



Manor Road / Richmond

Revised Waste Management Strategy Addendum

Momentum Waste Consultancy

July 2020

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MANOR ROAD RICHMOND

Revised Waste Management Strategy Addendum

28/07/2020



DOCUMENT CONTROL ISSUE SHEET

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Issue Control

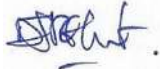


Issue	Date	Author	Contributors	Authorisation	
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1. INTRODUCTION

- 1.1.1 Momentum Transport Consultancy (Momentum) has been appointed by the applicant, Avanton Richmond Development Ltd to provide an Addendum Revised Waste Management Strategy to support the planning application for the residential and commercial development at Manor Road, North Sheen, within the London Borough of Richmond upon Thames (LBRuT).
- 1.1.2 This is an addendum to the previously submitted Revised Waste Management Strategy submitted in November 2019, which included the introduction of Block E to the north of the site.
- 1.1.3 These updated proposals include the removal of Block E, with the apartments contained within it subsequently reallocated across the site, through amendments to the height and internal layout of the remaining blocks.
- 1.1.4 This Addendum Revised Waste Management Strategy specifically details how the new site proposals alter its total waste arisings and waste storage requirements. The policy & legislation, proposed waste collection strategy and management sections remain unchanged since the previous iteration.
- 1.1.5 It is suggested that details contained within the revised Waste Management Strategy be secured by way of a planning condition.
- 1.1.6 This section of the report forms the introduction. The rest of the report is structured as follows:
- Chapter 2 explains the development proposals
 - Chapter 3 sets out the waste arisings by the proposed development
 - Chapter 4 outlines the waste storage requirement

2. DEVELOPMENT PROPOSALS

2.1.1 The redevelopment proposals for the Manor Road site include the following:

“Demolition of existing buildings and structures and comprehensive phased residential-led redevelopment to provide 453 residential units (of which 173 units will be affordable), flexible retail, community and office uses, provision of car and cycle parking, landscaping, public and private open spaces and all other necessary enabling works.”

2.1.2 To ensure the most robust waste generation assessment has been undertaken, for the flexible commercial aspect of the development, the most onerous land use of the two has been used, which is assumed to be Food Retail.

2.1.3 Table 2.1 outlines the total breakdown of the residential units, with the number in brackets indicating the difference in unit mix compared to the development proposals submitted for the previous iteration.

Table 2.1: Residential Development Proposals

Residential Unit Mix			
1 Bed	2 Bed	3 Bed	Total Units
173 (+20)	246 (+69)	34 (-19)	453 (+68)

2.1.4 Table 2.2 outlines the proposed area schedule for the flexible retail / community / office commercial unit.

Table 2.2: Commercial Unit Area Schedule

Land Use	NIA (m ²)	GIA (m ²)	GEA (m ²)
Flexible (Class E)	384 (0)	495 (+15)	543 (+34)

3. PROPOSED DEVELOPMENT WASTE GENERATION AND STORAGE

3.1 Forecast Waste Production

3.1.1 Based on the waste generation rates as indicated within the previous iteration of the Waste Management Strategy, it is forecast that the proposed development will generate the following waste arisings, based on a seven-day, uncompacted output, and compared to the previously submitted development proposals.

3.1.2 The forecast waste generation has been

Table 3.1: Forecast Waste Generated by the Proposed Development

Land Use	General (L)	Recyclable (L)	Total (L)
Residential (C3)	53,690 (-840)	42,711 (+1,885)	96,401 (+1,045)
Flexible (A1, A2, A3, D2, B1)	644 (+7)	644 (+7)	1,288 (+14)
Total	54,344 (-823)	43,355 (-1,892)	97,689 (+1,059)

**N.B Differences can occur due to rounding*

3.1.3 This constitutes a small increase in the total forecast waste arisings for the development as a whole.

4. WASTE STORAGE REQUIREMENTS

4.1 Waste Storage Requirements

- 4.1.1 It is proposed that both the general and recyclable waste arisings are stored in 1,100L Eurobins for residential waste, and 660L Eurobins for the commercial unit.
- 4.1.2 As indicated in the previous iteration of the Waste Management Strategy two waste collections per week are proposed for the residential units, and once per week for the commercial units.
- 4.1.3 No waste compactors are proposed for the development.
- 4.1.4 Table 4.1 indicates the waste storage requirements for the proposed development.

Table 4.1: Waste Storage Requirements (Uncompacted 4-Day Output)

Land Use	Eurobin Type	General	Recyclable	Total
Residential (C3)	1,100L	28 (-1)	23 (+1)	51
Flexible (A1, A2, A3, D2, B1)	660L	1	1	2
	Total	29	24 (+1)	53

- 4.1.5 As indicated in Table 4.1 a total of one less 1,100L general waste Eurobin and one additional 1,100L recyclable waste Eurobin is required to store the forecast waste arisings from the updated development proposals.
- 4.1.6 The waste holding and collection arrangements remain the same as submitted previously.
- 4.1.7 The waste storage locations and refuse vehicle swept paths are indicated in Appendix A.

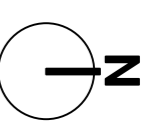
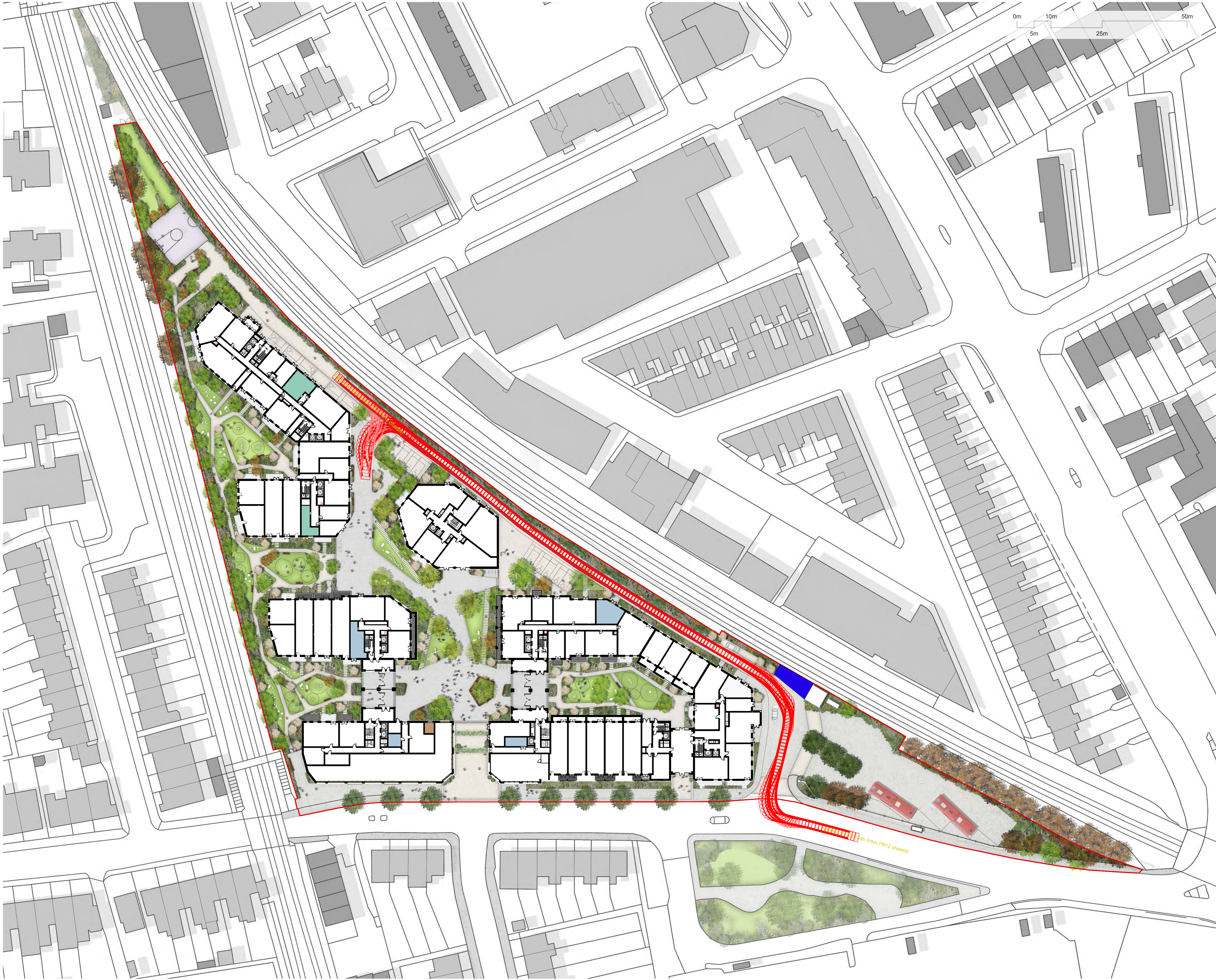
4.2 Waste Collection Strategy

- 4.2.1 As indicated on Appendix A, on waste collection days the onsite facilities management team will move the bins from the four blocks closest to Manor Road, to the bin holding area to the north of the site. The refuse vehicle will service this waste store, then directly access the two blocks to the south west of the site.
- 4.2.2 This waste collection strategy has been designed to minimise the distance waste operatives will need to move bins.

5. CONCLUSION

- 5.1.1 This Revised Waste Strategy Addendum has been prepared by Momentum Transport Consultancy on behalf of Avanton Richmond Development Ltd to outline how waste will be collected, stored and removed in a sustainable and efficient way following the redevelopment of Manor Road, North Sheen, Richmond.
- 5.1.2 A total of 51 1,100 litre and 2 660 litre Eurobins are required to storage the waste forecast by the proposed development, based on a four-day, uncompacted output.
- 5.1.3 The proposed amendments to the design of the scheme will not impact on the waste strategy submitted previously, and are acceptable in waste strategy terms.

APPENDIX A – WASTE COLLECTION LAYOUT AND REFUSE VEHICLE SWEPT PATHS



General notes
 All setting out must be checked on site
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 All fixings and weathersings must be checked on site
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Revision Status:
 P-Preliminary
 C-Contract

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Drawing notes

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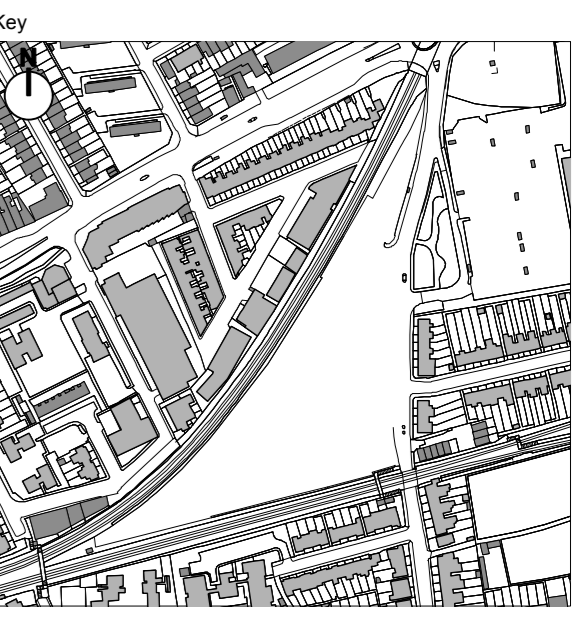
Status	R	Revision	Date	DRN	CHK	CDM
1		For Information	16/07/20	HB	HB	
2		For Information	17/07/20	HB	HB	

- Refuse store - direct collection
- Refuse store - managed collection
- Commercial refuse store
- Bin holding area

Purpose of information
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Avanton

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Refuse Vehicle swept path

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