

Port Street, Manchester

Technical Note

Waste Management, Delivery and Servicing Strategy

Curtins Ref: 088516-CUR-XX-XX-T-TP-001
Revision: V02
Issue Date: 30 October 2025

Client Name: Select Property Ltd

Control Sheet

Rev	Description	Issued by	Checked	Date
V01	1 st Issue	NT	AH	17 October 2025
V02	2 nd Issue	NT	AH	30 October 2025

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Naomi Tam MSc BSc (Hons) MCIHT Principal Transport Planner		30 October 2025

Reviewed	Signature	Date
Alex Hulme MSc BSc (Hons) CMILT MCIHT Associate Transport Planner		30 October 2025

Authorised	Signature	Date
Alex Hulme MSc BSc (Hons) CMILT MCIHT Associate Transport Planner		30 October 2025

Table of Contents

1.0	Introduction	4
1.1	Background.....	4
1.2	Purpose of This Report.....	4
1.3	Structure of the Report	4
2.0	Site Location and Highway Layout	6
2.1	Site Location	6
2.2	Surrounding Highway Network	7
3.0	Waste Management Policy	10
3.1	Introduction	10
3.2	Waste Management Plan for England (January 2021)	10
3.3	Waste Management in Buildings – Code of Practice (BS 5906:2005).....	11
3.4	Building Regulations	12
3.5	Controls on Animal By-Products	12
3.6	Waste Storage and Collection Guidance for New Developments (GD 04 – v7.00)	12
4.0	Waste Forecasting and Strategy	13
4.1	Introduction	13
4.2	Waste Forecast.....	13
4.3	Bin Types.....	14
4.4	Waste Management Strategy – Internal Arrangements	15
4.5	Waste Management Strategy – Collections.....	16
5.0	Servicing and Delivery Strategy	19
5.1	Delivery and Servicing Vehicles	19
5.2	Maintenance Vehicles	19
6.0	Summary and Conclusions.....	21
6.1	Summary	21
6.2	Conclusions	21
	Drawings	22

Figures

Figure 2.1 – Site Location in Relation to the Regional Highway Network..... 6

Figure 2.2 – Port Street: east of Brewer Street (left) and pinch point west of Brewer Street (right)..... 8

Figure 2.3 – Brewer Street – street view to northwest towards Great Ancoats Street 9

Figure 3.1 – Evolution of Waste Management Practices 11

Tables

Table 4.1 – Development Weekly Waste Volume Forecast..... 14

Table 4.2 – Number of Required Bins 15

Drawings

- Drawing 79165-CUR-00-XX-DR-TP-05001** – Swept Path Analysis – 11.2m Refuse Vehicle
- Drawing 79165-CUR-00-XX-DR-TP-06004** – Waste Management Strategy
- Drawing 088516-CUR-XX-XX-D-TP-05001** – Swept Path Analysis – 11.2m Refuse Vehicle

Appendices

- Appendix A** – Proposed Site Layout
- Appendix B** – MCC Waste Pro Forma

1.0 Introduction

1.1 Background

1.1.1 Planning permission was granted on 4th January 2022 for the erection of a 33-storey residential tower with 485 units, together with a basement car park, cycle store, ground floor commercial units, landscaping, public realm and associated works located at Port Street, Manchester (planning reference: 132489/FO/2021). A subsequent Non Material Amendment (135938/NMC/2023) to the application was submitted and approved on 25th January 2023 for changing the development proposal to 477 dwellings, associated residents' amenity space, 38-space basement car parking, 481-space cycle parking, commercial space landscaping, and other associated works.

1.1.2 Construction is underway at the Site at the time of writing.

1.2 Purpose of This Report

1.2.1 Curtins has been appointed on behalf of Select Property Ltd to provide support to discharge of pre-occupation planning condition 5 (waste management / servicing strategy).

1.2.2 Condition 5, relating to the waste management / servicing strategy, is as follows;

“Prior to occupation of the development, a servicing strategy for the building shall be submitted to and approved in writing by the local planning authority.”

1.2.3 This document has also been produced with regard to parts of condition 25 (building management plan), which are related to transport:

1.2.4 Condition 25, relating to building management, is as follows;

“Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal), parking of maintenance vehicles, noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority.”

1.2.5 This document will cover:

- Waste management (refuse);
- Servicing and deliveries; and
- Parking of maintenance vehicles.

1.2.6 The proposed Site layout prepared by Simpson Haugh is provided in **Appendix A**.

1.3 Structure of the Report

1.3.1 Following this introduction, the remainder of the report is structured as follows:

- **Section 2** of the report provides a comprehensive description of the site location, including existing use and surrounding highway network;
- **Section 3** summarises relevant local and national waste policy;
- **Section 4** contains the waste forecasting methodology associated with the development

proposals, providing details of recycling, waste management and collection procedures;

- **Section 5** provides a servicing and delivery strategy for the development; and
- **Section 6** summarises and concludes the report.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The Site is located on the corner of Great Ancoats Street and Port Street and is within the neighbourhood of Ancoats on the northern part of Manchester City Centre.

2.1.2 The Site extends to approximately 0.48 hectares (4,845 sqm) and is bound by Great Ancoats Street to the northeast, Brownsfield Mill to the east, Tariff Street to the south and Port Street to the northwest.

2.1.3 **Figure 2.1** below shows the Site in a local context relating to the local highway network:

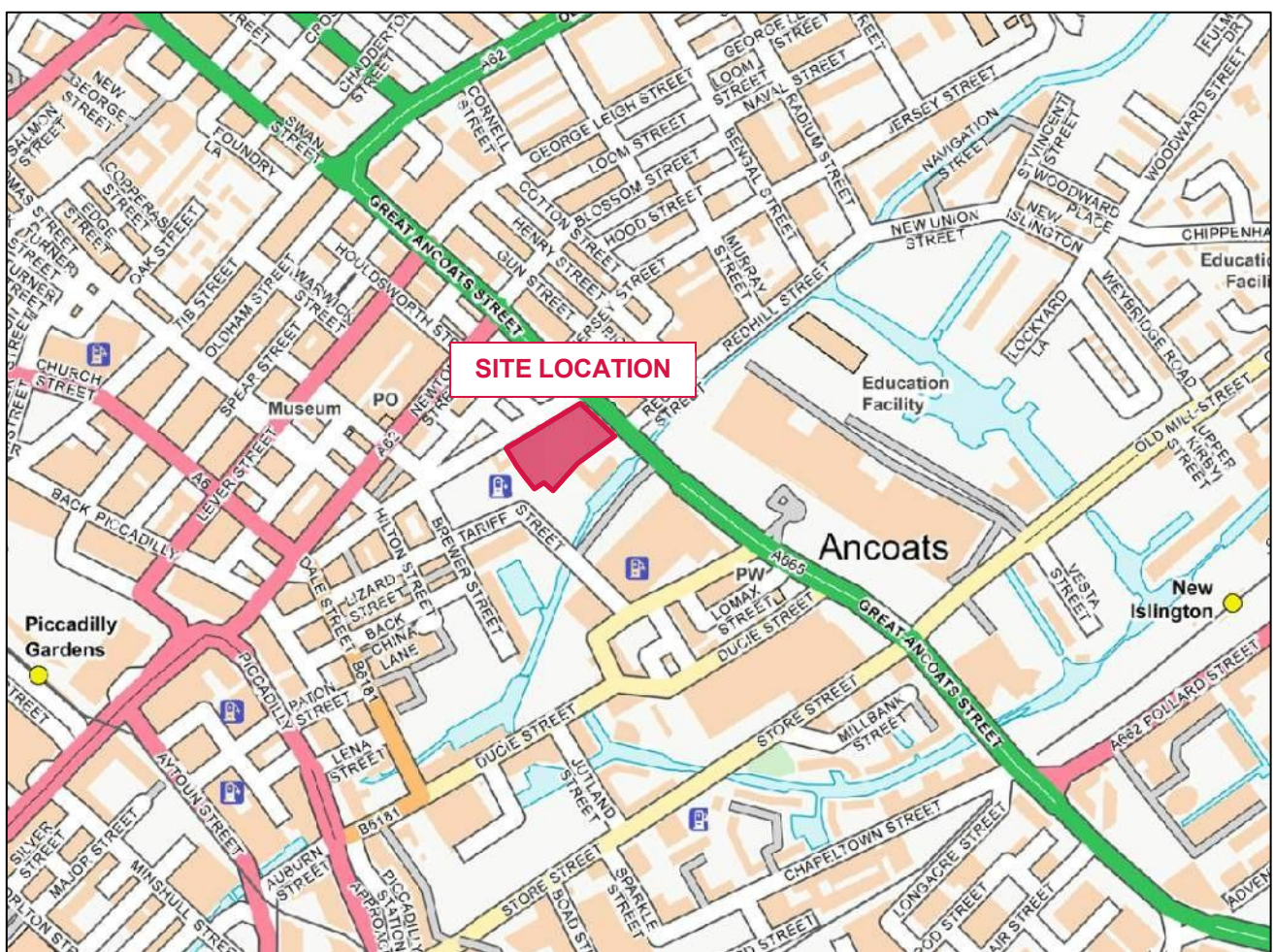


Figure 2.1 – Site Location in Relation to the Regional Highway Network

(Source: OS Maps)

2.1.4 There are a mixture of uses surrounding the Site. Immediately to the west of the Site there is The Astley, Oxid House and The Wentwood which are mid to high rise apartment buildings with some ground floor commercial frontages as well as a surface level car park. To the north of the Site, across Great Ancoats

Street is the heart of Ancoats, this is a newly regenerated area of Manchester containing a mixture of mid-rise developments including residential and commercial uses. To the east of the Site is Brownsfield Mill, a Grade II* Listed mill building which has been refurbished to create apartments and the Rochdale Canal. To the south of the Site is a number of mid to high-rise developments comprising residential uses, which sit within the centre of the Piccadilly Basin.

- 2.1.5 The Site is located within the Greater Manchester Air Quality Management Area.

2.2 Surrounding Highway Network

A665 Great Ancoats Street

- 2.2.1 The A665 Great Ancoats Street forms the northeastern boundary of the Site. In the vicinity of the Site, it operates primarily as dual carriageway with two lanes in each direction. Great Ancoats Street comprises a speed limit of 30mph and forms part of the north-eastern section of Manchester Ring Road passing through the Northern Quarter, Ancoats, and New Islington.
- 2.2.2 Great Ancoats Street commences at a signalised junction with the A62 Oldham Road to the north of the Site. The road then continues in a south-easterly direction for approximately 1.5km, continuing as the A665 Pin Mill Brow at a priority junction with Palmerston Street. The road then diverges towards Fairfield Street and the A635 Mancunian Way.
- 2.2.3 In the vicinity of the Site, the carriageway measures c. 14m in width. There are well-maintained footways on both sides of the carriageway which, for the most part, are in excess of 3m-wide. Controlled pedestrian crossing facilities with pedestrian call buttons are available along the road, the closest of which is located immediately adjacent to the Site. This crossing is in the form of a Toucan crossing, complete with a refuge island, dropped kerbs and tactile paving.
- 2.2.4 Great Ancoats Street is subject to a series of Traffic Regulation Orders (TROs). These include No-Waiting-At-Any-Time (NWAAT) double yellow parking restrictions, and a yellow box at the junctions with Newton Street and Port Street to keep the junction bellmouth clear.
- 2.2.5 There are several bus stops along Great Ancoats Street. The bus stop hosting southbound services is located directly across the Port Street junction, whereas the bus stop hosting northbound services is located c. 35m to the north of the Site. Both bus stops include shelters, seating, a flag pole, and timetable information.

Port Street

- 2.2.6 Port Street is a one-way street which runs in a north-easterly direction, forming the northeastern boundary of the Site. The road commences off Dale Street to the south-west and extends for c. 300m towards a priority junction with the A665 Great Ancoats Street in the north-east. There is also a contra-flow cycle lane which permits cycle access in the opposite direction.

Waste Management, Delivery and Servicing Strategy

- 2.2.7 At its junction with Great Ancoats Street adjacent to the Site, there are dropped kerbs, tactile paving and a central refuge island. A segregated (southbound) cycle lane is also provided on Port Street at the junction. There are well-maintained footways along both sides of Port Street, which measure in excess of 2m- wide, and street lighting is provided at regular intervals. Where there is no segregated cycle lane, the southern footway on Port Street forms part of dedicated shared foot / cycleway.
- 2.2.8 Port Street is subject to a speed limit of 20mph. It is also subject to TROs in the form of NWAAT double yellow parking restrictions to restrict on-street parking at certain locations. However, on-street parking is permitted on some sections of the road. These comprise pay-and-display bays operated by Manchester City Council (MCC). The Site is located within Zone 2 of the city's Controlled Parking Zone (CPZ), where parking charges apply Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.
- 2.2.9 The maximum stay time in this zone is two hours, however charges and time restrictions do not apply to Blue Badge holders. Parking after 8pm and before 8am the next day is free (subject to parking restrictions).
- 2.2.10 Photos taken on site visit 15th October 2025 (see **Figure 2.2**) show the current condition on Port Street, which part of the road bordering the site has been taken up by the Site construction hoardings. To the west of Brewer Street, there is on-street parking and loading bays on both sides of the road. In the event when both bays are being used by parked cars/ loading vehicles, the clear width of the carriageway will be reduced, creating a pinch-point that may prevent large vehicles passing through the space – this has been considered in the proposed waste and servicing strategy.



Figure 2.2 - Port Street: east of Brewer Street (left) and pinch point west of Brewer Street (right)

Brewer Street and Tarriff Street

- 2.2.11 Further to the west of the Site, Brewer Street comprises a two-way single carriageway. The road commences at a priority junction with Port Street and extends for 180m in a southerly direction. Brewer Street forms several priority junctions with Port Street, Tariff Street and China Lane, before terminating at a dead-end, where the Vantage Quay Bridge (a footbridge) continues over the Rochdale Canal. The carriageway is c. 6.5m-wide, however the usable width of the road is slightly lesser due to the presence of on-street pay-and-display parking bays.
- 2.2.12 Further to the south of the Site, Tariff Street comprises a two-way single carriageway with an average width of 8m, and extends for c. 350m between its priority junctions with Dale Street to the west and Laystall Street to the south.
- 2.2.13 Both roads are subject to a 20mph speed limit and comprise 2m-wide footways along both sides of the carriageway. Street lighting is present at regular intervals. Similar to Port Street, both roads are subject to NWAAT TROs.
- 2.2.14 **Figure 2.3** shows the current condition of Brewer Street/ Port Street junction, with give-way lines provided on Brewer Street, a loading on the opposite side of road and an on-street cycle lane marked in front of the give-way lines.



Figure 2.3 - Brewer Street – street view to northwest towards Great Ancoats Street

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. This 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:

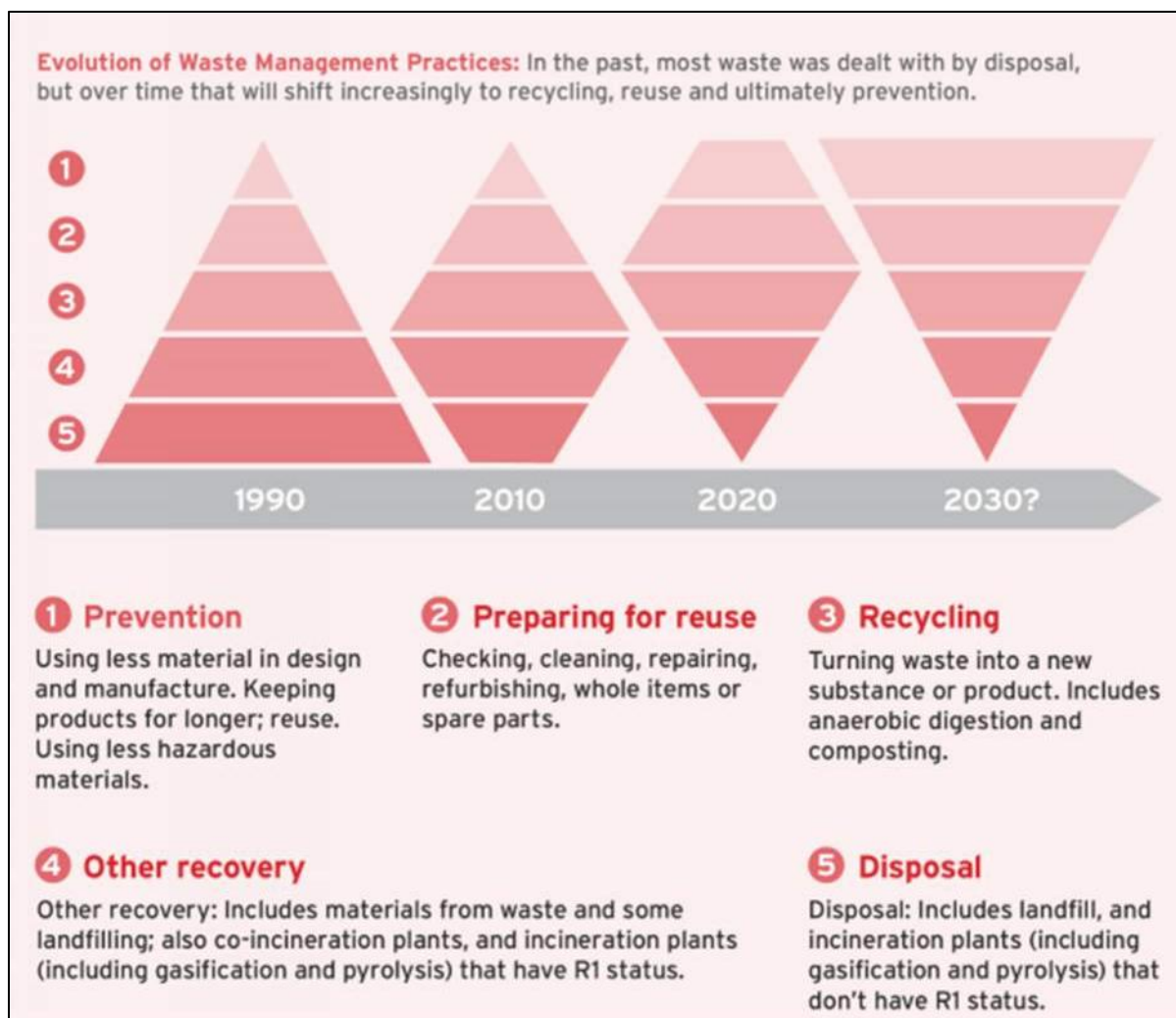


Figure 3.1 – Evolution of Waste Management Practices.

(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 adheres to the projections set on this code of practice, with the waste forecast prepared as part of this document, based on advice contained within this Code of Practice.

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 2023 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 that comply with the requirements set by these Building Regulations.

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)

- 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:
- 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,
 - Details of number and capacity of bins proposed and collection frequency.
- 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**. This guidance has also been used to forecast the likely space required for waste and recycling containers.

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.

4.2 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. For high rise residential developments this guidance recommends 0.43m² of storage space per apartment.
- 4.2.2 The proposed development involves the erection of a 33-storey residential tower with 477 residential units (Use Class C3).
- 4.2.3 The proposals also include a total 600m² of commercial uses (Use Class E) at the ground floor, distributed in two independent units. Details of the waste collection strategy commercial units will be developed by each tenant, and each tenant will be responsible for discharge of condition 20a, as follows:
- "The ground floor commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation."*
- 4.2.4 To ensure completeness of this Waste Management Strategy report to consider the overall development, an estimate of commercial waste is included in this section of the report. For robustness, the commercial uses have been considered to be food and Beverage (F&B).
- 4.2.5 The commercial use waste arisings have been calculated based as well on MCC's guidance (GD04), resulting in 1,500l of waste per week per 20 covers, again providing a very robust approach. For calculation purposes, the number of potential covers is assumed to be 180.
- 4.2.6 To comply with the local requirements set by MCC, an initial 50% recycling rate has been forecast for all uses.
- 4.2.7 **Table 4.1** forecasts the total weekly forecasted waste volume for the proposed development based on these requirements.

Residential Use	
Waste Stream	Waste Volume (477 Apartments)
General Refuse	52,470l
Pulpable Recycling	26,235l
Mixed Recycling	26,235l
Food Waste	4,770l
Residential Use Total	109,710l
Commercial Uses (F&B)	
Waste Stream	Waste Volume (180 covers)
General Refuse	6,750l
Dry Mixed Recycling	4,050l
Glass Recycling	1,688l
Food Waste	1,013l
Commercial Use Total	13,500l
Development Total	123,210l

Table 4.1 – Development Weekly Waste Volume Forecast

4.3 Bin Types

Residential Use

4.3.1 The main waste streams for the residential uses are:

- General waste (comprising non-recyclable waste);
- Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin);
- Glass recycling; and
- Organic recycling.

4.3.2 Given the potential volumes involved for the use of the proposed development, the most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobin and 240l wheelie bins.

Commercial Use

4.3.3 The commercial waste would be divided in three main streams with the addition of organic recycling, if required:

- General waste (non-recyclable waste);
- Dry Mixed Recycling (comprising cardboard, paper, plastic and tin);

- Glass Recycling; and
- Organic Recycling (if required).

4.3.4 Given the potential volumes involved for the commercial uses of this development, the most suitable containers for the general waste and recycling streams would be a combination of 1,100l Eurobin and 240l wheelie bins.

4.3.5 **Table 4.2** summarises the required waste containers per use, assuming the waste collection frequencies described in the following **Section 4.5**.

Residential Use	
Waste Stream	Number of bins
General Refuse	12 x 1,100l
Pulpable Recycling	6 x 1,100l
Mixed Recycling	6 x 1,100l
Food Waste	2 x 240l
Residential Use Total	24 x 1,100l + 2 x 240l
Commercial Uses	
Waste Stream	Number of bins
General Refuse	4 x 1,100l
Dry Mixed Recycling	2 x 1,100l
Glass Recycling	1 x 1,100l
Food Waste	3 x 240l
Commercial Use Total	7 x 1,100l + 3 x 240l
Development Total	31 x 1,100l + 5 x 240l

Table 4.2 – Number of Required Bins.

4.4 Waste Management Strategy – Internal Arrangements

Residential Use

4.4.1 It is proposed that residents within the proposed development would be responsible for waste storage within their home, i.e. prepare their own bins. Management would provide guidance on waste handling to residents, such as appropriate bin type(s) to store waste. A small receptacle for food may be provided to residents by management.

4.4.2 The residents would store and segregate waste into four main streams internally before taking it to the closest communal waste storage room, conveniently located close to each of the two cores of the proposed building.

4.4.3 The development proposals include two waste storage rooms. These rooms have been sized by

Waste Management, Delivery and Servicing Strategy

Simpson Haugh to accommodate and operate the number of bins required in the above **Table 4.2** for the number of collections described below in **Section 4.5**. The bin store size has been determined to maximise activity on the ground floor and to reduce the number of bins at the collection point. Nonetheless, additional space is available within the stores should it be required to store a larger number of bins.

- 4.4.4 It is envisaged that initially 50% of the bins in store would be dedicated to recycling. This percentage could be increased at any point, with the aim of achieving future government goals.
- 4.4.5 The management company would be in charge of monitoring the recycling rates and will actively promote high recycling rates. This could be achieved by providing information on the benefits of recycling and how to segregate waste. The recycling bins should be located closer to the access gates for residents to encourage recycling by making the path to the non-recyclable waste bins longer.
- 4.4.6 The waste storage area will be well lit and ventilated. The floor will comprise an easily cleaned surface and adequate drainage will be provided.
- 4.4.7 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.

Commercial Use

- 4.4.8 The commercial uses will store the waste internally within their units.
- 4.4.9 The staff of the unit 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.
- 4.4.10 The waste storage area will be well lit, ventilated and easy to clean.

4.5 Waste Management Strategy – Collections

- 4.5.1 As per condition 27 of the planning permission stated that, for waste collections “*associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:*”
 - 07:30 to 20:00 Monday to Saturday
 - 10:00 to 18:00 Sundays and Bank Holidays”
- 4.5.2 Access for waste collections will be provided on Port Street. The Site provides a 15m x 3m loading/drop-off bay as shown in **Drawing 79165-CUR-00-XX-DR-TP-06004**. Refuse collection vehicles will pull up at the loading bay for waste collection.

- 4.5.3 As reported in **Section 2**, the surrounding area is built up comprising mid to high rise apartment buildings, and ground-floor commercial developments. The surrounding streets are already served by regular Council waste collections and private waste collection contractors. The Site will be served by these services as addition or diversion to their current services.
- 4.5.4 Considering the current condition around the Site, there are two possible routes considered for refuse vehicles to access the development loading bay.
- Port Street (straight ahead) - pull up at loading bay: As shown in **Figure 2.2** the on-street parking and loading may affect refuse vehicles accessing Port Street,
 - Hence, an alternative route is proposed on Brewer Street (right turn into Port Street) - pull up at loading bay
- 4.5.5 The waste collection operators will decide on the best collection route based on the operational needs. **Drawing 088516-CUR-XX-XX-D-TP-05001** provides the swept path analysis of a large refuse vehicle accessing the loading via Port Street and Brewer Street respectively.

Residential Use

- 4.5.6 Waste collection will be provided by a combination of scheduled Council collections and a private contractor.
- 4.5.7 It is envisaged that the residential uses would be served by two times-a-week collections for the four waste streams:
- General refuse (non-recyclable waste);
 - Pulpable recycling (comprising cardboard, paper)
 - Dry Mixed recycling (comprising glass, plastic and tin) ; and
 - Food waste.
- 4.5.8 The building management company would be responsible of moving the bins to the collection point on collection day. The waste operators would then transport the bins to the collection point and load them into the refuse vehicle.
- 4.5.9 **Drawing 79165-CUR-00-XX-DR-TP-06004** provides details of the location and size of the waste stores, collection point and routes between the stores and these areas, whilst **Drawing 79165-CUR-00-XX- DR-TP-05001** provides the swept path analysis of a large refuse vehicle.
- 4.5.10 Once the bins have been emptied, containers will be carried immediately back to the bin stores by the management company.

Commercial Use

- 4.5.11 It is considered that the frequency of the collections for commercial use would be arranged by the tenant for each unit, as per the requirement to discharge condition 20a prior to occupation (discussed in paragraph 4.2.3). However, based on the anticipated waste volumes, it is envisaged that collections two times per week will suffice.

-
- 4.5.12 Waste collection would also be provided by a private contractor, subject to tenant's arrangement.
 - 4.5.13 The staff of the unit would be responsible for transporting the bins to the collection point on collection day and transporting the bins back to the waste store within the unit as soon as they have been emptied.

5.0 Servicing and Delivery Strategy

5.1 Delivery and Servicing Vehicles

- 5.1.1 It is considered that the loading bay shown in **Drawing 79165-CUR-00-XX-DR-TP-06004** will be utilised by servicing and delivery vehicles. The 15m long loading bay will accommodate more than one van, i.e. one large van plus one medium-sized van.
- 5.1.2 It is anticipated there could be deliveries made during the day in vans of varying sizes. These vehicles will stop briefly to unload deliveries and will leave as soon as the deliveries are complete.
- 5.1.3 As per condition 27 of the planning permission stated that, for delivery and servicing “*associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:*
- 07:30 to 20:00 Monday to Saturday
 - 10:00 to 18:00 Sundays and Bank Holidays”.
- 5.1.4 Based on the waste collection schedule (twice a week collection) and the patterns of different delivery vehicles arriving at different times of the day, it is envisaged that it is unlikely for these vehicles to be conflicting with each other.

5.2 Maintenance Vehicles

- 5.1.5 It is envisaged that maintenance vehicles will require parking for a longer duration and the loading bay will not be suitable for long-stay vehicles. Parking for maintenance vehicles will be accommodated by existing council-owned on-street parking and other privately-owned car parks.
- 5.1.6 On-street parking is available at the following locations closest to the Site:
- Brewer Street – 13 bays;
 - Port Street – 5 bays; and
 - Tariff Street – 11 bays.
- 5.1.7 The most recent information about on-street parking in the city centre can be found online: https://www.manchester.gov.uk/directory/105/on_street_parking_bays/category/2121),
- 5.1.8 The Site is located within Zone 2 of the city’s Controlled Parking Zone (CPZ), where parking charges apply Monday to Sunday, 8am till 8pm, with no charge for parking outside these hours and on a Bank Holiday. The maximum stay within this zone is two hours, however charges and time restrictions do not apply to Blue Badge holders.
- 5.1.9 There are several privately own car parks within 100m from the site, including
- Port Street Central (M1 2EQ) – 76 spaces;
 - SIP Car Park Dean Street (M1 2EG) – 21 spaces; and
 - SIP Car Park Port Street (M1 2EQ) – 40 spaces.

- 5.1.10 In addition to the car parking information above, there are independent online directories, such as <https://en.parkopedia.co.uk/> that provide up-to-date parking information.
- 5.1.11 It is considered that there is ample parking available to maintenance vehicles within a reasonable walking distance to the Site, and these vehicles will not result in overspill parking on the highway network.

6.0 Summary and Conclusions

6.1 Summary

- 6.1.1 Curtins has been appointed by Select Property Ltd to provide transport planning advice in relation to a planning application for a new development on land at Port Street, to the east of Manchester City Centre.
- 6.1.2 The proposed development involves the erection of a 33-storey residential tower with 477 units, together with a basement car park, cycle store, ground floor commercial units, landscaping, public realm and associated works.
- 6.1.3 This document has been prepared to consider the potential refuse and recyclable waste volumes of the development, its waste collection arrangements, as well as the management strategy of delivery, servicing and maintenance vehicles.
- 6.1.4 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.
- 6.1.5 The residential uses could be served by collections twice per week, to be collected by a mixture of Council collections and a private contractor.
- 6.1.6 The commercial uses of the development could be served by a private contractor, with an estimated frequency of collections twice per week. This will be subject to tenant's arrangement.
- 6.1.7 The size of the bin stores has been determined accordingly, with due consideration to segregation and recycling. Additional storage space is available within the stores.

6.2 Conclusions

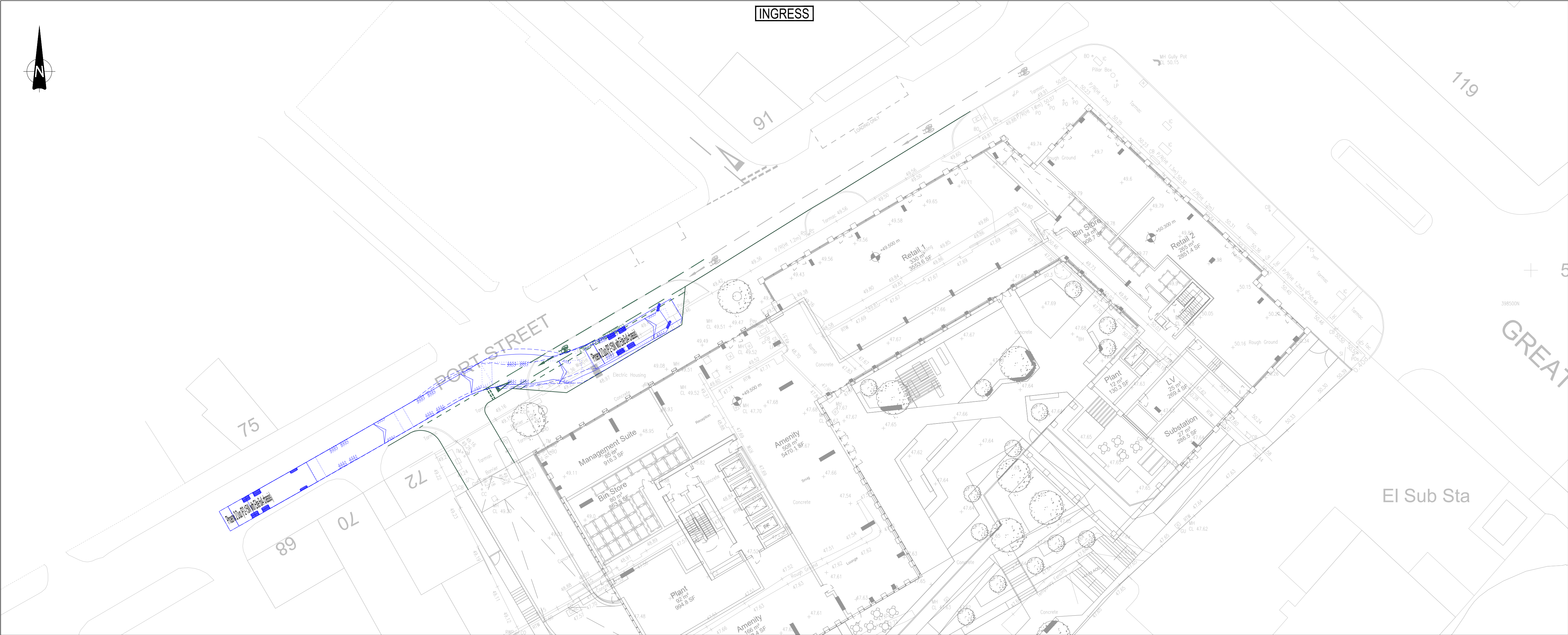
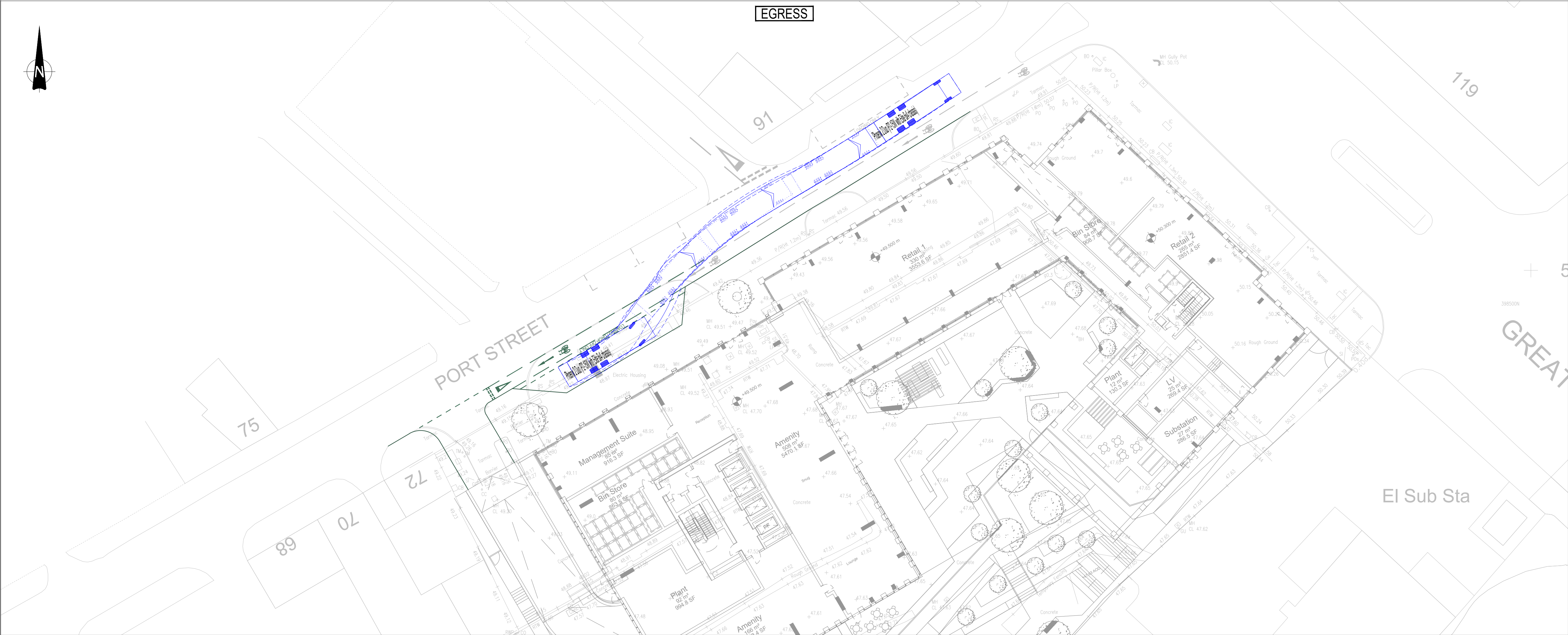
- 6.2.1 This document provides a suitable strategy for the Site. Hence, from a waste management and delivery and servicing strategy perspective, this document fulfils the discharge of planning conditions 5 and 25.

088516 Port Street, Manchester

Waste Management, Delivery and Servicing Strategy

Curtins

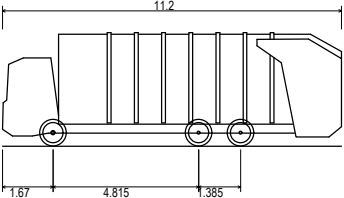
Drawings



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
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 HAUGHS LAYOUT: '10376-SHP-Z0-A-G200-PL-00-001'

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

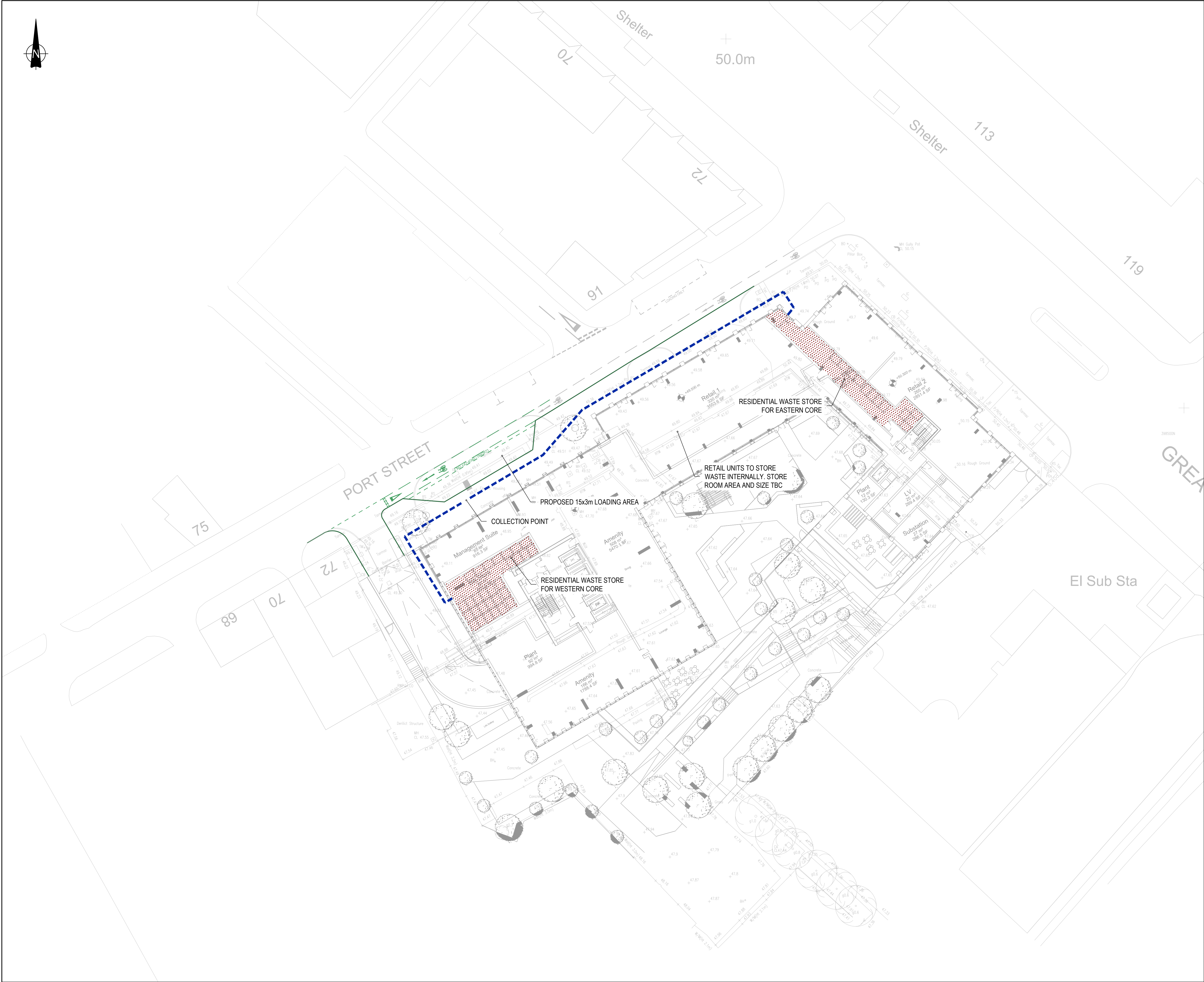
P02	Layout updated	12/11/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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 • Knaresborough • Leeds • Liverpool • London • Manchester • Nottingham

Status:	PRELIMINARY			
Project:	PORT STREET - MANCHESTER			
Orig Title:	SWEPT PATH ANALYSIS 11.2m REFUSE VEHICLE			
Size:	A1	Date:	14/10/21	Drawn By:
Scale:	1:250		DD	DD
Project No:	79165	Originator:	CUR	Volume:
	- 00	Level:	- XX	Type:
	- DR	Role:	- TP	Category / Number:
	- P02	Rev:	05001	



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

KEY:  RESIDENTIAL WASTE STORE
 WASTE ROUTES

P02	Layout updated	12/11/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:



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 • Edinburgh • Glasgow • Kentish • Leeds • Liverpool • London • Manchester • Nottingham

Status: PRELIMINARY

Project: PORT STREET - MANCHESTER

Orig Title: WASTE MANAGEMENT STRATEGY

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	15/10/21	DD	DD	AV			
Scale: 1:250							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
79165 - CUR - 00 - XX - DR - TP - 06004 - P02							

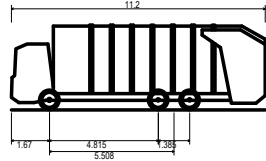


GENERAL NOTES:

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 OS

KEY:
 — PROPOSED RAISED KERB
 - - - PROPOSED FLUSH KERB / BACK OF FOOTWAY
 — PROPOSED ROAD MARKINGS

VEHICLE PROFILE:



Phoenix 2 Dug (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.550m
 Overall Body Height 3.510m
 Min Body Ground Clearance 0.300m
 Track Width 2.500m
 Lock to lock time 4.500s
 Kerb to kerb turning Radius 9.500m

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 • Liverpool • London • Manchester • Nottingham

Status: **PRELIMINARY**

Project: **PORT STREET - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS
 11.2m REFUSE VEHICLE**

Drawn By OB	Designed By OB	Checked By NT
----------------	-------------------	------------------

Date 17/10/25	Scales @ A1 1:500
------------------	----------------------

Project No - Originator - Function - Spatial - Form - Discipline - Number 088516 - CUR - XX - 00 - D -TP- 05001	Revision P01
--	-----------------

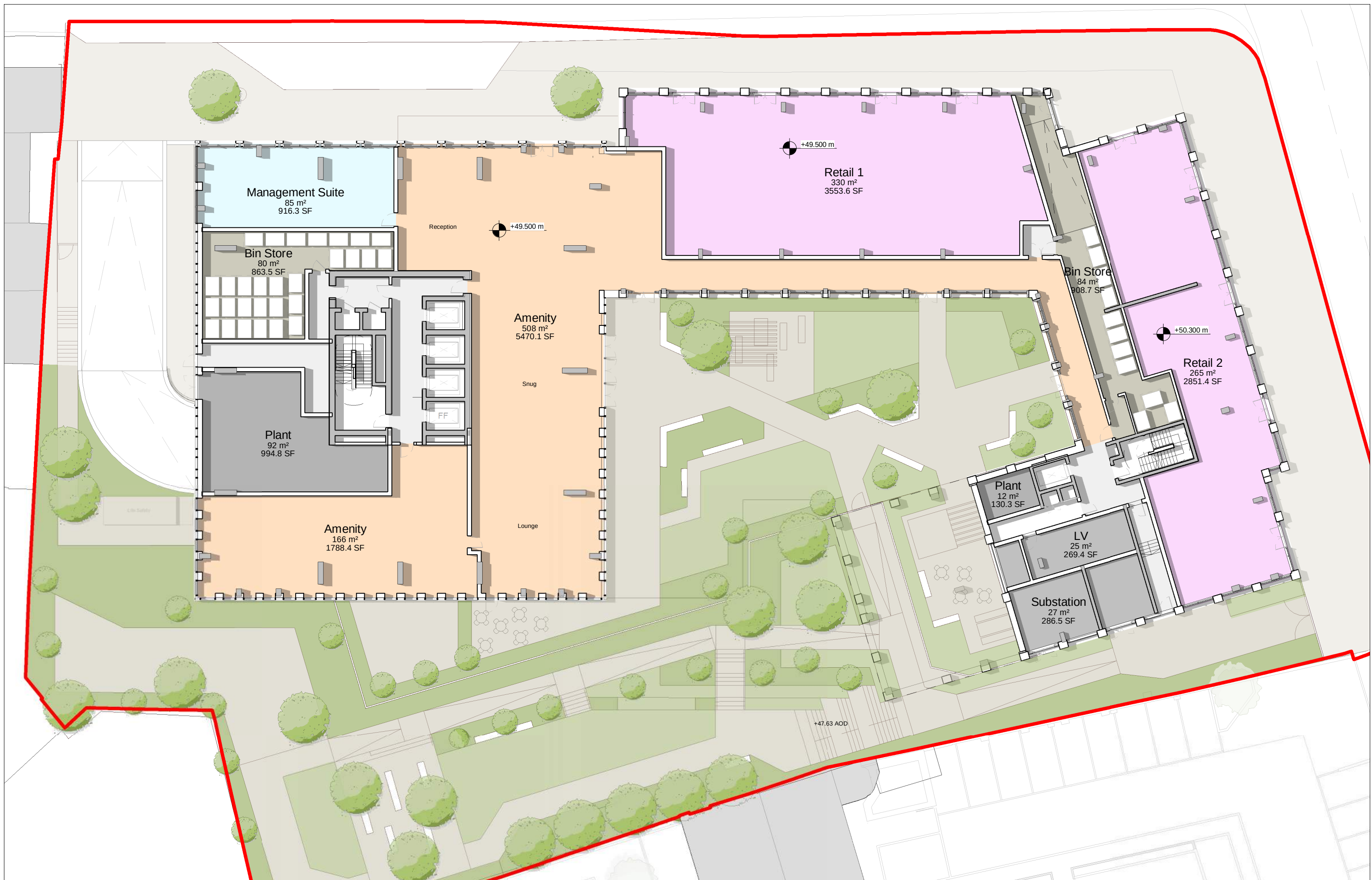


088516 Port Street, Manchester

Waste Management, Delivery and Servicing Strategy

Curtins

Appendix A – Proposed Site Layout



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on
site by contractor.
Contractor to report any
dimensional discrepancies,
errors or omissions prior to
commencing on site.

NOTE:
DO NOT SCALE OFF DRAWING REFER TO INDICATED DIMENSIONS ONLY.
DRAWING TO BE READ IN CONJUNCTION WITH SHP SPECIFICATION.
INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY. ALL TO
CONTRACTORS DESIGN.
ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND SE AND
M+E ENGINEER DETAILS.
THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED
PERFORMANCE CRITERIA.

NORTH

Rev	Date	Description
P01	2021-07-07	FIRST ISSUE
P02	2021-07-28	DESIGN DEVELOPMENT
P03	2021-08-17	DESIGN DEVELOPMENT
P04	2021-08-27	DESIGN DEVELOPMENT
P05	2021-09-09	DESIGN DEVELOPMENT
P06	2021-09-17	DESIGN DEVELOPMENT
P07	2021-09-23	DESIGN DEVELOPMENT
P08	2021-09-29	PORT ST FACADE & RED LINE BOUNDARY UPDATE
P09	2021-10-06	DESIGN DEVELOPMENT
P10	2021-10-07	FROZEN SCHEME
P11	2021-11-09	CHANGES BASED ON WSP, DFC AND CLIENT INPUT

Project Title
**Port Street
Manchester**

Status
FOR INFORMATION

Drawing Title
**General Arrangement Plan
Level 00**

Project No
10376

SHP Drawing Code
10376-SHP-Z0-A-G200-PL-00-001

Scale
1 : 250 @ A3

Revision
P11

simpsonhaugh

Manchester
+44 (0)161 835 2345

London
+44 (0)20 7549 4000

© SimpsonHaugh and Partners 2021



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on
site by contractor.
Contractor to report any
dimensional discrepancies,
errors or omissions prior to
commencing on site.

NOTE:
DO NOT SCALE OFF DRAWING REFER TO INDICATED DIMENSIONS ONLY.
DRAWING TO BE READ IN CONJUNCTION WITH SHP SPECIFICATION.
INDICATIVE DETAILS TO ILLUSTRATE VISUAL INTENT ONLY. ALL TO
CONTRACTORS DESIGN.
ALL DETAILS TO BE COORDINATED WITH ADJACENT TRADES AND SE AND
M+E ENGINEER DETAILS.
THE CONTRACTOR IS RESPONSIBLE FOR MEETING THE SPECIFIED
PERFORMANCE CRITERIA.

Rev **Date** **Description**

P01	2021-07-07	FIRST ISSUE
P02	2021-07-28	DESIGN DEVELOPMENT
P03	2021-08-17	DESIGN DEVELOPMENT
P04	2021-08-27	DESIGN DEVELOPMENT
P05	2021-09-09	DESIGN DEVELOPMENT
P06	2021-09-17	DESIGN DEVELOPMENT
P07	2021-09-23	DESIGN DEVELOPMENT
P08	2021-09-29	PORT ST FACADE & RED LINE BOUNDARY UPDATE
P09	2021-10-06	DESIGN DEVELOPMENT
P10	2021-10-07	FROZEN SCHEME
P11	2021-11-09	CHANGES BASED ON WSP, DFC AND CLIENT INPUT

NORTH

Project Title
Port Street
Manchester

Status
FOR INFORMATION

Drawing Title
General Arrangement Plan
Level Basement 1

Project No
10376

Scale
1 : 250 @ A3

SHP Drawing Code PROJ - ORIG - ZONE - AREA - CLASS - TYPE - LOC - REV
10376-SHP-Z0-A-G200-PL-B1-001

Revision
P11

simphonhaugh

Manchester
+44 (0)161 835 2345

London
+44 (0)20 7549 4000

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

<p>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.</p> <p>(different for purpose-built student accommodation – see guidance)</p>	<p>Yes / No (delete as appropriate)</p> <p>How many of each container do you plan to provide?</p> <p>_____ x general refuse x 1100 litre (based on 110 litres per apartment)</p> <p>_____ x pulpable Recycling x 1100 litre (based on 55 litres per apartment)</p> <p>_____ x mixed recycling x 1100 litre (based on 55 litres per apartment)</p> <p>_____ x food waste x 240 litres (based on 10 litres per apartment)</p> <p>_____ x garden waste (if applicable) x 240 litres</p>
<p>Is it as easy, or easier, for residents to recycle, as it is for them to dispose of general waste?</p>	<p>Yes / No (delete as appropriate)</p>

Commercial Developments

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

<p>General Waste -</p> <p>Dry recycling (include material type details) -</p> <p>Food Waste -</p> <p>Industrial Waste -</p> <p>Other -</p>	
<p>Has / will a contract be obtained with a licenced waste carrier?</p>	<p>Yes / No (delete as appropriate)</p>

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)
--	-------------------------------------

Internal Stores (Residential and Commercial)

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

Please provide details of internal storage, segregation of waste and recycling.

Storage Areas for Waste Containers (Residential and Commercial)

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

[illegible]

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 -

Hygiene -

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

--

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.

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com