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STACK, Oxford Road, Manchester

Waste Management Strategy

Curtins Ref: 85453-CUR-XX-XX-T-TP-00003

Revision: P04

Issue Date: 26 June 2026

Client Name: Stack (Manchester) Limited

Client Address: Patrick House, Gosforth Park Avenue, Gosforth Business Park, Newcastle Upon Tyne NE12 8EG.

Site Address: Oxford Road, Manchester M1 7ED.

Control Sheet

Rev	Description	Checked	Issued	Date
P01	First issue	LL	LL	04 July 2024
P02	Second issue	LL	LL	13 November 2024
P03	Third issue	MT	MT	11 December 2024
P04	Final	MT	MT	26 June 2026

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Stack (Manchester) Limited to provide transport and highways advice in relation to a retail / leisure mixed-use development on the former Hatch site on Oxford Road, Manchester.

1.1.2 Hatch opened in 2017 in the undercroft of the Mancunian Way off Oxford Road, a space formerly occupied by a surface level car park. The scheme began as a three-storey marketing suite with café / gallery and marketing / commercial floorspace (Manchester City Council (MCC) planning reference: 12619/FO/2016) which gained temporary approval until 22 August 2021.

1.1.3 Subsequent planning applications for the Hatch scheme were approved between 2017 – 2019 for the extension of the scheme across a larger footprint, offering a mix of street food and bars set around a central plaza, with a central stage hosting live entertainment. These are detailed as follows:

- Phase 1 (MCC planning reference: 117089/FO/2017) – Temporary approval for erection of two storey building to be used for flexible commercial uses (Use Classes A1 (shop), A3 (restaurant/cafe), A4 (drinking establishment) or A5 (hot food takeaway)). Temporary approval lasted until 20 October 2022;
- Phase 2 extension (MCC planning reference: 120050/FO/2018) – Erection of one and two storey buildings with flexible commercial uses (Use Classes A1, A3, A4 or A5) at ground and first floor. Temporary approval lasted until 25 September 2023;
- Reorganisation of the scheme and an increase in floorspace (MCC planning reference: 124502/FO/2019): Erection of one and two storey buildings with flexible commercial uses (Use Classes A1, A3, A4 or A5) or B1 (office)) at ground and first floor. Temporary approval was granted until 6 March 2025.

1.1.4 The Hatch site was formally closed in September 2023, with a small café within the Hatch Courtyard (the footprint occupied by the original 2017 planning consent) remaining operational, with the intention for all elements to close upon a change of ownership from Bruntwood to Stack (Manchester) Limited.

1.1.5 In September 2024, Curtins assisted STACK to submit a new planning application, with regard to the following proposals: "*Erection of one and two storey structures for flexible commercial uses (Use Classes E(a), E(b), E(c) and Sui Generis (Drinking Establishments at ground and first floor levels with stage for live music performance associated access arrangements, landscaping, lighting, and associated external seating areas and courtyard space*". (MCC planning reference: 140907/FO/2024).

1.1.6 The above planning application was approved by MCC on 20/12/2024, with numerous conditions noted.

1.1.7 Since the approval on 20/12/2024, some minor changes have been made to the scheme design; these changes comprise a reconfigured internal layout following consultee comments; a slightly extended planning boundary (red line boundary); addition of a proposed staff cycle store; and the addition of a proposed bird nest box.

1.1.8 The vision is to recreate the atmosphere and feel generated by STACK Limited at the highly successful and popular STACK developments across Newcastle and Seaburn, and to implement this as a permanent use of the space. The existing space would be largely retained as part of the proposed development, which would comprise the courtyard arrangement to the north, and the undercroft space under the Mancunian Way to the south, with both linked by a plaza area.

1.1.9 The scheme is understood to create new outward facing retail stores to the north of the former craft bar, and the undercroft space would host street food vendors and bars within shipping containers, alongside the stage to host entertainment events, similar to the previous scheme.

1.1.10 It is envisaged that refuse and servicing trips would take place via a shared servicing area coordinated between STACK ltd and the neighbouring Bruntwood-owned site. A discrete bin store will be provided at the southeast corner of the development, with refuse & servicing trips to occur via Brook Street to the east. More details of the proposed waste management strategy and relevant calculations will be provided in this document.

1.1.11 The proposed site layout (ground floor & first floor) is included in **Appendix A**.

1.1.12 The detailed Proforma document provides further detail on the number of bins proposed as well as any additional calculations. This document is included in **Appendix B.**

1.2 Purpose of This Report

1.2.1 This Waste Management Strategy (WMS) has been prepared comprehensively, taking into account the consented development and WMS, whilst considering the operational needs of the development, its neighbouring development, and how this differs to the consented scheme.

1.2.2 This WMS considers the potential refuse and recyclable waste volumes, including organic waste and for all uses across the above properties. 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 located entirety underneath the Mancunian Way flyover within Manchester City Centre. The site is bound to the north by Manchester Technology Centre, to the west by Oxford Road, to the south by Manchester Metropolitan University (MMU)'s Institute of Sport building, and to the east by Circle Square's site management compound. In the extant scenario, traders from Hatch share an external bin store / service yard with Circle Square and the neighbouring Tesco Express convenience store.

2.1.2 The Circle Square masterplan area further to the north of the site has been delivered by Bruntwood and VITA Group. Circle Square comprises a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses.

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

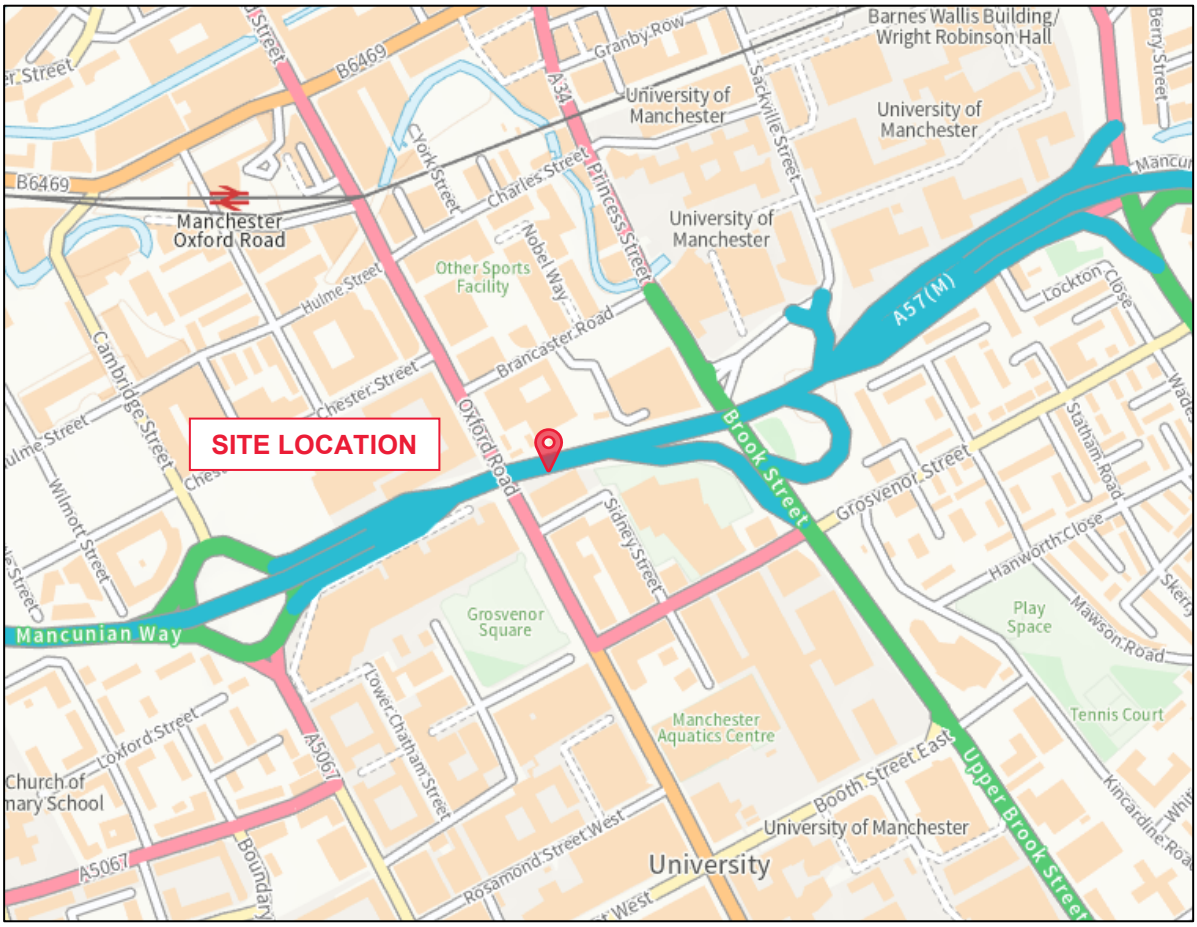


Figure 2.1 – Site Location
(Source: OS Maps, 2024)

2.1.4 The proposals are also cognisant of plans for the neighbouring site which is owned and operated by Bruntwood, located under the Mancunian Way fly-over, to the south of the Circle Square Masterplan

area. The existing site was an external compound area that served Manchester Technology Centre (MTC) with on-site parking (34 car parking spaces) for customers to the MTC in the years prior to 2020.

2.1.5 Bruntwood are in the process of submitting a planning application for the site to serve Manchester Technology Centre and No.1 & No.2 Circle Square as a site management compound, and to improve the efficiency of the waste collection process.

2.1.6 It is understood that changes have been implemented to this former car park area, as facilitated by Bruntwood, in order to ensure that this area will be allow sufficient room for refuse collection vehicles to access, manoeuvre and collect waste appropriately – before exiting the site via a newly-constructed route onto Newman Street (formerly Brancaster Road). The two sites' refuse collection strategies will share this turning area and can operate independently of each other if required.

2.2 Existing Use and Access

2.2.1 Whilst the former Hatch site was fully operational, it primarily served as a food and leisure site, with a smaller number of retail units, for visitors to eat, drink, and shop. The site offered flexible and affordable licenses for small businesses, and as such was home to independent traders who rotated frequently.

2.2.2 The site also included 4 terraces and a large event space in the middle of the site, with capacity for up to 900 people. Hatch regularly hosted live music and events in addition to its primary food and drink offer. At the peak of operation, there were over 30 independent retailers, breweries, restaurants, and street food traders and more than 350 seated covers.

2.2.3 At the time of writing, the majority of the former Hatch space has closed. Only a small café within the Hatch Courtyard (the footprint occupied by the original 2017 planning consent) remains operational.

2.2.4 Pedestrian access to the site can be taken directly off Oxford Road, whereas vehicular access is provided to the east / rear of the site, off the service yard. Due to the accessible nature of the site, there is no car parking provided. On this basis, vehicular traffic to the site comprises service and delivery vehicles only, which will access the site via Brook Street A34 to the east, following the signposted 'Circle Square Deliveries' route.

2.3 Surrounding Highway Network

B5117 Oxford Road

2.3.1 To the west of the site, Oxford Road extends for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the "Curry Mile") from then on.

2.3.2 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.

2.3.3 There are also 'Dutch-style' segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with crossings for pedestrians to walk in between the bus stops and the footway.

2.3.4 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised Toucan crossing points along the entirety of the road to allow pedestrians and cyclists to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.

2.3.5 Oxford Road is subject to a speed limit of 20mph throughout. Double yellow parking line restrictions are present along the entirety of the road.

2.3.6 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury's, and several parks.

Newman Street (formerly Brancaster Road)

2.3.7 Further to the north of the site, Newman Street commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m; then terminates at a priority junction with the A34 Princess Street to the northeast. The road is one-way from the west to east.

2.3.8 The carriageway is approximately 4m wide, with wide footways of c. 4m along both sides of the road. There is a crossing point where Newman Street meets Oxford Road; this comprises dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.

2.3.9 Towards the eastern section of the road, the northern side of the footway blends into the public realm of the completed Circle Square development, as such pedestrian infrastructure is in good condition.

2.3.10 Furthermore, Loverose Way formerly provided vehicular access to the STACK / Tesco servicing area, connecting the site to Newman Street to the north. This route is no longer accessible to vehicular traffic, and forms part of the Circle Square public realm area to the south of Newman Street.

2.3.11 Parking restrictions are present in the form of double yellow lines (no waiting at any time) along the entire length of Newman Street to prevent unauthorised parking.

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:

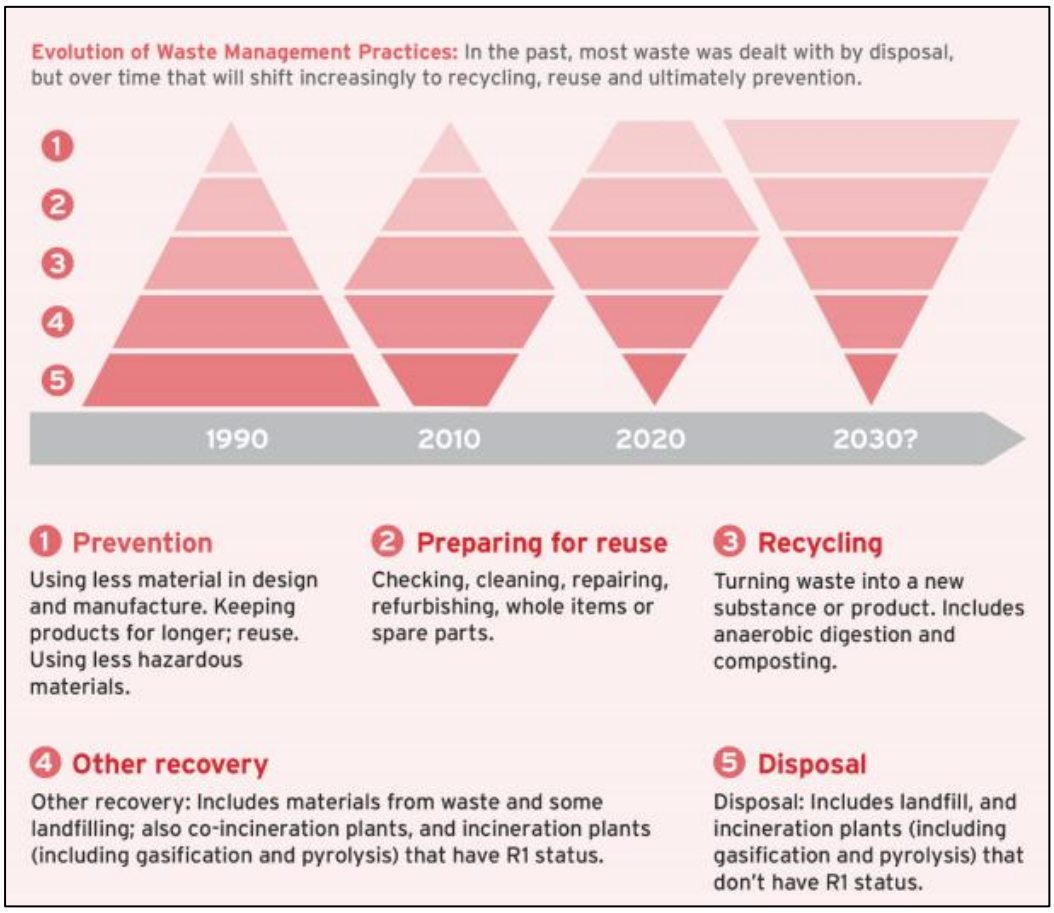


Figure 3.1 – Evolution of Waste Management Practices
(Source: Defra)

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.

4.2 Consented STACK Development (Application ref: 140907/FO/2024)

4.2.1 Following Hatch's closure in 2023, Curtins prepared a Waste Management Strategy in 2024 to assist with STACK's development proposals. This report accounted for 1,242.91 sqm of floorspace dedicated to bars, food and drink units, and retail space over two floors, including back of house storage. Of the 1,242.91 sqm, the breakdown was:

- Retail: 52.4 sqm;
- Food & Beverage: 662.48 sqm;
- Miscellaneous (i.e., cellars for bars, washrooms, and ancillary areas): 528.03 sqm.

4.2.2 Based on the above figures - and utilising MCC's GD04 v6.0 Guidance recommendations of 5,000l per 1,000m² of gross floor space (including a recommended recycling rate of 50% as per MCC guidelines) - Curtins estimated the following weekly waste breakdown for the 2024 STACK proposals:

Waste Stream	Retail	Restaurant and Bar	Total
Non-Recyclable Waste	131 l	93,750 l	**93,881 l**
Dry Mixed Recycling	85 l	56,250 l	**56,335 l**
Glass Recycling	46 l	28,125 l	**28,171 l**
Organic Food Recycling	0 l	9,375 l	**9,375 l**
Total Volume	**262 l**	**187,500 l**	**187,762 l**

Table 4.1 – Previously estimated Weekly Waste Volumes (using MCC guidance), based on 2024 STACK proposals

4.2.3 Furthermore, it was formally agreed during the 2024 application that the site would continue to be served by a private refuse collection company 5 times per week, as per the extant collection strategy. Also, a recommended initial recycling percentage of 50% was applied for calculation purposes.

4.2.4 A c.115 sqm bin store was proposed at the southeastern corner of the 2024 proposals, providing space for a maximum of 30no. 1,100l Eurobins; and 33no. 240l bins. This was deemed to be comfortably sufficient for the proposed development quantum by both Curtins and MCC. The consented breakdown of proposed bins by waste stream is contained below for information:

- General waste – 18no. 1,100l bins
- Dry mixed recycling – 11no. 1,100l bins (paper/ card and mixed)

- Glass recycling - 24no. 240l bins
- Food waste – 8no. 240l bins

4.2.5 Finally, it was agreed that a management company would hold several responsibilities for keeping the waste storage facilities clean and safe, as well as replacing the damaged bins when necessary.

4.3 Proposed STACK Development Proposals – Updated Waste Management Strategy

4.3.1 Curtins have accounted for most-recent proposals for STACK within this chapter It is understood that the new GFA for the development is c. 1345.9 sqm, floorspace dedicated to bars, food and drink units, and retail space over two floors, including back of house storage.

4.3.2 As per previously, the remaining floorspace across the site will be spread out across the stage, street seating, and plaza / circulation areas. This plaza / circulation space accounts for 2,062.78 sqm of GFA.

MCC Guidance

4.3.3 Waste forecasts for any F&B units have been based on MCC's GD04 v7.00 Waste Storage and Guidance for New Developments, following the recommendations for Restaurants / Fast Food Outlets of 1,500l per 20 dining spaces.

4.3.4 There is no guidance on estimating the number of covers / dining spaces; however STACK have previously advised that the anticipated capacity of the venue is 2,500 people, taking into account that the majority of people would not be eating / would be drinking instead. It is understood that this is still the overall venue capacity for the current proposals.

4.3.5 The retail uses at the buildings that are located at the ground floor have also been calculated based on MCC's GD04 Guidance recommendations of 5,000l per 1,000m² of gross floor space. A recommended initial recycling percentage of 50% has been used for calculation purposes.

4.3.6 Based on the above information - and in accordance with MCC's latest guidance "GD04 Waste Store & Collection Guidance for New Developments v7.0" - Curtins estimated the following weekly waste breakdown for the 2025 STACK proposals:

Waste Stream	Retail	Restaurant and Bar	Total
Non-Recyclable Waste	203 l	93,750 l	**93,881 l**
Dry Mixed Recycling	132 l	56,250 l	**56,335 l**
Glass Recycling	71 l	28,125 l	**28,171 l**
Organic Food Recycling	0 l	9,375 l	**9,375 l**
Total Volume	**407 l**	**187,500 l**	**187,907 l**

Table 4.2 – Estimated Weekly Waste Volumes (using MCC guidance), based on 2025 STACK proposals

4.3.7 The above waste forecast of 187,907l per week presents an imperceptible difference when compared to the previously-consented waste forecast, which predicted a weekly waste volume of 187,762 l, using Manchester City Council's recent waste guidance stated above.

4.4 Bin Types

4.4.1 STACK have stated that the most suitable containers for the general waste and recycling streams would be 1,100 l Eurobins except for glass bins and organic food recycling which would be 240 l bins.

4.4.2 The collections would be undertaken by a private company as per the extant operations, and the frequency will continue to be 5 times a week, as per the consented collection strategy.

4.4.3 The following **table** summarises a comparison of the required waste containers per stream in 2 different scenarios, namely:

- Previously-consented WMS for Hatch (2019), prior full closure in 2023
- This WMS, based on a 1,346 sqm mixed-use development, with a maximum capacity of 2,500 people (calculated using MCC GD04 V.7.00 Waste Guidance documentation)

Waste Stream Collection Frequency	Consented WMS (5x a week)	MCC Guidance (5x a week)
General Refuse	2x 1,100 l bins	18x 1,100l bins
Paper / Card	3x 1,100l bins	11x 1,100l bins
Mixed Recycling	2x 1,100 l bins	
Glass Recycling	4x 240 l bins	20x 240 l bins
Organic Food Recycling	18x 240 l bins	12x 240 l bins
Total Bins	**7x 1,100l bins + 22x 240 l bins**	**29x 1,100l bins + 32x 240 l bins**

Table 4.3 – Comparison of Number of Required Bins

4.4.4 The proposed bin store can be found at the northeast corner of the site. A more comprehensive Ground Floor layout can be found in **Appendix A**; however the below **Figure** shows the proposed bin storage area provides space for a minimum of:

- **28 no.1,100 l Eurobins:**
- **25 no. 240 l bins:**

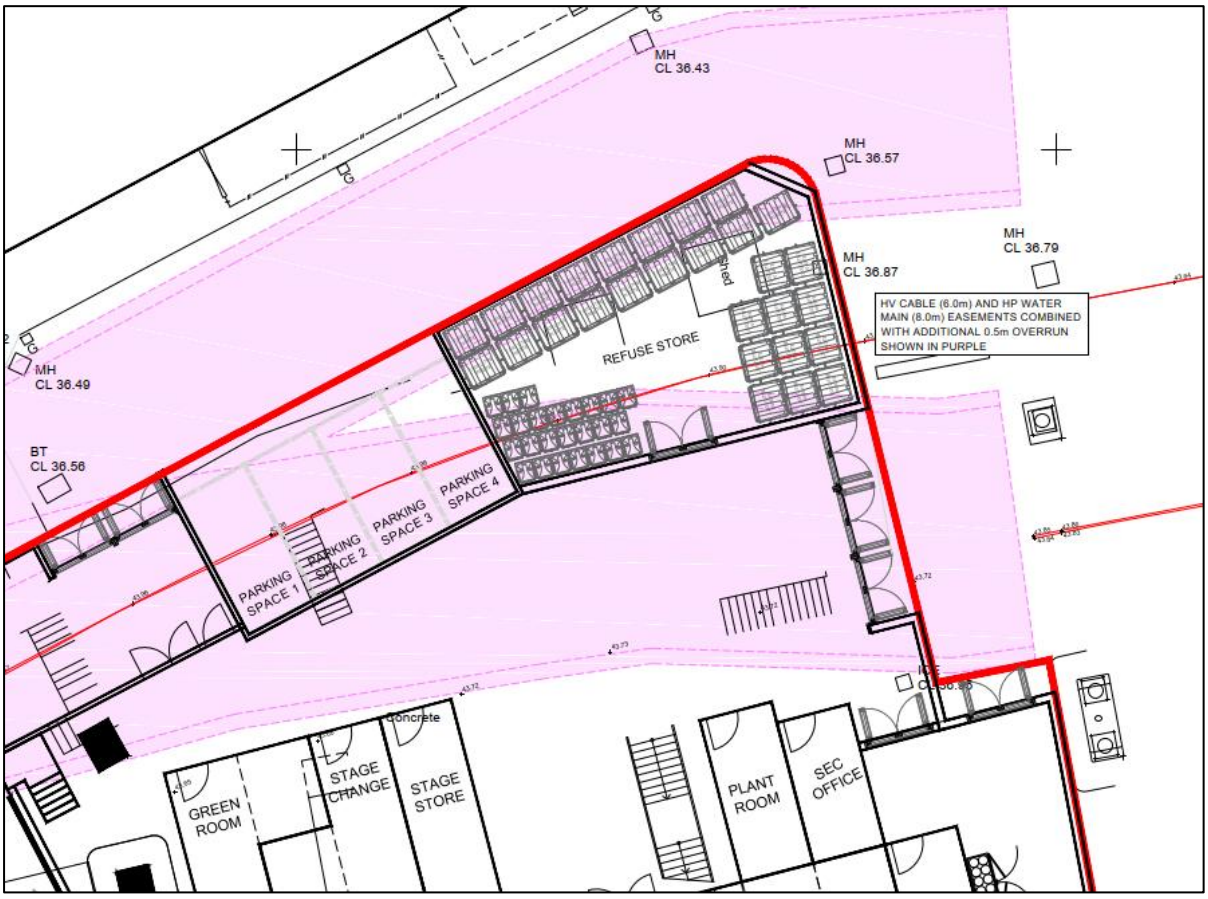


Figure 4.1 – Proposed Bin Store Location for Stack (Source: Dunwoodie Swift 2026)

4.5 Justification of Proposed Bin Storage Provision

4.5.1 Although it is recognised that the proposed number of bins falls slightly short of the estimates from Manchester City Council's GD04 v.7.00 guidance, the proposed refuse store is considered to be sufficient for the scale of the current proposals, which pertain to 1,346 sqm of dedicated development space. These reasons are discussed further below:

4.5.2 Firstly, the above waste forecasts contained in Tables 4.4 and 4.5 are calculated based on the most onerous scenario i.e. whereby the STACK development space operates at its maximum dining capacity of 2,500 people. It is recognised that STACK Manchester is unlikely to operate at full capacity for prolonged periods of time. For instance, using the same MCC-based methodology noted above, the provision of 28no. 1,100 l bins and 25no. 240 l bins is deemed to be sufficient for 2,250 occupied dining spaces (90% occupation).

4.5.3 Secondly, the development area associated solely with Food & Beverage has slightly decreased from the previously consented scheme/ WMS; decreasing from 662.58 sqm to 527.88 sqm. As a result, it is logical to assume that less bins are required for the current proposals than previously.

4.6 Waste Management Strategy – Internal Arrangements

4.6.1 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.

4.6.2 Similar to the consented development, the proposed bin store is located to the south east corner of the proposed site layout, with manoeuvring to occur on the Bruntwood-owned land to the east of the proposed STACK development. Bins will be segregated into the above waste streams as appropriate.

4.7 Waste Management Strategy – Collections

4.7.1 **Drawing 85453-CUR-00-XX-DR-TP-06001** to the rear of the report shows the location of the waste store. This drawing also demonstrates that sufficient access can be gained from the east via the neighbouring Multi-Storey Car Park (MSCP) off the A34 Princess Street; before turning around in the proposed Bruntwood-owned land as agreed, and reversing towards the proposed bin store via a 3.2m-wide vehicular access gate.

4.7.2 Furthermore, **Drawing 85453-CUR-00-XX-DR-TP-06001** shows that sufficient manoeuvring space is provided for a large 11m refuse vehicle to access the proposed bin store, as per MCC council-collection vehicles. However, it is understood that the site will be served by a private waste collection company, whose vehicle fleet is unlikely to use such a large vehicle for waste collection at STACK (Manchester).

4.7.3 A management company would be responsible for coordinating the collection of the required bins, and returning / replacing damaged bins when necessary.

4.7.4 The collection point for all the STACK bins would be directly outside the bin store. The previous Hatch development shared a servicing and delivery area with the neighbouring Tesco Express convenience store; however, the intention now is to store bins in two distinct, separate areas – whilst maintaining the Bruntwood-owned land as an area for servicing and waste collection vehicles to turn and manoeuvre.

4.7.5 As outlined above, the proposals are also cognisant of plans for the neighbouring site which is owned and operated by Bruntwood.

4.7.6 In light of this, STACK have previously agreed with Bruntwood to lease an area adjacent to this space in order to facilitate servicing so that Bruntwood's site management compound can operate independently of STACK's needs.

4.7.7 Once the bins have been emptied, containers would be carried immediately back to the bin stores within the respective buildings by the management team.

4.7.8 Finally, it is important to reiterate that collections will be arranged through private contractors and that timings can be agreed upon at a later date.

5.0 Summary and Conclusions

5.1 Summary

5.1.1 Curtins has been appointed by Stack (Manchester) Limited to provide transport and highways advice in relation to a retail / leisure mixed-use development on the former Hatch site on Oxford Road, Manchester.

5.1.2 The Hatch site was closed in September 2023, with a small café within the Hatch Courtyard (the footprint occupied by the original 2017 planning consent) remaining operational, with the intention for all elements to close upon a change of ownership from Bruntwood to Stack (Manchester) Limited.

5.1.3 In September 2024 Curtins assisted STACK to submit a new planning application, with regard to the following proposals: "*Erection of one and two storey structures for flexible commercial uses (Use Classes E(a), E(b), E(c) and Sui Generis (Drinking Establishments at ground and first floor levels with stage for live music performance associated access arrangements, landscaping, lighting, and associated external seating areas and courtyard space*".

5.1.4 On 5th September 2024, a formal planning application - in relation to the above proposals - was submitted to MCC as the local planning authority (application number 140907/FO/2024). Manchester City Council subsequently granted approval for the above proposals (including the previous revision of this Waste Management Strategy), subject to numerous conditions as per the formal decision notice.

5.1.5 The vision for the wider project is to recreate the atmosphere and feel generated by Stack (Manchester) Limited at the highly successful and popular STACK developments across Newcastle and Seaburn, and to implement this as a permanent use of the space. The existing space would be largely retained as part of the proposed development, which would comprise the courtyard arrangement to the north, and the undercroft space under the Mancunian Way to the south, with both linked by a small plaza.

5.1.6 This application has been prepared in consideration of an amended site layout and red line planning boundary. The current proposals comprise a total 1, 346 sqm (GFA) dedicated to bars, food and drink units, and retail space over two floors, including back of house storage. The remaining floorspace would be spread out across the stage, street seating, and plaza / circulation areas.

5.1.7 Furthermore, this Waste Management Strategy aims 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 proposed collection arrangements, which is understood to be 5x per week using a private waste collection company/ fleet.

5.1.1 **Drawing 85453-CUR-00-XX-DR-TP-06001** to the rear of the report shows the location of the waste store. This drawing also demonstrates that sufficient access can be gained from the east via the neighbouring Multi-Storey Car Park (MSCP) off the A34 Princess Street; before turning around in the

proposed Bruntwood-owned land as agreed, and reversing towards the proposed bin store via a 3.2m-wide vehicular access gate. It is understood that this strategy has been agreed and coordinated between STACK and the neighbouring Bruntwood-owned land.

5.1.1 There will be a c. 122 sqm refuse store at the southeast corner of the development, compared to the previous application which proposed a c. 115 sqm refuse store in the same location. This area is deemed sufficient to store at least 24no. 1,100 l Eurobins and 25no. 240 l bins. The previous Hatch scheme (in place until 2023) provided 7no. 1,100 l Eurobins and 22no. 240 l bins for the site.

5.1.2 Further detail on the number of bins by waste stream can be found with **Section 4** of this report.

5.1.3 Comparisons have been made between the 2025 waste forecast, and that of the 2019 – 2023 consent, and the recent 2024 approved WMS. Calculations have been carried out 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).

5.1.4 The site will be served by private refuse collections. The bins will be transported to the collection point by the management company's staff, and cleaned/ replaced as necessary.

5.1.5 The collection point for all the bins would be directly outside the bin store. The previous Hatch development shared a servicing and delivery area with the neighbouring Tesco Express convenience store; however, the intention is now to store waste in 2 discrete compounds, and share this Bruntwood-leased land for the manoeuvring of refuse collection and servicing vehicles. It is Curtins' understanding that this has been agreed and coordinated between the two sites.

5.1.6 Further details can be found within the MCC Waste Pro-forma document, contained as **Appendix B.**

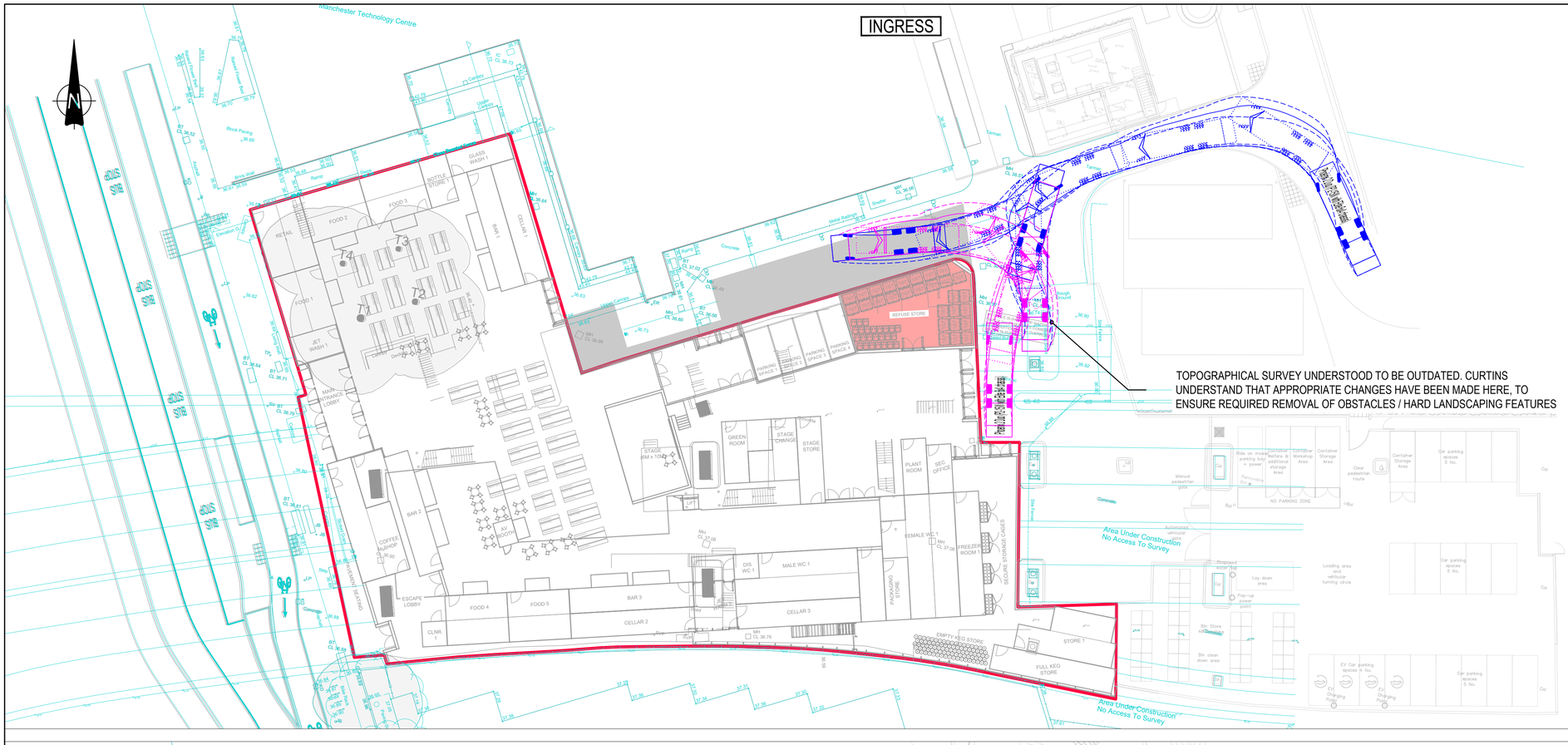
5.2 Conclusions

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

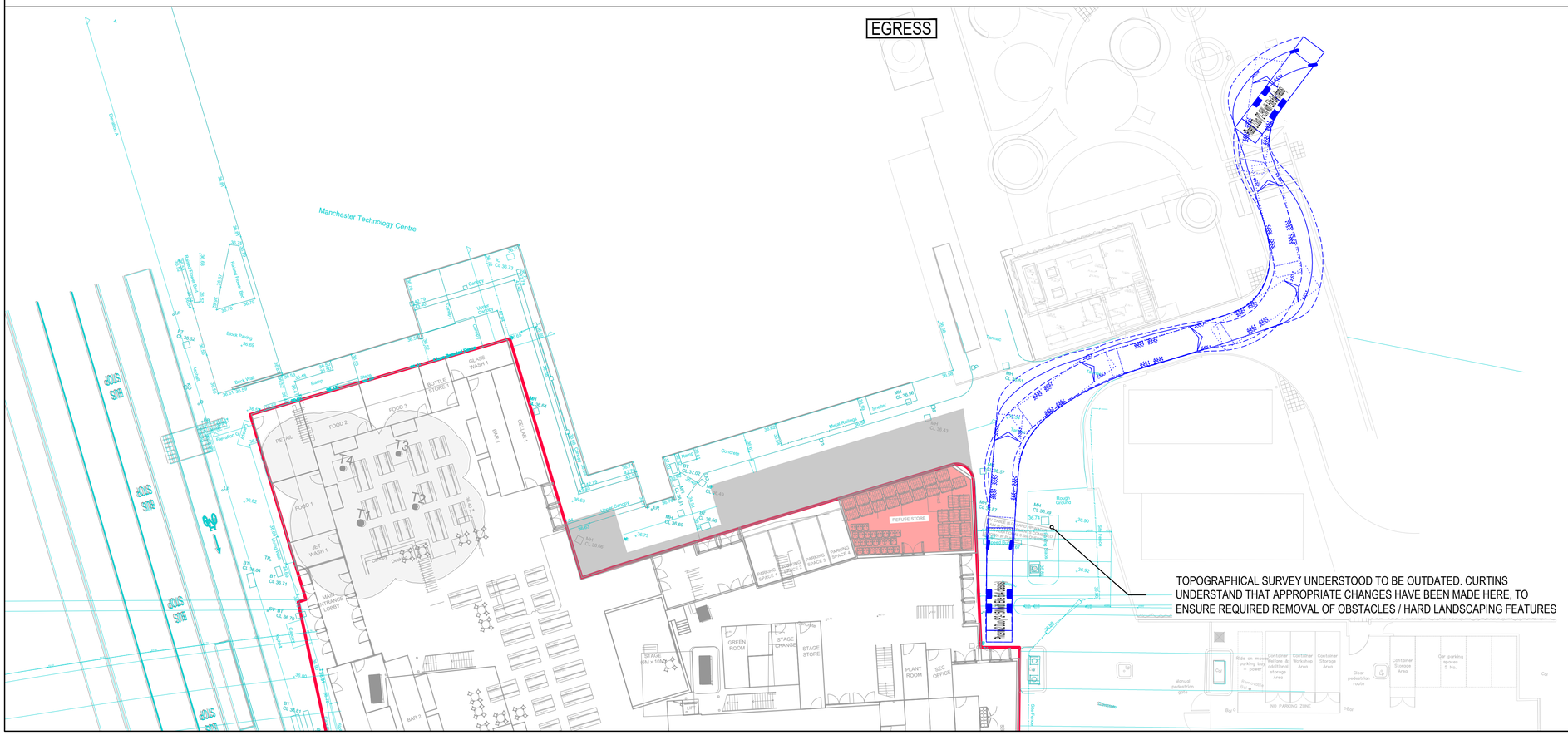
Drawings

Drawing 85453-CUR-XX-00-D-TP-06001 – Waste Management Strategy 11.2m Large Refuse Vehicle

INGRESS



EGRESS

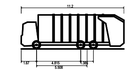


GENERAL NOTES:

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 SITE LAYOUT DRAWING REF.: "1162-DSA-STACK MANCHESTER-PROPOSED PLANS DWG 26.06.26"

KEY:
- INDICATIVE RED LINE BOUNDARY
- WASTE STORE (c. 81m² overall)
- PROVIDED TOPOGRAPHICAL SURVEY (UNDERSTOOD TO BE OUTDATED)

VEHICLE PROFILE:



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.520m
Overall Body Height	3.797m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev:	Description:	Date:	By:	Chkd:
P05	Layout & servicing strategy updated	26/06/26	MQ	MT
P04	Layout, redline & servicing strategy updated	14/11/25	JM	MT
P03	Layout & redline updated	29/10/25	JM	MT
P02	Layout & redline updated	30/07/24	JM	LL

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Status: PRELIMINARY

Project: STACK, OXFORD ROAD - MANCHESTER

Drg Title: WASTE MANAGEMENT STRATEGY

Drawn By	Designed By	Checked By
JM	JM	LL
	Date: 03/07/24	Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number: 85453 - CUR - XX - 00 - D -TP- 06001

Revision: P05

\\mw-fs-1\Projects\085001 - 085000\085453 - TPMA Stack, Oxford Road\04-Production\4A-Models-Drawings\TP\CAD\06\

Appendix A – Proposed Site Layout

NOTES
DO NOT SCALE THIS DRAWING. IF IN DOUBT ASK. THIS DRAWING IS COPYRIGHT DUNWOODIE SWIFT ARCHITECTS LTD. ALL DIMENSIONS TO BE CONFIRMED ON SITE. ANY INCONSISTENCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY

NORTH

VISUAL SCALE BAR 1:125
0 1m 2m 3m 4m 5m 6m

HV CABLE (6.0m) AND HP WATER MAIN (8.0m) EASEMENTS COMBINED WITH ADDITIONAL 0.5m OVERRUN SHOWN IN PURPLE

COVERED EMPLOYEE CYCLE SHELTER
Sheffield Stands 18 Spaces
Total Cycle Parking Provided 18
ADDITIONAL STORAGE FOR ADDITIONAL STORAGE TO BE ADDED AS REQUIRED (SPACE FOR UP TO 4no RACKS PROVIDING UP TO 20 SPACES) SHELTER TO MAIN CONTRACTOR DESIGN ENSURING CYCLES ARE PROTECTED FROM WEATHER, SECURE AND SUITABLE SPACE FOR ACCESS IS MAINTAINED

PL04	11/06/2024	KEG STORE AREA EXTENDED; OXFORD ROAD ESCAPE CAPACITY INCREASED	JW	PS
PL03	06/06/2024	DEMISE LINE (BLUE) UPDATED TO REFLECT AFL; REFUSE STORE RE-ORGANISED TO SUIT DEMISE; APPLICATION BOUNDARY (RED LINE) UPDATED TO CAPTURE STREET SEATING	JW	PS
PL02	10/04/2024	UPDATED TO SUIT AMENDMENTS TO FIRST FLOOR GA - INCLUDING REFORMATTING OF - FIRE ESCAPES, REFUSE STORE, STAIRS & PLATFORM LIFT, AND PLANT ROOM & FEMALE WC	JW	PS
PL01	15/03/2024	ISSUED FOR PLANNING	JW	PS
REV	**DATE**	**DESCRIPTION**	**BY**	**CHK**

PL08	18/09/2025	COVERED WALKWAY REDUCED IN LENGTH TO SUIT SE STEEL DESIGN. WATER MAIN EASEMENT ADDED FOR REFERENCE	TL	PS
PL07	28/08/2025	UPDATED LAYOUT TO SUIT AMENDED PLANNING BOUNDARY. ISSUED TO PLANNERS.	TL	PS
PL06	31/07/2025	UPDATED TO SHOW LAYOUT WITH RE-USED EXISTING CONTAINERS.	DF	PS
PL05	30/10/2024	UPDATED IN RESPONSE TO CONSULTEE COMMENTS - ADDITIONAL DETAILS TO OXFORD ROAD SHOWN; NOTE REF. BIRD NEST BOX ADDED; STAFF CYCLE STORE ADDED	JW	PS

PL09	22/05/2026	ISSUED FOR PLANNING. REVISED GROUND FLOOR LAYOUT TO SUIT ADDITIONAL INFORMATION REGARDING HV CABLE AND WATER MAIN EASEMENTS	TL	PS

dunwoodieswift architects

CLIENT
STACK (MANCHESTER) LIMITED

PROJECT
STACK MANCHESTER

TITLE
PROPOSED FLOOR PLAN GROUND LEVEL

SCALE @ A1 1:125 | STATUS PLANNING
NAME | DATE
DRAWN BY JW | 15/03/2024
CHECKED BY PS
PROJECT No. 1162 | DRAWING No P0-[20]-000 | REVISION PL09

Appendix B – MCC Waste Pro Forma

Curtins

MANCHESTER CITY COUNCIL

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 - 18 no. 1,100l bins Dry recycling (include material type details) - 11 no. 1,100l bins (paper/card and mixed), and 20 no. 240l bins (glass) Food Waste - 12 no. 240l bins Industrial Waste - N/A Other - N/A All relevant calculations are provided in the accompanying Waste Management Strategy (Document reference: 85453-CUR-XX-XX-T-TP-00003).

Has / will a contract be obtained with a licenced waste carrier?	Yes / ~~No~~ (delete as appropriate

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.

Single refuse store to be provided at the south eastern corner of the proposed development, with an overall area of c.120 sqm available for the storage and manoeuvring of bins. Bin segregation to be determined by building management company as appropriate.

Storage Areas for Waste Containers (Residential and Commercial)

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

Building management team to assist with arranging bins sufficiently within the proposed waste store, in order to ensure the correct bins are collected and returned to their correct location within the store. Building management to also ensure suitable rotation of bins where necessary. Refuse vehicles are expected to access the proposed servicing area from the east, before turning around within the adjacent servicing compound, and reversing towards the proposed bin store (as per previously consented refuse collection strategy). Further detail of the proposed waste management strategy and bin provision can be found within Curtins drawing "85453-CUR-XX-00-D-TP-06001-P04_WMS".

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

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

Ventilation - The waste storage facilities are appropriately ventilated as it is located outdoors but sheltered under the Mancunian Way. Details have been provided in relevant documentation.

Hygiene - A bin cleaning area would be provided within the outdoor compound. 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	X
Location plans showing stores	X
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)	X

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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