

19 CHARTERHOUSE STREET

Waste Storage and Collection Report

03/04/2025



DOCUMENT CONTROL ISSUE SHEET

Project & Document Details

Project Name	19 Charterhouse Street
Project Number	M001489
Document Title	Framework Delivery and Servicing Plan

Document History

Issue	Status	Reason for Issue	Issued to
V1	Draft	For Review	Design team
V2	Draft	For Review	Design team
V3	Final	For Issue	Design team

Issue Control



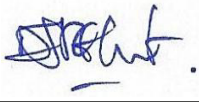
Issue	Date	Author	Contributors	Authorisation	
				Name	Signature
V1	10/03/2025	BH	DM	DM	
V2	25/03/2025	BH	DM	DH	
V3	03/04/2025	BH	DM	DH	

TABLE OF CONTENTS

1.	Introduction	5
1.1	Context	5
1.2	The Site	5
2.	Legislation and Policy Context	7
2.1	Introduction	7
2.2	National Legislation	7
	Environmental Protection Act (1990)	7
	Waste, Duty of Care Code of Practice (2018)	7
	The Waste (England and Wales) Regulations (2011)	7
	The Controlled Waste (England and Wales) Regulations (2012)	7
2.3	National Policy	8
	National Planning Policy Framework (2024)	8
	National Planning Policy for Waste (2014)	8
	Waste Management Plan for England (2021)	8
	Resources and Waste Strategy for England (2018)	8
2.4	Regional Policy	9
	The London Plan (2021)	9
	The Mayor's Business Waste Strategy for London (2011)	9
	The London Environment Strategy (2018)	9
2.5	Local Planning Policy	10
	Camden Local Plan (2017)	10
	Camden Planning Guidance (CPG) Design (January 2021)	10
	Camden Planning Guidance (CPG) Transport (January 2021)	10
3.	Existing Operations	11
3.1	Existing Site	11
3.2	Existing Waste Management	11
4.	Development Proposals	12
4.2	Proposed Land Uses and Floor Areas	12
4.1	Floor Areas and Land Uses	12
5.	Forecast Waste Generation and Storage	13
5.1	Future Waste Requirements	13
	Overview	13
6.	Waste Storage And Collection	14
6.1	Storage	14
6.2	Collection	16
7.	Waste management Strategy	18
7.1	Introduction	18
7.2	Waste Management Measures and Targets	18

8. Summary	20
-------------------	-----------

Tables

Table 2.1: Waste Hierarchy	10
Table 4.1 Area schedule for the Proposed Development received 31/01/25	12
Table 5.1 Waste Generation Rates	13
Table 5.2: Forecast Waste Generation	13
Table 7.1: Waste Management Measures	19

Figures

Figure 1.1 Site Location	6
Figure 6.1: Proposed Waste Store	15
Figure 6.2 Refuse Vehicle Swept Path Analysis	17

1. INTRODUCTION





1.1 Context

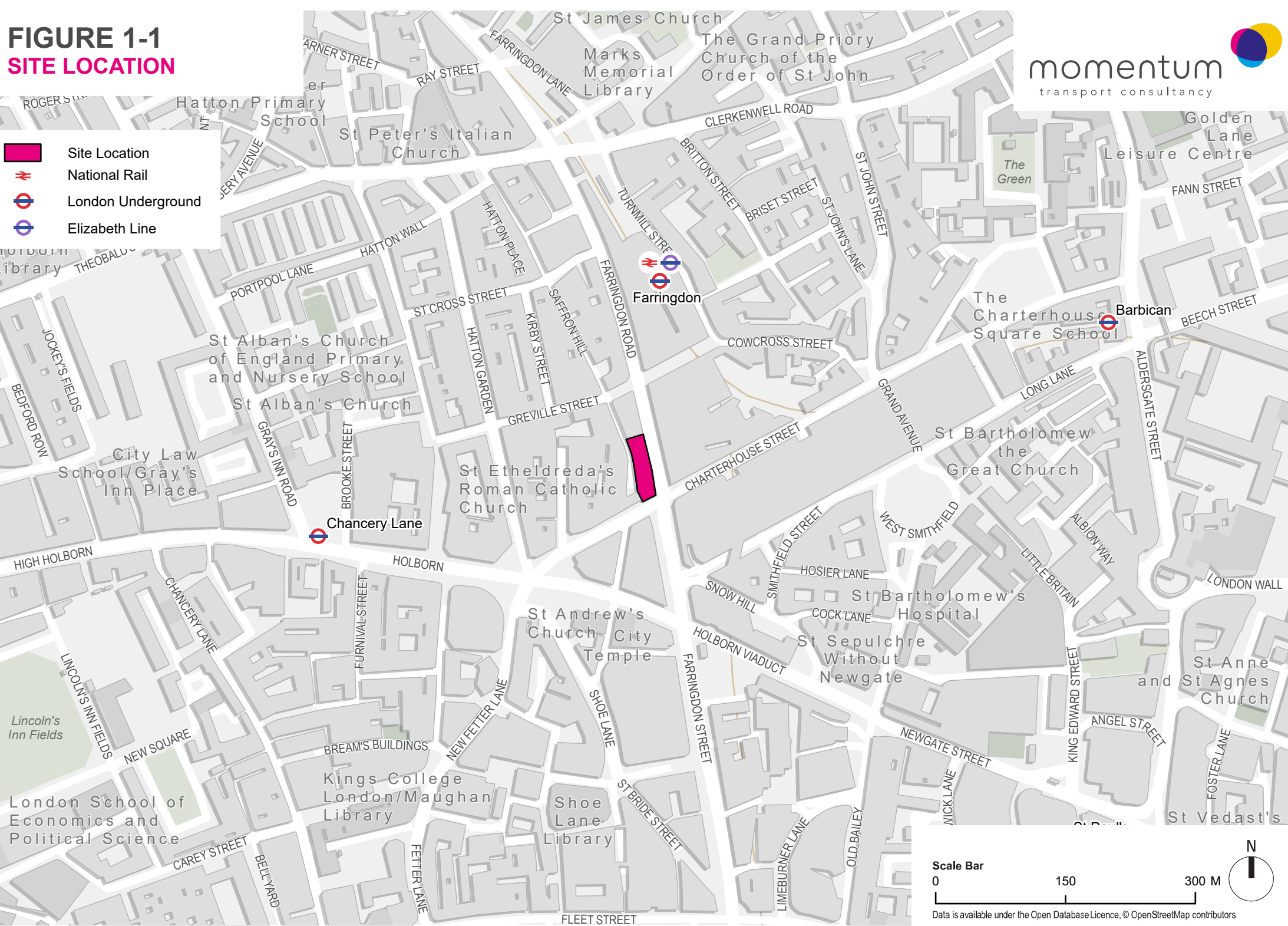
- 1.1.1 This Waste Storage and Collection Report has been prepared by Momentum Transport Consultancy on behalf of Farrview Limited ('the Applicant') to support the planning application for 19 Charterhouse Street (herein 'the Proposed Development' of 'the Site') in the London Borough of Camden ('LB Camden'). This report outlines the waste management strategy, including storage provisions, collection arrangements, and compliance with local authority requirements.
- 1.1.2 The Proposed Development includes the refurbishment and extension of the existing office building, and the provision of new retail and affordable jewellery space on the ground and basement floors.

1.2 The Site

- 1.2.1 The Proposed Development is located within the LB Camden, on its southeastern border in close proximity to both the London Borough of Islington and the City of London.
- 1.2.2 The Site is situated at the corner of the junction between Farringdon Street (A201) to the east and Charterhouse Street to the south. To the north lies Greville Street, which is restricted to cycle access only. To the west, Saffron Hill runs behind the Proposed Development and has controlled vehicle access. There is no vehicular through access from Saffron Hill to Charterhouse Street at the southern end, although a stairway provides pedestrian access.
- 1.2.3 The Site benefits from a Public Transport Accessibility Level (PTAL) rating of 6b, the highest rating based on a scale of 1 to 6b, indicating an excellent level of accessibility to public transport. Public transport options include numerous bus routes, as well as underground stations Farringdon, Chancery Lane, Barbican. These transport hubs allow the Site to link to areas across the whole of London.
- 1.2.4 The Site location is displayed below in Figure 1.1.

FIGURE 1-1
SITE LOCATION

-  Site Location
-  National Rail
-  London Underground
-  Elizabeth Line



Scale Bar

0 150 300 M

Data is available under the Open Database Licence, © OpenStreetMap contributors

2. LEGISLATION AND POLICY CONTEXT

2.1 Introduction

- 2.1.1 This chapter outlines the national, regional, and local planning context in which this report has been written.
- 2.1.2 This report has been produced in compliance with the Environmental Targets (Residual Waste) Regulations (2023), National Planning Policy Framework (2024), DEFRA's 25 Year Environment Plan (2018) and DEFRA's Environmental Improvement Plan (2023).

2.2 National Legislation

ENVIRONMENTAL PROTECTION ACT (1990)

- 2.2.1 The Environmental Protection Act states that it is an offence not to comply with the duty of care obligations and regulators can take enforcement actions (such as court proceedings) which may give rise to an unlimited fine or sanctions) against offences.

WASTE, DUTY OF CARE CODE OF PRACTICE (2018)

- 2.2.2 The Code of Practice produced by the Department for Environment, Food and Rural Affairs (DEFRA) sets out practical guidance on how to meet the waste duty of care requirements.
- 2.2.3 Section 34 of the Code of Practice imposes a duty of care on anyone handling controlled waste to ensure the safe management of waste to protect human health and the environment. The code applies to any party who produces, carries, treats, disposes of, or has control of certain waste in England and Wales.
- 2.2.4 It is the responsibility of the individual waste holder to check whether a person or business is authorised to take waste before any waste is transferred to them. On transferring waste an accurate written description of the waste must be produced and signed by the transferee and transferor of the waste.

THE WASTE (ENGLAND AND WALES) REGULATIONS (2011)

- 2.2.5 Under these regulations, which came into force on 1st January 2015, waste collection authorities have been required to make arrangements for the separate collection of wastepaper, metal, plastic and glass.

THE CONTROLLED WASTE (ENGLAND AND WALES) REGULATIONS (2012)

- 2.2.6 The Controlled Waste Regulations define waste into the three categories: household waste, commercial waste, and industrial waste. Waste is classified by its place of production or by the nature of the waste or the activity that produces it. In order to limit the cost of taxpayer funded waste disposal, regulations permit the local authorities to charge a fee for waste disposal services provided by local authorities to certain non-domestic properties.

2.3 National Policy

NATIONAL PLANNING POLICY FRAMEWORK (2024)

- 2.3.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. The NPPF does not have any specific policies on waste, although minimising waste and pollution are objectives within guidance towards achieving sustainable development. National Planning Practice Guidance also provides advice on waste management and issues associated with waste when determining planning applications.
- 2.3.2 The NPPF should be read in conjunction with the National Planning Policy for Waste (2014) and the Waste Management Plan for England (2021), as these documents contain relevant policy.

NATIONAL PLANNING POLICY FOR WASTE (2014)

- 2.3.3 The National Planning Policy for Waste sets out detailed waste planning policies. It requires waste planning authorities to prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for the management of waste streams. Waste planning authorities should identify sites and or areas for new or enhanced waste management facilities in appropriate locations.
- 2.3.4 When determining non-waste development planning applications, waste planning authorities should consider whether:
- The proposed, non-waste related development has an acceptable impact on existing waste management facilities, and on sites and areas allocated for waste management and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities
 - New, non-waste related development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service
 - The handling of waste arising from the construction and operation of the proposed development maximises reuse/recovery opportunities and minimises off-site disposal.

WASTE MANAGEMENT PLAN FOR ENGLAND (2021)

- 2.3.5 The Waste Management Plan for England outlines how to move towards a zero-waste economy might be considered as part of the transition to a sustainable economy. It provides an analysis of the current waste management situation in England and evaluates how the plan will support implementation of the objectives and provisions.

RESOURCES AND WASTE STRATEGY FOR ENGLAND (2018)

- 2.3.6 The Resources and Waste Strategy for England set out DEFRA's plans to implement mandatory digital recording of waste movements. This was consulted on in 2022 and is expected to be introduced across the UK from 2025. This regulation is being introduced in order to:
- Provide a comprehensive overview of what is happening to waste produced in the UK
 - Help support more effective regulation of waste
 - Help businesses comply with their duty of care with regards to waste

- Encourage a move towards a more circular economy
- Reduce the ability for waste criminals to operate

2.4 Regional Policy

THE LONDON PLAN (2021)

- 2.4.1 The adopted London Plan (2021) sets out the Mayor's vision for waste management in Greater London, aiming to achieve net self-sufficiency for household and commercial waste by 2026. This would mean that there are sufficient waste management sites to deal with the apportioned waste to each borough.
- 2.4.2 The areas of focus to achieve this aspiration of net waste self-sufficiency for London, are as follows:
- Plan for identified waste need in Development Plans
 - Minimise waste produced, achieved by reusing materials and using fewer resources on the production and distribution of products
 - Zero recyclable or biodegradable waste going to landfill by 2026
 - Meet or exceed the municipal waste recycling target of 75% by 2030
 - Designing developments with adequate, flexible, and easily accessible storage space and collection systems which support the collection of recycling.
 - Exceeding recycling and reuse levels in construction, excavation, and demolition (CE&D) waste of 95%


THE MAYOR'S BUSINESS WASTE STRATEGY FOR LONDON (2011)

- 2.4.3 The Mayor's Business Waste Strategy for London details the policy proposals which are intended to set out the overall direction for the management of business waste in London for the period from 2010 to 2031. It includes specific actions to facilitate the move to sustainable resource and waste management within the next two to three years.
- 2.4.4 The Mayor wants London to become a world leader in waste management, making use of innovative techniques and technologies to minimise the impact of waste on our environment and to exploit the considerable economic value of waste. The key target for management of business waste is to achieve 70 per cent reuse, recycling and composting of commercial and industrial waste by 2020 and to maintain this level until 2031. The primary aims of the strategy are:
- Focus on waste reduction and the more efficient management of resources to reduce the financial and environmental impact of waste
 - Manage as much of London's waste within its boundaries as practicable
 - Boost recycling performance and energy generation to deliver environmental and economic benefits to London.

THE LONDON ENVIRONMENT STRATEGY (2018)

- 2.4.5 The London Environment Strategy sets out the means by which the Mayor's aspiration to turn London into a zero-carbon city by 2050 will be realised. Landfill and incineration are presented as undesirable options for waste disposal as they are both costly and inefficient uses of resources. If achieved, the objectives set out in the strategy will ensure that only unavoidable waste is sent for incineration which means that the waste cannot be disposed of using any alternative methods. The strategy follows the principles of the waste hierarchy which ranks the processes of waste management from most desirable to least desirable. The waste hierarchy is detailed in Table 2.1 below.

Table 2.1: Waste Hierarchy

<div> <div>Most Preferred Option</div> <div>  </div> <div>Least</div> </div>				
Prevention of Disposal	Reuse	Recycle	Energy Recovery	Disposal

2.5 Local Planning Policy

CAMDEN LOCAL PLAN (2017)

- 2.5.1 The Camden Local Plan is the overarching plan setting the policies to guide the future sustainable development of the borough. Policy A1: Managing the impact of development refers to how the council will manage the impact of traffic movements associated with new developments.
- 2.5.2 Policy CC5 outlines the Council's approach to sustainable waste management. This policy emphasises the importance of reducing waste, promoting recycling, and ensuring that developments provide adequate facilities for waste storage and collection. Specifically, it requires that new developments provide sufficient, well-designed, and accessible storage facilities for waste and recycling that are integrated into the development.

CAMDEN PLANNING GUIDANCE (CPG) DESIGN (JANUARY 2021)

- 2.5.3 This document provides guidance with the aim of ensuring that new or refurbished developments are "designed to provide adequate space for the temporary storage of all types of waste, including internal storage areas with sufficient space for the separation of temporary storage of all recycling, food waste and residual waste".
- 2.5.4 The document also provides guidance for the design and location of waste storage areas.

CAMDEN PLANNING GUIDANCE (CPG) TRANSPORT (JANUARY 2021)

- 2.5.5 This document requires that developments minimise the impact of waste collection on local roads and pedestrian areas.

3. EXISTING OPERATIONS

3.1 Existing Site

- 3.1.1 The Site is located in the southeastern part of the LB Camden, closely bordering both the City of London and the Borough of Islington.
- 3.1.2 The Site is situated on the corner of Farringdon Street and Charterhouse Street, both with high volumes of pedestrian and vehicular movement. It is also bordered by Saffron Hill to the West of the building and Greville Street to the north.
- 3.1.3 The existing building is an office building, and the current occupiers of the Site are Anglia Ruskin University staff. The building is not currently fully occupied.
- 3.1.4 Pedestrians currently access the building from the main entrance on Charterhouse Street.
- 3.1.5 Delivery and servicing vehicles access the Site via Saffron Hill. Saffron Hill is a private road, under the ownership of 17 Charterhouse, with public rights of way.

3.2 Existing Waste Management

- 3.2.1 The existing building is not fully occupied and as such the waste generated and frequency of waste collection is minimal.
- 3.2.2 Waste is collected on demand by a private collector when necessary and is approximately once a week. Waste vehicles pull up on street outside the existing southern loading bay located on Saffron Hill. The waste collectors have their own key and are able to access the internal loading bay where the bins are stored.
- 3.2.3 The existing bay has space to accommodate two vans and has a turntable, although this is not currently operational. Due to the existing restricted clearance height, waste collection vehicles do not currently enter the loading bay, and instead collect waste from Saffron Hill.
- 3.2.4 Due to the smaller size of the private collection vehicle compared with LB Camden vehicles, it is able to turn around at the southern end of Saffron Hill and then travel northbound in forward gear.
- 3.2.5 Saffron Hill has controlled bollards to limit access to the southern end. Vehicles travel beyond these bollards to the south to collect bins. The bollards are controlled by the neighbouring 17 Charterhouse which is occupied by De Beers Group.

4. DEVELOPMENT PROPOSALS

4.1.1 This section of the report provides an overview of the development proposals..

4.2 Proposed Land Uses and Floor Areas

4.2.1 The Proposed Development is an office-led redevelopment of the existing building, increasing the total GIA across the Site from 8,901 m² to 12,846 m². This uplift in floorspace would be served by proposed additional high-quality cycle storage space and accompanying changing facilities.

4.1 Floor Areas and Land Uses

4.1.1 The proposed floor areas are presented in Table 4.1. Plant and BOH area has been proportionally split amongst the different land uses.

Table 4.1 Area schedule for the Proposed Development received 31/01/25

Land Use	NIA (sqm)	GIA (sqm)	GEA (sqm)
Office E(c)	7,861	12,016	13,385
Retail E(a)/E(b)	293	310	342
Affordable Jewelry E(g)	486	520	592
Total	8,640	12,846	14,319

4.1.2 These floor areas have informed the forecast waste generation for the Site.

5. FORECAST WASTE GENERATION AND STORAGE

5.1 Future Waste Requirements

OVERVIEW

- 5.1.1 Waste generation rates have been calculated using rates supplied in Westminster City Council's 'Recycling and Waste Storage Requirements 2023' document, in the absence of specific rates provided by LB Camden.
- 5.1.2 The waste generation rates for the seven-day output for the Proposed Development are presented in Table 5.1.

Table 5.1 Waste Generation Rates

Land Use	General (%)	Recycling (%)	Glass (%)	Food Waste (%)	Total rate (L per 1000 sqm GEA)
E(c) Office	30%	40%	20%	10%	2000
E(a) Non-Food Retail	30%	60%	0%	10%	4000
E(b) Food Retail	30%	20%	10%	40%	3500

- 5.1.3 These rates have been multiplied by the proposed floor areas provided in Table 4.1 to calculate the volume of waste generated by the Proposed Development. This has been calculated for two days, because it is proposed to provide two days of waste storage capacity. The resulting volumes are shown in Table 5.2.
- 5.1.4 The use of a compactor for general and dry recyclable waste is proposed and has been accounted for in these figures. This assumes a 1 in 3 compaction ratio with a Eurobin compactor for general waste and for recycling.
- 5.1.5 Waste volumes have been split into streams and it is proposed that 80% of waste generated by volume, after compaction, be recycled.

Table 5.2: Forecast Waste Generation

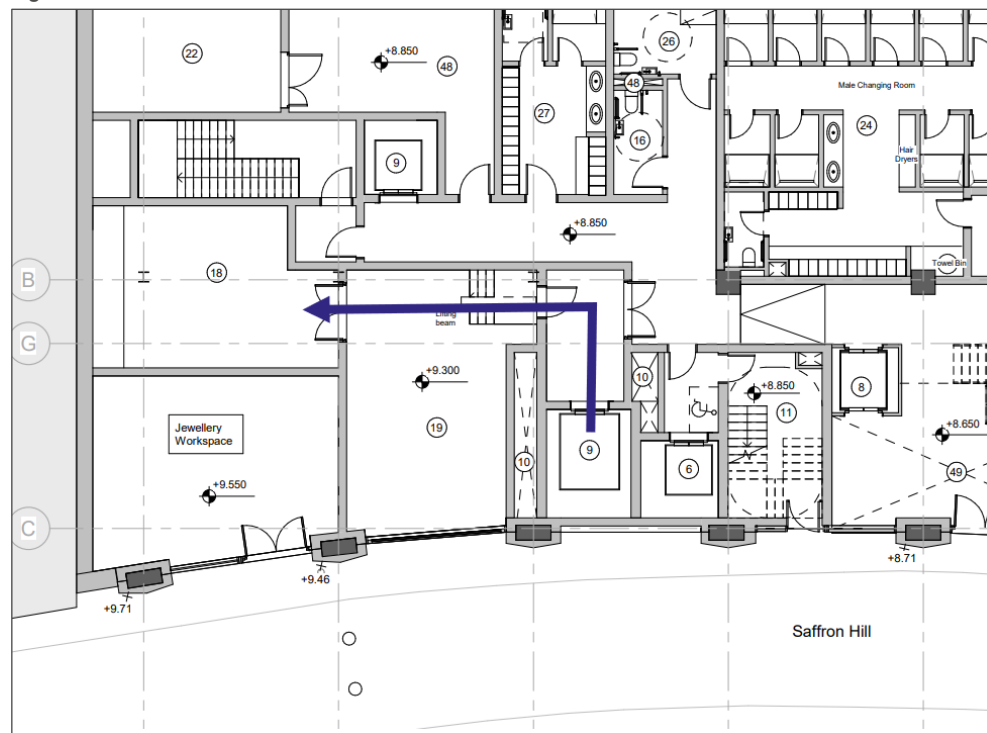
Land Use	Waste Stream				Total
	General (L)	Recycling (L)	Glass (L)	Food Waste (L)	
Office	764	1,018	1,527	764	4,072
Retail	37	51	17	88	115
Affordable Jewellery	68	135	0	68	353
Total	869	1,206	1,544	921	4,541

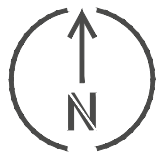
6. WASTE STORAGE AND COLLECTION

6.1 Storage

- 6.1.1 It is proposed that all waste generated by all building occupiers is stored in a single shared waste store, located on the lower ground floor, adjacent to the proposed loading bay.
- 6.1.2 It is proposed that this waste store accommodate two days of waste generation. This allows for daily collection of each waste stream, plus contingency should a collection be missed.
- 6.1.3 Based on the waste generation volumes in Table 5.2, it is proposed that the following bins be accommodated within the waste store:
- 1 x 1,100 L Eurobin for general waste
 - 2 x 660 L Eurobins for paper and cardboard and dry recyclables
 - 5 x 360 L Wheeled bins for glass
 - 4 x 240 L Wheeled bins for food waste
- 6.1.4 These bins provide a total capacity of 5,180 L.
- 6.1.5 An in-bin compactor would also be kept within the waste store, so that the general waste and recycling stored within eurobins could be compacted. This process would be arranged by the Facilities Management (FM) team.
- 6.1.6 The route from the goods lift to the waste store, via the loading bay, is shown in Figure 6.1 below.
- 6.1.7 The proposed waste store layout is shown in Figure 6.2 overleaf.

Figure 6.1: Route from Goods Lift to Waste Store





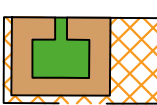





NOTES

1. This drawing is based on the architect layout "19CS-DSD-MB-LG-DR-A-20099_Proposed Lower Ground Floor", received on 18/03/25 provided by DSDHA.
2. Do not scale from this drawing, work to figured dimensions only.
3. Dimensions are in metres unless stated otherwise.
4. This drawing is for information only.

KEY

-  240l bin
-  360l bin
-  660l bin Eurobin
-  1,100l Eurobin
-  Compactor

B	21/03/25	LAYOUT UPDATED	PCG	PS	BH
A	10/03/25	FIRST ISSUE	PCG	PS	BH
REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY



CLIENT: **MORGAN**
REAL ESTATE

JOB TITLE: **19 CHARTERHOUSE**

DRAWING TITLE: **BIN STORE LAYOUT**

STATUS: **FOR INFORMATION**

DRAWING NO: M001489-1-1-DR-001	REV: B	SCALE AT A3: 1:50
--	------------------	-----------------------------

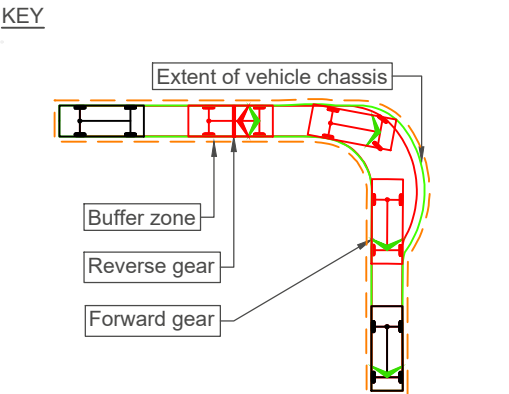
6.2 Collection

- 6.2.1 It is proposed that waste be collected daily by a private contractor.
- 6.2.2 Waste collection vehicles up to 6.6 m in length would access the bins via Saffron Hill, would not enter the building because the loading bay has a clearance height restriction of 3.0 metres.
- 6.2.3 Saffron Hill is a private road, under the ownership of 17 Charterhouse, with public rights of way.
- 6.2.4 Waste collection vehicles would travel southbound down Saffron Hill before turning at the southern end, and then travelling north. This manoeuvre is shown in Figure 6.3.
- 6.2.5 The vehicles would stop outside the loading bay entrance to collect the bins.
- 6.2.6 Prior to the arrival of the waste collection vehicle, the FM team would position the bins at the loading bay entrance for ease of collection.
- 6.2.7 All waste collection vehicles would book an arrival time using the proposed booking system.

ISO FULL BLEED A3 420 X 297 MM



- NOTES**
1. Do not scale from this drawing, work to figured dimensions only.
 2. Dimensions are in metres unless stated otherwise.
 3. This drawing is for discussion purposes only.
 4. This drawing is based on the topographical survey "24/077/100-Overview", dated March 2024 from Maltby Surveys and the drawing "9CS-DSD-MB-LG-DR-A-20099_Proposed Lower Ground Floor", received on 18/03/2025 from DSDHA.
 5. Swept path analysis based on following vehicle traveling at 10mph.



6.623
Small Refuse Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

6.623m

2.200m

3.153m

0.358m

2.200m

4.00s

6.750m

B	21/03/25	LAYOUT UPDATED	PCG	PS	BH
A	07/03/25	FIRST ISSUE	PCG	PS	BH
REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY

momentum

transport consultancy

CLIENT:

MORGAN

REAL ESTATE

JOB TITLE:

19 CHARTERHOUSE

DRAWING TITLE:

SWEPT PATH ANALYSIS

REFUSE VEHICLE

STATUS:

FOR INFORMATION

DRAWING NO:

MPP1489-1-1-TR-001

REV:

B

SCALE AT A3:

1:250

7. WASTE MANAGEMENT STRATEGY

7.1 Introduction

- 7.1.1 This section of the report sets out the proposed operation waste management waste strategy.
- 7.1.2 The Proposed Development commits to prioritising the prevention of waste production through segregation of waste into different recycling waste streams at the source of each respective unit in line with the Waste Hierarchy.

7.2 Waste Management Measures and Targets

- 7.2.1 As part of the Waste Management Strategy, the measures presented in Table 6.1 would be implemented.
- 7.2.2 To ensure the strategy is effective and progressing in line with the Waste Hierarchy, all future users of the Proposed Development would be made aware of the waste strategy including the following:
 - What the Waste Strategy is;
 - Benefits of implementing the Waste Strategy;
 - What can be done to improve the Waste Strategy.
- 7.2.3 The review and monitoring of the Waste Strategy would be undertaken by FM. FM would be responsible for monitoring waste generation and recycling levels which would be reviewed on a six-month basis to monitor progress and identify future improvements

Table 7.1: Waste Management Measures

Measure	Description	Benefit	Timescale	Responsibility
Adoption of the Waste Strategy	Involvement of Facilities Management / Tenants at the earliest stage is important to ensure that the Waste Strategy is active and a living document	More policies can be implemented, and better results delivered	Upon occupation	Applicant
Assign responsibility of the Waste Strategy to relevant site employee	Relevant site employee to be responsible for managing the ongoing development, delivery and promotion of the Waste Strategy	To ensure that the Strategy is taken forward and delivered	Upon occupation	FM / Tenants
Bin volume surveys	FM team to log-in how full bins are on collection day in a dedicated spreadsheet (half empty, full, ¼ full)	To monitor progress on waste generation reduction and recycling improvement	Upon occupation and ongoing	FM team
Tenant awareness	Ensure all tenants are made aware of the Waste Strategy and its requirements, and the proposed waste streams for collection, upon entering tenancy agreement	To ensure all tenants are aware of the Waste Strategy and its likely implications	Prior to tenant occupation	Landlord / FM
Increasing amount of waste recycled	Commit to working towards London Environment Strategy business waste recycling target of 75% (by weight/tonnage) by 2030	Increasing amount of waste recycled will reduce the quantum of waste being directed to landfill	Upon occupation and ongoing	FM / Tenants

8. SUMMARY

- 8.1.1 This waste management strategy has set out the waste storage and collection arrangements the Proposed Development. It has also outlined the proposed vehicle access and the ways in which vehicle movements and waste collection arrangements could be accommodated.