

High Road West (Tottenham) Limited

807 High Road, PBSA

Transport and Waste Management Statement

Issue | 28 February 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Ove Arup & Partners Limited
8 Fitzroy Street
London
W1T 4BJ
United Kingdom
[arup.com](https://www.arup.com)

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1. Introduction

This Transport and Waste Management Statement has been prepared by Ove Arup and Partners Ltd. ('Arup') on behalf of High Road West (Tottenham) Limited (the 'Applicant') in support of the redevelopment proposals for 807 High Road (hereon in referred to as 'the site'), which forms part of the High Road West Masterplan (HRWM) area in Northumberland Park within the London Borough of Haringey (LBH).

1.1 Site location and existing use

The site is located approximately 250m to the north-east of White Hart Lane Overground station and is bounded to the east by the A1010 High Road, to the north by Percival Court, to the west by commercial properties accessible via Percival Court and Chapel Place and to the south by mixed use commercial and residential properties.

Figure 1 shows the site location and its surroundings.

At ground floor the existing building is currently used on an ad hoc basis by Tottenham Hotspur Football Club (THFC) for training purposes for match day staff and also for storage. Above ground level there are two blocks. The main block fronting High Road over first and second floors, which lie vacant and a second block fronting Percival Court arranged as residential use but also currently vacant. It is understood that the Site was used as a nightclub prior to its current configuration.

1.2 Planning history

Planning permission (ref. HGY/2021/0441) was granted on 3rd September 2021 for the following:

Full planning application for the demolition of the existing buildings and the erection of a replacement building up to four storeys to include residential (C3), retail (Class E, a) and flexible medical / health (Class E, e) and office (Class E, g, i) uses; hard and soft landscaping works including a residential podium; and associated works.

The consented scheme comprises of nine residential units above retail use facing the High Road and flexible B1/D1floorspace facing Percival Court.

1.3 Proposed development

The proposals for the site comprise a 25-bedroom Purpose Built Student Accommodation (PBSA) development above commercial floorspace at ground floor level facing the High Road and ancillary student accommodation space at ground floor level facing Percival Court.

1.4 Report structure

This chapter forms the introduction of the report; the remainder of the report is set out as follows:

- Chapter 2 – existing site context
- Chapter 3 – development proposals
- Chapter 4 – waste management proposals

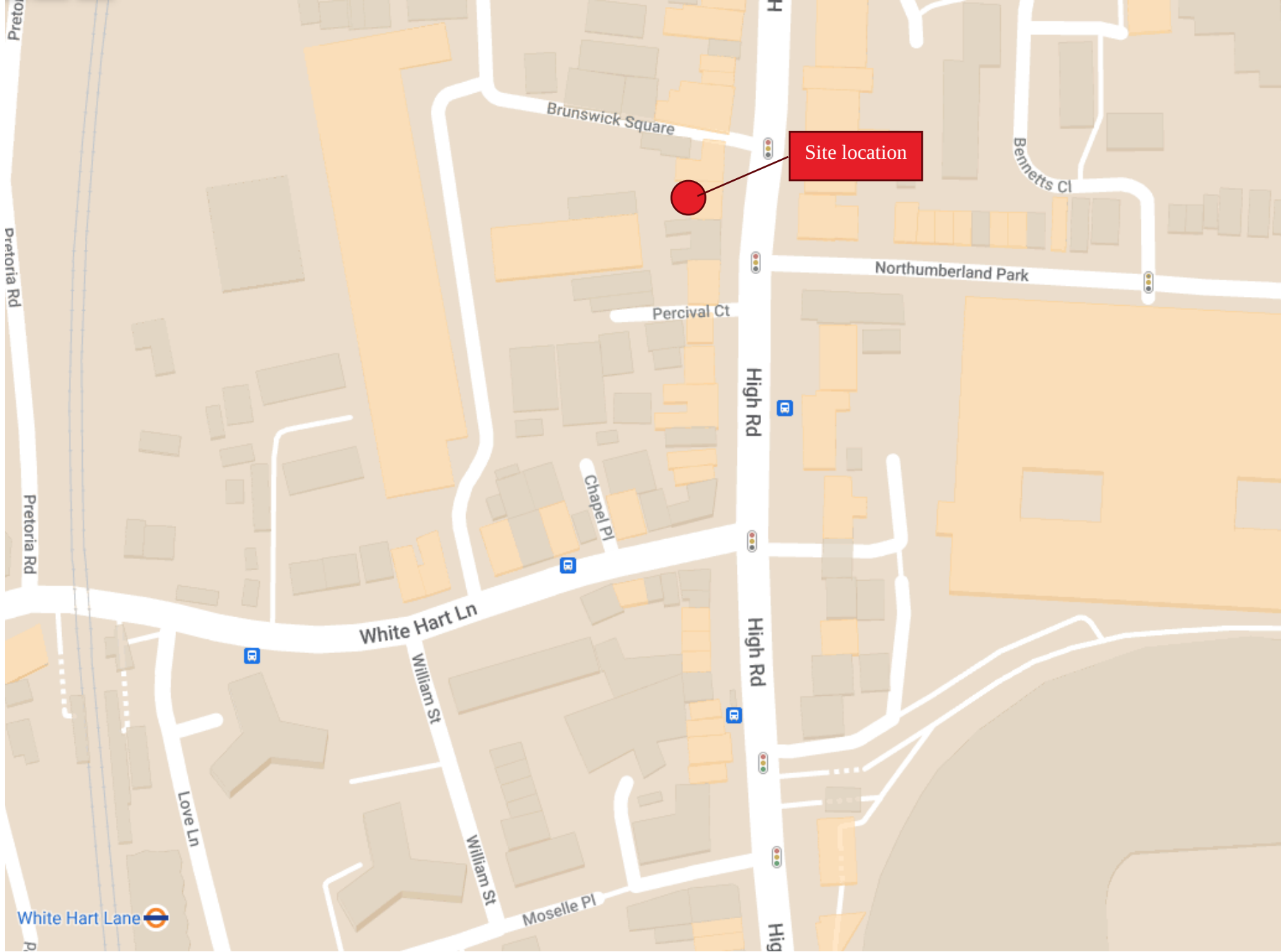


Figure 1: Site location

2. Existing site context

This section provides a description of the baseline transport conditions of the site and its surrounding area.

2.1 Pedestrian network

Walking is the most inclusive form of transport and should be first choice for short journeys from and to the site.

The site is surrounded by a comprehensive network of footways that form part of the existing urban fabric. The site's proximity to North Tottenham district centre means that the latter is easily accessible on foot. The footways on White Hart Lane and High Road provide connections to public transport services and a wide range of commercial venues including leisure and retail, as well as public amenities, including education, health care and green spaces such as Bruce Castle Park.

A series of signalised and zebra crossings are situated in the vicinity of the site, providing pedestrians with safe passage across vehicle corridors including High Road and White Hart Lane. Several railway bridge underpasses minimise severance caused by the Lea Valley Line. The shared space environment on White Hart Lane also has informal crossing points which pedestrians may wish to use. All crossings in the vicinity of the site are complemented by dropped kerbs and tactile paving.

Figure 2 shows the existing local pedestrian network.

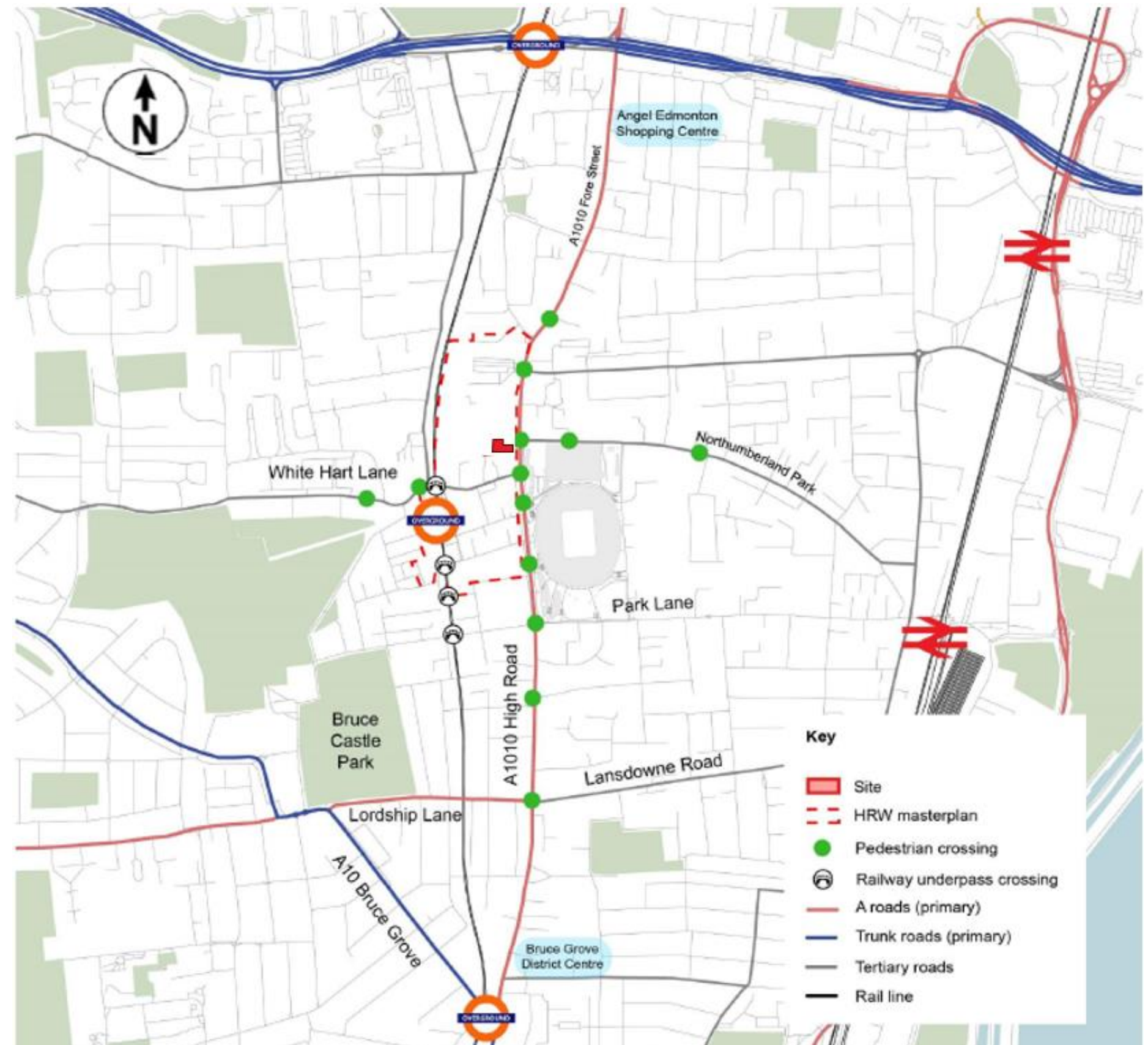


Figure 2: Local pedestrian network

2.2 Cycle network

Cycling is an accessible and popular mode of transport in London, with the potential to be used for short trips, particularly those under 5km.

The site is close to two strategic cycle routes; Cycle Superhighway 1 (CS1), and National Cycle Network Route 1 (NCN Route 1). CS1 is a high-quality route with signing and road markings, as well as sections of dedicated lanes segregated from the vehicle carriageway. It can be accessed less than 800m from the site on Church Road via either High Road or Beaufoy Road and runs south from Tottenham Hotspur Football Club Stadium through town centres such as Hoxton, Dalston and Stoke Newington before reaching Liverpool Street Station in Central London, where it connects to Quietways 11 and 13.

NCN Route 1 runs north-south around 10-minute cycle east of the site, along the western banks of the Walthamstow and Chingford Reservoirs. This is a long-distance cycle route that spans the entire Upper and Lower Lea Valley into inner London to the London Docklands area.

The rest of the local cycle network surrounding the site comprises the existing streets and pathways.

The local cycle network is illustrated in Figure 3.



Figure 3: Local cycle network

2.3 Public transport network

The following section sets out how people access the site by public transport services currently and will do so in the future once the proposed development is operational.

2.3.1 Public Transport Accessibility

The existing public transport accessibility of the site has been assessed using the Public Transport Accessibility Level (PTAL) methodology. This methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given site in London.

The PTAL methodology considers the time taken to access the public transport network including:

- The walk time to various public transport services;
- The average waiting time for each service; and
- The reliability of each service.

The current methodology is based on a walk speed of 4.8kph and considers rail stations within a 12-minute walk (960m) of a site and bus stops within an eight-minute walk (640m) of a site. The PTAL assessment is undertaken using the operating patterns of existing public transport services during the morning peak hour. TfL’s WebCAT service provides PTAL information for London.

Based on WebCAT, the site has a PTAL rating of 5. This indicates a ‘very good’ connectivity to the surrounding network. The existing PTAL is shown in Figure 4.

2.3.2 TIM Mapping

TfL has identified limitations with the use of PTALs and produced journey time mapping (referred to as TIM) to complement PTAL. Travel times for public transport have been derived by TfL using the strategic public transport Railplan model which estimates travel time by all public transport modes including where interchanges between services and modes can be undertaken. The TIM data is also available from WebCAT.

Travel time maps by public transport have been sourced from WebCAT for outbound travel in the AM peak and inbound travel in the PM peak, for a 2011 base year. Figure 5 shows travel times by public transport from the site for the AM peak hour and Figure 6 the equivalent data to the site in the PM peak hour. The majority of Central London is accessible within a 30 to 60-minute travel time and much of Outer London to the north of the river Thames is accessible within 90 minutes.

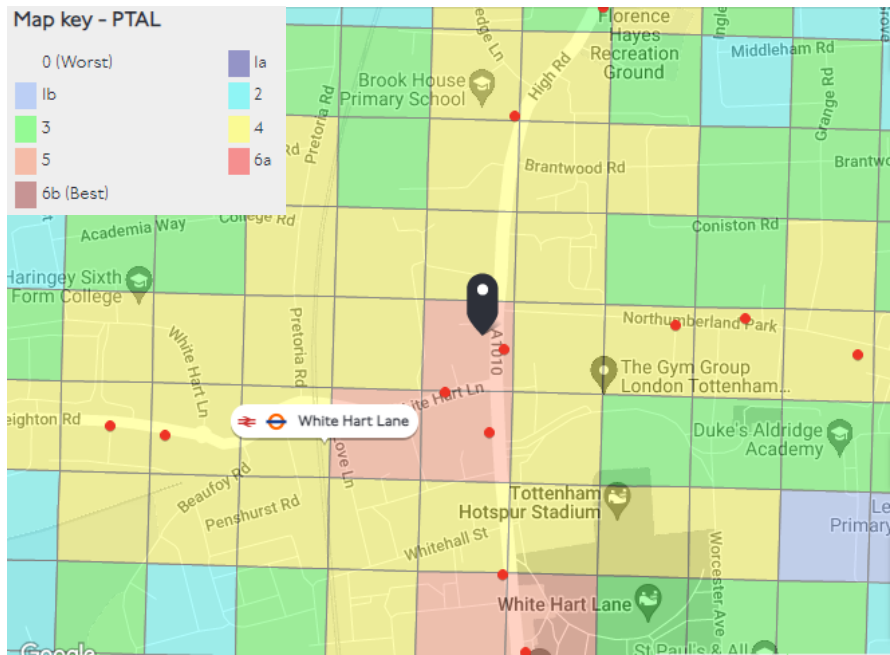


Figure 4: Existing site PTAL

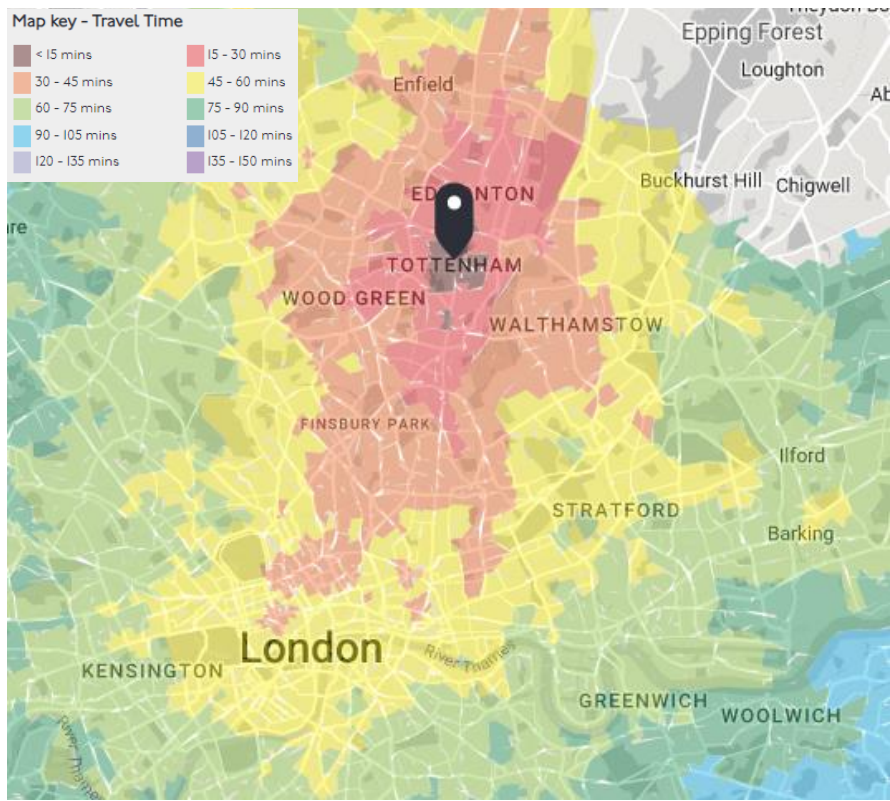


Figure 5: TIM public transport (AM peak hour)

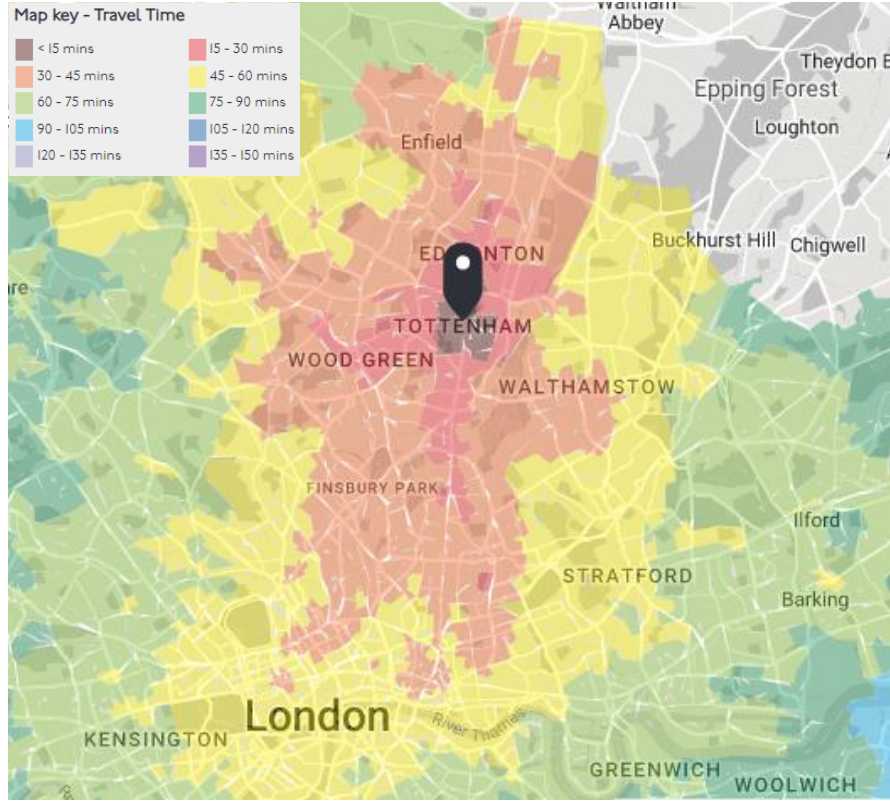


Figure 6: TIM public transport (PM peak hour)

2.3.3 Bus

As shown in Figure 7, the closest bus stops to the Site are located on High Road and White Hart Lane. The stops on High Road are approximately 55m and 140m to the south of the Site with the northbound and southbound stops being located to the south and north of White Hart Lane, respectively. Both stops feature carriageway markings and bus shelters. Bus lanes are in operation along both sides of the carriageway on High Road.

The stops on White Hart Lane are approximately 150m and 240m to the south east of the Site. Both stops feature carriageway markings, and the eastbound stop also includes a bus shelter and timetable information.

The routes serving these stops, and their frequency are summarised in Table 1.

Table 1: Bus services and frequencies

Bus stop location	Service	Destination	Service frequency
High Road	149	London Bridge – Lower Edmonton	4-10 Minutes
High Road	259	Kings Cross- Lower Edmonton	6-9 Minutes
High Road	279	Manor House – Waltham Cross	6-12 Minutes
High Road	349	Stamford Hill – Ponders End	7-12 Minutes
White Hart Lane	W3	Finsbury Park Station – Northumberland Park	4-12 Minutes
Lansdowne Road	318	Stamford Hill- Edmonton	12-14 Minutes
Lansdowne Road	341	Waterloo- Upper Edmonton	10-12 Minutes
Lansdowne Road	476	Kings Cross – Northumberland Park	10 Minutes

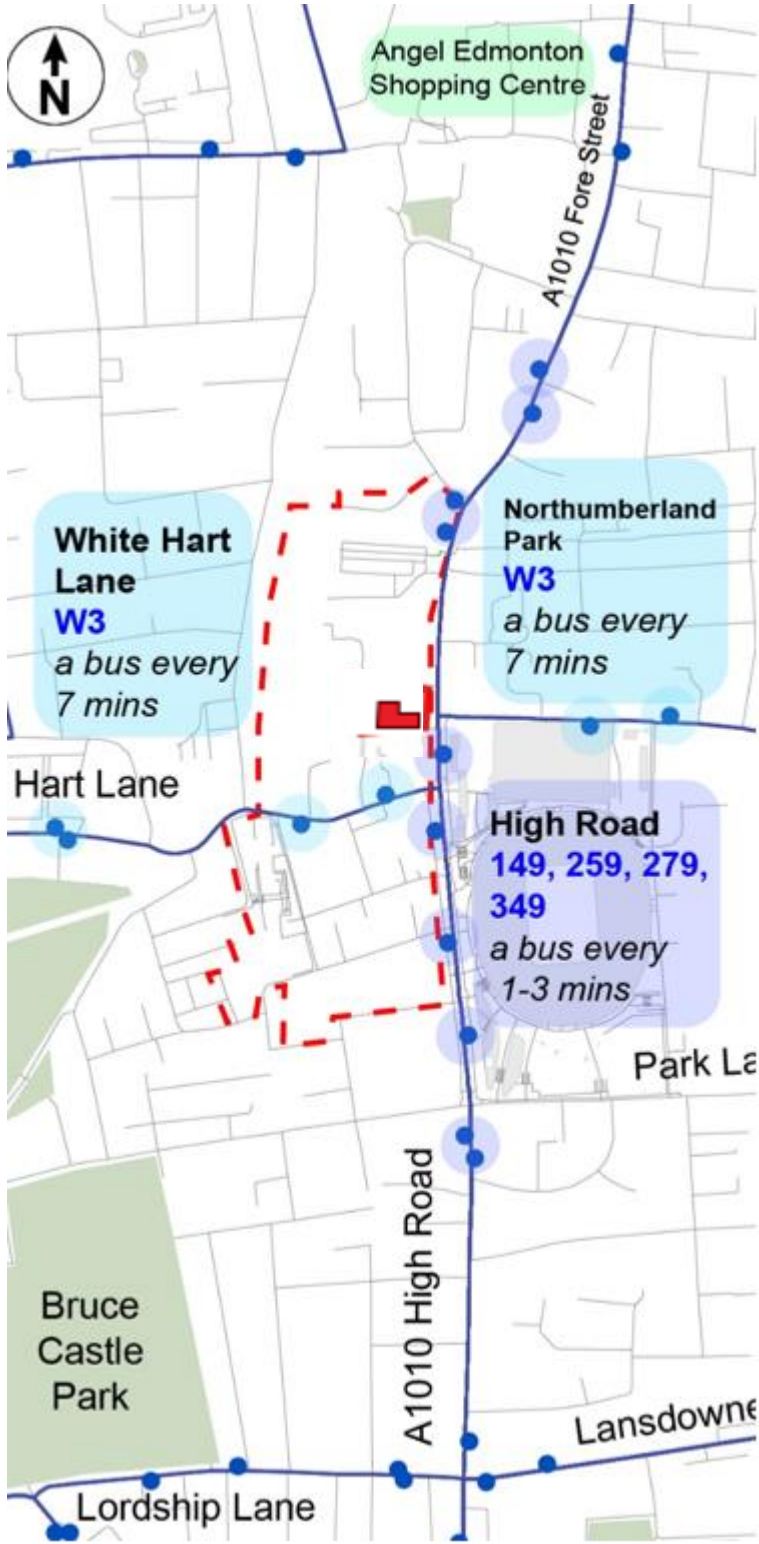


Figure 7: Local bus stop locations

2.3.4 Rail services

As shown in Figure 8, White Hart Lane London Overground station is the closest rail station, located less than 150m south west from the entrance to the site.

The nearest National Rail Station to the Site is Northumberland Park and the closest London Underground station is Tottenham Hale station.

The key rail services and relevant information for these stations are as follows.

London Overground - White Hart Lane (150m)

Services operating between London Liverpool Street and either Enfield Town or Cheshunt. The station is staffed Monday to Friday and has provision for 20 secured cycle parking spaces.

National Rail - Northumberland Park (1.2km)

National Rail Greater Anglia services operating between Stratford and either Bishops Stortford or Hertford East. The station is unstaffed but there is provision for 10 secure cycle parking spaces in the station forecourt.

London Underground - Tottenham Hale (2.6km)

London Underground Victoria Line services operating between Walthamstow Central and Brixton. The station is staffed throughout the week and there is provision for 86 cycle parking spaces in the station forecourt and car park.

The frequencies of rail services are summarised by direction for the peak hours in Table 2.

Table 2: Peak hour rail service frequencies

Direction	Service frequency (trains per hour)	
	AM peak hour	PM peak hour
London Overground services at White Hart Lane		
Towards Liverpool Street	7	6
Towards Enfield Town and Cheshunt	7	6
National Rail services at Northumberland Park		
Towards Stratford	4	5
Towards Bishop’s Stortford	4	2
Towards Hertford East	2	1
London Underground Victoria Line services at Tottenham Hale		
Towards Walthamstow	36	36
Towards Brixton	36	36



Figure 8: Public transport services

2.4 Highway network

The site is well connected to the highway network, with High Road to the east and White Hart Lane to the south as shown on Figure 9. Surrounding these corridors are a comprehensive network of secondary roads and tertiary suburban streets, typically comprising a single lane in each direction and on-street parking for residents.

2.4.1 Existing parking restrictions

The site located within the Tottenham North Controlled Parking Zone (TN CPZ), as shown in Figure 10.

The Controlled Parking Zone was established for the Tottenham North Area in 2014 and is operational Monday to Saturday between 08:00 and 18:30 on non-event days. On event days (i.e. football matches), operational hours are 08:00 to 20:30. As shown in Figure 10, the Tottenham North CPZ covers White Hart Lane to the south of the site and the surrounding residential streets including Brantwood Road.

2.4.2 Strategic highway network

High Road connects the Site with the A10 in the south and the A406 Northern Circular Road in the north, both of which form part of Transport for London’s (TfL) road network (TLRN). White Hart Lane provides a connection between the High Road in the east with the A10 and the A105 further to the west in the borough.



Figure 9: Local highway network

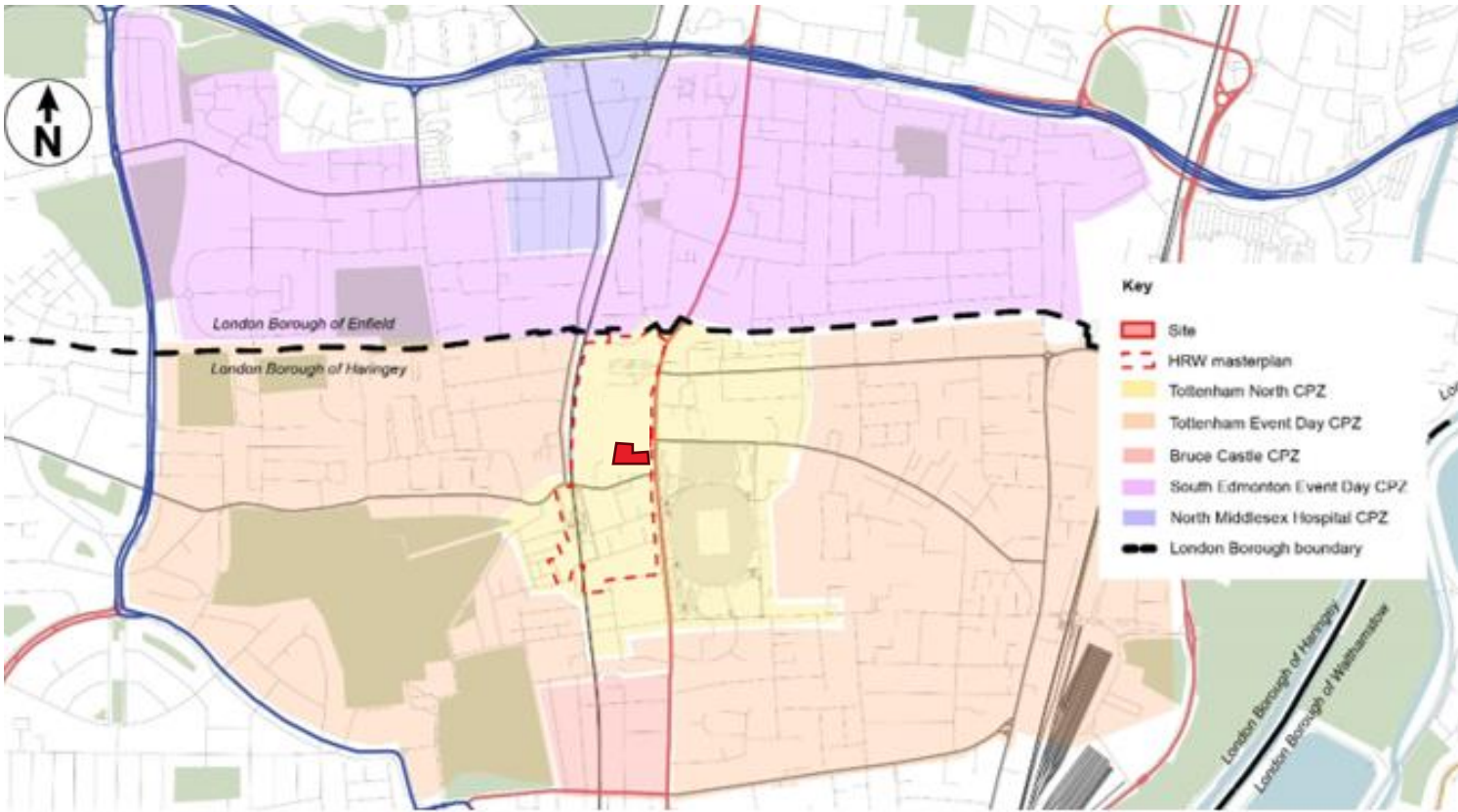


Figure 10: Controlled Parking Zones within vicinity of the site

3. Development proposals

This section sets out the development proposals of the site relevant to transport. The ground floor layout of the proposed development is shown on Figure 11.

3.1 Development quantum

It is proposed to provide a 25-bedroom PBSA development above 192.53sqm GEA commercial floorspace at ground floor level facing the High Road and ancillary student accommodation space at ground floor level facing Percival Court.

3.2 Site access arrangements

The access arrangements for the site are proposed as follows:

- Commercial customers are proposed to access the commercial unit at ground floor from the High Road as per the existing arrangements;
- Staff of the commercial unit are proposed to access the site via a dedicated entrance on Percival Court, which also leads to the staff cycle parking provision;
- Students are proposed to enter the site via dedicated accesses on the High Road and on Percival Court. Cycle access for students is provided on Percival Court; and
- Delivery and servicing vehicles are proposed to utilise the existing on-street loading bay to the south of the site on the High Road. Loading up to 40min is permitted between 7am and 8:30pm.

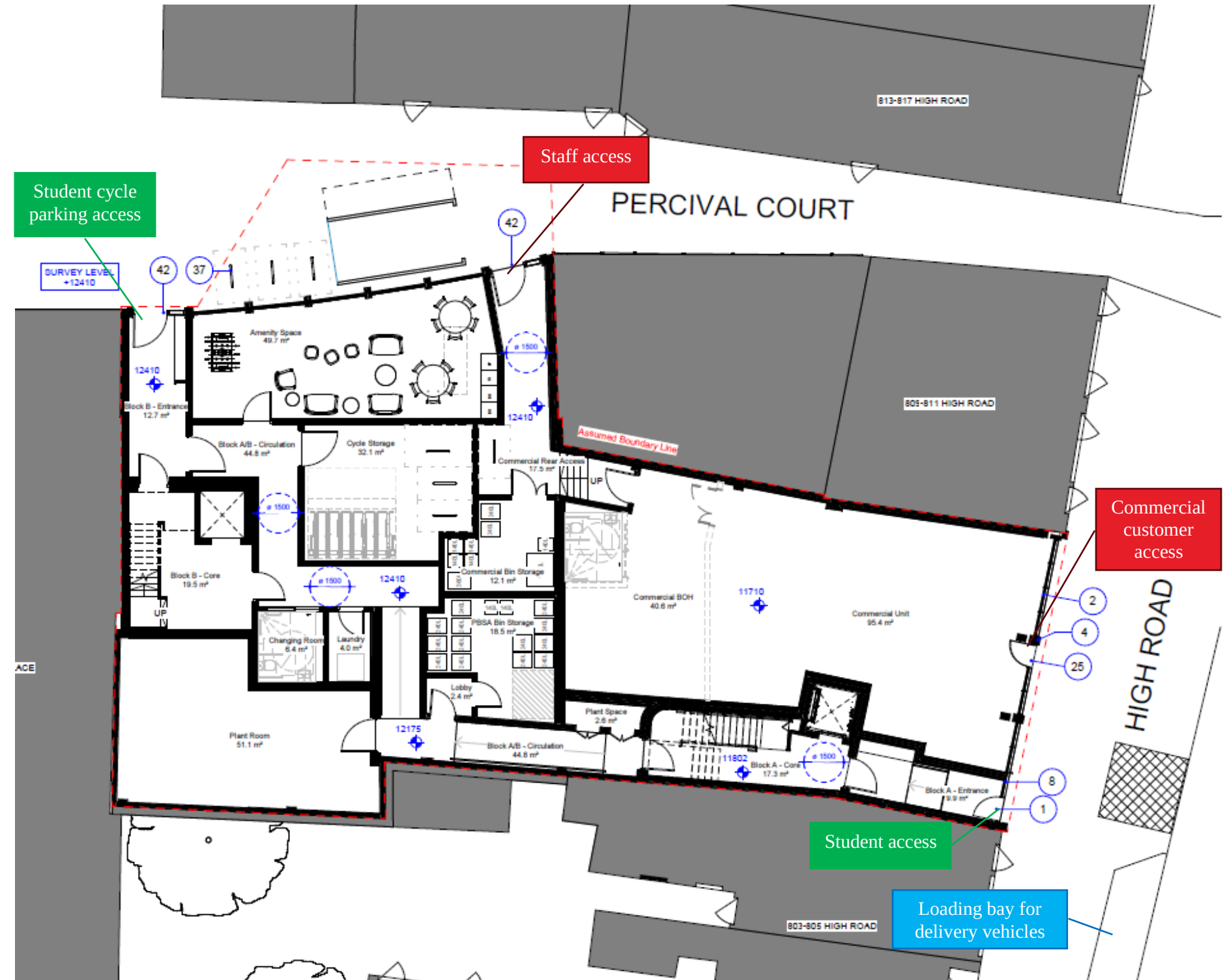


Figure 11: Proposed ground floor layout

3.3 Parking provision

3.3.1 Cycle parking

Cycle parking will be provided in accordance with standards set out in the London Plan 2021 for long and short-stay provision for student accommodation and commercial uses. As the commercial units are provided under the Land Use Class E the provision will be provided on the basis of the A3 London Plan standard. This will ensure that adequate provision is made for the futures uses of the commercial units as this standard has the higher requirement for commercial floorspace.

The development will promote cycling through the provision of 28 cycle parking spaces within the site. The provision is summarised in Table 3.

Table 3: Cycle parking provision

Land use	Long-stay spaces	Short-stay spaces
Student Accommodation	19	1
Retail (class E)	2	6

The locations of the cycle parking provisions are shown in Figure 12. The long-stay provision for the commercial unit and PBSA use will be situated within covered secure locations within the building. Within the PBSA cycle store, five percent of the spaces will be provided as Sheffield stand spaces to cater for larger cycles spaced at 1.8m (centre to centre) and an additional 20 percent as Sheffield stand spaces spaced 1.2m (centre to centre). The remainder provided as two-tier racks spaced at 500mm intervals (centre to centre) with the aisle widths of 2.5m.

The retail long-stay spaces are proposed to be provided in the form of one Sheffield stand, suitable to accommodate two bicycles.

Short-stay cycle parking associated with the PBSA use is proposed to be provided within the PBSA cycle store as for the consented scheme on site, with access arranged by the student being visited. Short-stay cycle parking associated with the commercial unit is proposed to be provided on Percival Court.

3.3.2 Car parking

The scheme is proposed to be car free with the exception of one disabled bay on Percival Court, as shown on Figure 12.

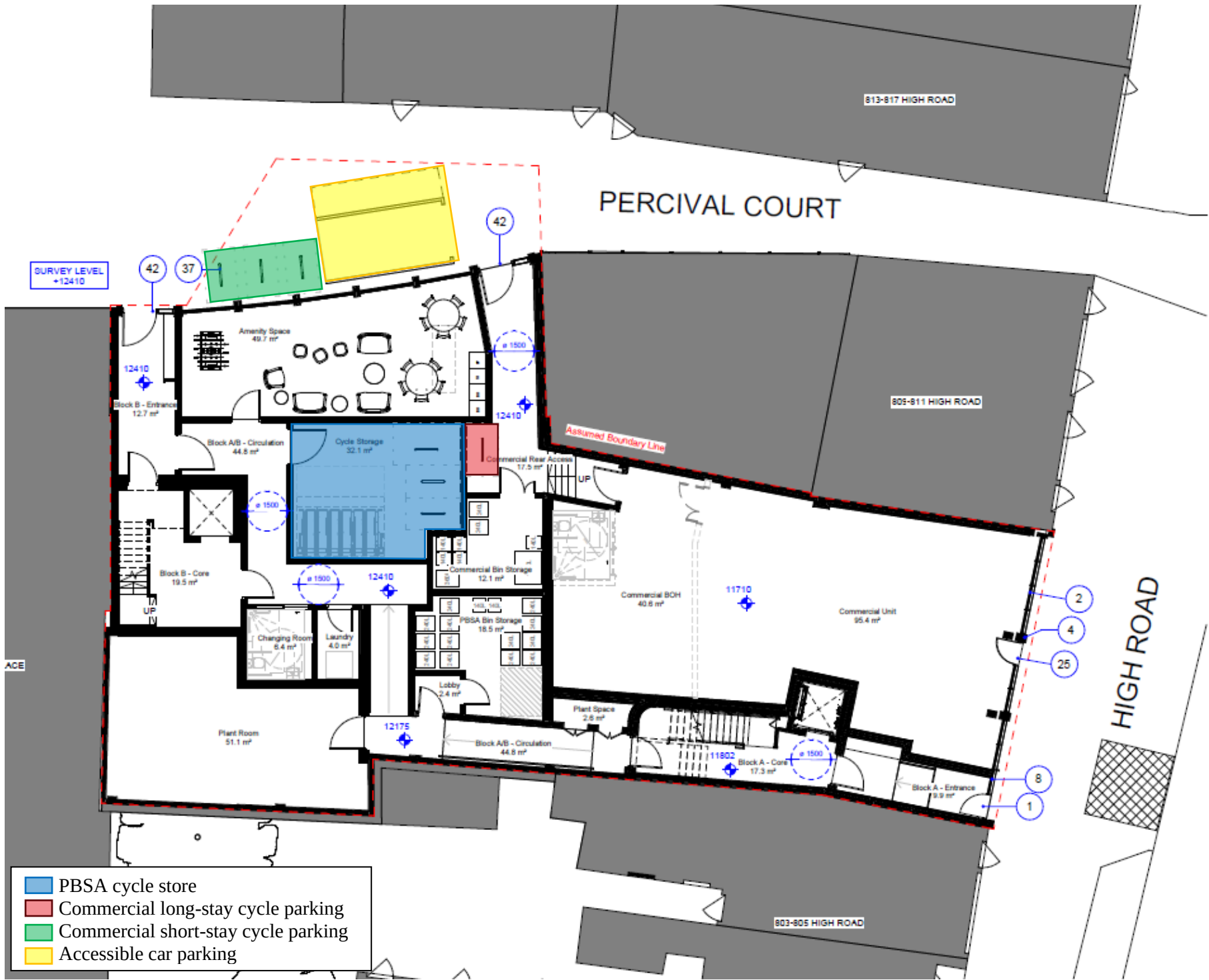


Figure 12: Cycle and car parking provision

4. Waste management proposals

This section sets out the Waste Management Plan (WMP) for the site.

4.1 Area schedule and unit schedule

The following WMP is based on the latest area schedule and unit schedule as shown in Table 4 to Table 6.

Table 4: Commercial areas

Use Class	GIA (m²)	NIA (m²)
Flexible commercial space	180.92	126.64

Table 5: Number of Purpose Built Student Accommodation (PBSA) units

Unit type	No. Units
Studio	25

Table 6: Residential amenity areas

Use Class	GIA (m²)	NIA (m²)
PBSA amenity space	85.86	60.10

The location of the commercial area is shown in Figure 13.

The indicative locations of PBSA units are shown in Figure 14.

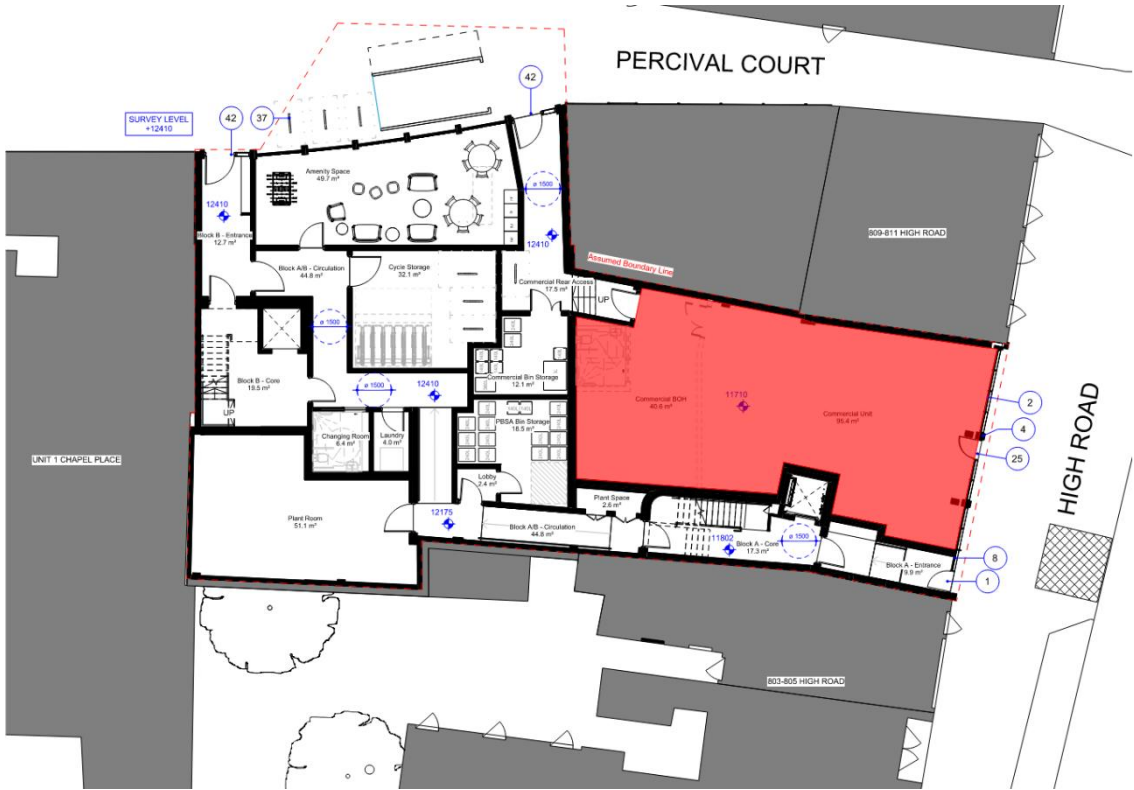


Figure 13: Commercial area locations (level 00)



Figure 14: Indicative locations of PSBA units (Typical arrangement at Levels 01-03)

4.2 Waste management principles

Guidance in the following documents has been applied when defining the WMP:

- Guidance provided by the Haringey waste officers; and
- BS 5906:2005 Waste management in buildings – a code of practice.

This assessment has been based on the following principles:

- Net internal area is assumed to be 70% of Gross Internal Area;
- The waste collector will not be required to pull full containers more than 10m to the collection vehicle. Containers will be stored and or presented within 10m of vehicle access with unhindered access to each individual bin;
- A minimum clear space of 150mm will be allowed between containers;
- The waste room walls will be constructed of, or lined with, hard impervious material with a smooth finish suitable for washing down. The floor will not be less than 100mm thick, and formed of hard impervious material with a smooth finish, and there will not be steps and projections at the entrance;
- The walls and roof of the waste room should 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 when tested in accordance with BS 476-22; the door frame may be made of metal, hardwood or metal-clad softwood (for robustness), situated in the external wall and, except where the doors of the chamber communicate directly with outside air, they should be self-closing;
- Drainage and hose-down facilities will be provided to allow cleansing of waste storage rooms;
- Waste collection vehicles will not be required to reverse more than 12m;
- Commercial and PBSA waste should be stored separately;
- Access roads for waste vehicles will have a minimum clear width of 5.0m, the gradient will not exceed 1:12; and
- The ground between the storage location for bulk bins and the loading position will be level, smooth, hard surfaced and provide a drop kerb should a container be required to be brought to ground level. The ground may have a maximum gradient of 1:14 if the ground slopes down towards the collection vehicle.

4.3 Commercial waste

4.3.1 Commercial waste generation and storage

The waste generation and storage requirements have been calculated in accordance with the British Standard for Waste Management in Buildings - Code of practice (BS5906:2005). This assessment has been based on the following key assumptions:

- Commercial waste includes waste from the retail unit;
- The commercial waste room has been sized for four days of waste storage – collections to be undertaken every 2 days;
- Commercial waste collections will be undertaken by a waste contractor nominated by Haringey;
- Commercial space is assumed to be 100% Café/Restaurant as a conservative scenario for resilience;
- Food retail generates 75 litres of waste per cover per week (British Standard), 1 cover equates to 1.5 m² NIA; and
- As per Haringey council guidance commercial waste will be separated into the following waste streams and stored in specified containers:
 - Residual – stored in 1,100L Eurobins and 360L wheelie bins
 - Mixed Dry Recycling (MDR) – stored in 240L wheelie bins
 - Food waste – stored in a 140L wheelie bin

Table 7 shows the amount of waste that will be generated over a four day period and how it will be stored.

Table 7: Four-day commercial waste storage

Four-day commercial waste storage					
Waste Stream	Uncompacted Waste (m³)	Waste container			Space required (m²)
		Description	Volume(m³)	Number Required	
Residual	1.45	1,100 litre bin	1.10	1	3.55
		360 litre bin	0.36	1	1.50
MDR	0.39	240 litre bin	0.24	2	2.00
Food Waste	0.58	140 litre bin	0.14	5	5.00
Total	2.41	-	-	9	12.05

The commercial waste store will require the provision of:

- 1 No. 1,100 litre Eurobin and 1 No. 360L wheelie bin for residual waste;

- 2 No. 240 litre Eurobins for Mixed Dry Recycling (MDR), containing paper, card, plastic, metal and glass;
- 5 No. 140 litre Eurobins for organic (food) waste.

The commercial waste store location is shown in Figure 15. The proposed layout of the commercial waste store is shown in Figure 16.

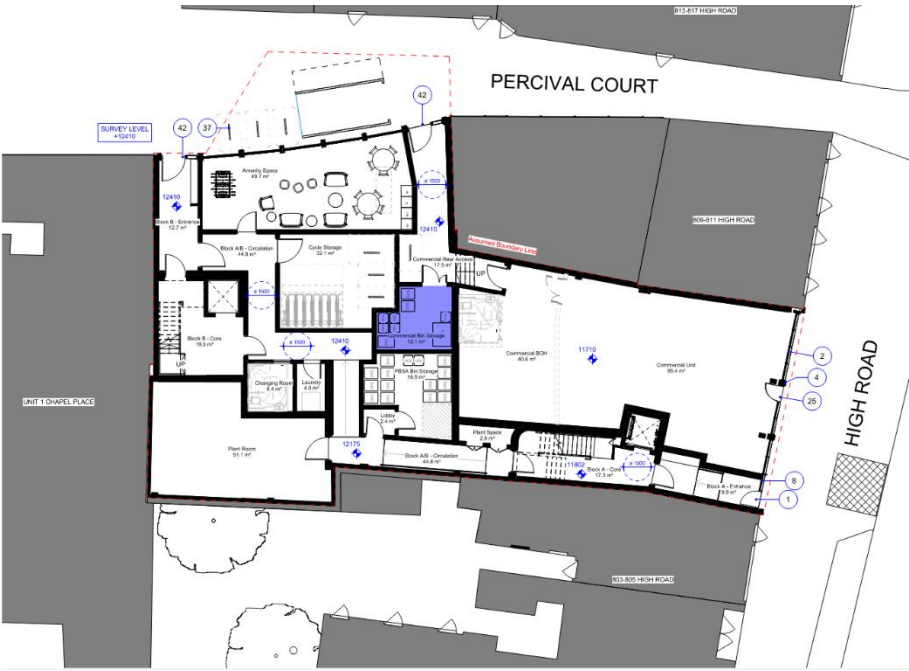


Figure 15 Commercial waste store location

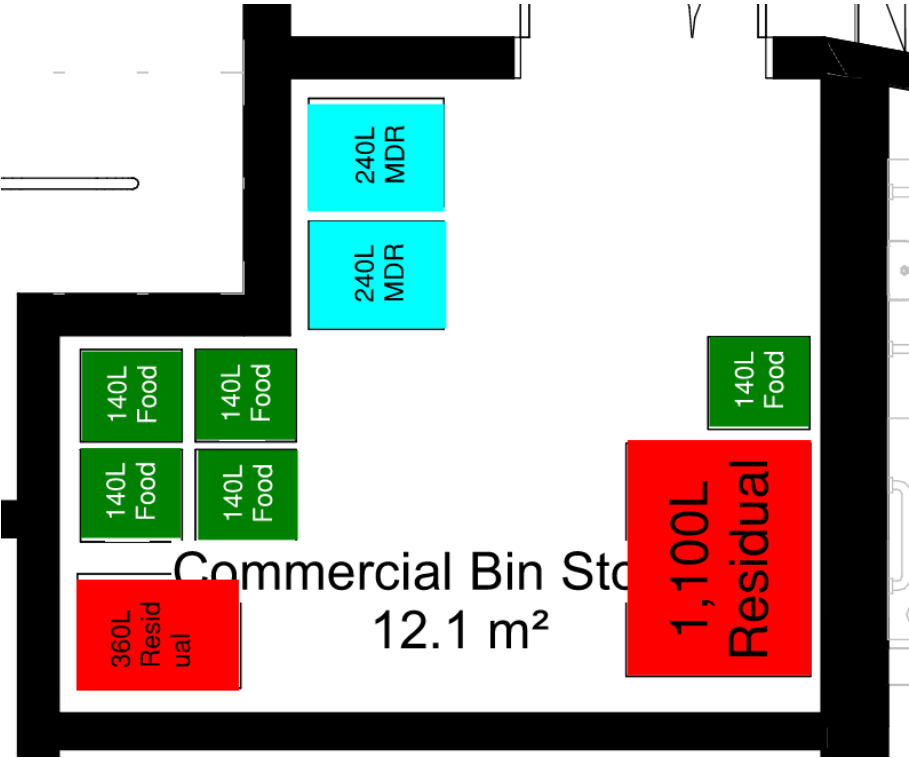


Figure 16: Commercial waste store layout

4.3.2 Commercial waste distribution

Commercial waste will be taken by each of the tenants to the commercial waste store throughout the day. The tenant’s waste transfer route is shown in Figure 17.

The FM team will be responsible for communicating with commercial tenants on the requirements for transferring waste and recycling, including the requirements for bulky and non-standard waste. The commercial waste store and bins within the store shall be clearly labelled at all times.

All commercial areas will be provided with waste and recycling stations for segregating waste. Commercial tenants must be aware of and follow their responsibilities under the waste duty of care: Code of Practice (2016)¹.

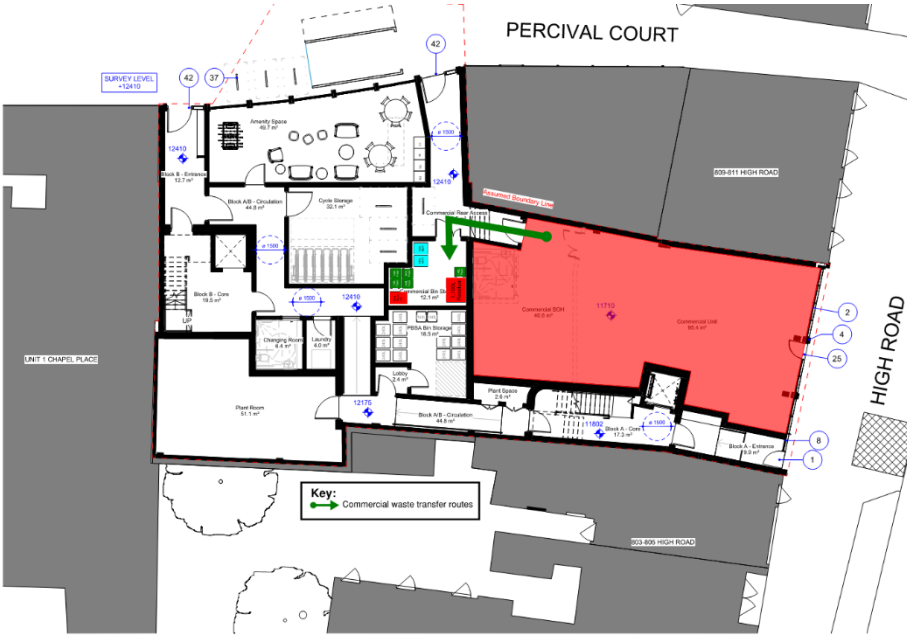


Figure 17: Commercial waste distribution

4.3.3 Commercial waste collection

The waste will be brought by the tenant or FM team from the commercial waste store to the collection point on High Road every two days immediately prior to collection. This route is shown in Figure 18. Once empty the waste bins will be returned to the waste store by the tenant or FM team.

The ground between the waste store and the collection point will be level, smooth, hard surfaced and suitable to drag bins across. A drop kerb will also be provided should a container be required to be brought to ground level. These relate to the requirements set out in ‘BS5906:2005 Waste management in buildings’.

Collections are usually out of hours between, 05:00 and 07:00 and after closing, between 19:00 and 22:00. There will be an efficient transfer for

¹ <https://www.gov.uk/government/publications/waste-duty-of-care-code-of-practice/waste-duty-of-care-code-of-practice>

the presentation, tipping, and the bins will be removed immediately and transferred back to the storage rooms.

Issues associated with fly tipping will be minimised as members of the public will not have general access to the waste bins.

In the event of a missed commercial waste collection, full waste bins will be returned to the waste store. Storage has been provided to accommodate four days' waste generation, therefore, missing a single waste collection will not have a detrimental impact on waste storage.

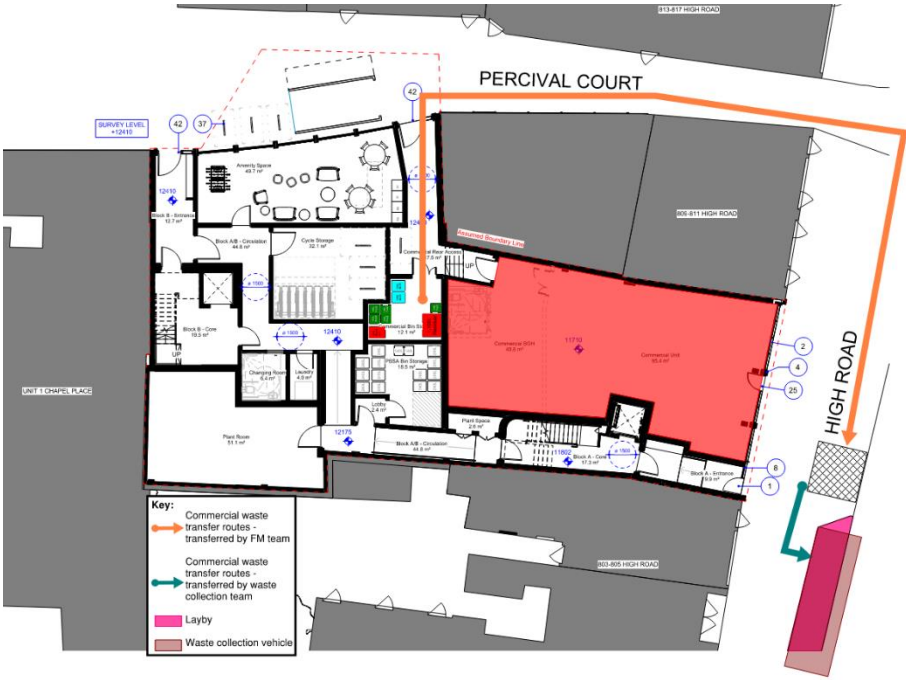


Figure 18: Commercial waste collection route (Level 00)

4.3.4 Commercial waste disposal (specialist waste)

4.3.4.1 Waste Electrical and Electronic Equipment (WEEE)

WEEE and other specialist waste are to be stored, alongside bulky waste, in an allocated area within the commercial waste store.

4.3.4.2 Confidential paper waste

Confidential waste must be collected in secure bins located around the buildings. To be fully compliant with the Data Protection Act, a written contract with a certified confidential waste company is required. This waste stream will be collected in situ by a specialist contractor and shredded and disposed of off-site.

4.3.4.3 Hazardous waste

A specific request should be sent to the FM team for the collection of hazardous waste. Upon collection, the marshals will take it to the commercial waste store prior to collection by a waste contractor. This waste will then be stored in the same area of the waste room as the WEEE and bulky waste.

Waste streams such as florescent tubes, batteries, asbestos and chemicals will be required to be collected by a licensed specialist contractor as they are designated as hazardous waste. The FM team will be required to

register the site for a Hazardous Waste Licence to permit this waste to be collected safely and reprocessed.

4.3.4.4 Oil

Waste oils will have contracts with a waste oil removal provider and will not be dispensed in the drains. Waste oils will be stored within the unit and not in the waste store.

4.3.4.5 Construction and demolition materials

Construction and demolition waste is excluded and managed under the Construction Management Plan (CMP) or by the contractors.

4.3.4.6 Batteries

Batteries will be collected in pots (separate for lithium and alkaline types) located within the retail unit, which will be periodically collected by the FM team for storage in the commercial waste store prior to collection by a waste contractor. The terminals of lithium batteries will require covering with an insulating, non-conductive material e.g., using electrical tape, to prevent the risk of fire. The FM team will ensure this is completed, though staff disposing of the batteries will be expected to complete this where possible.

4.3.4.7 Fluorescent tubes and light bulbs

A specific request should be sent to the FM team for the collection of fluorescent tubes and light bulb waste. Upon collection, the FM team will take it to the commercial waste store prior to collection by a waste contractor. This waste will then be stored in the same area of the waste room as the WEEE and bulky waste. Waste streams such as florescent tubes and batteries will be required to be collected by a licensed specialist contractor as they are designated as hazardous waste. The FM team will be required to register the Site for a Hazardous Waste Licence to permit this waste to be collected safely and reprocessed.

4.4 Purpose Built Student Accommodation waste

4.4.1 Purpose built student accommodation waste generation and storage

The Haringey council waste team has provided the following guidance, which was followed to complete the PBSA waste calculations:

- PBSA is classified as commercial waste;
- 1 student bedroom should be treated as 1 dwelling and the generation rates relating to residential (30L per dwelling + 70L per bedroom = 100L per student room) should be applied. This would also cover any communal and kitchen areas in the block/development;
- A 50:50 split of refuse: mixed dry recycling bin capacity is required;
- Refuse – stored in 240L wheelie bins;
- Recyclable – stored in 240L wheelie bins;
- Food waste should be allowed for - 1 x 140L bin per 15 dwellings is required;

- In the absence of a bulky waste standard, it is proposed to provide 7 m² for every 50 to 75 units; midpoint of 62.5. Based on 25 units, approximately 2.80 m² is required for the storage of bulky waste.
- Waste and recycling should be collected once per week in line with the service provided to small blocks and high-rise properties across the borough;

The PBSA amenity space waste will be generated according to the following assumptions, and combined with the PBSA waste:

- 'Amenity' has been assumed to be 'Class E (Leisure)' as per British Standard and generates 5 litres of waste per week per 1m² GIA.

The location of the PBSA waste store is shown below in Figure 19.

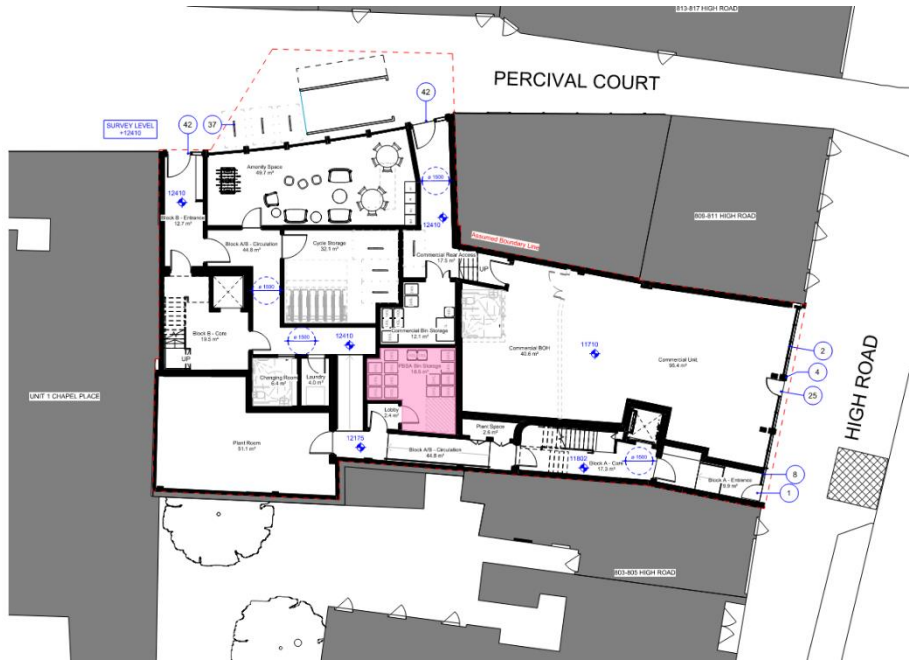


Figure 19: PBSA waste store location

The estimated storage requirements for the PBSA are shown in Table 8.

Table 8: PBSA weekly waste storage requirement

PBSA Weekly Waste (Residential Units & Amenity) Storage Requirement					
Waste Stream	Uncompacted Waste (m³)	Waste container			Space required (m²)
		Description	Volume (m³)	No. bins required	
Residual	1.34	240 litre bin	0.24	6	6.00
MDR	1.59	240 litre bin	0.24	7	7.00
Food Waste	1x 140L bin per 15 units	140 litre bin	0.14	2	2.00
Total	2.93	-	-	15	15.00

The PBSA waste store will require the provision of:

- 6 No. 240 litre bins for residual waste;
- 7 No. 240 litre bins for Mixed Dry Recycling (MDR), containing paper, card, plastic, glass and metal;
- 2 No. 140 litre Eurobins for organic (food) waste;

The layout of the PBSA waste store is shown in Figure 20.

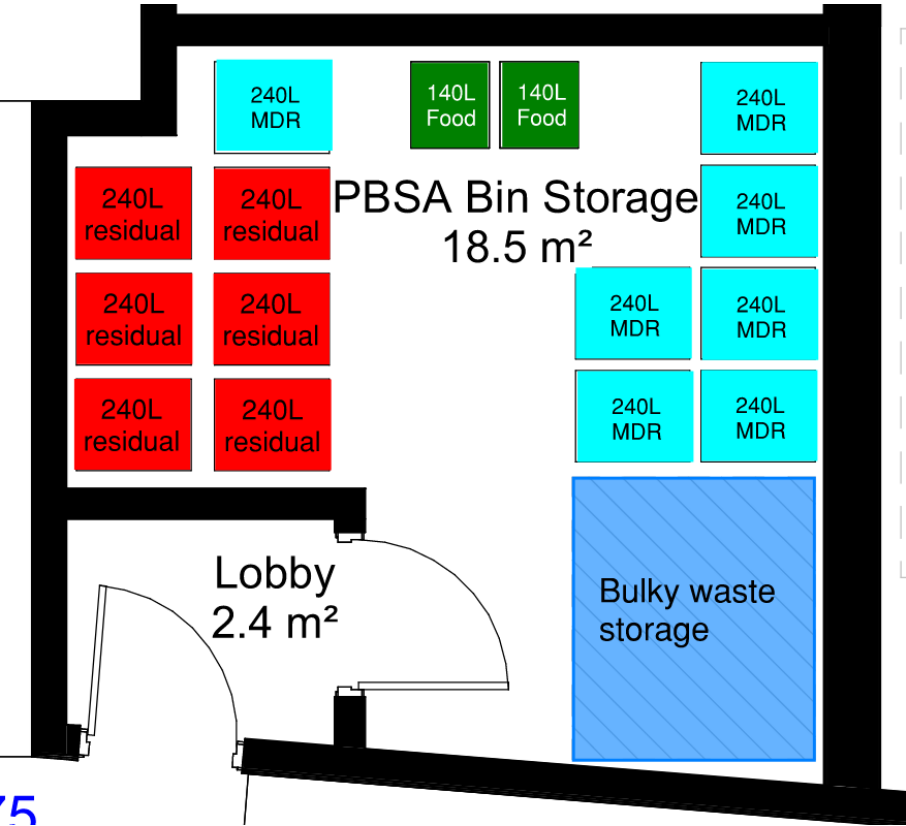


Figure 20: PBSA waste store

A specific request should be sent to the FM team for the collection of furniture and other bulky waste. Bulky waste will then be collected directly from the unit and taken to the bulky waste store area within the PBSA bin store. Immediately prior to collection the FM team will transfer

the bulky waste from the bulky waste storage area to the collection vehicle.

4.4.2 PBSA waste distribution

Students will transfer their waste via the lifts provided to the PBSA waste store as needed. Immediately prior to collection, the FM team will transfer the waste from the store to the holding space adjacent to where the refuse collection vehicle will stop in the layby on High Road.

This movement of waste from the PBSA units to the waste store is shown in Figure 21 to Figure 24. The route from the PBSA waste store to collection vehicle is shown in Figure 25.

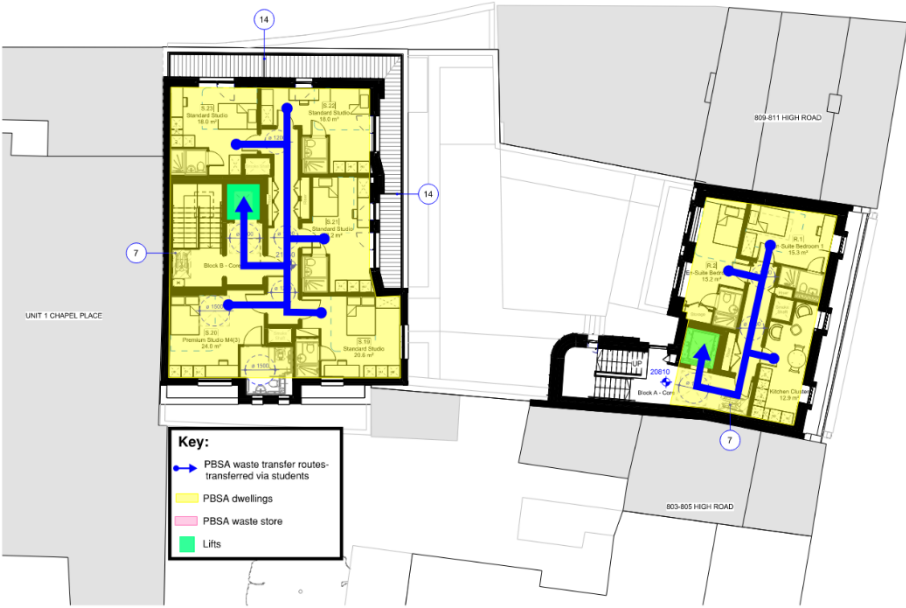


Figure 21: PBSA waste distribution (Level 01)

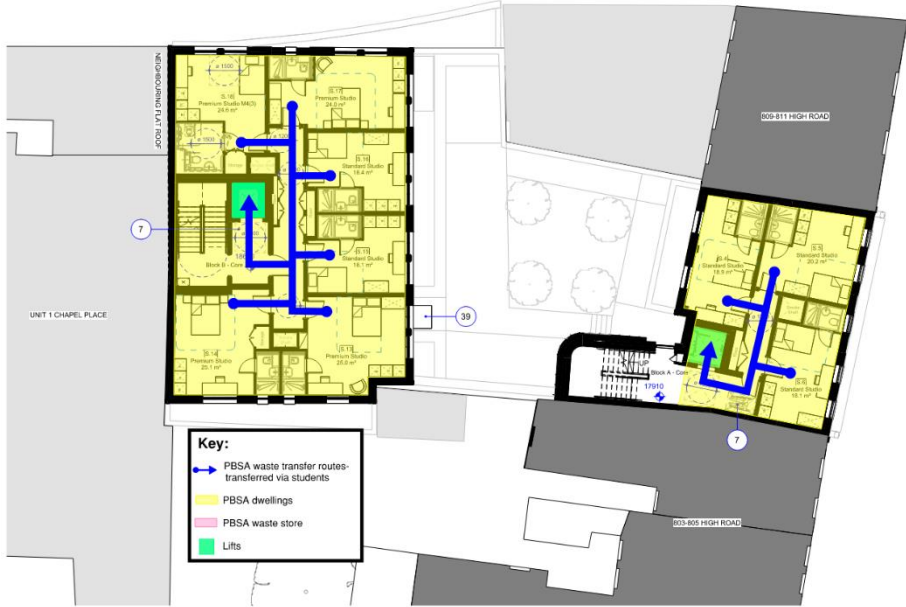


Figure 22: PBSA waste distribution (Level 02)

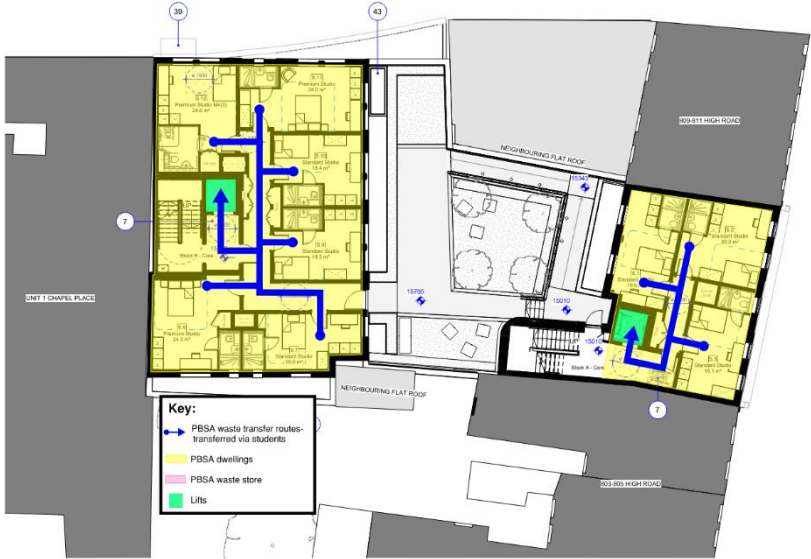


Figure 23: PBSA waste distribution (Level 01)

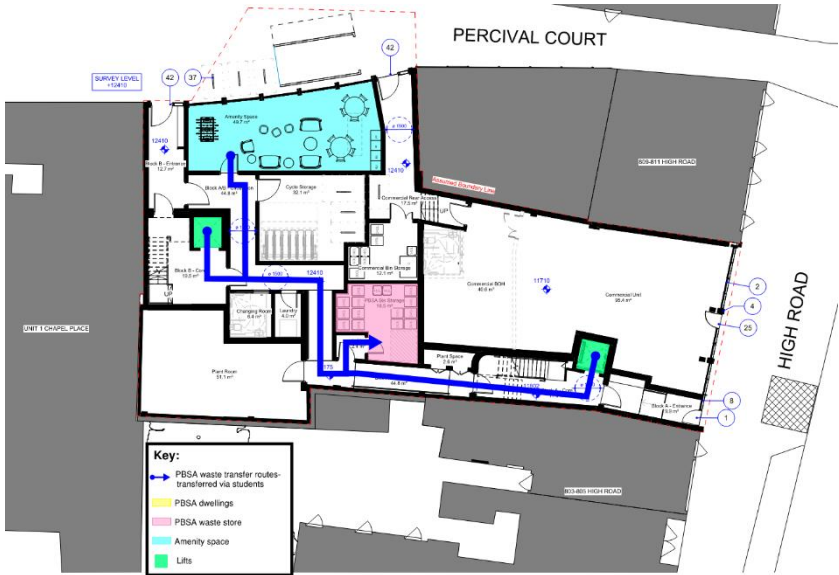


Figure 24: PBSA waste route (Level 00)

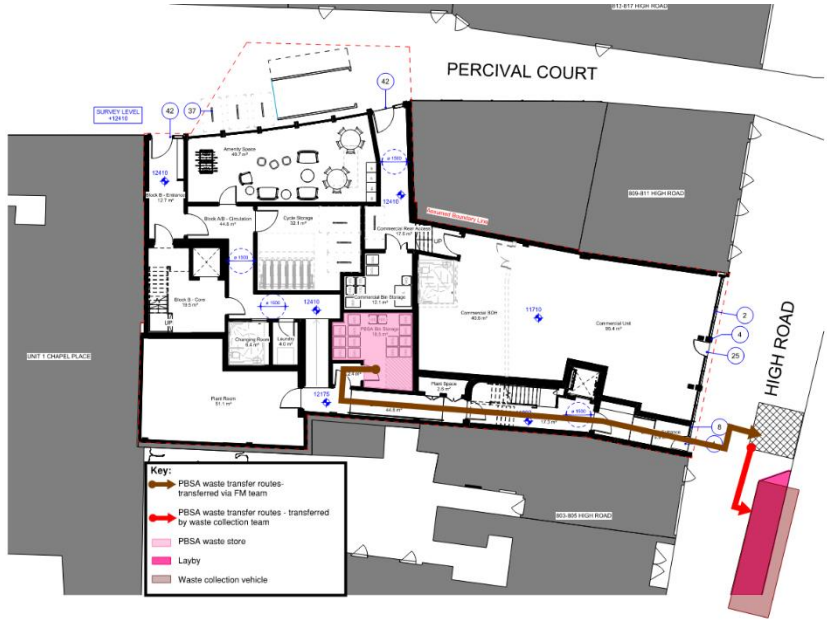


Figure 25: PBSA waste collection route (Level 00)

This section presents initiatives to encourage environmental thinking to reuse, recycle and reduce waste through the building’s supply chain.

When considering waste reduction methods, the waste hierarchy pyramid provides a useful guide to the order in which waste reduction measures should be considered, from most effective to the least effective as shown in Figure 26.

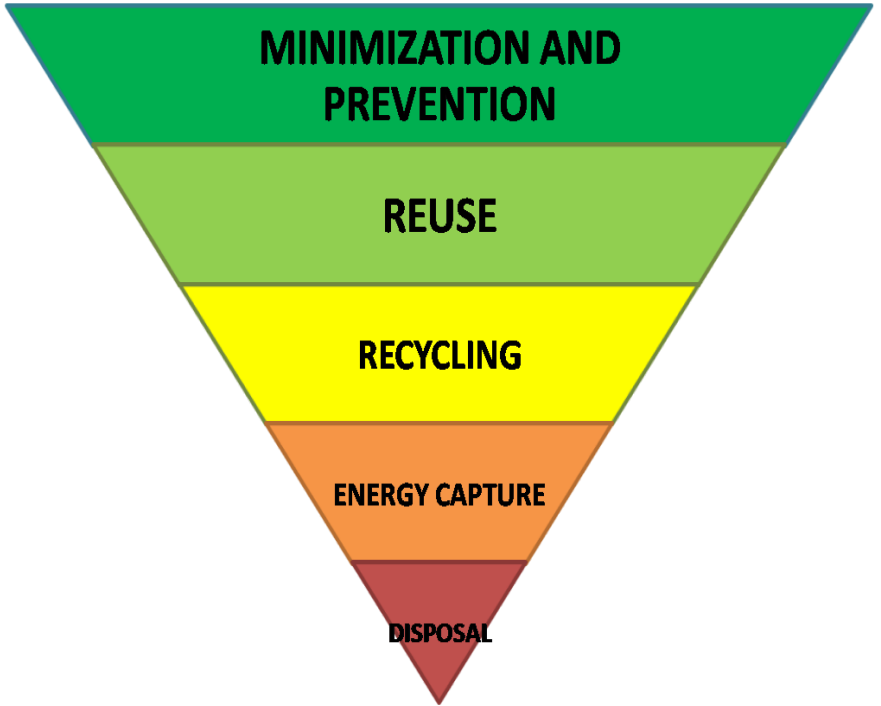


Figure 26: Waste hierarchy

Preventing the generation of waste is considered the most effective way of improving recycling rates, followed by reuse of materials and then moving into recycling, recover and, eventually, disposal in landfill.

- 4.5.1 Packaging**
- The FM team should endeavour to collaborate with suppliers that display green initiatives when packing items including:
- Downsizing packaging;
 - Using “green” packaging materials;
 - Promoting recycling and reuse programs;
 - Cooperating with vendor to standardize packaging;
 - Encouraging and adopting returnable packaging methods;
 - Minimising material uses and time to unpack;
 - Using a recyclable pallet system; and
 - Saving energy in warehouses throughout the supply chain.

- 4.5 Waste reduction interventions**
- 4.5.2 Supply chain**
- The building management should provide a purchasing strategy that encourages green logistics, including:
- Using alternative fuelled vehicles;
 - Grouping orders together, rather than in smaller batches;
 - Collaborating with other tenants to consolidate loads; and
 - Optimising reverse logistics to collect used products and packaging from customers for recycling, returning packaging and products to suppliers for reuse, and requiring suppliers to collect their packaging materials.
- 4.5.3 Behaviour change**
- People often attach a low priority to pro-environmental behaviour. To encourage such behaviour and drive environmental performance, the tenant should address both the physical and the psychological environment. The goal should be to create an environment that guides decision making, and helps people act out those decisions. Some examples on how this could be achieved are as follows:
- Collect data to understand users’ experience of waste infrastructure and its effect on their behaviour;
 - Reduce the amount of packaging, and increase the percentage of recyclable packaging;
 - Redesign signage to make bins for different streams distinct;
 - Update labelling to be uniform;
 - Locate bins for different streams where they are most needed (e.g., on walking routes); and
 - Remove bins not consistent with design.

4.6 Example equipment specification

Table 9: 1,100 Litre Eurobin specification

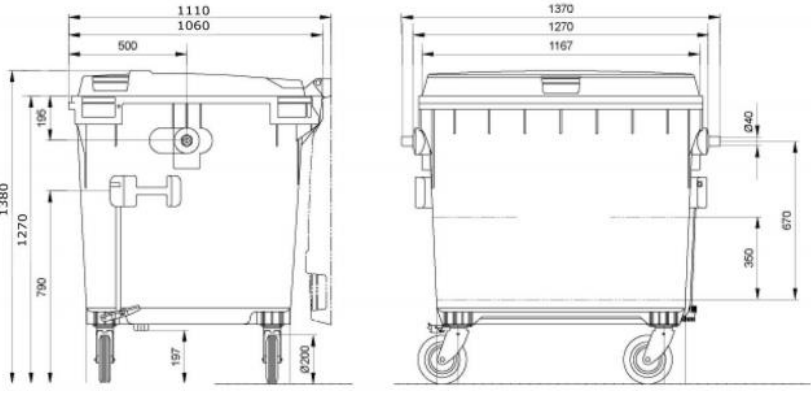
1,100 Litre Eurobin		
		
Length: 1.37m	Width: 1.11m	Height: 1.38m

Table 10: 360 Litre wheelie bin specifications

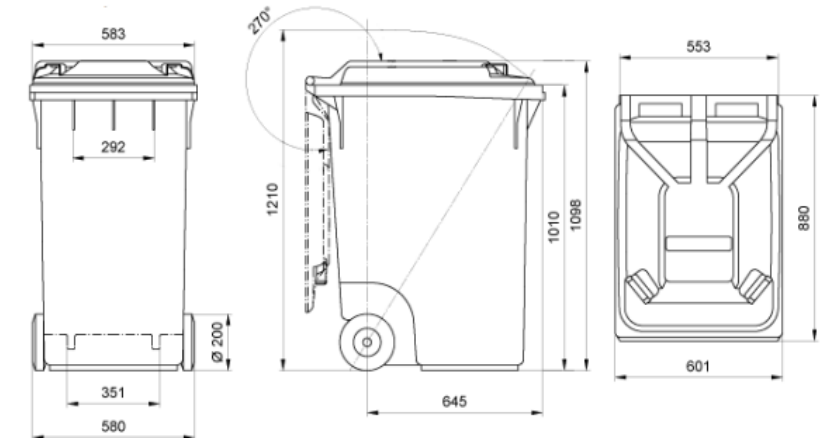
360 Litre Wheelie Bin		
		
Length: 0.88m	Width: 0.53m	Height: 1.11m

Table 11: 240 Litre wheelie bin specification

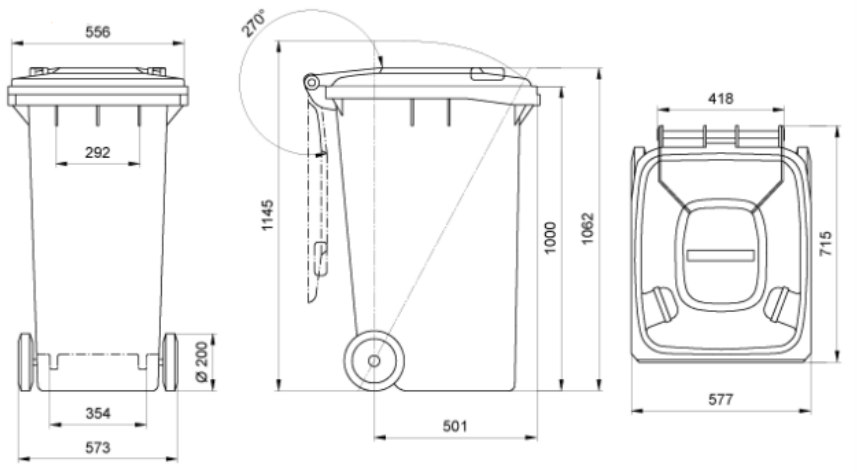
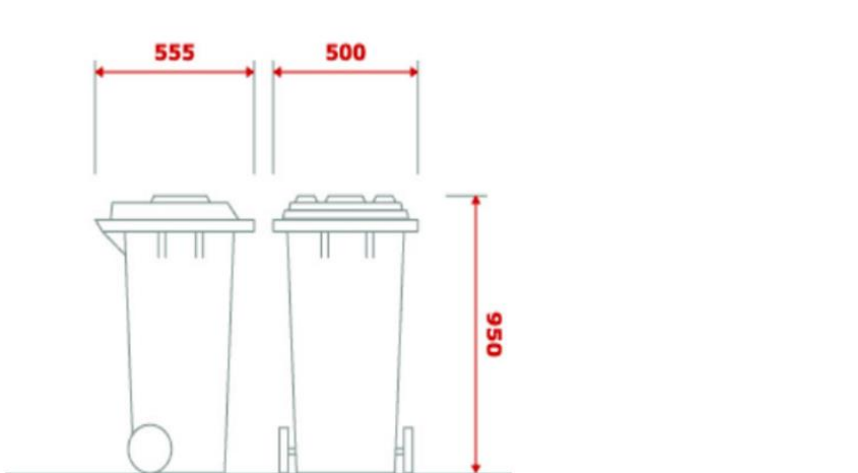
240 Litre Wheelie Bin		
		
Length: 0.72m	Width: 0.55m	Height: 1.15m

Table 12: 140 Litre wheelie bin specification

140 Litre Wheelie Bin		
		
Length: 0.55m	Width: 0.50m	Height: 0.95m

4.7 Waste management plan review

The success of the strategy as detailed above will be closely monitored by the building manager and the facilities team.

Feedback will be provided as a minimum on a monthly basis and as and when required where immediate action is required and dealt with in accordance with this strategy.

The strategy will be updated and amended as appropriate to ensure the development is within the perimeters of what is deemed necessary to maintain a clean and safe environment all year round.

An annual review will be provided to Haringey at their written request to confirm the success of the strategy and any amendments that may have been required to the original document based on lessons learned. Any changes or deviations to the agreed WMP will be made by submission of a change request to planning at Haringey. Amendments will be shown in an appendix to the WMP, under version control.