

Laystall Street Hotel, Manchester

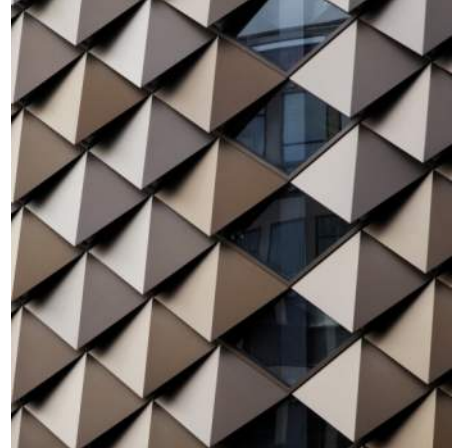
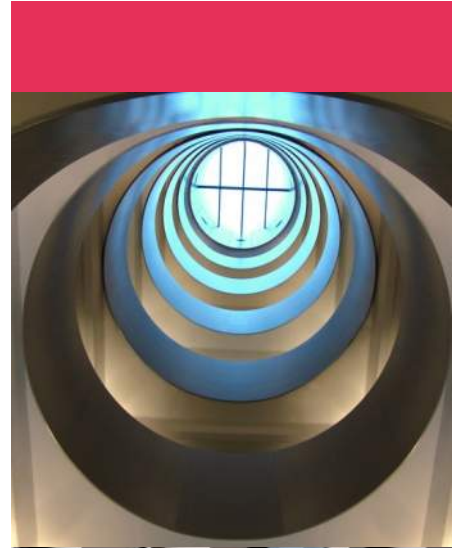
Waste Management Strategy

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Revision: P04

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Client Name: Ancoats Manchester Ltd



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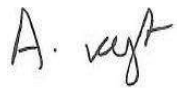


Control Sheet

Rev	Description	Issued by	Checked	Date
P01	Draft issue for architect review	DD	DD	21 October 2022
P02	First issue	DD	DD	27 October 2022
P03	Planning issue	DD	AV	08 November 2022
P04	Planning issue	DD	AV	16 November 2022

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Reviewed	Signature	Date
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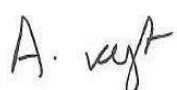
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Ancoats Manchester Ltd to provide traffic and transportation advice in relation to a proposed hotel at Laystall Street, Manchester.
- 1.1.2 The proposed development involves the erection of a 20-storey hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works.
- 1.1.3 The proposed site layout is provided 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 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: **082210-CUR-XX-XX-T-TP-00001**) and an Interim Travel Plan (Document Reference: **082210-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 13 of September 2022 and follow-up conversations with MCC Highways and also Transport for Greater Manchester (TfGM).
- 1.2.5 The meeting and conversations 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

- 2.1.1 The site is located on the eastern edge of Manchester city centre, sitting in between New Islington and Ardwick. **Figure 2.1** below shows the Site in relation to the regional network:

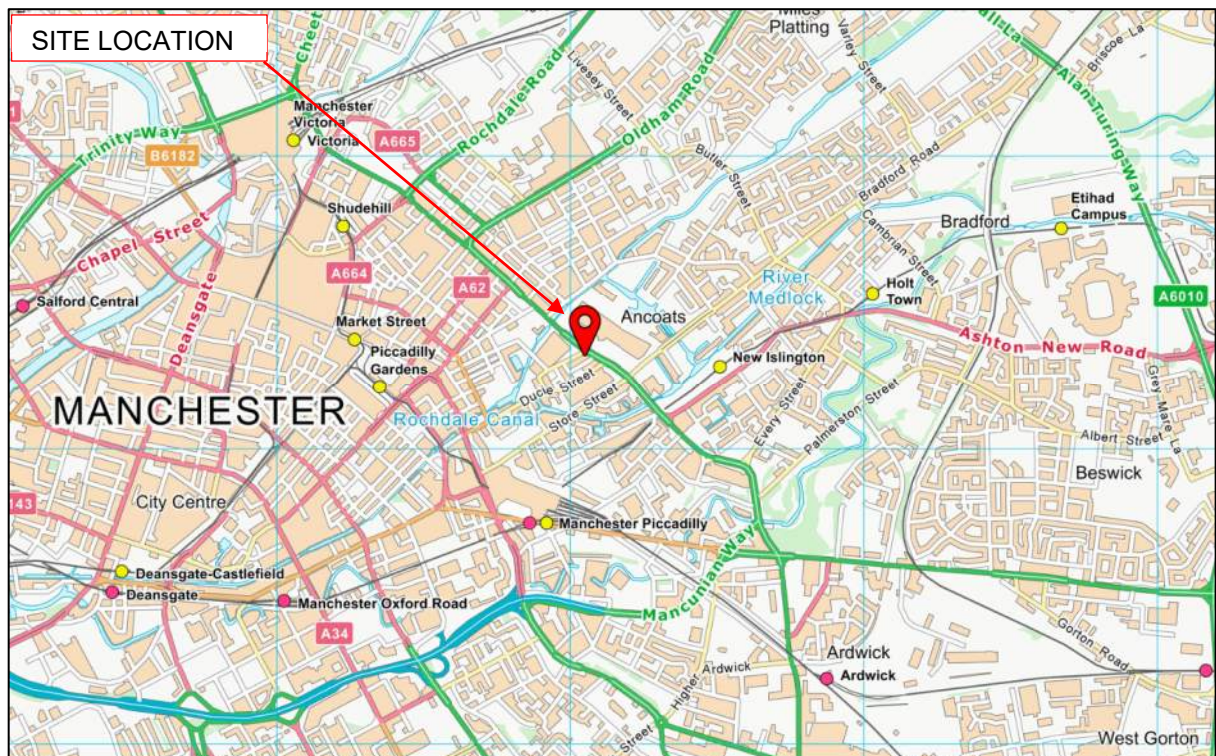


Figure 2.1 – Site location in relation to the regional network

(Source: OpenStreetMap)

- 2.1.2 The site is bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west.
- 2.1.3 **Figure 2.2** illustrates the site in relation to the local network:

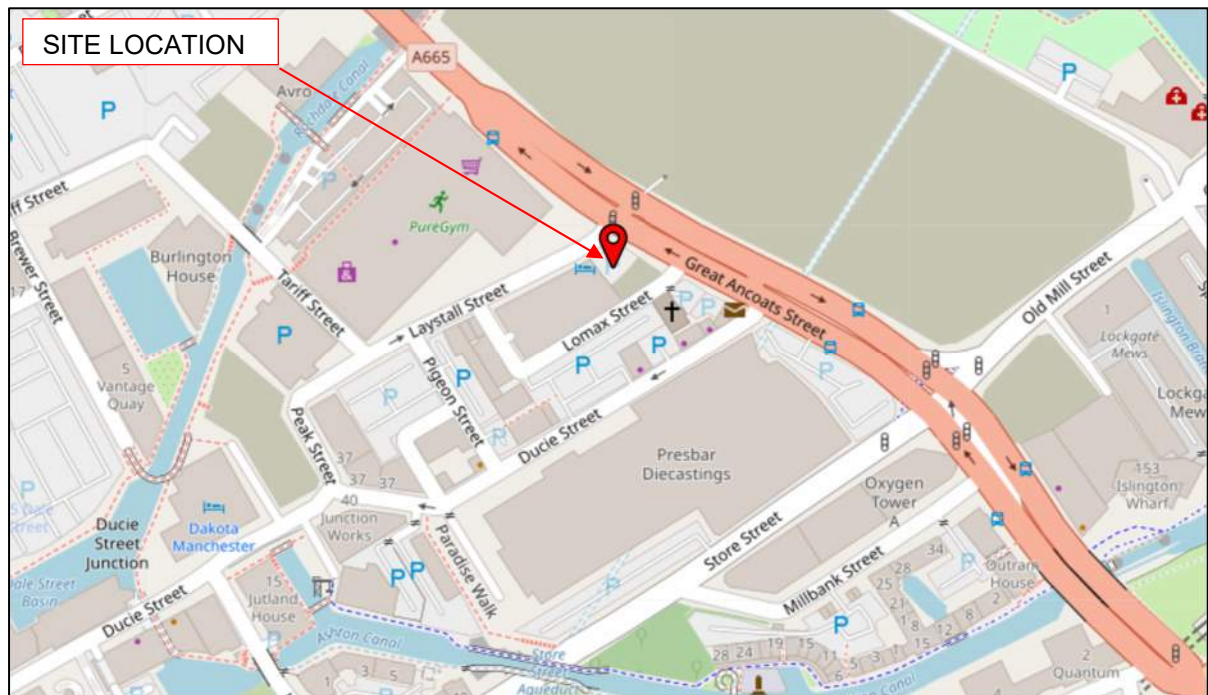


Figure 2.2 – Site Location in Relation to the Local Highway Network

(Source: OpenStreetMap, 2022)

2.2 Surrounding Highway Network

A665 Great Ancoats Street

- 2.2.1 Situated directly northeast of the proposed development, Great Ancoats Street forms one of the primary vehicular routes along the eastern edge of Manchester City Centre, serving as the boundary of the New Islington area. Extending for approximately 1.4km, it links the Northern Quarter from Oldham Road to the A635 outside Ardwick.
- 2.2.2 In the vicinity of the site, the carriageway extends along a northwest/southeast alignment, with up to three lanes in either direction. The typical total carriageway width is approximately 18m, including the central reservation and central hatching, although the road widens to accommodate various turning lanes.
- 2.2.3 There are wide footways of varying width on either side of the carriageway. These footways have additional pedestrian infrastructure such as pedestrian guard rails, dropped kerbs, tactile paving and signalised crossing points at vantage points to enable pedestrians to cross the road in a safe manner.
- 2.2.4 The A665 is subject to a 30mph speed limit in the vicinity of the site, with street lighting provided along both sides of the carriageway. Advanced cycle stop lanes are also available in both directions, along with traffic calming measures such as yellow box junctions.

- 2.2.5 There are a number of bus stops located along Great Ancoats Street within the vicinity of the site, whereby the closest one is 75m to the southeast.

Laystall Street

- 2.2.6 Laystall Street forms the northern boundary of the site. Laystall Street extends for c.165m in an east-west alignment, commencing to the west as a continuation of Peak Street and terminating at the signalised junction with Great Ancoats Street.
- 2.2.7 Laystall Street comprises a one-way, single lane carriageway of approximately 6.5m in width. In the vicinity of the signalised junction the carriageway accommodates two lanes.
- 2.2.8 The remainder of the street accommodates on-street parking bays along one side of the road, alternating between both sides. The area is within Zone 4 of Manchester City Council's on-street parking bays, which are pay and display (P&D) for up to 10 hours from Monday to Sunday (8am – 8pm, no charge on bank holidays). Further to the P&D bays, there are two electric vehicle charging bays available.
- 2.2.9 The road is well-lit with wide footway provision of approximately 2m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.

Ducie Street

- 2.2.10 Ducie Street joins Great Ancoats Street circa 80m to the southeast of the site. Ducie Street is a one-way carriageway that runs parallel to Laystall Street. Laystall Street can be accessed from Ducie Street via Peak Street.
- 2.2.11 Directly south of the site, Ducie Street runs in a southwest direction for a length of approximately 520m towards the A6 Piccadilly. Where Ducie Street meets the A6 Piccadilly is 180m to Manchester Piccadilly.
- 2.2.12 Ducie Street comprises a one-way, single carriageway of approximately 10m in width. The road is well-lit with wide footway provision of approximately 2.5m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.
- 2.2.13 Traffic Regulation Orders are present in the form of double yellow parking restrictions. This street is also within Zone 4 of Manchester City Council's on-street parking bays, which are pay and display for up to 10 hours from Monday to Sunday (8am – 8pm, no charge on bank holidays). Hence, many private pay and display car parks are located on Ducie Street.

Lomax Street

- 2.2.14 Lomax Street runs parallel to Laystall Street, circa 35m to the southeast. Lomax street is provided with a narrow carriageway allowing two-way traffic to the south of the site.

- 2.2.15 Lomax Street runs from Great Ancoats Street circa 90m southwest, before merging into Brock Street which connects to Laystall Street.
- 2.2.16 Lomax Street comprises a two-way, single carriageway of approximately 4.2m in width. The road has street lighting and a footway provision of approximately 2m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.

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:

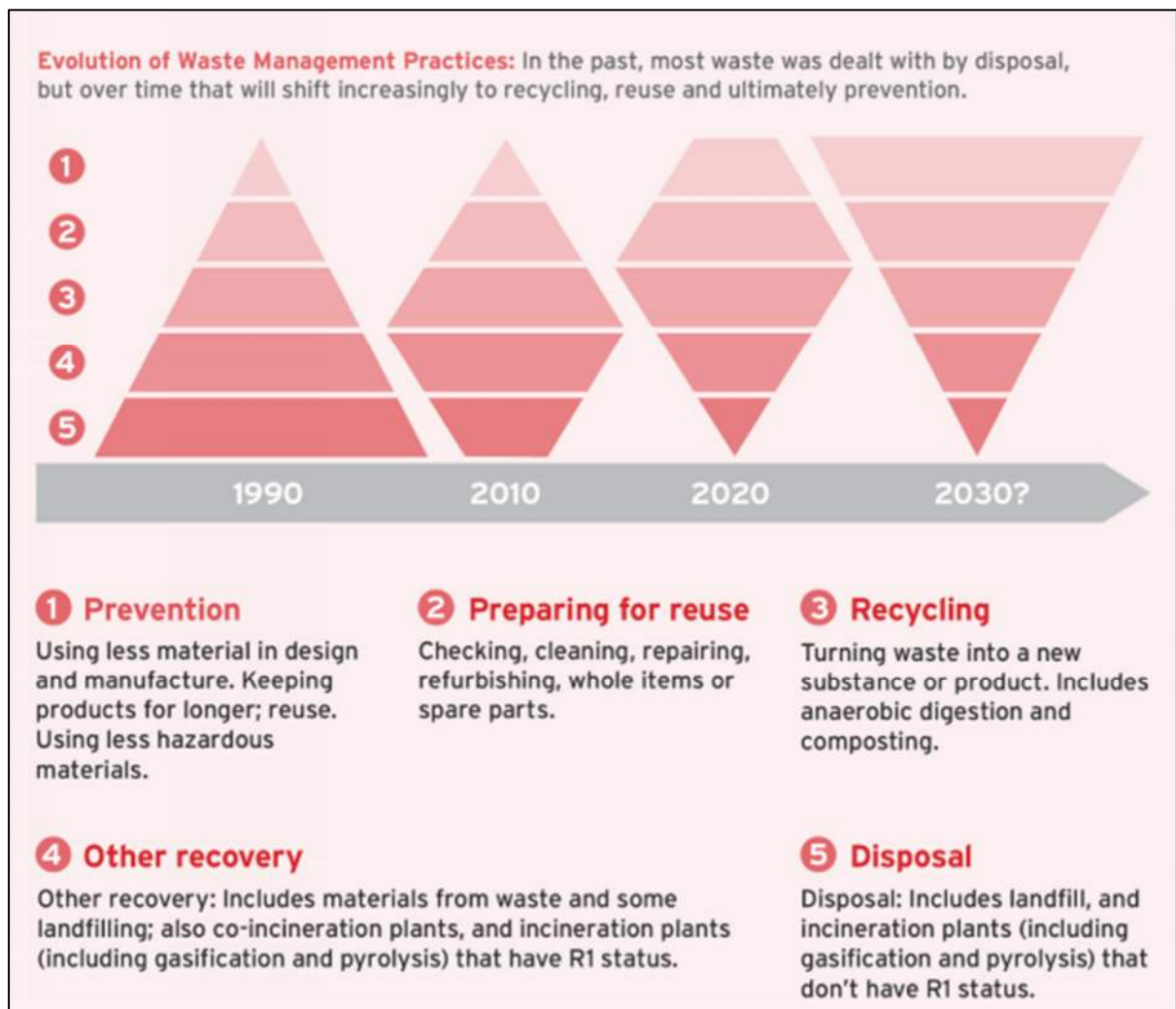


Figure 3.1 – Evolution of Waste Management Practices.

(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 hotel uses of the site.

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**.
- 3.6.4 This WMS has consulted the weekly arisings included within this guidance to estimate the waste generation for the hotel uses of the site.

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 proposed development involves the erection of a 20-storey hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works.
- 4.1.3 The ground floor comprises a reception area, office space, linen store, luggage store and waste store.
- 4.1.4 The first floor comprises a kitchen to serve a small bar/coffee/reception area, with the second floor accommodating a gym and two small meeting rooms. The remaining floors up to floor 20 will consist of hotel rooms.
- 4.1.5 There are two basement levels, comprising staff rooms, the cycle store and plant rooms.
- 4.1.6 The proposed site layout is provided in **Appendix A**.

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 This guidance provides a weekly forecast for hotel uses of 1,500l per 20 bedrooms.
- 4.2.3 It is considered that the small bar/coffee at first floor will primarily be accessed by guests of the hotel, although it will also be open to the general public. On this basis and for robustness, it has been considered as a use on its own for waste calculations purposes. 40 seats / covers have been considered for calculation purposes.
- 4.2.4 GD 04 guidance considers that F&B uses would generate 1,500l per 20 covers.
- 4.2.5 The gym and two small meeting rooms are only accessible to guests and on this basis considered ancillary to the main hotel use.
- 4.2.6 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.
- 4.2.7 Based on these requirements, **Table 4.1** forecasts the weekly waste volume generated by all uses associated with the proposed development:

Proposed Development	
Hotel Use	
Waste Stream	Refuse Volume (154 bedrooms)
Non-recyclable Waste	5,775l
Dry Mixed Recycling	3,465l
Glass Recycling	2,310l
Organic Recycling	578l
Hotel Use Total	11,550l
F&B Use	
Waste Stream	Refuse Volume (40 covers)
Non-recyclable Waste	1,500l
Dry Mixed Recycling	900l
Glass Recycling	375l
Organic Recycling	225l
Hotel Use Total	3,000l
Proposed Development Total	14,550l

Table 4.1 – Proposed Development Weekly Waste Volume Forecast.

4.2.8 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.

4.3.2 It is considered that waste will be collected five times a week, with the exception of organic waste which can be collected once a week.

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 would be 1,100l Eurobins, whilst the organic recycling would be stored in 240l wheelie bins.

4.4.2 The following **Table 4.2** 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 **Chapter 4.3**.

Proposed Development	
Waste Stream	Number of bins (5 times / week collections)
Non-recyclable Waste	2 x 1,100l
Dry Mixed Recycling	1 x 1,100l
Glass Recycling	1 x 1,100l
Organic Recycling	1 x 240l (once a week collections)
Total	4 x 1,100l + 1 x 240l

Table 4.2 – Number of required bins.

4.5 Waste Management Strategy – Internal Arrangements

4.5.1 The three main waste streams would be:

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

4.5.2 The proposals for the development include a 22m² waste store at ground floor level with space for circa 4 x 1,100l bins and 4 x 240l bins. The proposed waste storage room has been sized to accommodate and operate the number of bins required in the above **Table 4.2**, with additional capacity should it be required in the future.

4.5.3 The store is conveniently located at ground floor level in proximity to the collection point.

4.5.4 It is envisaged that initially at least 50% 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.

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

4.5.6 The waste storage area 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.

4.5.7 The hotel staff 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 82210-CUR-XX-00-D-TP-06006** shows the location of the waste storage room and the route to the collection point.

- 4.6.2 A new loading bay is proposed along Laystall Street, in the immediate vicinity of the proposed development. **Drawing 82210-CUR-XX-00-D-TP-75002** provides details of the proposed loading bay whilst **Drawing 80823-CUR-XX-00-D-TP-05001** provides details of the swept path analysis of a large refuse vehicle. The proposed loading bay and servicing strategy has been agreed in principle with MCC Highways Officers.
- 4.6.3 It is envisaged that a private contractor would be appointed to collect the waste, following the strategies described within this report.
- 4.6.4 For calculation purposes and as described above, it has been estimated that the proposed development would have a collection frequency of five times a week for all streams bar organic waste, which will be collected once a week.
- 4.6.5 However, based on the variable nature of these uses, it is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes. The hotel management and staff will be in charge of monitoring bin usage and adjusting the collection frequency accordingly.
- 4.6.6 The private waste operators will collect the bins from the store and load them into the refuse vehicle, minimising any disruption to the public highway.
- 4.6.7 Once the bins have been emptied, containers would be carried immediately back to the bin stores by the private waste operators.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed on behalf of Ancoats Manchester Ltd to provide traffic and transportation advice in relation to a proposed hotel at Laystall Street, Manchester.
- 5.1.2 The applicant seeks to obtain planning permission for a 20-storey hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking 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, 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 the proposed development will be served by private refuse collections. The bins will be transported to the collection point from the store by the private waste operators.
- 5.1.7 The collection point for the proposed development is located along a new loading bay along Laystall Street, in the immediate vicinity of the site.
- 5.1.8 The proposed development is anticipated to be served by five-times-a-week collections for all streams bar organic recycling, which will be collected weekly. The collection frequency is subject to be updated following occupation, as typically the waste generated by these uses can vary significantly.
- 5.1.9 The proposals include a waste storage room at the ground floor level. 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.

082210 Laystall Street Hotel, 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.
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KEY: — INDICATIVE PLANNING BOUNDARY
— PROPOSED KERB
--- PROPOSED ROAD MARKINGS
➡ PROPOSED TRAFFIC SIGNAL

P05	Red Line updated	16/11/22	DD	DD
P04	Red Line updated	08/11/22	DD	DD
P03	Layout updated	27/10/22	DD	DD
P02	Access arrangement updated	20/10/22	DD	DD
Rev:	Description:	Date:	By:	Chkd:



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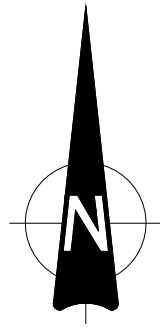
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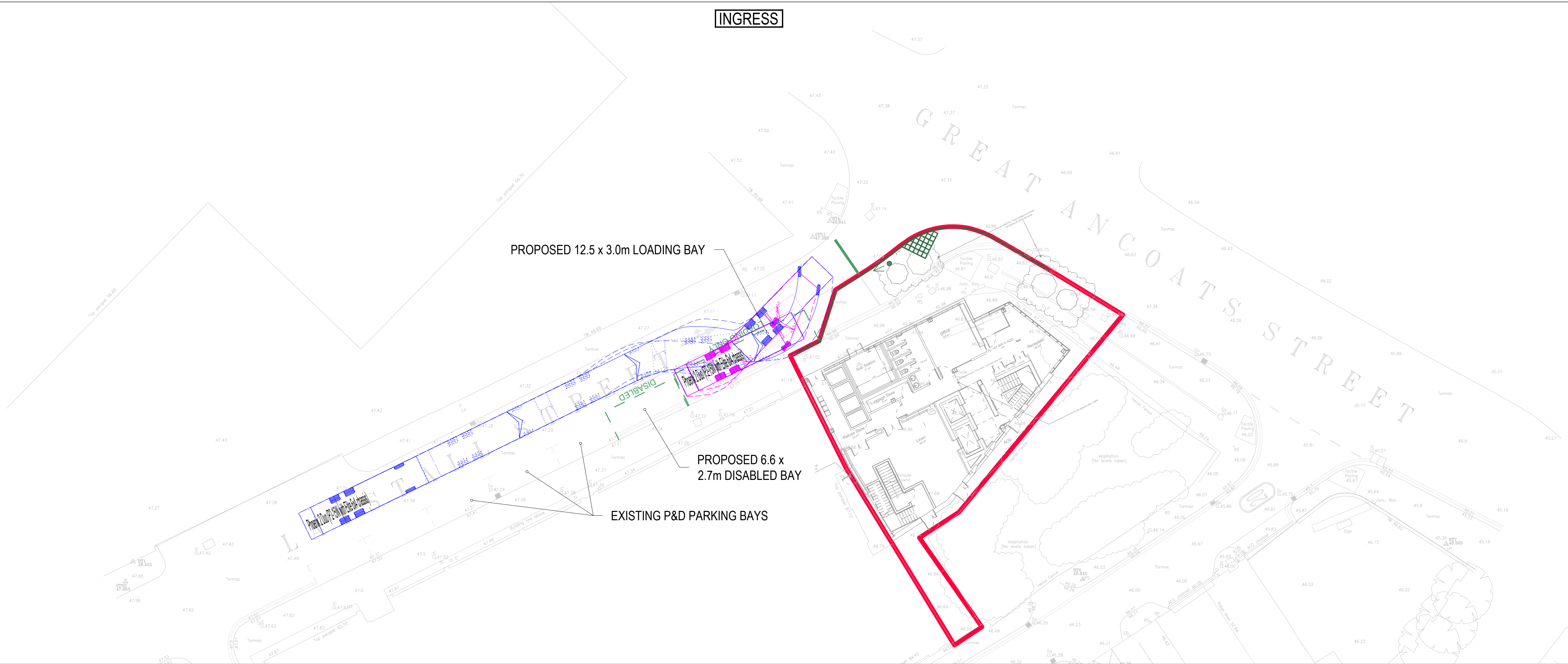
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Orig Title: **PROPOSED ACCESS ARRANGEMENT**

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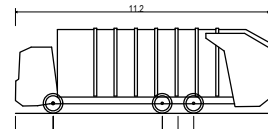


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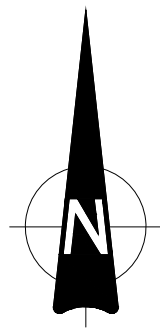
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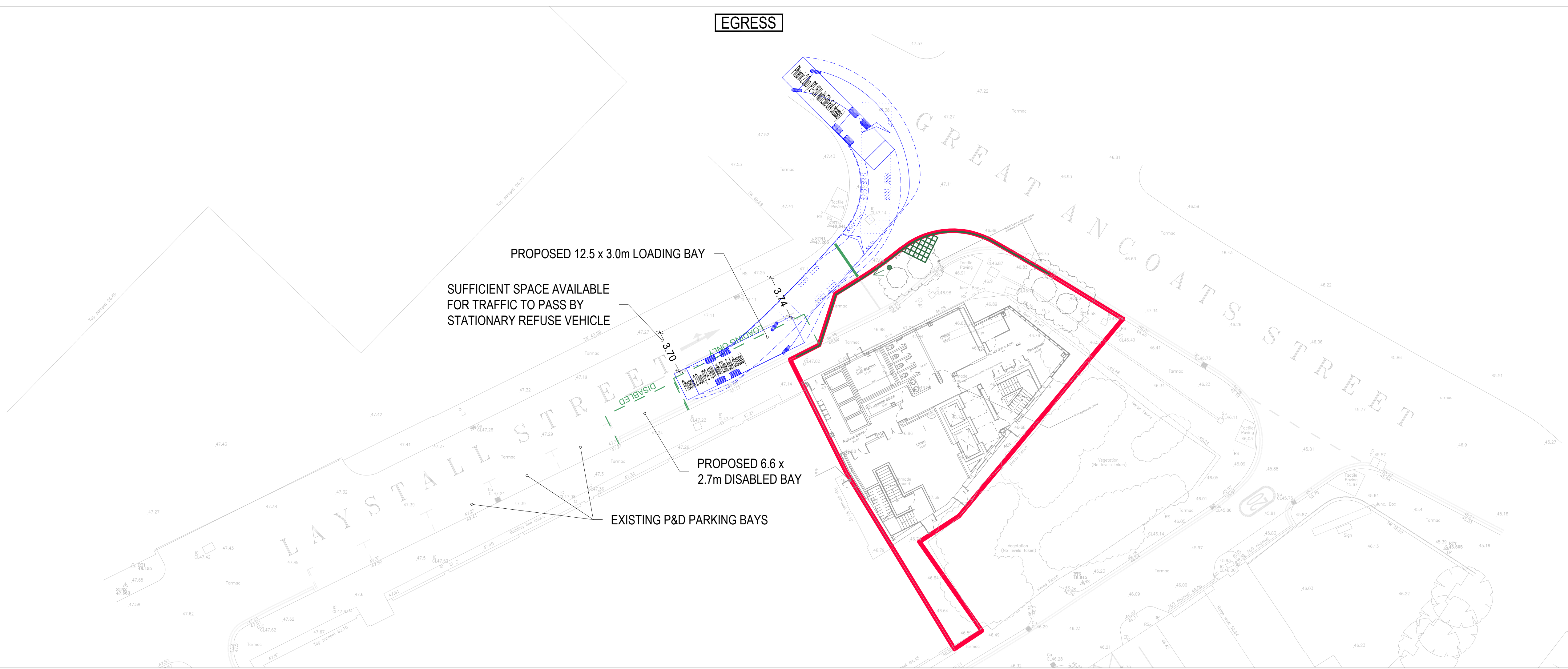
VEHICLE PROFILE:



Phoenix 2 Duo (P2 15W with Elite 6x4 chassis)
Overall Length 11.20m
Overall Width 2.50m
Overall Body Height 3.75m
Max Body Ground Clearance 0.30m
Track Width 4.00m
Lock to Lock Line 9.50m
Kerb to Kerb Turning Radius 9.50m



EGRESS



P05	Red line updated	16/11/22	DD	DD
P04	Red line updated	08/11/22	DD	DD
P03	Layout updated	27/10/22	DD	DD
P02	Access arrangement updated	20/10/22	DD	DD
Rev:	Description:	Date:	By:	Chkd:



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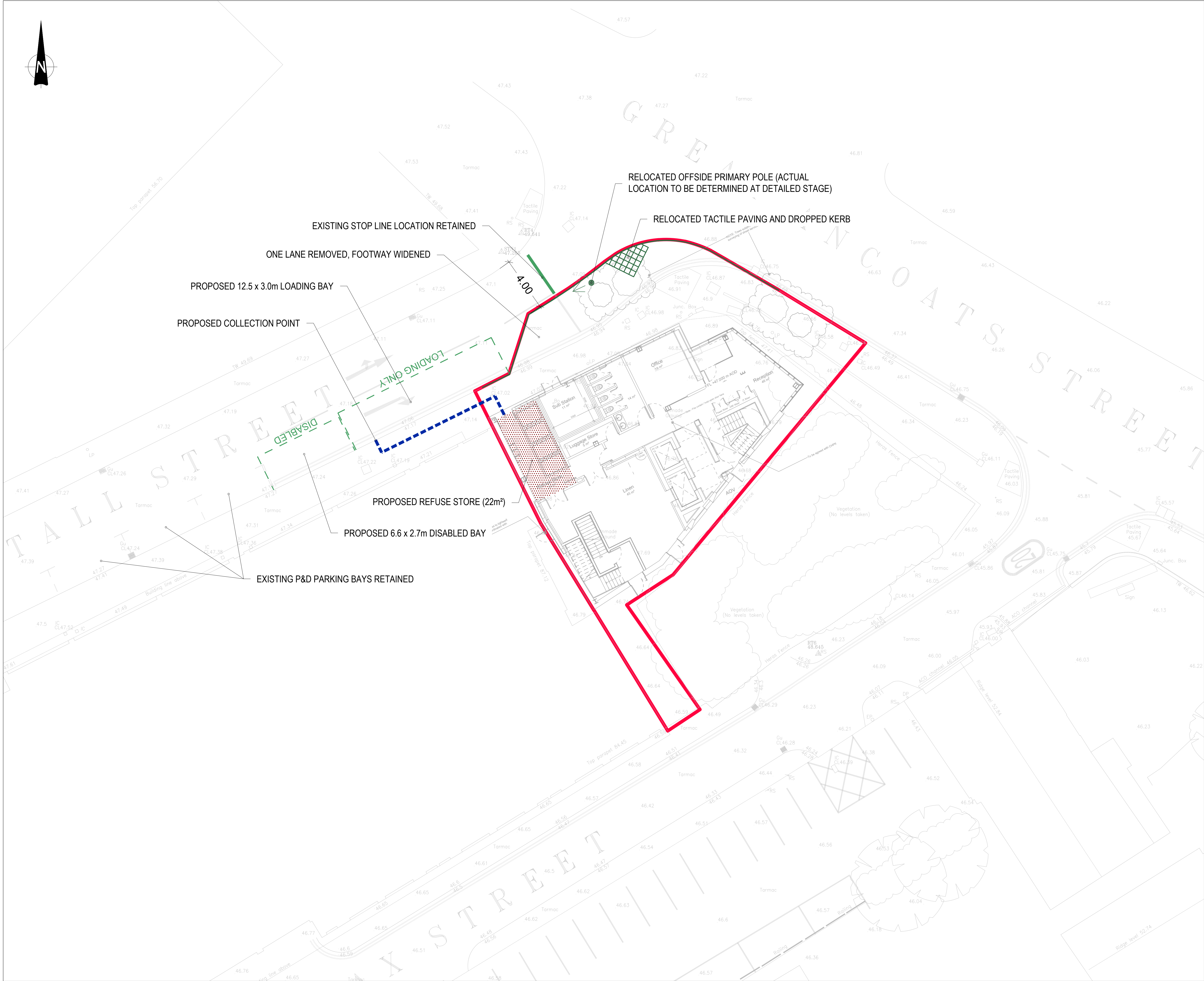
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Status: PRELIMINARY

Project: LAYSTALL STREET HOTEL - MANCHESTER

Orig Title: SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE
PROPOSED LOADING BAY

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	04/10/22	JM	DD	AV
Scale:	1:200			
Project No:	Originator:	Volume:	Level:	Type:
082210 - CUR - XX - 00 - D - TP -	05001	- P05		



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- 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.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

KEY:

- INDICATIVE PLANNING BOUNDARY
- PROPOSED KERB
- PROPOSED ROAD MARKINGS
- PROPOSED TRAFFIC SIGNAL
- PROPOSED WASTE STORE
- BIN ROUTES

P03	Red line updated	16/11/22	DD	DD
P02	Red line updated	08/11/22	DD	DD
Rev:	Description:	Date:	By:	Chkd:



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Status: PRELIMINARY

Project: LAYSTALL STREET HOTEL - MANCHESTER

Orig Title: WASTE MANAGEMENT STRATEGY

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	27/10/22	DD	DD	AV
Scale:	1:125			
Project No:	Originator:	Volume:	Level:	Type:
082210 - CUR - XX - 00 - D - TP -	06006	P03		

Appendix A – Development Proposals



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.

KEYS

Reception	Kitchen
BOH	Gym
Cycle Store	Hotel Room
Bar / Coffee / Commons	Accessible Room
Refuse	Staff

NORTH

Rev	Date	Description
P01	2022-11-18	Submitted for Planning

Project Title
**Laystall Street
Manchester**

Status
Planning

Drawing Title Proposed Ground Floor Plan	
Project No 10403	Scale 1:50 @ A1
Revision 10403-SHP-A-B5D9-G200-PL-00-001 P01	

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Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 16/11/22

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.	

Commercial Developments

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

General Waste -	2 x 1,100l
Pulpable Recycling -	1 x 1,100l
Mixed Recycling -	1 x 1,100l
Food Waste -	1 x 240l
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.

The hotel staff will collect waste from the rooms, segregate it and take it to the bins at the ground floor waste storage room. It is envisaged that a private collection company would collect the waste 5 times per week, with the exception of organic recycling which will be collected weekly. The bin store has been sized to accommodate this frequency of collections.
--

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 private waste collection 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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