

19th December 2023

Joe Oakden
Savills
33 Margaret Street
London
W1G 0JD

Our Reference: 2015-2367/sbd/L02

Dear Joe

Panther House/Grays Inn Road | Condition 11 Waste Management

I refer to the various correspondence exchanged between Savills and officers at LB Camden in relation to the waste management arrangements for the approved Panther House development which is currently under construction and offer an update as follows:

1. For the discharge of Condition 11 of planning approval 015/6955/P, a Waste Management Plan (WMP) Revision A, dated 9th May 2023 was submitted for consideration by LB Camden officers. The WMP offered an assessment of the required waste storage capacities, the proposed location of the waste storage within the development and the location of bins for presentation on collection day.
2. The development is predominantly commercial floorspace but also includes 15 residential units, and consequently there is a requirement for LB Camden to collect the residential waste for the scheme, whilst the non-residential waste will be collected under a private contract.
3. The WMP has been considered by the Council's waste collection contractor, Veolia, and there are operational difficulties with the waste presentation and collection arrangements as proposed in the May WMP. A virtual meeting was held on 19th October 2023 with Veolia representatives, officers of LB Camden and with the applicant's design team in order to discuss the most suitable approach.
4. The circumstances which have led to the current situation are far from typical, insofar as planning approval was granted for a development which had an agreed strategy for waste collection via the Grays Inn Road frontage, but since the grant of planning permission and during the construction period for the development, the local highway authority, in conjunction with Transport for London, has implemented changes to the layout of Grays Inn Road as part of the Kings Cross to Farringdon Public Realm project. As a consequence, the frontage to the site, which was part bus stop clearway, part double yellow line and part single yellow line when planning approval was granted, is now rearranged with a 'floating' bus stop island which is separated from the footway by a southbound cycle lane. To the north of the site frontage, on the southbound approach to the development, there is a zebra crossing with the associated zig zag markings. In summary, the yellow line opportunity originally in front of the development for a waste vehicle to pull in to the roadside and collect waste no longer exists. Given that the development is approved and under construction all parties therefore agreed to work together to explore the options available.

5. The WMP proposed that the residential waste stored inside the building could be left on the footway of Grays Inn Road in a location north of the site boundary, either in the form of sack waste or presented in wheelie bins.
6. Veolia advised that for a wheeled bin collection their waste vehicle would need to pull up to the roadside which would involve blocking the cycle route, requiring the vehicle to cross the zig zag markings for the zebra crossing and a lengthy dwell time whilst the bins are loaded and emptied in to the vehicle. For these reasons it would not be an acceptable method of collection unless there was an assurance that no enforcement action would be taken with the vehicle temporarily waiting at the roadside.
7. The collection of sack waste was a possibility insofar as the waste collection team can collect sack waste and deposit it in to their own larger wheelie bins and then wheel the bin to a more acceptable location for loading and emptying in to the waiting refuse collection vehicle, such as on a side road. This method would involve multiple sacks however, due to the number of flats, with the likelihood of footway being frequently blocked and/or left in poor condition as a result of torn sacks or damage from pests or rodents.
8. A potential option to reduce the volume of waste required to be collected is the purchase of an additional collection, so that a increased frequency of waste collection would mean fewer sacks on each occasion.
9. When asked about the residential building next door (Dulverton Mansions) Veolia advised that their vehicle collects from the Elm Street frontage. Discussions then focused on whether the development's waste could be presented on the public highway in this location, as the collection vehicle is already there for the purpose of residential waste collection. The footway in this location is 2100mm wide, and would reduce to approximately 1200mm-1400mm temporarily if Eurobins are presented at the back of the footway. Given the alternating collection of waste streams, there would be two Eurobins presented on the footway at any time, though there may be potential to reduce this to one Eurobin / two smaller bins with an increased frequency of collection.
10. The presentation of bins to the collection point would be undertaken by the on-site management team who would also be responsible for returning the emptied bins to the refuse store inside the building in a timely manner, in order to reduce the impact on the footway. The strategy, location and distances involved are presented in the slides presented by AHMM.
11. In summary, the applicant finds itself in a near impossible situation, as the method of waste collection approved at the planning stage appears to no longer be acceptable. The applicant is grateful to the Council and also to Veolia in seeking to find a suitable resolution to waste collection and is hopeful that an agreeable position can be reached which relies on a proactive management regime and potentially an increased frequency of collection.

Yours sincerely,



Stuart Davies
Director
For **TTP Consulting**

Email: sbdavies@ttp-consulting.co.uk
Mobile: 07701 090900
Office: 020 7100 0753