

CAMDEN HIGHLINE

Waste and Servicing Strategy

Prepared for:
Camden Highline

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WASTE AND SERVICING EXECUTIVE SUMMARY

This submission has been prepared to set out the waste and servicing strategies for Phase 1 of the Camden Highline. It should be stressed that at this point that the park is in early stages of design and the existing conditions of some areas of the park and architectural spaces have yet to be surveyed. Further stages will submitted as separate planning reviews at a later date.

The document describes how waste will be managed throughout the park, the two kiosks within Camden Gardens, and the archways in 223 Royal College St, with an emphasis on reducing the total amount of generated waste and minimizing the amount to be removed off-site. This document will also describe how adequate space is provided for temporary storage of all recycling, food waste, and residual waste as well as providing flexibility for future increases in recycling targets and innovative methods of managing green waste. This document will also layout a preliminary servicing strategy for the maintenance and upkeep of the Highline.

THE SITE

PHASE 1 DESCRIPTION OF DEVELOPMENT

Works relating to the “Camden Highline” ‘Phase 1’, a high level garden on existing viaduct, including access at Camden Gardens and Royal College Street, Commercial kiosks (within existing arches-Class E), seating area, pedestrian walkway, event spaces, woodland balcony and ancillary waste and storage facilities.

OVERVIEW

Phase 1 of the Highline runs roughly 225m along a disused portion of a railroad viaduct structure spanning Camden Gardens at Kentish Town Road to the intersection of Royal College st and Camden Rd. (See fig.1). The program is primarily passive strolling and seating with an event space and small amphitheater located behind the platform of the Camden Road Overground station. The Highline will also feature two Arches in Camden Gardens that will be programmed with a cafe and kiosk with future tenants providing revenue to further the operations of the Highline.

One of the top priorities of the Highline is to encourage a higher level of sustainability in design, construction and operations by embracing the philosophy of the circular economy. The planting design focuses heavily on native species and significantly increasing biodiversity. The materials chosen for the park are durable and dismantlable so that they can be reused elsewhere in the future. While the tenants of the two arches are yet to be determined, the expectation is for small coffee shops or cafes that works on a counter service model. The absence of on-site food preparation will greatly simplify the type of wastes generated and will mean much less intensive maintenance requirements for the arches.



FIGURE 1 - PHASE 1 HIGHLINE SITE PLAN

WASTE MANAGEMENT PROGRAMME

WASTE GENERATION & COLLECTION

There are 4 types of waste anticipated for the Highline:

- 1. Garden clippings / plant waste
- 2. Food waste from visitors & kiosks
- 3. Recyclable waste from visitors & kiosks
- 4. General waste from visitors & kiosks

Visitors will be able to deposit waste at 4 locations with each having separate bins for recyclables, green waste, and general waste. There will also be a dedicated space for composting of garden clippings. See Figure 2 below.

Bins will be emptied at the end of each day as a part of the park closure procedure. Trash bags will be loaded onto push carts and brought via pathways and lifts to bin storage rooms located within a Camden Gardens Arch Kiosk as well as a storage area in the Royal College St. Building. See the “Waste Storage Locations” section for further information.

COMPOST REGIME

The gardens on the Highline will be regularly maintained by a combination of professional landscaping contractors as well as volunteers. The clippings will be composted onsite with the resulting compost being used to fertilize the gardens. Collected food waste from waste bins and the kiosks will also be composted using a commercial composting machine housed in the Camden Gardens bin storage room.

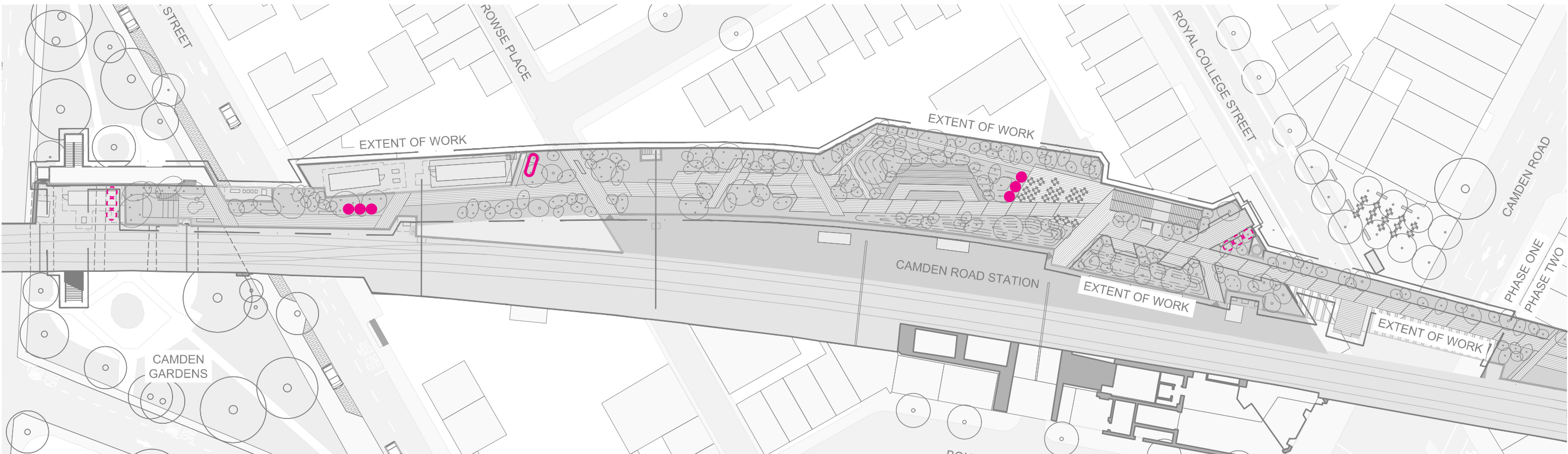


FIGURE 2 - WASTE BIN LOCATION PLAN

●●● HIGHLINE LEVEL BIN LOCATION
□□□ KIOSK BIN LOCATION
2m x 3m GARDEN COMPOSTING AREA
CAMDEN HIGHLINE

BIN STORAGE LOCATIONS

The Highline will be served by two bin storage locations at either end of the first phase. Both locations are constrained by existing building footprints. Frequency of collection by approved environmental contractors will be determined in conjunction with Camden.

The first is located in the third arch in Camden Gardens and will house three (3) no. 1100L bins as well as a 125kg capacity anaerobic food waste digester. This will be an enclosed room with a locking door, lighting, natural stack ventilation, and abuts a small kiosk to the south. The floor will be flush with the exterior grade and will be cast in place concrete. See Figure 3 at right for layout and dimensions.

There will be lift access adjacent to a nearby arch for staff to bring pushcarts to the bin storage room. Parking areas on Camden St. to the east provide easy vehicular access and parking for bin collection by approved environmental contractors under an agreement with The Camden Highline charity organization. As the rest of Camden Gardens is outside the scope of this project, access to the archway will be through existing pathways within the park.

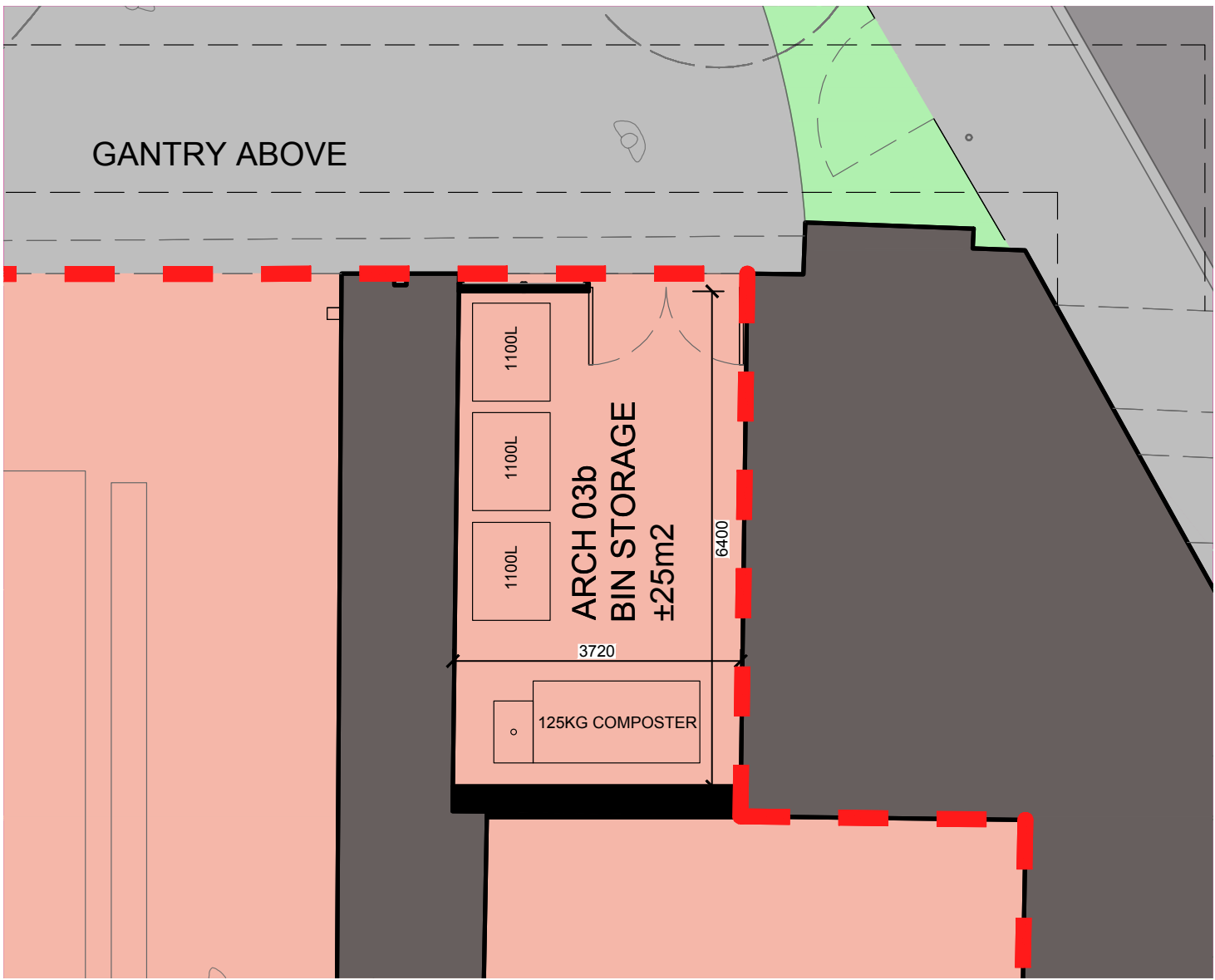
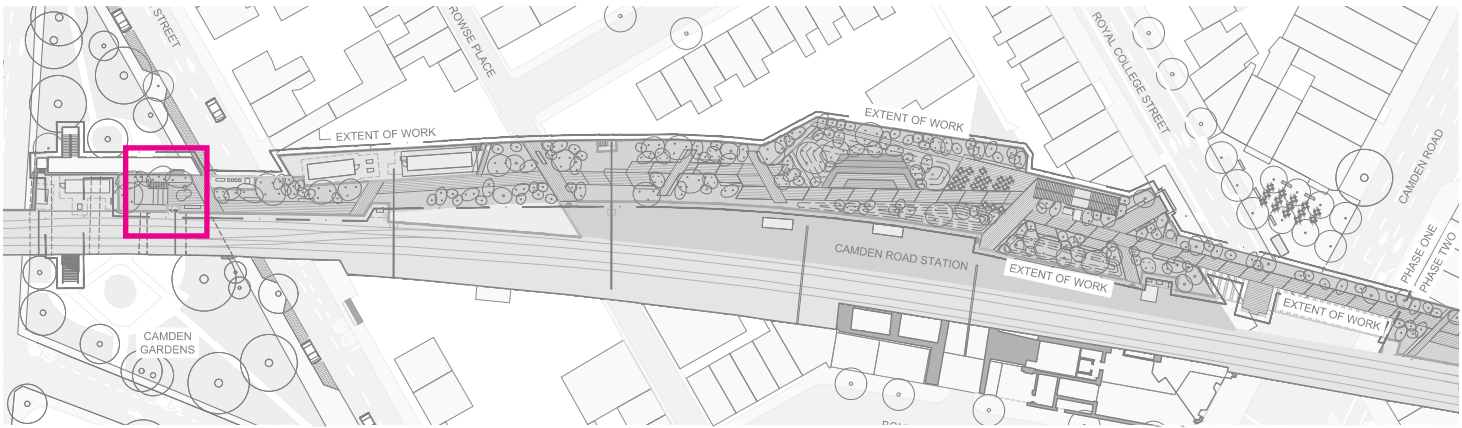


FIGURE 3 - CAMDEN GARDENS WASTE BIN LOCATION PLAN

BIN STORAGE LOCATIONS

The second bin storage location will be located in 223 Royal College St. which is the proposed eastern entrance to the first phase of the Highline. This building is a grade 2 listed historic building and previously served as the entrance to the now defunct platform 3 at Camden Road Station. The proposal is to restore the historic staircase up to the platform level while providing lift access between the arch structure and building wall.

Bin storage at the Royal College St. entrance is in a storage room under the Highline access stairs. This area could be made fireproof and ventilation could occur outside into the courtyard behind. Due to space constraints the capacity is limited to at least six (6) 360L Wheelie bins. See Figure 4.

There are several parking spaces as well as a loading zone on Royal College St. providing near direct vehicular access for bin collection.

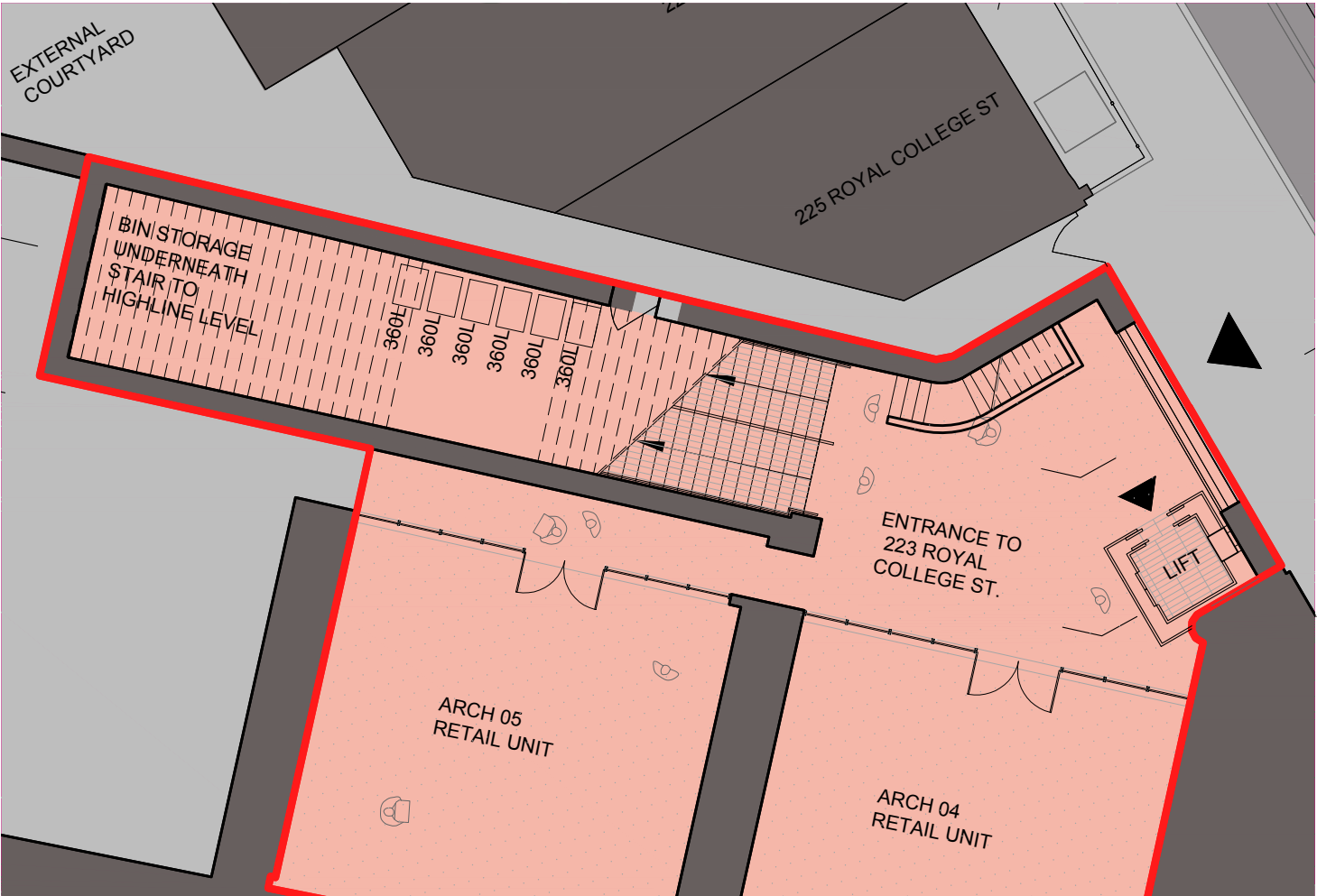
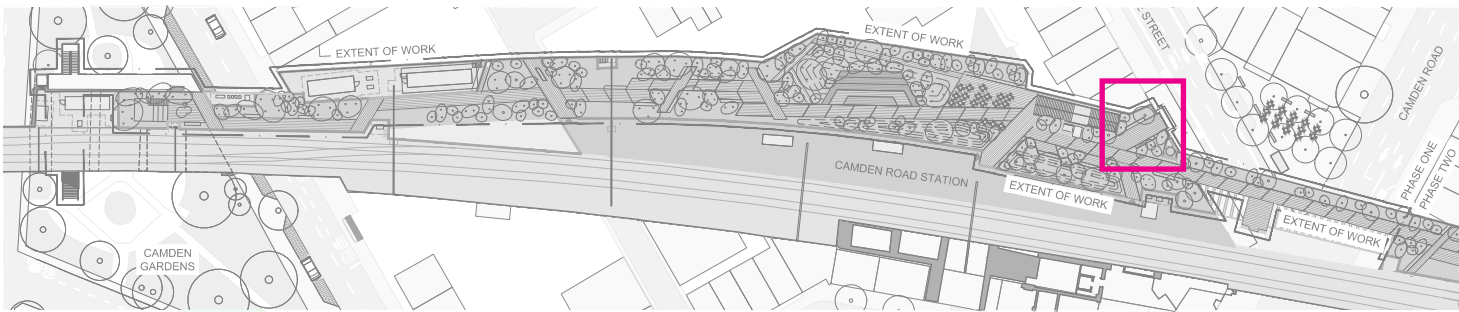


FIGURE 4 - ROYAL COLLEGE ST. WASTE BIN LOCATION PLAN



SERVICING REGIME

STAFFING & MAINTENANCE

Phase 1 of the Camden Highline will staff 2 maintenance workers & 2 gardeners, all full time. The Highline will follow typical Camden park hours which are dawn to dusk. Waste collection will primarily happen during the closure of the park with intermittent checks throughout the day to ensure bins are not full. Routine inspections of the site will occur on a regular basis to address any damages to site materials and furnishing.

Garden maintenance will be done on a continuous basis with increases in activity correlating to winter cutbacks, spring mulching, and autumn leaf removal. If needed, additional gardening assistants will come from the Camden Highline volunteer network. Due to utility constraints, irrigation will be carried out with hand watering facilitated by hose bib connections at regular intervals along the paths. As plants establish the amount of irrigation needed will decrease and will likely only be needed during extraordinarily hot and dry summers.

The site materials being proposed for the Highline are being chosen based on durability and longevity while still providing a high quality aesthetic for what will become a signature park of Camden. Paving along the park will consist of a free flowing Fiber Reinforced Plastic (FRP) decking. This allows for the park to be mostly free draining and the material is easily power washed. The decking is also modular so it can be easily replaced if a portion becomes too damaged. Network Rail is requiring a non-conductive and non-climbable separation screen to keep park visitors from crossing onto the active rail tracks. We are proposing an FRP diagrid mesh screen mounted on FRP structural members behind. The visually porous screen will deter graffiti while also providing glimpses of the trains beyond. The material is also easily power washed and is modular for ease of replacement. Existing brick work along the viaduct will be monitored for any new or offensive graffiti which will be removed by power washing.

