

# THE DEVELOPMENT: TECHNICAL ANALYSIS

## 8.1 Access And Servicing Strategy

### INTRODUCTION

This section details the proposed development access, servicing and parking strategy.

The proposed layout of the development is designed to reinstate a garden square at the southwest of the site.

The proposed building is located at the east of the site and provides development frontage along Cromwell Road, Ashburn Place and Courtfield Road.

### PROPOSALS

The existing Kensington Forum hotel is operated by Holiday Inn hotel and provides 906 bedrooms including retail, restaurants, meeting rooms and conference facilities. The proposed development would replace the existing hotel with a new replacement hotel with 1,089 keys (749 hotel keys as well as 340 serviced apartments) and associated function/conference space, meeting rooms and restaurants as well as and 46 residential apartments.

The existing building has a basement car park with circa 100 parking spaces and the proposed development would include a total provision of 48 car parking spaces for both the hotel and residential uses. The proposed scheme is therefore of comparable scale to the existing use at the site and will reduce car parking.

It is proposed that the existing building (906 bedroom hotel with meeting rooms and restaurants) will be demolished and replaced with a hotel/residential use development. The existing basement would be retained with some extensions.

The development schedule of the proposed development is outlined below:

C1 Hotel : 749 bedrooms

C1 Serviced Apartments : 340 apartments

C3 Residential Dwellings: 46 dwellings

The hotel will also provide a number of ancillary uses including gym, meeting rooms and restaurant and a function space that can host up to 1,400 guests at an event.

### PROPOSED LAYOUT

The vehicle access strategy should be considered in context of the existing access arrangement and the architectural vision for the scheme. The proposed development reconfigures the existing and fragmented garden square to form a single rectilinear space. The garden square will be an accessible public space at the southwest of the site with new pedestrian routes connecting to the wider pedestrian network.

It is proposed to locate the development buildings to front the garden square and also provide active frontage at both Cromwell Road and Courtfield Road. The site layout is illustrated within Figure 8.1.1.

The proposed development will need to accommodate various transport requirements on site which will require access to be gained from the public highway. This includes access to car parking in the basement, access to a servicing yard and access for vehicles (cars, coaches and taxis) dropping-off and picking-up guests.

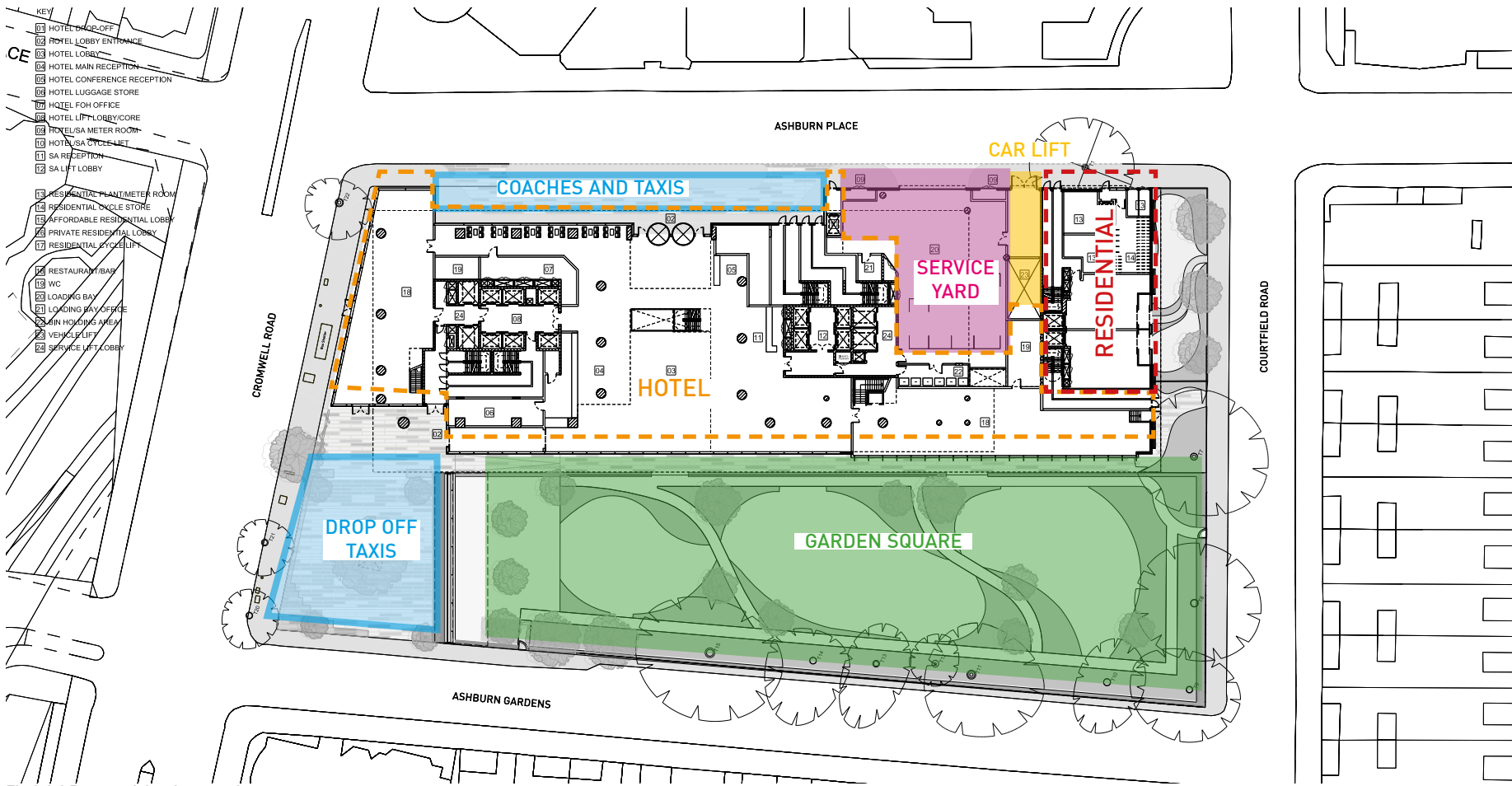


Fig 8.1.1 Proposed development layout

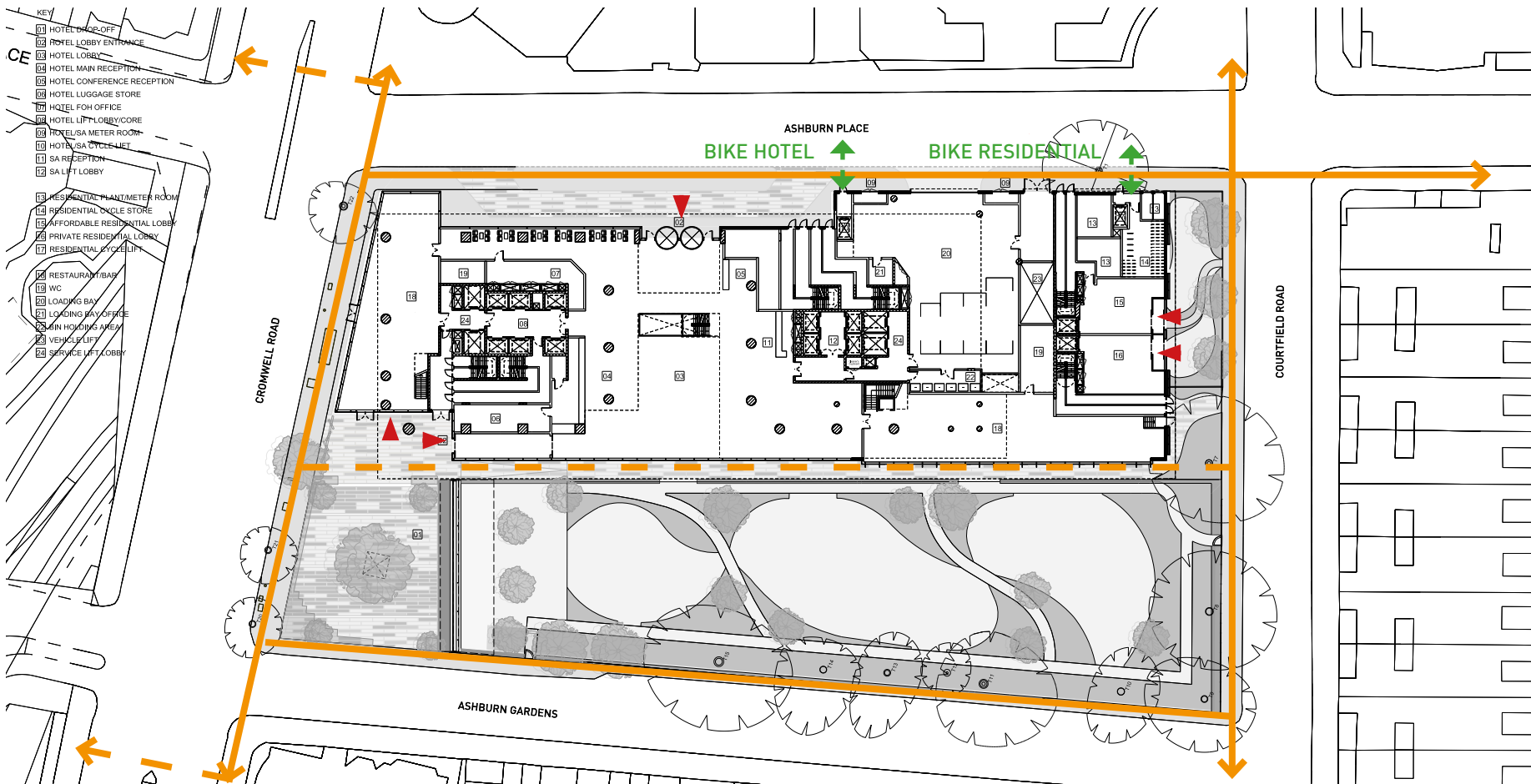


Fig 8.1.2 Proposed pedestrian connections

## PROPOSED PEDESTRIAN AND CYCLIST ACCESS

## Pedestrian access

There would be several pedestrian entrances to the buildings with separate accesses to the hotel and residential parts of the development that provide convenient access from different directions. New pedestrian routes are provided through and alongside the garden square improving permeability and connectivity to the wider pedestrian network, as illustrated in Figure 8.1.2 The development would open up the garden square as a public space for pedestrian movement and activity. The garden square will be designed to enable easier pedestrian movement around and through the site.

The provision of a new pedestrian route through the site as well as the garden square and improved street furniture along Cromwell Road offers an improvement to the existing pedestrian network in the vicinity of the site.

## Cromwell Road footway

The existing building is set further back from the kerb line on Cromwell Road in comparison to neighbouring properties due to a historic road-widening scheme for which land was safeguarded by the current hotel design.

As such, the existing footway along Cromwell Road outside the site is very wide and currently extends into the red line boundary of the site.

It is understood this land may now have become part of the highway and a stopping up plan will be submitted as part of the planning application. As part of the development it is proposed to re-provide some of the land within the red line boundary as footway for pedestrians, whilst also bringing the front of the development further in line with the building frontage along the rest of Cromwell

Road. A footway width of 2m will be provided between the bus shelter and the proposed building, which is sufficient to provide for comfortable conditions for pedestrians.

## Cycle access

Cycle access to the surrounding cycle network will be provided via the existing road network with access primarily gained via Ashburn Place, which is part of the Quietway network. Residential and employee cycle parking will be provided on site accessed via dedicated cycle lifts.

## PROPOSED VEHICLE ACCESS

The following section describes the development access strategy for each vehicle type. The vehicle access locations and functions are shown within Figure 8.1.3.

### Car parking access

An automated parking system is provided within the basement with access via car lift from Ashburn Place. The parking spaces are provided for both the residential and commercial elements of the site. The proposed Car stacker provides 48 car parking spaces and is managed by the hotel and their personel. The cars will be dropped off at the hotel drop off, which can also be used by taxis, and parked by the valet parking service.

### Servicing access

It is proposed to access a servicing yard at the east of the building via Ashburn Place. The proposed arrangement enables all vehicles to travel in a forward gear

when accessing and egressing the site. The current building is also accessed from Ashburn place, but has two crossovers and requires vehicles to reverse on and off the public highway.

### Coach access

A coach drop-off facility is provided on site accessed via Ashburn Place and accommodates two 12m coaches. Due to the significant space required to turn coaches within the site a parallel drop-off arrangement is proposed as well as space for coaches to drop-off adjacent on Ashburn Place.

The coach drop-off is accessed and egressed via Ashburn Place, which is lightly trafficked. The coach drop-off would operate one-way northbound. The arrangement allows coaches to drop-off and pick-up from the hotel entrance and can accommodate 12m two coaches. Based on a survey of the Park Plaza, Westminster the vast majority of coaches will be 12m or less, and can be accommodated on site.

The drop-off would provide a shared use surface, enhancing the public realm. Bollards will be placed between the footway and drop-off space to demarcate the spaces.

### Taxi drop-off and pick-up

The hotel, ancillary and retail uses will generate taxi trips throughout the day. It is proposed to use the zone at the northwest of the site to accommodate car and taxi drop-off and pick-up. The drop-off would be a pedestrian friendly shared space using high quality surfacing materials. Access would be taken via Ashburn Gardens to the south of Cromwell Road. This will reduce the likelihood of traffic making U-turns along Cromwell Road back towards Central London compared to the existing drop-off arrangement.

It is proposed to relocate the two existing taxi spaces on Courtfield Road to Ashburn Gardens, and also provide an additional on street taxi space. Space for two taxis is provided on site, similar to the existing arrangement.

Following conferencing events, management will direct guests to specific areas for collection. Staff will be situated at both drop-offs to ensure that guest departure is managed appropriately and efficiently.

The drop-off would be used by both the hotel and residential uses including taxi trips and the residential valet. All servicing vehicles will be directed to the servicing yard on Ashburn Place.

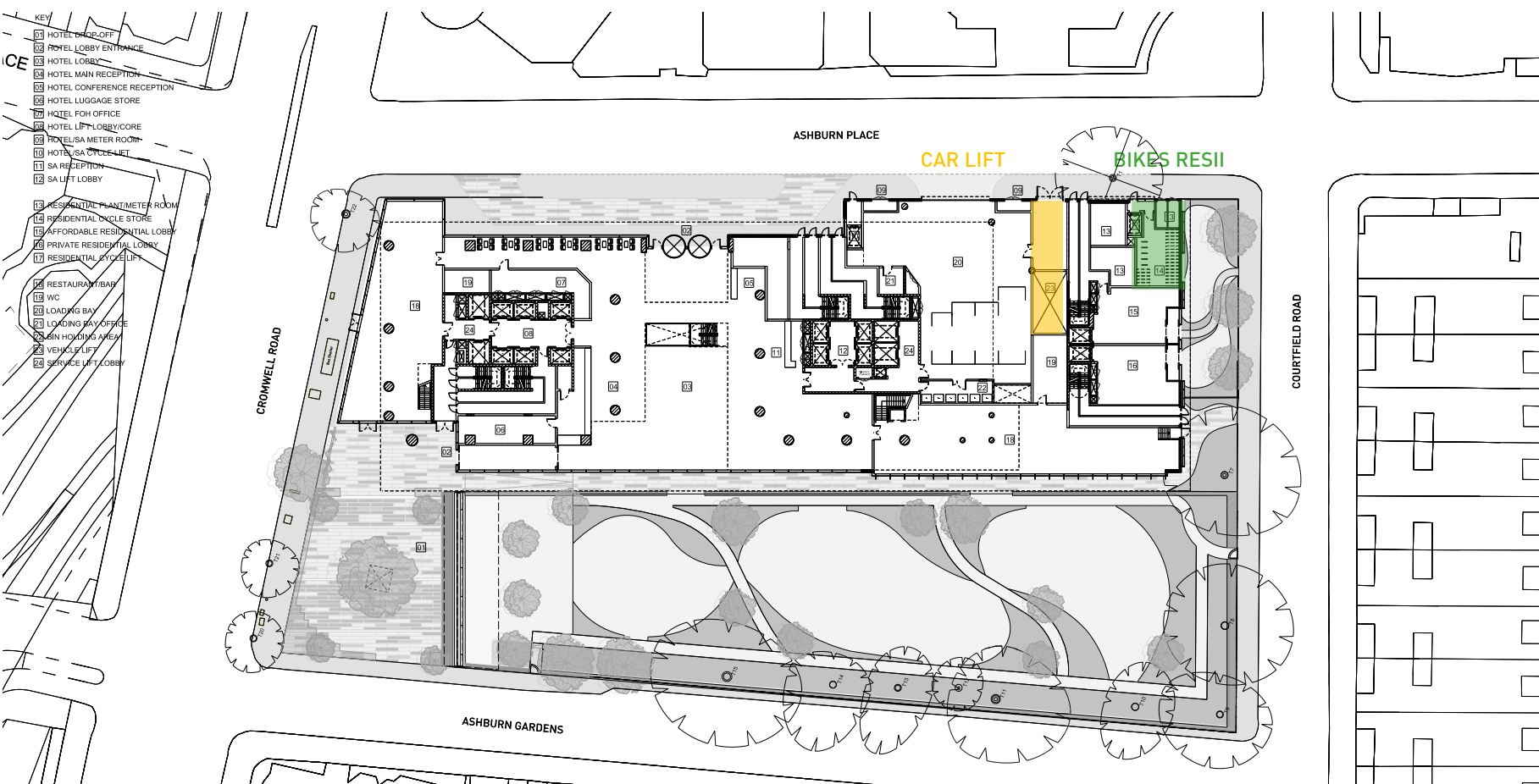


Fig 8.1.3 Proposed vehicle access



# THE DEVELOPMENT: TECHNICAL ANALYSIS

## PARKING

### Cycle Parking

Figure 8.1.3-5 show the proposed cycle parking locations, accessed from ground and via cycle lift from Ashburn Place.

The London Plan (Further Alterations, 2016) provides minimum cycle parking requirements for developments in London. The cycle parking standards within the RBKC Local Plan refer to the London Plan.

Cycle parking would be provided in accordance with London Plan and RBKC standards. The cycle parking provision at the proposed development is summarised inbelow:

Land Use	Long-Stay	Short-Stay
C3 Residential Dwellings: Studio and 1 bedroom units	17	2
C3 Residential Dwellings: 2+ bedroom units	58	
C1 Hotel	55	22

Serviced apartments fall into the C1 hotel land use class as they are occupied by temporary guests, and provision has been made as such. Long stay cycle parking will be provided within the ground floor (residential) and basement (residential and commercial land uses), as outlined in Figure 8.1.3-5 This would be accessed via lifts from Ashburn Place and provide convenient and attractive cycle parking facility.

20% of residential spaces will be in the form of Sheffield stands and 80% in the form of two-tier stands, as per the London Cycle Design Standards (LCDS). For staff spaces, 10% will be in the form of Sheffield stands and 90% in the form of two-tier stands. The cyclist lifts will be sized in accordance with LCDS and accommodate recumbent style bicycles. Showers and changing facilities would be provided within the basement for employees.

Short stay (visitor) cycle parking spaces would be provided within the public realm surrounding the building in the form of Sheffield stands which each provide parking for two bicycles.

The parking provision for the scheme is being determined to comply with standards contained within the London Plan and RBKC Local Plan.

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HOTEL CONFERENCE PRE-FUNCTION SPACE

VOID ABOVE CONFERENCE ROOM

HOTEL BAR STORE

HOTEL PRE-FUNCTION STAGING AREA

HOTEL CLOAKROOM

HOTEL BOH

HOTEL LIFT LOBBY/CORE

HOTEL/SA PLANT ROOM

SA LIFT LOBBY

HOTEL/SA CARSTACKER

HOTEL/SA CAR LIFT

HOTEL/SA GYM & SPA

RESIDENTIAL PLANT ROOM

RESIDENTIAL CYCLE STORE

RESIDENTIAL CYCLE LIFT

RESIDENTIAL BIN STORE

RESIDENTIAL LIFT LOBBY

WC

STORAGE

SERVICE LIFT LOBBY

SHIPS LADDER

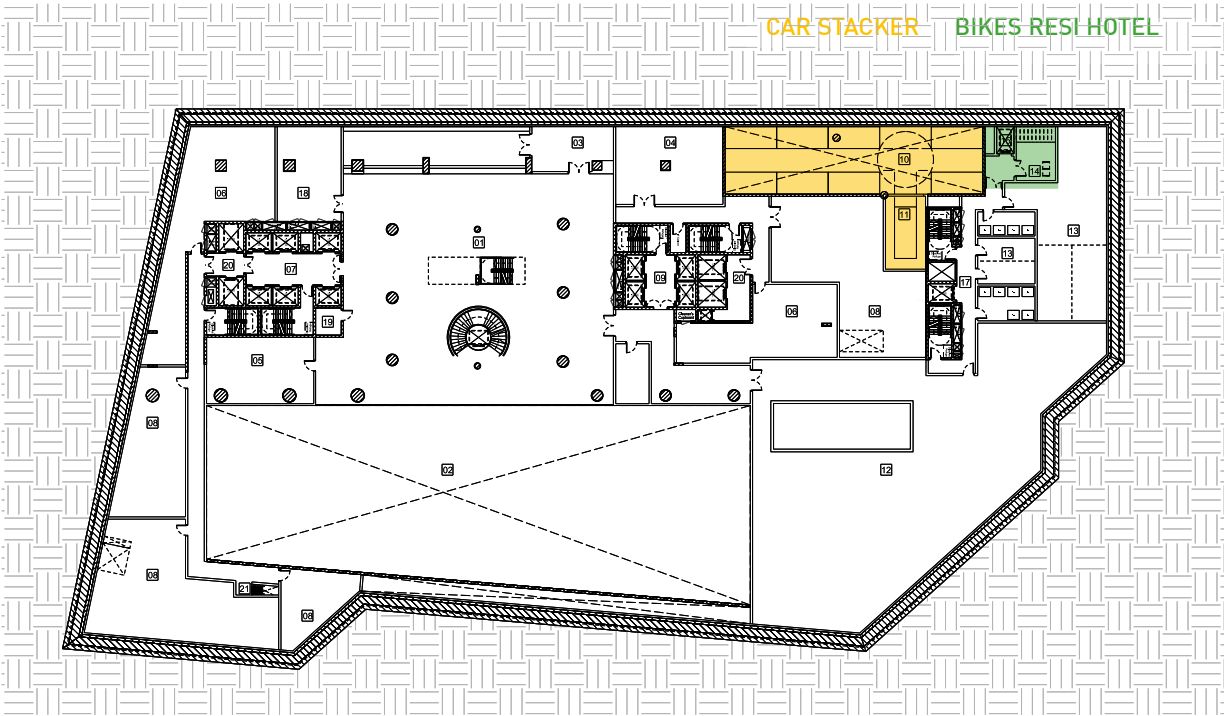


Fig 8.1.4 Cycle parking basement

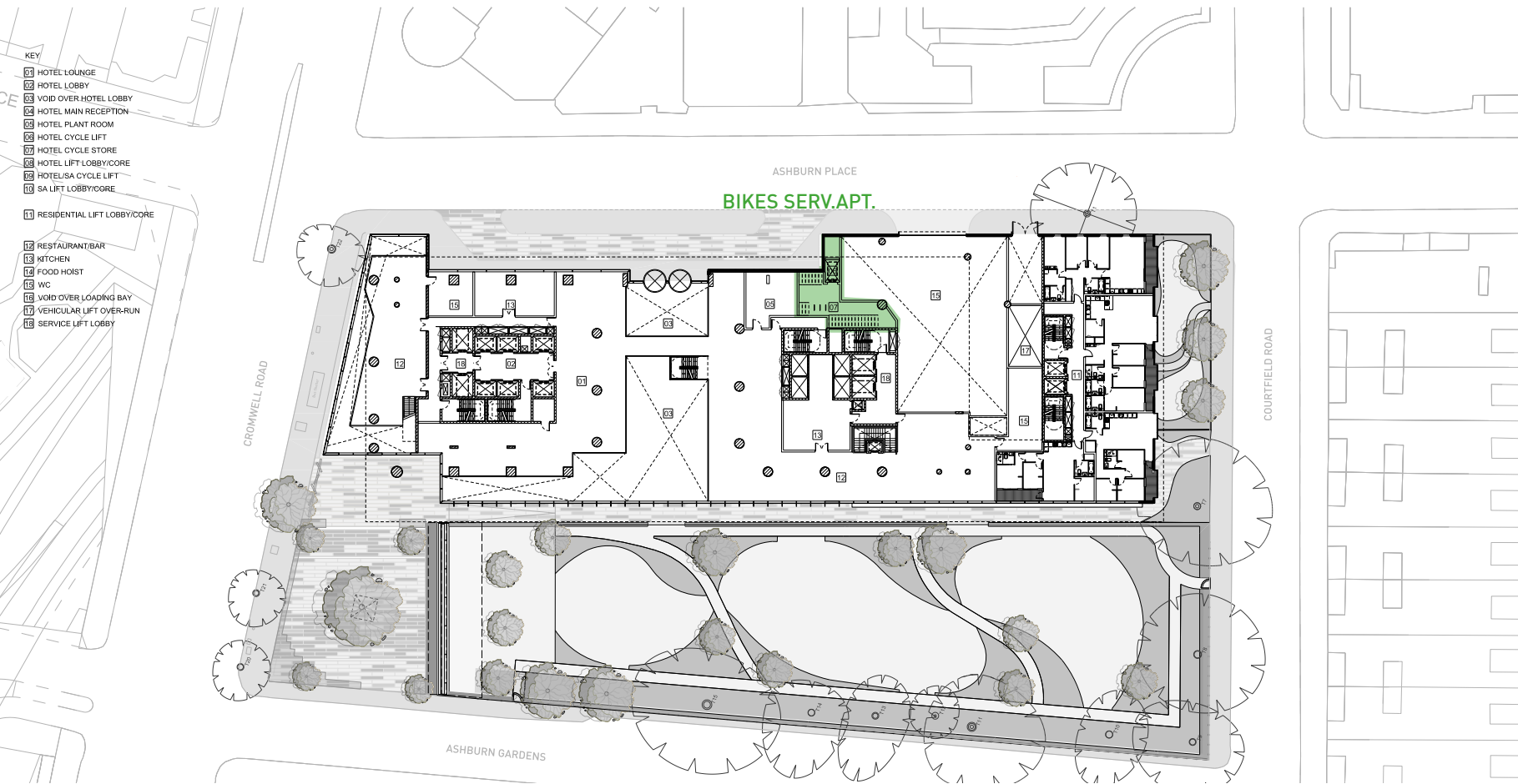


Fig 8.1.5 Cycle parking mezzanine floor

Car Parking

The parking provision for the scheme complies with RBKC standards, and is provided for both the residential and commercial elements of the site.

The car park will be provided within an automated stacker at basement level, accessed via car lifts from Ashburn Place to the south of the servicing yard. Electric car charging facilities will be provided within the automated stacker in line with London Plan standards.

Land Use	RBKC Standard	Development Quantum	No. of Parking Spaces
C3 Residential Dwellings	0.5 per dwelling	46 dwellings	23
C1 Hotel	1 per 40 bedrooms	1,089 bedrooms	25

In residential developments at least one space, or ten per cent, whichever is the greater, should be provided for Blue / Purple Badge holders. Disabled parking would not be marked out as it will be provided within an automated parking system. Car parking for blue badge users would be reserved within the automated stacker.

The car park access will provide sufficient space around the parking platform pallets to enable a wheelchair user to access.

Residents would not be eligible for on-street resident parking permits.

On street car parking

As a result of the rearrangement of the vehicle accesses, some on street car parking bays would be relocated.

The proposed on-street parking provisions are shown in Figure 6 The scheme would not result in any reduction to the number of existing pay and display and resident permit spaces.

Servicing

The design and size of the proposed service yard has been informed by a detailed assessment of forecast servicing demand, is outlined in Section 7 within the transport assessment.

The servicing yard will be accessed via Ashburn Place. Refuse collection for the hotel, residential units and ancillary retail elements of the scheme will be undertaken from the servicing yard.

The existing hotel provides two separate service accesses on Ashburn Place that requires vehicles to reverse in from the public highway. Servicing for the existing building also takes place on street. The proposed servicing arrangements would be a significant improvement to the existing servicing arrangements, accommodating all servicing on site with vehicles entering and exiting the site in a forward gear.

The servicing yard would provide four servicing bays, informed by an assessment of demand. The servicing yard will be managed and operated in accordance with a Delivery and Servicing Plan (contained in the transport assessment) which will be secured by condition.

Waste storage is provided in the basement in the form of Eurobins. These would be transferred from the basement to the ground level servicing yard for collection. A Waste Management Strategy is submitted as part of the planning application and described in chapter 8.2 .

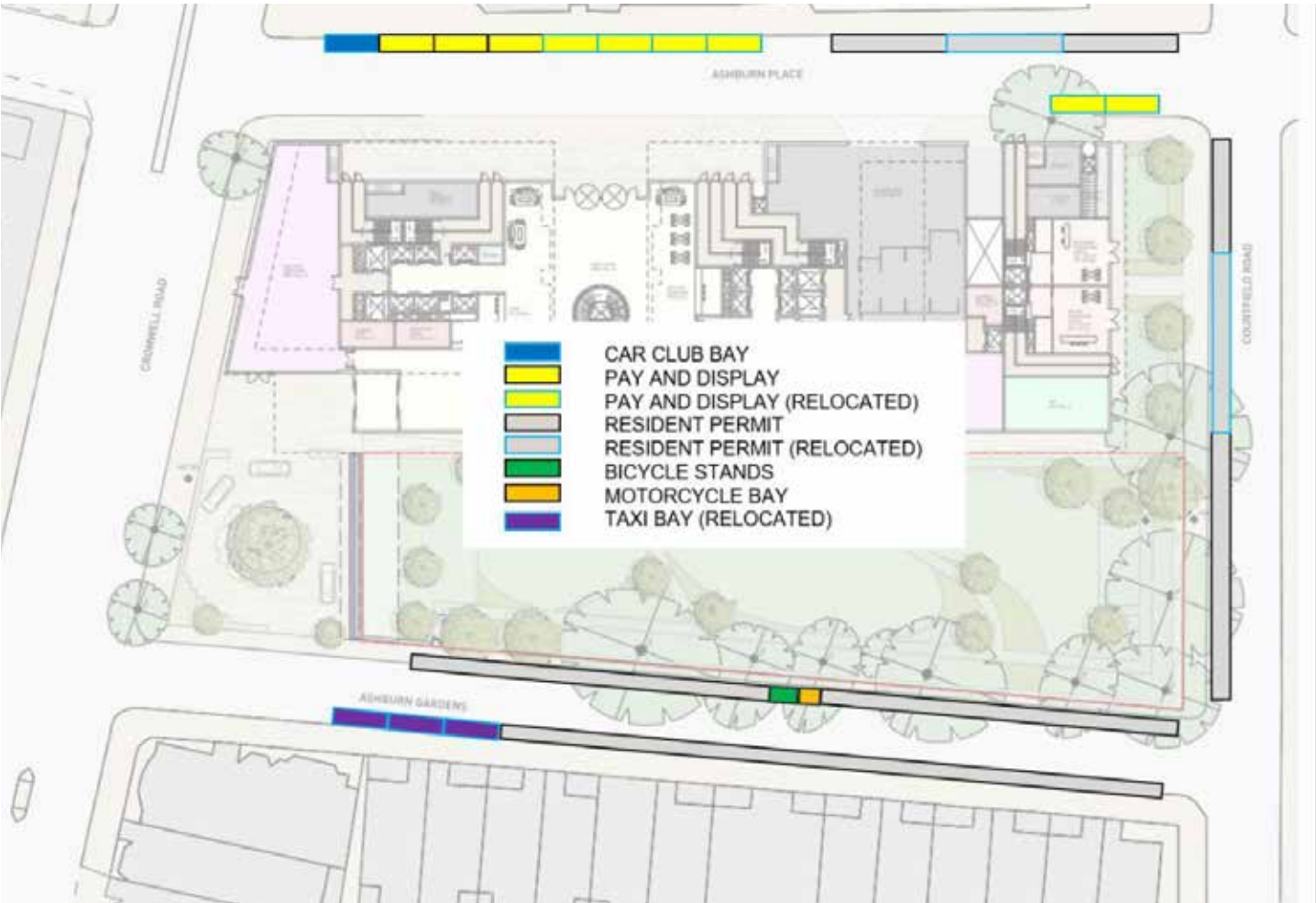


Fig 8.1.6 On street parking provision

8.2 Refuse Strategy

INTRODUCTION

WSP has been commission by Queensgate Investments Ltd and Rockwell to prepare a Waste Management Strategy as part of a planning application for Kensington Forum, which is located within the Royal Borough of Kensington and Chelsea (RBKC).

This Waste Management Strategy considers the potential impacts that may arise from waste generated during the operational phase, with the overall aim of developing a strategy for legislative compliance and good practice in the separation, storage and collection of waste arising.

WASTE LEGISLATION, POLICY AND GUIDANCE

The development and implementation of European Union (EU) waste policy and legislation is delivered by EU Directives e.g. Landfill Directive, Waste Electrical and Electronic Equipment Directive etc. Member States must implement the policy drivers and requirements of these Directives through national legislation.

The revised Waste Framework Directive (rWFD) is a unique EU Directive because it clarifies the definition of ‘waste’ and of other concepts such as ‘recycling’ and ‘recovery’. It implements a revised Waste Hierarchy, expands the ‘polluter pays’ principle by emphasising producer responsibility and applies more stringent waste reduction and waste management targets for Member States. It also requires Member States to take measures to promote high quality recycling and to set up separate collections of paper, plastic, metal and glass.

This section contains focusses on the details of the national legislation that is relevant to the Proposed Development, much of which is influenced by the rWFD. National, London and local waste policy and guidance reviewed during the preparation of this Waste Management Strategy are listed below.

A list of relevant items of national waste legislation is outline below in revers chronological order:

- Waste Management, The Duty of Care Code of Practice (2016 update) - This code of practice replaces the 1996 Code and is pursuant to Section 34(9) of the Environmental Protection Act 1990. It sets out practical guidance on how to meet waste duty of care requirements and is admissible as evidence in legal proceedings i.e. its rules will be taken into account where relevant in any case based on breach of the duty of care.
- The Waste (England and Wales) Regulations 2011 (as amended) - From 1 January 2015, waste collection authorities must collect waste paper, metal, plastic and glass separately. It also imposes a duty on waste collection authorities, from that date, when making arrangements for the collection of such waste, to ensure that those arrangements are by way of separate collection.
- Environmental Protection Act 1990 - Part II of the act was originally implemented by the Duty of Care Regulations 1991. The Duty of Care is a legal requirement for those dealing with certain kinds of waste to take all reasonable steps to keep it safe and is set out in Section 34 of the Act. The Waste (England and Wales) Regulations 2011 repealed the Environmental Protection (Duty of Care) Regulations 1991 and apply the Duty of Care requirements brought in by the Environmental Protection Act 1990.

The relevant national, London and local Waste policy that was reviewed during the preparation of this Waste Management Strategy is outlined below and further detail provided in Appendix A:

- National Planning Policy Framework (2012);
- National Planning Policy for Waste (2014);
- Waste Management Plan for England (2013);
- London’s Wasted Resource: The Mayor’s Municipal Waste Management Strategy (2011)
- Making Business Sense of Waste: The Mayor’s Business Waste Strategy for London (2011);
- The London Plan: Spatial Development Strategy for London Consolidated with Alterations since 2011 (2016);
- Draft New London Plan (2017);
- RBKC Consolidated Local Plan (2015);
- Transport and Streets SPD (April 2016);
- RBKC Local Plan Partial Review (2018).

MANAGEMENT OF OPERATIONAL WASTE- COMMERCIAL

This section outlines the proposed strategy that will be used to manage the waste arising from the commercial activities located within the Proposed Development.

Waste generation model hotel

The Proposed Development consists of a 4 /5star hotel, including a 1,500 seat function room, conference facilities, restaurants, bars and a gym.

It has been assumed that the waste generation model for the hotel element of the proposed scheme will be based on the 4/5 star hotel waste metric sourced from BS5906:2005 Waste Management in Buildings – Code of Practice (BS59056:2005).

It is important to note that the 4/5 star hotel waste metric outlined above is assumed to include allowances for all activities within a generic high quality hotel including associated food and beverage activities etc.

However following a review of the Proposed Development, it has been concluded that there are activities within the Proposed Development that cannot **be** reasonable assumed to be included with the standard waste generation metrics included in BS5906:2005. These include:

- The function room: This is deemed to be outside of the scope of the generic four star hotel, and therefore an extra allowance should be made based on the restaurant waste metric sourced from BS5906:2005.
- Food and beverage: The proposed food and beverage provision will not be for the sole use of the hotel guests, as the general public will be permitted to use them. Therefore an extra over allowance will need to be added to the waste model to reflect the additional waste arising. It is therefore proposed to make an extra over allowance equivalent to 50% of the waste generated by the food and beverage provisions based on the restaurant waste metric sourced from BS5906:2005.

Table 1 summarises the relevant waste generation metrics from BS5906:2005.

Table 2 summarises the proposed commercial provision and the estimated waste arising within the Proposed Development, based on a weekly waste collection.

Table 1 - BS5906:2005 Waste Metrics	
Bin Type	BS5906:2005 Metric / Week
4/5 Star Hotel	Volume per bedroom [350 litre] x number of bedrooms
Ball Room*	Volume per number of covers [75 litres]
Restaurant*	Volume per number of covers [75 litres]

Table 2 - Estimated Waste Arising (Weekly)		
Use Classification	Quantum	Waste Generation (Litres/Week)
4/5 Star Hotel (C1)	749 Keys	262,150
Ball Room (A3)	1,500 Covers	56,250**
Extra Over Waste Allowances – Public Access		
Food and Beverage*	1,821m <sup>2</sup>	11,381***
TOTAL (Litres/Week)		329,781
* Assumed worst case scenario of A3 use. ** Assumes that the ballroom will be 50% utilised. *** Extra over allowance for general public access, equivalent to 50% of the total weekly waste generation level. Assumes1 cover per 6m <sup>2</sup> .		

The following collection frequencies have been assumed for commercial waste

Table 3 - Commercial Waste Collection Frequencies	
Use Classification	Collection Frequency
All Commercial Uses	Daily



Waste generation model Serviced Apartments

The Proposed Development also includes serviced apartments, which are also considered to be commercial waste as the tenant will not pay council tax directly to RBKC.

The weekly waste generation levels for the serviced apartments have been based on RBKC’s household waste generation metrics summarised inthe table 4:

Table 4 - RBKC Household Waste Generation Metrics (Weekly)

Waste Stream	Waste Generation Metric
Serviced Apartments	One Eurobin (or equivalent) for every 18 residents*
* Based on total occupants	

This waste metric has been used as the serviced apartments have dedicated kitchen areas and therefore the waste stream is likely to be similar to the composition and volumes of a domestic residence, rather than a hotel.

It should be noted that whilst the RBKC residential waste generation metric has been used, the waste stream will be managed and collected through a commercial waste collection contractor.

Table 5 below summarises the accommodation schedule and occupation levels for the serviced apartments within the Proposed Development.

Table 5 - Serviced Apartments – Accommodation and Occupation Schedule

Use Class	Number of Bedrooms				TOTAL
	Studio	1 Bed	2 Bed	3 Bed	
Occupation Levels (Persons/Flat)	1	2	4	6	
Serviced Apartments	70	201	67	2	340
TOTAL (Persons)	70	402	268	12	752

Table 6 below outlines the estimated weekly waste arising from the serviced apartments.

Table 6 - Estimated Total Waste Arising – Weekly Collection

Use Class	1,100 Litre Eurobins / Week (No.)
Service Apartments	42*
* Rounded up	

PROPOSED COMMERCIAL WASTE MANAGEMENT STRATEGY

Hotel

The proposed waste strategy for the hotel assumes that the hotel operator will take responsibility for managing all the hotel waste arising from the site, and for appointing a suitable commercial waste contractor to collect it.

The hotel waste strategy has been broken down into the following stages.

Stage 1: The hotel operator will provide interim waste storage areas within their premises that will act as short term waste storage areas prior to transportation of the waste to the hotel waste stores.

The interim waste stores should have sufficient capacity to allow refuse and recycling to be segregated. The size/capacity of the interim waste store(s) should be sufficient to accommodate the volumes of waste generated in the specific areas based on the frequency that the waste will be transferred to the hotel waste stores.

Stage 2: The hotel operator’s facilities management (FM) team will collect the waste from the interim waste stores on a regular basis and will transport it directly to the hotel waste stores at basement level 2, where they will segregate the waste into the appropriately labelled bins.

Stage 3:The main commercial waste stores will be used store the commercial waste generated by the hotel.

Serviced Apartments

The proposed waste strategy for the serviced apartments assumes that the hotel operator will take responsibility for managing the wastes generated within the serviced apartments.

The serviced apartment’s waste strategy has been broken down into the following stages.

Stage 1: Each serviced apartment will be provided with a segregated waste bin, which will be fixed into an appropriate kitchen unit.

The proposed segregated waste bin will be fitted into a single kitchen unit with a minimum width of 500mm.

Stage 2: The hotel operator’s FM team will collect the waste directly from the serviced apartments on a daily basis and will transport it to the serviced apartment waste storage area within the service yard, where they will segregate the waste into the appropriately labelled bins.

Stage 3: The main commercial waste stores will be used store the commercial waste generated by the hotel

MAIN COMMERCIAL WASTE STORES - COMMERCIAL

The main commercial waste stores will be the location that all waste generated by the hotel and service apartments will be stored prior to collection by the commercial waste collection contractor appointed by the hotel operator.

Based on the estimated waste volumes in Tables 2 and 6, Table 7 summarises the total number of bins to be provided in the main commercial waste stores, based on a daily waste collection.

The dimensions for the 1,100 litre Eurobins provided are summarised in Table 8.

In order to provide spare additional storage capacity extra over the number of bins shown in Table 7, it is proposed to provide a bin compactor that is suitable for a 1,100 litre Eurobin within the larger commercial waste store.

An example of a bin compactor is shown in Figure 8.2.1

Table 7 – Bin Provisions

Use Class	Weekly Collection		Daily Collection*	
	Volume (Litres)	1,100 Litre Eurobins / Week (No.)	Volume (Litres)	1,100 Litre Eurobins / Week (No.)
Hotel	329,781	300	47,112	43
* Assumes the provision of one day’s waste storage.				

Bin Type	Width (mm)	Depth (mm)	Height (mm)
1,100 Litre Eurobin	1,260	990	1,380



Fig 8.2.1 Example bin compactor

# THE DEVELOPMENT: TECHNICAL ANALYSIS

The main commercial waste stores will be located at basement level 2 as shown in Figure 8.2.2.

## WASTE PRESENTATION AND COLLECTION

On a daily basis the on-site FM team will move the bins from the main commercial waste stores to the waste presentation area at ground floor level using the car lift.

It is proposed that the waste will be presented in the vehicle loading bays within the service yard.

Figure 8.2.3 shows the location of the waste presentation area within the service yard and the car lift.

It is proposed that waste collections will occur during quiet periods of the day to avoid disrupting the service yard operation.

The swept path assessment for the refuse collection vehicle (RCV) has been based on a 11m rigid vehicle. The swept paths are shown in Figure 8.2.4.

The hotel operator will ensure that they procure waste collections from a waste commercial waste collection contractor with compliant vehicles.

- 01 HOTEL CONFERENCE ROOM
- 02 HOTEL LIFT LOBBY/CORE
- 03 HOTEL/SA CARSTACKER
- 04 HOTEL/SA CAR LIFT
- 05 HOTEL BIN STORE
- 06 SA LIFT LOBBY
- 07 HOTEL/SA STAFF RESTAURANT
- 08 FOOD HOIST
- 09 HOTEL BOH
- 10 PLANT ROOM
- 11 KITCHEN
- 12 WC
- 13 STORAGE
- 14 SERVICE LIFT LOBBY
- 15 IT CABINET
- 16 ENERGY CENTRE
- 17 CHANGING ROOM
- 18 SHIPS LADDER

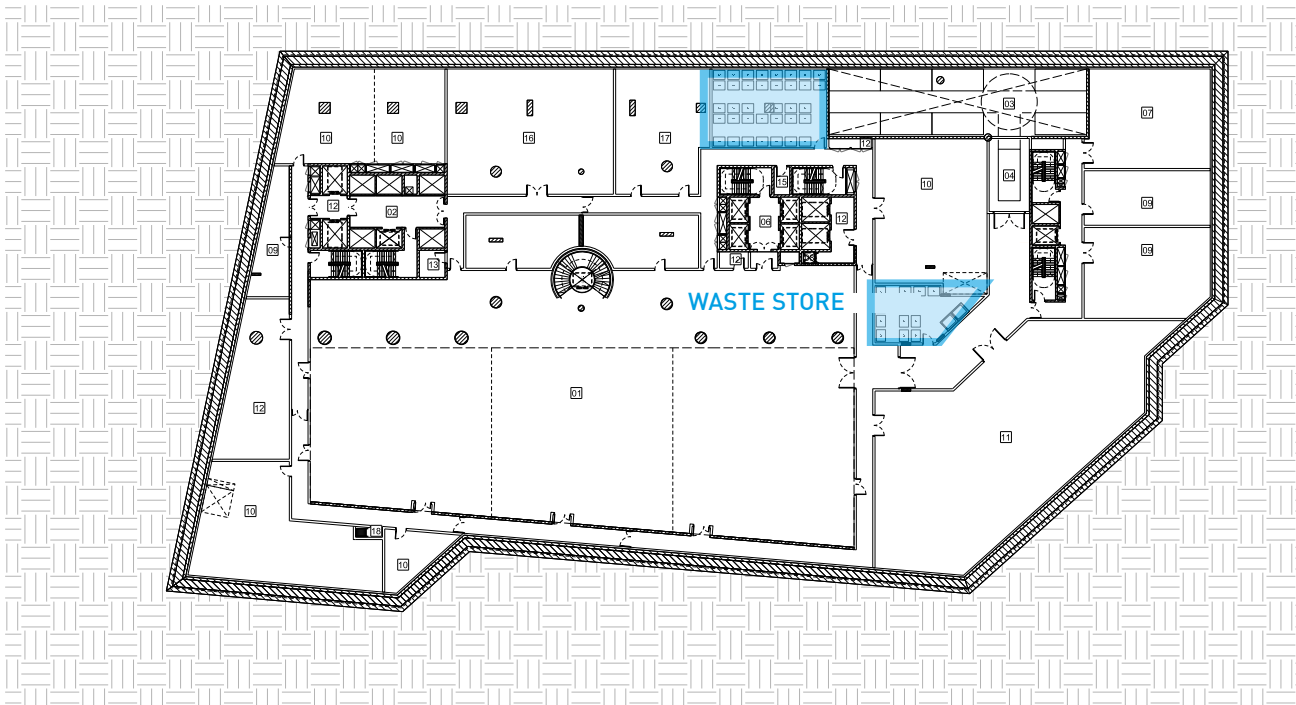


Fig 8.2.2 Waste stores

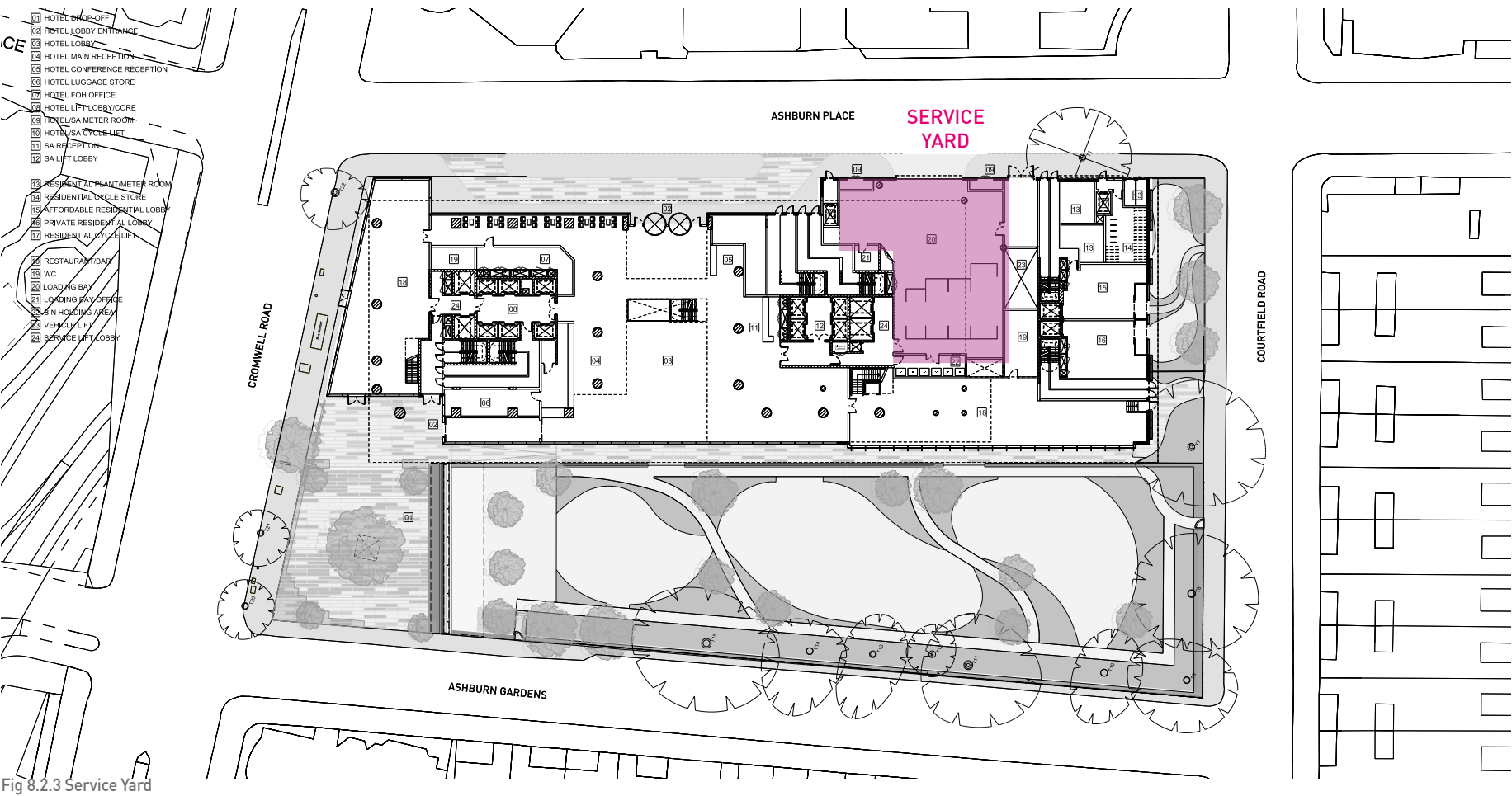


Fig 8.2.3 Service Yard

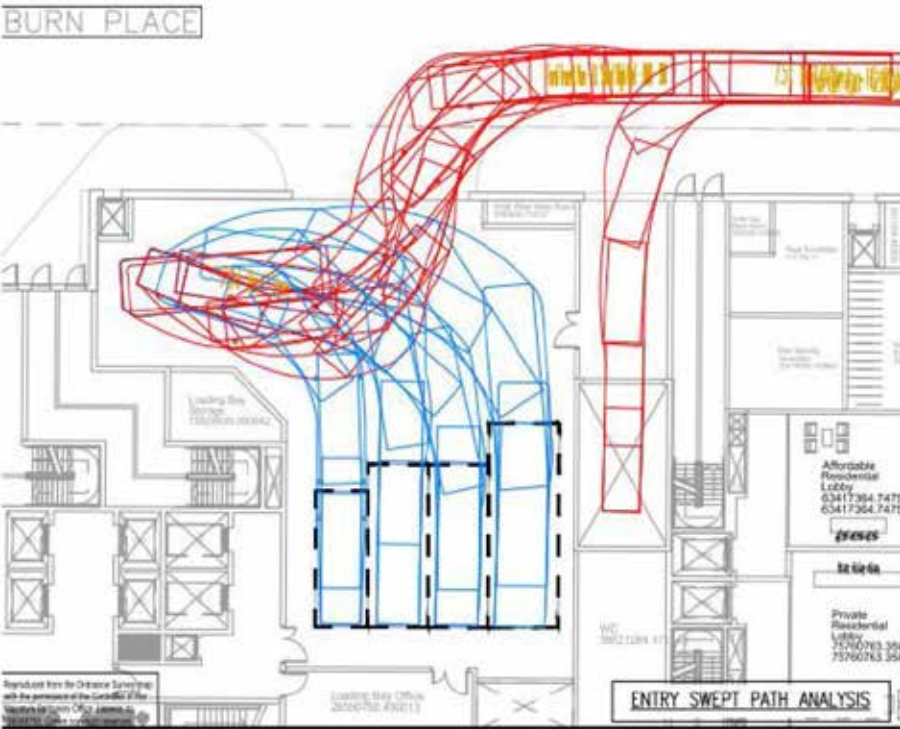


Fig 8.2.4 Swept path



MANAGEMENT OF OPERATIONAL WASTE- HOUSEHOLD

This section outlines the plan which will be adopted to successfully manage the household waste arising from the Proposed Development once operational.

Estimated household waste generation from the Proposed Development has been quantified based on weekly waste generation metrics taken from RBKC’s Transport and Streets SPD dated April 2016 (hereafter referred to as ‘the Guidance’).

The RBKC waste generation metric for residential developments (new build flats) is summarised below:

- One Eurobin (or equivalent) for every 18 residents.

Table 9 summarises the accommodation schedule and the assumed occupation levels for the private and affordable residential units within the Proposed Development.

Table 10 outlines the estimated weekly waste storage requirements for private and affordable residential units.

Based on the Guidance, Table 11 summarises the collection frequencies that have been assumed for household waste.

Table 11 – Residential – Accommodation and Occupation Schedule

Use Class	Private				Affordable			
	Studio	1 Bed	2 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed
Occupation Levels (Persons)	1	2	4	6	1	2	4	6
Residential	3	11	14	4	0	3	4	7
Sub-Total (Persons)	3	22	56	24	0	6	16	42
TOTAL (Persons)	105				64			

Table 12 - Estimated Waste Storage Requirement – Weekly Collection

Use Class	1,100 Litre Eurobins / Week (No.)	
	Private	Affordable
Residential	6*	4*
* Rounded up		

Table 13 - Assumed Household Waste Collection Frequencies

Waste Type	Collection Frequency
Refuse	Weekly
Recyclables	Weekly

PROPOSED WASTE MANAGEMENT STRATEGY

The proposed waste management strategy for residential waste has been broken down into the following stages.

Stage 1: Each residential property will be provided with a segregated waste bin, which will be fixed into an appropriate kitchen unit.

An example of a suitable segregated waste bin is shown in Figure 7.

Figure 7 - Example Segregated Waste Bin

The segregated waste bin shown in Figure 7 includes the following bin capacities:

- Recyclables: 30 litres; and
- Refuse: 19 litres.

The proposed segregated waste bin will be fitted into a single kitchen unit with a minimum width of 500mm.

Stage 2: In order to provide waste storage areas for the residential tenants that are within 30m horizontal walking distance of each dwelling, main residential waste stores will be provided at basement level 1 which are located in close proximity to each the residential service cores.

The residents will be required to transport their own waste from their apartments directly to their nominated main residential waste store via the passenger lifts and common areas.

The locations of each of the main residential waste stores, passenger lifts and residential walking routes are shown in Figure 8.2.6.



Fig 8.2.5 Example sgregate waste bin

The total number of bins provided in the main residential waste stores will be as summarised in Table 10.

The dimensions for the 1,100 litre Eurobins provided are summarised in Table 12.

Table 14 - Bin Dimensions

Bin Type	Width (mm)	Depth (mm)	Height (mm)
1,100 Litre Eurobin	1,260	990	1,380

All bins will be fully labelled to maximise segregation of wastes.

The main waste storage areas will be designed in accordance with BS5906:2005 – Waste Management in Buildings Code of Practice. In summary the facility should include the following:

- A suitable water point should be provided in close proximity to allow washing down;
- All surfaces should be sealed with a suitable wash proof finish (vinyl, tiles etc.);
- All surfaces should be easy to clean;
- Suitable floor drain should be provided; and
- Suitable lighting and ventilation should be provided.

Stage 3: The main residential waste stores will be managed by the on-site FM team who will be responsible for:

- Regularly monitoring each of the main residential waste stores;
- The cleanliness of the main residential waste stores; and
- Transporting the full bins to the waste presentation area for collection by RBKC.

Stage 4: Due to the location of the main residential waste stores, RBKC will not collect the waste directly from these areas, and therefore a waste presentation area will be provided at ground floor level.

On the nominated collection days, the on-site FM team will relocate the bins from the main residential waste stores via the cycle lift to the waste presentation area located to the rear of the loading bays within the service yard at ground floor level.

The access route from the cycle lift to the presentation area within the service yard at ground floor level is shown in Figure 8.2.7.

Based on the bin requirements summarised in Table 10, the waste presentation area will have the capacity to store 10 No. Eurobins.

The on-site FM team will be responsible for managing the presentation of the bins within the designated area prior to the RBKC waste contractor arriving on-site. The on-site FM team will present the bins just prior to the collection time, in order to minimise the time that the bins are stored within the service yard.

The indicative location of the waste presentation area is shown in Figure 8.2.7.

Stage 5: RBKC’s waste collection contractor will park their RCV in the service yard adjacent to the waste presentation area. The access route provided for the RBKC waste collection contractor to transport the bins from the waste presentation area to the RCV is step free.

The swept path assessment for the RCV has been based on an 11m rigid vehicle.

Once the bins have been emptied, the on-site FM team will return the bins to the main residential waste storage area via the car lift.