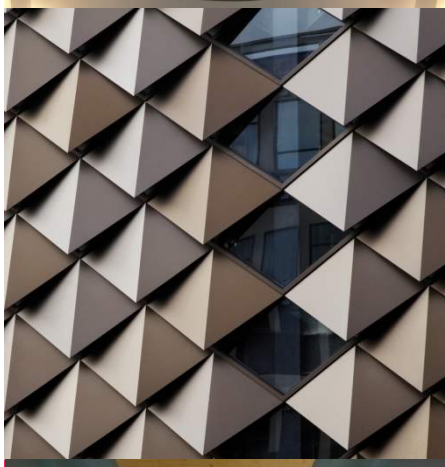

Portugal Street East

Waste Management Strategy

Curtins Ref: 64313/WMS
Revision: V11
Issue Date: 03 December 2019

Client Name: Portugal Street East Ltd

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1.0 Introduction

1.1 Background

1.1.1 The proposed scheme is summarised as *"Demolition of existing buildings and construction of two residential buildings (Use Class C3) comprising Block 1 (G+28 storeys), Block 2 (G+22 storeys) with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping, lightning, highways and associated works."*

1.1.2 The application site falls within a Strategic Regeneration Framework area referred to as 'HS2 Update Portugal Street East SRF' (PSE SRF). The SRF is an update to the HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF 2018). The HS2 SRF was prepared in response to the opportunities provided by HS2, the Northern Hub, and the Northern Powerhouse Rail (NPR), to create a word class transport hub and arrival point into Manchester.

1.1.3 **Appendix A** to the rear of this report provides details of the proposed layout.

1.2 Purpose of This Report

1.2.1 This Waste Management Strategy (WMS) report has been written in order to consider the revised development proposals, potential refuse and recyclable waste volumes, management strategy and collection arrangements.

1.3 Structure of the Report

1.3.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the site location, including use, access and Highway Network surroundings.

1.3.2 The development proposals summarised in **Section 3**, including the waste storage facilities.

1.3.3 **Section 4** outlines the waste forecasting methodology used to establish the likely refuse generation associated with the development proposals, with **Section 5** providing details of recycling and waste management and collection procedures.

1.3.4 Relevant local and national waste policy is summarised in **Section 6**, and the report is summarised and concluded in **Section 7**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The proposed development site is located on Portugal Street East, approximately 400m east of Manchester Piccadilly Train Station. The site consists of the existing Rammon House and a surface car park adjacent to Rammon House.

2.1.2 The application site is bounded by The Piccadilly to Ashton U Lyne Metrolink Line to the north, business units to the east, Heyrod Street to the south and Sheffield Street Car Park to the west.

2.1.3 **Drawing 64313-06001** illustrates the location of the site in relation to the surrounding areas, whilst **Drawing 64313-06002** shows the site in a more local context relating to the local highway network.

2.2 Existing Use

2.2.1 The existing Site is occupied by Rammon House, a vacant mid-twentieth century 3-storey commercial building formerly used for commercial warehouse space, which is accessed from Portugal Street East.

2.3 Surrounding Highway Network

Portugal Street East

2.3.1 The proposed development would be accessed via Portugal Street East, which runs along a north/south alignment between the Metrolink Line and Heyrod Street to the south of the site.

2.3.2 Portugal Street East is a two-way road with a carriageway width of approximately 5m. The road is subject to a 30mph speed limit with footways provided along both sides of the carriageway, and street-lighting along the western side of the carriageway.

2.3.3 Parking is restricted along Portugal Street East as there are double yellow lines located along both sides of the carriageway.

2.3.4 Portugal Street East benefits from good pedestrian infrastructure, including dropped kerbs and tactile paving to facilitate crossing, particularly for pedestrians/ cyclists who have to cross the Metrolink line to access the site.

2.3.5 The road does not provide access to any of the adjacent uses along the carriageway.

2.3.6 Portugal Street East has an approximate length of 75m, as it terminates to the south where it meets Heyrod Street and to the north where it is intersected by the Metrolink Line. Bollards have been provided at the meeting point between Portugal Street East and the Metrolink line to stop vehicles crossing the tramline. A turning head is provided at the eastern edge of the carriageway at its boundary with the Silver Street Car Park.

Heyrod Street

2.3.7 Heyrod Street runs along an east/west alignment for approximately 180m and connects Portugal Street East to Norton Street. It also serves as an access route for many of the buildings and uses along its length.

2.3.8 Heyrod Street is a two-way road with a carriageway width of approximately 5m for most its continuation. The road is subject to a 30mph speed limit with footways and street-lighting provided along both sides of the carriageway.

2.3.9 The usable carriageway width of Heyrod Street varies due to a loading bay and on-street parking bays, which are situated at several points along the carriageway (approximately 8 bays provided). For the majority of Heyrod Street, parking is restricted by double yellow lines.

Longacre Street

2.3.10 Longacre Street runs along a southwest/ northeast alignment for approximately 200m and links Heyrod Street to Churchgate Buildings and Chapeltown Street.

2.3.11 Longacre Street is a two-way road with a carriageway width of approximately 5m for most its continuation. The road is subject to a 30mph speed limit with footways and streetlighting provided along both sides of the carriageway.

2.3.12 The usable carriageway width of Longacre Street varies due to on-street parking bays, which are situated at several points along the carriageway (10 bays provided). For the majority of Longacre Street, parking is restricted by double yellow lines.

2.3.13 Longacre Street connects to Portugal Street East via a a footway located to the northern boundary of the site.

Baird Street

2.3.14 Baird Street runs along an east/ west alignment for approximately 200m and links Portugal Street East to Sheffield Street. The road terminates where it meets Sheffield Street at a priority-controlled T-junction, and to the east where it is intersected by the Metrolink. Baird Street has been stopped-up at its eastern end with metal bollards.

2.3.15 Baird Street is a two-way road with a carriageway width of approximately 5m for most its continuation. The road is subject to a 30mph speed limit with footways and streetlighting provided along both sides of the carriageway.

2.3.16 The usable carriageway width of Baird Street varies due to on-street parking bays (11 bays provided) and loading bays.

Boad Street/ Sheffield Street

2.3.17 Boad Street/ Sheffield Street runs along a southeast/ northwest alignment for approximately 350m and links Store Street to Travis Street. It also provides access to Sheffield Street Car Park and Piccadilly Station Car Park.

2.3.18 Boad Street/ Sheffield Street is a two-way road with a carriageway width of approximately 7m. The road is subject to a 30mph speed limit; however, this changes to 20mph at a priority-controlled T-junction with Store Street. Footways and streetlighting are provided at regular intervals along the carriageway.

2.3.19 Boad Street/ Sheffield Street crosses the Metrolink Line to the east of the site. Traffic is regulated at this junction using traffic lights and a yellow box junction.

2.3.20 For the majority of Boad Street/ Sheffield Street, parking is restricted by double yellow lines, with any loading bays/ parking bays located off-street.

Travis Street/ Adair Street

2.3.21 Travis Street/ Adair Street runs along an east/ west alignment for approximately 700m and connects the A665 to London Road, whilst providing access to Adair Car Park and Station Car Park.

2.3.22 Travis Street/ Adair Street is a two-way road with a varying carriageway width. The road is subject to a 30mph speed limit with footways and streetlighting provided along both sides of the carriageway.

2.3.23 To the southeast of the site, Travis Street/ Adair Street passes under the Manchester Piccadilly Rail Line, therefore access is only permitted for vehicles with a height under 4.7m. Further southeast of the site, Travis Street/ Adair Street passes under MacDonald Manchester Hotel & Spa.

2.3.24 Several parking bays can be found along Travis Street/ Adair Street, however there are also large sections of the carriageway where parking is restricted by double/ single yellow lines.

3.0 Development Proposals

3.1 Introduction

3.1.1 This Waste Management Strategy report has been prepared in order to support a residential development at Portugal Street East, located on the City of Manchester.

3.1.2 The existing Site is occupied by Rammon House, a vacant mid-twentieth century 3-storey commercial building formerly used for commercial warehouse space.

3.1.3 The proposal has been developed in line with the key principles outlined in the PSE SRF and the wider HS2 SRF 2018.

3.1.4 The proposal is summarised as follows:

Demolition of existing buildings and construction of two residential buildings (Use Class C3) comprising Block 1 (G+28 storeys), Block 2 (G+22 storeys) with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping, lightning, highways and associated works.

3.1.5 The development would comprise the following residential accommodation provided in the two tower blocks:

- 48 1 bed 1 person;
- 96 1 bed 2 persons;
- 156 2 bed 3 persons; and
- 188 4 bed 4 persons.

3.1.6 Overall the development would provide accommodation for approximately 1460 residents when fully occupied.

3.1.7 In addition to the residential accommodation, the central amenities block would also provide flexible shared amenity space that could be used for a range of ancillary uses, including:

- Gym;
- Residents' Bar;
- Creche/Multifunctional space; and
- Parcel Store/Reception area.

3.1.8 It is intended that these facilities would be solely for the use of future residents and not for commercial purposes.

3.2 Storage Areas for Waste Containers

Waste Storage Rooms

3.2.1 There are two proposed areas located on the ground floor of Blocks 1 and 2 to store the refuse. These areas provide convenient storage for both waste and recycling containers. It is envisaged that walls will be constructed and finished in materials that are impervious and easy to clean. Appropriate ventilation will be provided, and special attention will be given to suitable fire prevention and extinguishing systems. A wash down area for the bins has been included.

3.2.2 Containers can be transported to the collection points over a smooth, continuous and horizontal surface, along a 1.54m wide path, doorways included.

3.2.3 The waste collection point will be located along Heyrod Street, facilitating the collection of bins from both blocks. The collection point would be located at approximately 25m from the waste storage area in Block 2.

3.2.4 To service Block 1, bins will be carried by the management company to the collection point. It is envisaged that once the SRF is completed, bins will be carried to a new collection point along Heyrod Road, further to the north and reducing the distance that bins need to be carried.

3.2.5 **Drawing 64313-06008** details the proposed site refuse collection point, storage areas location and routes.

Bin Storage Rooms

3.2.6 Bin Storage Rooms have been allocated at the basement level of the proposed development. These are envisaged to only be utilised in the event that the waste storage rooms are full and require an 'overspill' area.

3.2.7 Block 1 will be provided with a 125m² storage room whilst Block 2 will be provided with a 131m² bin storage room.

3.2.8 Details of these rooms are provided in **Appendix A**.

4.0 Waste Forecasting

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.

4.2 Waste Storage Forecast

4.2.1 Waste storage requirements have been calculated following MCC's Waste Storage and Collection Guidance for New Developments (GD 04) v6.00. An insight on this guidance is provided on Section 6.

4.2.2 Estimated volumes for each type of waste have been calculated according to the method provided for High Rise Domestic Developments on the GD 04 guidance.

4.2.3 The full development of 488 apartments on new build has been assumed, 224 for Block 1 and 264 for Block 2. It has been assumed a recycling rate of 50%.

4.2.4 The following **Table 4.1** summarises the forecasted waste volumes for Block 1 and Block 2.

Building	Required Storage Room in sqm
Block 1	96
Block 2	114

Table 4.1 – Waste Storage Requirements.

4.2.5 The proposed waste storage room in Block 1 with 70.6sqm, provides sufficient storage room for approximately 74% of the waste expected to be generated by this block. The storage room in Block 2 is, with 83.6sqm of storage space, sufficient to accommodate 73% of the forecast waste.

4.2.6 Calculations based on GD04 indicate that a combined requirement of 210sqm for waste storage is required.

4.2.7 To make up the shortfall in required waste storage area in this scenario, 'overspill' bin storage areas have been accommodated within the basement of the building, with a combined capacity of 256m².

4.2.8 These bin storage rooms will be available for full bins to be moved to from the main waste storage areas until collection. The management company will be responsible for monitoring usage and replacing full bins with empty bins. Details of these rooms are provided in **Appendix A.**

4.3 Bin Types

4.3.1 Given the potential volumes involved for the two buildings, the most suitable container for the general waste stream would be a 1100l Eurobin.

4.3.2 It is proposed that the same bin type is used for all the recyclable streams, including the organic waste stream.

5.0 Waste Management Strategy

5.1 Internal Arrangements

5.1.1 Within all kitchen spaces in every apartment, a zone has been allocated to waste and recycling storage. The full height under counter systems are within a proprietary storage system. The system will have 3 no. removable compartments to segregate Mixed recycling (large) General refuse (large) organic waste (small).

5.1.2 Following Manchester Residential Design Guidance options to be considered for high density developments, it is envisaged that there would be waste chute rooms available on each residential floor, located adjacent to the core. The chute will have three clearly identifiable colour coded buttons, accordingly to each refuse type (Mixed recycling, general refuse or organic waste). By pressing the button, the hopper door will be released. The hopper door prevents residents putting oversized items down the chute. The system is self-cleaning by using an automated system with brushes, disinfectant and water.

5.1.3 The waste or recycling travels down to the bottom of the chute where a tri-separator separates the waste into three containers. The tri-separator is controlled by the resident's selection when putting the waste into the chute.

5.1.4 It is assumed that when the bins located in every kitchen are full, residents would carry their waste to the chute. Occupiers could press the appropriate button to dispose conveniently their segregated waste.

5.1.5 When the bins are 3/4 full, a sensor will alert the building managers that the bins require changing. It is envisaged that there will be a building manager on site 24 hours a day. Access to the storage areas would be forbidden for residents and will only be accessed by the trained members of the staff. The location of the bin stores for the full development is shown in **Drawing 64313-06008**.

5.2 Collections

5.2.1 The building management company would be responsible for carry the bins for collection. This would consist on transporting the bins due to collection from the ground floor stores, or the basement bin storage rooms if required, to the proposed collection points.

5.2.2 The waste will be collected by Manchester City Council (MCC) waste operative on a fortnightly basis.

5.2.3 MCC's waste operative will load the bins into the refuse vehicle. Once the bins have been emptied, containers would be carried immediately by the building managers back to the waste storage areas. The management company would be responsible for cleaning the waste facilities.

5.2.4 It is expected that the collection point for Block 2 would be located along Heyrod Street, in the vicinity of the access to the underground car park access. Block 1 bins will be collected off Heyrod Street as well, in the vicinity of the junction with Betley Street. The collection points and routes are shown in **Drawing 64313-06008.**

5.2.5 A swept path analysis has been performed to assess a large refuse vehicle accessing the proposed collection points. This analysis consisted on the refuse vehicle accessing Heyrod Street, manoeuvring on the proposed underground car park access and then stopping on the proposed collection points.

5.2.6 The swept path analysis shows that a large refuse vehicle could effectively utilise the proposed collection point in a safe way. A banksman could be used to increase the safety of reversing manoeuvres. **Drawing 64313-05004** shows the described swept path analysis of the large refuse vehicle for both buildings.

5.2.7 Once the bins have been emptied, containers would be carried immediately back to the bin store.

5.2.8 **Appendix B** contains MCC's waste pro forma.

6.0 Waste Management Policy

6.1 Introduction

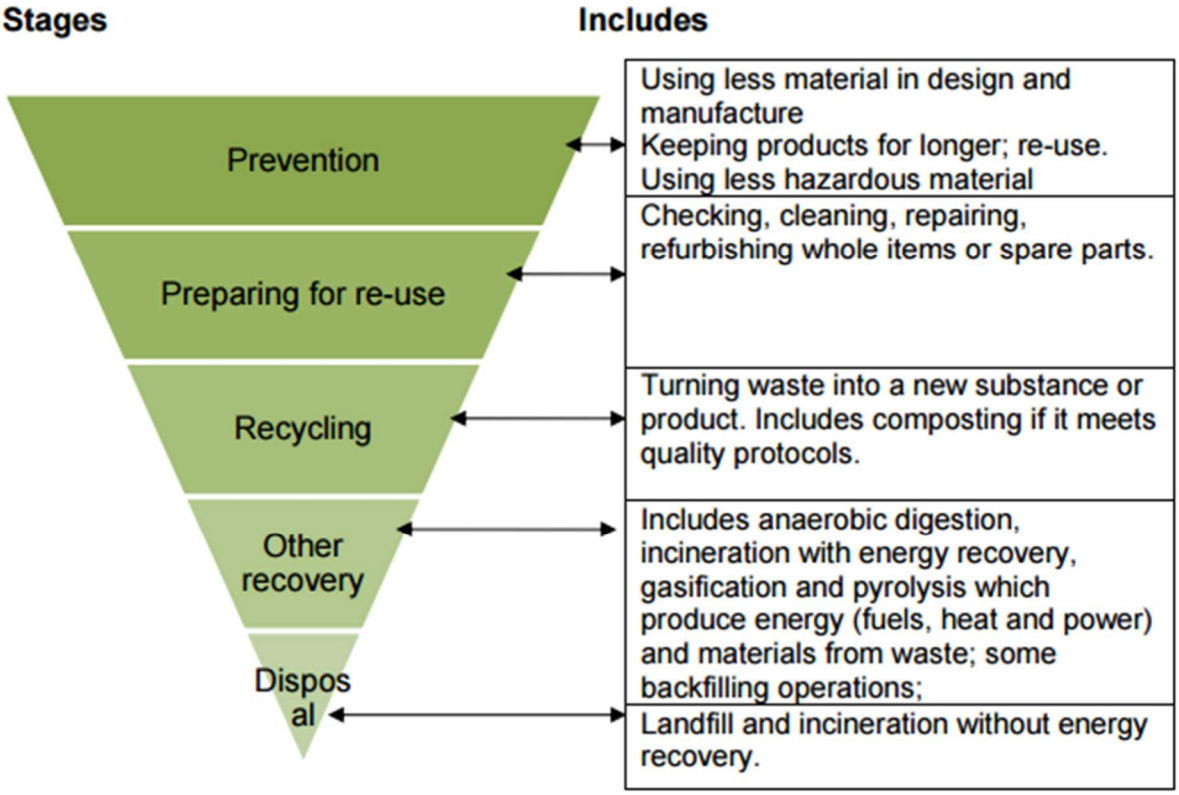
6.1.1 When developing the scheme proposals, it is important to understand the national and local waste policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 Waste Management Plan for England

6.2.1 Section 2 of DEFRA's Waste Management Plan for England describes the Current Waste Management Situation while setting the target for oncoming years:

"We are working towards moving beyond our current throwaway society to a 'zero waste economy' in which material resources are reused, recycled or recovered wherever possible and only disposed of as the option of last resort."

6.2.2 The next subsection of the Plan identifies *The Waste Hierarchy* stages:



6.2.3 This Waste Management Strategy report has prioritised Recycling, by facilitating all necessary means to achieve the highest recycling levels.

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

6.3.1 Complementing the Waste Management Plan for England and providing an insight into management in buildings, a National Code of Practice (BS 5906:2005) document has also been developed by the government. Within this document there is a specific section that indicates the hazards of storing waste:

"Stored waste and recyclable materials are often the largest single source of combustible material within a building, and pose a significant fire hazard."

Advising on the importance of prevention:

"…a better solution is the prevention of fire using a dedicated system that is designed to detect and extinguish the very early signs of smouldering fires."

6.3.2 The Code of Practice (BS 5906:2005) sets an array of recommendations for Waste Storage Chambers on Section 8. These cover: location, dimensions, security, lighting, cleansing and construction. Following, an extract on construction recommendations:

"The walls and roofs of the chambers should be formed of non-combustible, robust, secure and impervious material, and have a fire resistance of one hour when tested in accordance with BS 476-21. The door of the chamber should be made of steel, or have a fire resistance of 30 min…"

6.3.3 The recommendations collected on this Code of Practice were carefully followed and implemented on the elaboration of this report.

6.4 Controls on Animal By-Products

6.4.1 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.

6.4.2 Under Regulation (EC) 1069/2009, domestic kitchen waste falls within Category 3 Material, low risk material, as defined in Section 8:

"…domestic kitchen waste is category 3 material, though it is only in the scope of the Regulations in certain situations, …as when it is intended for composting or anaerobic digestion."

6.4.3 Section 10 sets out the potential use options of Category 3 Materials, such as:

…the manufacture of derived products as specified by the Regulation, such as medical devices, …production of petfood and organic fertilisers or soil improvers, …can be used directly in approved composting or anaerobic digestion plants…

6.4.4 It is the responsibility of the buildings' management company to follow this Regulations in accordance with the City Council or Registered Private Collection company to collect, transport and recycle organic waste complying with all the legal requirements set by the Government.

6.5 Waste Storage and Collection Guidance for New Developments (GD 04) V6.00

6.5.1 Manchester City Council's Waste Storage and Collection Guidance 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:

"Clauses should be written into tenant contracts to ensure that they commit to segregating and sending their waste for recycling."

6.5.2 Further consideration was given on the guidance to walking distances for both operators and occupiers:

"The collector must not be required to wheel a container more than 10 meters to the collection vehicle." And: *"The horizontal distance that occupants will be required to travel to waste storage areas from their apartments should not exceed 30m, in line with the Building Regulations 2002, Part H".*

6.5.3 This report followed the standards contained on this guidance to calculate waste volumes, container types and waste storage area required.

6.6 Manchester Residential Quality Guidance

6.6.1 This document outlines the considerations, qualities, and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester.

6.6.2 Item 14 page 101 Of the guidance states "*Larger residential blocks should provide facilities to manage recycling internally, and explore other innovative solutions to both reducing waste, maximising recycling and limiting the impact that waste has on the design and layout of residential developments".*

6.6.3 Page 106 also states the following regarding waste management:

- "*Safe and secure waste storage areas must be accessible to the local authority refuse collection service, or be collected by a private contractor. Waste management strategies will be secured via Planning Conditions or Planning Obligations to ensure they are maintained for the life of the consent".*
- *"In higher density developments other options should be considered, such as chutes, communal collection points and mini recycling hubs".*

6.6.4 As indicated in Section 5, it is intended to store the waste in a safe and secure location which will be accessible by building management. It is also intended to provide chutes and adopt private collection at a frequency of once per week.

6.6.5 On the above basis it is considered that the Waste Strategy is consistent with the Manchester Residential Quality Guidance.

6.7 Summary

6.7.1 In summary, the development proposals are considered to be consistent with local and national waste management policy.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 This Waste Management Strategy (WMS) report has been written in order to consider the revised development proposals, potential refuse and recyclable waste volumes, management strategy and collection arrangements.

7.1.2 The proposed development site is located on Portugal Street East, approximately 400m east of Manchester Piccadilly Train Station. The Site is occupied by Rammon House, a vacant building formerly used for commercial warehouse space.

7.1.3 The proposal is summarised as *Demolition of existing buildings and construction of two residential buildings (Use Class C3) comprising Block 1 (G+28 storeys), Block 2 (G+22 storeys) with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping, lightning, highways and associated works*.

7.1.4 Estimated storage area for each building has been calculated according to the method provided for High Rise Domestic Developments on MCC's GD 04 guidance. A 70.6m² waste room is provided at ground floor of Block 1 whilst block 2 will be provided with a 84.5m² waste storage room. Bin storage rooms with a combined capacity of 256m² are provided at the basement level to cater for additional waste storage needs.

7.1.5 MCC will collect the waste on a weekly basis, with alternate weeks for general and recyclable waste. Refuse vehicles will collect the waste at the proposed collection points, along Heyrod Street.

7.1.6 The development proposals are considered to be consistent with the relevant local and national waste management policy and guidance documents.

7.2 Conclusions

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

Drawings

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Project:
PORTUGAL STREET EAST - MANCHESTER

Status:
PRELIMINARY

Drg Title:
LOCATION PLAN
REGIONAL LEVEL

Drawn By: JM | Checked By: FF

Designed By: JM | Date: 31/05/17

Scale: NTS

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
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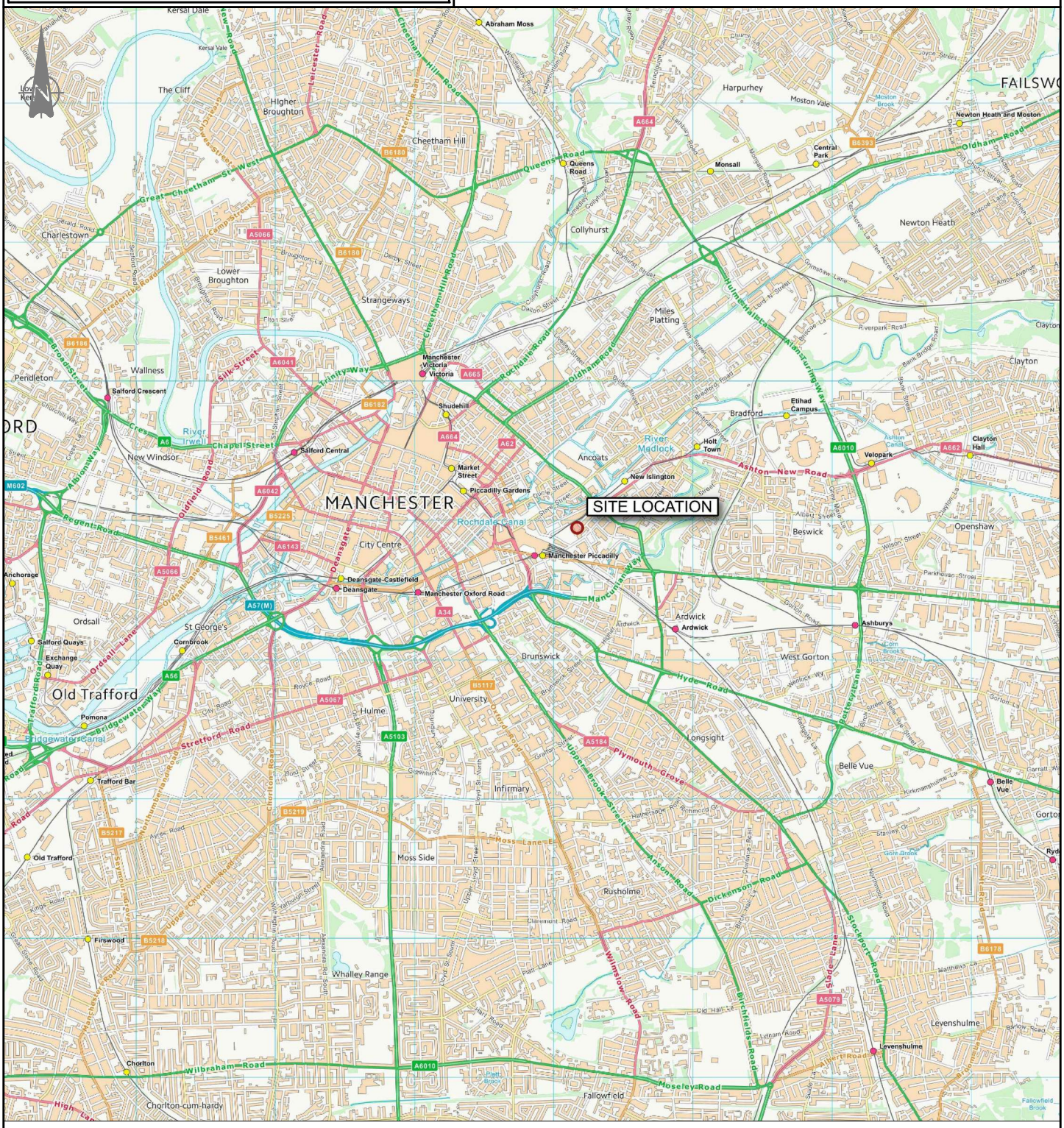

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Project:
PORTUGAL STREET EAST - MANCHESTER

Status:
PRELIMINARY

Drg Title:
LOCATION PLAN
LOCAL LEVEL

Drawn By: JM | Checked By: FF

Designed By: JM | Date: 31/05/17

Scale: NTS

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
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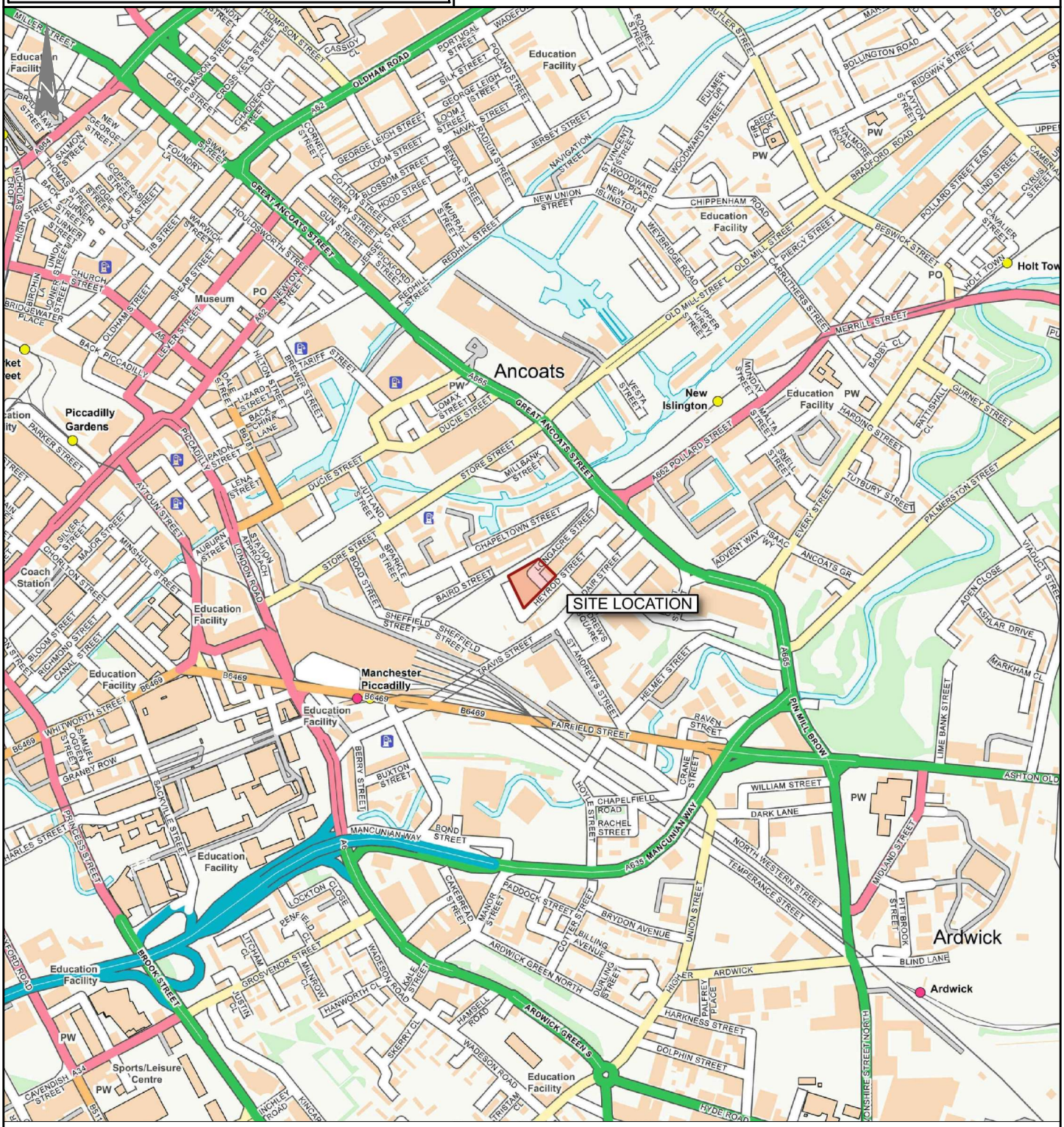

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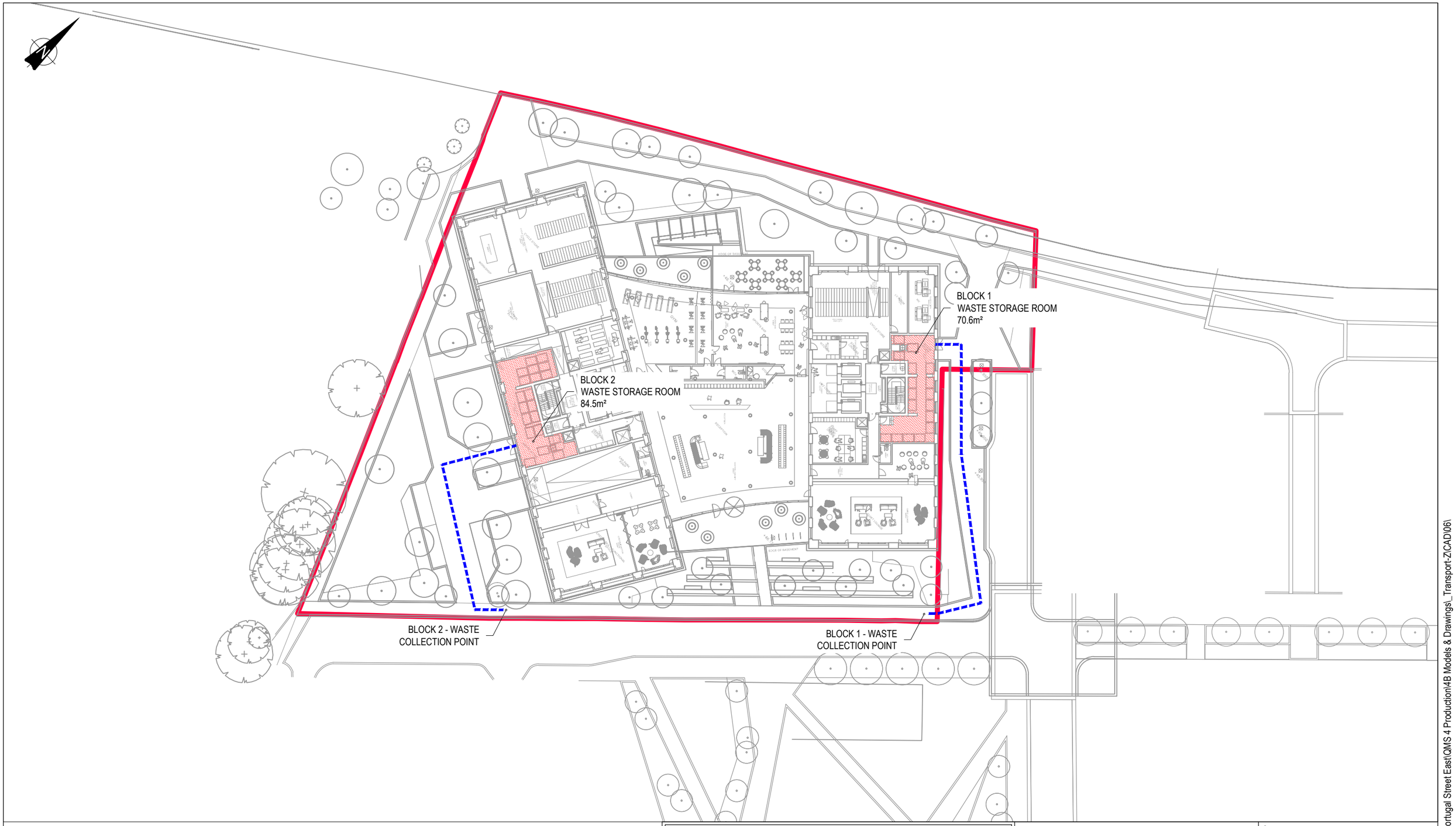

KEY:
- ROUTE
- WASTE STORAGE ROOM

GENERAL NOTES:

Rev:	Description:	Date:	By:
P09	Route updated	03/12/19	DD
P08	Route updated	02/12/19	DD
P07	Area updated	18/11/19	DD
P06	Red line updated	24/08/18	DD
P05	Strategy updated	24/08/18	DD
P04	Landscape updated	23/08/18	DD
P03	Route updated	23/08/18	DD
P02	Layout updated	24/07/18	DD

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Project: PORTUGAL STREET EAST

Drg Title: WASTE MANAGEMENT

Status: PRELIMINARY

Drawn By:	DD	Checked By:	FF
Designed By:	DD	Date:	15/06/17
Scale:	1:500		

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
64313	- CUR -	00	- XX -	DR	- TP -	06008	-P09

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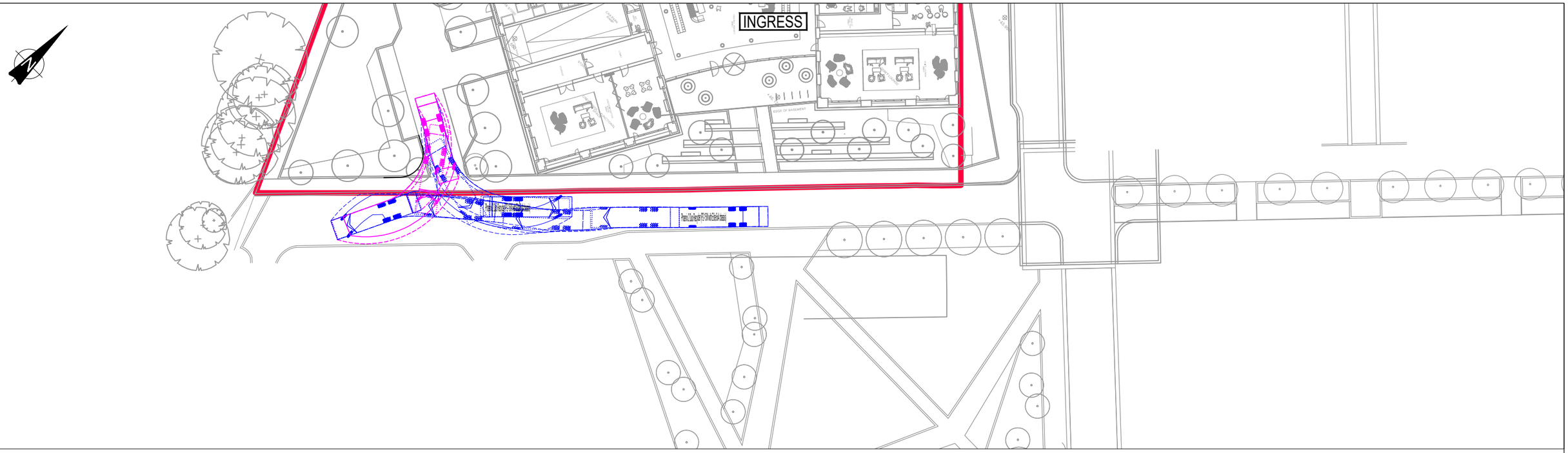
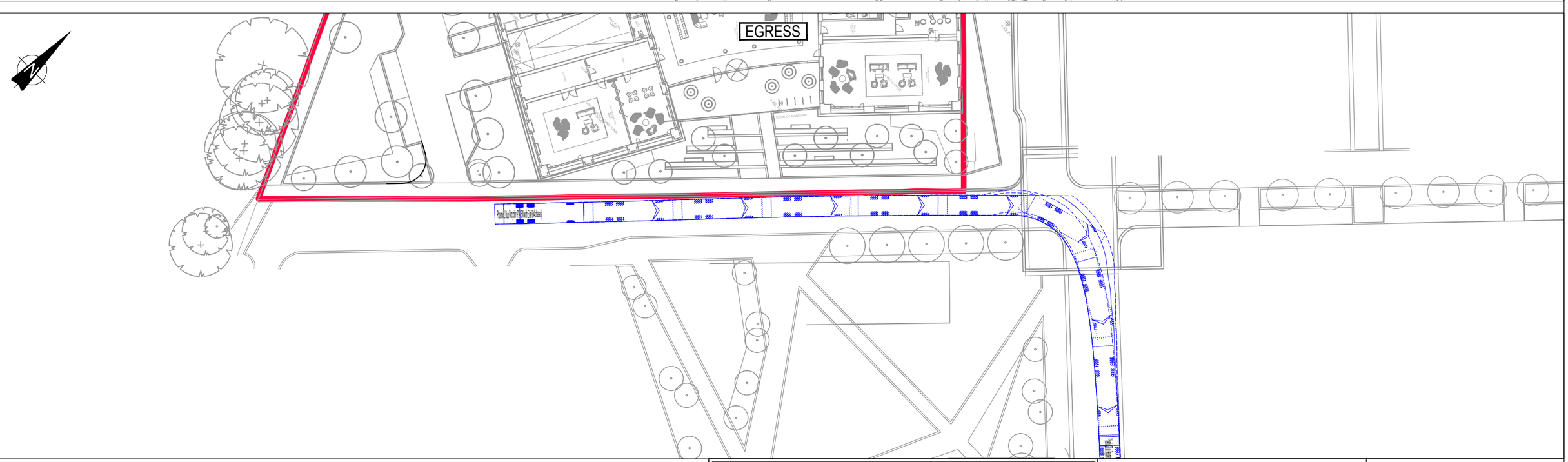
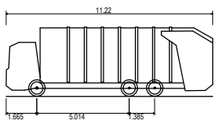




VEHICLE PROFILE:



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

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

GENERAL NOTES:

Rev:	Description:	Date:	By:
P10	SPA updated	03/12/19	DD
P09	Landscape updated	02/12/19	DD
P08	Collection point updated	23/08/18	DD
P07	Site layout updated.	24/07/18	DD
P06	Site layout updated.	26/07/17	DD
P05	Site layout updated.	21/07/17	JM
P04	Site layout and option 2 updated.	16/06/17	DD
P03	Site layout updated. OS used	08/06/17	DD
P02	SRF layout updated	12/05/17	DD

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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
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Project:
PORTUGAL STREET EAST

Drg Title:
SWEPT PATH ANALYSIS
REFUSE VEHICLE
PROPOSED LAYOUT

Status:
PRELIMINARY

Drawn By:	DD	Checked By:	FF
Designed By:	DD	Date:	21/04/17
Scale:	1:500		

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
64313	- CUR -	00	- XX -	DR	- TP -	05004	-P10

\\mafs02\Projects\064001 - 065000\064313 - Portugal Street East\QMS 4 Production\4B Models & Drawings_Transport-ZICAD\05\

Appendix A – Proposed Layout

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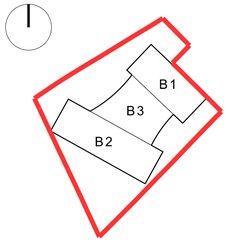
All Contractors must visit the site and are responsible for taking and checking all dimensions relative to their work. 5plus Architects are to be advised of any variation between drawings and site conditions.

Electronic data/ drawings issued as 'read only' and should not be interrogated for measurement. All dimensions and levels should be 'read only' from those values stated in text, on the drawings

⚠ CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and as such no unusual hazards have been identified, refer to relevant Keyr Scheduled Designers Risk Assessment.

KEY PLAN:



ROOM SCHEDULE KEY

01 Basement Car Parking
02 Tank Room
03 Workshop
04 Lift to Ground Floor
05 Car Parking Ramp
06 Cycle Store & Workshop
07 Escape Stair
08 Lift Lobby
09 Lifts
10 Fire Escape & Service Corridor
11 Riser
12 Smoke Shaft
13 LV Room
14 HV Room
15 Refuse & Recycling Store
16 Central Plant Room
17 Building Manager's Suite
18 Entrance
19 Concierge
20 Waiting Area
21 Shared Residential Amenity Space
22 General Store
23 Parcel Store
24 Shared Residential Amenity Space
25 Kitchen / Store
26 Post
27 Shared Residential Amenity Space
28 Shared Residential Amenity Space
29 Shared Residential Amenity Space
30 Staff Lockers
31 WC
32 Accessible WC
33 Shared Residential Amenity Space
34 Cleaners Cupboard
35 Lobby
36 Storage
37 Lift to Basement
38 Shared Residential Amenity Space

REV:	DATE:	DETAILS:
Q	24.08.18	Issued for PLANNING
P	12.07.18	Issued for COMMENT
O	18.05.18	Issued for COMMENT
N	30.04.18	Issued for APPROVAL
M	06.10.17	Issued for PLANNING
L	13.07.17	Lift from GF to basement dimensions updated. Structure amended.
K	30.06.17	External access doors updated. Creche layout amended. Amenity block roof access ladder added. Block 1 refuse store amended. Landscape added.
J	06.06.17	Amenity block amended. Block two colonnade removed. Cycle store provision increased.
I	02.06.17	Amenity block amended. Structure updated. Spot levels added.
H	25.05.17	Block one updated. Central amenity block in abeyance.
G	21.04.17	Second stair added to central block to accommodate escape strategy.
F	07.04.17	Central amenity block developed. Ground floor plans for B1 & B2 developed.
E	28.03.17	Central amenity block developed.
D	17/03/17	Issued for INFORMATION.
C	08.03.17	Issued for comments.
B	23.02.17	Concept scheme developed.
A	19/05/2016	Issued for PLANNING.
-	01/10/2015	Issued for Information.

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5plus architects

PROJECT:
Portugal Street East
Manchester

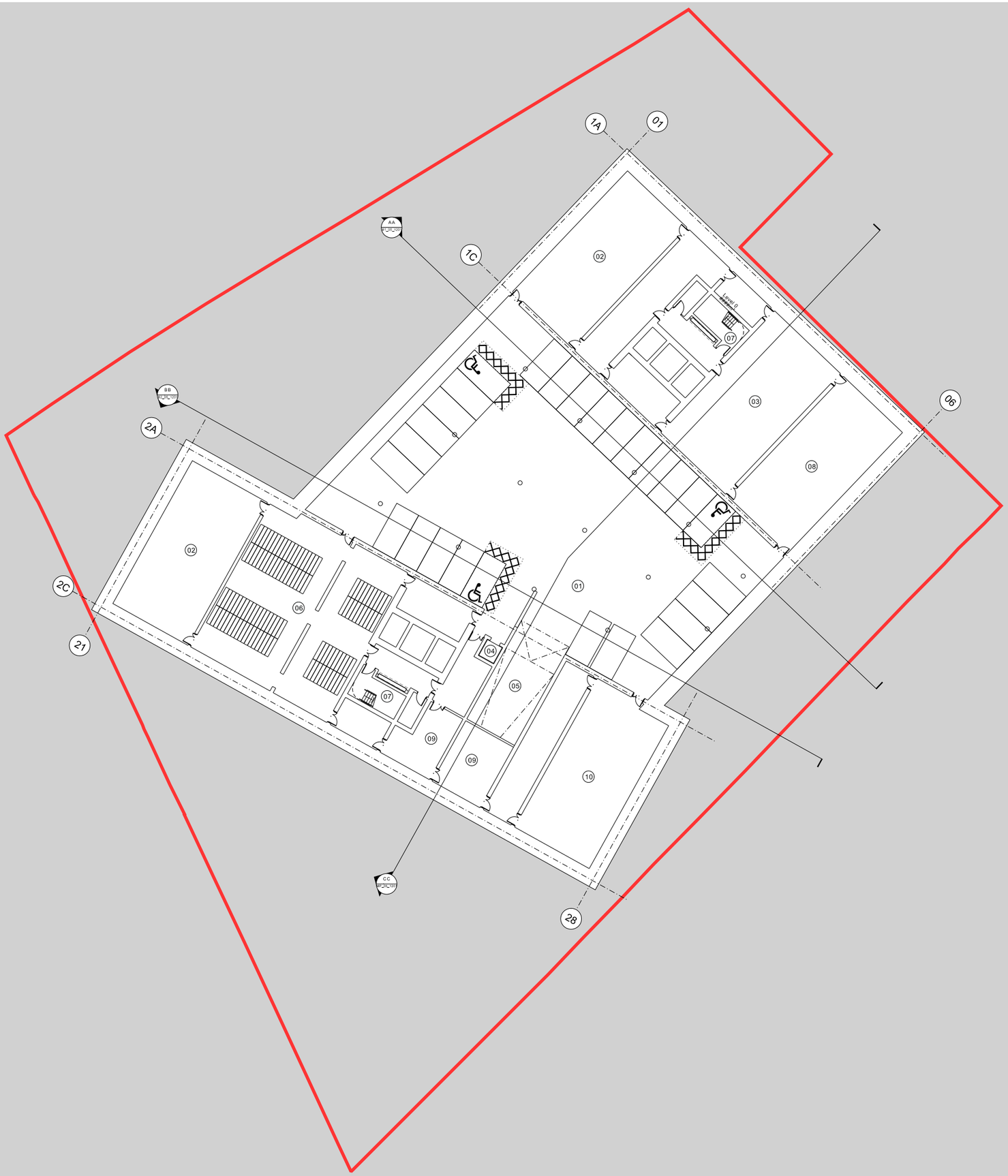
TITLE:
Ground Floor Site Plan

SCALE:	ORIGIN DATE:	DRAWN:	CHECKED:
1:200 @ A1	16.09.15	MH	JM

STATUS:
Information

PROJECT	DRAWING NO:	REV:
05301	_MP_02_2200	Q

Architecture I Masterplanning I Interiors I Graphics I Branding



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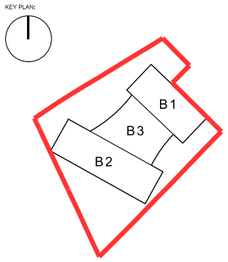
All dimensions and levels should be 'read only' from those values stated in text, on the drawings

CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and as such no unusual hazards have been identified, refer to relevant Key/ Schedule/ Designers Risk Assessment

KEY PLAN:



01 Basement Car Parking
02 Tank Room
03 Workshop
04 Lift to Ground Floor
05 Car Parking Ramp
06 Cycle Store & Workshop
07 Escape Stair
08 Landlords' Store
09 Staff welfare
10 Cental plant space

REV:	DATE:	DETAILS:
L	24.08.18	Issued for PLANNING
K	17.07.18	Issued for COMMENT
J	06.10.17	Issued for PLANNING
I	13.07.17	Basement layout amended. Lift from GF to basement dimensions updated. Structure amended.
H	30.06.17	Core sizes updated. Minor amendments to structural layout and car parking layout.
G	06.06.17	Cycle store areas updated.
F	02.06.17	Plant and cycle store areas rearranged.
E	11.05.17	Car parking reduced to bring steps above between buildings. Cycle spaces added to basement.
D	07.04.17	Carparking and structural layout updated.
C	28.03.17	Carparking and structural layout updated.
B	17/03/17	Issued for comments.
A	08/03/17	Issued for comments.
-	19/05/16	Issued for PLANNING.

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PROJECT:
Portugal Street East
Manchester

TITLE:
Lower Ground Floor Site Plan

SCALE:	ORIGIN DATE:	DRAWN:	CHECKED:
1:200 @ A1	24.09.15	MH	JM

STATUS:
INFORMATION

PROJECT	DRAWING NO:	REV:
05301	_MP_02_2199	L

Architecture | Masterplanning | Interiors | Graphics | Branding

Appendix B – MCC Waste Pro Forma

Appendix E Proforma for Planning Applications

MANCHESTER CITY COUNCIL

Planning Application – Waste Management Strategy

Planning Application Number:
Date Submitted:

Estimated volumes/ m^2 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 - Pulpable Recycling - Mixed Recycling - Food Waste - 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.

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 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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