

Oldham Street, Manchester

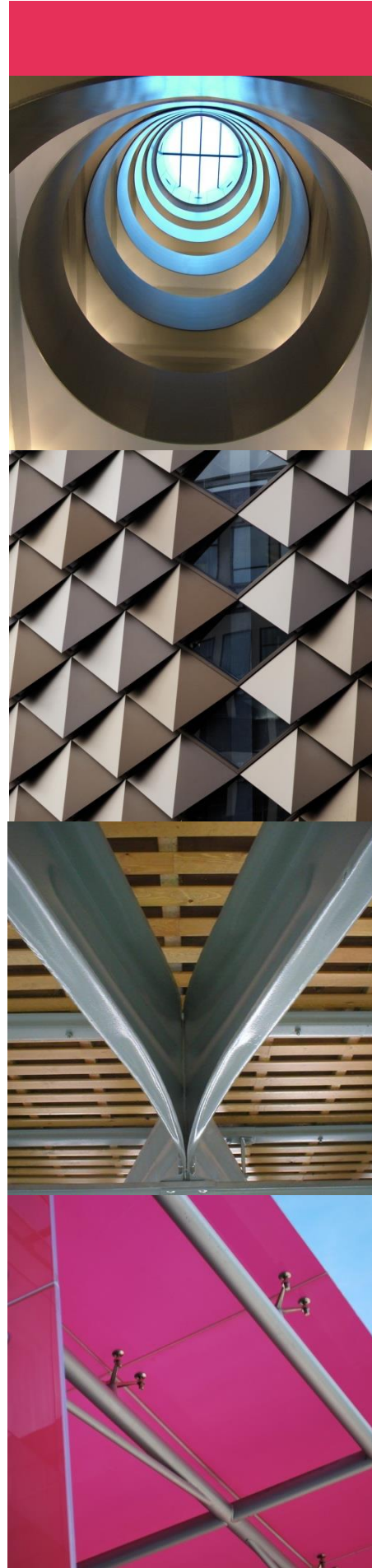
Waste Management and Servicing Strategy

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Client Name: Jadebricks Manchester Limited

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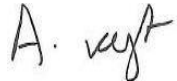
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Jadebricks Manchester Ltd to provide traffic and transportation advice in relation to the redevelopment of 68-70 Oldham Street and 61 Spear Street, Manchester, M4 1LE (the Site) into a proposed aparthotel.
- 1.1.2 The proposed development will comprise the demolition of the Site and construction of a 10-storey building with associated ground floor commercial uses.
- 1.1.3 In summary, the aparthotel would comprise:
- 117 bedrooms;
 - Ancillary amenity and lounge space;
 - Zero car parking provision;
 - 15 no. Secure cycle space storage;
 - Guest entrance off Warwick Street and Oldham Street;
 - Ground floor commercial access via Spear Street;
 - Service access along Warwick Street; and
 - Waste storage is proposed to the rear of the building, accessed via Spear Street.
- 1.1.4 The proposed ground floor layout plan is included in **Appendix A**.

1.2 Purpose of This Report

- 1.2.1 This Waste Management and Servicing Strategy (WMSS) has been prepared to consider both the servicing arrangements and the waste management strategy, including the potential refuse and recyclable waste volumes, including organic waste and for all uses, and 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 the local highway network, whilst relevant local and national waste policy is summarised in **Section 3**.
- 1.3.2 **Section 4** outlines the servicing strategy whilst **Section 5** 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 6**.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The Site is bound by Warwick Street to the north, Spear Street to the east, Oldham Street to the west and existing buildings to the south. The Site is located on a prominent route through the Northern Quarter into Manchester city centre from Great Ancoats Street (Inner Ring Road). The following **Figure 2.1** illustrates the Site in relation to the local network:



Figure 2.1 – Site in relation to the Local Highway Network

(Source: OS Maps)

2.2 Existing Use

- 2.2.1 The Site comprises ground floor retail and commercial uses plus two storeys and is currently vacant. The main building entrance is via the Oldham Street frontage with servicing and deliveries historically undertaken via the Oldham Street frontage and also to the rear along Spear Street.

2.3 Surrounding Highway Network

Oldham Street

- 2.3.1 Oldham Street forms the western boundary of the proposed Site with a two lane (including bus lane), one-way carriageway along the frontage of the Site leading south-west bound subject to a 20mph speed limit. The carriageway measures approximately 8m in width with an on-rad cycle lane provided along the eastern side (site side).
- 2.3.2 The bus lane is in operation Monday to Friday from 7am to 10am and 4pm to 7pm.
- 2.3.3 The majority of Oldham Street is subject to double yellow lines preventing any parking or loading at any time. However, loading is permitted along the eastern side of Oldham Street along the frontage the Site outside of the AM peak (8am-10am) and PM peak (4pm-6pm) periods.
- 2.3.4 Informal pedestrian crossings with dropped kerbs and tactile paving are provided at the signalised junction with Hilton Street to the south of the site, whilst signalised pedestrian crossings are provided on all arms at the Oldham Street/Dale Street junction 80m further south of the site.
- 2.3.5 Footways are provided on both sides of the carriageway and range in width between approximately 3.8-6.8 metres. The road is lit with street lighting.
- 2.3.6 Oldham Street currently provides the main pedestrian frontage to the application and will continue to be utilised with the proposed development for both access to the aparthotel and commercial space on the ground level.
- 2.3.7 The pedestrian facilities provided along Oldham Street ensure that high quality, safe and convenient linkages between the proposed aparthotel development and the key facilities within Manchester City Centre are provided.

Spear Street

- 2.3.8 Spear Street forms the eastern boundary of the site, as a single lane, one-way carriageway leading south-west bound towards Stevenson Square and is subject to a 20mph speed limit.
- 2.3.9 The carriageway measures approximately 3.6m and is subject to on-street car parking restrictions in the form of double yellow lines in the immediate vicinity of the site.
- 2.3.10 An existing Loading Bay is located on Spear Street immediately to the rear of the proposed Site.
- 2.3.11 Spear Street also continues north beyond the site to Great Ancoats Street and south through Stevenson Square, Dale Street and onto the Back Piccadilly carriageway.

Warwick Street

- 2.3.12 Warwick Street forms the northern boundary of the site, as a single lane, one-way carriageway leading eastbound towards Spear Street and is subject to a 20mph speed limit.
- 2.3.13 The carriageway measures approximately 3.5m and is subject to on-street car parking restrictions in the form of double yellow lines in the immediate vicinity of the site.
- 2.3.14 Whilst Warwick Street continues east beyond Spear Street towards Lever Street, the one-way arrangement is reversed meaning traffic must turn onto Spear Street. It is noted however that the Warwick Street/Spear Street junction is constrained which limits the ability of larger vehicles to turn in this location.
- 2.3.15 It is noted that App ref: 110074/FO/2015/C2 - Land At 76 - 82 Oldham Street proposes to alter the one-way arrangement along Warwick Street to deliver a continuous link between Oldham Street and Lever Street in the eastbound direction. The amendment to the one-way arrangement is necessary for the consented development to safely achieve the agreed servicing and waste management strategy associated with the delivery of the 100 dwelling scheme.

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:

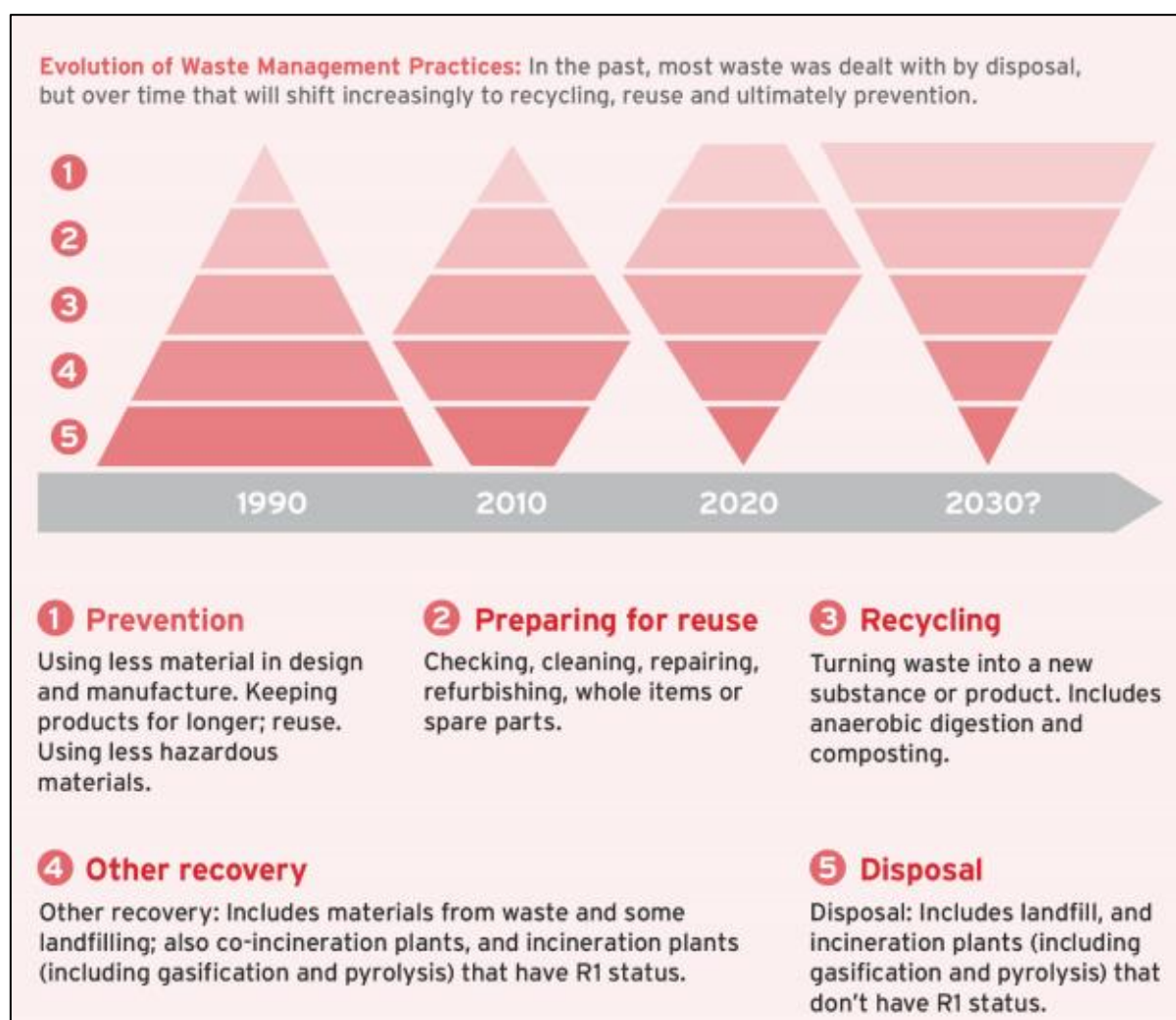


Figure 3.1 – Evolution of Waste Management Practices.

(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 WMSS has been consulted for the weekly arisings for hotels, included within this Code of Practice, to further support the estimated waste generation set out in MCC's GD 04 waste guidance.

3.4 Building Regulations

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

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

- 3.1.1 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.
- 3.1.2 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 hotel and retail 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.
- 3.1.3 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 Servicing Strategy

4.1 Access

- 4.1.1 In order to provide a suitable access strategy for the proposed development, reference has been made to the package of documents submitted in support of App ref: 110074/FO/2015/C2 - Land At 76 - 82 Oldham Street including the Design & Access Statement and Transport Statement. Curtins has also engaged with Officers at Manchester City Council in order to agree a consistent access strategy is adopted in relation to the current application proposals.
- 4.1.2 As noted previously, the consented residential scheme to the north of the Site has proposed to alter the one-way arrangement currently in force along Warwick Street in order to provide a formal link between Oldham Street and Lever Street in the eastbound direction.
- 4.1.3 Given the current highway constraints which limit the ability of large vehicles to turn from Warwick Street onto Spear Street, it is considered that the alteration to the one-way arrangements is necessary to facilitate servicing and waste vehicle access to the consented development and the proposed development which is the subject of this application.
- 4.1.4 On the above basis, it is proposed that the one-way arrangement on Warwick Street between Spear Street and Lever Street is reversed from the current westbound arrangement. This will facilitate all service and waste vehicle access to the site with all vehicles approaching the Site from Oldham Street.
- 4.1.5 The exact servicing and waste management arrangements associated with App ref: 110074/FO/2015/C2 are still to be finalised, however, the submitted Design & Access Statement suggested a single loading bay to be provided on Warwick Street.
- 4.1.6 It is proposed to provide a dedicated loading facility on Warwick Street which will ensure that loading and servicing will take place in a suitable location along the highway. The location and extents of this bay are contained in **Drawing 79424-CUR-00-XX-DR-TP-75001-P01**.

4.2 Service Areas

- 4.2.1 It is envisaged that both the refuse and service point would be located along the northern boundary of the Site, at the proposed loading bay along Warwick Street.
- 4.2.2 **Drawing 79424-CUR-00-XX-DR-TP-05001-P02** shows a swept path analysis of an 8.17m Refuse Vehicle manoeuvring along Warwick Street, stopping at the proposed loading bay, and continuing east towards Lever Street.
- 4.2.3 Given the limited number of vehicle movements along Warwick Street, the proposed servicing arrangement is not anticipated to result in adverse impact or delays on the surrounding highway network.

4.3 Servicing Arrangements

4.3.1 The following **Table 4.1** provides an indication of the typical delivery and collection frequencies expected on a development of an aparthotel this size and type:

Delivery / Collection of:	Frequency (Times a week)	Typical Vehicle
Waste (4 Streams)	5	11m Refuse vehicle or smaller
Linen	2 – 4	Transit type van (max 10m Rigid)
Disposable supplies	1	Transit type van (max 10m Rigid)
Food and Beverages	18	Transit type van (max 10m Rigid)
Development Total	28	10-11m Transit/Rigid HGV

Table 4.1 – Aparthotel Servicing Arrangements.

- 4.3.2 The number of deliveries and collections from commercial units at ground floor cannot be considered at this stage, since the servicing requirements will be largely based on their final occupier. In any event, based on the size of the units it is not considered that they will require a large number of deliveries per week.
- 4.3.3 The servicing arrangements will be timed so they cause the least disruption to the neighbours' amenity. For instance, glass recycling collections will not be made during night time or early hours of the day.

5.0 Waste Forecasting and Strategy

5.1 Introduction

- 5.1.1 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 the Government's goals.

5.2 Waste Forecast

- 5.2.1 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments, Version 6.00 (GD04) and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 5.2.2 The proposed aparthotel will comprise 117 rooms. Any additional space including meeting rooms, reception/lounge and management office areas will be ancillary to the main aparthotel use. Therefore, these areas have not been considered for calculation purposes.
- 5.2.3 The waste weekly arisings from the aparthotel use of the proposed development have been calculated based on MCC's GD04 Guidance recommendations for hotels of 1,500l per 20 bedrooms. It is noted that the document states dining spaces, but Curtins believe that this recommendation is open to a certain degree of interpretation and that the guidance actually refers to bedrooms rather than dining spaces.
- 5.2.4 The lounge, breakfast and kitchen amenity (F&B) uses of the proposed development are located on the ground floor of the development and will have an approximate GFA of 124 m². The F&B uses have been based on the same local Manchester guidance, in this case following the recommendations for Restaurants / Fast Food Outlets of 1,500l per 20 dining spaces. The number of covers, or seats in this case, has not been established at this stage. For robustness and to cater for any potential use, 40 seats have been estimated for calculation purposes.
- 5.2.5 The commercial units at ground and basement levels occupy a total GFA of 233m². Since the final occupier is unknown at this stage, a worst-case scenario has been assumed where all the retail space is dedicated to F&B uses. For calculation purposes, it has been considered that they could accommodate c.70 dining spaces
- 5.2.6 Based on the requirements, **Table 5.1** forecasts the required waste storage area for the proposed aparthotel use using the MCC policy, whilst **Table 5.2** forecasts the total weekly waste arisings from the F&B uses associated with the aparthotel, again using the MCC Policy. Finally, **Table 5.3** shows the forecast for the commercial units at ground and basement levels, considered F&B uses for robustness.

Aparthotel Use - Rooms	
Refuse Stream	Refuse Volume (117 bedrooms)
Non-recyclable Waste	4,388l
Dry Mixed Recycling	2,457l
Glass Recycling	1,755l
Organic Recycling	176l
Aparthotel Total	8,775l

Table 5.1 – Aparthotel Use Weekly Waste Volume Forecast. Assumes 50% recycling Rate.

Aparthotel Use – Lounge, breakfast and kitchen amenity	
Refuse Stream	Refuse Volume (40 seats)
Non-recyclable Waste	1,200l
Dry Mixed Recycling	1,080l
Glass Recycling	450l
Organic Food Recycling	270l
Food & Beverage Total	3,000l

Table 5.2 – F&B Uses Weekly Waste Volume Forecast. Assumes 60% recycling rate.

Commercial Uses – Retail (F&B)	
Refuse Stream	Refuse Volume (70 seats)
Non-recyclable Waste	2,093l
Dry Mixed Recycling	1,884l
Glass Recycling	785l
Organic Food Recycling	471l
Food & Beverage Total	5,232l

Table 5.3 – F&B Uses Weekly Waste Volume Forecast. Assumes 60% recycling rate.

5.3 Collection Frequency

- 5.3.1 It is envisaged that the collection service will be provided by a private collector for all uses. The following **Table 5.4** provides details of the estimated collection frequency:

Proposed Development	
Use	Weekly Collection Frequency
Aparthotel Use (inc. lounge, breakfast and kitchen)	3 times / week except for Organic Recycling (weekly)
Commercial Use (F&B)	3 times / week except for Organic Recycling (weekly)

Table 5.4 – Collection Frequency Forecast.

5.4 Bin Types

- 5.4.1 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 a combination of 1,100l Eurobin and 240l wheeled bins.
- 5.4.2 **Tables 5.5** and **5.6** summarise the required waste containers per stream and based on the collection frequencies summarised above on **Table 5.4**

Aparthotel Use – Including rooms, lounge, breakfast and kitchen amenity	
Waste Stream	Number of bins
Non-recyclable Waste	2 x 1,100l
Dry Mixed Recycling	1 x 1,100l
Glass Recycling	1 x 1,100l
Organic Food Recycling	2 x 240l
Development Total	4 x 1,100l + 2 x 240l

Table 5.5 – Number of Required Bins – Aparthotel Use.

Commercial Uses – Retail (F&B)	
Waste Stream	Number of bins
Non-recyclable Waste	3 x 240l
Dry Mixed Recycling	2 x 240l
Glass Recycling	2 x 240l
Organic Food Recycling	2 x 240l
Development Total	9 x 240l

Table 5.6 – Number of Required Bins – Retail Use.

5.5 Waste Management Strategy – Internal Arrangements

5.5.1 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.

5.5.2 The proposals include a waste storage room for all aparthotel uses. A single waste store is considered sufficient as the breakfast, lounge and kitchen area waste generation is compatible with the aparthotel room's waste generation.

5.5.3 The proposed waste storage room has been sized to accommodate and operate the number of bins required above using MCC standards.

5.5.4 Oil recycling has not been included within the calculations. However, space has been provided within the waste storage room to cater for its potential storage and collection.

5.5.5 The commercial units will store their waste internally within their own demise.

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

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

5.5.8 The aparthotel management and the staff of the commercial units 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.

5.6 Waste Management Strategy – Collections

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

5.6.2 Both the aparthotel and the commercial uses will have an estimated collection frequency of three times a week although this could increase to five times per week if necessary, with the exception of organic waste which will be collected weekly. In any case, based on the variable nature of the F&B use, it is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes.

5.6.3 The refuse collection point and the service area would be located along the northern boundary of the Site, at a designated new loading bay on Warwick Street.

- 5.6.4 The management team of the aparthotel and staff of the commercial units would be responsible for moving the bins from the bin stores, to be accessed via Back Spear Street, to the collection point on collection day. The waste operators will collect the bins and load them into the refuse vehicle.
- 5.6.5 **Drawing 79424-CUR-00-XX-DR-TP-05001** shows a swept path analysis of an 8.17m Refuse Vehicle manoeuvring along Warwick Street, stopping at the proposed loading bay, and continuing east towards Lever Street.
- 5.6.6 Once the bins have been emptied, containers would be carried immediately back to the bin store by the management team.

6.0 Summary and Conclusions

6.1 Summary

- 6.1.1 Curtins has been appointed on behalf of Jadebricks Manchester Ltd to provide traffic and transportation advice in relation to the redevelopment of 68-70 Oldham Street and 61 Spear Street, Manchester, M4 1LE into a proposed aparthotel.
- 6.1.2 The proposed development will comprise the demolition of 68-70 Oldham Street/61 Spear Street and construction of a 10-storey building with associated ground floor commercial uses.
- 6.1.3 In summary, the aparthotel would comprise:
- 117 bedrooms;
 - Ancillary amenity and lounge space;
 - Zero car parking provision;
 - 15 no. Secure cycle space storage;
 - Guest entrance off Warwick Street and Oldham Street;
 - Ground floor commercial access via Spear Street;
 - Service access along Warwick Street; and
 - Waste storage is proposed to the rear of the building, accessed via Spear Street.
- 6.1.4 This Waste Management and Servicing Strategy (WMSS) has been prepared to consider the potential servicing arrangements and waste management strategy, including the waste storage room area, number of bins and collection arrangements.
- 6.1.5 The calculations included on this report have been prepared based on MCC's Waste Storage and Collection Guidance for New Developments (GD04 – v6.00), but with some recognition of the British Standards. The report concludes that both the aparthotel and commercial uses will be served by private refuse collections.
- 6.1.6 Both the aparthotel and the commercial uses are anticipated to be served by three times-a-week collections, with the organic waste to be collected weekly. Although the forecasted F&B uses waste generation are robust and would cater for most occupiers, the collection frequency is subject to be updated following occupation, as typically the waste generated by this use varies significantly based on the final occupier.
- 6.1.7 The size of the aparthotel bin store has been determined accordingly whilst consideration to segregation and recycling has been given. The commercial uses will store their waste internally.
- 6.1.8 A new loading bay is proposed along Warwick Street.

6.2 Conclusions

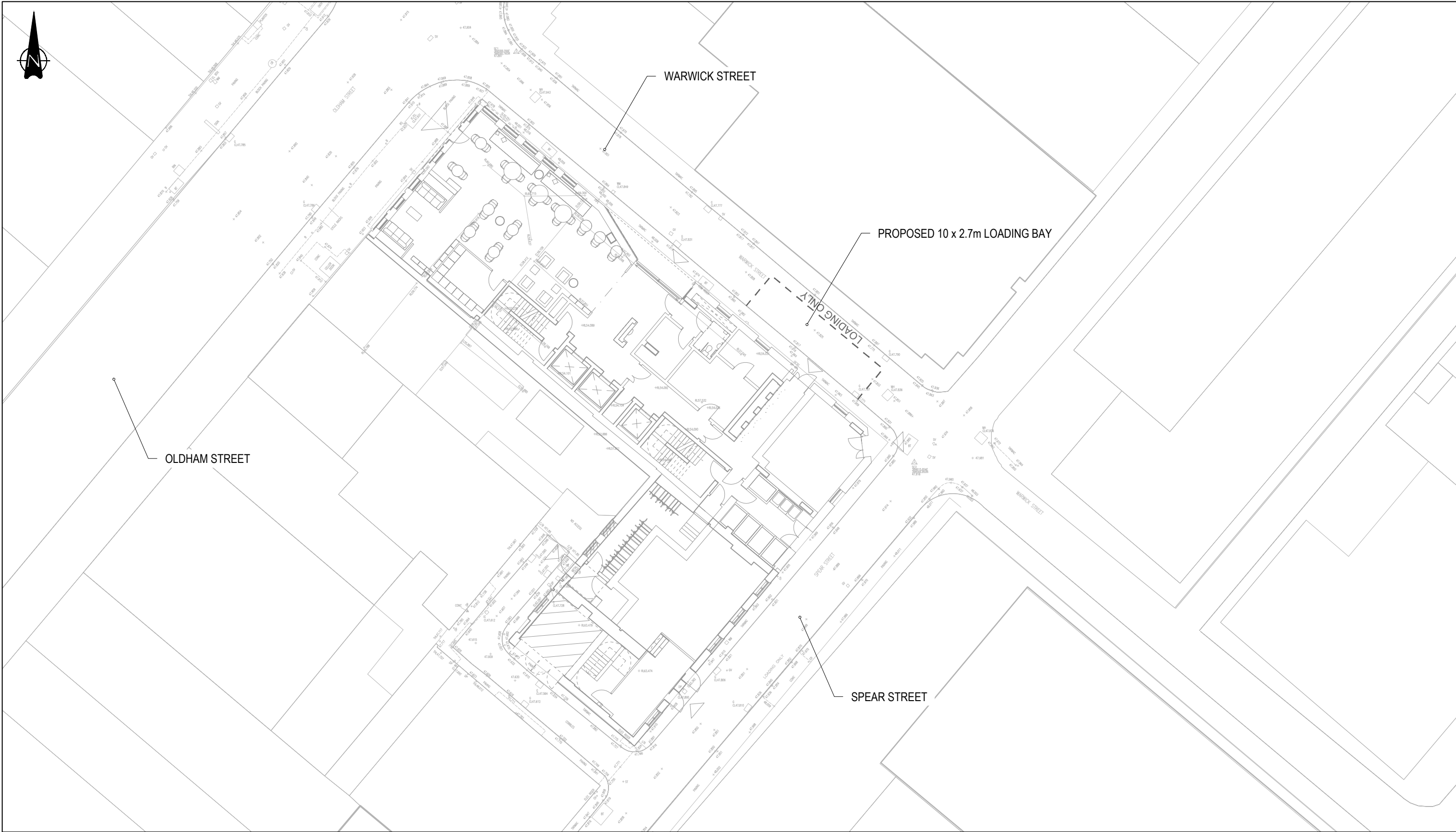
- 6.2.1 From a Waste Management and Servicing perspective, there are no reasons why the development proposals should not be granted planning approval.

79424 Oldham Street, Manchester

Waste Management and Servicing Strategy



Drawings



KEY: PROPOSED ROAD MARKINGS



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Project: OLDHAM STREET HOTEL

Drg Title: PROPOSED LOADING BAY

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

79424 - CUR - 00 - 00 - D - TP - 75001 - P01

Status: PRELIMINARY

Drawn By: DD Checked By: AT

Designed By: DD Date: 08/09/22

Scale: 1:250

GENERAL NOTES:

Rev:

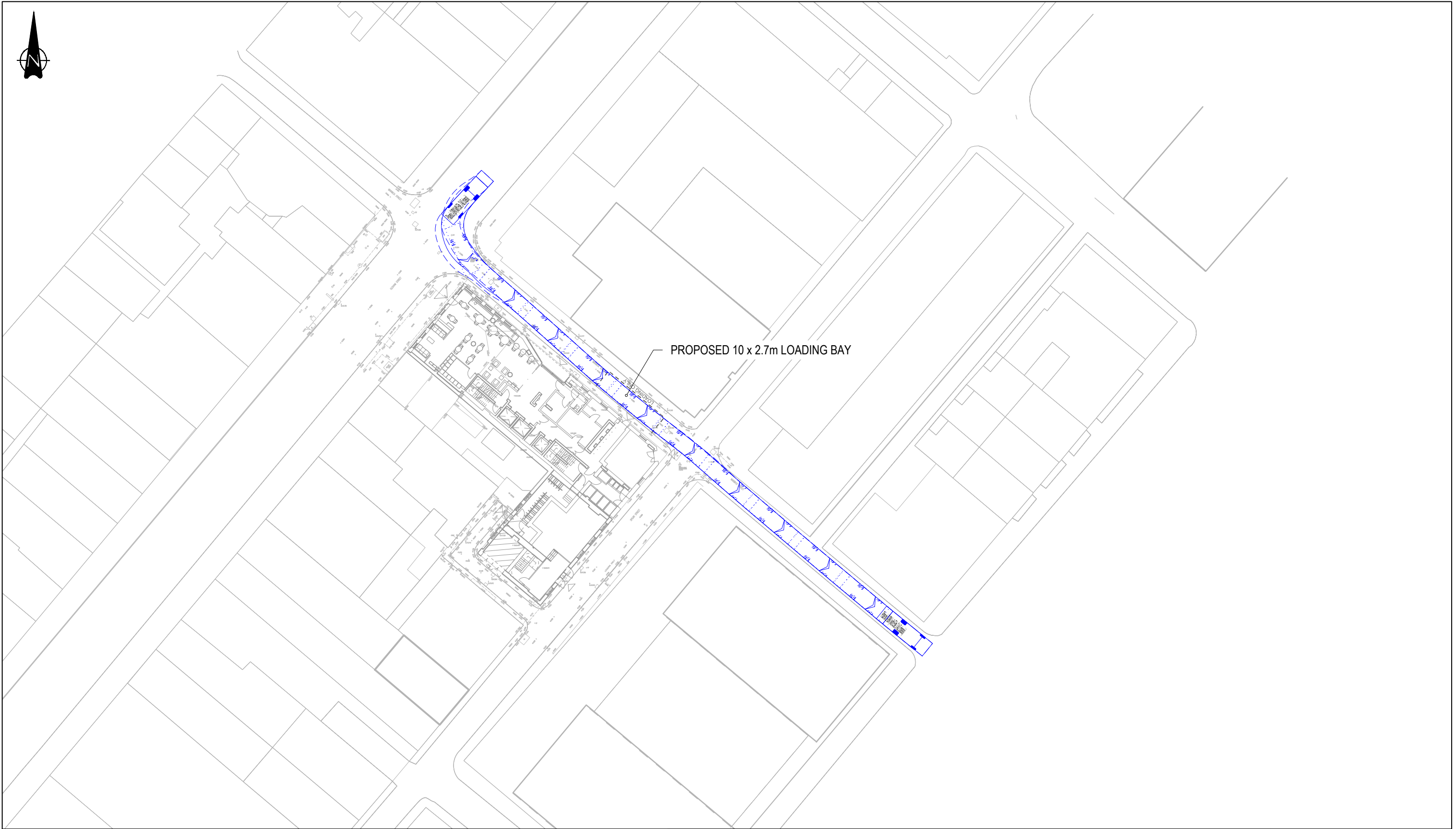
Description:

Date:

By:

Chkd:

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KEY: PROPOSED ROAD MARKINGS

Phoenix 2-09N (with Elite 2 4x2 chassis)

Overall Length	8.17m
Overall Width	2.250m
Overall Body Height	3.162m
Min Body Ground Clearance	0.367m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.550m

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P01	Loading area updated	30/08/22	DD	AT
Rev:	Description:	Date:	By:	Chkd:

Project: OLDHAM STREET HOTEL

Drg Title: SWEPT PATH ANALYSIS REFUSE

Project No: 79424 - CUR - 00 - 00 - D - TP - 05001 - P02

Status: PRELIMINARY

Drawn By: HD Checked By: AT

Designed By: HD Date: 17/08/22

Scale: 1:500

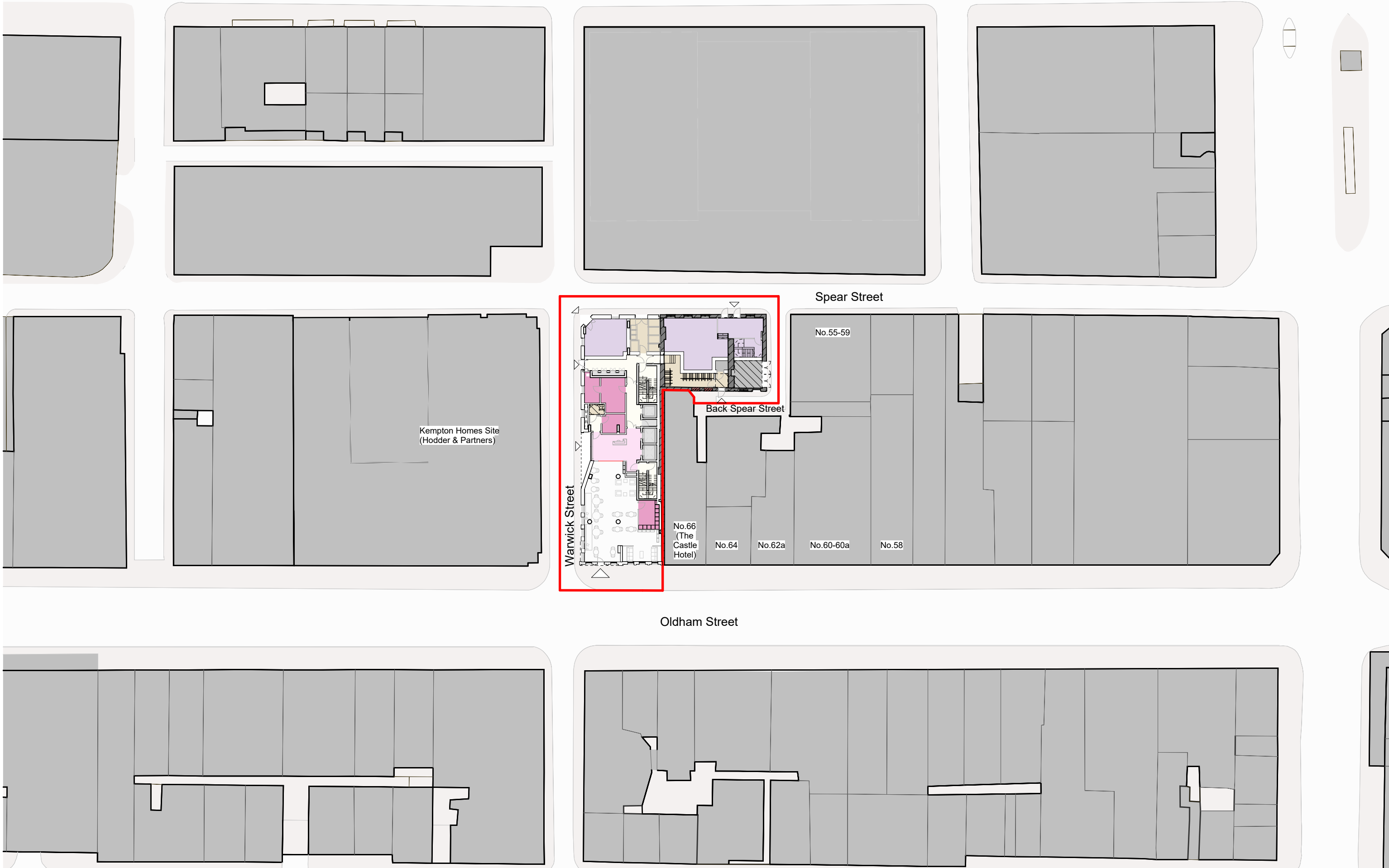
Originator: Volume: Level: Type: Role: Category / Number: Rev:

79424 Oldham Street, Manchester

Waste Management and Servicing Strategy



Appendix A – Proposed Ground Floor Layout Plan



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.

NOTE:

1. Red line boundary based on topographic survey & as-built survey. 56815-Topo-2D (08-03-21) & 56815 Floor Plans (08-03-21).
2. Co-ordination of existing building footprint (including interior face of party wall) and topographic survey tbc by MHLS.
3. Subject to party wall advice from specialist consultant.

NORTH

Rev	Date	Description
01	2021-11-08	First Issue
02	2022-08-02	Current agreed planning red line

Project Title

Oldham Street
Manchester

Status

For Comment

Drawing Title

Red Line Planning Boundary
Indicative Layout

Project No 10338	Scale 1 : 500 @ A3
SHP Drawing Code 10338-SHP-A-G200-SK-00-002	Revision 01

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Waste Management and Servicing Strategy



Appendix B – Manchester City Council Waste Pro-Forma

Appendix E Proforma for Planning Applications



**MANCHESTER
CITY COUNCIL**

Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 18/08/22

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 -	2x 1100l bin (hotel), 3x 240l bin (commercial unit)
Pulpable Recycling -	1x 1100l bin (hotel), 2x 240l bin (commercial unit)
Mixed Recycling -	1x 1100l bin (hotel), 2x 240l bin (commercial unit)
Food Waste -	1x 240l bin (hotel), 2x 240l bin (commercial unit)
Industrial Waste -	

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

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

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

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Storage Areas for Waste Containers (Residential and Commercial)

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

Cleaners will use trolleys to collect waste from each hotel room before taking it to the hotel waste storage room on the ground floor of the building. The employees of the commercial units will store waste internally within the retail space. It is envisaged that a private collection company would collect the waste 3 times per week for all uses, with weekly collections for organic recycling. 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 hotel management company and staff of the commercial units
--

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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