



25-27 Clarendon Road, Haringey, London

WASTE MANAGEMENT PLAN

for Proposed Mixed Use Development
on behalf of J Group Ltd

2024/7756/WMP07

July 2024

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is instructed by J Group Limited to provide transport planning and highways input in support of a proposed co-living scheme with affordable workspace at 25-27 Clarendon Road, Haringey, London ('the site'). The site lies within the London Borough of Haringey (LBH).
- 1.1.2 The site is located on the western side of Clarendon Road within Hornsey and currently comprises two buildings which are utilised for office (Class B1) and warehousing and distribution (Class B8) purposes. The buildings are sited along the frontage of Clarendon Road and along the southern boundary of the site. There is a large internal hard standing area that is currently used for car parking and servicing which is accessible directly from Clarendon Road towards its north-eastern corner.
- 1.1.3 Vehicular access to the site is afforded via Clarendon Road directly adjacent to the site's frontage which connects to Mary Neuner Road to the north and the B138 to the southeast. Pedestrian access is provided via Clarendon Road but also through pedestrian links connecting onto Turnpike lane to the south.
- 1.1.4 The site is shown in its local context in **Figure 1**.



Figure 1 25-27 Clarendon Road

1.2 Development Proposals

- 1.2.1 The proposals are for 222 co-living units with associated ancillary facilities at ground and first floor levels. The proposals also comprise 231 sqm of commercial space at ground floor level. A copy of the latest proposed site plans are attached hereto at **Appendix A**.

- 1.2.2 The co-living accommodation concept provides high quality, low cost housing for young people who work in the local area. This concept of accommodation would typically appeal to younger adults or young professionals in London on lower incomes, for example, and therefore the level of car ownership amongst its occupants is extremely low. Co-living developments are typically located in accessible locations where public transport and active modes are able to form the primary methods of travel, which facilitates a car-free lifestyle. The proposed development would therefore be car-free, in accordance with the London Plan guidance document '*Large-Scale Purpose-Built Shared Living (2024)*'.
- 1.2.3 Given that the scheme would be car-free, the existing access would be closed and the existing on-street provision on Clarendon Road improved to provide dedicated disabled parking and a loading bay outside the site frontage, ensuring a safe and appropriate servicing strategy for the site.
- 1.2.4 This Waste Management Plan identifies the refuse storage and collection arrangements associated with the proposed development once operational and sets out measures for the management of waste at the site to ensure waste is collected safely.

2 SITE DESCRIPTION

2.1 Site Location

- 2.1.1 25-27 Clarendon Road is located in the south of the Wood Green area of London (PTAL 4). The site is bound by office-led mixed use units to the north and south, Clarendon Road to the west and a section of the East Coast Main Line to the west. The site location is illustrated in **Figure 2.1**

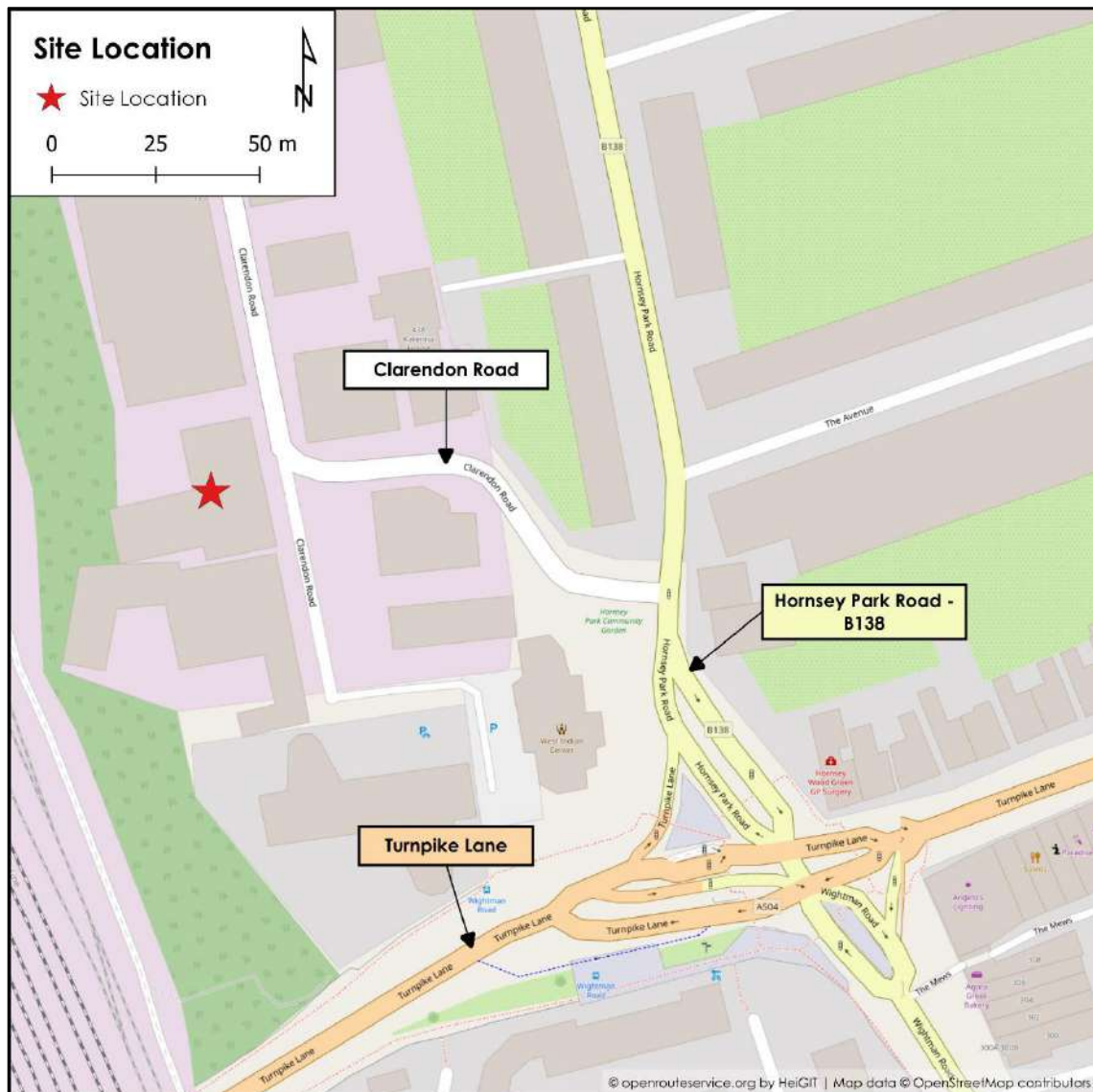


Figure 2.1: Site Location

- 2.1.2 The site is accessed by all travel modes via Clarendon Road directly adjacent to the site's eastern curtilage. In the immediate vicinity of the site, Clarendon Road features a two-way single carriageway road running in a broadly north to south alignment measuring circa 8.0-metres in width, suitable in accommodating simultaneous HGV traffic in accordance with MfS table 7.1.
- 2.1.3 Outside the site, Clarendon Road meets via a priority junction. Clarendon Road to the south provides a no through road for vehicles, although vehicles are able to turn around on-street safely in order to egress back to the north.

- 2.1.4 In a wider context, the site is situated in the Wood Green area of north London some 360-metres north of Hornsey Train Station and approx. 650-metres east of Turnpike Lane Tube Station. The site is shown in its strategic context in **Figure 3.2**.

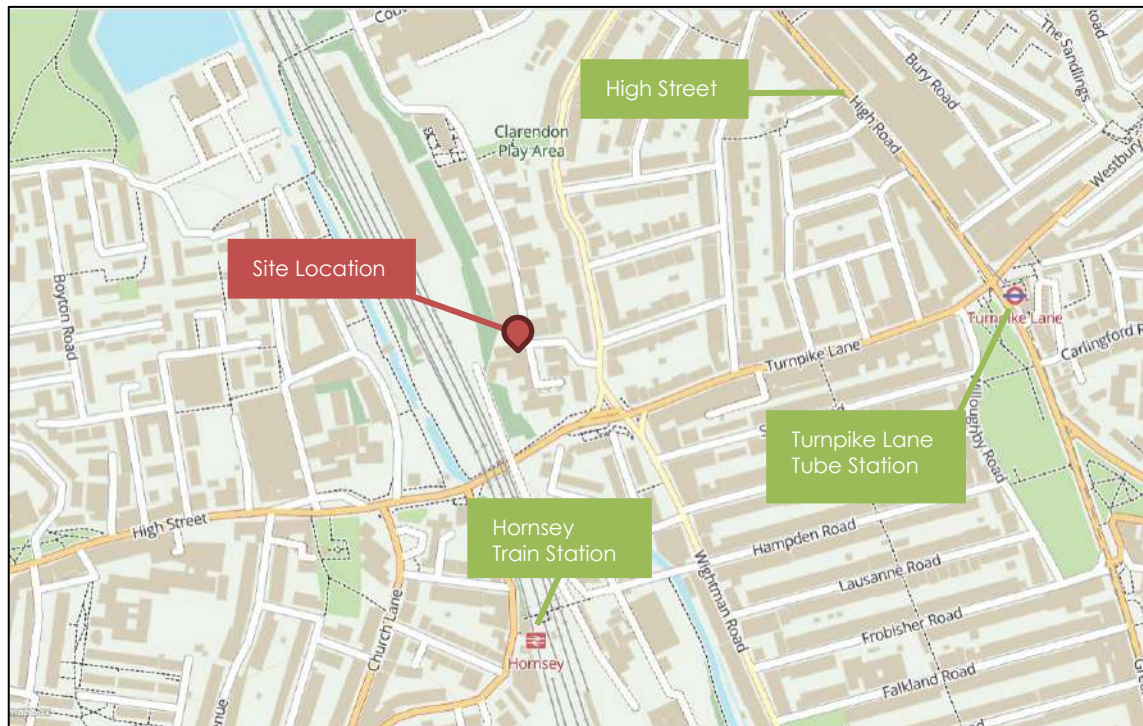


Figure 2.2: Strategic Site Context

- 2.1.5 The site benefits from an existing crossover from the western side of Clarendon Road.
- 2.1.6 The site is situated within LBH's Controlled Parking Zone (CPZ) known as Wood Green Outer Zone. There are on-street parking bays located on the western side of Clarendon Road in the immediate vicinity of the site which are situated within the CPZ and restrict parking to permit holders only Monday to Saturday between 8am and 10pm. The section of on-street parking to the north of the site on Clarendon Road also permits short stay parking for up to 2 hours (with no return within 2 hours).
- 2.1.7 The site also lies within the Wood Green Outer Zone CPZ which restricts parking to permit holders only during the daytime Monday to Saturday between 8am and 6:30pm. This CPZ surrounds the Wood Green Inner Zone which has restrictions for longer durations being between 8am and 10pm Monday to Sunday.

3 EXISTING SERVICING ARRANGEMENTS

- 3.1.1 It is understood that most deliveries for the current site are undertaken within the on-site car parking and servicing area at the rear of the buildings.
- 3.1.2 Based on RGP's experience of similar B8 warehousing and distribution centres such as that which currently occupies the site, it is anticipated that the current B8 use would be served by a number of large and slow-moving HGVs and rigid lorries over the course of a typical day in order to drop-off and/or pick-up goods, as well as staff arriving/departing for work in transit type vehicles, owing to the nature of B8 warehouse/distribution uses. This is supported by the TRICS data, discussed in further detail within the Transport Assessment, which demonstrates that the existing B8 warehousing and distribution use would generate in the order of 10 two-way HGV movements over the course of a typical day.
- 3.1.3 Many storage and warehousing units tend to operate on a 'just in time' basis in some respect, with warehousing and distribution centres not knowing what supplies may be transported or needed from one day to the next which can result in a large number of deliveries arriving or leaving the site on a daily and weekly basis in response to demand and need.
- 3.1.4 In addition, parking and loading activity is relatively informal across the existing site, resulting in a high level of congestion and highway safety hazards on-site during times of high demand, given the unregulated nature of on-site parking and servicing currently.
- 3.1.5 The existing access would also be unsuitable to accommodate two-way flow by larger goods vehicles which are typically associated with B8 warehousing and distribution units such as this, which may result in vehicles waiting on the public highway to park on-site or blocking the internal access road, for example, during times of high demand.

4 PROPOSED SERVICING ARRANGEMENTS

4.1 Overview

- 4.1.1 As part of the proposals, the existing vehicle crossover would be closed and reinstated with full height raised kerbing in order to provide a shared loading and blue badge parking bay in front of the site which would allow two additional disabled bays outside the site frontage, without affecting the on-street parking capacity for existing residents, as illustrated on the attached **Drawing 2023/7756/007**.
- 4.1.2 Drawing **2024/7756/008**, attached, provides a swept path assessment of a large refuse vehicle, demonstrating this vehicle using the proposed shared use loading bay.
- 4.1.3 A refuse vehicle would simply service the development in the same way it serves other developments along Clarendon Road on-street, without restricting access to other units to the south of the site for example. It is notable that an on-street servicing arrangement was approved for many areas of the Haringey Heartlands development to the north.

4.2 Residential Waste Requirements

- 4.2.1 The bin storage requirements set out in Haringey's residential guidance are based on a 'per unit' basis and so it is evident that the number of residents per unit would be in excess of the level that one would expect for a co-living unit. For example, a co-living unit would typically be occupied by 1 resident, whilst a 1-bed flat or larger dwellings within the borough would typically have greater occupancy levels and therefore generate a greater level of refuse than co-living units.
- 4.2.2 The Haringey guidance does not provide any guidance on different land uses, such as co-living proposals, and as such RGP has reviewed different guidance to try and establish a reasonable basis for determining the refuse requirements. The Haringey guidance confirms that one collection per week is required which would be adhered to for the co-living proposal.
- 4.2.3 As an alternative, the requirements set out within the '*British Standards: Waste Management in Buildings Code of Practice (BS 5906:2005)*' have been applied instead since this guidance can be applied to 1 bed units only, which are have summarised below in **Figure 4.1**.
- 4.2.4 This equates to 21 Eurobins for 222 co-living rooms, with the split of refuse, dry recycling and food waste containers remaining consistent with the Haringey standards, as detailed below.

British Standards: Waste Management in Buildings Code of Practice (BS 5906:2005) Storage Requirements	
Use	Waste Storage Required
Residential	Number of dwellings (222) x (70L x Average no of bedrooms i.e. 1 + 30) = 22,200L or 21 x 1100L Eurobins as follows: - 12 x refuse/waste - 8 x dry recycling - 1 x food waste / 3 x 360L bins

Figure 4.1: British Standards Residential Refuse Requirements

- 4.2.5 Haringey's guidance indicates that separate refuse storage must be provided for residential and commercial uses, and therefore separate storage areas have been provided, as indicated on the ground floor layout plan attached at **Appendix A**.
- 4.2.6 The co-living bin store would provide a total of 21 Eurobins and 3 x 360L wheeled bins (for food waste) which is slightly above that required by the British Standards.
- 4.2.7 The bin store would be managed / organised on a day-to-day basis by the site management team so that the bins nearest to the entrance / central aisle would be empty/available for use by residents. The bins would then be organised by the site management team prior to bin collection day so that the appropriate bins are located towards the front of the store for collection.

4.3 Commercial Waste Requirements

- 4.3.1 For the commercial space, Haringey's guidance is not prescriptive and therefore the requirements have also been considered using the British Standards, which are summarised below in **Figure 4.2** for an Office use.
- 4.3.2 This is based on a weekly collection service, which equates to 1 Eurobin for 231 sqm of office space.

British Standards: Waste Management in Buildings Code of Practice (BS 5906:2005) Storage Requirements	
Use	Waste Storage Required
Office	Volume per employee [50 litres] × number of employees (assumed 20 employees**) = 1,000 litres or 1 x 1100 Eurobin

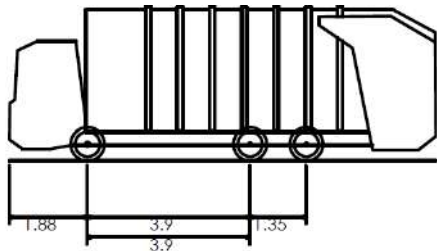
Figure 4.2: British Standards Office Refuse Requirements

** - Based on 1 staff per 12 sqm for 230 sqm of office space, as per the Governments Employment Density Guide

- 4.3.3 As shown on the proposed site layout at **Appendix A**, a separate store comprising 4 x 360 litre bins would be provided for the office space (two for waste and two for recycling) which is also above the British Standards requirements.

5 REFUSE VEHICLE AND COLLECTION POINT

5.1.1 Refuse collection for the site would be undertaken using an LB Haringey refuse vehicle (or similar), as set out within its refuse guidance document. These dimensions are illustrated below.



10.23m Refuse Vehicle - Haringey	
Overall Length	10.230m
Overall Width	2.250m
Overall Body Height	3.690m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.900m

- 5.1.2 Residents / staff would be responsible for bringing waste and recyclable material from their units to the waste storage rooms provided, either via the stairs or lifts provided.
- 5.1.3 The route between the bin storage areas and highway would be step-free and clear of any obstructions or other features to ensure the movement of bins is not impeded. The bin collection strategy would be managed by site management on collection days, with bins transferred back to the bin store after collection. All bins would remain in the store at all other times.
- 5.1.4 The commercial unit shall only use the bin store provided and shall not use the residential bin store at any time.

6 WASTE AND REFUSE MANAGEMENT

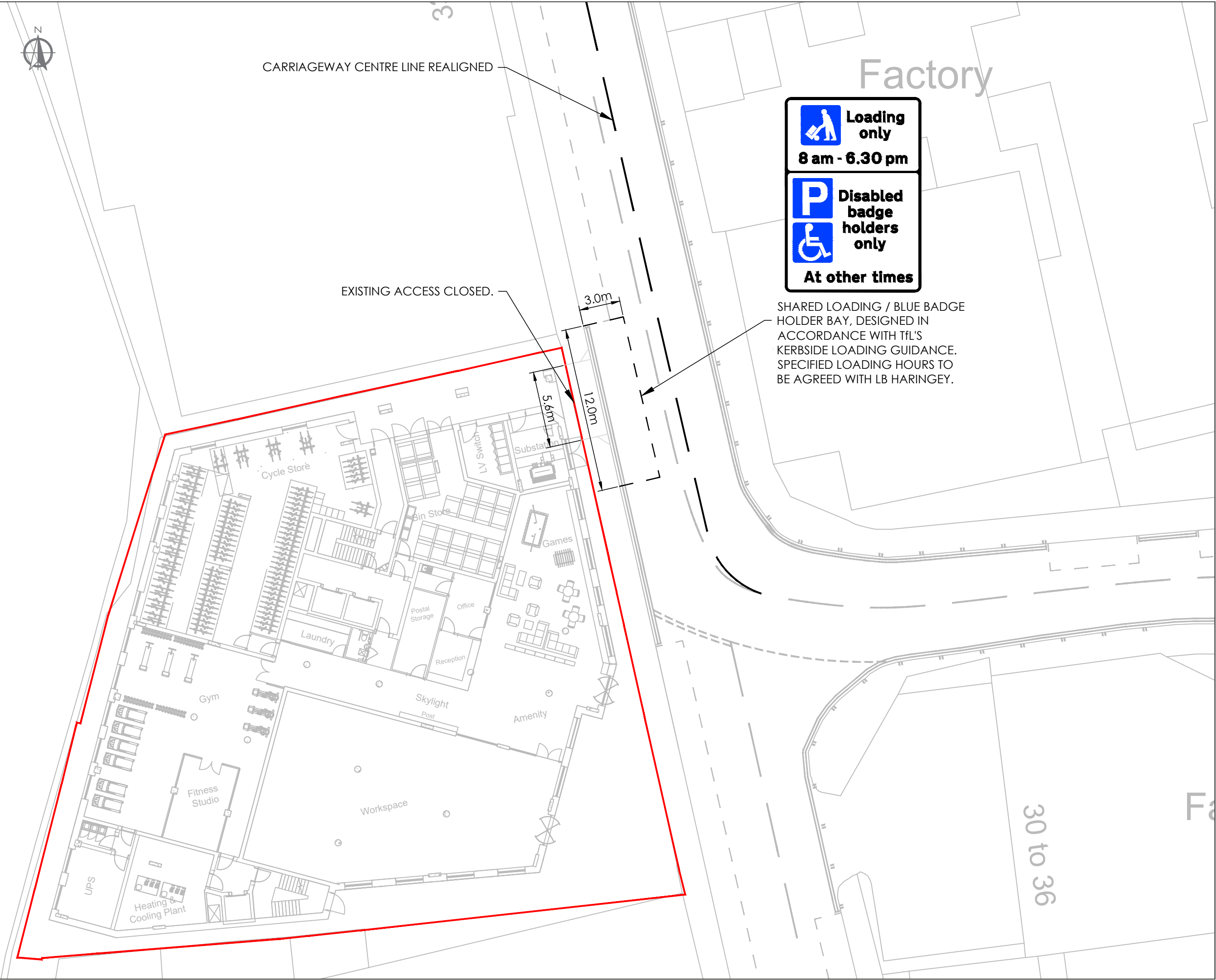
- 6.1.1 The site management team would be responsible for the management of waste and refuse collection at the site and would be responsible for implementing, enforcing and reviewing these measures and procedures accordingly.
- 6.1.2 The bins would be clearly identified to indicate general waste, recyclable containers and food waste for simple collection and use by residents. The site management team would be responsible for ensuring the manufacturing quality, branding and labelling meet required standards, as set out within the LBH refuse guidance.
- 6.1.3 The refuse stores would be designed to ensure residents, staff or refuse collectors are able to access the stores independently from the front face, with appropriate clearance provided in front of each bin and between bins to ensure they can be accessed and moved safely.
- 6.1.4 As set out in Section 4, the co-living space would benefit from on-site management presence at all times and therefore the bin store would be managed / organised on a day-to-day basis by the site management team so that the bins nearest to the entrance / central aisle would be empty/available for use by residents. The bins would then be organised by the site management team prior to bin collection day so that the appropriate bins are located towards the front of the store for collection.
- 6.1.5 The storage areas for refuse will be clearly identifiable to all residents, staff and refuse collectors through the use of appropriate signage on doors or walls within the vicinity of the bin stores. The bins within the stores would also be signed for their appropriate use (i.e. landfill / recycling / food waste).
- 6.1.6 The site management team will also be responsible for ensuring that all waste is placed into the containers for collection, including materials that have been placed beside or on top of bins, or waste that has overflowed from the containers. Again, this would be managed daily by the on-site management team.
- 6.1.7 Appropriate lighting will be provided within the refuse stores, either through a proximity detection system or on a time delay button to prevent lights being left on. The bin storage area would also have a suitable impermeable hard standing ground covering which can be cleaned easily and the slope of the floor would be designed to enable it to drain properly and completely.
- 6.1.8 Information would be provided to residents and staff of the commercial unit upon first occupation detailing the on-site refuse collection arrangements and the recycling facilities available. This information would also detail what items should be disposed of in which waste containers.
- 6.1.9 The site management team would undertake regular checks of the bin storage provision to ensure they are fit for purpose and any damaged bins beyond repair replaced.
- 6.1.10 The site management team would also be responsible for reviewing the waste collection practices at the site and for exploring any changes needed to the strategy in response to need / demand over time. This would include monitoring/reviewing:

- (i) The effectiveness of the proposed collection strategy;
- (ii) The demand for bin storage / different waste streams;
- (iii) Any opportunities to consolidate collections;
- (iv) Any other comments or feedback received from residents and/or staff over time.

7 SUMMARY AND CONCLUSIONS

- 7.1.1 This Waste Management Plan (WMP) has been prepared by RGP to support a proposed mixed use development at 25-27 Clarendon Road, Haringey, London.
- 7.1.2 This report sets out a number of clearly defined procedures relating to the waste collection and management associated with the proposed mixed use development at the above site. This report demonstrates the following:
- (i) Refuse collection would be undertaken on-street outside the site frontage within a shared use loading and disabled bay;
 - (ii) The proposals would provide appropriate bin storage provision in line with the British Standards due to the type of accommodation proposed, whilst also adhering to the best practice guidance and principles set out within the LBH refuse guidance document;
 - (iii) The waste collection strategy would be managed by the site management team daily;
 - (iv) A number of waste management measures will be implemented at the site, with additional and appropriate measures introduced in the future by the site management company in response to demand / need over time.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

— SITE BOUNDARY

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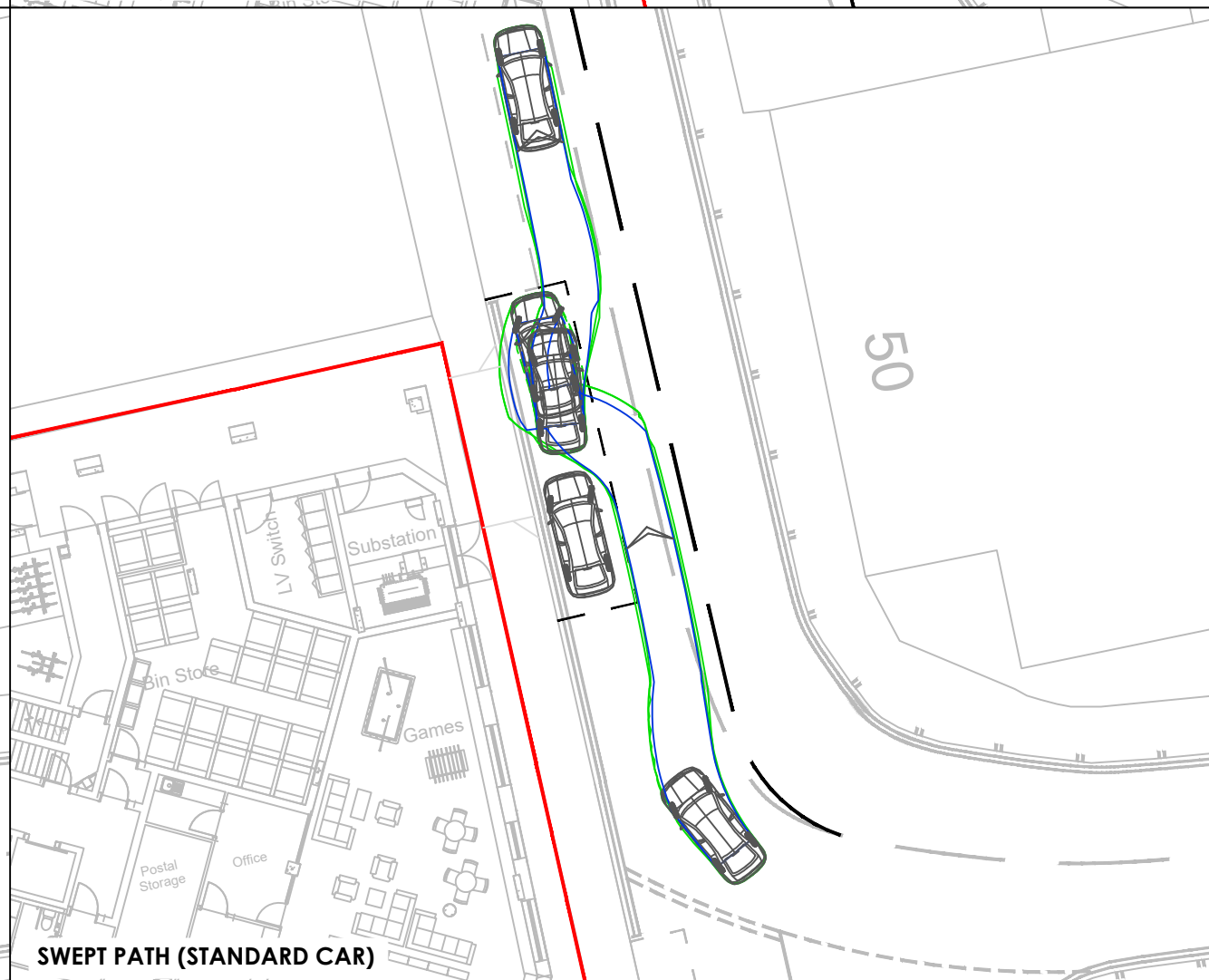
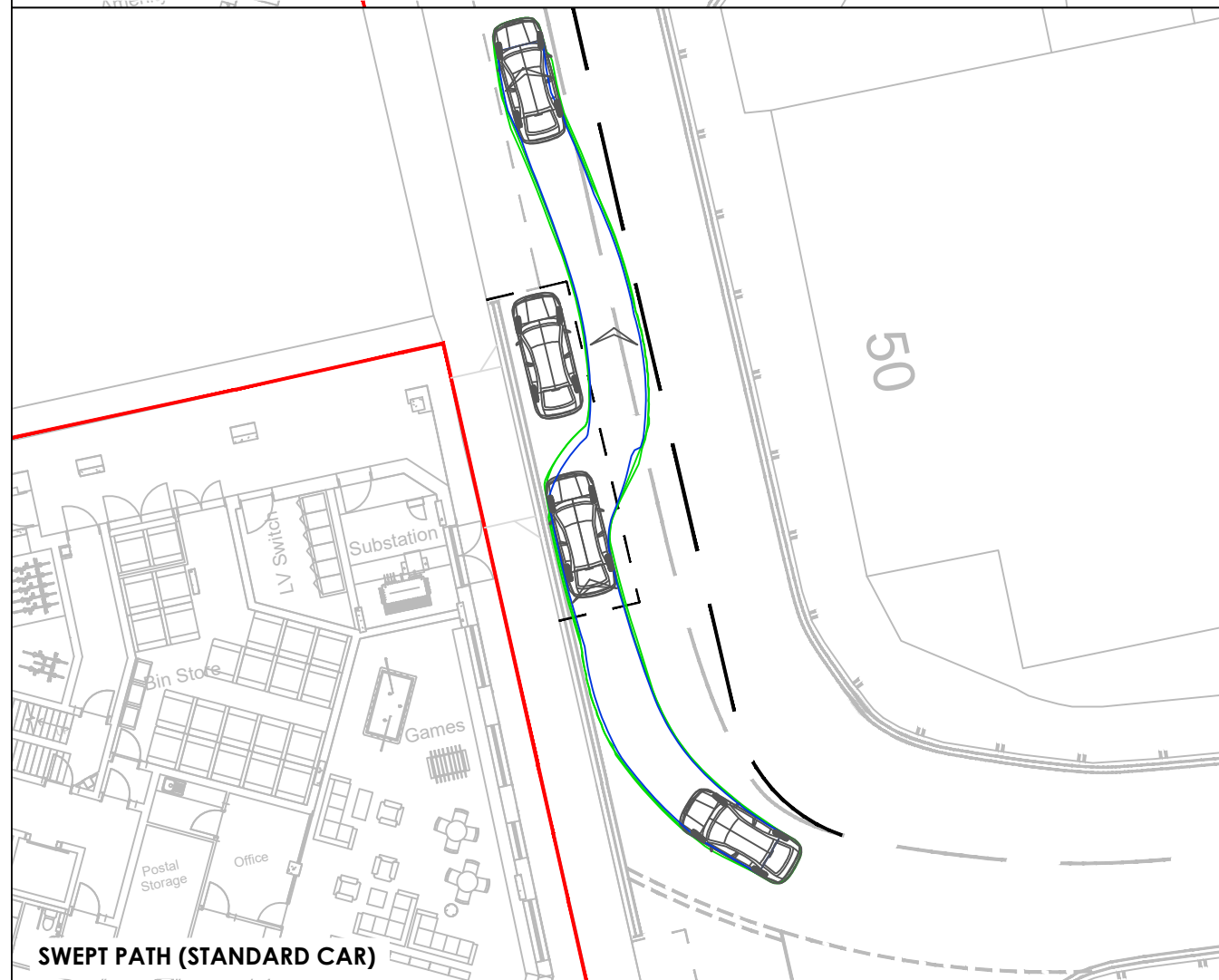
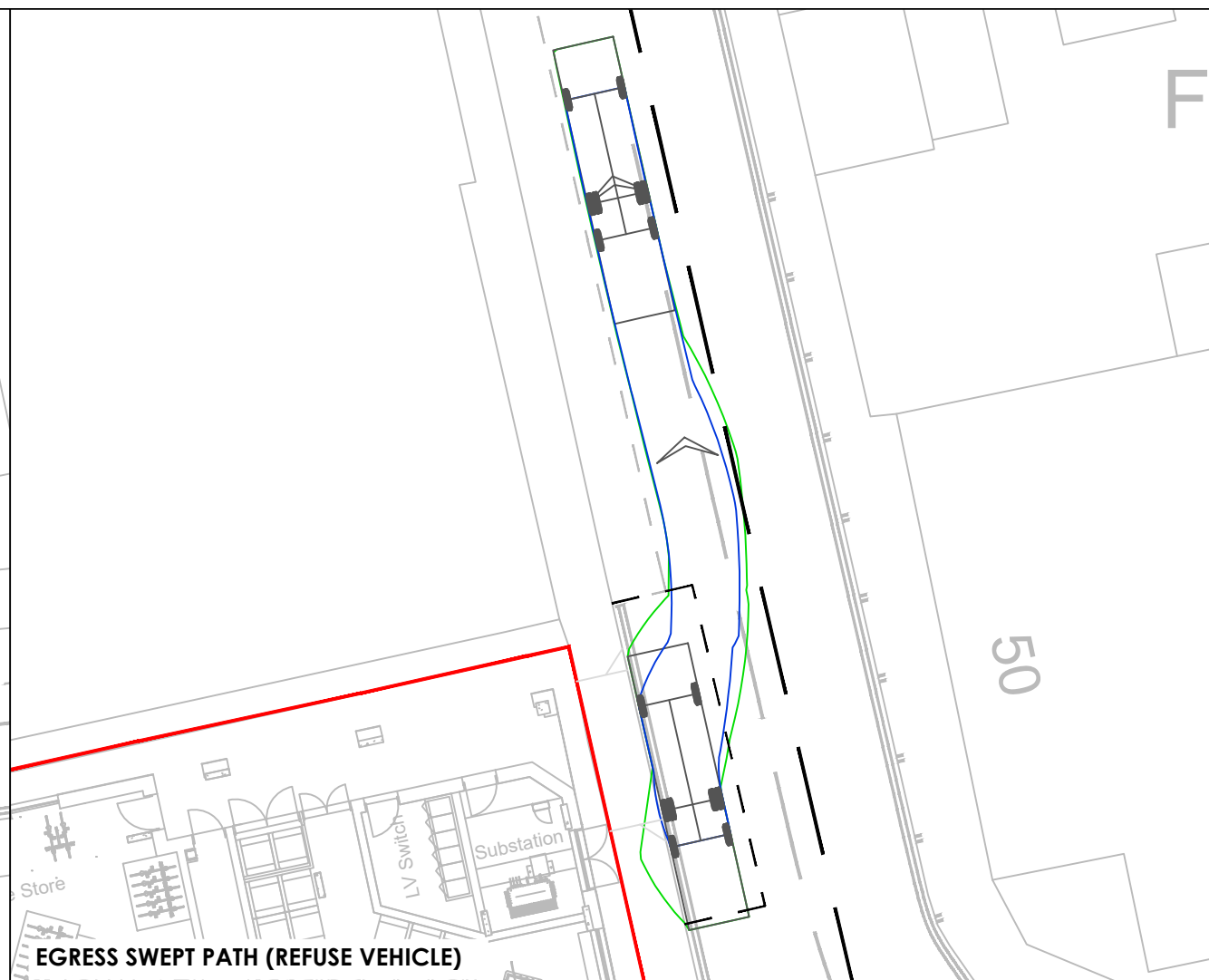
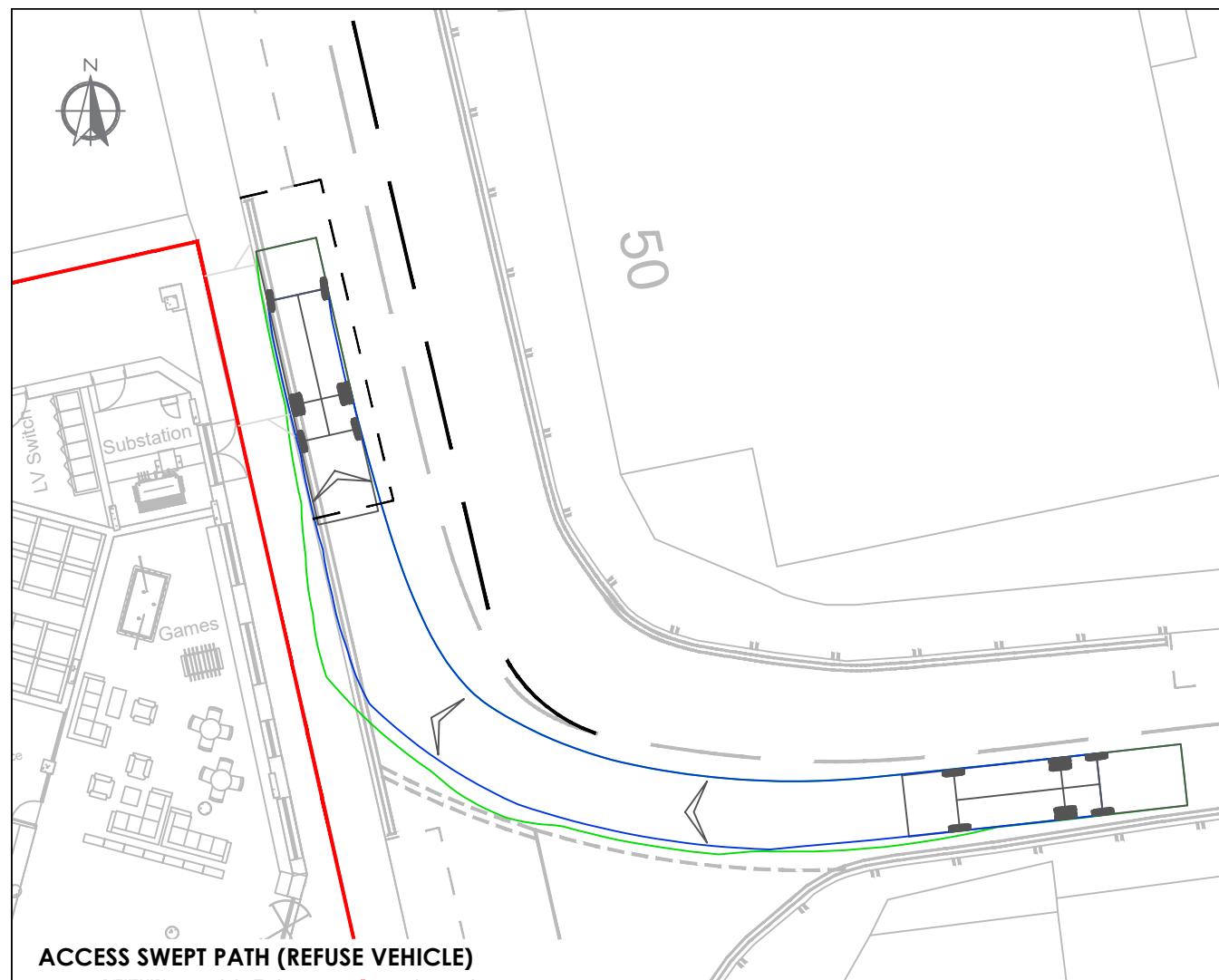
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P2	DH	DETAIL AMENDMENTS	25/07/24
P1	GE	FIRST ISSUE	17/07/24
Rev.	Drawn	Comments	Date



RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

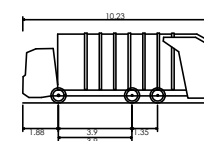
Client	J Group Ltd		
Project	25-27 Clarendon Road, London N8 0DD		
Drawing title	Proposed Shared Loading and Disabled Bay		
Drawing No.	2024/7756/007	Rev.	P2
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— SITE BOUNDARY



10.23m Refuse Vehicle - Haringey
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

10.230m
2.250m
3.690m
0.260m
2.250m
4.00s
7.900m



Standard Car	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P2	DH	DETAIL AMENDMENTS	25/07/17
P1	GE	FIRST ISSUE	17/07/17
Rev.	Drawn	Comments	Date



Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rap.co.uk

Client	J Group Ltd
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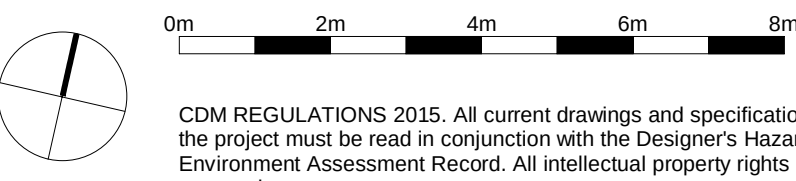
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Proposed Shared Loading
and Disabled Bay - Swept Paths

Drawing No.	Rev.
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APPENDIX A



Designed with reference to the surveys, information and reports listed:
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RGP – Transport Planning and Infrastructure Design Consultants

Surrey Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

London Office 1-2 Paris Garden, London, SE1 8ND

enquiries@rgp.co.uk

T: 01483 861 681

T: 020 7078 9662

www.rgp.co.uk

