

Lambeth Smith Hampton Ltd

**Harrington Square  
London Borough of Camden**

Servicing, and Waste Management Plan

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Caneparo Associates Limited  
21 Little Portland Street  
London W1W 8BT  
Tel: 020 3617 8200

[www.caneparoassociates.com](http://www.caneparoassociates.com)

Registered in England: 9930032

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## Appendices

Appendix A - Proposed Site Layout

# 1 INTRODUCTION

- 1.1 This Servicing, and Waste Management Plan ('SWMP') has been prepared by Caneparo Associates on behalf of Lambeth Smith Hampton Ltd ('the Applicant'), to support a full planning application for the redevelopment of Harrington Square (the 'Site'), located within the London Borough of Camden (LBC).
- 1.2 The existing application Site comprises part of an area of hardstanding which currently serves 12 surface level car parking spaces that were previously leased to residents of the adjacent site, Hurdwick House. An area of landscaping on the Site fronts Harrington Square, with vehicle and pedestrian access to the Site currently via the main entrance to Hurdwick House off Harrington Square.
- 1.3 The proposals comprise the development of 11 residential units (2 x 1-bed, 3 x 2-bed and 6 x 3-bed). The development will be car-free with the exception of one disabled parking space provided on-street. The access onto Harrington Square will be retained which ensures the access arrangements remain as existing to allow the parking spaces associated with Hurdwick House to still be used. A copy of the proposed layout is included at **Appendix A**.
- 1.4 A Transport Statement has been submitted as part of the planning application which has separately assessed the impact of the proposed development on servicing and this document sets out the management measures and commitments that will be made by the Applicant in ensuring that the servicing regime is appropriately monitored and adjusted as necessary to ensure there is no materially adverse impact on the local highway network.
- 1.5 This SWMP has been prepared based on the latest Servicing and Waste Management Plan Guidance produced by TfL in December 2020.

## Objectives

- 1.6 The primary objectives of the SWMP are to manage servicing and waste storage/collection for the development in order to ensure that activity is undertaken successfully, and without conflict between vehicles and/or pedestrians and without adversely impacting on the local highway network.

1.7 The SWMP includes measures to ensure servicing is undertaken efficiently and successfully, with vehicle activity recorded and monitored. The SWMP is a live document that can be updated as necessary to ensure the servicing arrangements remain appropriate and adaptable to changes in circumstance. Over time, the SWMP will enable future deliveries, where possible and necessary, to be reduced, re-moded, re-timed and re-routed. Deliveries by smaller vehicles will always be a priority, as will delivering outside of weekday peak hours.

1.8 The SWMP will manage servicing and waste storage/collection for the premises in order to:

- Ensure that, where possible, deliveries are planned so that there is no need for vehicles to wait on nearby streets at any time.
- Ensure that, where possible, deliveries are undertaken by small to medium sized vehicles (e.g. bicycles, motorbikes, and vans) and electric or hybrid vehicles.
- Ensure that vehicles load/unload on the single yellow line for the minimum time necessary, in order to ensure that this remains free for as long as possible.
- Reduce the number of deliveries where possible through consolidation, shared suppliers and using locally based suppliers.
- Ensure that waste is stored correctly and kept clear of obstructions so that it can be transferred efficiently by council collection operatives.
- Reduce the waste collection vehicle dwell times through efficient management and transfer of bins, to ensure that the single yellow line adjacent to the Site is kept free as long as possible.

## **Benefits**

1.9 The SWMP aims to bring about a continual improvement in the way deliveries, servicing and waste collection is undertaken by reducing its effect on the environment and local highway. It will also bring about a number of benefits to occupiers of the proposed development, including the following:

- Opportunities to consolidate deliveries, saving time and money.
- Improve safety by reducing the number of deliveries and overseeing activity adjacent to the Site.

- Reduce harmful emissions through the use of greener and smaller vehicles.
- Improve the scheduling of deliveries to reduce non-attendances, unsuccessful deliveries or idling vehicles waiting on the single yellow line.
- Reduce the potential for having to wait/load/unload illegally.
- Reduce congestion and environmental impacts, conversely resulting in improved air quality.
- Improve amenity for users of the Site and the local area through reduced noise, emissions and intrusion from vehicles.
- Ensure that appropriate materials are recycled where possible.

## Policy

- 1.10 Policy T7 of the London Plan (2021), which relates to freight and servicing, where part G states:
- “G. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way, which reflects the scale and complexities of developments”.*
- 1.11 Policy T4 of Camden’s Local Plan (July 2017), Sustainable movement of goods and materials states the following:
- “The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:*
- a. encourage the movement of goods and materials by canal, rail and bicycle where possible;*
  - b. protect existing facilities for waterborne and rail freight traffic and;*
  - c. promote the provision and use of freight consolidation facilities.*
- 1.12 Section 4.5 of Camden’s Planning Guidance - Transport (January 2021) details when a Delivery and Servicing Plan is required. It states:

*"In order to proactively manage delivery and servicing arrangements, the Council will seek DSPs for all major developments, and for those developments where it is identified through a Transport Assessment that the scheme is likely to impact on amenity or the safe and efficient operation of the transport network. Examples of when a DSP should be prepared are:*

*The expected number of deliveries at any one time exceeds the capacity of the onsite loading provision;*

*The existing on-street provision limits additional loading from proposed development;*

*The cumulative impact of deliveries from the site and those sites within the vicinity adversely affects the transport network;*

*The site is adjacent to existing infrastructure, for example, cycle lanes or bus stops; and/or*

*Loading occurs on a high street or within a busy town centre."*

1.13 The remainder of the SWMP is set out as follows:

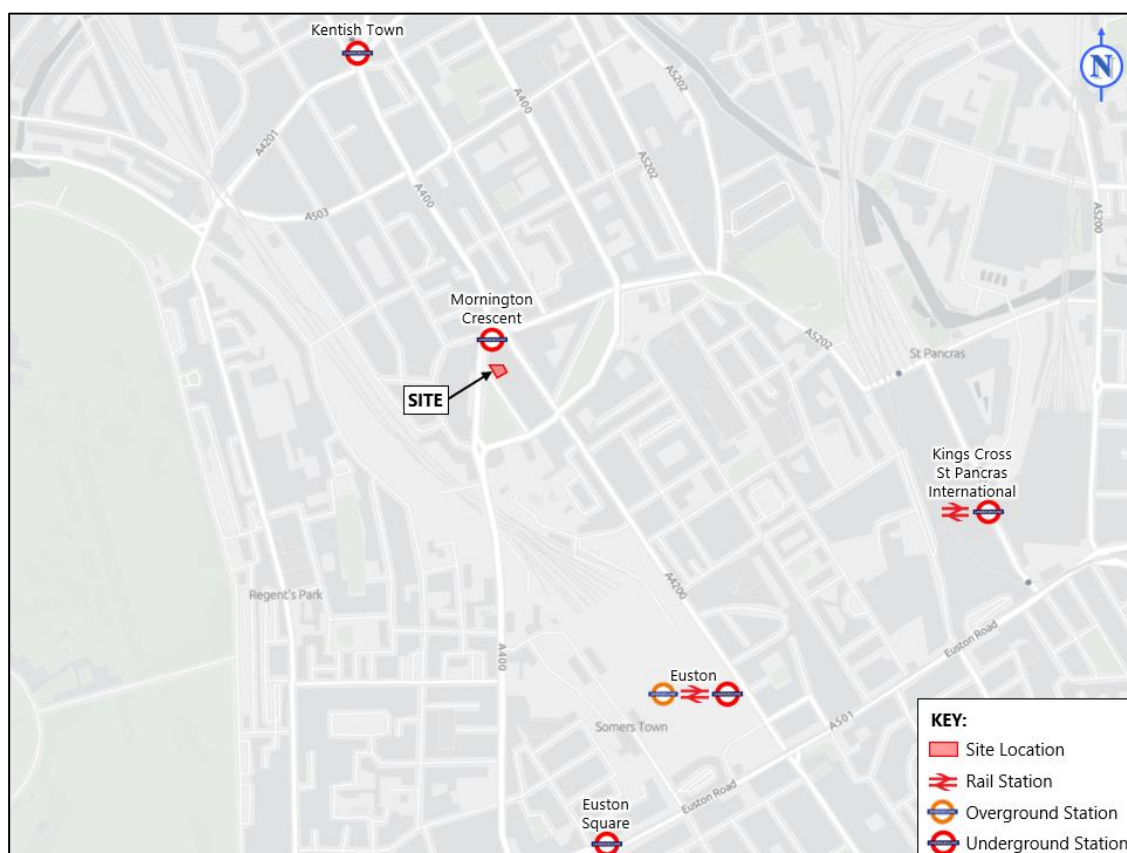
- Section 2 - sets out the Site's servicing arrangements;
- Section 3 - sets out the waste storage and collection strategy;
- Section 4 - sets out the objectives and measures of the SWMP;
- Section 5 - estimates the number of delivery and servicing trips;
- Section 6 - details the monitoring and review of the SWMP; and
- Section 7 - provides a conclusion.

## 2 SITE AND SERVICING ARRANGEMENTS

## Site Description

## The Site

- 2.1 The existing application Site comprises part of an area of hardstanding which currently serves 12 surface level car parking spaces that were previously leased to residents of the adjacent site, Hurdwick House. The immediate vicinity is comprised of predominantly residential uses with commercial uses located in the wider area.
- 2.2 Mornington Crescent London Underground Station is located circa 60m north of the Site (1-minute walk). Two major London stations are also nearby with Euston station located approximately 850m to the south of the Site (11 minutes' walk) and Kings Cross St Pancras approximately 1.1km to the south east (14 minutes' walk), with the location shown at **Figure 2.1** below.



### Figure 2.1 – Site Location Plan

Source: ArcGIS Pro 2023

## **Local Highway Network**

### **Harrington Square**

- 2.3 Harrington Square is a one-way carriageway that connects Hurdwick Place in the north Hampstead Road in the south. In the vicinity of the Site, the carriageway measures circa 8.5m in width, which narrows to a circa 5.5m effective width due to a row of parking bays on the western side of the road. There is a bus stop circa 30m south of the Site entrance which reduces the effective width of the carriageway to circa 3m when a bus is stationary within its cage.

### **Hurdwick Place**

- 2.4 Hurdwick Place is a one-way southbound carriageway that connects Camden High Street in the north to Harrington Square in the south. The road operates two southbound lanes and measures circa 6.5m in width. Mornington Crescent Station (Stop D) is located on this road and the entirety of Hurdwick Place has double red lines, preventing stopping at any time.

### **Hampstead Road**

- 2.5 Hampstead Road is a two-way road (northbound only near the Site) that connects the A501 Euston Road with Camden High Street in the north. In the vicinity of the Site next to Harrington Square Gardens, the carriageway measures circa 14m in width with two lanes of unrestricted traffic, a bus lane and a lane of bus stands / pay by phone parking bays. Both sides of the road have double red lines, preventing stopping at any time.
- 2.6 The parking bays are located on the east side of Hampstead Road and are in operation between 08:30-18:30 from Monday to Friday and from 09:30-17:30 on Saturday. The max stay at these spaces is 2 hours, with no minimum time before vehicles can return.

## **Controlled Parking Zones**

- 2.7 The Site is located within a Controlled Parking Zone ('CPZ') 'CA-F' which is in operation Monday to Friday 8.30am – 5.30pm plus Saturday to Sunday 9.30am – 5.30pm and is restricted to permit holders only.



## Servicing Arrangements

- 2.8 The proposed arrangement relies on the existing stretch of single yellow line adjacent to the Site on Harrington Square. This will allow vehicles up to 10 metres in length to service the Site, with all manoeuvres in forward gear. An extract of the arrangements is shown in **Figure 2.2** below.



**Figure 2.2: Proposed Ground Floor**

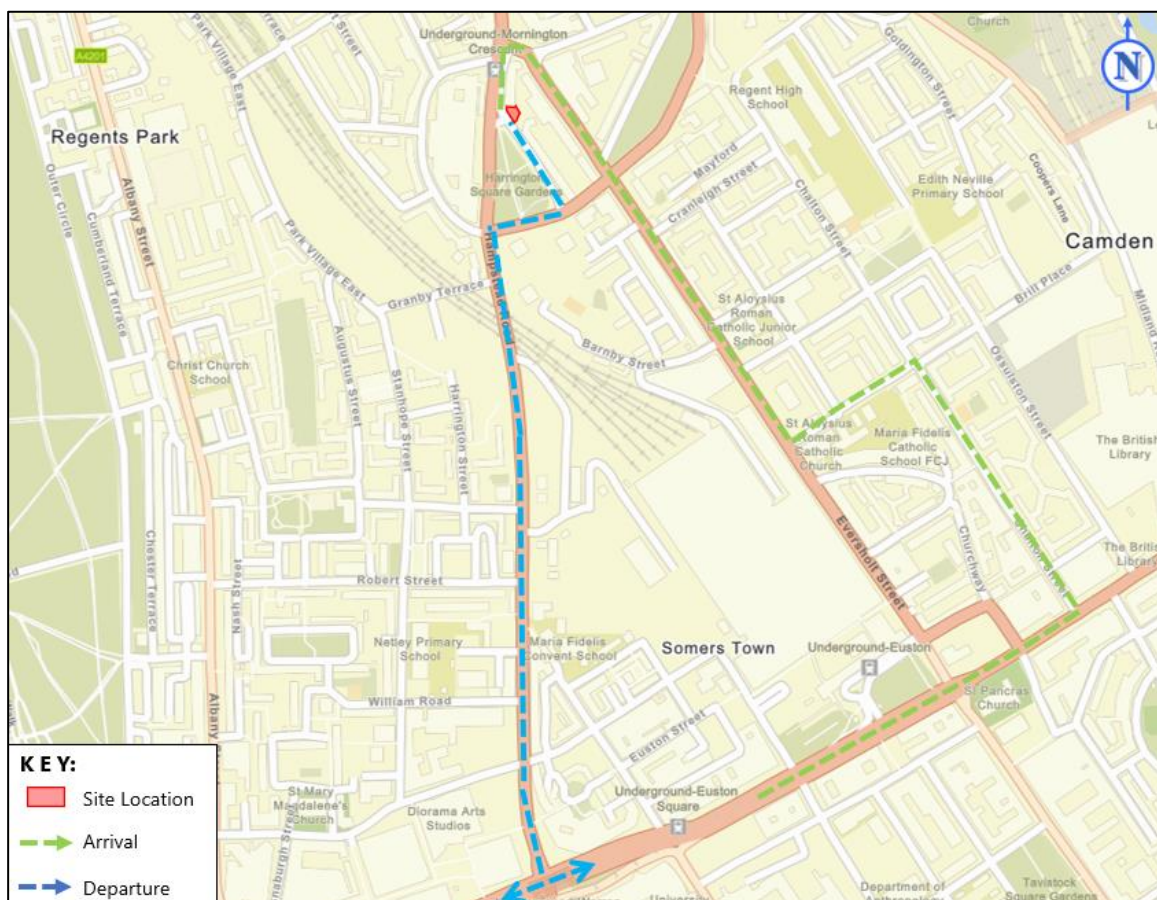
- 2.9 This SWMP will ensure that all servicing activity is undertaken by appropriately sized vehicles where possible.
- 2.10 It is also pertinent to note that deliveries associated with the existing Site, Hurdwick House, currently take place on Harrington Square, therefore the proposal will continue in line with existing arrangements for other adjacent properties.

## Vehicle Routing

- 2.11 Due to the one-way nature of Harrington Square, delivery vehicles will be required to arrive from the north and leave to the south. Suppliers will be made aware of the recommended route to/from the strategic highway network; this route is illustrated in **Figure 2.3** below and summarised as follows:

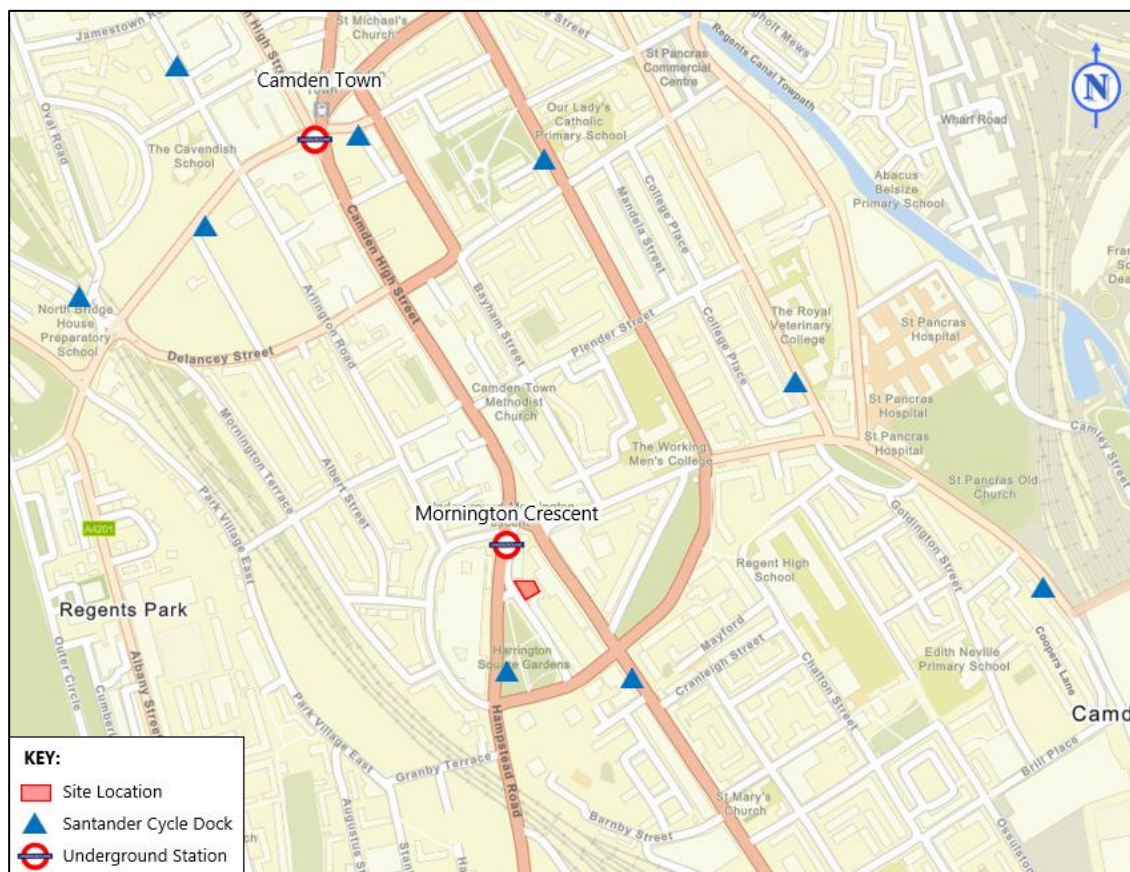
- Access: A501 Euston Road – Chalton Street – Phoenix Road – A4200 Eversholt Street – Harrington Square – Site.

- Egress: Site – Harrington Square – A400 Hampstead Road – A501 Euston Road.



**Figure 2.3 – Recommended Vehicle Route Plan**

- 2.12 The recommended routes outlined above have been designed to take consideration the most direct route to / from the strategic highway network, whilst trying to avoid the busy Camden High Street and any local schools.
- 2.13 The nearby Santander cycle hire docking stations have also been mapped to make drivers aware of the cycle parking facilities in the vicinity of the recommended route. These are displayed in **Figure 2.4** below.



**Figure 2.4 – Santander Cycle Docks Near to Site**

- 2.14 Residents will be advised to encourage delivery drivers to adhere to the recommended vehicle route, however it is noted that this is not enforceable. They could do this by including details of the route in the notes section when making an online order.

### 3 WASTE STRATEGY

- 3.1 The waste store will provide space for general waste as well as clearly labelled areas for the storage of different recyclable materials. The proposed waste storage has been based on the '*LBC Planning Guidance - Design*' document, based on a weekly collection with the standards and calculations provided below.

#### Waste Storage Calculations

- Residential = 120 litres of general waste, 140 litres of mixed dry recycling and 23 litres of food waste per dwelling with three or less bedrooms.

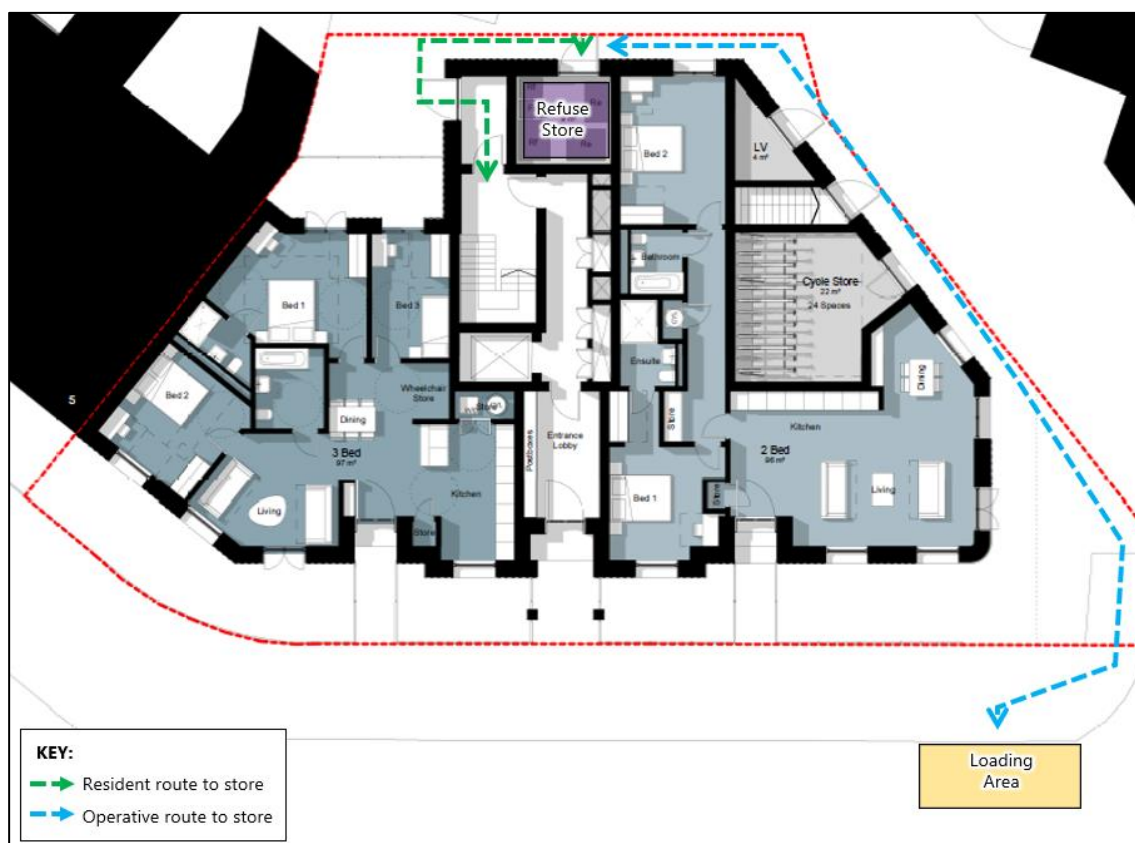
#### Waste Storage Provision

- 1 x 1,110 litre Eurobin and 1 x 240 litre wheelie bin will be required for general waste.
- 1 x 1,100 litre Eurobin and 1 x 660 litre Eurobin will be required for mixed dry recycling.
- 1 x 360 litre wheelie bin will be required for food waste.

#### Waste Collection

- 3.2 Waste that accumulates from all dwellings will be stored within a dedicated storage area at ground-floor level, with council operatives responsible for collecting the waste directly from the on-site waste storage area. **Figures 3.1** illustrate this, whilst also showing how the bin stores would be arranged.





**Figure 3.1: Waste Storage & Collection Strategy**

- 3.3 Waste vehicles will pull up on Harrington Square and utilise the existing stretch of single yellow line. Waste collection operatives will then be able to collect waste and transfer empty containers back to the waste storage room. No waste containers will be stored on the public highway at any point.
- 3.4 Waste will be stored in ventilated areas with drainage, which is constructed of a robust material that can be easily maintained, cleaned, and washed down. The Applicant is willing to commit to the following:
1. *Waste storage chamber/s will be built to BS5906 specifications.*
  2. *All occupants of the development will have access to and be required to use the waste storage facilities.*

## 4 OBJECTIVES AND MEASURES

### Servicing and Deliveries

- 4.1 A Site Manager will be appointed to oversee servicing and delivery activity. The Site Manager will be aware of when servicing and delivery activity is planned/expected.
- 4.2 In order to meet the objectives of the SWMP, the following initiatives will be adopted:
- The Site Manager will issue written/email instructions to all suppliers who book deliveries setting out the delivery procedures to be adopted by them. This will include details of the recommended vehicle route.
  - Deliveries will be programmed where possible so as to avoid waste/recycling collections.
  - Drivers will be informed that vehicle engines and radios must be switched off whilst goods are being loaded/unloaded (i.e. when their vehicle is stationary).
  - The Site Manager will be responsible for maintaining a log book, including a record of any accidents or near misses and, if necessary / appropriate, and will act accordingly so as to avoid the potential for future problems.
  - The Site Manager will be responsible for the smooth and efficient operation of the "Plan".

### Waste Storage and Collection Initiatives

- 4.3 The following initiatives and measures will be in place for waste and recycling.
- Residents will be made aware of the waste and recycling regime for the Site, including where waste is stored, how it is segregated between general and recyclable waste, and when the collections occur.
  - The bins will be clearly labelled within the waste storage area to differentiate between recyclable material and residual waste.
  - Refuse bins will not be left outside of the waste store and will be kept in the appropriate storage locations at all times, the exception being when waste is transferred for collection.
  - Residents will be encouraged to re-use packaging and then crush down any excess packaging to minimise the space that accumulated waste takes up in the waste storage area.



- The waste store will be kept clear from obstruction and in good order as far as is reasonably practicable. The storage area will be inspected on a regular basis and cleaned when necessary.

## 5 EXPECTED DELIVERY AND SERVICING TRIPS AND TARGETS

### Servicing Movements and Delivery Schedule

- 5.1 To provide a basis for estimating the likely number of deliveries and as detailed within the Transport Statement, reference has been made to the assumption that each dwelling will receive 0.15 deliveries per day. This means that the development is expected to receive approximately 1-2 deliveries per day in total, with most of the deliveries likely being from couriers and large retailers such as Amazon who will already be travelling in the local area which will lead to a negligible impact on the road network.
- 5.2 Delivery vehicles are anticipated to have an average dwell time of less than 5 minutes, with some vehicles staying for longer e.g. furniture deliveries.

### Types of Vehicle

- 5.3 Deliveries will be made to the Site by a variety of means, including in person (post), by cycle/motorcycle (couriers), and by small to medium sized vehicles e.g. 3.5t transit/sprinter type vans and 4.6t light panel vans. **Photos 5.1 – 5.2** illustrate the type of vehicles that are likely to service the Site.



**Photo 5.1 – Typical LWB 4.6t Light Van**





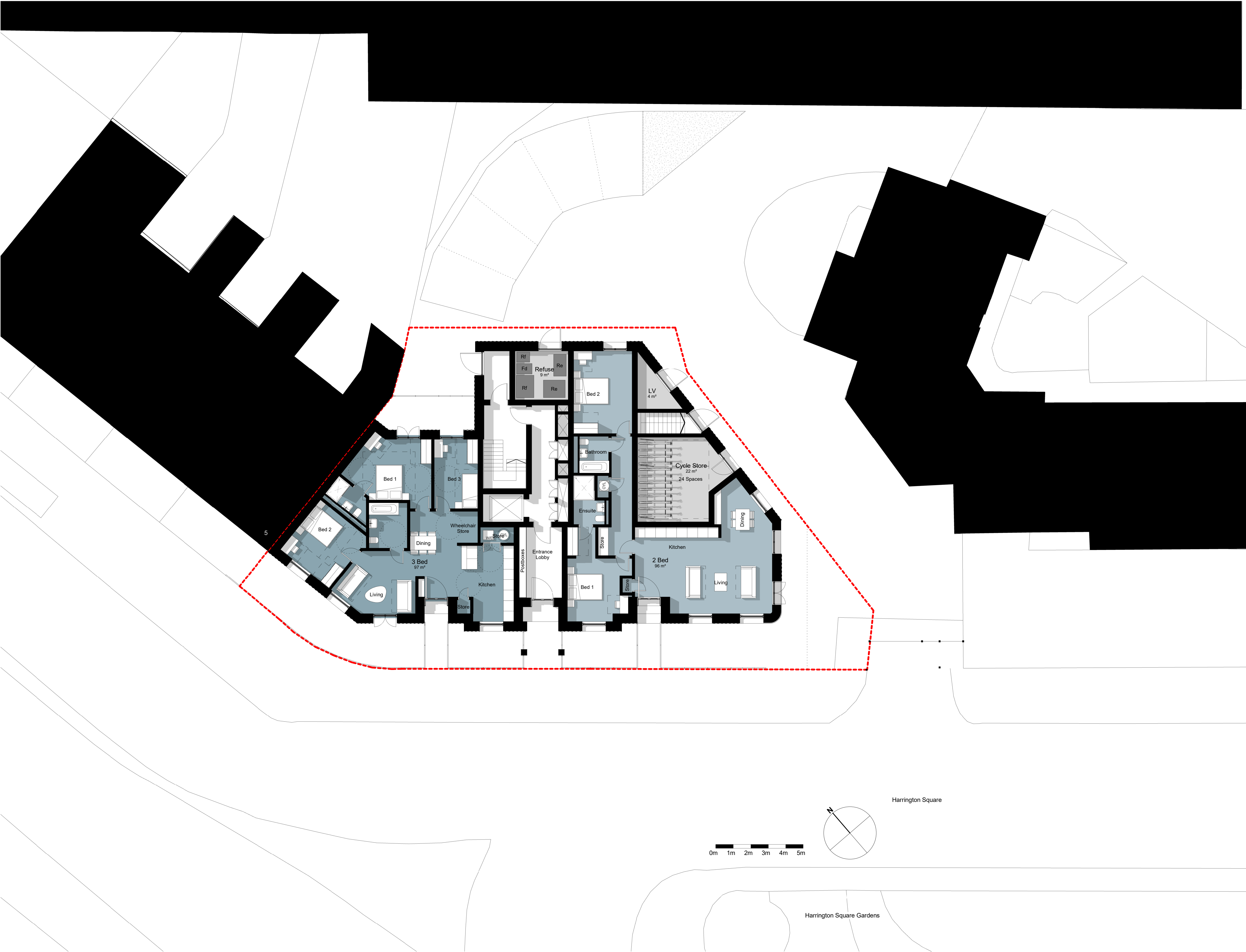
**Photo 5.2 – Typical 3.5t Luton/Box Van**

- 5.4 On exceptional occasions, larger delivery vehicles may need to service the Site, such as when furniture is delivered or people move in/out of the building. If this occurs, the stretch of single yellow line is long enough to accommodate this size of vehicle.

## **6 CONCLUSION**

- 6.1 Overall, the SWMP will ensure the successful operation of servicing and waste collection activity on a day-to-day basis.
- 6.2 The SWMP will ensure that the likelihood of conflicts with other vehicles and pedestrians will be minimised and that the servicing and waste collection for the Site will not affect the free flow or environmental condition of the public highway.
- 6.3 A final version of the SWMP will be secured by condition, to include details of the management company and their commitments to monitoring and managing the servicing and waste strategy for the Site.

## Appendix A



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NOTES:

Rev	Description	Date	By
P1	Issued for Planning	18.08.23	JB

## PLANNING

Client  
Salboy

Project  
Harrington Square

Title  
Ground Floor Plan

Status  
Planning

Project number  
0010

Date  
19/10/22

Drawn by  
JB

Checked by  
SP

Scale  
1 : 100@A1

Revision  
P1

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0010-SP-XX-00-DR-A-0301