

Alberton House

Waste Management Strategy

Curtins Ref: 80058-CUR-XX-XX-T-TP-00003

Revision: P04

Issue Date: 29 June 2022

Client Name: Bruntwood RB Ltd



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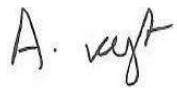


Control Sheet

Rev	Description	Issued by	Checked	Date
P01	First issue	DD	AV	29 October 2021
P02	2 nd Issue	DD	AV	10 May 2022
P03	3 rd Issue, standard terminology updated	AV	AV	19 May 2022
P04	4 th Issue, for planning	AV	AV	29 June 2022

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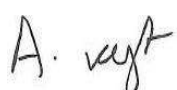
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Bruntwood RB Ltd to provide transport and highways advice in relation to a planning application for a proposed office development at Alberton House, off St Mary's Parsonage in Manchester City Centre.

1.1.2 The existing site comprises a part 12, part 4 storey office building with basement car park (20 spaces).

1.1.3 The proposed development is described as follows:

“Demolition of existing building and erection of a 19 storey (basement, ground including mezzanine, plus 18) building comprising ground floor food and beverage (Use Class E, Sui Generis), 16 floors of office (Class E), and two floors of wellness centre (Sui Generis) including ancillary food and beverage (Use Class E), landscaping, highways and other associated works.”

1.1.4 The development proposals do not include any provision for car parking. The secure and sheltered cycle parking provision will comprise of two-tier racks (providing 102 spaces) and Brompton lockers (18 spaces). There will also be short-stay cycle spaces for visitors, in the form of Sheffield stands (14 spaces) provided as part of the landscape outside the building.

1.1.5 The loss of existing car parking spaces will result in a net reduction in the number of vehicle movements accessing the site daily, therefore representing a net benefit in traffic terms.

1.1.6 The proposed site layout is provided in **Appendix A** to the rear of the report.

1.1.7 Curtins held a pre-application meeting with MCC Highways on 19th April 2022 to discuss the development proposals and agree a servicing strategy. It was agreed that two servicing options will be presented for planning. Option 1 proposes a continuous 2m footway and a 4.5m carriageway along the proposed 2.7m wide loading bay, whilst Option 2 proposes a 1.7m footway and a 4.8m carriageway along the extent of the 2.7m wide loading bay. Both options have been subject to an independent Stage 1 Road Safety Audit.

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.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the site location, including use and Highway Network surroundings whilst relevant local and national waste policy is summarised in **Section 3**.
- 1.3.2 **Section 4** contains the waste forecasting methodology used to establish the likely refuse generation associated with the development proposals, providing details of recycling, waste management and collection procedures. The report is summarised and concluded in **Section 5** with MCC waste pro forma included as **Appendix B**.

2.0 Site Location and Highway Layout

2.1 Site Location

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

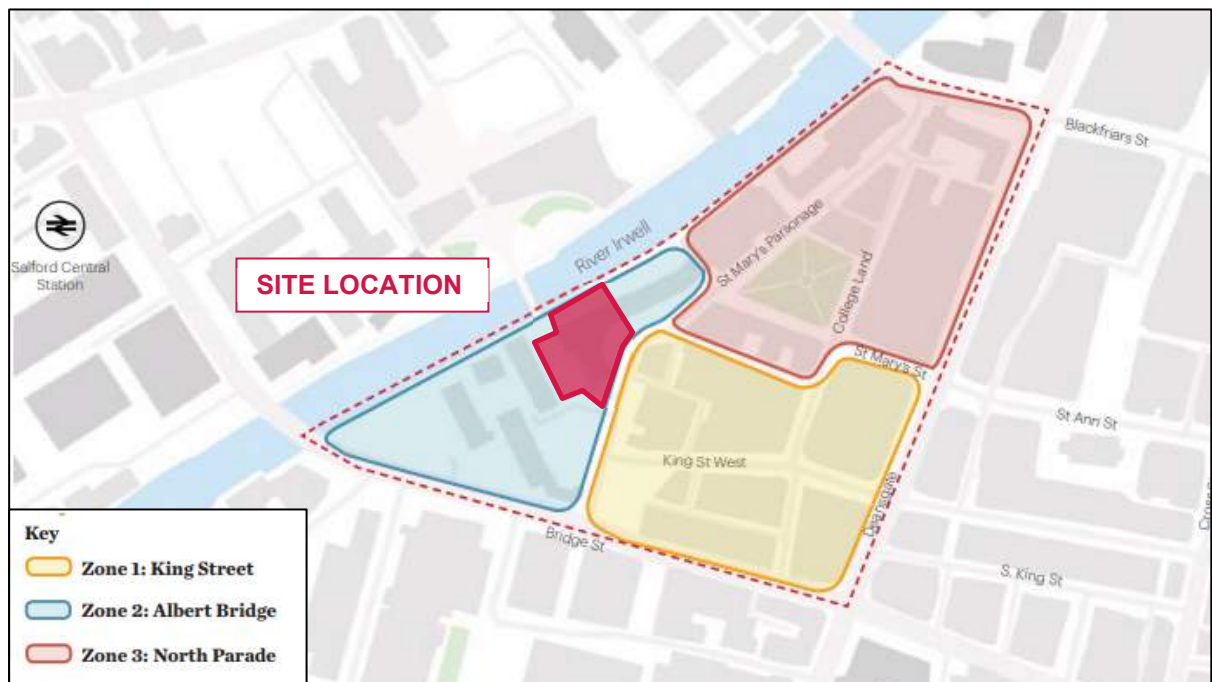


Figure 2.1 – Site Location in relation to the St Mary's Parsonage SRF area
(Source: Sheppard Robson, 2020)

- 2.1.2 The site is located in Zone 2 and is bound by River Irwell to the north, Cardinal House to the east, St Mary's Parsonage to the south and Albert Bridge House and the access to Trinity Bridge to the west.
- 2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

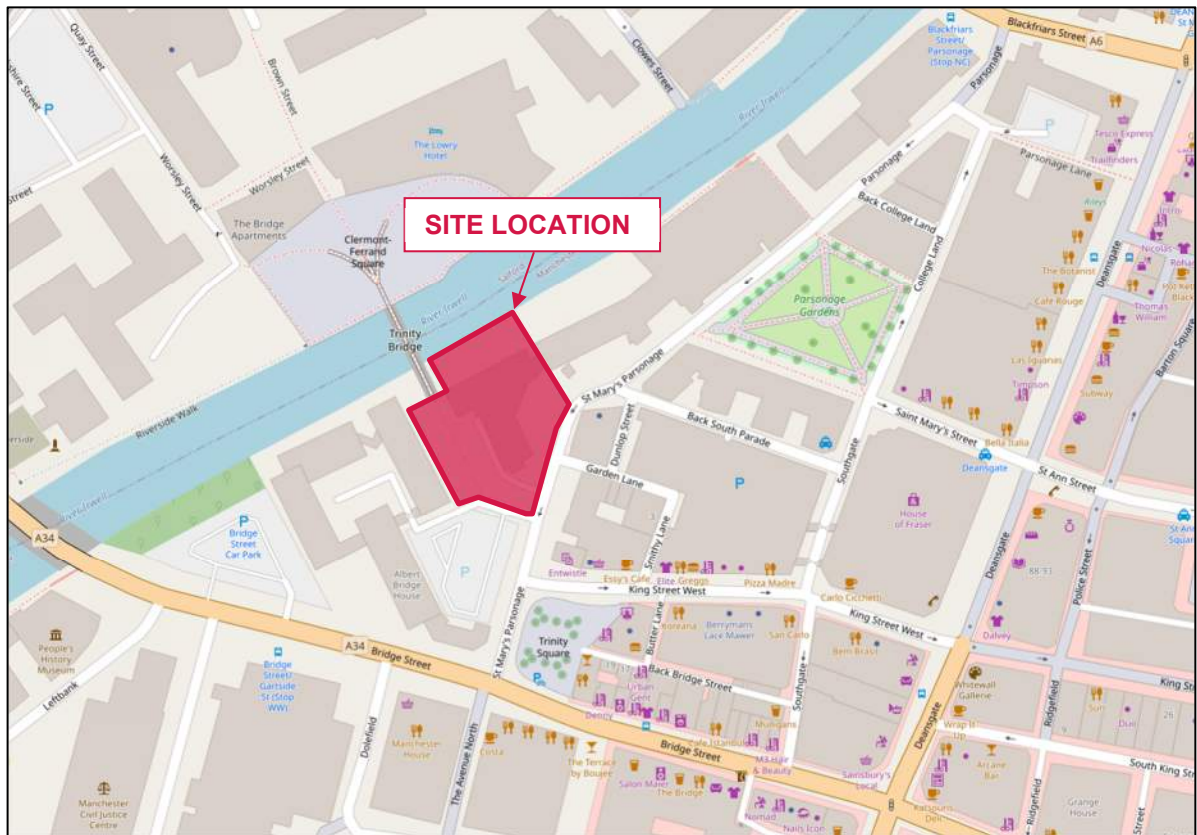


Figure 2.2 – Location Plan in Relation to the Local Highway Network

(Source: OpenStreetMap, 2021)

2.2 Surrounding Highway Network

St Mary's Parsonage

- 2.2.1 St Mary's Parsonage stretches for circa 350m between a three-arm signalised box junction with Bridge Street to a pedestrianised area at the intersection with Blackfriars Street.
- 2.2.2 The road is c. 6.5-7m wide and has footways of c. 2.5-3m wide along both sides. Along the eastern side of the road are Trinity Square and Parsonage Gardens where pedestrians have significantly more space. Opposite Parsonage Gardens on the north-western side of St Mary's Parsonage the footway narrows to c. 1.6m wide.
- 2.2.3 There are dropped kerbs, tactile paving, and push-button operated traffic lights on all arms of the junction with Bridge Street, along with central refuge islands on the eastern and western arms.
- 2.2.4 There are double yellow lines on both sides of the road between the junctions with Bridge Street and Back South Parade/ Dunlop Street to prevent on-street parking – with the exception of two Car Club bays. The double yellow lines continue along the entirety of the north-western side of the road and recommence on the south-eastern side north of the junction with Parsonage Lane. There are dropped kerbs in most places along the road and tactile paving on some.

2.2.5 As part of the proposed permanent scheme to partially pedestrianise Deansgate, the northern end of St Mary's Parsonage near Blackfriars Street has been blocked with Rhino blocks to prevent traffic from Deansgate diverting along the road. These were in place at the time of the site visit on 25th October.

2.2.6 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals.

2.2.7 On site observations for a period of approximately 30 minutes during the mid-morning of 25th October 2021 showed vehicular movements to be limited to local access and servicing vehicles, with a low number of total vehicular movements observed. Servicing vehicles were observed parking in unsafe positions on the footways.

Trinity Bridge and Access

2.2.8 Along St Mary's Parsonage, between Alberton House and Albert Bridge House, is a narrow and poorly signed footpath to Trinity Bridge. This path is initially c. 3m wide before widening significantly to a more attractive c. 15m wide path with trees.

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

Bridge Street

2.2.10 Bridge Street is a section of the A34 which continues from John Dalton Street at a signalised box junction with Deansgate and continues west for 370m, becoming New Bailey Street on the Salford/ northern side of the River Irwell.

2.2.11 As part of the Deansgate proposals detailed below, access to Salford across the River Irwell has been proposed to be limited to busses only, with eastbound traffic into Manchester unaffected.

2.2.12 The road has a speed limit of 20mph and is well-lit by streetlighting at regular intervals.

Deansgate

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

2.2.14 Deansgate is approximately 14 metres wide with footways provided along both sides of the carriageway. Loading bays, disabled parking, taxi ranks and some on-street parking reduce the available width of the carriageway.

- 2.2.15 The road is subject to a speed limit of 20mph.
- 2.2.16 In May 2020, during the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic, under emergency legislation brought in by the Government to allow people more room to social distance. 'Surface guard' barriers were installed to block access to vehicles whilst providing space for bicycles to pass, and tree planters were also placed in the middle of the carriageway.
- 2.2.17 During the closure period, road closure signs appear on both ends of the pedestrianised zone to inform vehicles about the restriction; however, vehicles accessing local premises were still able to access the closed sections to load and unload during certain times (06:00 – 08:00 on Mondays to Saturdays). Emergency services would also have full access if necessary.
- 2.2.18 In December 2020, Manchester City Council installed new 'Rhino' barriers to allow buses and taxis to travel one-way down the road (southbound, with the northbound carriageway still closed). Pedestrians still have extra room to walk along the carriageway, and the tree planters remain. This remains the arrangement along this section of Deansgate at the time of writing.
- 2.2.19 MCC then held a public consultation on the permanent pedestrianisation of the remainder of the A56 Deansgate up until its junction with the A34 Quay Street / Peter Street (and additional changes to surrounding roads), shown in **Figure 2.3** overleaf. In these proposals, the remainder of Deansgate could be made one-way in a southbound direction, with a contraflow cycle provision in place northbound.

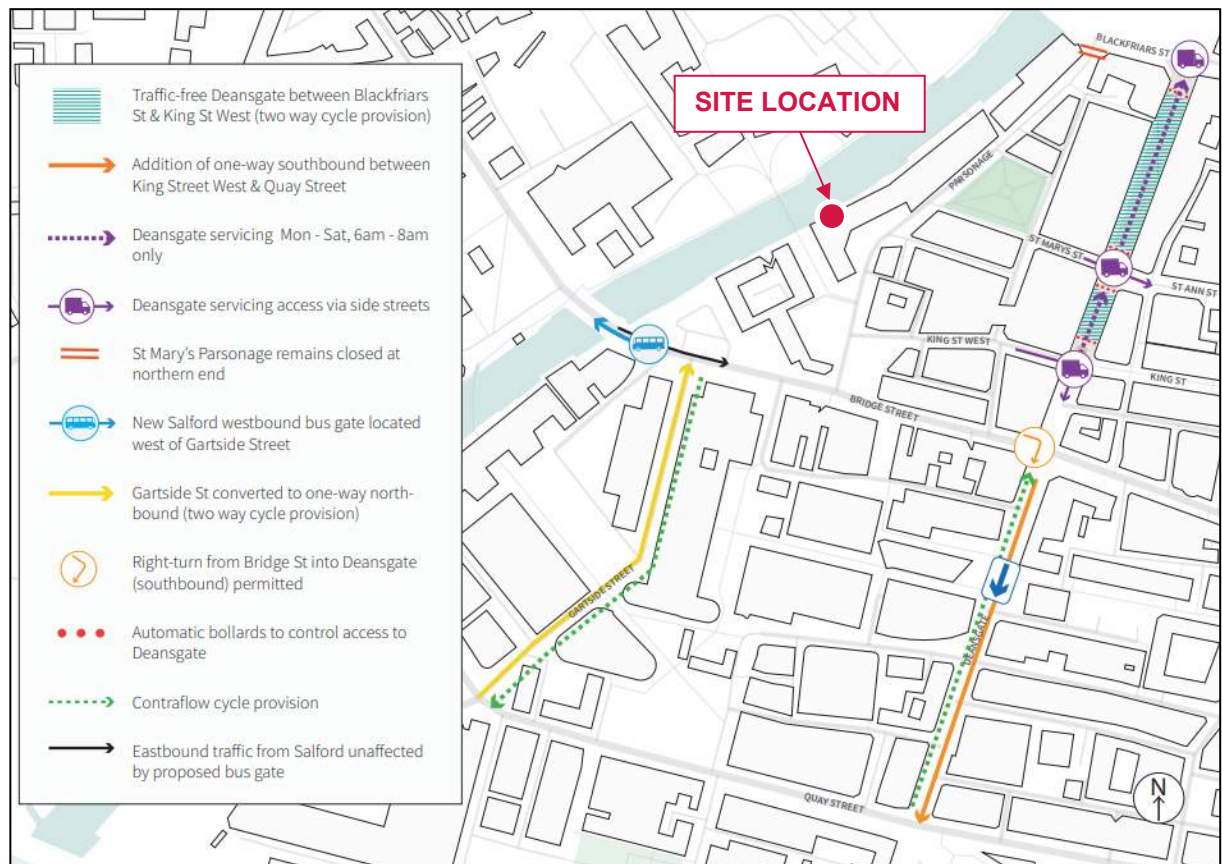


Figure 2.3 – Map of Changes to Deansgate and Surrounding Roads

(Source: Manchester City Council, 2020)

2.2.20 The consultation period ended in January 2021, where MCC stated all comments received will be reviewed, and reported to the Executive Member for Environment for consideration and to decide the next steps. The impact of the trial closure will be monitored for a period of at least 12 months, and a decision will be made on whether to make it permanent.

2.2.21 The above plans would not have a significant impact on the access arrangements for the proposed development.

3.0 Waste Management Policy

3.1 Introduction

- 3.1.1 When developing refuse strategies, it is important to be cognisant of the national and local waste management policies. The following section of the report provides an overview of the policies relevant to the Proposed Development.

3.2 Waste Management Plan for England (January 2021)

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

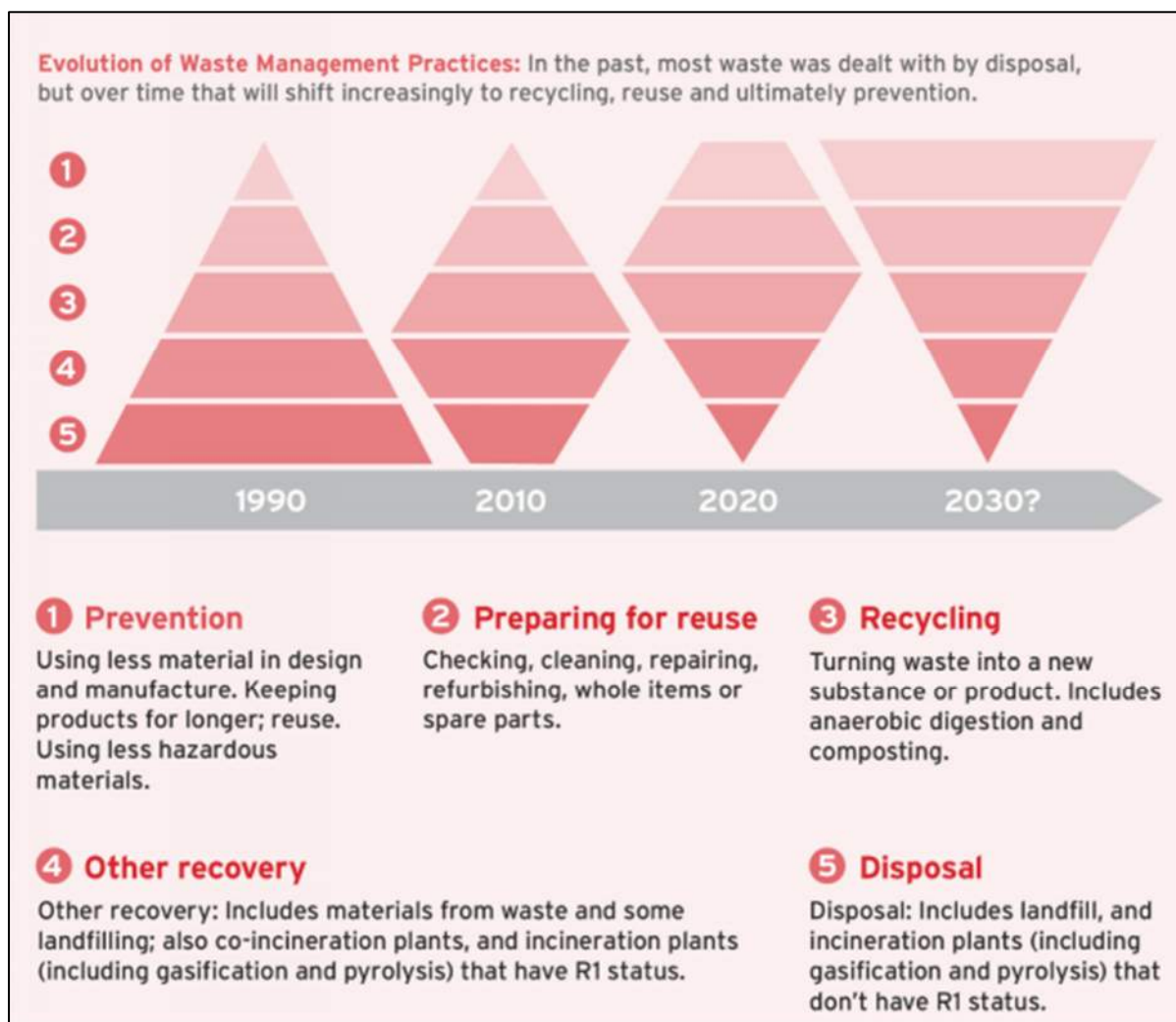


Figure 3.1 – Evolution of Waste Management Practices.

(Source: Defra)

3.2.4 The 2030 hierarchy gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

3.2.5 This Waste Management Strategy (WMS) adheres to the above guidance, prioritising recycling.

3.3 Waste Management in Buildings – Code of Practice (BS 5906:2005)

3.3.1 To complement the Waste Management Plan for England, a National Code of Practice (BS 5906:2005) document has been developed and this provides guidance relating to waste forecasting for new developments.

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

- 3.3.3 This code of practice also includes guidance for office developments. However, the forecast is based on the number of employees and at the time of writing there is no precise information on the final number of employees. Therefore, all calculations for this use have been based on MCC's GD04 guidance.

3.4 Building Regulations

- 3.4.1 In addition to the above guidance, all new developments must comply with the requirements set out in Part H6 of the Building Regulations 2015 which states that adequate means of storing solid waste should be provided and adequate means of access should be provided for people in the building to the place of storage.
- 3.4.2 This WMS proposes waste storage areas which comply with the requirements set by Building Regulations document.

3.5 Controls on Animal By-Products

- 3.5.1 Organic waste recycling is subject to DEFRA's Controls on Animal By-Products - Guidance on regulation (EC) 1069/2009 and accompanying implementing Regulation (EC) 142/2011, enforced in England by the Animal By-Products (Enforcement) (England) Regulations 2011.
- 3.5.2 The regulations predominantly relate to food waste. These regulations state that if the volume of waste is over 20kg, it must be stored and labelled in a special container and will be collected by a licensed carrier, who records all stages of the waste movement.
- 3.5.3 It is the occupier's responsibility to ensure that a licensed waste company is arranged, and that it complies with the regulation

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

- 3.6.1 At a more local level, Manchester City Council has prepared a Waste Storage and Collection Guidance Note which contains minimum standards to be considered for the storage and collection of waste. This guidance follows the recommendations set on the Waste Management Plan for England, strongly encouraging and promoting high levels of quality recycling.
- 3.6.2 The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- An estimated storage area for the waste produced by the development, including office and commercial uses;
 - Details of internal and external stores for both waste and recycling; and
 - Location of the proposed collection point and details of the route the collection will take.
- 3.6.3 The following sections of this report provide additional information on each of the above points whilst the pro forma document, contained at the rear of the guidance note, is included as **Appendix B**.

4.0 Waste Forecasting and Strategy

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments maximise recycling while minimising waste generation. It is important to ensure that developments facilitate high recycling rates by providing convenient, attractive and simple means to achieve Government's goals.

4.1.2 A summary of the development proposals is as follows:

- Demolition of the existing Alberton House and erection of a highly sustainable 19-storey office building.
- The office reception, including a double height entrance space is located at the ground floor along St Mary's Parsonage, as well as back of house areas including the bin store.
- Food and beverage floorspace at the ground floor level fronting the river, with an external terrace activating the Trinity Bridge walkway.
- Mezzanine with co-working space such and amenity features.
- Basement includes a cycle hub (with 120 secure cycle parking spaces), a gym, changing and showering facilities, back of house areas and plant areas.
- Floors 1 – 16 provide office accommodation, with floors 1-2 providing serviced accommodation fit out by Bruntwood Works.
- A rooftop amenity and wellness space on 17th and 18th floor, including a leisure and fitness offering such as a swimming pool and associated facilities.
- A panoramic landscaped, external rooftop terrace on 17th floor.
- Tree planting and public realm enhancements along St Mary's Parsonage and Trinity Bridge walkway.
- Highways works and servicing arrangements including a loading bay along St Mary's Parsonage.
- Drainage and ecological works, including the installation of blue roof.
- Other ancillary works.

4.1.3 The total floorspace of different uses within the development in Gross Internal Area (GIA) (denotes the area of the building measured to the internal face of the perimeter walls at each floor level) and Net Internal Area (NIA) (denotes the useable area of the building, excluding areas such as toilets, lifts, and stair cores) is as follows:

- Office (Class E) – 26,422sqm GIA / 20,385sqm GIA including mezzanine level;
- Office ancillary / amenity (Class E) – 1,332sqm GIA including mezzanine level, 401 sqm NIA basement gym and cyclist changing facilities;
- Ground Floor Arrival Space (Class E, Sui Generis) – 1,473sqm GIA / 908sqm NIA including ground floor Food & Beverage (F&B) space and retail; and

- Ancillary Wellness Centre / Spa Area including ancillary F&B (Sui Generis, Use Class E – directly associated with office use only) – 1,742sqm GIA / 885sqm NIA on Levels 17 & 18.

4.1.4 The development proposals do not include any provision for car parking. The loss of car parking spaces will result in a net reduction in the number of vehicle movements accessing the site daily, therefore representing a net benefit in traffic terms.

4.1.5 The proposed site layout is provided in **Appendix A** to the rear of the report.

4.2 Waste Forecast

4.2.1 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00.

4.2.2 For waste calculation purposes, the rooftop wellbeing uses are considered ancillary to the main office use of the building.

Office Uses

4.2.3 The office use (Use Class E) of the proposed development will have a total Net Internal Area (NIA) of **20,381m²**. This area includes the proposed office uses across levels 1 to 16 and the co-working space at mezzanine level.

4.2.4 The waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for offices of 2,600l per 1,000m² of gross floor space.

4.2.5 An initial recycling percentage of 60% has been estimated for calculation purposes. The recycling rate can be updated upon review of the actual recycling rates following occupation.

Commercial Uses

4.2.6 The commercial uses at ground floor are considered all as F&B as a worst-case scenario (Former Use Class A3), comprising an area (NIA) of **567m²** based on estimations provided by the architect which include both the restaurant and the bar.

4.2.7 The 18th floor juice bar (F&B uses) has an area of **125m²**, whilst there is an internal event space at the 17th floor with a bar serving bottled drinks, with an area of **180m²**. Although the use frequency of the event space is yet to be determined, it has been considered into the calculations for robustness.

4.2.8 On this basis, the total F&B area within the development is **872m²**. For robustness and to cater for any potential use, a total of **300 seats** have been considered.

4.2.9 The recycling rate is considered the same as the office uses at 60%. The organic recycling will be compacted by a biodigester. The volumes indicated below already show the organic waste reduced by 40%.

4.2.10 Based on these requirements, **Table 4.1** forecasts the waste volume generated by both the proposed office and commercial uses associated with the proposed development:

Proposed Development	
Office Use	
Waste Stream	Refuse Volume (20,381m ²)
Non-recyclable Waste	21,196l
Dry Mixed Recycling	23,846l
Glass Recycling	7,949l
Office Use Total	52,991l
Commercial Use (F&B Use)	
Waste Stream	Refuse Volume (300 seats)
Non-recyclable Waste	9,000l
Dry Mixed Recycling	8,100l
Glass Recycling	3,375l
Organic Food Recycling	1,215l
Commercial Use Total	21,690l
Proposed Development Total	74,681l

Table 4.1 – Proposed Development Weekly Waste Volume Forecast.

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

4.3 Collection Frequency

4.3.1 It is envisaged that the collection service will be provided by a private collector for all uses. The following **Table 4.2** provides details of the estimated collection frequency:

Proposed Development	
Use	Weekly Collection Frequency
Office Use	3 times / week
Commercial Use (F&B)	3 times / week except for Organic Recycling

Table 4.2 – Collection Frequency Forecast.

4.3.2 The commercial use Organic Food Recycling would be collected weekly due to low volumes as a result of the biodigester compaction.

4.4 Bin Types

4.4.1 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams for the office uses would be 1,100l Eurobins whilst the F&B uses could potentially be served by a combination of 1,100l Eurobins and 240l wheelie bins.

4.4.2 The following **Table 4.3** summarises the required waste containers per stream for the proposed development. The table has been produced following the recommendations set by MCC's GD04 Waste Guidance Document, assuming the waste collection frequencies summarised above in **Table 4.2** and described in detail in the following **Chapter 4.6**.

Proposed Development	
Office Use	
Waste Stream	Number of bins (3 times / week collections)
Non-recyclable Waste	7 x 1,100l
Dry Mixed Recycling	8 x 1,100l
Glass Recycling	3 x 1,100l
Office Use Total	18 x 1,100l
Commercial (F&B Use)	
Waste Stream	Number of bins (3 times / week collections)
Non-recyclable Waste	3 x 1,100l
Dry Mixed Recycling	3 x 1,100l
Glass Recycling	1 x 1,100l
Organic Food Recycling	5 x 240l (Weekly collections)
Commercial Use Total	7 x 1,100l + 5 x 240l
Development Total	25 x 1,100l + 5 x 240l

Table 4.3 – Number of Required Bins.

4.5 Waste Management Strategy – Internal Arrangements

Office Uses

4.5.1 The three main waste streams for the office uses are:

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

Commercial Uses

4.5.2 The four main waste streams for the commercial (F&B) uses are:

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

- 4.5.3 As described earlier, the commercial uses will be provided with a biodigester that will reduce the volume of the Organic Waste by 40%.

Waste Store

- 4.5.4 The proposals for the development include an independent waste store at ground floor level with space for circa 25 1,100l bins and five 240l bins. The proposed waste storage room has been sized to accommodate and operate the number of bins required in the above **Table 4.3**.
- 4.5.5 The store is conveniently located at ground floor level in proximity to the core of the building and the kitchen at ground floor.
- 4.5.6 It is envisaged that initially at least 60% of the bins in the waste store would be dedicated to recycling. This percentage could be increased at any point based on actual recycling rates.
- 4.5.7 The management company and staff of the commercial premises would be in charge of monitoring the recycling rates and promote actively high recycling rates within the employees of the different uses. This could be achieved by giving information on the benefits of recycling and information on how to segregate.
- 4.5.8 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.
- 4.5.9 The management company would be responsible for keeping the waste storage facilities clean and safe. They would also be responsible for cleaning the bins on a regular basis and arranging for replacing damaged bins when necessary.

4.6 Waste Management Strategy – Collections

- 4.6.1 It is envisaged that a private collector would be appointed to collect the waste for all uses. As different uses are expected at the proposed development, this could be provided by different companies. However, any appointed company would follow the strategies described within this report.
- 4.6.2 For calculation purposes, it has been estimated that the proposed development would have a collection frequency of three times a week for all uses, except for Organic Food Recycling which would be collected once a week.
- 4.6.3 However, based on the variable nature of both uses and that this report includes robust calculations as a worst-case scenario, it is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes. The management company and staff of the commercial uses will be in charge of monitoring bin usage and adjusting the collection frequency accordingly.
- 4.6.4 **Drawing 80058-CUR-00-XX-DR-TP-06006** shows the location of the waste storage room, the routes to and from the store, and the route to the collection point.

- 4.6.5 The waste operatives from the private collection company will collect the bins from the bin store, since it is located in close proximity to the collection point / loading area.
- 4.6.6 A new loading bay is proposed along St. Mary's Parsonage as part of the development proposals. During pre-application discussions with MCC, two options were requested for servicing the development. These have been appended to the rear of the report and broadly comprise:
- **Option 1 (Drawing 80058-CUR-XX-00-D-TP-75002):** Narrow the carriageway to 4.8m along St Marys Parsonage and a narrower section of 4.5m in front of the loading bay. This allows retention of the loading bay and a 2m footway behind it; and
 - **Option 2 (Drawing 80058-CUR-XX-00-D-TP-75003):** Narrow the carriageway to 4.8m for the entire frontage of the site and the loading bay. This allows the retention of a 1.7m footway behind the loading bay.
- 4.6.7 The preferred option would be selected during the detailed design stage / could be secured as part of a planning condition. For robustness, **Drawing 80058-CUR-XX-00-D-TP-05004** and **05005** to the rear of the report shows the swept path analysis of a large refuse vehicle utilising the proposed loading bay, as part of Option 1 and Option 2 respectively.
- 4.6.8 Once the bins have been emptied, containers would be carried immediately back to the bin stores by operatives of the private waste collection company.
- 4.6.9 Furthermore, it is important to highlight that since collections are arranged with private contractors, timings could be agreed upon to minimise disturbance to amenity in the area.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed by Bruntwood RB Ltd to provide transport and highways advice in relation to a planning application for demolishing an existing office building and rebuilding a larger office building.
- 5.1.2 The site is within the Parsonage Gardens Conservation Area within Manchester City Centre and forms part of a forthcoming Strategic Regeneration Framework (SRF) of the area. The proposed ground floor layout plan is included in **Appendix A**.
- 5.1.3 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes, including potential organic waste, and for all uses of the proposed development. This WMS also provides details of the collection arrangements.
- 5.1.4 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 5.1.5 The office use has been calculated as Office Use (Use Class E). For robustness, the waste generation of the commercial uses at ground floor has been calculated as a worst-case scenario (F&B – Former Use Class A3). This space, combined with the juice bar at level 18th and an event space at level 17th have an estimated capacity of 300 seats.
- 5.1.6 The report concludes that both the office and commercial uses will be served by private refuse collections. The bins will be collected from the proposed waste store by the private collection company operatives.
- 5.1.7 A new loading bay along St. Mary's Parsonage is proposed as part of the development.
- 5.1.8 All uses at the development are anticipated to be served by three-times-a-week collections. The collection frequency is subject to be updated following occupation, as typically the waste generated by both the office and commercial uses varies significantly based on the final occupier.
- 5.1.9 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.

Drawings

Drawing 80058-CUR-XX-00-D-TP-06006 – Waste Management Strategy

Drawing 80058-CUR-XX-00-D-TP-75002 – (Proposed Loading Bay) Option 1

Drawing 80058-CUR-XX-00-D-TP-75003 – (Proposed Loading Bay) Option 2

Drawing 80058-CUR-XX-00-D-TP-05004 – (Swept Path Analysis) Servicing Bay – Option 1

Drawing 80058-CUR-XX-00-D-TP-05005 – (Swept Path Analysis) Servicing Bay – Option 2



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
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4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

KEY:

- PLANNING BOUNDARY
- WASTE STORE
- WASTE ROUTES

P03	Layout updated	29/06/22	DD	AV
P02	Layout updated	10/05/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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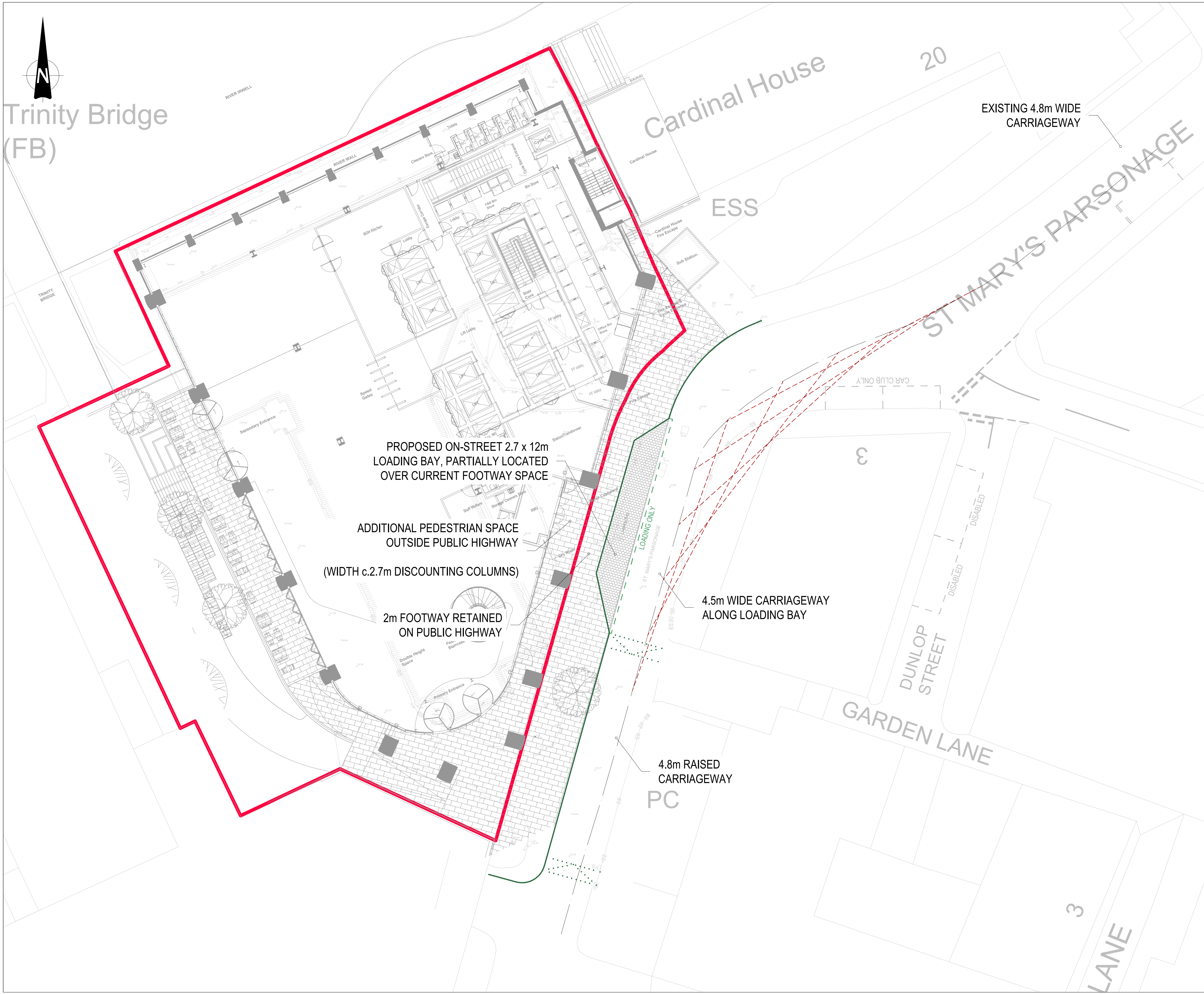
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Status: PRELIMINARY

Project: ALBERTON HOUSE - MANCHESTER

Orig Title: WASTE MANAGEMENT STRATEGY

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	25/01/22	DD	DD	AV			
Scale: 1:150							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80058 - CUR - XX - 00 - D - TP - 06006 - P03							



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5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES

- KEY:
- PLANNING BOUNDARY
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS
 - PROPOSED RAMP
 - INDICATIVE LANE CENTRE LINE
 - 25.00m
 - FORWARD VISIBILITY (20mph)

PROPOSED ON-STREET 2.7 x 12m
LOADING BAY, PARTIALLY LOCATED
OVER CURRENT FOOTWAY SPACE

ADDITIONAL PEDESTRIAN SPACE
OUTSIDE PUBLIC HIGHWAY

(WIDTH c.2.7m DISCOUNTING COLUMNS)

2m FOOTWAY RETAINED
ON PUBLIC HIGHWAY

4.5m WIDE CARRIAGEWAY
ALONG LOADING BAY

4.8m RAISED
CARRIAGEWAY

P03	Layout updated	29/06/22	DD	AV
P02	Layout updated	10/05/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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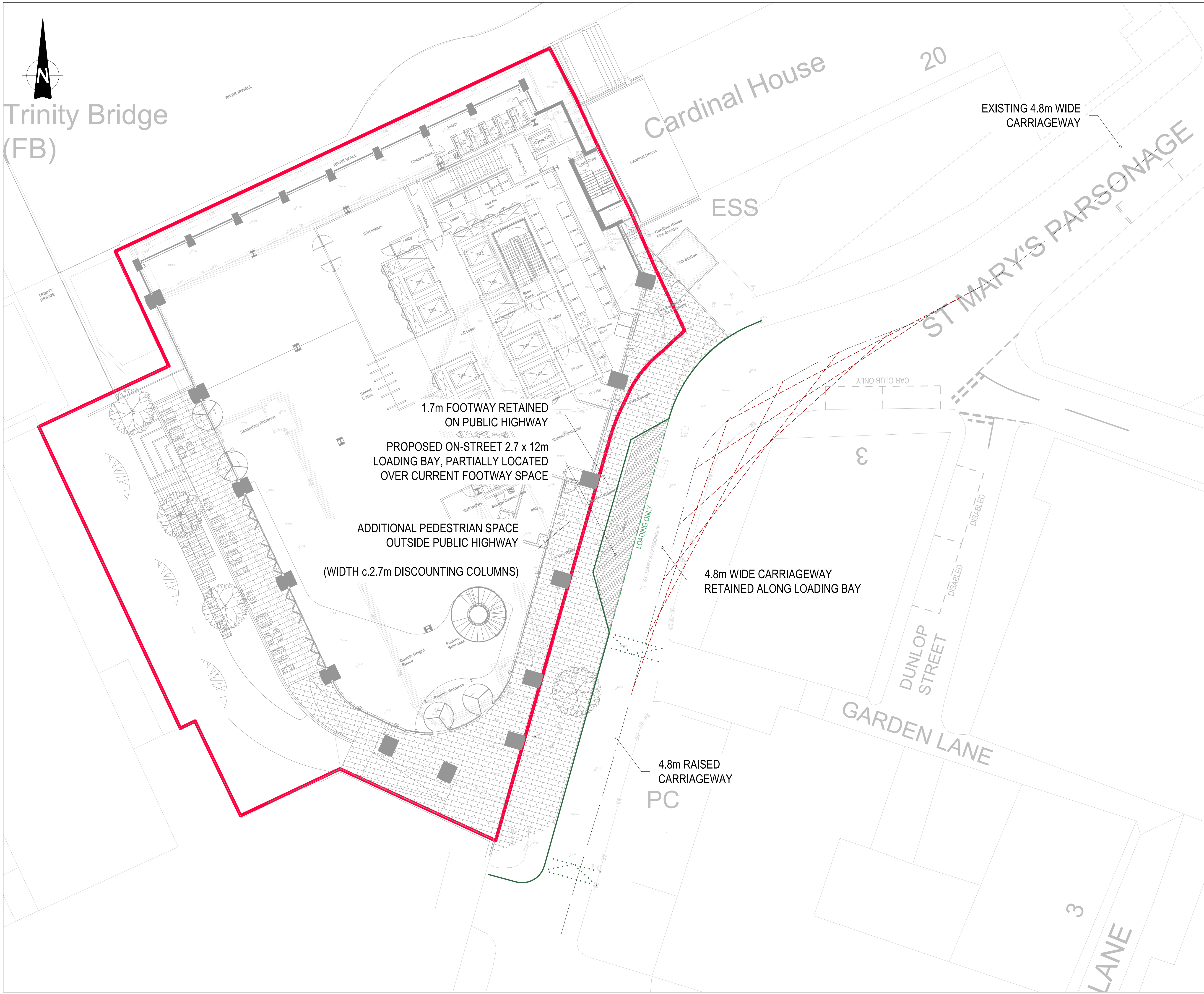
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Status: **PLANNING**

Project: **ALBERTON HOUSE - MANCHESTER**

Orig Title: **PROPOSED LOADING BAY
OPTION 1**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	19/04/22	DD	DD	AV			
Scale: 1:150							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80058 - CUR - XX - 00 - D - TP - 75002 - P03							



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- KEY:
- PLANNING BOUNDARY
 - PROPOSED RAISED KERB
 - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 - PROPOSED ROAD MARKINGS
 - PROPOSED RAMP
 - INDICATIVE LANE CENTRE LINE
 - 25.00m
 - FORWARD VISIBILITY (20mph)

P03	Layout updated	29/06/22	DD	AV
P02	Layout updated	10/05/22	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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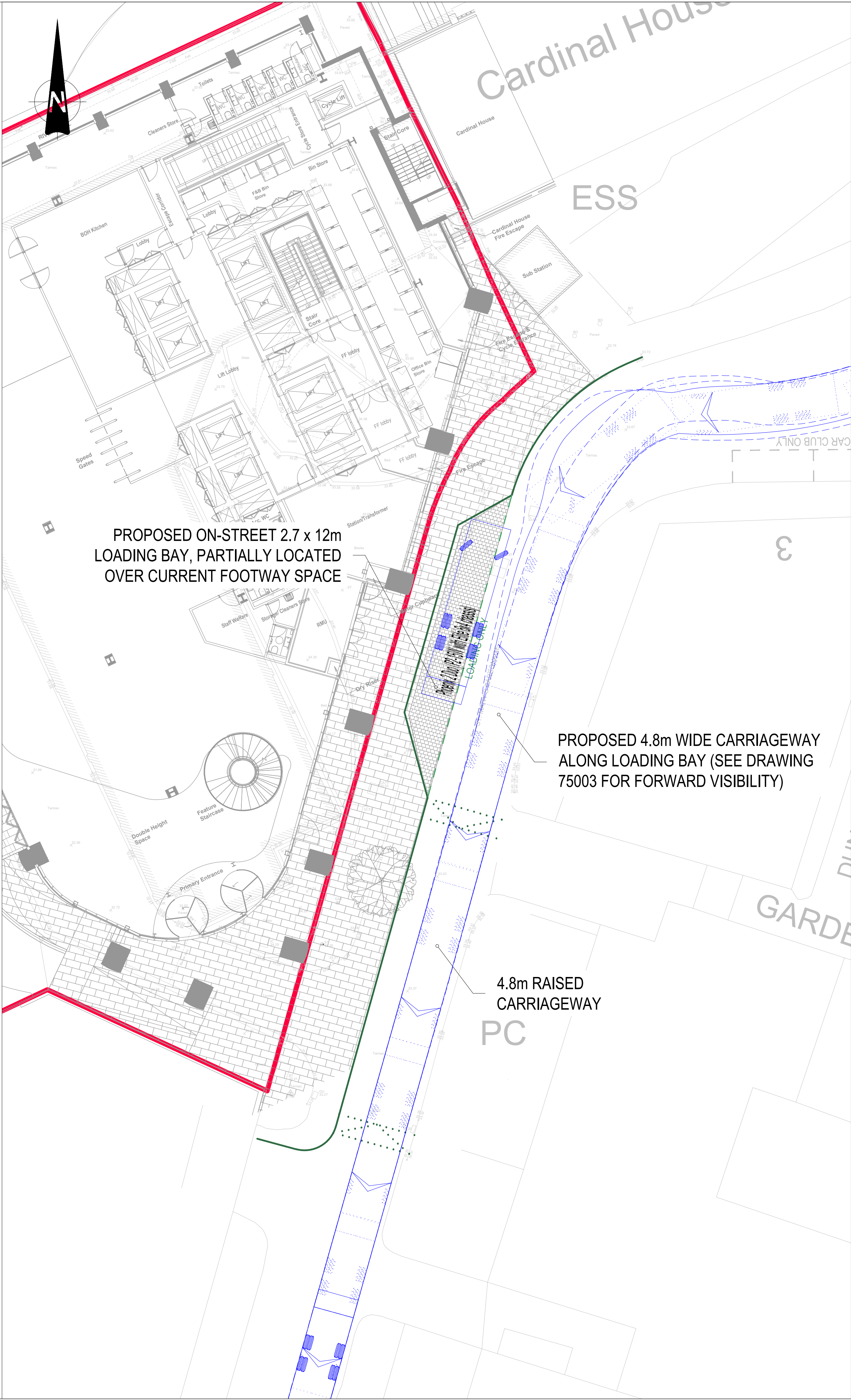
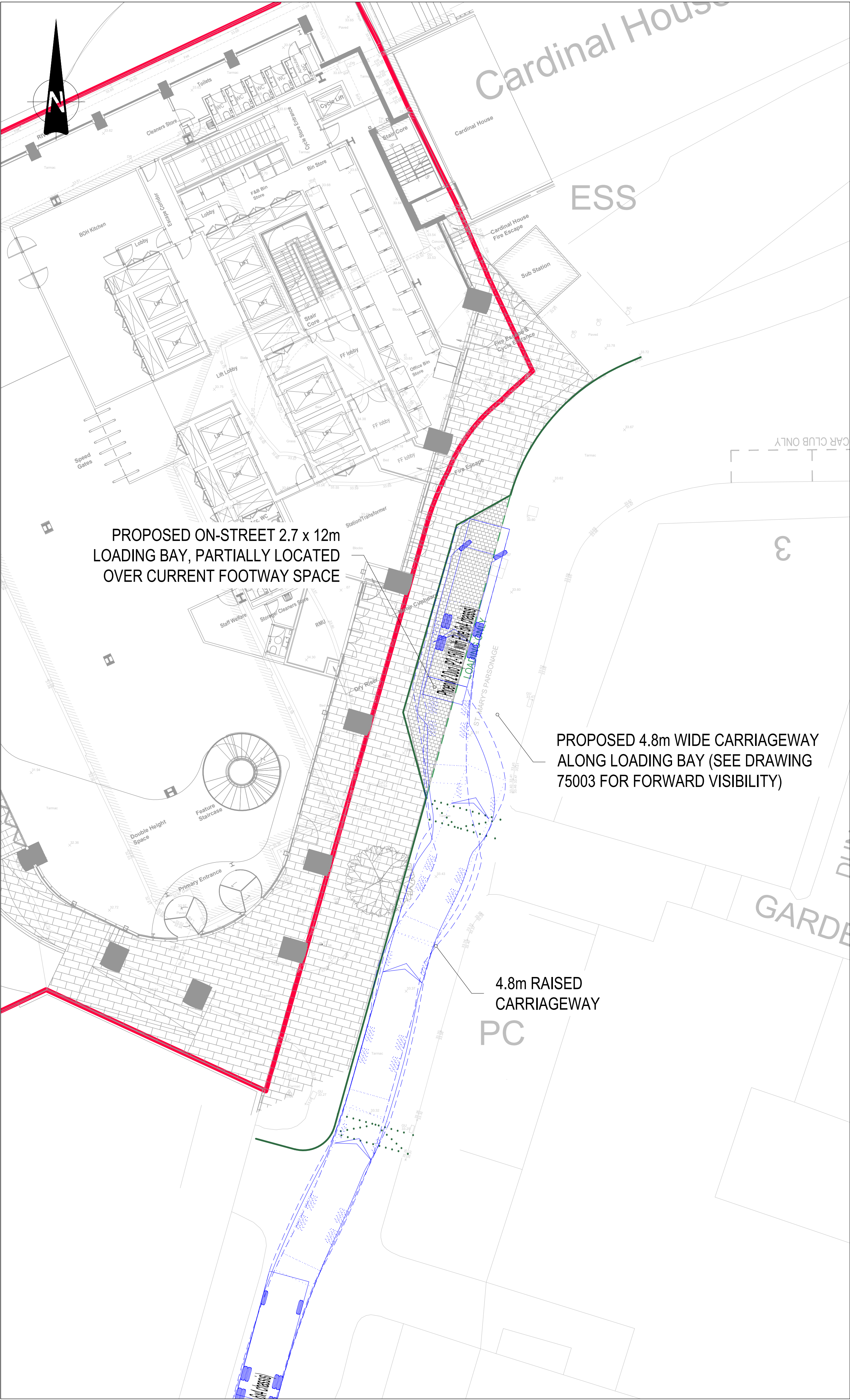
Status: **PLANNING**

Project: **ALBERTON HOUSE - MANCHESTER**

Orig Title: **PROPOSED LOADING BAY
OPTION 2**

Size:	Date:	Drawn By:	Designed By:	Checked By:			
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Scale: 1:150							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80058 - CUR - XX - 00 - D - TP - 75003 - P							

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KEY:

- PLANNING BOUNDARY
- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB / BACK OF FOOTWAY
- PROPOSED ROAD MARKINGS
- PROPOSED RAMP

VEHICLE PROFILE:

Phoenix 2 Duc (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.550m
Min Body Ground Clearance	2.550m
Track Width	2.250m
Load to top line	4.000m
Kerb to kerb Turning Radius	9.500m

P02	Layout updated	29/06/21	DD	DD
Rev:	Description:	Date:	By:	Chkd:

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Status: **PLANNING**

Project: **ALBERTON HOUSE - MANCHESTER**

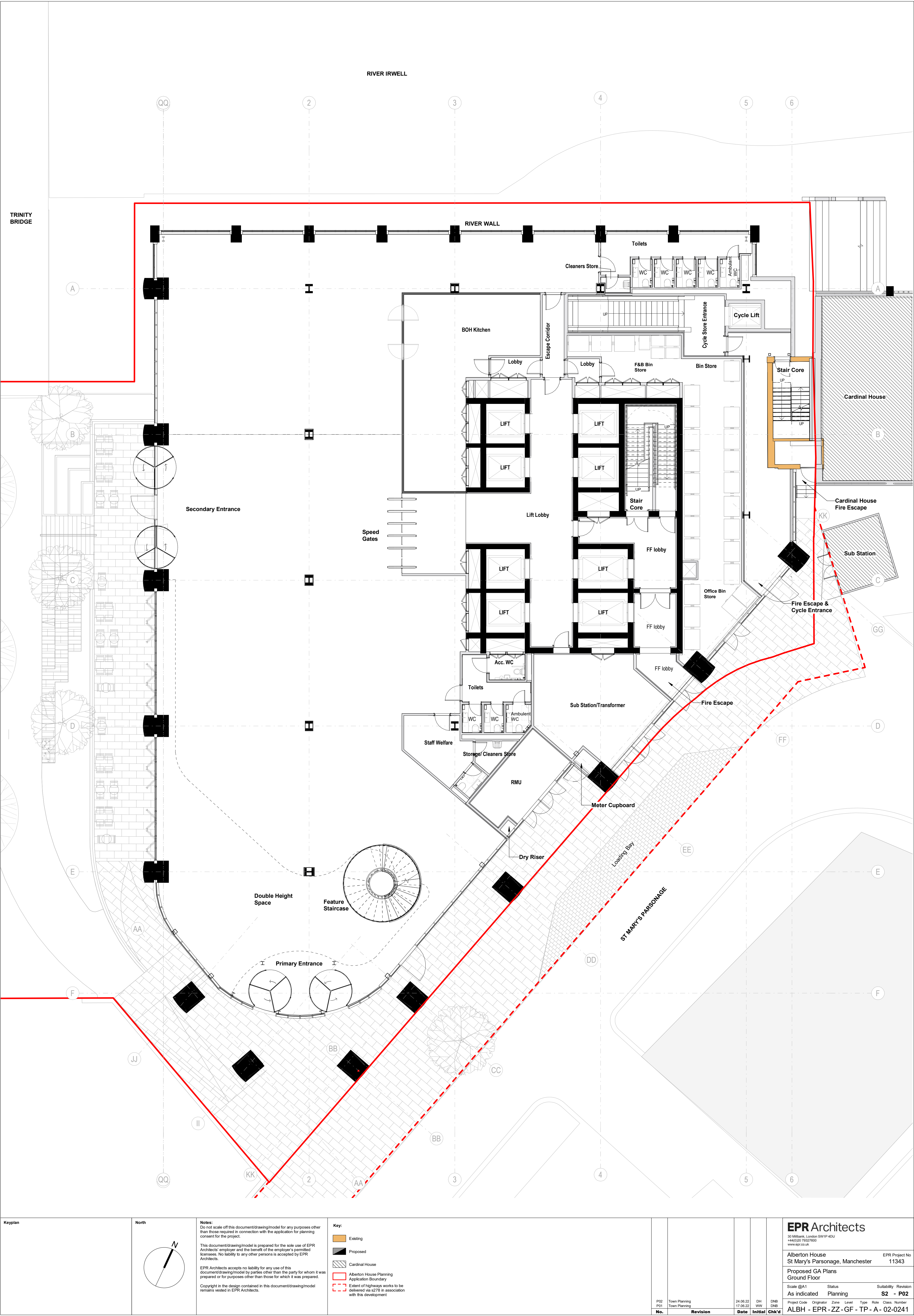
Orig Title: **SWEPT PATH ANALYSIS
SERVICING BAY
OPTION 2**

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	10/05/22	DD	DD	AV

Scale: 1:150

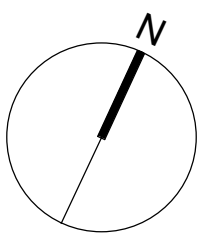
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
80058	- CUR	- XX	- 00	- D	- TP	- 05005	- P02

Appendix A – Development Proposals



Keyplan

North



Notes:
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Key:

- Existing
- Proposed
- Cardinal House
- Alberton House Planning Application Boundary
- Extent of highways works to be delivered via s276 in association with this development

P02	Town Planning	24.06.22	DH	DNB
P01	Town Planning	17.06.22	VW	DNB
No.	Revision	Date	Initial	Chk'd

EPR Architects

30 Millbank, London SW1P 4DU +44(0)20 7327800 www.epr.co.uk	EPR Project No 11343
Alberton House St Mary's Parsonage, Manchester	
Proposed GA Plans Ground Floor	
Scale @A1	Status
As indicated	Planning
Project Code	Originator
Zone	Level
Type	Role
Class	Number
ALBH - EPR - ZZ - GF - TP - A - 02-0241	

80058 Alberton House

Waste Management Strategy



Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications



Planning Application – Waste Management Strategy

Planning Application Number: TBC

Date Submitted: 10/05/22

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 -	10 x 1100l bin
Pulpable Recycling -	11 x 1100l bin
Mixed Recycling -	4x 1100l bin
Food Waste -	5x 240l bin
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.

Cleaners / staff of the office and commercial uses will collect waste internally before taking it to the bin store at the ground floor, in close proximity to the core. It is envisaged that a private collection company would collect the waste 3 times per week, subject to revision following occupation. The bin store has been sized to accommodate this frequency of collection.

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

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

Ventilation -	Consideration has been given to appropriately ventilate the waste storage facilities. Details have been provided in relevant documentation.
Hygiene -	Storage rooms will be constructed in impermeable 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 collection company will collect the bins from the waste store.
--

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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