

# FIVE KINGDOM STREET

**DELIVERY, SERVICING & WASTE  
MANAGEMENT PLAN**

JULY 2020

## ADDENDUM TO DELIVERY, SERVICING AND WASTE MANAGEMENT PLAN

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**5 Kingdom Street**  
PROJECT REF: 120662

Sweco  
Lector Court  
151-153 Farringdon Road  
London, EC1R 3AF

FINAL v2

Prepared for: British Land

**21<sup>st</sup> July 2020**

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**Table of contents**

- 1. Introduction..... 1
  - 1.1. Background..... 1
  - 1.2. Report Structure ..... 2
- 2. 5 Kingdom Street Design Changes..... 3
  - 2.1. Introduction ..... 3
  - 2.2. Floor Areas and Land Uses..... 3
- 3. Delivery & Servicing Strategy..... 5
  - 3.1. Office & Commercial Servicing..... 5
  - 3.2. Novotel Servicing..... 6
  - 3.3. Emergency Vehicle Access ..... 7
- 4. Waste Storage & Collection ..... 8
  - 4.1. Waste Storage Capacity and Design ..... 8
  - 4.2. Office and Commercial Waste Collection..... 9
  - 4.3. Novotel Waste Storage and Collection..... 10
  - 4.4. Waste Strategy ..... 10
- 5. Management Measures, Monitoring and Review..... 11
  - 5.1. Delivery, Servicing and Waste Management Measures ..... 11
  - 5.2. Monitoring and Review ..... 11

**Appendix List**

Addendum Appendix A – Swept paths of Novotel servicing and taxi pick-up and drop-off spaces

## 1. Introduction

### 1.1. Background

- 1.1.1. Sweco has been commissioned by British Land to provide transport advice in relation to the proposed development on a site at 5 Kingdom Street, Paddington Central. The application site falls within the Paddington Central area, which was granted outline planning permission in 2000 (Ref: 97/06935/OUT), for 'Redevelopment to provide a mix of uses; namely offices, 210 residential units, local shopping and studio/ light industrial units'.
- 1.1.2. A detailed planning application was submitted in May 2019 (received and validated by Westminster City Council (WCC) on 14th May 2019, WCC Planning Reference 19/03673/FULL) for a new building of ground (Kingdom Street) + mezzanine + 17 storeys + roof terrace/ single height office floorspace/ double height plant space, with three levels below Kingdom Street level. The proposed building would deliver high-quality office use floorspace (B1(a)) to meet demand within the Paddington Opportunity Area, while the new commercial, community, leisure and/ or cultural uses provided on the lower levels will add vibrancy to the local and wider area.
- 1.1.3. This planning application was considered at WCC Planning Committee of 7th January 2020, and the Committee resolved to refuse planning permission (in line with the planning officer's recommendation) on the following grounds:
- Subject to referral to the Mayor of London, resolve to refuse permission on design, townscape and heritage asset grounds.*
- 1.1.4. The application has since been "called in" by the Mayor of London. British Land has also used this opportunity to make some amendments to the scheme, and this report is an Addendum to the Delivery, Servicing and Waste Management Plan (DSWMP) (dated 24th April 2019) which was submitted as part of the detailed Planning Application. This Addendum report should be read in conjunction with the DSWMP submitted for the application.
- 1.1.5. The key amendments to the scheme, relevant to this report, are as follows:
- Reconfiguration of the floorspace at Ground Floor level and above resulting in an increase in office floorspace of up to 718 sqm GIA (including the flexible retail/office space at ground floor);
  - The Novotel servicing arrangement has been refined; and
  - Commitment to provide 3,900 sqm of B1 (a) Affordable workspace in the Crossrail box.
- 1.1.6. The Stage 2 GLA response (dated 23rd March 2020) makes no specific comment on matters covered in the original DSWMP and as such this addendum simply provides details of how the recent changes to the scheme impact matters such as servicing vehicle trip generation and waste storage provision as well as any updates to the proposed servicing strategy.

## **1.2. Report Structure**

1.2.1. Following this introductory chapter, this report has been structured as follows:

- Section 2 outlines and describes the proposed amendments to the scheme, including changes to access proposals;
- Section 3 outlines the proposed trip generation of the proposals, and the impact on the transport network; and
- Section 4 provides a summary of the report.

## 2. 5 Kingdom Street Design Changes

### 2.1. Introduction

2.1.1. The following summarises the key design changes which are being covered in this addendum.

- Reconfiguration of the floorspace at Ground Floor level and above resulting in an increase in office floorspace of up to 718 sqm GIA (including the flexible retail/office space at ground floor);
- The Novotel servicing arrangement has been refined; and
- Commitment to provide 3,900 sqm of B1 (a) Affordable workspace in the Crossrail box.

### 2.2. Floor Areas and Land Uses

2.2.1. One of the key changes to the design is the commitment to provide 3,900 sqm GIA (4,109 sqm GEA) affordable workspace (B1(a) office) within the Box. Previously a range of flexible uses were being proposed for the “Box”. With part of the use of this Box being fixed, the remaining area of the Box 3,490 sqm GIA / 3,677 sqm GEA could comprise the following:

- Restaurant (A3)/ Market Hall (sui generis); combined, to make up to 100% of the flexible area within the Box
- Conference / exhibition space (D1): will make up to 100% of the flexible area within the Box
- Cinema (D2): will make up no more than 50% of the flexible area within the Box; and
- Gym/ sports (D2): will make up no more than 50% of the flexible area within the Box

2.2.2. The principles for these fixed and flexible uses are summarised in **Table 2.1** and **Table 2.2** below.

Table 2.1 – Principle of uses within the main building, plus fixed use within the Box

Land Use for fixed uses	Area (GIA, sqm)	Area (GEA, sqm)	Staff numbers (FTE)	Capacity
B1(a) Office/ Affordable workspace <u>Includes 3,900 sqm GIA of the Box</u>	52,164	54,957	4,868	-
Retail	265	279	-	-
Flexible retail A1/A3	723	762	-	-
Auditorium	738	778	-	250 seats

Table 2.2 - Principle of flexible uses within the Box

Land Use for remainder (50%) of Box	Maximum Area (GIA, sqm)	Maximum Area (GEA, sqm)	Capacity
<b>REMAINDER OF BOX, which could form a combination of the following flexible uses:</b>	<b>3,490</b>	<b>3,677</b>	
A3 Restaurant / Market Hall (SG)	3,490	3,677	1,745 people
Cinema	1,745	1,839	800
Gym/ Sports	1,745	1,839	249
D1 conference/ event space	3,490	3,677	698 people

2.2.3. The original DSWMP assessed 50% of the Box as B1(a) office and 50% as A3 restaurant/Market Hall since this was considered the worst-case combination of uses in terms of servicing trip generation and waste generation. As outlined above, the B1(a) Office/ Affordable workspace part of the Box is now a fixed use and A3 restaurant/Market Hall remains a potential use of the remaining area of the Box. As such the previous assumptions remain, albeit there are some minor amendments to floor areas for each land use. Therefore, this DSWMP Addendum assesses the following:

- B1(a) Office/ Affordable workspace, including 3,900 sqm GIA of the Box
- Flexible retail/office A1/ A3/ B1
- Auditorium
- A3 Restaurant/ Market Hall, forming remainder (3,490 sqm GIA) of the Box

2.2.4. All servicing will take place at Lower Box Level (Track Level) and the updated general arrangement drawing for this level, which has been prepared by Allies and Morrison architects is included as part of the submission for this amended scheme.

### 3. Delivery & Servicing Strategy

#### 3.1. Office & Commercial Servicing

- 3.1.1. The proposed service yard for the site remains unchanged from the original planning application and will therefore include a total of four bays, all of which will be of a sufficient size for 12m rigid vehicles. All delivery and servicing activity for the Site will take place from this location.
- 3.1.2. The delivery/servicing trip generation estimates for the site have been updated based on the revised floor areas and assumptions described above. These estimates were based on trip rates identified from the TRICS database and this methodology and the identified trip rates have been retained.
- 3.1.3. The floor areas used to calculate delivery and servicing trips are set out in **Table 3.1**.

Table 3.1 – Proposed floor areas used to calculate delivery and servicing trip generation

Land Use	Land Use Class	GEA (sqm)
Office	B1(a)	54,957
Food retail	A1	1,041
Restaurant/Café	A3	3,677
Auditorium	SG	778

- 3.1.4. The 'Servicing Vehicle' arrival trip rates (based on those used in the original planning application) and resultant number of vehicles for each land use are summarised in **Table 3.2**.

Table 3.2 – Servicing and delivery vehicle arrival trip rate and generation

Land Use	GEA (sqm)	Arrival Trip Rate (daily)	No. of servicing vehicles (daily)
Office	54,957	0.123	68
Food retail	1,041	1.279	13
Restaurant/Café	3,677	0.56	21
Auditorium	778	-	5*
<b>TOTAL</b>			<b>107</b>

\* Assume that up to 5 delivery/servicing vehicles a day could visit the auditorium depending on the type of event

- 3.1.5. This level of servicing and delivery trip generation represents a minor reduction when compared with the original planning application.
- 3.1.6. Based on the TRICS data and methodology detailed in the DSWMP for the original application, it is estimated that the split of the above vehicle trip generation between light and heavy vehicles would result in approximately 96 light goods vehicle arrivals a day and 10 heavy goods vehicle arrivals a day. Assuming this were to be distributed evenly across the day and the vehicles only

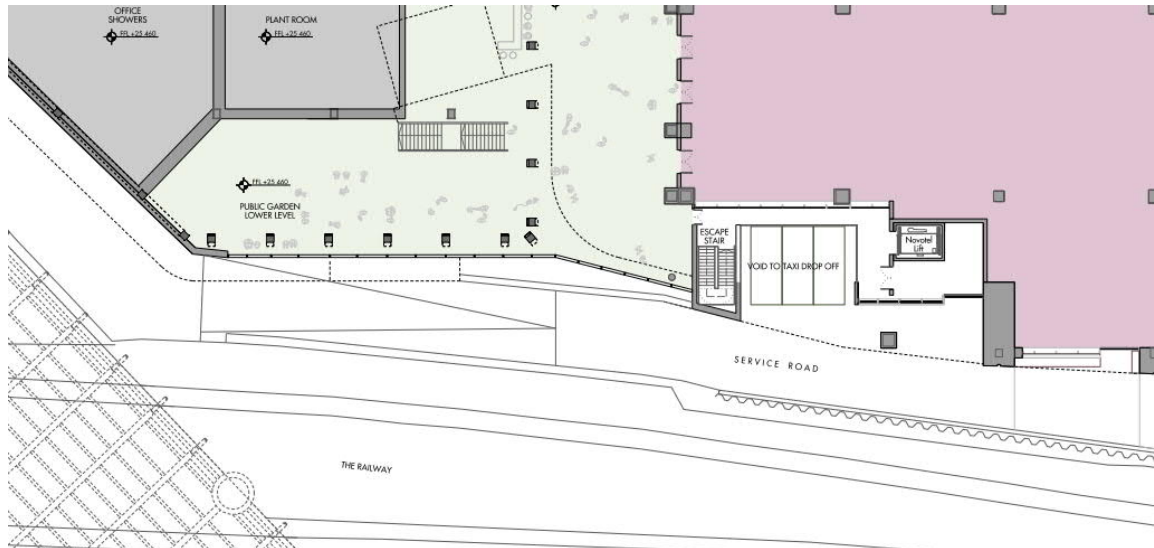
arrived between 0700-1900, this would equate to an average of 9 vehicles an hour which is not expected to have an impact on the operation of the local highway network. This can easily be accommodated within the four vehicle bays provided in the service yard at Lower Box level. A loading bay office with mail and parcel storage space is provided adjacent to the service yard so that where possible a delivery can be accepted at the service yard without need for the delivery driver to travel any further within the building. This will reduce dwell times and keep the majority of servicing and delivery trips to an absolute minimum, thus providing additional capacity in the service yard.

- 3.1.7. Delivery and servicing vehicles visiting the site will be advised in advance to travel only via A-roads on their approach to the site and will only access smaller local roads when necessary in order to carry out a delivery.

### 3.2. Novotel Servicing

- 3.2.1. Since submission of the original planning application, the servicing strategy for the Novotel Hotel has been refined. Novotel's existing servicing area is at the service road at Harrow Road level. As outlined in the original planning application this road is being removed. Therefore, all servicing, including the Novotel will be at Track Level (Lower Box Level). **Figure 3.1** below illustrates the servicing area, and a new goods lift is being provided to connect with the Ground Floor Level of the Novotel.

Figure 3.1 – Novotel Servicing Lift and Taxi drop off/ pick up



- 3.2.2. The delivery vehicle will load/ unload on the service road, and then reverse (into the area which shows three taxi pick-up/ drop off bays). The delivery vehicle will then exit the Site towards the west. As shown in **Figure 3.1**, the scheme now also accommodates three taxi bays for pick up/ drop off for the 5 Kingdom Street scheme. This is an increase from the two spaces included in

the application scheme. Access to these spaces would be controlled by site security and management and it is envisaged that they will mainly be in use during late evening. Although demand is unlikely to occur at the same time, deliveries to the Novotel will be managed so that they do not coincide with the use of the taxi pick-up/ drop off area.

- 3.2.3. Swept paths of this layout with a delivery vehicle and a large car (representing a taxi / private hire vehicle) are provided in **Addendum Appendix A** and show that 7.5t vans are able to access the Novotel for servicing. Larger vehicles may require infrequent access, and these vehicles will exit the Site by continuing along the service road (towards the east).

### **3.3. Emergency Vehicle Access**

- 3.3.1. Emergency vehicle access remains unchanged with vehicles able to access the site via the internal service roads at Lower Box level as well as via Kingdom Street at ground floor level as they currently do for the other buildings on Kingdom Street. In both locations' vehicles are able either to turn or continue around a loop so that they can exit in forward gear.

## 4. Waste Storage & Collection

### 4.1. Waste Storage Capacity and Design

- 4.1.1. The capacity and design of the waste storage facilities at the proposed development have been prepared with reference to the guidance document 'Recycling and Waste Storage Requirements' (2019) produced by WCC.
- 4.1.2. Waste storage capacity for the original application was based on a worst case scenario assumption for the flexible uses and as such was based on the Box being split 50% A3, and 50% D1 conference / exhibition use since this had a higher waste generation in comparison to other uses being considered for this area. For the revised scheme 50% of the Box is fixed as B1(a) office/affordable workspace with the remainder to be occupied by some of the flexible uses. Of these flexible uses the A3 restaurant/Market Hall is likely to be the highest waste generator and is therefore assumed to occupy the remaining 50% of the Box.
- 4.1.3. The flexible uses at ground floor, lower ground floor and mezzanine are considered as A1 since this has highest waste generation rate for the uses being considered for these units.
- 4.1.4. The resultant floor areas used to calculate waste storage provision are set out in **Table 4.1**. As per the WCC guidance<sup>1</sup> the floor areas used for these calculations are Gross Internal Areas (GIA). Also detailed in this table are the relevant waste generation rates and the assumptions made for those land uses where no waste generate rate is provided in the WCC guidance.

Table 4.1 – Proposed floor areas used to calculate waste storage provision

Land Use	Land Use Class	GIA (sqm)	Waste generation rates / assumptions
Office	B1(a)	52,164	2,000 litres per 1,000 sqm GIA
Food retail	A1	988	4,000 litres per 1,000 sqm GIA
Restaurant/Café	A3	3,490	3,500 litres per 1,000 sqm GIA
Auditorium	D1/SG	738	2,000 litres per 1,000 sqm GIA

Source: Land Use areas provided by M3 Consulting (dated 18<sup>th</sup> May 2020), and waste generation rates taken from WCC Recycling and Waste Storage Requirements (2019) document

- 4.1.5. WCC guidance states that 70% of capacity must be retained for the storage of separated waste for recycling and that this can include food waste. It also states that food waste should be stored in 140 litre wheeled bins. Guidance is also provided on the proportional split between food waste and other recyclable waste to make up the 70% of total waste. **Table 4.2** therefore sets out the waste stream splits (taken from the WCC guidance) for each land use which have been accepted for other proposals within the Paddington Central campus.

<sup>1</sup> Confirmed by Saeed Oluwadipe, Project Officer (Waste), Development Planning, WCC

Table 4.2 – Assumed waste stream splits

Land Use	Land Use Class	Percentage waste stream split		
		General Waste	Recycling	Food
Office	B1(a)	30%	60%	10%
Food retail	A1	30%	60%	10%
Restaurant/Café	A3	30%	30%	40%
Auditorium	SG	30%	60%	10%

Source: WCC Recycling and Waste Storage Requirements (2019) document

- 4.1.6. Based on the above, **Table 4.3** sets out the likely weekly waste generation (in litres) for each land use and the corresponding number of bins required for a daily collection schedule (for which two days of storage is provided).

Table 4.3 – Waste generation and storage requirements

Land Use		Waste generation (litres)		No. of bins required		
		Weekly	2 days, for daily collection	General Waste (1,100 litres)	Recycling (1,100 litres)	Food (140 litres)
Office	B1(a)	104,328	29,808	9	17	22
Food retail	A1	3,952	1,129	1	1	1
Restaurant/Market Hall	A3	12,215	3,490	1	1	10
Auditorium	D1/SG	1,476	422	1	1	1
<b>TOTAL</b>				<b>12</b>	<b>20</b>	<b>34</b>

## 4.2. Office and Commercial Waste Collection

- 4.2.1. All waste from the office and commercial uses, including those within the Box will be stored ready for collection in a dedicated waste store at Lower Box level (as shown in the general arrangement drawings as included within the submission documents for this amended scheme) which is located adjacent to the servicing yard. Each tenant/operator will be required to segregate their waste at source and building management staff will then transport the waste down to the waste storage and collection area. All bins will be clearly labelled to ensure cross contamination of refuse and recycling is minimised, alongside the correct storage of any food waste products.
- 4.2.2. All commercial waste collection will be undertaken by a private contractor, with daily collections for each of the waste streams. The on-site management team will be responsible for ensuring that commercial waste collection is undertaken responsibly and safely.

4.2.3. Any bulky waste items will also be transferred to the same waste store at Lower Box level and collected on individual arrangement with a private waste collector.

#### **4.3. Novotel Waste Storage and Collection**

4.3.1. A dedicated waste store will be provided at the Lower Box (Track) level, to a mutually agreed position. Collection will also take place at the same level.

#### **4.4. Waste Strategy**

4.4.1. All other elements of the waste strategy such as arrangements for 'unique waste', landscaping waste, duties for on-site management company and maintenance/fit-out waste remain unchanged from that detailed for the original planning application.

## **5. Management Measures, Monitoring and Review**

### **5.1. Delivery, Servicing and Waste Management Measures**

- 5.1.1. Full details of the overarching measures and initiatives intended to ensure that servicing of the development can be carried out efficiently, whilst minimising any effects on the local highway network, the environment and local residents are provided in the DSWMP for the original application. This package of measures remains unchanged for the current revised scheme.

### **5.2. Monitoring and Review**

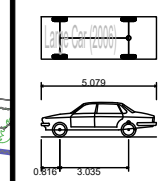
- 5.2.1. Similarly the programme of monitoring and review outlined in the DSWMP for the original planning application would be retained for the revised scheme. As such, delivery surveys would be undertaken a maximum of six months after 75% of site occupation and the results reported to the local planning authority within one month of the survey being undertaken.

**Addendum Appendix A – Swept paths of Novotel servicing and taxi pick-up and drop-off spaces**



NOTES

1. BASED ON DRAWING 606\_07\_100\_P2\_DRAFT.dwg RECEIVED FROM ALLIES AND MORRISON 2020.07.16



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	0.5m
Clearance Offset	

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd
01	16/07/2020	UPDATED B3 PLAN	CW	CW	UU

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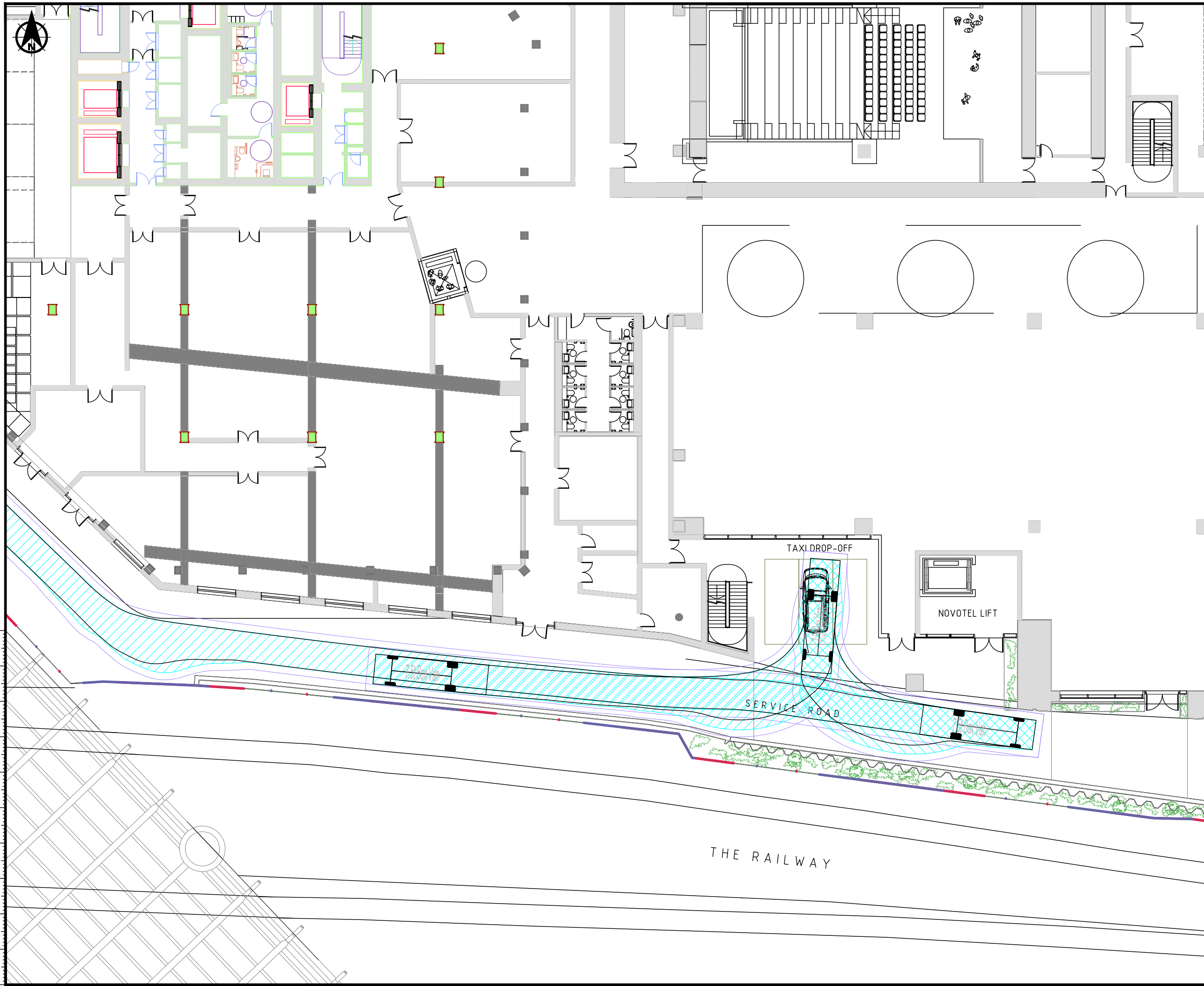
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**PRELIMINARY**

Project Title  
**FIVE KINGDOM STREET, PADDINGTON CENTRAL**

Drawing Title  
**VEHICLE SWEEP PATH ANALYSIS OF NOVOTEL SERVICE AREA**

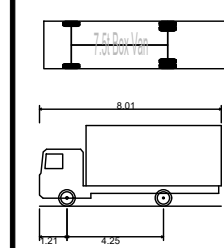
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A3	16/07/20	16/07/20	16/07/20	16/07/20

Drawing Number <b>120662-TP-0018-01</b>	Revision <b>01</b>
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NOTES

1. BASED ON DRAWING 606\_07\_100\_P2\_DRAFT.dwg RECEIVED FROM ALLIES AND MORRISON 2020.07.16



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	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
Clearance Offset	0.5m

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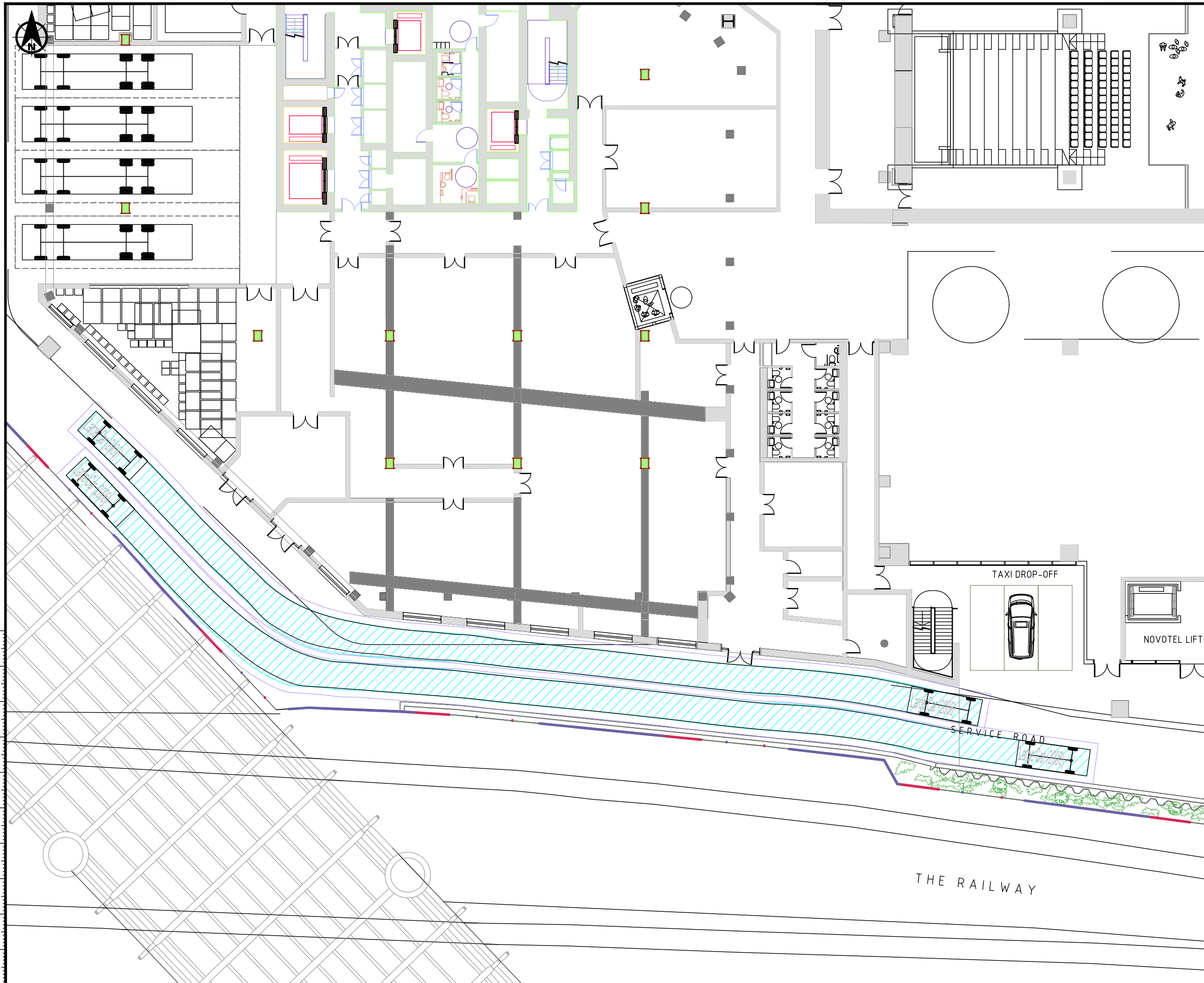
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Project Title  
**FIVE KINGDOM STREET, PADDINGTON CENTRAL**

Drawing Title  
**VEHICLE SWEEP PATH ANALYSIS OF NOVOTEL SERVICE AREA**

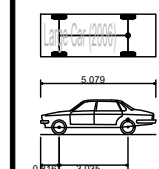
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Drawing Number	120662-TP-0018-02	Revision	01
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NOTES

1. BASED ON DRAWING 606\_07\_100\_P2\_DRAFT.dwg RECEIVED FROM ALLIES AND MORRISON 2020.07.16



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Clearance Offset	

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Project Title  
**FIVE KINGDOM STREET,  
PADDINGTON CENTRAL**

Drawing Title  
**VEHICLE SWEEP PATH  
ANALYSIS OF  
NOVOTEL SERVICE AREA**

Scale	1:250	Designed	GL	Drawn	GL	Checked	UU	Approved	UU	
Original Size	A3	Date	16/07/20	Date	16/07/20	Date	16/07/20	Date	16/07/20	
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