

One North Parade

Waste Management Strategy

Curtins Ref: 85544-CUR-XX-XX-T-TP-00003

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Client Name: Beaconsfield Commercial Ltd

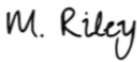
Client Address: 47-49 King Street, Manchester M2 7AY.

Site Address: 1 North Parade, Manchester M3 2NH and 5 Parsonage, Manchester M3 2HS.

Control Sheet

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P01	Draft Issue	DD	DD	21 March 2025
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Beaconsfield Commercial Ltd to provide traffic and transportation advice in relation to the proposed redevelopment of existing buildings to the north of Parsonage Gardens in Manchester City Centre to bring forward office uses.
- 1.1.2 Plans to redevelop the buildings were initially introduced in October 2020. The initial proposals were for the proposed building to be c. 16-storeys tall, primarily comprising office space with some amenity / wellbeing space, a restaurant on the ground floor, and a rooftop terrace. It was also proposed that to support sustainable modes of travel, there would be no car parking proposed, and the development would comprise cycle storage with ample facilities such as showers, lockers, changing facilities, and a drying room.
- 1.1.3 Since then, the plans have shifted significantly towards quality, sustainability and wellbeing in the post-pandemic context. The new proposals are reduced in scale and carefully considers how the new building would relate to the surrounding context. The building would be designed to the highest sustainability credentials to ensure it supports Manchester City Council's zero carbon ambitions.
- 1.1.4 The proposed building would be c. 13-storeys tall, with c. 10,499 m² Gross Internal Area (GIA) of floorspace. Of the total floorspace, c. 7,214m² are attributed to office spaces, 609m² are attributed to restaurant use on the ground and mezzanine floors, and the remainder are back-of-house, circulation, reception, facilities, and plant floorspace.
- 1.1.5 Similar to the 2020 proposals, there would be no car parking proposed, and the development would comprise a cycle store with storage in the form of bike racks, and accompanying facilities such as showers and lockers in the basement level.
- 1.1.6 The proposed ground floor and basement level layout plans are included in **Appendix A**.

1.2 Purpose of This Report

- 1.2.1 This Waste Management Strategy (WMS) has been prepared to consider the potential refuse and recyclable waste volumes of the proposed development, including organic waste and for all uses of this 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 the existing use and surrounding highway network.
- 1.3.2 Relevant local and national waste policy is summarised in **Section 3**.

- 1.3.3 **Section 4** contains the waste forecasting methodology used to establish the likely refuse generation associated with the buildings, providing details of recycling, waste management and collection procedures.
- 1.3.4 The report is summarised and concluded in **Section 5**.
- 1.3.5 **Appendix B** to the rear of this report contains the completed MCC Waste Pro Forma form for the proposed development.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is within the Parsonage Gardens Conservation Area within Manchester City Centre and is one of six 'Opportunity Sites' identified in the St Mary's Parsonage Strategic Regeneration Framework (SRF). The SRF sets out a vision to realise the full potential of this well-connected part of the city centre, between the key routes of Deansgate, Bridge Street and Blackfriars Street.
- 2.1.2 The site comprises 1 North Parade and 5 Parsonage. The site is bound by North Parade to the south, College Land to the east, 3 Parsonage to the north, and Parsonage to the west. Back College Land bisects the site between 1 North Parade and 5 Parsonage. **Figure 2.2** below shows the site in a local context relating to the local highway network:

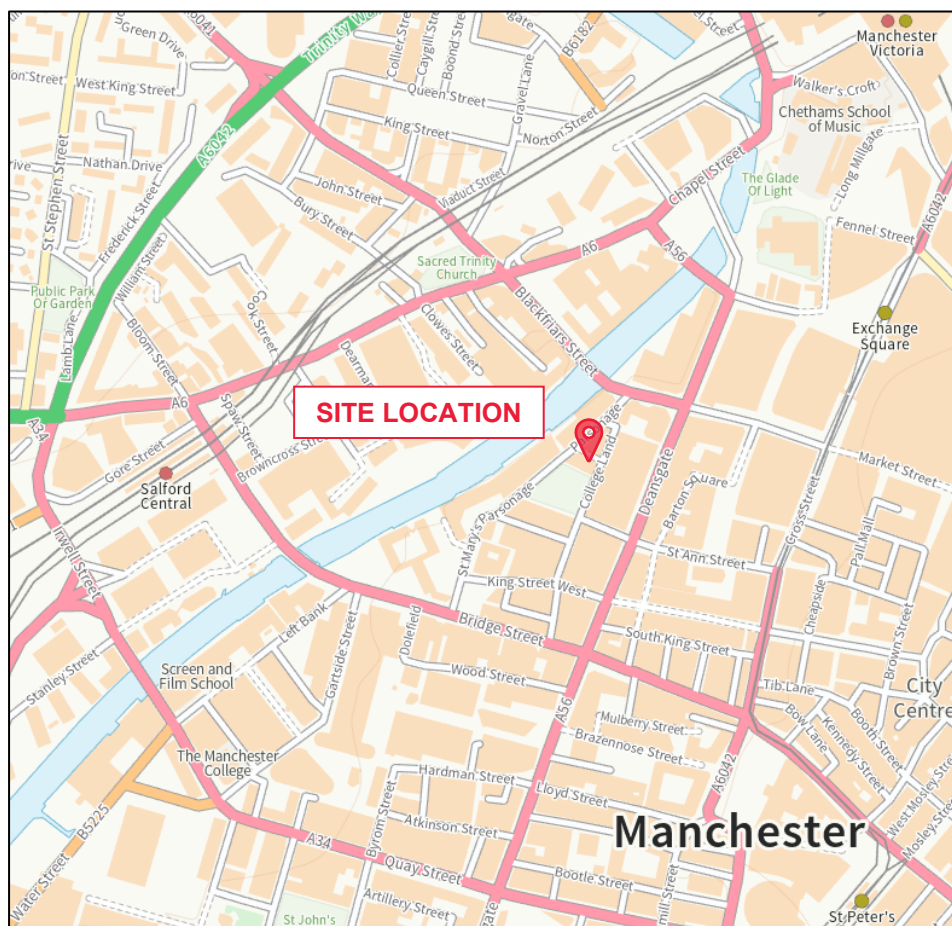


Figure 2.1 – Site Location
(Source: OS Maps, 2024)

- 2.1.3 The existing buildings are c. 5-storeys tall and comprise a total Gross Internal Area (GIA) of c. 4,000m², with a basement level. The main use of the buildings is office space.

2.2 Surrounding Highway Network

North Parade

- 2.2.1 Forming the southern boundary of the site, North Parade extends for c. 40m between St Mary's Parsonage / Parsonage and College Land, and is entirely pedestrianised.
- 2.2.2 North Parade measures c. 3m in width and is separated from Parsonage Gardens by a brick wall. The pavement is well-lit, and there are dropped kerbs with tactile paving at both ends of the road.

College Land / Back College Land

- 2.2.3 To the east of the site, College Land extends for c. 120m as a continuation from Southgate to a priority junction with Parsonage in the north. The road is subject to one-way traffic in the northbound direction, which is clearly signed at both ends of the road. Whereas Back College Land bisects the site and extends for c. 30m between Parsonage and College Land.
- 2.2.4 College Land has a narrow width of c. 3.5m and is primarily used as a route for service and refuse vehicles. This can be observed by bins lined up along the footway and carriageway throughout its length. Back College Land is slightly narrower at c. 3m-wide. A stopping-up order for Back College Land was obtained in 1985, however, there is no physical infrastructure preventing vehicular entry. It is understood from discussion with MCC Highways that the road could have attracted rights, therefore a stopping up order would be progressed as part of the planning application for the proposed development.
- 2.2.5 It is not envisaged that pedestrian footfall along both roads is prominent, as pedestrian infrastructure is available in the form of narrow footways under 1m in width.
- 2.2.6 College Land is subject to a speed limit of 20mph and parking restrictions in the form of double yellow lines (no waiting at any time) throughout its entire length.

St Mary's Parsonage / Parsonage

- 2.2.7 Forming the western boundary of the site, Parsonage commences at a priority junction with Blackfriars Street in the north, then extends for c. 100m in a southerly direction. The road subsequently continues as St Mary's Parsonage for c. 225m, where it meets the A34 Bridge Street at a signalised junction.
- 2.2.8 In the vicinity of the site, the road comprises a single carriageway with an average width of c. 6.5m, although the usable width of the carriageway is narrower at certain points. This is because the site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), as such there are many pay-and-display parking bays along the eastern side of the carriageway.
- 2.2.9 The pay-and-display parking charges within Zone 1 are up to £6.00 for a maximum stay of two hours, which is applicable on Mondays to Sundays between 08:00 and 20:00. Parking between 20:00 and 08:00 would then be free (subject to parking restrictions).

- 2.2.10 Pedestrian infrastructure is in good condition with footways of up to 4m in width, adequate street lighting, dropped kerbs, and a signalised crossing point with tactile paving at the junction with the A34 Bridge Street. Both roads are subject to a 20mph speed limit and have parking restrictions in the form of double yellow parking lines (where there are no parking bays), and a yellow box junction at the southern end of St Mary's Parsonage.

Blackfriars Street / Blackfriars Road

- 2.2.11 Further to the north of the site, Blackfriars Street and subsequently Blackfriars Road is a key route connecting the site to the Inner Manchester Ring Road. Blackfriars Street commences at a signalised junction with St Mary's Gate and the A56 Deansgate in the east, then extends for c. 260m in a north-westerly direction over the River Irwell, where it meets Chapel Street and Blackfriars Road at a four-arm signalised junction. Blackfriars Road then continues for c. 350m, where it approaches a signalised junction with the A6042 Trinity Way / Ring Road and continues as the A6041 Blackfriars Road.
- 2.2.12 In the vicinity of the site, Blackfriars Street comprises a single carriageway with an average width of c. 7m, although the usable road width narrows at several points to accommodate cycle lanes. The road is also one-way in a north-westerly direction, and there is no vehicular access between Parsonage and Blackfriars Street as this junction has recently been narrowed down to cycle access, with dropped kerbs and tactile paving for pedestrian amenity.
- 2.2.13 Pedestrian infrastructure along the road is good, with footways of c. 3m in width and dropped kerbs (currently along one side of the carriageway only due to construction works). There are also signalised crossing points with tactile paving at each of the major junctions along the roads.
- 2.2.14 There is good cycle infrastructure along Blackfriars Road and Blackfriars Street, with on-road cycle lanes in both directions along its entire length. There are also advance cycle stop lanes at the signalised junctions along the road. The roads are subject to a speed limit of 30mph.

A56 Deansgate

- 2.2.15 Further to the east of the site, the A56 Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. The road also has a large number of active frontages in the vicinity of the site with a selection of commercial uses including retail, restaurants, cafés, and bars amongst others.
- 2.2.16 The A56 Deansgate commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Bridgewater Viaduct. The road extends for approximately 1.2km towards the north, where it continues as Victoria Street at a signalised junction with Victoria Bridge Street and Cateaton Street.

- 2.2.17 The A56 Deansgate is approximately 8m wide with footways provided along both sides of the carriageway. In the vicinity of the site, the road is one-way in a southerly direction with a mix of regular and contraflow cycle lanes. This one-way section extends from its junction with Blackfriars Street / St Mary's Gate to Quay Street / Peter Street.
- 2.2.18 In the vicinity of the site, footways are c. 4.5m wide on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junctions with St Mary's Gate and St Ann Street to facilitate safe pedestrian crossing. The A56 Deansgate is well-lit with street lighting present at regular intervals. There is also cycle provision in the form of advanced cycle stop lanes at signalised junctions.
- 2.2.19 There are also bus stops along the A56 Deansgate which are within a short walking distance from the site, and there are flags and poles with timetable information at these bus stops.
- 2.2.20 The road is subject to a speed limit of 20mph and has parking restrictions in the form of double and single yellow lines in the vicinity of the site (single yellow restrictions permit loading and unloading adjacent to the retail and bar units along the road). At major signalised junctions, there are also yellow box junctions to prevent congestion.

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 site.

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:

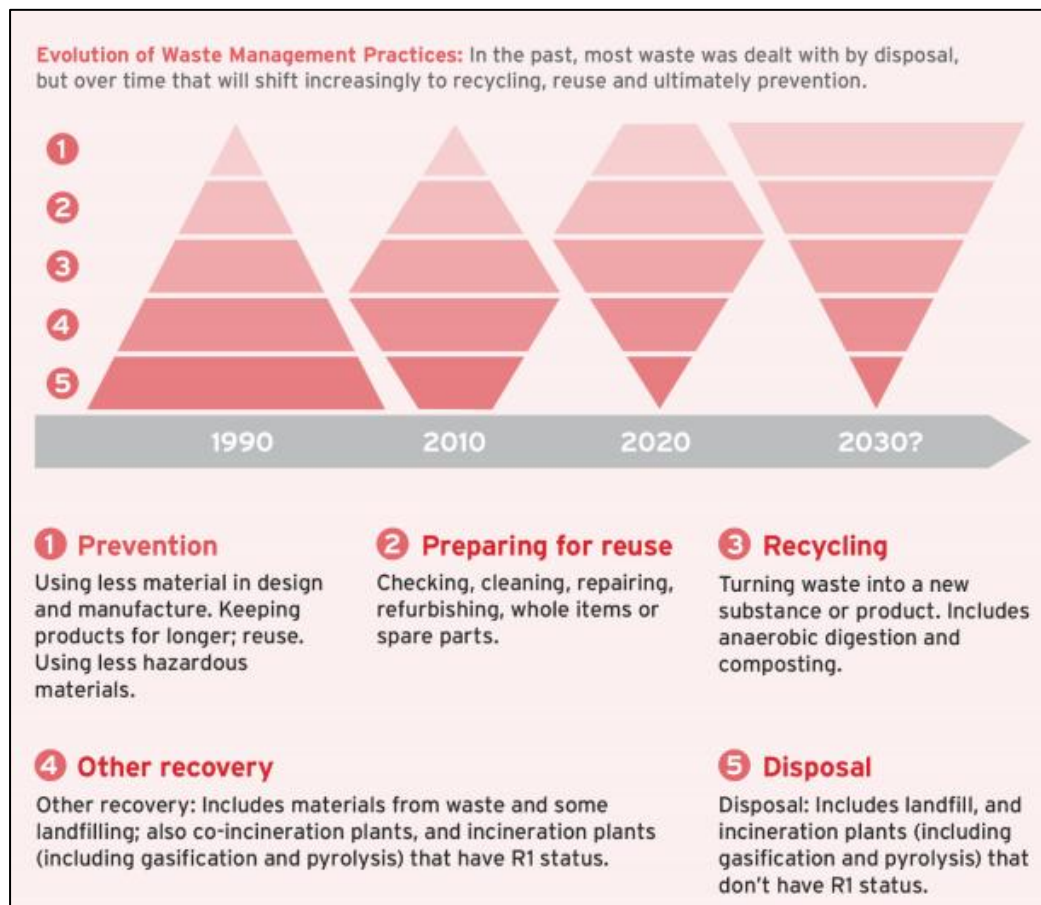


Figure 3.1 – Evolution of Waste Management Practices

(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 retail uses of the site (assumed as food and beverage (F&B) use for robustness).
- 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 information on the potential 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 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 – v7.00, Sept 2023)

- 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.
- 3.6.1 The note states that all planning applications for new developments and conversions must include a Waste Management Strategy that includes:
- Estimated volumes and types of waste produced by the development;
 - Details of internal and external stores for both waste and recycling, including any plans and designs;
 - Location of the proposed collection point and details of the route the collection vehicle will take;
 - Details of how waste will be transferred between stores and to the collection location; and
 - Details of number and capacity of bins proposed and collection frequency.
- 3.6.2 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 the Government's goals.
- 4.1.2 The proposed development involves the redevelopment of existing buildings to bring forward office uses.

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 7.00 and further supported by the estimations set on the Code of Practice BS 5906:2005.
- 4.2.2 The weekly waste arisings for the office uses have been calculated based on MCC's GD04 Guidance recommendations for offices of 2,600l per 1,000m² of gross floor space. A recommended initial recycling percentage of 50% has been used for calculation purposes.
- 4.2.3 Waste forecasts for the restaurant has also been based on MCC's GD04 Guidance, following the recommendations for Restaurants / Fast Food Outlets of 1,500l per 20 dining spaces.
- 4.2.4 There is no guidance on estimating the number of covers / dining spaces, therefore for robustness, 170 seats have been considered for the proposed restaurant. MCC guidance notes that the recycling rates for this use can be variable, however an estimated percentage of 50% has been used for calculation purposes.
- 4.2.5 Based on the above, **Table 4.1** forecasts the weekly waste volume generated by the site:

Waste Stream	Volume		
	Office	Restaurant	Total
Non-Recyclable Waste	9,378 l	6,838 l	16,216 l
Dry Mixed Recycling	7,034 l	4,103 l	11,136 l
Glass Recycling	2,345 l	1,709 l	4,054 l
Organic Food Recycling	0 l	1,026 l	1,026 l
Total Volume	18,756 l	13,675 l	<u>32,432 l</u>

Table 4.1 – Estimated Weekly Waste Volumes (Based on MCC Guidance)

- 4.2.6 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, at a frequency of at least three times a week for both the office and restaurant uses. However, it is considered that the frequency of these collections will be arranged after occupation, based on the actual waste generation volumes.

4.4 Bin Types

- 4.4.1 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobin and 660l wheeled bins.
- 4.4.2 The following **Table 4.2** summarises the required waste containers per stream for the proposed development. This table has been produced following the recommendations set by MCC's GD04 Waste Guidance Document, assuming the waste collection frequencies summarised above.

Waste Stream	Number of Bins		
	Office	Restaurant	Total
Non-Recyclable Waste	3 x 1,100 l	3 x 1,100 l	6 x 1,100 l
Dry Mixed Recycling	3 x 1,100 l	2 x 1,100 l	5 x 1,100 l
Glass Recycling	1 x 1,100 l	1 x 1,100 l	2 x 1,100 l
Organic Food Recycling	0	1 x 660 l	1 x 660 l
Total Volume	7 x 1,100 l	6 x 1,100l + 1 x 660l	<u>13 x 1,100l + 1 x 660l</u>

Table 4.2 – Number of Required Bins

4.5 Waste Management Strategy – Internal Arrangements

- 4.5.1 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 recycling.
- 4.5.2 The proposals include a waste storage room for the office uses at the basement level. The bin storage room has been sized to accommodate and operate the number of bins required in the above **Table 4.2**. Whereas waste generated by the restaurant would be stored internally within its own premises.
- 4.5.3 It is envisaged that initially at least 50% of the bins in the waste stores would be dedicated to recycling. This percentage will include organic waste, and could be increased at any point based on actual recycling rates.

- 4.5.4 The management company would be in charge of monitoring the recycling rates and promote actively high recycling rates. This could be achieved by giving information on the benefits of recycling and information on how to segregate.
- 4.5.5 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.
- 4.5.6 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. 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 The management company will be in charge of monitoring bin usage and adjusting the collection frequency accordingly.
- 4.6.3 The basement layout in **Appendix A** and **Drawing 85544-CUR-00-XX-DR-TP-06001** shows the location of the waste storage room. It is envisaged that on collection day, management staff would be responsible for moving the bins from the waste storage room to the collection point.
- 4.6.4 The waste operators will collect the bins and load them into the refuse vehicle.
- 4.6.5 As a temporary measure until further coordination with neighbouring businesses takes place, collection point will be the existing loading bay outside of Arkwright House, located to the south of the development on Southgate. **Drawing 85544-CUR-00-XX-DR-TP-05001** shows the swept path analysis of a large refuse vehicle manoeuvring this loading bay.
- 4.6.6 Once the bins have been emptied, containers would be pulled immediately back to the bin stores by the management team. This route is shown in **Drawing 85544-CUR-00-XX-DR-TP-06001** to the rear of the report.
- 4.6.7 In the future, several alternatives could also be considered, which would not require the bins to be moved across to Southgate. The development has been futureproofed with an internal bin store area, such that refuse vehicles could travel northbound along College Land up to the site boundary and collect the bins at the site's eastern boundary (without bins needing to be lined up on the carriageway). This would require College Land to be kept clear of bins by neighbouring businesses (that are currently lined up along the carriageway), that would ensure there is sufficient widths for refuse vehicles to travel along the road.

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Curtins has been appointed on behalf of Beaconsfield Commercial Ltd to provide traffic and transportation advice in relation to the proposed redevelopment of existing buildings to the north of Parsonage Gardens in Manchester City Centre to bring forward office uses.
- 5.1.2 The proposed building would be c. 13-storeys tall, with c. 10,499 m² Gross Internal Area (GIA) of floorspace. Of the total floorspace, c. 7,214m² are attributed to office spaces, 609m² are attributed to restaurant use on the ground and mezzanine floors, and the remainder are back-of-house, circulation, reception, facilities, and plant floorspace.
- 5.1.3 There would be no car parking proposed, and the development would comprise a cycle store with storage in the form of bike racks, and accompanying facilities such as showers and lockers in the basement level.
- 5.1.4 The proposed ground floor and basement level layout plans are included in **Appendix A**.
- 5.1.5 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.
- 5.1.6 The waste forecast has been calculated based on the recommendations set by Manchester City Council's Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00 (and further supported by the estimations set on the Code of Practice BS 5906:2005).
- 5.1.7 The report concludes that both the office and restaurant use will be served by private refuse collections. The bins will be transported to the collection point by the management company. The temporary collection point is located on Southgate outside of Arkwright House, with the permanent collection point located along College Land.
- 5.1.8 All uses are anticipated to be served by collections at a frequency of at least three times a week for both the office and restaurant uses. The collection frequency is subject to be updated following occupation, as typically the waste generated by both the office and restaurant uses varies significantly based on the final occupier.
- 5.1.9 The proposals include a waste storage room for the office uses at the basement level. The size of the bin store has been determined accordingly, whilst consideration to segregation and recycling has been given. Whereas waste generated by the restaurant would be stored internally within its own premises.

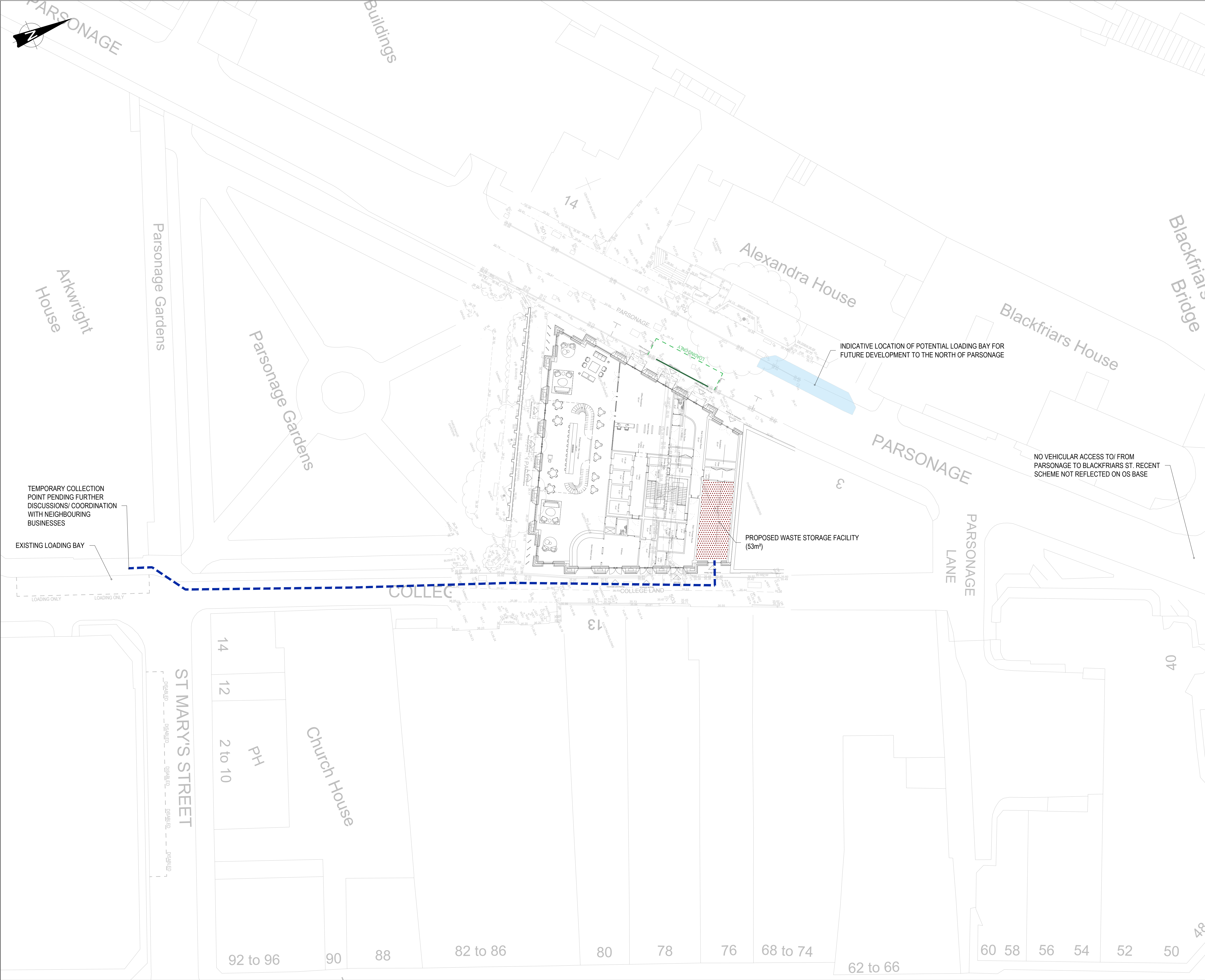
5.2 Conclusions

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

Drawings

Drawing 85544-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) 11.2m Large Refuse Vehicle

Drawing 85544-CUR-XX-00-D-TP-06001 – Waste Transport Route



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. BAND ON LAND SURVEY WHERE AVAILABLE

7. BASED ON SQP'S LAYOUT DRAWING REF.: "19020-SQP-ZZ-00-DR-A-20101-P03"

KEY:

WASTE STORAGE ROOM (c.53m²)

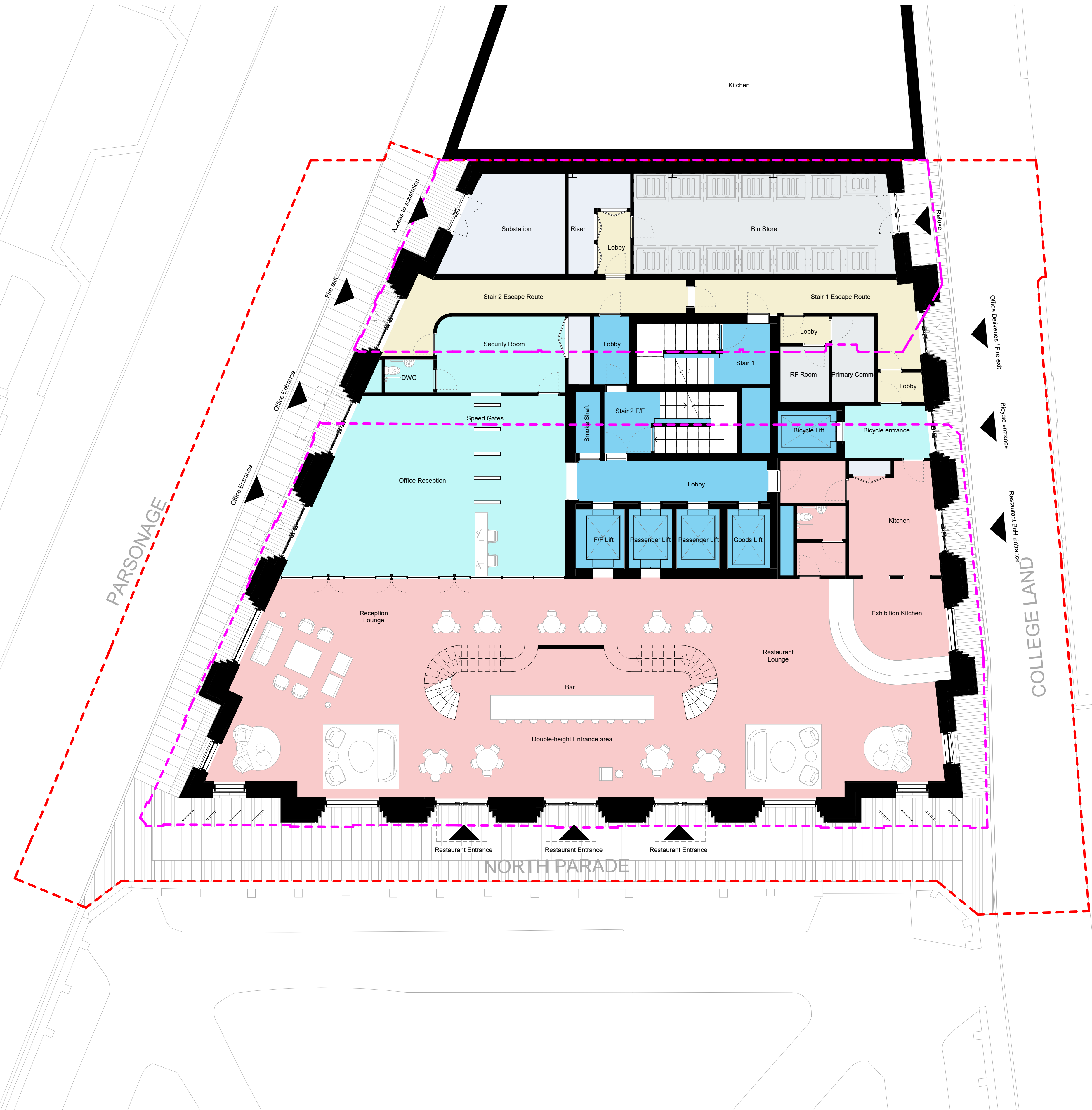
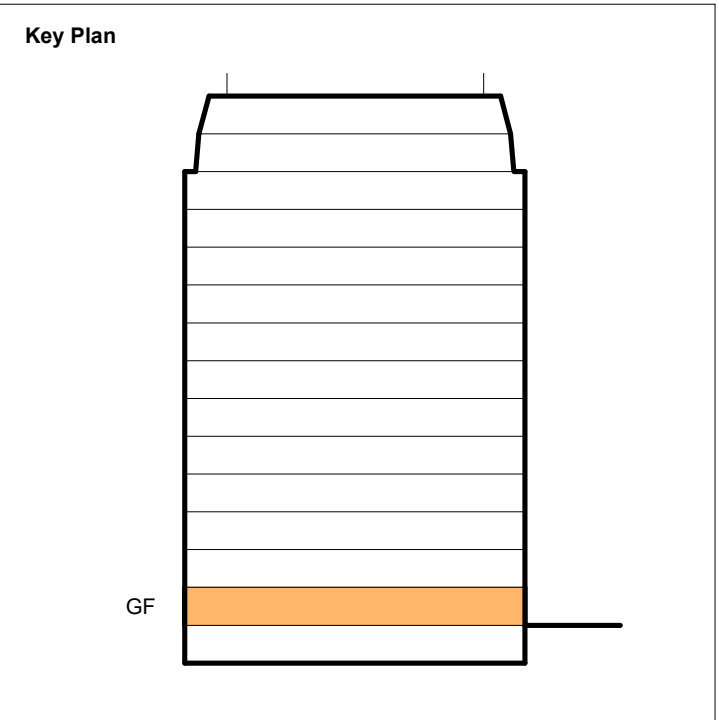
 BIN DRAG ROUTE TO COLLECTION POINT (c.90.5m)

Rev:	Description:	Date:	By:	Chkd:
Curtins Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG 0161 236 2394 manchester@curtins.com www.curtins.com Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham				
Status: PRELIMINARY				
Project: ONE NORTH PARADE, MANCHESTER				
Orig Title: WASTE MANAGEMENT STRATEGY				
Drawn By JM	Designed By JM	Checked By DD		
	Date 10/03/25	Scales @ A1 1:250		
Project No - Originator - Function - Spatial - Form - Discipline - Number 85544 - CUR - XX - 00 - D - TP- 06001				Revision P01

Appendix A – Proposed Site Layout

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The internal layouts and furniture arrangements are shown for illustrative purposes only and are not submitted for approval.



Key

- BOH
- Circulation
- Core
- Facilities
- Plant
- Office
- Commercial

- Planning Application Boundary
- Existing Building Boundary
- 2000 mm Clear Head Height

Issued for Planning	25/07/25	MGr	P03
Issued for Information	16/05/25	MGr	P02
Issue for Information	25/09/24	MGr	P01
Description	Date	Chk	Rev

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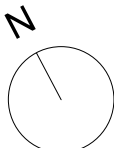
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Project
Parsonage Gardens
Manchester
M3 2NH

Title
Proposed Floor Plan
Level 00

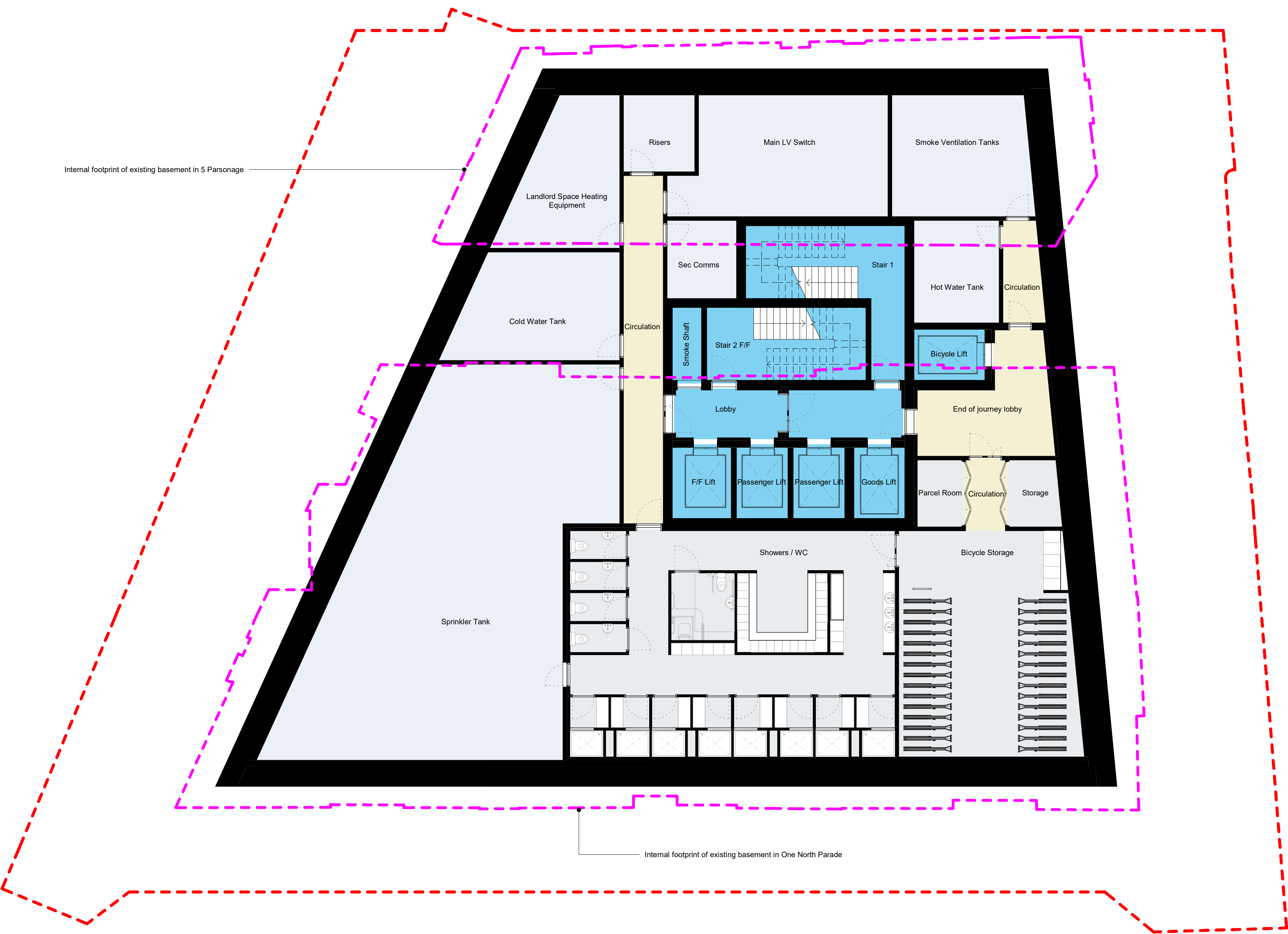
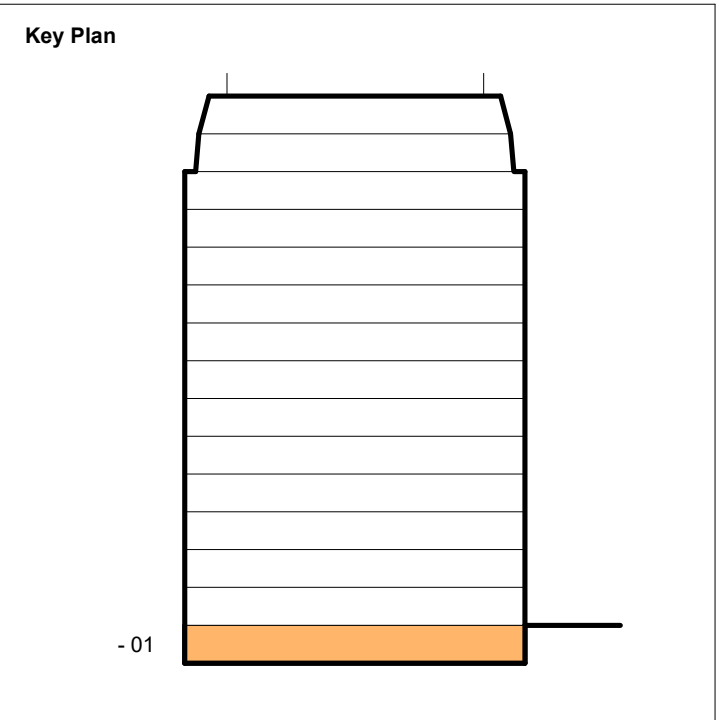
Suitability	Status	Job Number
A2	For Planning	19020
Date	Scale @ ISO A1	Revision
18/10/2024	1:100	P03
Drawing Number		
19020-SQP-ZZ-00-DR-A-PL101		

01 Level 00
1:100



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The internal layouts and furniture arrangements are shown for illustrative purposes only and are not submitted for approval.



Internal footprint of existing basement in 5 Parsonage

Internal footprint of existing basement in One North Parade

Key

- BOH
- Circulation
- Core
- Facilities
- Plant
- Office
- Commercial

- Planning Application Boundary
- Existing Building Boundary
- 2000 mm Clear Head Height

Issued for Planning	25/07/25	MGr	P03
Issued for Information	16/05/25	MGr	P02
Issue for Information	25/09/24	MGr	P01
Description	Date	Chk	Rev

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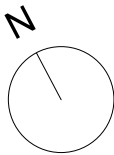
Title

Proposed Floor Plan
Level B1

Suitability	Status	Job Number
A2	For Planning	19020
Date	Scale @ ISO A1	Job Number
18/10/2024	1:100	19020
Drawing Number	Revision	
19020-SQP-ZZ-B1-DR-A-PL100	P03	

1

Level B1
1:100



Appendix B – MCC Waste Pro Forma



Appendix E - Waste Management Strategy (v7.00 from September 2023)

Planning Application Number:

Date Submitted:

Estimated volumes / m2 required by the development

Will this property be used as a House in Multiple Occupation (HMO)?	Yes / No (delete as appropriate)
If this property will be used as an HMO, how many people do you intend to accommodate (5+)?	

Low Rise Domestic

Waste Types	Capacity required (litres)	Number of bins required (per household)	Confirm what is to be provided (and whether the developer or the resident will be responsible for ordering these)
General refuse	140 standard / 240 in certain circumstances	1 x wheeled bin (possibly more for HMO)	
Pulpable Recycling	240	1 x wheeled bin (possibly more for HMO)	
Mixed Recycling	240	1 x wheeled bin (possibly more for HMO)	
Garden Waste	240	1 x wheeled bin (possibly more for HMO)	
Food Waste	23	1 x 23 litre caddy (Possibly more for HMO)	



High Rise Apartment Developments

0.43m² has been provided per apartment for the containers, with extra space for residents to access each container and space for staff to manoeuvre each container for collection. (different for purpose-built student accommodation – see guidance)	Yes / No (delete as appropriate) How many of each container do you plan to provide? _____ x general refuse x 1100 litre (based on 110 litres per apartment) _____ x pulpable Recycling x 1100 litre (based on 55 litres per apartment) _____ x mixed recycling x 1100 litre (based on 55 litres per apartment) _____ x food waste x 240 litres (based on 10 litres per apartment) _____ x garden waste (if applicable) x 240 litres
Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?	Yes / No (delete as appropriate)

Commercial Developments

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

General Waste - 6 no. 1,100l bins Dry recycling (include material type details) - 5 no. 1,100l bins (paper/card and mixed), and 2 no. 1,100l bins (glass) Food Waste - 1 no. 660l bin Industrial Waste - N/A Other - N/A All relevant calculations are provided in the accompanying Waste Management Strategy (Document reference: 85544-CUR-XX-XX-T-TP-00003).

Has / will a contract be obtained with a licenced waste carrier?	Yes / No (delete as appropriate)
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Mixed Use Developments

Are the stores for residential and commercial waste completely separate from each other, with residents having no access to the commercial store and the commercial units having no access to the residential store?	Yes / No (delete as appropriate)
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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.

Building management team to move bins from the waste store to the collection point on collection day, with waste being collected from a loading bay outside of Arkwright House, located to the south of the development on Southgate.

The collection frequency would be at least 3x a week.

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 for 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 bin stores	☒
Location plans showing stores	☒
Location plans showing the proposed collection point and the route the collection vehicle will take (please refer to the Road, Vehicle and Waste Operative Access Specification – paying particular attention to turning space and reversing)	☒

Please ensure that you have completed this form in accordance with the latest version of GD04 Waste Storage and Collection Guidance for New Developments – v.7 September 2023, read in conjunction with the Waste and Recycling Service Standard found on the Council website.

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