

Hornsey Town Hall Deliveries and Servicing Management Plan

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Hornsey Town Hall Mixed-Use Redevelopment Scheme

Deliveries & Servicing Management Plan (Draft) (incorporating Site Waste Management)

July 2017

A report prepared on behalf of Crouch End (FEC) Ltd

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1 Introduction

1.1 Background

- 1.1.1 This Deliveries & Servicing Management Plan (DSMP) has been prepared by Transport Planning & Highway Solutions (TPHS) on behalf of Crouch End (FEC) Limited in support of a planning application for the mixed-use redevelopment scheme at the Hornsey Town Hall Site. This plan also incorporates an outline of the site waste management strategy for the site.
- 1.1.2 The scheme proposals comprise 146 residential units ranging from one-bed to four-bed and non-residential floorspace totalling 8,003sqm. GFA.
- 1.1.3 The residential units would be primarily accommodated within two new-build blocks to the rear of the site, but with a small number brought forward within the refurbishment of the Broadway Annex and redevelopment of the mews area. The non-residential floorspace, which would primarily be within the retained Town Hall building, would accommodate a high-end hotel comprising 67 bedrooms, community / arts centre use over 3,653sqm. GFA, co-working employment floorspace over 558sqm. GFA and cafés / restaurants over 794sqm. GFA.
- 1.1.4 This draft DSMP prepared at this application stage is the first version of this plan. It has been informed through scoping discussions with representatives of London Borough of Haringey with regard to both the contents in general and of the servicing management principles. The nature of the plan is to act as a live document to allow further development prior to occupation and operation, then becoming effective at the time of initial occupation.
- 1.1.5 This DSMP will cover the deliveries and general servicing of the constituent components of the development scheme, including considerations with regard to refuse collection as part of the site waste management strategy for the site. With the development being managed as a single operating entity, this plan comes forward as an overarching strategy for both the residential and non-residential floorspace in terms of servicing and site waste management.
- 1.1.6 As a summary, the existing Town Hall site is supported by an open on-site service yard area leading into an undercroft area, which is currently accessed via Weston Park to the north of the site. The redevelopment will be supported by similar arrangements, as a result of a wholesale refurbishment of these arrangements as part of the wider scheme, but instead would be accessed solely via Haringey Park.
- 1.1.7 The Broadway Annex and mews area, that at the end of Rose Place which runs off of The Broadway, are currently serviced on-street via a number of permitted locations for the purpose of loading / unloading, with these arrangements continuing to be those to service the residential units and café / restaurant floorspace to come forward in this area also.

1.2 Structure & Objectives of the Plan

1.2.1 The next sections of this Deliveries & Servicing Management Plan (DSMP), incorporating Site Waste Management, as referenced as a draft at this application stage, present the following:

- Section 2: Existing Servicing Arrangements, which will detail the existing arrangements currently available and the servicing activity as it relates to the previous scheme.
- Section 3: Planned Servicing Arrangements, which will detail the planned arrangements for servicing which will be available to the development scheme and similarly the typical profile in terms of frequency of deliveries and collections, including those arrangements in place with regard to waste management on site.
- Section 4: Servicing Management Measures, which will detail the measures that the building management will implement to support efficient servicing and deliveries, such as to ensure vehicles will not wait and obstruct others on the public highway and as to ensure that the potential impacts on local amenity are appropriately mitigated.

1.2.2 Implementation of the DSMP will run in tandem with the Travel Plan for the development site, so preparation of this plan comes forward with a parallel objective *'to manage servicing activity to minimise disruption to other road users and to local residents'*.

1.2.3 This DSMP has been prepared in line with the outline guidance issued by Transport for London (TfL), *'Delivery & Servicing Plans: Making freight work for you'*, but also following pre-application feedback from representatives of London Borough of Haringey (Highways). The preparation of this version of the plan as a draft was agreed with the borough's Highways representatives through the pre-application scoping process.

1.2.4 Additional guidance prepared by both the Department of Transport and the Freight Transport Association, *'Delivering the goods'*, has been reviewed also, though noting that this was primarily developed to promote flexibility in regulations for night-time deliveries and so is not applicable to this site for which night-time deliveries will not be supported.

1.2.5 Such a plan is primarily a means of assisting the site management to better manage deliveries, such that an operator within the non-residential floorspace has the supplies and equipment needed to work efficiently and effectively and an individual within the residential units has the means of having goods delivered similarly efficiently and effectively. This plan provides a framework to make sure that servicing and delivery activity associated with the site will be working as effectively as is practicable to do so, in line with current best practice, and this will be a further overarching objective to which the plan will work towards.

1.2.6 As all sites are different from each other, a plan for an individual site is unique to that site and the constituent uses. This is demonstrated in particular for this site by means of developing a strategy to cover all aspects of the development in tandem, whilst also being cognisant of the proximity of residential accommodation, both that on the site and that round the site.

1.2.7 However, as the TfL guidance suggests, there are a number of activities common to many sites and which can be covered by such a plan, with these including: (i). deliveries and collections, (ii). servicing trips (such as for maintenance), (iii). cleaning and waste removal. These common activities are covered by this DSMP.

1.2.8 Against this background, further objectives of the DSMP will be as follow:

- to manage deliveries to reduce the number of servicing trips, particularly in terms of servicing events during the network peak hours;
- to provide and maintain access to safe and legal loading facilities, including additional measures to reduce the impacts of servicing activity on local amenity;
- to encourage the use of delivery companies and services providers which can demonstrate commitment to best practice;
- to provide adequate facilities for all site users, so as to maximise scope for recycling and so minimise scope for the generation of general non-recyclable waste.

2 Existing Servicing Arrangements

- 2.1.1 As referenced in the introduction to this plan, the site is currently supported by a dedicated open on-site service yard area leading into an undercroft area, which is currently accessed via Weston Park to the north of the site, with these arrangements supporting on-site servicing of all but the Broadway Annex and mews area at the end of Rose Place. There has previously been the scope also for vehicular access off of Haringey Park for parts of the site.
- 2.1.2 With the relative distance between the rear on-site service yard area and the Broadway Annex and mews area, servicing of these additional parts of the site would have been undertaken by means of on-street arrangements within the vicinity and, for the purpose of refuse collection, by means of the collection vehicle reversing into Rose Place, as has been observed currently.
- 2.1.3 Within the vicinity of these additional areas, loading / unloading is permitted within the bank of on-street parking running for a length of around 20m along the site-side of The Broadway between Rose Place and Weston Park, Monday to Saturday prior to 07:00, between 10:00 and 16:00 and following 19:00 and with no restrictions applicable on a Sunday. This facility is within around 50m or so of both the Broadway Annex and mews areas.
- 2.1.4 There are additional on-street loading bays along Weston Park, within the vicinity of the junction with The Broadway / Broadway Parade / Park Road, which are available specifically for the purpose of loading / unloading during the hours of 08:30 and 18:30 Monday to Saturday and then with no restriction of use of these bays during any other periods. These would be around 100m or so of the Broadway Annex and mews areas.
- 2.1.5 To provide both a benchmark against which to develop this management strategy and a fuller understanding of typical servicing activity for Council-based office-led, site servicing activity has been considered firstly in relation to the mixed-use redevelopment scheme permitted in 2010 (then renewed in 2013), though it is acknowledged that during recent years the Town Hall building has been operating as a community arts centre with limited servicing activity.
- 2.1.6 A review of the earlier work undertaken by Capita Symonds, in terms of the reporting prepared in relation to the previous mixed-use redevelopment scheme for the site, identified that whilst benchmarks had been determined in terms of both person trips and vehicle trips, there was no explicit commentary relating to servicing activity.
- 2.1.7 As such, to provide an initial indication as benchmark, the servicing appraisal methodology for the proposed mixed-use development scheme has been applied simplistically to the previous mixed-use development scheme, with the projected residential servicing vehicles and the projected non-residential servicing vehicle pro-rated to reflect differences in the schedule.

- 2.1.8 This identified typically 32 LGVs and 8 OGVs could be associated with the overall scale of the previous scheme, though it should be acknowledged that with the inclusion additionally of retail within the previous scheme within the Broadway Annex there would be the likelihood for a higher level servicing activity than this simplistic appraisal would suggest, such that it not be dissimilar to the proposed scheme overall, and with more activity locally on-street.
- 2.1.9 The servicing and delivery activity associated with the previous scheme would have been under a managed environment, with controls to be in place as follow:
- control of deliveries to the offices to be specific times of day;
 - any peak hour deliveries to be arranged by appointment;
 - routine maintenance of office buildings undertaken outside of peak hours; and
 - management office to monitor servicing area at regular intervals during the working hours to ensure loading bays are kept clear and deliveries are undertaken efficiently.
- 2.1.10 These measures were put forward to 'assist in reducing delivery trip, particularly during peak hours' and also to 'increase the availability and use of safe loading facilities'.

3 Planned Servicing Arrangements

3.1 Overview

3.1.1 With regard to general servicing strategy for the site, whilst LB Haringey does not set any specific policies regarding service strategy, be this in the retained policies of the Unitary Development Plan or the emerging policies of the draft Development Management DPD, the following general good practice is to be adopted in the case of this development scheme:

- *that servicing and delivery vehicles can enter and exit the site in forward gear;*
- *details shall be submitted to establish the delivery and servicing needs of developments;*
- *delivery and servicing bays are required to be strictly controlled, clearly signed and only used for the specific agreed purpose.*

3.1.2 Specifically with regard to waste management, Policy SP6 'Waste & Recycling' within the borough's Strategic Policies DPD, as part of the current Local Plan, references the following with regard to the proposed mixed-use development scheme:

'The Council supports the objectives of sustainable waste management set out by the Government in PPS10 Planning for Sustainable Waste Management and the Mayor's London Plan. To achieve these,...

- *Seek to minimise waste creation, increase recycling rates in relation to commercial, industrial and municipal waste in order to achieve the Mayor's waste hierarchy;*
- *Require integrated, well-designed recycling facilities to be incorporated into all new developments;*
- *Monitor changes in the stock of waste management facilities and waste arisings, and the amount of waste recycled, recovered and going for disposal;...*

New waste management facilities will be required to take into account and minimise pollution and nuisance issues...'

3.1.3 As referenced within the introductory section to this plan, the scheme proposals come forward with a dedicated open on-site servicing area to the rear of the main Town Hall building, based on a wholesale refurbishment of this area as part of the wider redevelopment scheme, with these arrangements again leading into an undercroft area. Vehicular access of these arrangements would be taken via Haringey Park to the south of the site.

- 3.1.4 The space which would be given over to this on-site servicing area has been designed to accommodate either one larger-sized servicing vehicle or two medium-sized vehicles at any one time, which has been validated by a series of swept paths relating to this area. The proposed layout has been developed and confirmed based on the largest servicing vehicle typically requiring access of the site, including that of a refuse vehicle, the typical size of which is around 11m in length. However, the majority of servicing for all parts of wider development would be undertaken by means of smaller box-type and Transit-type vans.
- 3.1.5 With regard to the storage of general refuse and recyclables, firstly in relation to the residential units coming forward within the new-build blocks at the rear, there would be thirty-seven (37) Eurobins provided, each with the capacity of 1,100 litres equivalent and on a day-to-day basis located within the lower ground floor areas of each residential block for convenient use by residents. On a collection day those receptacles requiring emptying would be temporarily relocated to the undercroft area adjacent to the loading / unloading area.
- 3.1.6 In relation to the residential units coming forwards to the front of the site within the Broadway Annex and the mews area, there would be eight (8) Eurobins, again each with the capacity of 1,100 litres equivalent and with these accommodated typically within the back-of-house arrangements to the Broadway Annex and accessed via Rose Place for collection.
- 3.1.7 With regard to the non-residential operations coming forward, there would be no less than sixteen (16) Eurobins provided, again each with the capacity of 1,100 litres equivalent and split equally between those for storing general waste and those for storing recyclables. These would be located close to the undercroft area adjacent to the loading / unloading area, so as to facilitate ease of collection by operatives using the rear service area via Haringey Park.
- 3.1.8 In relation to the non-residential (café / restaurant) operation within the Broadway Annex, whilst the storage facilities and capacity to the rear of the Town Hall building have allowed for the corresponding waste, there would be no preclusion to accommodate commensurate waste storage receptacles for each type of waste within the Broadway Annex back-of-house.

3.2 General Access

- 3.2.1 To access the dedicated on-site servicing area vehicles would enter the site via Haringey Park in forward gear, with this to be approached from the direction of Crouch Hill (as the prescribed servicing route), then drive forward into a position from which the vehicle would reverse into the servicing area for the purpose of loading / unloading, so as to then be in a position to exit the on-site area wholly in forward gear, back onto Haringey Park and then onto Crouch Hill.
- 3.2.2 This would be also be the access strategy in relation to the collection of the different types of waste (general waste, recyclables and food waste) associated with the new-build residential blocks to the rear of the site and the non-residential operations within the Town Hall building.

- 3.2.3 As such, the servicing strategy for the redeveloped site, and the constituent uses therein, other than those in the Broadway Annex and mews areas, comes forward by means of an on-site servicing being provided within a dedicated facility at the proposed ground floor level, accessed via Haringey Park. The MAKE architects drawing, attached at **Appendix A**, confirms the location of the proposed loading / unloading area, as well as the general access route.
- 3.2.4 Additionally, Drawings TPHS/143/TR/002 through to TPHS/143/TR/004, attached at **Appendix B**, shows the swept paths of a series of servicing vehicles using the on-site servicing area, including the pantechnicon, refuse vehicle, fire tender and box van.
- 3.2.5 The provision of the on-site service yard within the development would support safe and legal loading facilities for all site user groups within both the main Town Hall building and the two new-build residential blocks in the rear area, which is general good practice and a key component of a strategy to better manage deliveries and servicing, with this undertaken under a managed environment in tandem with the on-site parking.
- 3.2.6 As referenced with regard to the collection of general refuse and recyclables, on a collection day those receptacles associated with the new-build residential units to the rear and requiring emptying would be temporarily relocated to the undercroft area adjacent to the loading / unloading area for ease of collection, then returned to the day-to-day locations within the blocks following collection. The collection of general refuse and recyclables associated with the non-residential operations would also be collected from within this area by virtue of the storage areas for these being located close to the undercroft area adjacent to the loading area.
- 3.2.7 Servicing of the small area of non-residential floorspace at ground floor level within the Broadway Annex and the residential units within both the Broadway Annex and mews area, whilst not precluded from use of the main rear servicing area proposed, is envisaged to be undertaken from the street within the vicinity of these blocks, which would be no different to current arrangements with regard servicing of this area and units along Rose Place. This would be applicable to both general servicing and the collection of general waste and recyclables.

3.3 Waste Storage & Capacity

- 3.3.1 As referenced, in terms of the storage of general refuse and recyclables firstly with regard to the residential units coming forward within the new-build blocks at the rear there would be thirty-seven (37) Eurobins provided, each with the capacity of 1,100 litres equivalent and on a day-to-day basis located within the lower ground floor areas of each residential block for convenient use by residents. This number would be split between receptacles for general waste (21), receptacles for recyclables (13) and receptacles for food waste (3).

- 3.3.2 This on-site storage capacity for the 120 residential units within the rear residential blocks has been calculated in accordance with the requirements of LB Haringey, as part of the design process undertaken by Make architect. With the scope for collections of both general waste and recyclables for the residential units no less than fortnightly, both this capacity and access strategy is considered to be sufficient to address the day-to-day waste arisings of residents and support effective collection.
- 3.3.3 With regard to the non-residential operations coming forward within the main Town Hall building, there would be no less than sixteen (16) Eurobins provided, again each with the capacity of 1,100 litres equivalent and split equally between those for storing general waste and those for storing recyclables. These would be located close to the undercroft area adjacent to the loading / unloading area, so as to facilitate ease of collection by operatives.
- 3.3.4 This on-site storage capacity for the 8,003sqm. GFA of non-residential floorspace across the full extent of the scheme across the site has been calculated in accordance with the recommendations set out for different types of land-uses presented within BS 5906:2005, 'Waste management in buildings – Code of practice', but with the weekly arisings converted into equivalent daily arisings and with each general waste unit matched by one for recyclables.
- 3.3.5 With the scope for the collections of both general waste and recyclables for the non-residential operations on a daily basis, including at weekend, again both this capacity and access strategy is considered to address the day-to-day waste arisings and collection.
- 3.3.6 With regard to the residential units coming forward within Broadway Annex and mews area, these would be supported by eight (8) Eurobins provided, again each with the capacity of 1,100 litres equivalent and on a day-to-day basis located at the ground floor level to the rear of the Broadway Annex, so convenient for residents of each block and also for collection by LB Haringey operatives via Rose Place. This number would be split between receptacles for general waste (4), receptacles for recyclables (2) and receptacles for food waste (2).
- 3.3.7 Similarly, this on-site storage capacity for the 26 residential units within the Broadway Annex and mews area has been calculated in accordance with the requirements of LB Haringey, as part of the design process undertaken by Make architect, thus continuing with the scope for collections of both general waste and recyclables for the residential units no less than fortnightly both this capacity and access strategy is considered to be sufficient to address the day-to-day waste arisings of residents and support effective collection for these units.
- 3.3.8 With regard to the small extent of non-residential floorspace within the Broadway Annex, which would provide café / restaurant space, whilst the number of receptacles to the rear of the main Town Hall building provides capacity for the full extent of the non-residential floorspace, there would be no preclusion to provide an additional receptacle for each of general waste storage, recyclables storage and food waste within the Broadway Annex back-of-house area specifically for this operation; this would be determined by the operator.

- 3.3.9 As such, the number of storage receptacles coming forward would adequately address the requirements of the proposed residential units and the proposed non-residential floorspace, with these facilities integrated into the design of the scheme at convenient locations for the intended site users and for the purpose of collection by operatives, and support significant rates of recycling from initial occupation and further shift from general waste to recycling.

3.4 Vehicular Activity

- 3.4.1 The number of service movements predicted to be generated by the proposed mixed-use development scheme has been assessed primarily using the TRICS database for both the residential units and the non-residential operations.
- 3.4.2 The assessment has been undertaken on an individual basis for each of the constituent uses proposed on the site and has been reported within the Transport Assessment accompanying the application, but is summarised for a typical day in Table 3.1 firstly for the each of the uses and then as a total for the scheme, disaggregating between LGVs and OGVs.

	VEHICLES by Number		
	LGVs	OGVs	TOTAL
Residential Units (146)	18	3	21
Hotel (67 rooms)	6	1	7
Community Floorspace (3,653sqm.)	10	5	15
Co-Working Space (558sqm.)	3	0	3
Cafés / Restaurants (794sqm.)	6	2	8
TOTAL	43	11	54

Table 3.1: Summary of Site-Wide Servicing Trips by Vehicle Numbers

- 3.4.3 As part of the site-wide waste management strategy it is envisaged that the collection of refuse and recyclables for the non-residential operations would be undertaken as two separate servicing events only, one each for general waste collection and recyclables collection, and not requiring separate collections for each of the different parts of the non-residential operations. There would be a separate waste and recycling collections for the residential units, albeit on a much lesser frequency and not at all on a daily basis.
- 3.4.4 Thus, in summary, in terms of servicing activity on a typical day there could be a total of forty-three vehicles requiring access of the site, of which all but five LGVs and one OGV typically would be seeking to utilise the rear on-site servicing area; these latter vehicles would be seeking to service the Broadway Annex and mews areas on-street as currently is the case.
- 3.4.5 These projected servicing trips associated with the proposed mixed-use development scheme would represent a worse-case assessment, given that those vehicles associated with the community floorspace would correspond with the staging of a large event within that area which would not necessarily reflect typical day-to-day activity.

- 3.4.6 Under the control of this DSMP, there would be no material issues with the proposed loading bay area accommodating the full number of servicing events in a managed and regulated manner. The loading bay area would have the capacity to accommodate up to two vehicles on-site at any one time, other than with the occasional larger-sized vehicle. Also, the management mechanisms would regulate scheduling to minimise impacts to local residents.
- 3.4.7 The above will assist with a key part of the management strategy which would be to programme and regulate servicing events during particular periods, which will be detailed further in the following section of this plan (*Section 4.2 Periods of Access*).
- 3.4.8 In addition to the occasional servicing event undertaken by a car or motorcycle, in terms of the types of delivery the following table summarises key dimensions of those types of LGV and OGV servicing vehicles likely to be seeking access of the rear on-site servicing arrangements, with the majority of these envisaged to be either small vans or Transit-type vans, but with the occasional larger-sized rigid or articulated vehicle. The proposed on-site servicing arrangements have been sized to accommodate the largest of this vehicle pool.

	KEY VEHICLE DIMENSIONS		
	Length (m.)	Width (m.)	Height (m.)
3.5t Panel Van	5.350	1.970	2.562
4.6t Panel Van	5.885	2.000	2.526
7.5t Panel Van	7.210	2.192	2.544
7.5t Box Van	8.010	2.100	3.556
Small Artic.	10.700	2.360	3.604
Refuse Vehicle	10.980	2.500	3.751
Pantechicon	11.000	2.500	4.730

Table 3.2: Key Dimensions of Typical Servicing Vehicles

- 3.4.9 Typical day-to-day deliveries to the residential units would include mail and parcels, furniture / home goods and food deliveries, whilst typical day-to-day deliveries for the hotel would include again mail and parcels, but also courier services, cleaning products, toiletries, linen, and small-scale food and drink, as well as ad-hoc maintenance visits. There would be also those delivery requirements more bespoke to the particular activities of the occupiers.
- 3.4.10 Typical day-to-day deliveries to the other uses, particularly the community use, would be very much dependent upon the end users occupying this space. For exhibitions / gallery events and theatre productions, for example, servicing activity would be primarily in the run-up to and immediately following the staging of an event, to set-up and take-down, whilst in contrast for other community activities there may be regular deliveries of equipment and materials.
- 3.4.11 There will be a planned timetabling and booking system which will be administered by the site management, in particular a named representative for which the role is outlined later in this plan, to ensure that the timings of vehicular activity at the on-site service yard area are regulated and controlled, so that as much as is practicable access requirements are distributed during the most appropriate periods with respect to the local environment.

- 3.4.12 As referenced specifically in the TfL guidance, the implementation of such a booking system would support the management of vehicular activity outside of particularly sensitive time periods, remove the likelihood (albeit limited in any event) of congestion on-site and provide spare capacity to accommodate any unexpected deliveries (again albeit considered to be exceptionally limited in any event given the typical numbers).
- 3.4.13 All deliveries would be subject to the controls and mechanisms put in place through this plan, with no exceptions, such that the means of arranging a servicing event at the site would be the same without variation for each individual within the residential units and each tenant / operator within the non-residential floorspace, in line with the measures in the next section.

4 Servicing Management Measures

4.1 Outline

- 4.1.1 As part of the implementation of this Deliveries & Servicing Management Plan (DSMP), as part of the wider site management, the following series of measures and controls will be brought forward to support a regulated and co-ordinated servicing access strategy for the site, as well as to minimise the impacts of servicing activity when on site.
- 4.1.2 These measures and controls can be classified primarily as being in relation to either 'periods of access' or 'means of access', but secondarily with consideration also of 'site operations' and 'other management measures'. These measures and controls have been developed to support both the overarching and subsidiary objectives of this plan.
- 4.1.3 In terms of the management and implementation of this DSMP, including the constituent measures put forward, a representative of the building management based on site would be nominated to assume these responsibilities. This named representative would be notified to all residents and tenants / operators at the time of initial occupation and would inform these individuals and groups of their obligations under this plan.
- 4.1.4 This representative would be notified to London Borough of Haringey no less than a month prior to initial occupation of any part of any of the residential or non-residential floorspace, but until such an appointment has been made TPHS Limited (as author of this plan) will assume the responsibility with regard to any discussions with the reviewing authorities on behalf of the scheme promoter, unless otherwise advised.

4.2 Periods of Access

- 4.2.1 Building management, through co-ordination with the occupiers and tenants, will seek to limit servicing events firstly such that none are undertaken prior to 07:00 or subsequent to 19:00 so as to not impact upon the amenity afforded to local residents. These restrictions would be applicable daily, including at weekends.
- 4.2.2 Similarly, as far as it is practical to do so, the building management would seek to maximise servicing events during a six-hour window on weekdays, to run between 10:00 and 16:00, and a four-hour window on Saturdays, to run between 09:00 and 13:00, with servicing to also be kept as a minimum on Sundays. These periods have been identified so as to not overlap with periods of peak vehicular activity both on the site and on the local network on weekdays and to minimise impact on residential amenity at weekends.
- 4.2.3 These preferred windows would be those first offered to accommodate servicing events, but with an understanding that some servicing may need to be programmed outside of these but always continuing to sit within the operational window of 07:00 to 19:00.

- 4.2.4 This would be reinforced and regulated through the adoption of a timetabling and booking system. All residents and tenants / operators across the wider site would be notified of the above principle of access and requested to adhere to this when discussing servicing and delivery requirements with suppliers where practicable to do so. Also, all occupiers would be requested to provide building management with no less notice than twenty-four hours for a request to have a servicing event access the service yard, unless exceptional circumstances can be demonstrated and agreed with site management.
- 4.2.5 Additionally, when discussing servicing and delivery requirements with suppliers, individuals would be requested to confirm the typical duration of stay, the type of vehicle making the delivery and whether or not the vehicle has any particular operational features which may need to be enabled or disabled. This information must then be passed to the DSMP representative, such that the key parameters can be verified and a service yard slot confirmed.
- 4.2.6 It is acknowledged that upon occasion access outside of these hours and/or with only short notice would be required. Against this background building management would seek to accommodate these occasional needs, but prior to doing so would discuss the requirement with the operator / individual requesting the delivery on a case-by-case basis to ensure that the request cannot be accommodated within the preferred operation and notice windows.
- 4.2.7 All suppliers and service providers seeking access of the on-site service yard area would be notified of the timetabling booking system, as part of any confirmation, as well as being notified of other aspects of the DSMP. The timetabling booking system would be reiterated each time of an order or booking being made, to ensure activity co-ordination is maximised.

4.3 Means of Access

- 4.3.1 Building management would request that suppliers seek to access the on-site service yard, so as to use the most appropriate facility in terms of proximity of the servicing event to the site origin / destination and the managing of local impacts.
- 4.3.2 At the time of a delivery or servicing event being confirmed, the supplier or service provider would be requested to reconfirm the type of vehicle to be used, so that this can inform the planning of access of the service yard, and as much as is practicable the use of smaller-sized vans to be encouraged. These parties would also be informed at that time that all vehicles are to enter and exit through the access with Haringey Park in forward gear only, as the provision and identification of a safe and legal loading area wholly off-street and the means of safely accessing the facility are key elements of this plan.
- 4.3.3 So as to ensure that vehicles seeking access of the on-site service yard area would not wait unnecessarily along the external highway network, in particular in proximity of the site along Haringey Park, the supplier or service provider would be requested to reconfirm with building management no less than an hour prior to the planned booking that arrival at the site would be in line with this and such that the building management can guarantee access.

- 4.3.4 As much as is practicable, residents and site staff would be requested that each time an order or booking is placed the supplier or service provider is sent by e-mail a map confirming the location of the site, the location of the on-site service yard area and the local routing to be undertaken, in addition to other information relating to the conditions of access.
- 4.3.5 Under the current highway arrangements, all suppliers and service providers would be requested to travel to and from Haringey Park from and to the direction of Crouch Hill. This is to ensure that the servicing vehicles would travel along and be directed to the high-level 'A' road network, which is that most appropriate for this type of activity as much as is practicable.

4.4 Site Operations

- 4.4.1 The operational behaviour of those using the on-site service yard, be they the drivers of the vehicles accessing the yard or site-based personnel assisting with the loading / unloading, can contribute to mitigating and minimising the impacts of deliveries and servicing at the site.
- 4.4.2 As such, building management would request that all occupiers, and similarly themselves, use suppliers and providers who, as appropriate for the service, can demonstrate best practice, such as being registered within the FORS scheme or the equivalent scheme for the individual party, and are aware of the need to minimise environmental impacts.
- 4.4.3 There would be also a number of other measures brought forward to ensure that the servicing reduces the limited impacts with regard to noise and air quality.
- 4.4.4 Drivers of all vehicles accessing the on-site service yard area would be requested to turn off the engine of the vehicle when stationary in this area, as well as to turn off any other sound-making equipment such as radio and communications equipment, so as to reduce the contribution of the vehicle on-site to noise levels and to particulate matter.
- 4.4.5 The review programme, which would be undertaken no less than every six months, would visually check the integrity of the surface materials, as well as an utility covers, along Haringey Park in the vicinity of the access, to ensure that any potential deficiency or defect are notified to the highway authority for repair, so as to not contribute unnecessarily to additional noise levels as a result of servicing and delivery activity.

4.5 Other Management Measures

- 4.5.1 Whilst the majority of the core measures to be brought forward and implemented through this draft Deliveries & Servicing Management Plan (DSMP) relates primarily either to the 'periods of access' or the 'means of access', or secondarily to the 'site operations', the following details further measures which would be applied:
- the surveys undertaken to support the monitoring of the Travel Plan for the site would collect detailed information in relation to the utilisation of the on-site service yard, including a review of the log in terms of activity against the optimum windows;

- any changes to the representative of the Building Management, based on site, having the responsibilities in terms of the management and implementation of this DSMP as part of an overarching site-wide strategy, would be identified to those within the development;
- the named representative would seek to identify their counterpart in other similar-scale developments coming forward within the vicinity of the site, to then arrange a meeting to discuss the scope for co-ordination of servicing and deliveries;
- the plan would be reviewed every six months, with the regular review timetable integrated with that of the Travel Plan, with full monitoring of the delivery and servicing aspects of the scheme, in particular use of the on-site service yard, undertaken in years 1, 3 and 5 of the review period.

4.5.2 Specifically and additionally in relation to the Site Waste Management Strategy, the following details further measures which would be applied:

- promotion to all residents and tenants / staff of the benefits of recycling and of the on-site provision to do so, from initial occupation and the ongoing;
- at no less than six-monthly intervals, monitor the separate utilisation of each of the waste storage areas, and within each of these of the different types of storage receptacles, so as to have a record of typical waste arising by type;
- as part of the monitoring, should there be a shortfall in either the number of storage receptacles for recyclables or the number of storage for food waste, bring forward additional storage for these key waste arising groups;
- similarly, should there be a surplus in the number of storage receptacles for general waste, remove the spare units either fully or through swapping with recyclables units.



APPENDICES



APPENDIX A



01 Proposed Site Plan Ground Level
1:200

- General Notes
1. Dimensions are in millimetres unless stated otherwise.
 2. Levels are in metres AOD unless stated otherwise.
 3. Dimensions govern. Do not scale off drawing.
 4. All dimensions to be verified on site before proceeding.
 5. All discrepancies to be notified in writing to Make Limited.
- © Make Limited 2015

KEY

--- Development boundary

00	21/07/17	For Planning	EB
Rev	Date	Reason For Issue	Chk

FOR PLANNING
DRAWING STATUS

make
32 Cleveland Street,
London, W1T 4JY
tel +44 (0) 20 7636 5151
info@makearchitects.com
www.makearchitects.com
Client
Far East Consortium International Limited
Ground Floor, 12 Stanhope Gate
London
W1K 1AW

Keyplan

North

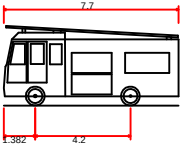
Project
Hornsey Town Hall

Drawing Title
**Hornsey Town Hall
Proposed Site Plan
Ground**

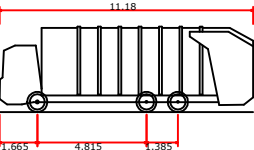
Scale	Paper Size	Date
1: 200	@A0	21.07.17
Project No.	Draw No.	Rev No.
1360	PX2000	00



APPENDIX B



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to Lock Time 5.00s
Curb to Curb Turning Radius 7.400m



Phoenix 2 One-Pass (with Elite 6x4 chassis)
Overall Length 11.180m
Overall Width 2.550m
Overall Body Height 3.760m
Min Body Ground Clearance 0.312m
Track Width 2.550m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 10.150m



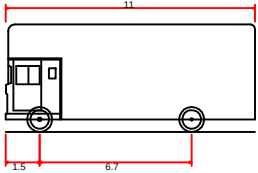
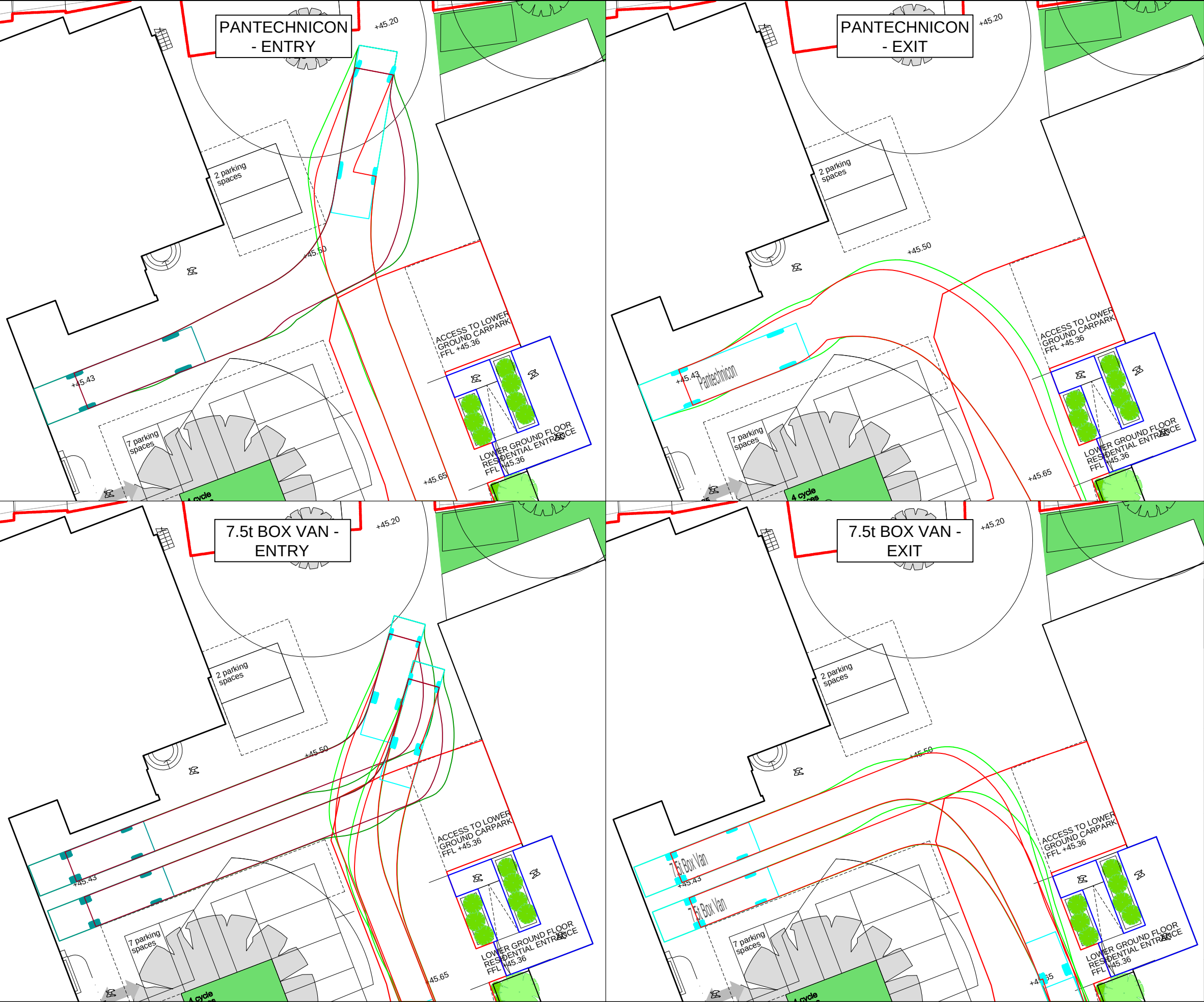
TPHS Limited
3rd Floor, Regal House
70 London Road
Twickenham
TW1 3QS
Tel: 020 8622 4430
@: info@tphs-ltd.co.uk - www.tphs-ltd.co.uk

CLIENT:
CROUCH END (FEC) LTD

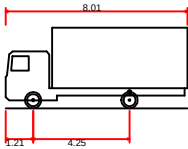
PROJECT:
HORNSEY TOWN HALL

TITLE:
**REAR SERVICING AREA
REFUSE VEHICLE &
FIRE TENDER ACCESS**

SCALE: 1:250	PLOT SIZE: A3	DATE: 21/07/17
DRAWING No. TPHS/143/TR/003		REV. A



Pantechicon
Overall Length 11.000m
Overall Width 2.500m
Overall Body Height 4.730m
Min Body Ground Clearance 0.541m
Track Width 2.500m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 12.200m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.400m



TPHS Limited
3rd Floor, Regal House
70 London Road
Twickenham
TW1 3QS
Tel: 020 8622 4430
@: info@tphs-ltd.co.uk - www.tphs-ltd.co.uk

CLIENT:
CROUCH END (FEC) LTD

PROJECT:
HORNSEY TOWN HALL

TITLE:
**REAR SERVICING AREA
SINGLE LARGE VEHICLE /
DUAL MEDIUM VEHICLES**

SCALE: 1:250	PLOT SIZE: A3	DATE: 21/07/17
------------------------	-------------------------	--------------------------

DRAWING No. TPHS/143/TR/004	REV. A
---------------------------------------	------------------



Ardmore Construction Limited
6 Wharf Studios
28 Wharf Road, London
N1 7GR

T: 0208 344 0300
F: 020 8344 0377
E: Info@ardmoregroup.co.uk

Katy Venables
Whitecode Consulting
26-27 The Hill
Northfleet
Gravesend
Kent
DA11 9EU

Dear Katy

Re: Hornsey Town Hall – HQM Security

We confirm that segregated internal recycling bins, located in a base unit in each kitchen will be at least 30 litres in total for homes with 1–2 bedrooms and 40 litres for homes with 3 or more bedrooms. Each compartment will be not less than 10 litres.

Additionally, Haringey council provide a kitchen waste collection service and all homes will be provided with a food waste caddy, at least 10 litres capacity.

Should you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely

For and on behalf of

Ardmore Construction

A handwritten signature in black ink, appearing to read 'Elliot Bacon', with a stylized flourish at the end.

Elliot Bacon

Senior Design Manager

Registered in England No. 1185592 VAT Registration No. 210 8917 23



Product information sheet SELECT II 60/2

Item no. 526203

Benefits



- Complete use of space in the sink cabinet thanks to dimensionally matched solutions, in harmony with the sink and mixer tap
- Wide range of models for all the most common cabinet dimensions
- Diverse and varied waste separation options through flexible bin combinations
- Simple installation without measuring, marking or pre-drilling
- Optional accessories enhance the system to create a custom solution
- Modern design with high-quality aluminium
- All parts are easy to clean thanks to the generous and smooth surfaces

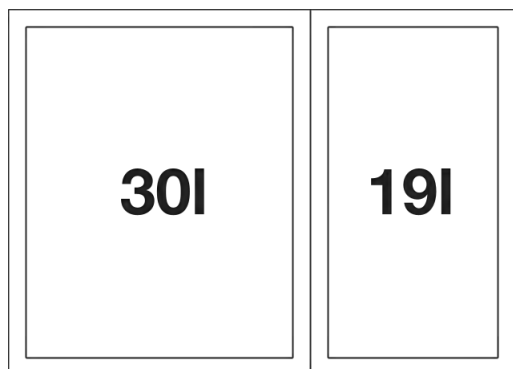
Planning information

- Installation height 361 mm, installation depth 400 mm, necessary inside cabinet dimensions for pull-out rails 450 mm, cabinet side wall thickness 16 mm or 19 mm.
- For cabinets with 18 mm side wall thickness distance plates 243 513 must be ordered separately
- This requires front doors without hinges or drill holes. Please note the handle position.
- Also suitable for installation in base cabinets with frame and panel doors with frames from 40 mm.
- When planning, please note the installation height of the waste management system, the installation depth of the sink and the resulting minimum dimensions of the base cabinet.
- Minimum recommended plinth height for MOVEX installation: 100 mm.

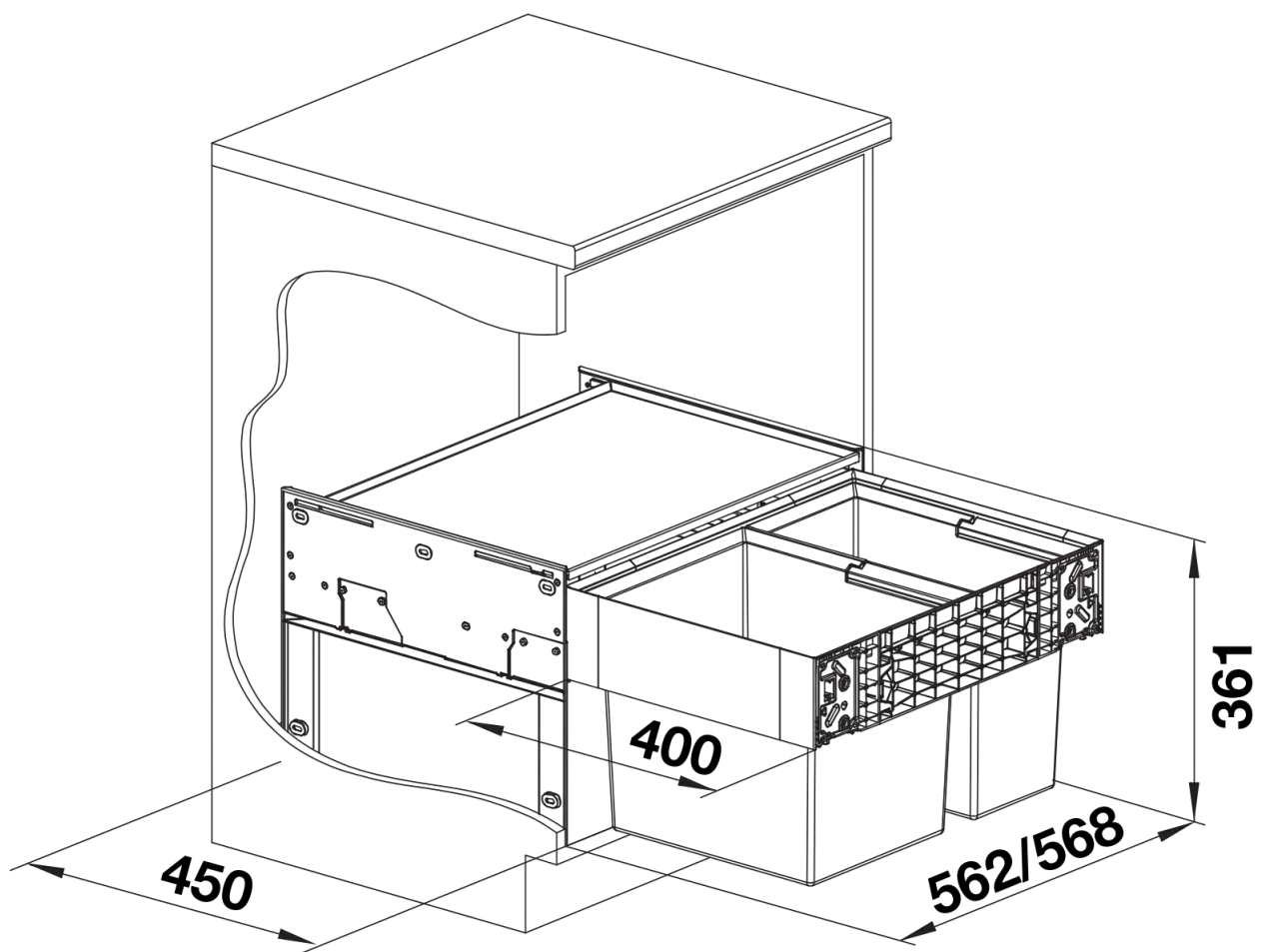
Scope of supply

- pull-out system for front attachment
- system cover
- 1 x 30 l and 1 x 19 l bin

Details



Top view



PRODUKT_3D

Product information sheet SELECT II 45/2

Item no. 526200

Benefits



- Complete use of space in the sink cabinet thanks to dimensionally matched solutions, in harmony with the sink and mixer tap
- Wide range of models for all the most common cabinet dimensions
- Diverse and varied waste separation options through flexible bin combinations
- Simple installation without measuring, marking or pre-drilling
- Optional accessories enhance the system to create a custom solution
- Modern design with high-quality aluminium
- All parts are easy to clean thanks to the generous and smooth surfaces

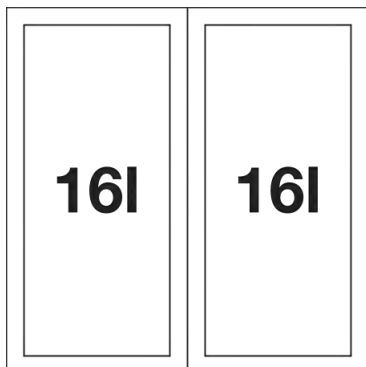
Planning information

- Installation height 361 mm, installation depth 400 mm, necessary inside cabinet dimensions for pull-out rails 450 mm, cabinet side wall thickness 16 mm or 19 mm.
- For cabinets with 18 mm side wall thickness distance plates 243 513 must be ordered separately.
- This requires front doors without hinges or drill holes. Please note the handle position.
- Also suitable for installation in base cabinets with frame and panel doors with frames from 40 mm.
- When planning, please note the installation height of the waste management system, the installation depth of the sink and the resulting minimum dimensions of the base cabinet.
- Minimum recommended plinth height for MOVEX installation: 100 mm.

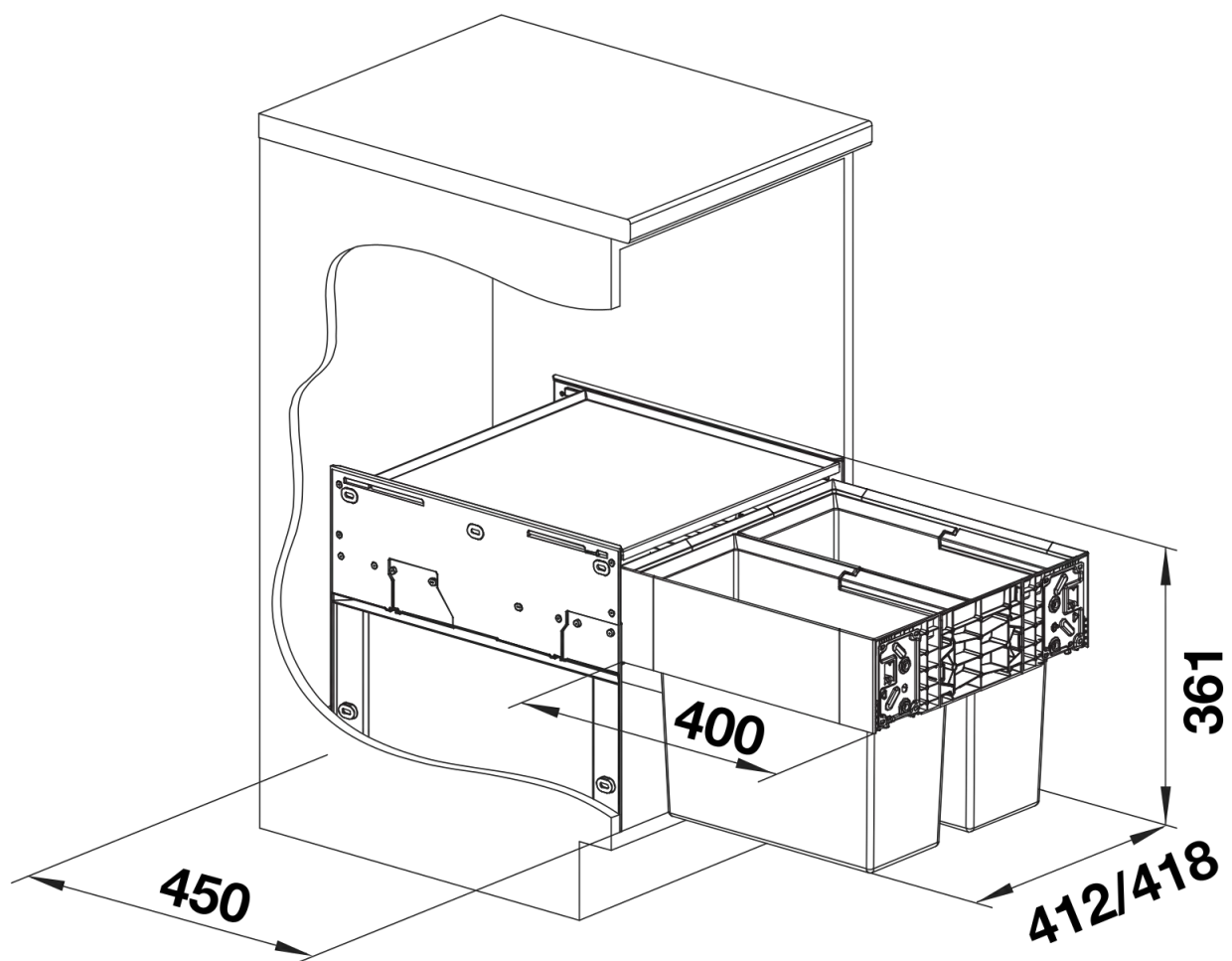
Scope of supply

- pull-out system for front attachment
- system cover
- 2 x 16 l bin

Details



Top view



PRODUKT_3D

Quick Questions

good to know

Why recycle?

It protects the environment by saving natural resources and reducing carbon emissions. **At less than half the cost of sending waste to landfill, it saves money too.**

What happens to my recycling?

We take it to a Materials Recovery Facility (MRF) where it's sorted into different materials. **These are reprocessed and turned into new things.** Food and garden waste is composted so it can be used as a fertiliser by farmers.

Can I throw my recycling straight in the bin?

No, please empty any contents and wash it first. If your recycling is contaminated with food or other materials, we can't recycle it.

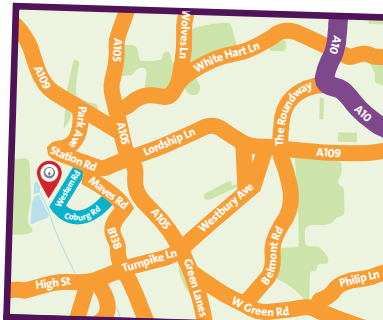
What can I do with my bulky waste?

If you have a bulk storage facility on your estate, you can place your bulky items there for collection **free of charge**. If your estate does not have a bulk store, you can **contact Veolia to arrange a paid-for collection.**



Where else can I take my recycling and other waste?

A wide range of items can be taken to the Reuse and Recycling Centre in Wood Green.



Western Road, Wood Green N22 6UG

For a list of other North London centres you can use for free, visit: www.wiseuptowaste.org.uk

LOVE FOOD
hate waste

We throw away 6.5 million tonnes of food and drink

from our homes every year in the UK, the majority of which could have been eaten¹.

good to know



Save up to £60 per month on your food shopping

For information and tips on how to reduce Food Waste and save up to £60 per month on your food shopping bill visit: www.lovefoodhatewaste.com



You must not put plastic bags in the Food Waste recycling container as they cause problems during the composting process. Please only use the compostable bags supplied to you, which show the seedling logo.

¹lovefoodhatewaste.com

good to know

Your recycling and waste service

For estates and blocks of flats



Veolia Contact Centre
Opening hours: Monday to Friday, 8:30am to 5:30pm
T: 020 8885 7700 | E: enquiries.haringey@veolia.com
www.haringey.gov.uk/recycling
www.veolia.co.uk/haringey



Printed on 100% recycled paper.
Please recycle me after use.

London
recycles

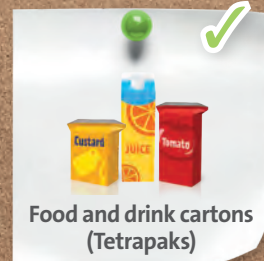
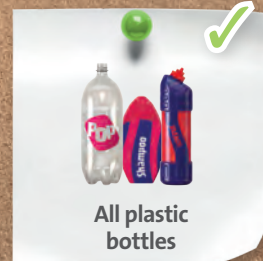
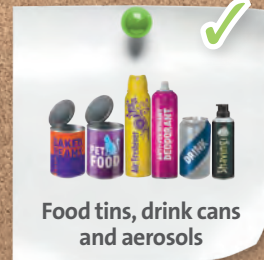
Working in partnership

VEOLIA **Haringey**
LONDON

Dry Recycling

good to know

✓ YES PLEASE



✗ NO THANKS

If in doubt, leave it out

- ✗ Textiles
- ✗ Wood
- ✗ Electrical items
- ✗ Food Waste
- ✗ Polystyrene
- ✗ Black sacks
- ✗ Plastic wrapping, film and crisp packets
- ✗ Nappies

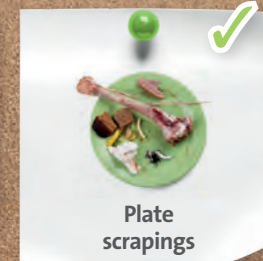
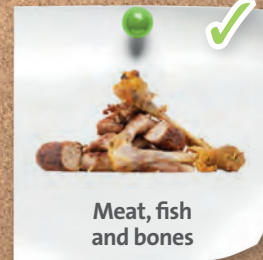


Please don't use black sacks for recycling.

Food Waste

good to know

✓ YES PLEASE



Disposing of your Food Waste:



What happens when I run out of compostable bags?

good to know

When you run out of compostable bags, your estate may have an on-site supply where you can pick up more from, or if not you can collect them free of charge from any of the borough's libraries. Just bring along proof of your address.

- Alexandra Park Library, Alexandra Park Road, N22 7UJ
- Coombes Croft Library, High Road, N17 8AG
- Highgate Library, 1 Shepherd's Hill, N6 5QJ
- Hornsey Library, Haringey Park, N8 9JA
- Marcus Garvey Library, Tottenham Green Centre, 1 Philip Lane, N15 4JA
- Muswell Hill Library, Queen's Avenue, N10 3PE
- St Ann's Library, Cissbury Road, N15 5PU
- Stroud Green and Haringay Library, Quernmore Road, N4 4QR
- Wood Green Central Library, High Road, N22 6XD



What if my estate doesn't have a Food Waste collection service?

If you would like to recycle your Food Waste but your estate does not have a service, please **contact your Managing Agent** and ask them to contact Veolia using the details on the back page of this leaflet.

Katy Venables

From: BulkBinHire <Bulkbinhire@haringey.gov.uk>
Sent: 20 February 2025 11:21
To: Sharon Doherty; BulkBinHire; Merghani, Abubkr
Subject: RE: Quote for Bins

This email has been sent from outside the Ardmorgroup address - please be cautious of any links or requests for private information. If in doubt, press the "Report Message" button and select "Phishing" for IT to review.

Hi Sharon,

Just to let you know I have raised this order with Veolia and gave them detailed delivery notes for each individual bin store.

That'll be a lot of Food Waste being recovered and will be put to better use!

Kind Regards,

Alfie Cole
Waste Income & Technical Officer
Environment and Resident Experience

Haringey Council
4th Floor, Alexandra House
10 Station Road
Wood Green, London, N22 7TR

From: Sharon Doherty <SDoherty@ardmorgroup.co.uk>
Sent: 17 February 2025 10:41
To: BulkBinHire <Bulkbinhire@haringey.gov.uk>; Merghani, Abubkr <abubkr.merghani@veolia.com>
Subject: RE: Quote for Bins

Good Morning Alfie,

Please see attached list of addresses at the development.

Kind regards,

Sharon

Sharon Doherty
Senior Quantity Surveyor

T: 0208 344 0300



www.ardmoregroup.co.uk

Hornsey Town Hall | The Broadway | N8 9 JJ

From: BulkBinHire <Bulkbinhire@haringey.gov.uk>

Sent: 17 February 2025 09:12

To: Sharon Doherty <SDoherty@ardmoregroup.co.uk>; BulkBinHire <Bulkbinhire@haringey.gov.uk>; Merghani, Abubkr <abubkr.merghani@veolia.com>

Subject: RE: Quote for Bins

This email has been sent from outside the Ardmoregroup address - please be cautious of any links or requests for private information. If in doubt, press the "Report Message" button and select "Phishing" for IT to review.

Hi Sharon,

Apologies for the delay in response. I was on Training and Leave Thursday and Friday.

Individual address would be great, just to ensure accuracy of delivery.

Many thanks Sharon.

Kind Regards,

Alfie Cole

Waste Income & Technical Officer

Environment and Resident Experience

Haringey Council
4th Floor, Alexandra House
10 Station Road
Wood Green, London, N22 7TR

From: Sharon Doherty <SDoherty@ardmoregroup.co.uk>

Sent: 12 February 2025 15:55

To: BulkBinHire <Bulkbinhire@haringey.gov.uk>; Merghani, Abubkr <abubkr.merghani@veolia.com>

Subject: RE: Quote for Bins

Hi Alfie,

Is one development address ok or do you need for each individual plot/bin store?

Kind regards,

Sharon

Sharon Doherty

Senior Quantity Surveyor

T: 0208 344 0300



www.ardmoregroup.co.uk

Hornsey Town Hall | The Broadway | N8 9 JJ

From: BulkBinHire <Bulkbinhire@haringey.gov.uk>

Sent: 12 February 2025 15:44

To: Sharon Doherty <SDoherty@ardmoregroup.co.uk>; BulkBinHire <Bulkbinhire@haringey.gov.uk>; Merghani, Abubkr <abubkr.merghani@veolia.com>

Subject: RE: Quote for Bins

This email has been sent from outside the Ardmoregroup address - please be cautious of any links or requests for private information. If in doubt, press the "Report Message" button and select "Phishing" for IT to review.

Hi Sharon,

Apologies, I just realised I didn't have a full delivery address. Can you please provide the full delivery address?

Just an FYI I am on training tomorrow and annual leave on Friday.

Kind Regards,

Alfie Cole

Waste Income & Technical Officer

Environment and Resident Experience

Haringey Council
4th Floor, Alexandra House

10 Station Road
Wood Green, London, N22 7TR

From: Sharon Doherty <SDoherty@ardmoregroup.co.uk>

Sent: 12 February 2025 11:18

To: BulkBinHire <Bulkbinhire@haringey.gov.uk>; Merghani, Abubkr <abubkr.merghani@veolia.com>

Subject: RE: Quote for Bins

Hi Alfie,

Thank you so much for organising this all so quickly.
See comments below.

Kind regards,

Sharon

Sharon Doherty

Senior Quantity Surveyor

T: 0208 344 0300



www.ardmoregroup.co.uk

Hornsey Town Hall | The Broadway | N8 9 JJ

From: BulkBinHire <Bulkbinhire@haringey.gov.uk>

Sent: 12 February 2025 11:06

To: Sharon Doherty <SDoherty@ardmoregroup.co.uk>; BulkBinHire <Bulkbinhire@haringey.gov.uk>; Merghani, Abubkr <abubkr.merghani@veolia.com>

Subject: RE: Quote for Bins

This email has been sent from outside the Ardmoregroup address - please be cautious of any links or requests for private information. If in doubt, press the "Report Message" button and select "Phishing" for IT to review.

Hi Sharon,

Thank you for clarifying, that's perfect.

No problem, I will arrange for the Food Bins and Caddies to be delivered to the respected bins stores and dwellings.

Just to confirm, I will be taking the follow protocol:

- Bin Store A – deliver 6no. 140L Food Bins, 80no. Kitchen Caddies (1 per dwelling), 80no. Recycling Leaflets (1 per dwelling) **We already have 3no. 140L food bins, only need 3 more. All the rest is correct.**
- Bin Store B – deliver 3no. 140L Food Bins, 42no. Kitchen Caddies (1 per dwelling), 42no. Recycling Leaflets (1 per dwelling) **We already have 1no. 140L food bin, only need 2 more. All the rest is correct.**
- Mews – Deliver 2no. 140L Food bins, 9no Kitchen Caddies (1 per dwelling), 9no Recycling Leaflets **We already have 1no. 140L food bin, only need 1 more. All the rest is correct.**
- Broadway Annex (Apartments) – 3no. 140L Food Bins, 11 Kitchen Caddies (1 per dwelling), 11no. Recycling Leaflets **Yes all correct**
- Broadway Annex Lofts – 2no 140L Food Bins, 4no Kitchen Caddies (1 per dwelling), 4no. Recycling Leaflets **Yes all correct**

If you can confirm the above, I will send the order to Veolia today.

Kind Regards,

Alfie Cole
Waste Income & Technical Officer
Environment and Resident Experience

Haringey Council
4th Floor, Alexandra House
10 Station Road
Wood Green, London, N22 7TR

From: Sharon Doherty <SDoherty@ardmoregroup.co.uk>

Sent: 12 February 2025 10:35

To: BulkBinHire <Bulkbinhire@haringey.gov.uk>; Merghani, Abubkr <abubkr.merghani@veolia.com>

Subject: RE: Quote for Bins

Hi Alfie,

This area has not handed over yet and I believe the hotel have been in contact with a waste management company themselves to organise.

Can we just leave out the Commercial area for now?

Kind regards,

Sharon

Sharon Doherty

Senior Quantity Surveyor

T: 0208 344 0300



www.ardmoregroup.co.uk

Hornsey Town Hall | The Broadway | N8 9 JJ

From: BulkBinHire <Bulkbinhire@haringey.gov.uk>

Sent: 12 February 2025 09:44

To: Sharon Doherty <SDoherty@ardmoregroup.co.uk>; BulkBinHire <Bulkbinhire@haringey.gov.uk>; Merghani, Abubkr <abubkr.merghani@veolia.com>

Subject: RE: Quote for Bins

This email has been sent from outside the Ardmoregroup address - please be cautious of any links or requests for private information. If in doubt, press the "Report Message" button and select "Phishing" for IT to review.

Hi Sharon,

Thank you for confirming.

As such, the provisions for waste management will need to be adjusted accordingly to meet the regulatory standards for commercial properties.

This adjustment is necessary to ensure that waste is managed effectively and in compliance with commercial waste management guidelines.

Are there Communal bins currently being used for the Commercial Property? If so, we will need to get these changed over as Trade Waste cannot be collected on Domestic Rounds.

Kind Regards,

Alfie Cole

Waste Income & Technical Officer

Environment and Resident Experience

Haringey Council
4th Floor, Alexandra House
10 Station Road

Wood Green, London, N22 7TR

From: Sharon Doherty <SDoherty@ardmoregroup.co.uk>
Sent: 12 February 2025 09:35
To: BulkBinHire <Bulkbinhire@haringey.gov.uk>
Cc: Merghani, Abubkr <abubkr.merghani@veolia.com>
Subject: RE: Quote for Bins

Hi Alfie,

That is great news thank you.
There are 3 in block A, 1 in block B and 1 in mews.
The Town Hall Hotel is a commercial property.

Kind regards,

Sharon

Sharon Doherty
Senior Quantity Surveyor

T: 0208 344 0300



www.ardmoregroup.co.uk

Hornsey Town Hall | The Broadway | N8 9 JJ

From: BulkBinHire <Bulkbinhire@haringey.gov.uk>
Sent: 12 February 2025 09:07
To: Sharon Doherty <SDoherty@ardmoregroup.co.uk>; BulkBinHire <Bulkbinhire@haringey.gov.uk>
Cc: Merghani, Abubkr <abubkr.merghani@veolia.com>
Subject: RE: Quote for Bins

This email has been sent from outside the Ardmoregroup address - please be cautious of any links or requests for private information. If in doubt, press the "Report Message" button and select "Phishing" for IT to review.

Hi Sharon,

All Food bins supplied are Free of Charge, as well as the collections. If possible, which bins store(s) have the food waste bins installed? Just so it'll be easier for Veolia to deliver.

I can order the Kitchen Caddies for you and arrange to get them delivered to each dwelling in each block.

Just want to clear something up about the Town Hall Hotel, is this still for residential use, or is this considered to be a commercial property?

Many thanks Sharon!

Kind Regards,

Alfie Cole
Waste Income & Technical Officer
Environment and Resident Experience

Haringey Council
4th Floor, Alexandra House
10 Station Road
Wood Green, London, N22 7TR

From: Sharon Doherty <SDoherty@ardmoregroup.co.uk>
Sent: 11 February 2025 16:08
To: BulkBinHire <Bulkbinhire@haringey.gov.uk>
Cc: Merghani, Abubkr <abubkr.merghani@veolia.com>
Subject: RE: Quote for Bins

Hi Alfie,

Thank you so much for your quick response.

Please see attached waste management plan, which shows bin stores and number of dwellings. I understand that there are already 5 140L brown bins already onsite, so we only need 21 more according to our plan.

Do you believe this to be correct?

Can you please confirm if these are free issued or if there is a fee involved?

Also how do we go about ordering the small kitchen caddies or are they done on an individual resident basis?

Kind regards,

Sharon

Sharon Doherty

Senior Quantity Surveyor

T: 0208 344 0300



www.ardmoregroup.co.uk

Hornsey Town Hall | The Broadway | N8 9 JJ

From: BulkBinHire <Bulkbinhire@haringey.gov.uk>

Sent: 11 February 2025 14:58

To: Sharon Doherty <SDoherty@ardmoregroup.co.uk>; BulkBinHire <Bulkbinhire@haringey.gov.uk>

Cc: Merghani, Abubkr <abubkr.merghani@veolia.com>

Subject: RE: Quote for Bins

This email has been sent from outside the Ardmoregroup address - please be cautious of any links or requests for private information. If in doubt, press the "Report Message" button and select "Phishing" for IT to review.

Good afternoon Sharon,

I hope you are well.

I understand you are looking to inherit some food waste containers from the council, can you please provide me with the following:

No. of dwellings –

No. of Bin Stores –

Planning Documents which outline waste management –

Once we gather this info, we can determine the correct capacity and get those bins ordered.

Many thanks.

Kind Regards,

Alfie Cole

Waste Income & Technical Officer

Environment and Resident Experience

Haringey Council

4th Floor, Alexandra House
10 Station Road
Wood Green, London, N22 7TR

From: Merghani, Abubkr <abubkr.merghani@veolia.com>

Sent: 11 February 2025 13:37

To: Sharon Doherty <SDoherty@ardmoregroup.co.uk>; BulkBinHire <Bulkbinhire@haringey.gov.uk>

Subject: Re: Quote for Bins

Good afternoon Sharon,

Yes indeed, I am copying the Haringey team to assist on this.

[@BulkBinHire](#) Please see requirements below for Food waste bins at this residential development.

Best regards,

Abu Merghani
Portfolio Manager

United Kingdom

t. +44(0) 208 885 7700 m. +44(0) 7767222815

Haringey Commercial Waste, Watermead Way Depot, Watermead Way, London N17 0FJ

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On Tue, 11 Feb 2025 at 13:05, Sharon Doherty <SDoherty@ardmoregroup.co.uk> wrote:

Good Afternoon Abu,

I hope you are well and still working for Veolia, as it has been some time since we were in touch on this project.

I note on the email below you informed us that the food waste bins can be provided by the council, is this still the case? I am looking to organise the 26 no 140L food waste bins for this project as they seem to have been missed. Or is this something that we organise with Veolia? Do you know if these bins are issued free of charge or are they chargeable?

Kind regards,

Sharon

Sharon Doherty

Senior Quantity Surveyor

T: 0208 344 0300



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Hornsey Town Hall | The Broadway | N8 9 JJ

From: Merghani, Abubkr <abubkr.merghani@veolia.com>

Sent: 04 February 2022 11:15

To: AHassam@ardmoregroup.co.uk

Subject: Quote for Bins

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Good morning Mr. Hassam,

I understand you requested a quote for:

1100L Refuse Bins x 35 nr

1100L Recycle Bins x 28nr

360L Litre food waste- 10nr

Please find the attached quote. In respect of the food waste bins, these can be provided by the Council as 140L. Unfortunately 240L & 360L bins are not accepted for food due to Health and Safety (They become very heavy).

Please let me know if you wish to proceed with the attached quote.

Best regards,

Abu Merghani CMgr MCMI | MCIWM

Portfolio Manager

United Kingdom

t. +44(0) 208 885 7700 m.+44(0) 7767222815

Haringey Commercial Waste, Watermead Way Depot, Watermead Way, London N17 0FJ

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Hornsey Town Hall

Home Quality Mark Beta

Post Construction Site Inspection Report

Prepared for Ardmore

Assessment Reference BREEAM-0081-5787

Revision 1

21st October 2024



WHITECODE
CONSULTING

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Rev No.:	Date:	Status/Comments:	Prepared by:	Position
1	21.10.24	Post Construction	Katy Venables	HQM Assessor

1.0 Introduction

This report has been produced by Whitecode Consulting Ltd who is licensed by BRE to carry out HQM Assessments. The Post Construction review aims to provide evidence obtained from a site inspection to ensure that commitments made during the design process have been implemented in accordance with HQM criteria.

The assessment is registered under HQM Beta and seeks to achieve a 3 Star rating which requires a score of 55% or above.

The site inspections occurred on 8th March 2022 and 21st October 2024 at 10.00am in the presence of Elliot Bacon, Senior Design Manager at Ardmere.

The table below identifies the apartments inspected which represents a cross section of all types and tenures.

Block	Plot Number
Block A	AN01, AN04, AN07, AN46, AN48, AS01, AS06, AS15, AS27, AS41, AS49
Block B	B02, B11, B16, B21, B33, B45, B54
The Mews	PM001, PM102, PM103, PM201, PM202

1.0 Site Context

The proposed development application was granted consent by the Haringey Council in March 2018 (application reference: HGY/2017/2220). The approved planning application includes:

“Refurbishment and change of use of the Hornsey Town Hall from B1 Use and Sui-Generis Use to a mixed use scheme comprising a hotel (Use Class C1), food and beverage uses (Use Classes A3 and A4), community uses (Use Class D1, D2 and Sui-Generis Use) and co-working use (Use Class B1). Use of the Town Hall roof terrace as a bar (Use Class A4). Removal of east wing extension and erection of east wing roof extensions to the Town Hall. Change of use of the ground floor of Broadway Annex Building East to food and beverage use/drinking establishment use (Use Class A3/A4). Provision of 146 residential units (including 11 affordable) comprising: the erection of a 7 storey building; the erection of a part 4, part 5, part 6, part 7 storey building and associated car parking at basement level; change of use of the first and second floors of the Broadway Annexe to residential use and the erection of an extension to the rear of the Broadway Annex; the erection of a residential mews block to the rear of the Broadway Annexe. Alterations and landscaping improvements to the town hall square and open spaces. Provision of cycle parking. Demolition of the Weston Clinic building; courtyard infill extension to the Town Hall; Hornsey Library garage; Library annex and energy centre. Demolition and replacement of metal stairwell to the rear of the Assembly Hall and demolition and replacement of stage hoist structure adjoining the Assembly Hall.”.

2.0 Site Inspection Findings

Drying Space

Design Specification

Ardmore provided commitment to install drying lines in each apartment.

Visual Inspection

Drying lines have been installed in all bathrooms. The model is consistent with the datasheet provided by Ardmore and provides 5 lines which extends the length of the bath.





Decentralised Energy and Impact on Air Quality

Design Specification

The Feasibility Study confirmed CHP's and PV to be the most suitable LZC technology for the residential blocks.

Visual Inspection

Rehema CHP and Hoval Ultragas gas boiler have been installed in the energy centre. PV was seen on the roofs of Block A and B.





Cycle Storage

Design Specification

Drawings indicated the location of cycle racks provided for each block. Block A and Block B cycle stores are to be located on the lower ground floor and accessed by residents via a lift direct from each floor to the lower ground floor. The Mews would have a shared store with The Broadway Annex, located opposite the Mews building and easily accessible to the residents.

Visual Inspection

Two-tier cycle racks have been installed in Blocks A and B in accordance with design proposals. A gated store has been provided opposite The Mews.



Block A





Block B



The Mews

Recyclable Waste

Design Specification

Design stage specification confirmed concrete slab to the external plant area, permeable tarmacking in the car park and block paving to the pedestrian areas. Boundary protection proposed included timber fence and a mesh fence to the plant enclosure.

Visual Inspection

Each bin store has waste bins for storage of mixed recyclable waste and general waste. Food waste bins were also seen on site but were yet to be moved to the bin store.

All kitchen have internal recycling bins fitted in a base unit cupboard. Bins are consistent with the datasheet provided by Ardmore.



General waste bins



Mixed recycling bins



Food waste bins





Internal recycling bins

Contact details:

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