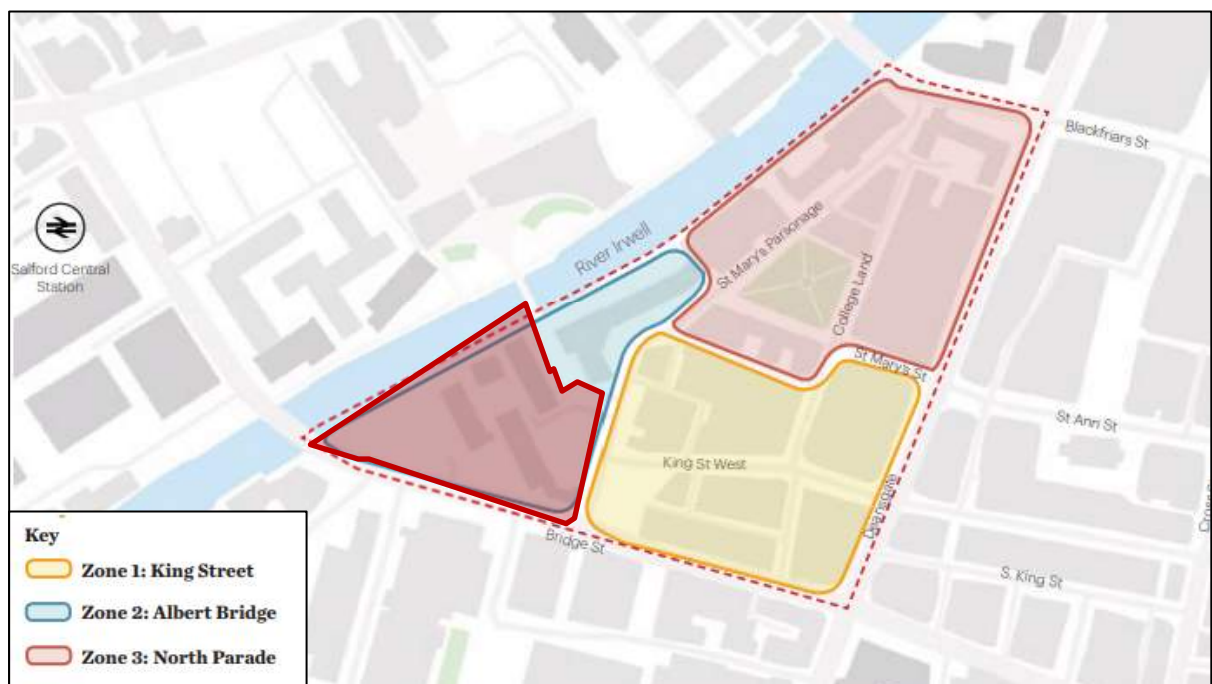


Figure 2.1 – Site Location in relation to the St Mary's Parsonage SRF area
(Source: Sheppard Robson, 2020)

- 2.1.2 The site is located in Zone 2 of the SRF area and is bound by the River Irwell to the west and north, Alberton House (which is being redeveloped by Bruntwood (MCC planning ref: 134287/FO/2022)) and the access to Trinity Bridge to the north, St Mary's Parsonage to the east, and Bridge Street to the south.
- 2.1.3 The following **Figure 2.2** below shows the site in a local context relating to the local highway network:

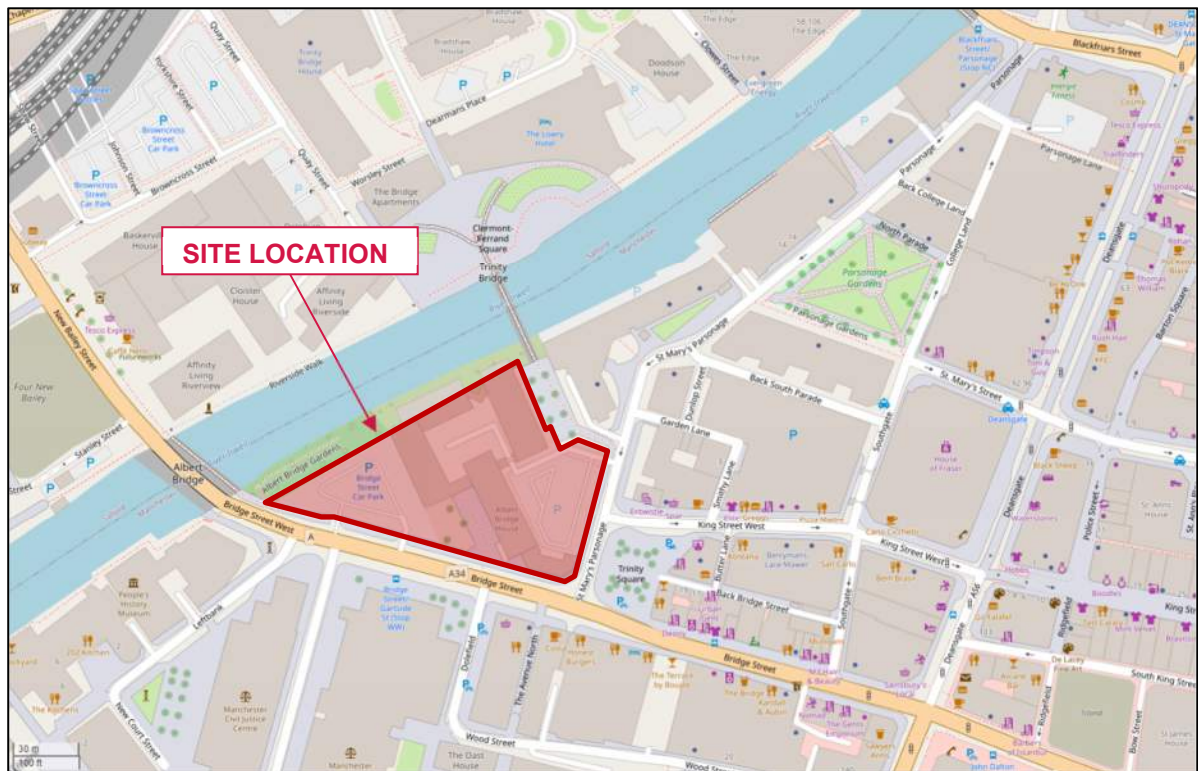


Figure 2.2 – Site Location in Relation to the Local Highway Network
(Source: OpenStreetMap, 2022)

2.2 Surrounding Highway Network

St Mary's Parsonage

- 2.2.1 St Mary's Parsonage stretches in a northerly and then easterly direction for circa 350m from a three-arm signalised yellow box junction with Bridge Street to a pedestrianised area at the junction with Blackfriars Street.
- 2.2.2 The road is c. 6.5-7m wide and has footways of c. 2-3m wide along both sides, albeit the width does vary and decrease at certain pinch points. Along the eastern side of the road are Trinity Square (to be reconfigured and rebranded as Motor Square as part of the SRF, and will become one of the gateways into the Parsonage Gardens district) and Parsonage Gardens.
- 2.2.3 There are dropped kerbs, tactile paving, and push-button operated traffic lights on all arms of the junction with Bridge Street, along with central refuge islands on the eastern and western arms. There are dropped kerbs in most places along the road and tactile paving on some.
- 2.2.4 There are Traffic Regulation Orders (TROs) in the form of double yellow lines (no waiting at any time) on both sides of the road between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking – with the exception of two Car Club bays and some pay-and-display

parking bays. The double yellow lines continue along the entirety of the north-western side of the road and recommence on the south-eastern side north of the junction with Parsonage Lane.

- 2.2.5 St Mary's Parsonage is also located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), where there are on-street pay-and-display parking bays owned and operated by Manchester City Council (MCC). Parking charges in Zone 1 apply Monday to Sunday, from 08:00 – 22:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is two hours, however these charges and time restrictions do not apply to Blue Badge holders.
- 2.2.6 As part of the proposed permanent scheme to partially pedestrianise the A56 Deansgate corridor, the northern end of St Mary's Parsonage near Blackfriars Street has been blocked with Rhino blocks to prevent traffic from Deansgate diverting along the road. These are shown in **Figure 2.3** below (from 25th October 2021):



Figure 2.3 – Closure of St Mary's Parsonage at its Junction with Blackfriars Street

- 2.2.7 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals.
- 2.2.8 Curtins on site observations in October 2021 and again in August 2022 show vehicular movements to be limited to local access and servicing vehicles, with a low number of total vehicular movements observed.

Trinity Bridge and Access

- 2.2.9 The footpath that leads to Trinity Bridge starts at St Marys Parsonage and extends between Alberton House and Albert Bridge House as shown on **Figure 2.4** below. This path is initially c. 3m wide before widening significantly to a more attractive c. 15m wide path with trees.



Figure 2.4 – View of Path to Trinity Bridge from St Mary's Parsonage

- 2.2.10 The c. 5m wide bridge is a pedestrian link between Manchester and Salford. At the northern end of the bridge, the area opens to a large area of public realm – Clermont Ferrand Square.

A34 Bridge Street

- 2.2.11 Bridge Street is a section of the A34 which continues from John Dalton Street at a signalised yellow box junction with the A56 Deansgate and continues west for 370m, and subsequently continuing as New Bailey Street on the Salford / northern side of the River Irwell.
- 2.2.12 As part of the Deansgate proposals detailed below, access to Salford across the River Irwell has been limited to buses only, with eastbound traffic into Manchester unaffected.
- 2.2.13 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals. There are also footways over 2m-wide along both sides of the carriageway, although the eastern footway in the direction of Salford Central rail station is closed at the time of writing in the vicinity of the Trinity Riverside development (Salford City Council planning reference: 16/67779/FULEIA) that is undergoing construction.
- 2.2.14 In addition to the crossings at the junction with St Mary's Parsonage, there is a further signalised pedestrian crossing over Bridge Street between the existing car park's ingress and egress.

2.2.15 Both pedestrian crossings on Bridge Street are staggered across a central refuge island with separate push-button controlled traffic signals.

2.2.16 Bridge Street has footways of circa 3.1-3.8m wide along both sides.

2.2.17 Double yellow lines are also in place on both sides of Bridge Street.

A56 Deansgate

2.2.18 The A56 Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. It commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Chester Road. Deansgate extends for approximately 1.2km towards the north, where it becomes Victoria Street at a signalised junction with Victoria Bridge Street.

2.2.19 Deansgate is approximately 14 metres wide with footways provided along both sides of the carriageway. Loading bays, disabled parking, taxi ranks and some on-street parking reduce the available width of the carriageway. The road is subject to a speed limit of 20mph.

2.2.20 In May 2020, during the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic, under emergency legislation brought in by the Government to allow people more room to social distance. 'Surface guard' barriers were installed to block access to vehicles whilst providing space for bicycles to pass, and tree planters were also placed in the middle of the carriageway.

2.2.21 During the closure period, road closure signs appear on both ends of the pedestrianised zone to inform vehicles about the restriction; however, vehicles accessing local premises were still able to access the closed sections to load and unload during certain times (06:00 – 08:00 on Mondays to Saturdays). Emergency services would also have full access if necessary.

2.2.22 In December 2020, Manchester City Council installed new 'Rhino' barriers to allow buses and taxis to travel one-way down the road (southbound, with the northbound carriageway still closed). Pedestrians still have extra room to walk along the carriageway, and the tree planters remain. This remains the arrangement along this section of Deansgate at the time of writing.

2.2.23 MCC then held a public consultation, ending in January 2021, on the permanent pedestrianisation of the remainder of the A56 Deansgate up until its junction with the A34 Quay Street / Peter Street (and additional changes to surrounding roads). In these proposals, the remainder of Deansgate could be made one-way in a southbound direction, with a contraflow cycle provision in place northbound.

2.2.24 MCC has now implemented many of the changes with the final design (published in June 2022) illustrated in **Figure 2.5**. Since the initial design, the proposed one-way restriction on Gartside Street has been removed and the traffic-free Deansgate between Blackfriars Street and King Street changed to a bus gate. Adjacent to Albert Bridge House, there will be a westbound bus gate along Bridge Street and a change of priorities at the King Street West/ St Mary's Parsonage junction.

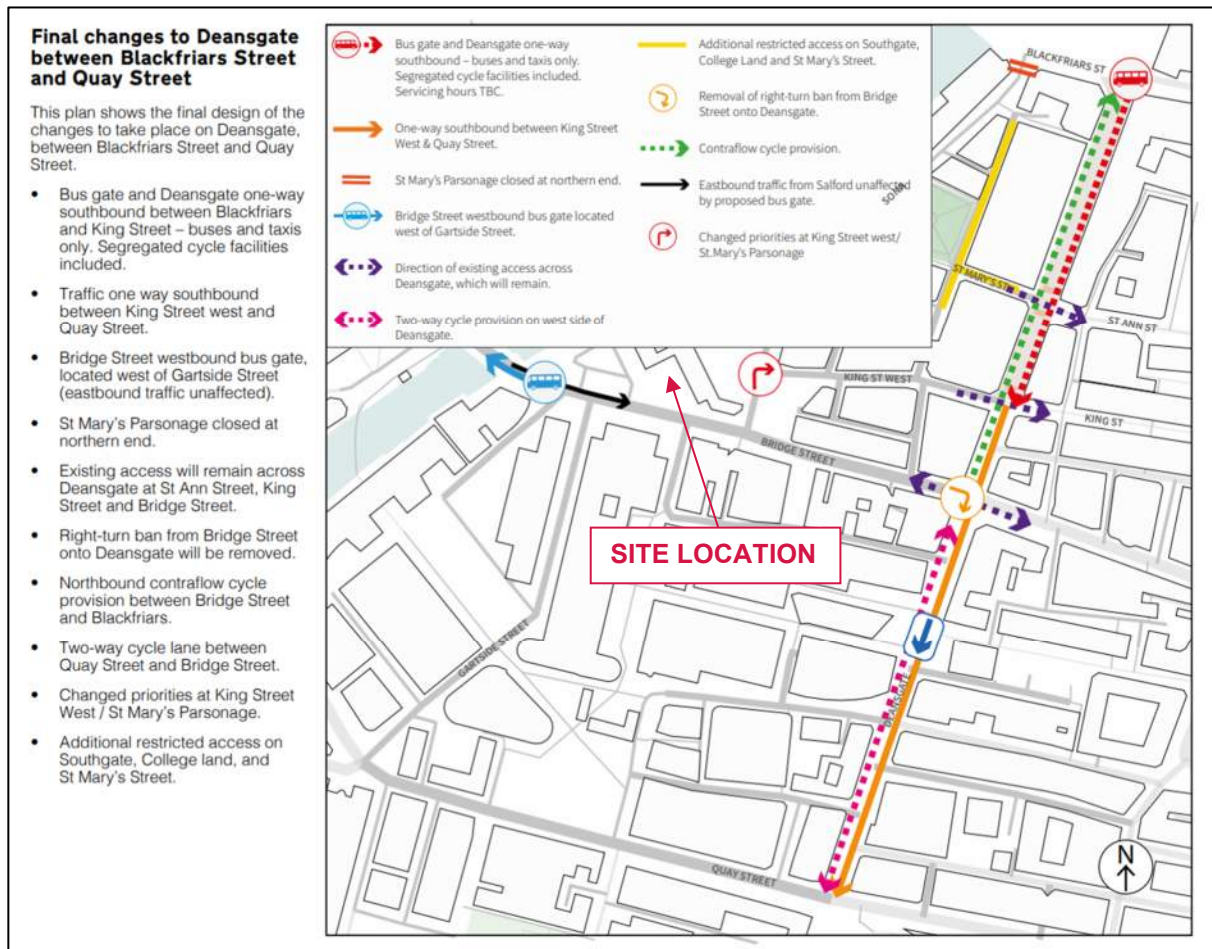


Figure 2.5 – Map of Changes to Deansgate and Surrounding Roads

(Source: Manchester City Council, 2022)

2.2.25 According to a July 2022 update on the MCC website, many of these changes have now been implemented or will be in the coming months.

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:

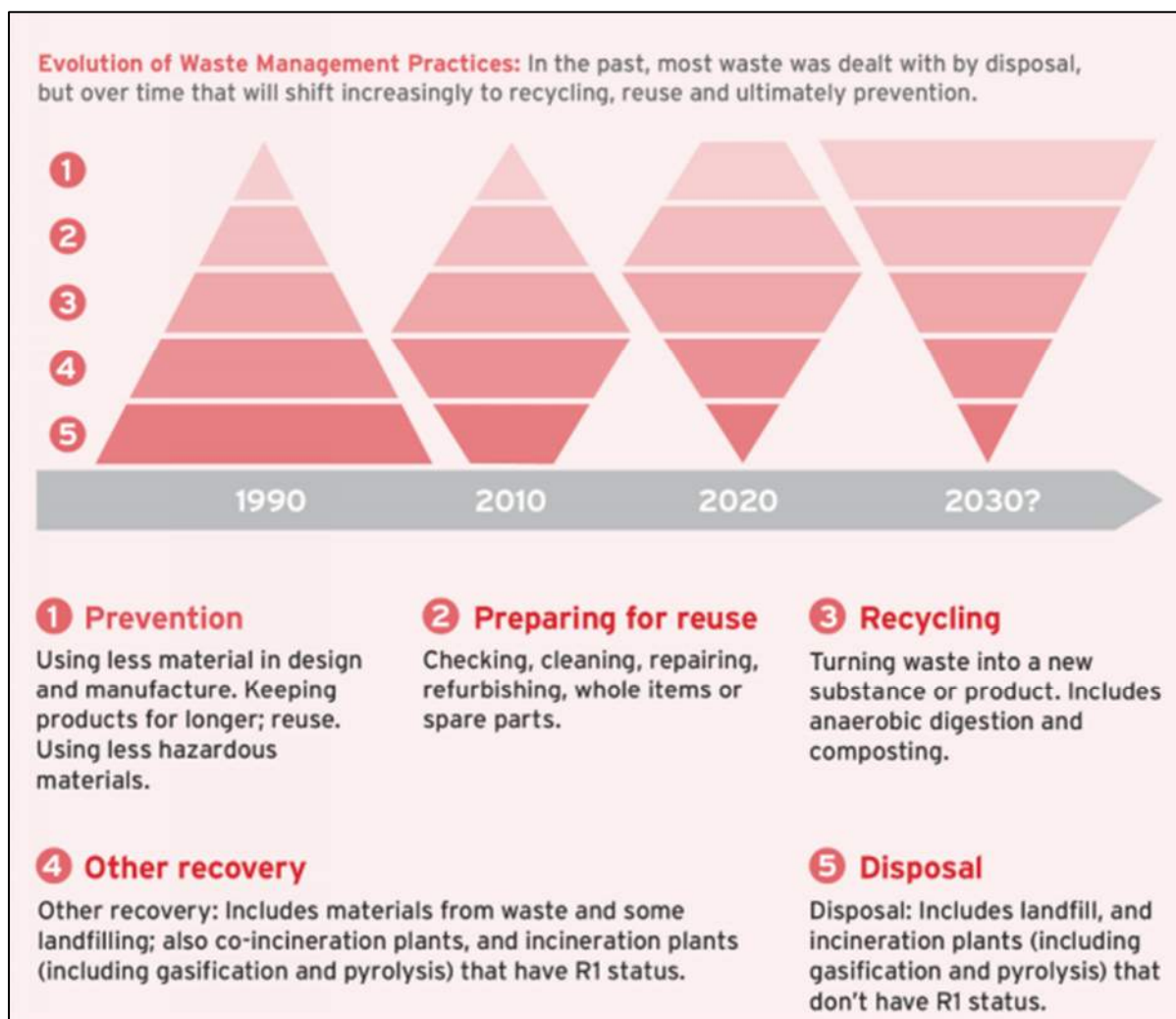


Figure 3.1 – Evolution of Waste Management Practices.

(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.
- 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:
- 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.
- 4.1.2 The general scope of works for Albert Bridge House comprise full demolition of the existing Albert Bridge House office building and replacement by a residential building, office building, and extensive new public realm works.
- 4.1.3 There will be two buildings on the Site: a 367-dwelling residential building on the western part and a 43,457m² GIA commercial office block on the eastern section.
- 4.1.4 On the publicly accessible ground and first floors of the commercial office building, there will be two retail units, a food and beverage unit, a restaurant, and – on the ground floor only – a cyclist café. There will also be a retail unit on the ground floor of the residential building.
- 4.1.5 The proposed site layout is provided in **Appendix A** to the rear of the report.

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.
- 4.2.2 A breakdown of this guidance weekly volume forecast per use is provided below:
 - Office uses: 2,600l per 1,000m² of gross floor space;
 - Retail uses: 5,000l per 1,000m² of gross floor space;
 - F&B uses: 1,500l of waste per 20 dining spaces; and
 - Residential uses: 0.43m² of storage space per apartment, plus manoeuvring space.

Residential Uses

- 4.2.3 The residential uses (Use Class C3) of the proposed development will comprise a total of **367 apartments**.
- 4.2.4 The waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for high-rise residential developments of 0.43m² of storage space per apartment, plus manoeuvring space.
- 4.2.5 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.

Office Uses

- 4.2.6 The office uses (Use Class E) of the proposed development will have a total Gross Internal Area (GIA) of **43,457m²**.
- 4.2.7 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.
- 4.2.8 An initial recycling percentage of 60% has been estimated for calculation purposes. The recycling rate can be updated upon review of the actual recycling rates following occupation.

Commercial Uses

- 4.2.9 The commercial uses at ground and first floors comprise F&B and retail uses. The split is c.70% of F&B uses and c.30% of Retail.
- 4.2.10 The total area (GIA) of commercial uses at the proposed development is **2,340m²**.
- 4.2.11 Based on the split indicated above, the development will be provided with a total of **1,638m²** of F&B uses and **702m²** of retail uses.
- 4.2.12 For robustness and to cater for any potential use, a total of 480 seats have been considered for all F&B uses combined.
- 4.2.13 The recycling rate for the F&B uses is considered the same as the office uses at 60%, whilst the retail uses are considered to have a 50% recycling ratio.
- 4.2.14 Based on these requirements, **Table 4.1** forecasts the weekly waste volume generated by all uses associated with the proposed development:

Proposed Development	
Residential Use	
Waste Store	367 Apartments
Waste Store Minimum Area	158m ²
Office Use	
Waste Stream	Refuse Volume (43,457m ²)
Non-recyclable Waste	45,195l
Dry Mixed Recycling	50,845l
Glass Recycling	16,948l
Office Use Total	112,988l
Commercial (Retail Use)	
Waste Stream	Refuse Volume (702m ²)
Non-recyclable Waste	1,755l
Dry Mixed Recycling	1,141l
Glass Recycling	614l
Retail Use Total	3,510l
Commercial (F&B Use)	
Waste Stream	Refuse Volume (1,638m ² - 480 seats)
Non-recyclable Waste	14,400l
Dry Mixed Recycling	12,960l
Glass Recycling	5,400l
Organic Food Recycling	3,240l
F&B Use Total	36,000l
Development Total	152,498l

Table 4.1 – Proposed Development Weekly Waste Volume Forecast.

4.2.15 The recycling rate can be updated upon review of the actual recycling rates following occupation.

4.3 Collection Frequency

4.3.1 It is envisaged that the collection service will be provided by a private collector for all uses bar the residential uses, which will rely on Council scheduled collections. The following **Table 4.2** provides details of the estimated collection frequency for all uses:

Proposed Development	
Use	Collection Frequency
Residential	Council scheduled collections
Office Use	5 times a week
Commercial Use (Retail)	5 times a week
Commercial Use (F&B)	5 times a week

Table 4.2 – Collection Frequency Forecast.

4.4 Bin Types

- 4.4.1 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams for the office uses would be 1,100l Eurobins whilst the F&B uses could potentially be served by a combination of 1,100l Eurobins and 240l wheelie bins. The Retail units will be served by 240l bins.
- 4.4.2 The following **Table 4.3** summarises the required waste containers per stream for the proposed development. The table has been produced following the recommendations set by MCC's GD04 Waste Guidance Document, assuming the waste collection frequencies summarised above in **Table 4.2** and described in detail in the following **Chapter 4.6**.

Proposed Development	
Office Use	
Waste Stream	Number of bins (5 times / week collections)
Non-recyclable Waste	9 x 1,100l
Dry Mixed Recycling	10 x 1,100l
Glass Recycling	3 x 1,100l
Office Use Total	22 x 1,100l
Commercial (Retail Use)	
Waste Stream	Number of bins (5 times / week collections)
Non-recyclable Waste	1 x 240l
Dry Mixed Recycling	1 x 240l
Glass Recycling	1 x 240l
Retail Use Total	3 x 240l
Commercial (F&B Use)	
Waste Stream	Number of bins (5 times / week collections)
Non-recyclable Waste	3 x 1,100l
Dry Mixed Recycling	3 x 1,100l
Glass Recycling	1 x 1,100l
Organic Food Recycling	3 x 240l
F&B Use Total	7 x 1,100l + 3 x 240l
Development Total	29 x 1,100l + 6 x 240l

Table 4.3 – Number of required bins.

4.5 Waste Management Strategy – Internal Arrangements

Residential Uses

- 4.5.1 It is proposed that residents within the proposed development would be provided with four bins. One for general waste, one for mixed dry recyclables, another one for glass and a small receptacle for food.
- 4.5.2 The residents would store and segregate waste into four main streams internally before taking it to the resident accessible waste storage room at ground floor, conveniently located in the vicinity of the building core.
- 4.5.3 The resident accessible waste store has an area of 70m². Adjacent to this room, there is a management only waste storage room to store bins in a more efficient manner, with an area of 135m². The combined area of both waste store rooms is 205m².
- 4.5.4 As described on **Section 4.2**, the minimum storage requirements based on the local guidance are 158m². On this basis, the proposed stores provide sufficient waste storage space, including generous access and manoeuvring space for the resident accessible waste storage room.

- 4.5.5 It is envisaged that initially 50% of the bins in the waste stores will be dedicated to recycling, combining mixed recycling, glass and organic (food). This percentage could be increased at any point, with the aim to achieve future government goals.
- 4.5.6 The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates. This could be achieved by providing information on the benefits of recycling and how to segregate waste. The recycling bins should be located closer to the access gates for residents to encourage recycling by making the path to the non-recyclable waste bins longer.
- 4.5.7 The waste storage areas will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.5.8 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.

Office Uses

- 4.5.9 The three main waste streams for the office uses are:
- General, non-recyclable waste;
 - Dry Mixed Recycling (Comprising paper and cardboard, plastic and aluminium); and
 - Glass Recycling.
- 4.5.10 The proposals for the development include an independent waste store for all commercial uses with space for circa 34 1,100l bins. The proposed waste storage room has been sized to accommodate and operate the number of bins required in the above **Table 4.3**.
- 4.5.11 The store is conveniently located at ground floor level in proximity to the core of the office building.
- 4.5.12 It is envisaged that initially at least 60% of the bins in the waste store would be dedicated to recycling. This percentage could be increased at any point based on actual recycling rates.
- 4.5.13 The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates within the employees of the different uses. This could be achieved by giving information on the benefits of recycling and information on how to segregate.
- 4.5.14 The waste storage areas will be well lit and ventilated, including access to a water feed. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.5.15 The building management 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.

Commercial Uses

4.5.16 The four main waste streams for the commercial uses are:

- General, non-recyclable waste;
- Dry Mixed Recycling (Comprising paper and cardboard, plastic and aluminium);
- Glass Recycling; and
- Organic Food Recycling (F&B uses only).

4.5.17 The commercial uses will store their waste on the commercial waste store at ground floor level, which as stated above can accommodate the number of bins required above in **Table 4.3**.

4.5.18 Further to the main commercial waste store, there is a back of house room (c.35m²) located at the southern core of the office building that can accommodate some waste generated by the commercial uses in this location, before being taken to the main store.

4.5.19 It is envisaged that initially at least 60% of the bins in the main commercial waste store for the F&B uses and 50% for the retail uses would be dedicated to recycling. This percentage could be increased at any point based on actual recycling rates.

4.5.20 The waste storage areas will be well lit and ventilated, including access to a water feed. The floor will comprise an easily cleaned surface and adequate drainage will be provided.

4.5.21 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.

4.6 Waste Management Strategy – Collections

4.6.1 **Drawing 80823-CUR-XX-00-D-TP-06006** shows the location of the waste storage rooms, the routes to and from the stores, and the route to the collection point.

4.6.2 There are two proposed collection points. A new loading bay is proposed along Bridge Street, adjacent to the residential building. Another new loading bay is proposed along St. Mary's Parsonage, close to the proposed office and commercial uses. **Drawing 80823-CUR-XX-00-D-TP-75002** provides details of the proposed loading bays whilst **Drawing 80823-CUR-XX-00-D-TP-05001** provides details of the swept path analysis of a large refuse vehicle. The proposed loading bays have been agreed in principle with MCC Highways Officers.

Residential Uses

4.6.3 Waste collection would be provided by scheduled Council collections.

- 4.6.4 The residential waste store is conveniently located near the collection point along Bridge Street. The management company would collect the bins from the waste store and transport them to the collection point, where Council operatives loading the bins into the refuse vehicle.
- 4.6.5 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the management company.

Commercial Uses

- 4.6.6 It is envisaged that a private contractor would be appointed to collect the waste for all commercial uses. As different uses are expected at the proposed development, this could be provided by different companies. However, any appointed company would follow the strategies described within this report.
- 4.6.7 For calculation purposes and as described above on **Table 4.2**, it has been estimated that the commercial uses of the proposed development would have a collection frequency of five times a week for all commercial uses, including office uses.
- 4.6.8 However, based on the variable nature of these uses and that this report includes robust calculations as a worst-case scenario, it is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes. The management company and staff of the commercial uses will be in charge of monitoring bin usage and adjusting the collection frequency accordingly.
- 4.6.9 The management company would be responsible for moving the bins to the collection point along St. Mary's Parsonage on collection day, as described above. The waste operators will collect the bins and load them into the refuse vehicle.
- 4.6.10 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the management team and/or staff of the commercial premises.
- 4.6.11 Furthermore, it is important to highlight that collections are arranged with private contractors and that timings can be agreed upon. As a result, the bins will await collection along the public realm for a limited amount of time, with the management company returning the bins to the waste store immediately after collection.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed by Oval Real Estate to provide traffic and transport advice in relation to a planning application for a proposed mixed-use development at Albert Bridge House, off St Mary's Parsonage and Bridge Street in Manchester City Centre.
- 5.1.2 The general scope of works for Albert Bridge House comprise full demolition of the existing Albert Bridge House office building and replacement by a residential building, office building, and extensive new public realm works. There will be two buildings on the Site: a 367-dwelling residential building on the western part and a 43,457m² GIA commercial office block on the eastern section.
- 5.1.3 The total area (GIA) of commercial uses at the proposed development is **2,340m²**, divided as **1,638m²** of F&B uses and **702m²** of retail uses. 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, including potential organic waste, and 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.
- 5.1.6 The report concludes that both the office and all commercial uses will be served by private refuse collections, whilst the residential building will be served by Council collections. The bins will be transported to the collection point by the management company for all uses.
- 5.1.7 The collection points for the proposed development are located along two new loading bays along St. Mary's Parsonage and Bridge Street.
- 5.1.8 All commercial uses, including office uses, will be served by five-times-a-week collections. The collection frequency is subject to be updated following occupation, as typically the waste generated by these uses varies significantly based on the final occupier.
- 5.1.9 The proposals include a waste storage room at the ground floor level of the residential building, with two rooms. One waste room is proposed for resident access whilst the larger room will be management access only, to maximise storage opportunities. The commercial and office uses will have its own waste store at ground floor level of the office building, whilst a third back of house room at the commercial hub to the south will also temporarily hold waste before it is moved to the main commercial store. The size of the bin stores has been determined accordingly whilst consideration to segregation and recycling has been given.

5.2 Conclusions

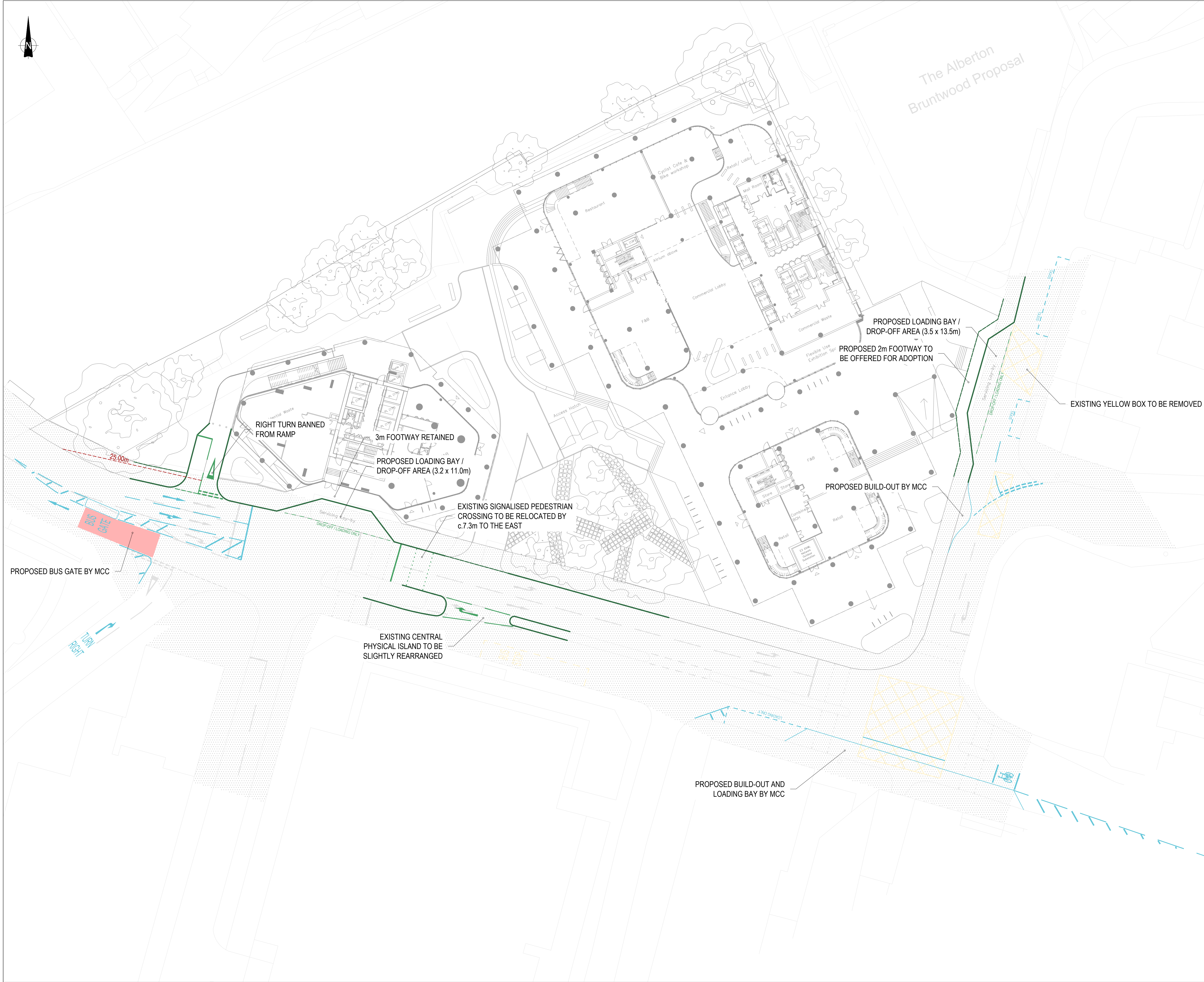
- 5.2.1 From a Waste Management perspective, there are no reasons why the development proposals should not be granted planning approval.

80823 Albert Bridge House, Manchester

Waste Management Strategy



Drawings



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. BASED ON EGRET WEST'S LAYOUT: '0412-SEW-ZZ-00-DR-A-PL1000'
7. MCC HIGHWAYS PLANNED IMPROVEMENTS BASED ON DRAWING REF.: '0412-SEW-ZZ-SK-A-SK0068'

KEY:

- MCC HIGHWAYS PLANNED IMPROVEMENTS
- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB / BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS
- 2.40 x 25.00m VISIBILITY SPLAYS (20mph - MIS)

Rev: Description: Date: By: Chkd:



Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Status:

PRELIMINARY

Project:

ALBERT BRIDGE HOUSE - MANCHESTER

Orig Title:

PROPOSED ACCESS ARRANGEMENT

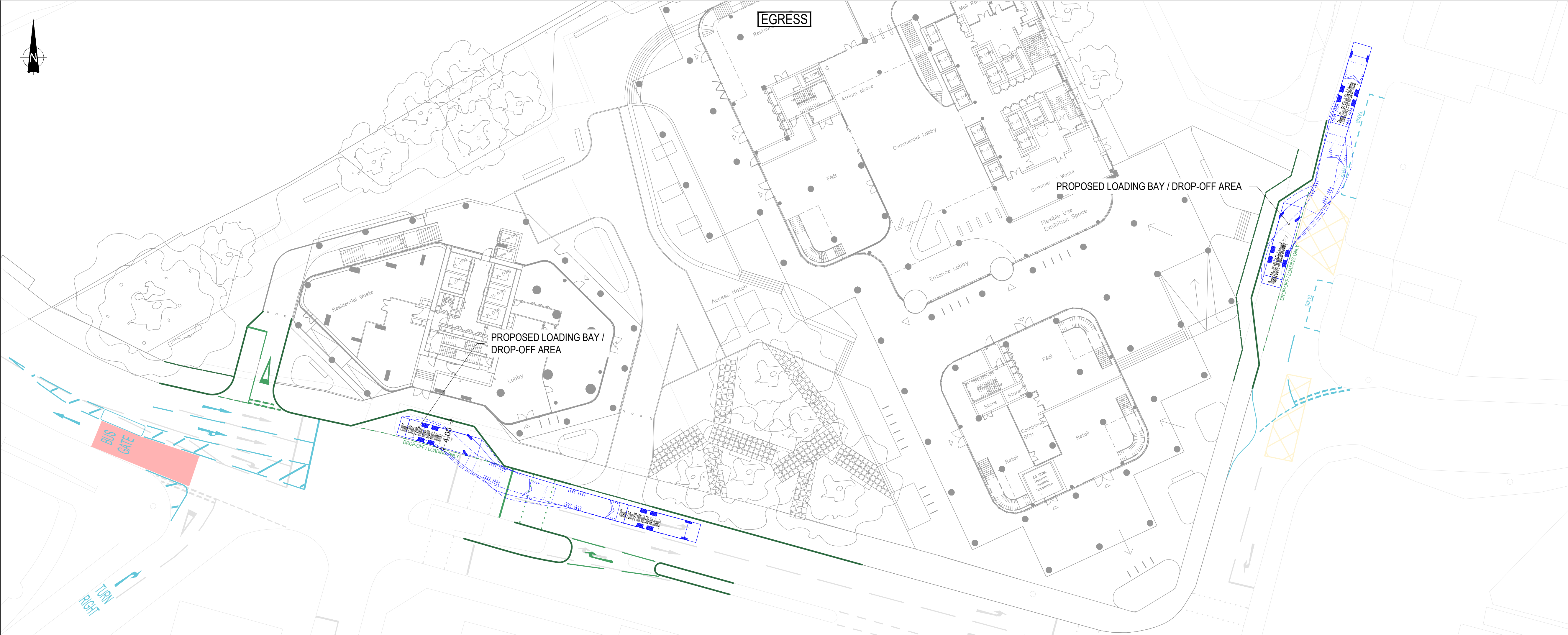
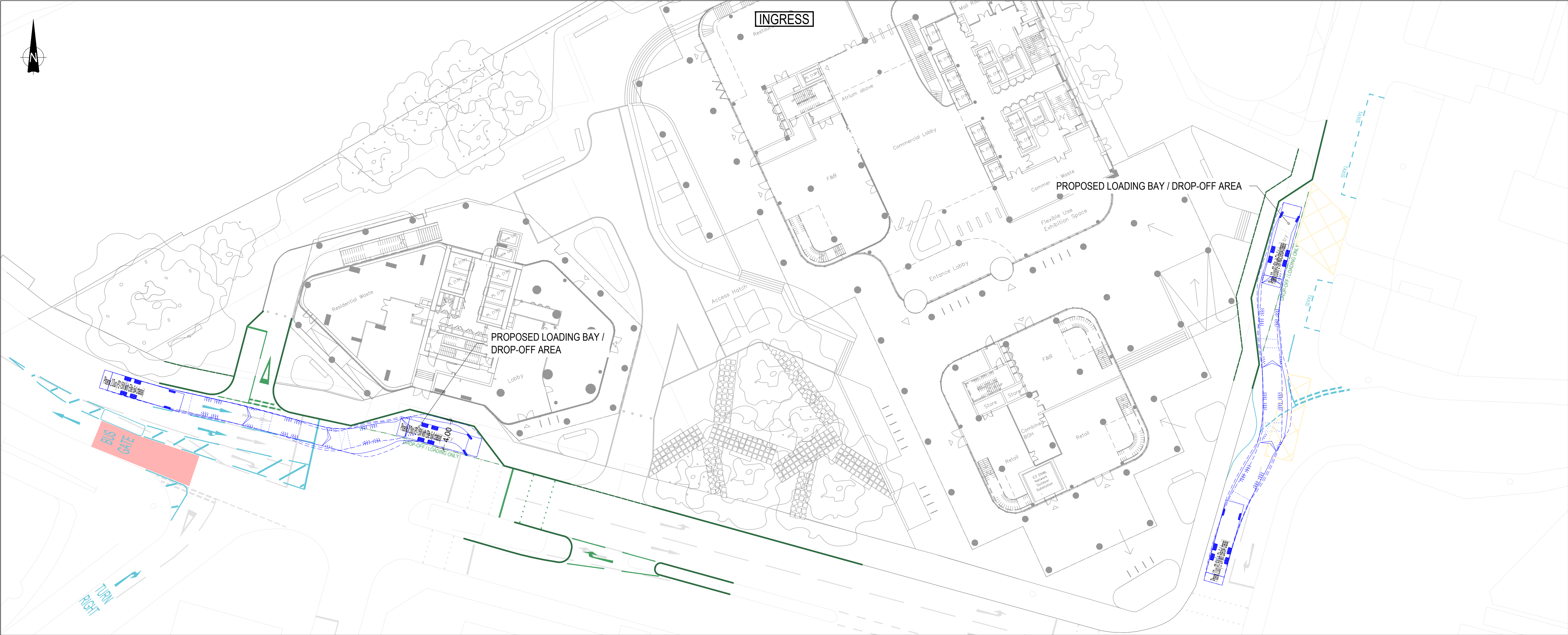
Size: Date: Drawn By: Designed By: Checked By:

A1 01/12/22 DD DD AV

Scale: 1:300

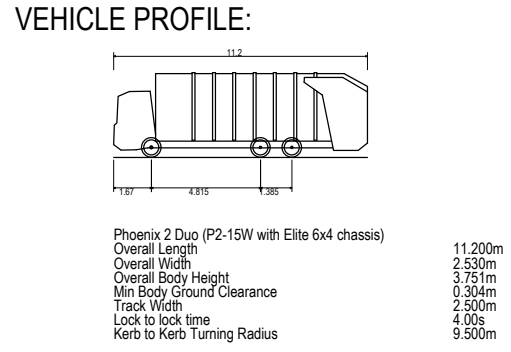
Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - XX - 00 - D - TP - 75002 - P01



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 6. BASED ON EGRET WEST'S LAYOUT: '0412-SEW-ZZ-00-DR-A-PL1000'
 7. MCC HIGHWAYS PLANNED IMPROVEMENTS BASED ON DRAWING REF.: '0412-SEW-ZZ-ZZ-SK-A-SK0068'

- KEY:**
- PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS



P04	Layout updated	01/12/22	DD	AV
P03	Layout updated	28/07/22	DD	AV
P02	Layout updated	23/03/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:

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Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
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Status: **PRELIMINARY**

Project: **ALBERT BRIDGE HOUSE - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	22/02/22	DD	DD	AV			
Scale: 1:300							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80823 - CUR - XX - 00 - D - TP - 05001 - P04							



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7. MCC HIGHWAYS PLANNED IMPROVEMENTS BASED ON DRAWING REF.: '0412-SEW-ZZ-SK-A-SK0068'

- KEY:
- COMMERCIAL WASTE STORE
 - RESIDENTIAL WASTE STORE
 - BIN ROUTES
 - MCC HIGHWAYS PLANNED IMPROVEMENTS
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS

Rev:	Description:	Date:	By:	Chkd:
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Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Status:

PRELIMINARY

Project:

ALBERT BRIDGE HOUSE - MANCHESTER

Orig Title:

WASTE MANAGEMENT STRATEGY

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	01/12/22	DD	DD	AV			
Scale:	1:250						
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:

080823 - CUR - XX - 00 - D - TP - 06006 - P01

80823 Albert Bridge House, Manchester

Waste Management Strategy



Appendix A – Development Proposals



General Notes

No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation.
Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.
All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

Notes

Site Boundaries

Application Site Red Line Boundary

Use Classes

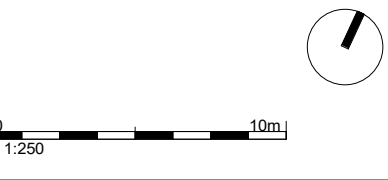
- E (a, b, c) Retail/ Restaurant/ Cafe
- E (g) Office
- C3 Residential
- Suis Generis

Residential Units

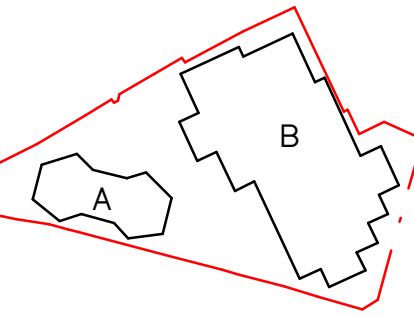
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B6P

Refer to Landscape GA drawings for hard landscape:
0412-SEW-ZZ-ZZ-DR-L-PL0100

For soft landscape:
0412-SEW-ZZ-ZZ-DR-L-PL0101



Key Plan



PLANNING

Project No. 0412

Project Name

Albert Bridge House

Drawing Title

GA Plan - Level 00

Client Oval Real Estate

Scale 1 : 250

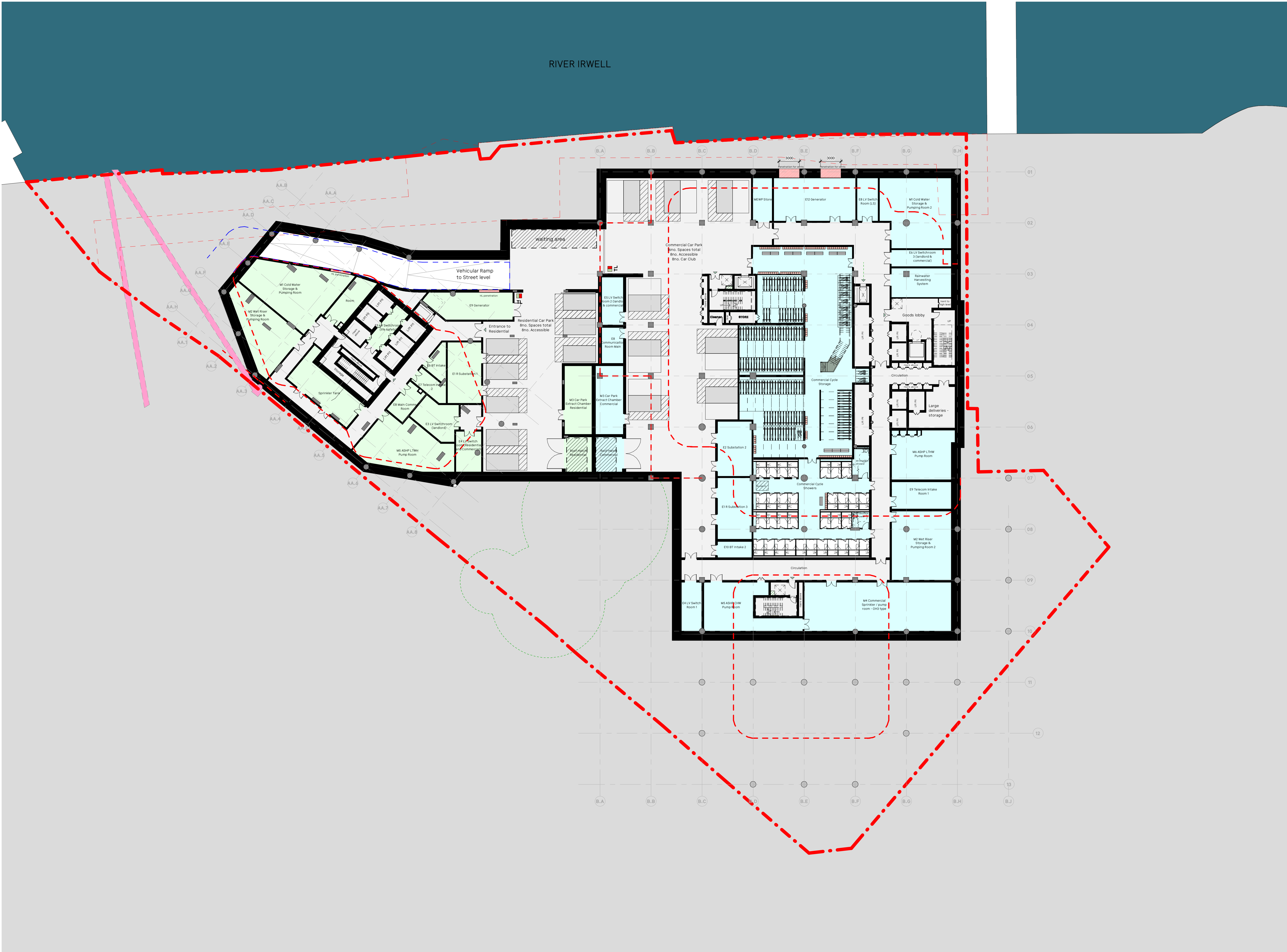
Date 29/11/22

Drawn by DB

Checked by SEW

Rev	Date	Reason	Chk
0	29/11/22	Issue for Planning	SEW

Drawing Number	Rev
0412-SEW-ZZ-00-DR-A-PL1000	0



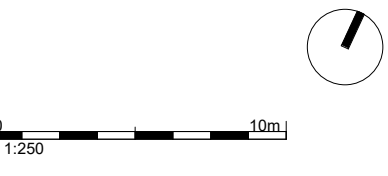
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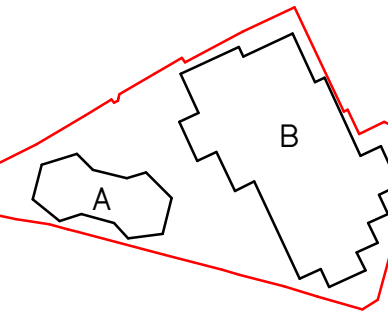
Notes

Key

- Application Site Red Line Boundary
- Building footprint above
- Residential Plant
- Office Plant
- Sewer
- TPO Root Protection Zone



Key Plan



PLANNING

Project No. 0412

Project Name Albert Bridge House

Drawing Title Detailed Application

GA Plan - Sitewide Basement

Client Oval Real Estate

Scale 1: 250

Date 29/11/22

Drawn by EB

Checked by SEW

Rev	Date	Reason	Chk
0	29/11/22	Issue for Planning	SEW

Drawing Number	Rev
0412-SEW-ZZ-B2-DR-A-PL0999	0

80823 Albert Bridge House, 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: 01/12/22

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.	Yes, a total of c.205m² across two store rooms, for a total of 367 apartments. A 70m² accessible to residents store is proposed, along with a 135m² bin holding store to maximise efficiency.

Commercial Developments

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

General Waste -	See Table 4.3 this report
Pulpable Recycling -	
Mixed Recycling -	
Food Waste -	
Industrial Waste -	

Has / will a contract be obtained with a licenced waste carrier?	☒
--	-------------------------------------

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.

Residents will store the waste internally before taking it to the resident accessible waste store at ground floor. The employees of the office and commercial units will store waste internally within their own space before taking it to the commercial waste storage room. It is envisaged that a private collection company would collect the waste 5 times per week for all commercial uses (inc. office), whilst residential uses will be served by Council collections. 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

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com