

Site Waste Management Plan

67 Lawrence Road

9 October 2023

Prepared for
Vabel London



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Vabel London

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1. Introduction

Preamble

- 1.1 Markides Associates (MA) have been appointed by Vabel London to prepare a Waste Management Strategy (SWMP) relating to the planning permission for a site located at 67 Lawrence Road, Haringey, London, N15 4EY ('the site').
- 1.2 The site is located within the administrative and highways authority area of the London Borough of Haringey (LBH).
- 1.3 The development comprises the demolition of the part 4-storey, part 3-storey existing building to enable the development of a 7-storey building fronting Lawrence Road which includes a recessed top floor and 4-storey mews block to the rear, comprising 69 residential units (use class C3) and 6 B1 commercial units on the ground floor with residential on the first-floor level, including 7 disabled parking spaces and associated works. This application was approved in January 2018 (Ref: HGY/2016/1212).
- 1.4 A subsequent application was submitted in 2018 (ref: HGY/2018/3655) for the 'variation of Condition 18 of planning permission HGY/2016/1212 in order to substitute the drawing numbers.' The planning application was granted permission in December 2019.
- 1.5 Condition 18 (as reproduced below with the relevant parts highlighted) of planning permission HGY/2018/3655 requires a SWMP to be submitted before first occupation.

The development shall then be constructed in strict accordance with the details set out in the sustainability assessment as set out in "Planning Statement: Sustainability Statement, 67 Lawrence Road. Dated 05/04/2016 by Joanna Peacock of Eight Associates.

"The development shall then be constructed in strict accordance with the details so approved, and shall provide evidence of the following to the local planning authority at least 6 months of completion on site for approval:

- ***A site waste management plan targeting best practice benchmarks for resource efficiency."***

- 1.6 This SWMP is considered to be a 'live' document which will evolve in tandem with the occupation of the development and any changing servicing practice over time.
- 1.7 It will be the responsibility of the developer in the first instance to implement this SWMP and pending further information may subsequently be adopted by a third-party association or occupier; likely to be the management company. Any future occupier will be made aware of the existence of this SWMP and their responsibility to adhere to it.
- 1.8 The SWMP is a high-level site-wide assessment of the most likely waste and recycling requirements for the development and the likely mitigation and management measures required to reduce the potential for impact.

Planning Policy

London Plan Policy

- 1.9 The London Plan, adopted in 2021, states that as per 'Policy T7: Deliveries, Servicing and Construction' all new developments will be required to produce a Delivery and Servicing Plan, which will be in accordance with Transport for London guidance.

Haringey Local Plan

- 1.10 Policy SP6 'Waste and Recycling' of the Haringey Local Plan states that a site waste management should be provided for all major developments in the borough.

The Site Waste Management Plans Regulations 2008

- 1.11 This regulation states: *"Any client who intends to carry out a project on any one construction site with an estimated cost greater than £300,000 excluding VAT must prepare a site waste management plan conforming to these Regulations before construction work begins."*

SWMP Requirement, Status and Scope

- 1.12 This SWMP aims to:
- Set out how servicing trips will be managed to reduce the number of trips, particularly during peak hours;
 - Set out how refuse collection will be managed;
 - Identify where safe and legal loading can take place; and
 - Identify where parking and drop off will occur.
- 1.13 The premises of this SWMP are as follows:
- The SWMP will set out how residential waste collection will be managed, appreciating the adhoc nature of such; and
 - Enough space should be allocated in order to ensure that there is no conflict in servicing demand.

2. Proposed Refuse Strategy

Existing Arrangement

- 2.1 The site is currently serviced off-site, whereby vehicles are able to enter the site, turn around and egress back out in forward gear.

Proposed Arrangements

- 2.2 It is proposed that delivery and servicing for the proposed development will also take place off-street. Vehicles will be able to access the site via the main vehicular access, taken from Lawrence Road.
- 2.3 Vehicles, up to 11m, will be able to enter the site in forwards gear, turn around and egress back out of the site in forwards' gear. Vehicle tracking has been undertaken to demonstrate that an 11m vehicle is able to enter and exit the site appropriately. This drawing has been included at the end of the report as Drawing: 23210-MA-XX-XX-DR-C-7020.
- 2.4 The refuse bins will be situated at ground floor level and will be within 10m of the collection point, which is the maximum distance that waste collection operatives should be required to move bins of more than 360l.
- 2.5 It can be confirmed that the location of the refuse storage will be no further than 25m from each household, which is in line with LBH requirements.

Residential Waste & Recycling Storage Strategy

- 2.6 As mentioned above, the waste and recycling storage facilities will be located at ground floor level to the rear of the proposed development.
- 2.7 In order to determine how much waste the residential portion of the development is likely to produce, and subsequently the number of bins that will be required, the 'Sustainable Design and Construction SPD' produced by LBH has been reviewed.
- 2.8 The document states the following:
- 1 x 1,100l eurobin for every 6 dwellings (refuse)
 - 1 x 940l eurobin for every 10 dwellings (recycling) 60l storage capacity per bedroom (collected via 1,100l bins)
 - 1 x 360l eurobin for every 40 dwelling (food waste containers)
- 2.9 The results of the calculations have been summarised in **Table 2.1**.

Table 2.1 Waste Calculation (71 x Residential Units)

Waste Type	Bin Required	Number of Bins Required for 71 Units
Refuse	1 x 1,100l for every 6 units	12
Recycling	1 x 940l for every 10 units	8
Food Waste	1 x 360l for every 40 units	2
Total Bins:		22

- 2.10 In summary, the residential units are likely to require a total of 12 x 1,100L eurobins for general waste, 8 x 940L eurobins for recycling and 2 x 360L eurobins for food waste. The proposed refuse storage area will be of sufficient size to accommodate the required number of bins with circulation space.

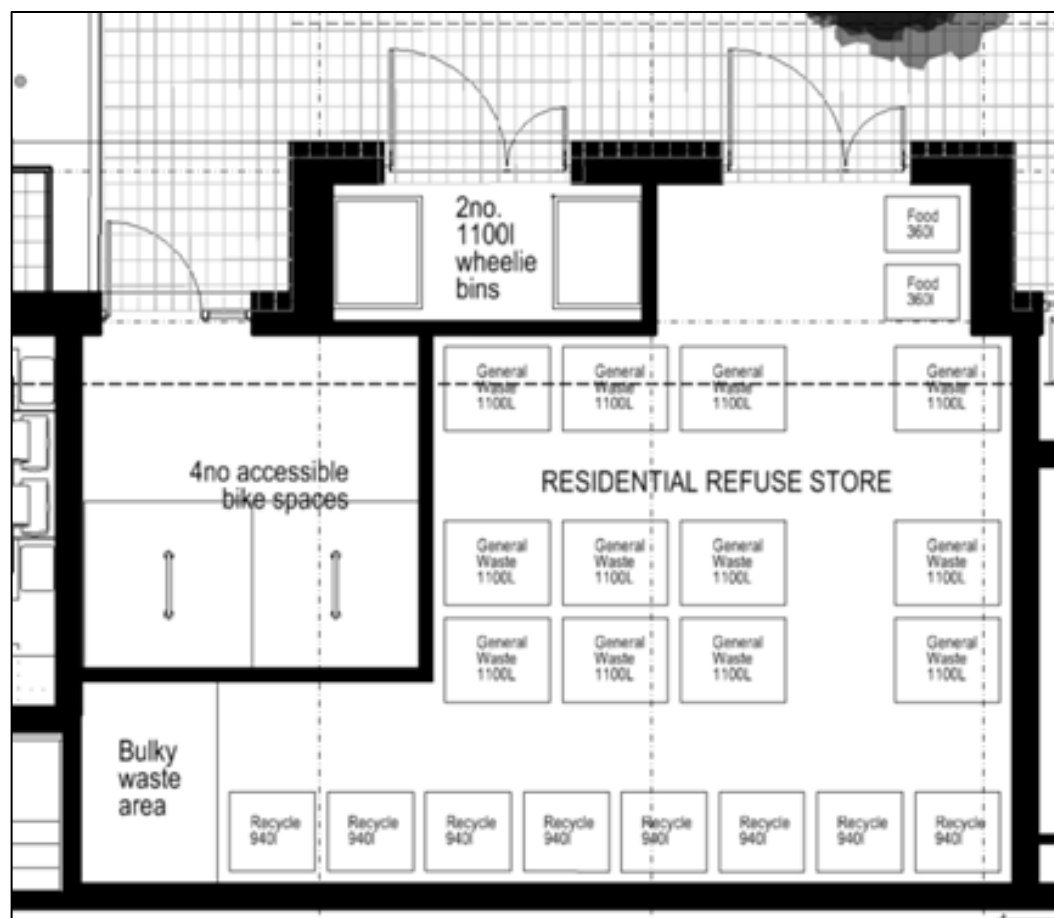
Waste Collection Frequency

- 2.11 As per LBH guidance, collection of all types of bins will be carried out once per week. However, for those larger developments, collection of both the general waste and recycling bins can take place up to twice per week. Therefore, the development site will generate a maximum of 5 two-way waste collection trips per week for the residential part of the development.

Commercial Waste & Recycle Storage Strategy

- 2.12 In terms of refuse collection for the commercial portion of the development, this will be carried out via a private management company and Haringey only collects and process residential waste.
- 2.13 Veolia UK handles the waste for LBH and therefore their contact details are found at: <https://www.veolia.co.uk/request-quote>.
- 2.14 There will be a total of 2 x 1,100 eurobins provided for the commercial element of the site, this will be separated from the residential bin store, see Figure 2.1.

Figure 2.1 Refuse Store Layouts



3. Scheduling and Management

Point of Contact & Management

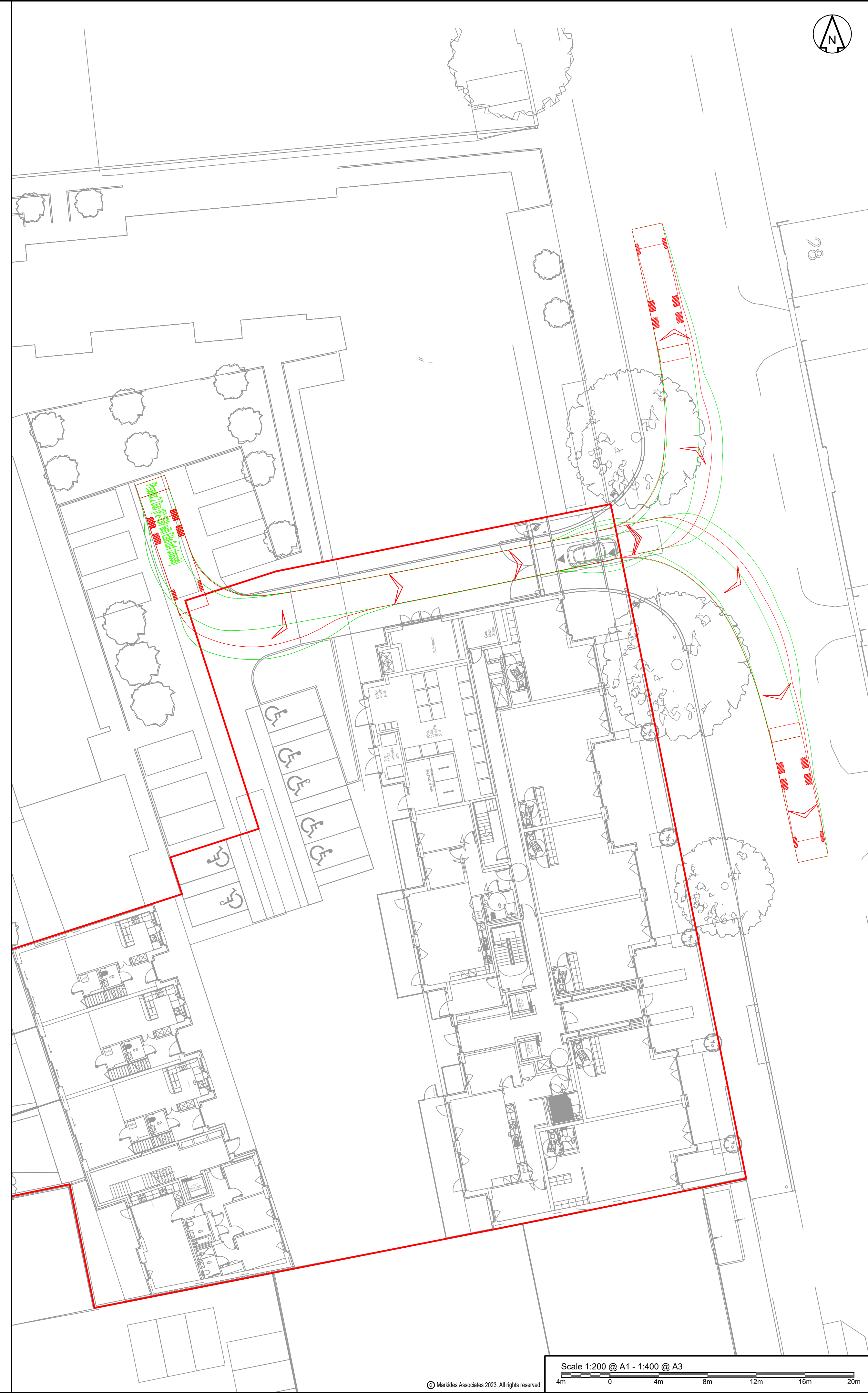
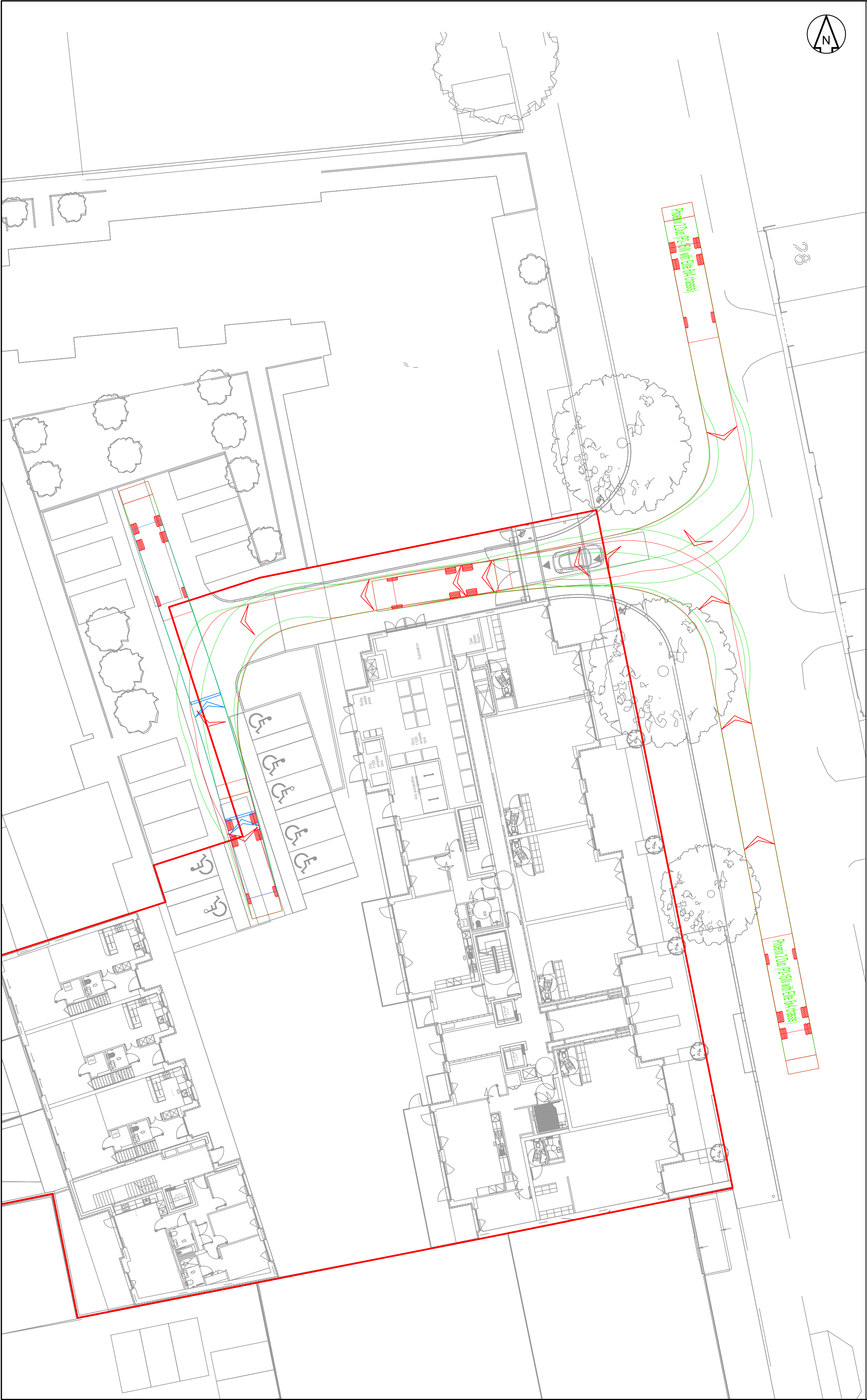
- 3.1 The management company will be appointed as the point of contact in the event of complaint from the general public with regards to servicing trips and waste generated by the site.
- 3.2 Given that a low number of service trips are expected and the fact that there is an off-street delivery and servicing strategy, no formal management or booking system is to be proposed.
- 3.3 It is also proposed that as part of the welcome pack that is to be provided to all new residents and employees of the site, a waste reduction letter is to be included. This waste reduction letter will set out what can be put into each of the 3 types of bins. This will help to improve the council's recycling rate and will contribute to sustainable development.

Monitoring

- 3.4 Following occupation, servicing activity associated with the development will be monitored periodically to ensure that there are no significant servicing issues arising from the site.
- 3.5 By reviewing and monitoring servicing movements to and from the site, there is the potential for less frequent visits by companies that deliver to and/or collect from the residential dwellings. Therefore, fewer journeys mean less mileage and CO₂ will be associated with the development.

4. Summary & Next Steps

- 4.1 Markides Associates has prepared this SWMP in order to set out the expected waste production of the site and the associated servicing strategy for the development located at 67 Lawrence Road, Haringey, London, N15 4EY ('the site').
- 4.2 The SWMP highlights that the waste and recycling management strategy will be carried out as existing, with refuse being collected off-street, via the vehicular access taken from Lawrence Road.
- 4.3 This report also highlights that the number of servicing trips that will be attributed to this development will be nominal and will likely have no impact on the existing highway network.
- 4.4 Finally, it should be noted that the correct number of bins will be provided for the development as per the guidance set out by the LBH.



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number LR2_VAB_00_00_DR_A_0001, supplied by VABEL LONDON and Markides Associates shall not be liable for any inaccuracies or deficiencies.
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

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

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- VEHICLE REVERSE LINE

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P01	FOR INFORMATION	LB	EG	DT	23.06.23	

Current Revision						
Rev	Comment	By	Chkd	Appr	Date	
P01	FOR INFORMATION	LB	EG	DT	23.06.23	

S2 - FOR INFORMATION

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Project
67 LAWRENCE ROAD

Drawing Title
**SWEPT PATH ANALYSIS
REFUSE VEHICLE**

Markides Associates reference: 23210/01 1:200 @ A1
23210-MA-XX-XX-DR-C-7020 - P01

Scale 1:200 @ A1 - 1:400 @ A3

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