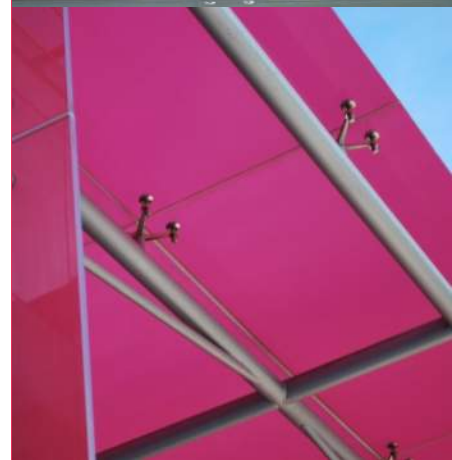
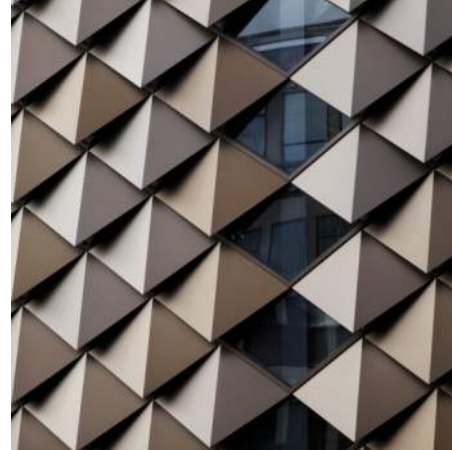
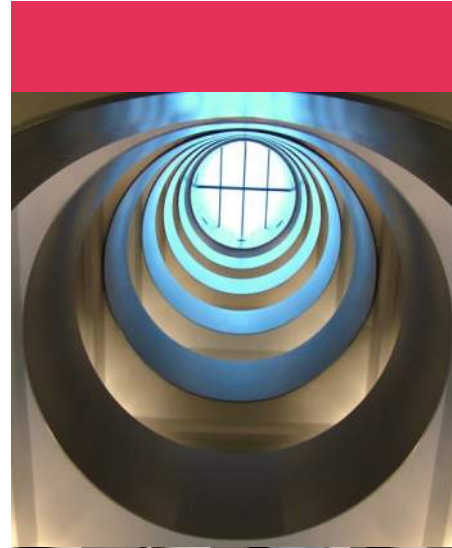


Arundel Street, Manchester

Waste Management Strategy

Curtins Ref: 071713-CUR-XX-XX-T-TP-00001
Revision: P02
Issue Date: 05 April 2022

Client Name: Logik Developments (Arundel Street) Ltd



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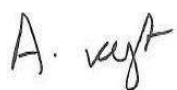
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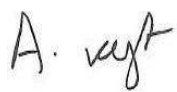
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Appendix A – Proposed Layout
Appendix B – Manchester City Council Waste Pro Forma

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Logik Developments (Arundel Street) Ltd to provide traffic and transportation advice in relation to a proposed residential development at Arundel Street, Manchester.
- 1.1.2 A planning application (Ref. 118045/FO/2017) was submitted for the development site on the 7th June 2018 and refused on the 19th October 2018, solely on the basis of that: *“The erection of a 35 storey tower and 10 storey building would, by virtue of its siting, scale and appearance result in a form of development that would be overly dominate and would harm the form, character and setting of the Castlefield Conservation Area and the setting of the adjacent Grade II* listed former St George's Church”*.
- 1.1.3 The previous planning application involved the construction of a 10 storeys high U-shaped building located on Arundel Street, Worsley Street and Mancunian Way, comprising residential uses and ground floor commercial units; a 35-storey residential building on the corner of Ellesmere Street and Mancunian Way; the refurbishment and conversion of the existing 4-storey DOT building, together accommodating a total of 386 no. 1, 2 and 3 bed apartments; along with associated courtyard car parking, cycle parking, access, and associated works.
- 1.1.4 Another planning application (Ref. 123261/FO/2019) was submitted on the 10th April 2019 and approved on the 23rd August 2019. The revised proposals included the construction of a residential-led scheme comprising residential uses, ground floor commercial units, and a resident roof garden. The U-shaped building steps 8 to 9-storeys from Arundel Street to Worsley Street, and 11 to 23-storeys along Mancunian Way and the refurbishment and conversion of the existing 4-storey DOT Building, together accommodating a total of 355 no. 1, 2 and 3 bed apartments; along with associated courtyard car parking (31 spaces), cycle parking, access, landscaping, and associated works.
- 1.1.5 The client is now seeking to make non-material amendments to the development to ensure its commercial viability, whilst maintaining the principles of the currently approved planning application.
- 1.1.6 The revised proposals include:
- The number of apartments proposed remains unaltered at 355 units, although the internal distribution has changed;
 - The DOT building will accommodate a gym at ground and first floors. The two upper floors will be dedicated to office use (Use Class E);

- The commercial areas at ground floor have been reduced in size to an overall 195m² (from 341 m² on the planning application)
- The courtyard car parking provides the same number of spaces as the planning application (31 spaces) although there have been changes to the courtyard layout. Cycle parking remains the same at 100% provision.

1.1.7 The Development Proposals are included as **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, management strategy 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 use, access and Highway Network surroundings whilst relevant local and national waste policy is summarised in **Section 3**

1.3.2 **Section 4** outlines the waste forecasting methodology used to establish the likely refuse generation associated with the development proposals, providing details of recycling and waste management and collection procedures.

1.3.3 The report is summarised and concluded in **Section 5**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The Site extends to approximately 0.5 hectares (5,058 m²). It is bounded by Arundel Street to the west, Ellesmere Street to the south, Worsley Street to the north and the A57 (M) Inner Ring Road (Mancunian Way) to the east. The site is currently bisected by Balmforth Street.

2.1.2 The following **Figure 2.1** illustrates the location of the site in relation to Manchester City Centre.

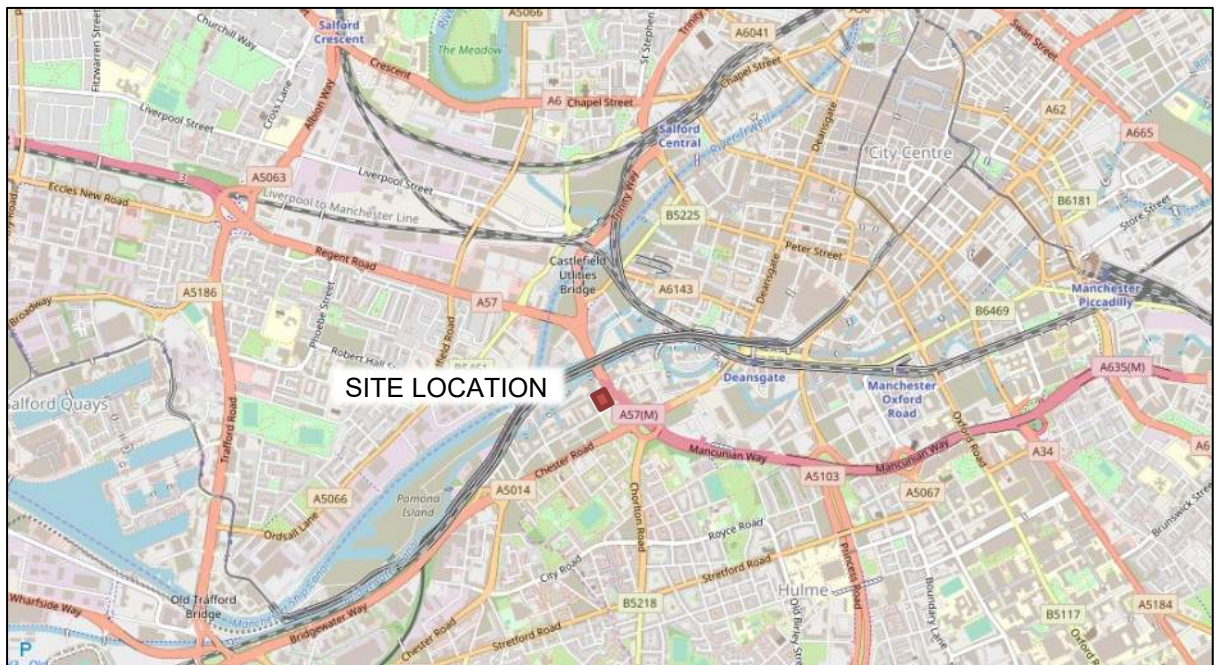


Figure 2.1 – Location Plan in Relation to Manchester City Centre.

2.2 Existing Use

2.2.1 The Site comprises three industrial buildings including the 4–storey DOT building fronting Ellesmere Street, a gymnasium and fireplace warehouse both of which are single-storey buildings located on Arundel Street.

2.2.2 At street level the Site is dissected from the west to the east by Balmforth Street, which benefits from a Stopping Up Order granted in June 1966, comprising a parking area. To the eastern-most section of the site is a parcel of green space containing a number of trees facing onto the A57 (M) Inner Ring Road.

2.2.3 The surrounding area is characterised by a mixture of residential, commercial and leisure uses.

2.3 Existing Access Arrangements

2.3.1 Vehicular access into the Site is currently provided via Balmforth Street and Arundel Street.

2.4 Surrounding Highway Network

2.4.1 The following **Figure 2.2** illustrates the existing Highway Network in the vicinity of the site.

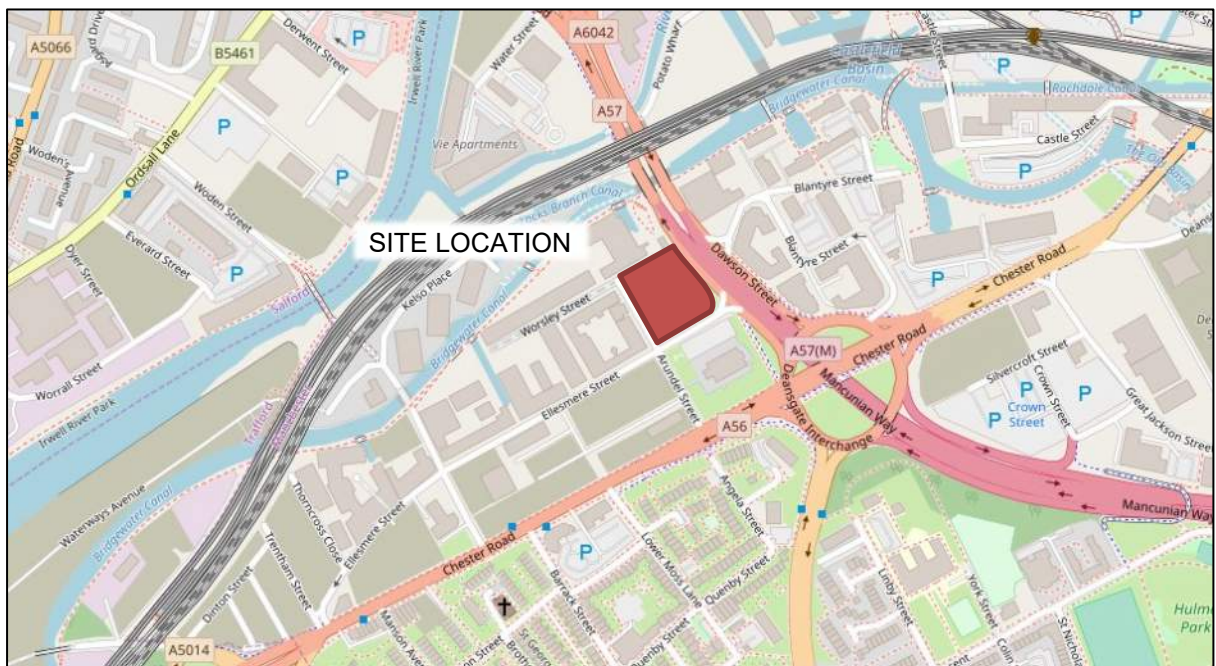


Figure 2.2 – Location Plan in Relation to the surrounding Highway Network.

Arundel Street

- 2.4.2 The Proposed Development would be accessed via Arundel Street, which extends on an approximate north/south alignment.
- 2.4.3 It is a single lane two-way road with a typical carriageway width of approximately 6.75m. The road is subject to a 20mph speed limit with footways and street lighting provided along both sides of the carriageway.
- 2.4.4 There are three parking spaces on Arundel Street which are limited to residents via a recently applied residents parking scheme and Pay and Display (P&D) for all other users. The remainder of the street is protected by double yellow lines.
- 2.4.5 At the south west corner of the Site, Arundel Street forms a priority-controlled crossroads with Ellesmere Street. The southern section of Arundel Street extends beyond this junction and consists of a mixture of parking bays and parking restrictions. The road is a cul-de-sac and there is no link through to the A56.

Worsley Street

- 2.4.6 Worsley Street extends on an east/west alignment to the north of the site. The road is an unadopted shared space street with a typical highway width of approximately 9m. It consists of different surface treatments such as cobbles, tarmac and concrete. Access is limited by removable bollards and there is no vehicular exit at either end of the street.
- 2.4.7 There is no on-street parking provision or loading bays on Worsley Street, although it provides access to an underground private car park.
- 2.4.8 At the eastern terminus of the road, existing pedestrian infrastructure provides a link to the Inner Ring Road and Bridgewater Canal tow path.

Ellesmere Street

- 2.4.9 Ellesmere Street extends on an east/west alignment from the A57 Inner Ring Road in the east in a south westerly direction until it connects to the A56 after circa 500m.
- 2.4.10 The road is bordered by residential development for much of its length and there are roads off it that provide access to other residential properties.
- 2.4.11 Ellesmere Street has footways and street lighting on both sides of the carriageway. There is on-street parking controlled via the residents parking scheme and P&D, along the northern side of the carriageway. There are also two existing city car club spaces on Ellesmere Street.

A57 (M) Inner Ring Road Slip Road

- 2.4.12 The Proposed Development would have frontage to the A57 Inner Ring Road Slip Road, which extends along a north/south alignment linking the site to Salford and the M60 via the M602.
- 2.4.13 The slip is a single lane Northbound one-way street with a typical carriageway width of 6.75m, including a cycle way provision of circa 1.5m. An average 6.00m wide footpath is located on the western side of the road. It is located adjacent to the A57 Inner Ring Road, which emerges from a tunnel under Deansgate Interchange.
- 2.4.14 The speed limit in the vicinity of the site for the slip road is 30mph, increasing to 40mph after merging with the A57. Street lighting is located on the footpath on the Western side of the road although after merging with the A57, street lighting is provided on the central reserve.
- 2.4.15 There is no parking or public transport provision on the Inner Ring Road Slip Road.

A56 Chester Road

- 2.4.16 The A56 Chester Road is one of the main radial routes into Manchester City Centre and provides the main route for outlying towns such as Altrincham and Sale to gain access to the city. In the vicinity of the site, Chester Road has an overall carriageway width of around 12m.
- 2.4.17 Chester Road serves as a bus route in and out of Manchester and also features an on-road cycle lane along its southern side. Chester Road is subject to a 30mph speed limit and is lit by regularly spaced lighting columns.

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:

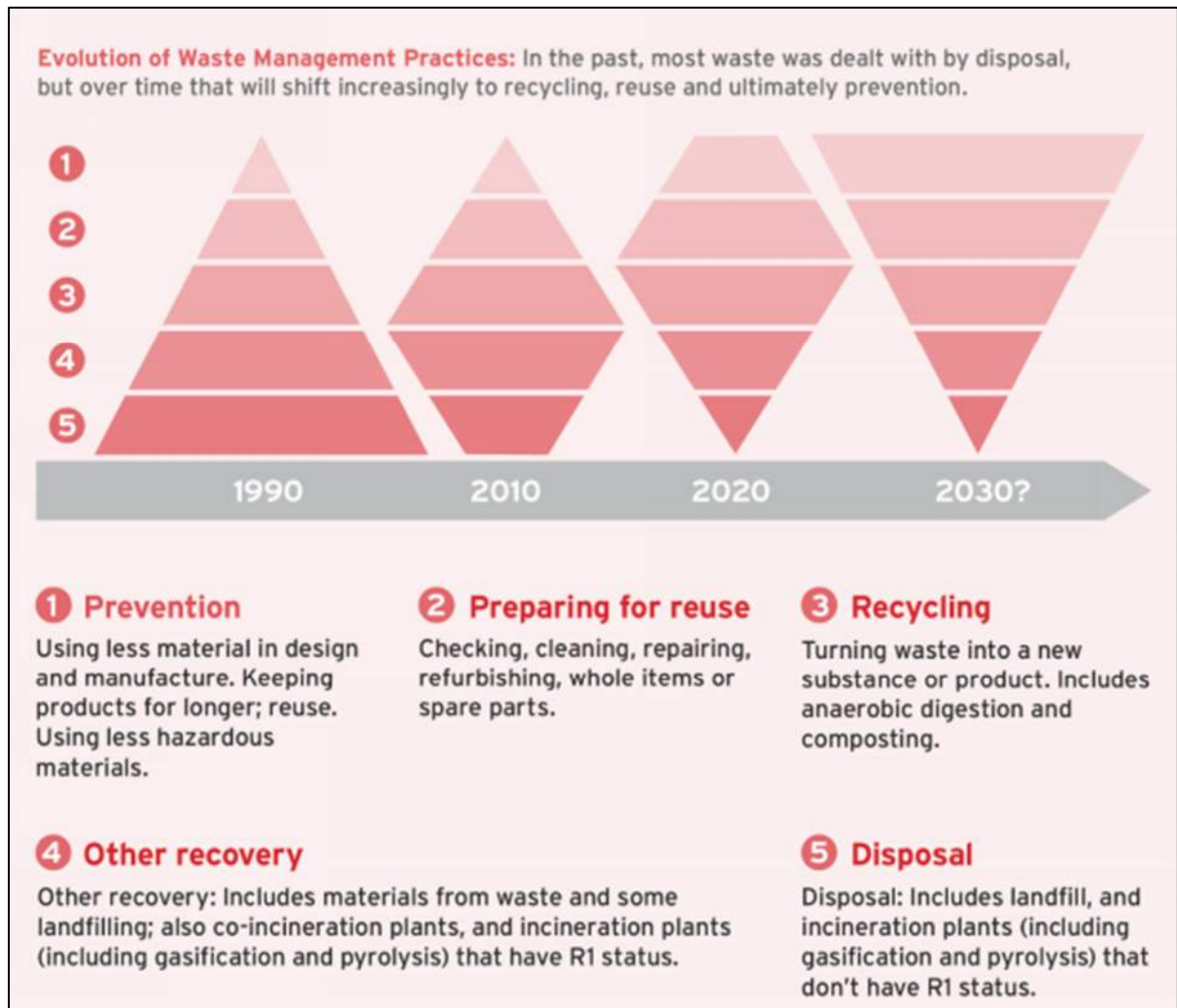


Figure 3.1 – Evolution of Waste Management Practices.

(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 useful information relating to waste forecasting and new build developments.

3.3.2 This WMS has consulted the weekly arisings for domestic uses, included within this Code of Practice, to further support the estimated waste generation set on MCC's GD 04 waste guidance for High Rise developments.

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 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

3.6 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 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 Waste Forecast

- 4.1.1 Estimated waste storage requirements have been calculated following MCC's Waste Storage and Collection Guidance for New Developments (GD 04 – v6.00).

Residential uses

- 4.1.2 The residential part of the development consists of 355 apartments, all of them located in the new building.
- 4.1.3 The new building has three proposed cores for residents to access their apartments. Based on this, the residential part of the development has been divided in three areas for calculation purposes, as detailed below in **Table 4.1**:

Residential Area	Location	Number of apartments
A	Core A	100
B	Core B	81
C	Core C	174
Total		355

Table 4.1 – Residential Areas and Number of Apartments.

- 4.1.4 Resident accessible stores have been conveniently located in the vicinity of each of the cores. Full and empty bins will be located at stores only accessible by the future management company. A detailed description of the waste strategy is provided below in **Chapter 4.4**.
- 4.1.5 These figures have been used to determine the required minimum storage area as recommended by MCC's GD04 Guidance. The following **Table 4.2** provides details for each individual residential area of the proposed development:

Residential Area	No. Apartments	Minimum required bin storage room in m ² . (dwellings x 0.43m ²)
A	100	43.00
B	81	34.83
C	174	74.82

Table 4.2 – Residential Uses – Minimum required bin storage area.

- 4.1.6 The following **Table 4.3** summarises the proposed waste storage areas for each residential area of the proposed development, including both areas accessible for residents and storage areas only accessible for the management company:

Residential Area	No. Apartments	Proposed waste storage areas in m ²
A	100	75
B	81	75
C	174	131

Table 4.3 – Residential Uses – Proposed waste storage areas.

- 4.1.7 The above **Table 4.3** demonstrates the development will provide sufficient storage room to store, manoeuvre and access containers.
- 4.1.8 To cater for the necessary space to access and manoeuvre the bins, the minimum requirements set by the GD04 guidance have been increased across the three residential areas of the development, providing 32m² of extra storage space for Core A at the U-shaped building, 40m² at Core B storage room and 56m² at Core C.

Commercial Uses

- 4.1.9 The commercial part of the development consists of four independent units in two separate areas with a combined Gross Floor Area (GFA) of 195m². For waste calculation purposes, the proposed gym is considered ancillary to the main uses and not included in these calculations. **Table 4.4** summarises the location and GFA of each of the areas:

Commercial Area	Location	GFA in m ²
A	Fronting Worsley Street	76
B	Fronting Arundel Street	119
Total		195

Table 4.4 – Commercial Areas and GFA.

- 4.1.10 For calculation purposes, it has been considered that the three commercial areas are going to be dedicated to retail uses and that the initial recycling percentage will be 50%.

4.1.11 The following **Table 4.5** summarises the forecast waste volumes for each commercial area of the proposed development:

Commercial Area	Refuse Stream	Refuse Volume in l
A	Non-recyclable Waste	190
	Dry Mixed Recycling	124
	Glass Recycling	67
	Total	380
B	Non-recyclable Waste	298
	Dry Mixed Recycling	193
	Glass Recycling	104
	Total	595

Table 4.5 – Commercial Uses Waste Volume Forecast.

Office Uses

4.1.12 The office uses will occupy the two upper floors at the reconverted DOT building, with a total Gross Floor Area (GFA) of 448m².

4.1.13 The following **Table 4.6** summarises the forecast waste volumes for the office uses:

Refuse Stream	Refuse Volume in l
Non-recyclable Waste	466 l
Dry Mixed Recycling	524 l
Glass Recycling	175 l
Total	1,165 l

Table 4.6 – Office Uses Waste Volume Forecast.

4.2 Bin Types

Residential Uses

4.2.1 Given the potential volumes involved for the three residential areas, the most suitable container for the general waste stream would be a 1,100l Eurobin.

4.2.2 It is proposed that the same bin type is used for pulpable and co-mingled waste streams.

4.2.3 With regards to organic waste, 240l bins are the most suitable storage solution.

Commercial Uses

- 4.2.4 Following the forecast waste volumes, it is considered that the commercial uses would benefit from 240l wheelie bins. However, the bin stores have been sized to accommodate up to four 1,100l Eurobin containers, to cater for businesses that could potentially generate more waste.

Office Uses

- 4.2.5 It is considered that the office uses would benefit from a combination of 660l and 240l bins.

4.3 Waste Management Strategy – Internal Arrangements

Residential Uses

- 4.3.1 It is proposed that residents within the new buildings would be provided with four bins. One for general waste, one for pulvable waste, one for co-mingled recyclates and one for food waste.
- 4.3.2 The residents will store waste internally within their apartments before taking it to the closest residents' waste store. These stores have been conveniently located in the immediate vicinity of each of the cores. The resident accessible waste stores have been designed to accommodate a bin of each waste stream.
- 4.3.3 The management team would be responsible for checking the residents' waste stores at the U-shaped building regularly and transporting the waste to larger general bin stores located at ground floor level.
- 4.3.4 The bin stores will stock both empty and full bins awaiting collection. At residential areas A and C these stores have been located adjacent to the resident accessible stores. The residential area B has a bin store located in the vicinity of the residential Area A. The path in between these two stores is located in the courtyard and has been designed to accommodate the transportation of bins as per MCC GD04 design standards.

Commercial Uses

- 4.3.5 The commercial uses will have a waste storage room independent from the residential uses. Each of the commercial areas is envisaged to have its own waste store.

Office Uses

- 4.3.6 The office uses will share the waste store with the commercial units facing Arundel Street.

4.4 Waste Management Strategy – Collections

Residential Uses

- 4.4.1 It is envisaged that MCC would collect the waste and the bin stores in each building have been sized to accommodate MCC's GD04 guidance recommendations.

- 4.4.2 The storage rooms have been designed to accommodate the anticipated number of bins for the four waste streams. These four streams will be independently accessible and space to manoeuvre the bins has been taken into consideration. **Drawing 71713-CUR-00-XX-DR-TP-06004-P02** shows the location and dimensions of the storage rooms and also provide details of the collection points and paths.
- 4.4.3 The building management company would be responsible of transporting the bins to the collection point on collection day. MCC waste operators will then load the bins into the refuse vehicle.
- 4.4.4 This will take place via two new loading bays, located on Arundel Street and Ellesmere Street, as agreed with MCC Highways.
- 4.4.5 A swept path analysis has been performed to assess a large refuse vehicle utilising the proposed loading bays. **Drawing 71713-CUR-00-XX-DR-TP-05001-P02** shows the vehicle utilising both proposed loading bays.
- 4.4.6 Once the bins have been emptied, containers would be carried immediately back to the bin store by the management company.
- 4.4.7 The management company would also be responsible of cleaning the waste storage facilities.

Commercial Uses

- 4.4.8 The commercial uses of the proposed development will be served by private contractors.
- 4.4.9 It is envisaged that the frequency of collections will be tailored to match the actual waste generation after occupation, as waste generation varies based on the flexible nature of the different commercial uses.
- 4.4.10 However, based on the forecast volumes summarised above in **Table 4.5** and the proposed waste store sizes, it is considered that waste could be collected on a weekly basis.

Commercial Uses

- 4.4.11 Similarly, the office uses will be served by private contractors and the waste will be collected weekly.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed on behalf of Logik Development (Arundel Street) Ltd to provide traffic and transportation advice in relation to a proposed residential development at Arundel Street, Manchester.
- 5.1.2 The client is seeking to make non-material amendments to the development proposed as part of the approved planning application (Ref. 123261/FO/2019), to ensure its commercial viability, whilst maintaining the principles of the currently approved planning application.
- 5.1.3 The revised proposals include:
- The number of apartments proposed remains unaltered at 355 units, although the internal distribution has changed;
 - The DOT building will accommodate a gym at ground and first floors. The two upper floors will be dedicated to office use (Use Class E);
 - The commercial areas at ground floor have been reduced in size to an overall 195m² (from 341 m² on the planning application)
 - The courtyard car parking provides the same number of spaces as the planning application (31 spaces) although there have been changes to the courtyard layout. Cycle parking remains the same at 100% provision.
- 5.1.4 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste storage room area, management strategy and collection arrangements.
- 5.1.5 It has been prepared based on MCC's Waste Storage and Collection Guidance for New Developments (GD04 v6.00).
- 5.1.6 The report concludes that the residential uses of the proposed development could be served by MCC refuse collections and the waste and bin stores within each residential area have been sized accordingly.
- 5.1.7 The commercial and office uses would be served by private contractors. These uses will have waste rooms independently accessed from the residential uses. The waste rooms have been sized accordingly to the expected uses and weekly collection frequency.

5.2 Conclusions

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

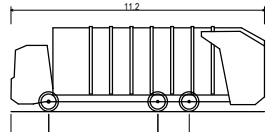
Drawings



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6. BASED ON SIMPSON HAUGH'S LAYOUT: '110090-G200-P-00_220315'

VEHICLE PROFILE:



Phoenix 2 Duo (P2.15W with Elite G4 chassis)
Overall Length 11.20m
Overall Width 2.50m
Overall Height 2.50m
Min Road Ground Clearance 2.50m
Track Width 2.50m
Lock to lock 4.00m
Kerb to Kerb Turning Radius 4.00m

Rev:	Description:	Date:	By:	Chkd:
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Status: PRELIMINARY

Project: ARUNDEL STREET - MANCHESTER

Orig Title: SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE

Size:	Date:	Drawn By:	Designed By:	Checked By:
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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 SIMPSON HAUGH'S LAYOUT: '110090-G200-P-00_220315'

KEY:

- RESIDENTIAL WASTE / BIN STORAGE ROOM
- COMMERCIAL / OFFICE WASTE STORAGE ROOM
- SERVICE STRATEGY

Rev:	Description:	Date:	By:	Chkd:
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Status: **PLANNING**

Project: **ARUNDEL STREET - MANCHESTER**

Orig Title: **WASTE MANAGEMENT STRATEGY**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	04/04/22	DD	DD	AV			
Scale: 1:200							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
081100 - CUR - XX - 00 - D - TP - 06001 - P01							

Appendix A – Proposed Layout



Appendix B – MCC Waste Forecasting Pro-Forma

Appendix E Proforma for Planning Applications



MANCHESTER
CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 04/04/22

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.	Area A - 75sqm Area B - 75sqm Area C - 131sqm

Commercial Developments

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

General Waste - Retail uses: up to 4x 1,100l bin for each commercial area (2 in total)
Pulpable Recycling - Office uses: 2 x 660l and 1 x 240l bins.
Mixed Recycling -
Food Waste -
Industrial Waste -

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

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

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

The residents will store waste internally within their apartments before taking it to the closest residents' waste store. These stores have been conveniently located in the immediate vicinity of each of the cores. The resident accessible waste stores have been designed to accommodate a bin of each waste stream.

Storage Areas for Waste Containers (Residential and Commercial)

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

The employees of the commercial units and office uses will take the waste to the nearest waste storage room.

It is envisaged that a private collection company would collect the waste.

Frequency of collections will be established after occupation. It is expected that for a general retail and office use weekly collections would suffice.

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

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

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

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

The management company.

Please ensure that you have attached:

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

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

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