| Point | Applicant Response | LBH response / Next Step | Further response / conclusion |
|---|---|---|---|
| PCL questioned aspects of methodology and approach in TA and suggested trip numbers needed further work | • A significant existing site could be re-occupied brought back into use, therefore the potential existing trips can be discounted<br>• Relating vehicle trip rates only to units with car parking has been used on a number of residential schemes before<br>• The trip rates have been compared to already consented schemes in the area<br>• Industrial estate comparison not valid due to retail elements<br>• Nursery research indicates lower levels of attendance than LBH suggest. D&A suggests 115 children aged 5 or less, therefore robust | Re use of some of the existing site appears reasonable from a transport perspective. However, we are aware that in other documents, the applicant had justified the demolition of many buildings. This conflicting information needs further explanation before the existing use can be included in the baseline traffic. | There have been a number of submissions on this issue as part of the pre-application discussions, within the Transport Assessment and as part of other documentation submitted with the Application. In summary:<br><br>A structural survey was undertaken of the main factory building and the canteen. This can be seen in Appendix A of the Transport Assessment. This concluded that the Canteen Building was beyond economic repair, but that the other buildings could be repaired to a sufficient standard to allow them to be structurally safe for occupation.<br><br>A further report was produced by Savills regarding the potential to re-let the existing buildings for the current B2 use and whether there was any market demand for this. This indicated that there is demand for B2 floorspace in the area, particularly in the food production sector. This type of user has a preference for ground and first floor space and is unlikely to be interested in the upper floors of the retained buildings above this level.<br><br>It is therefore clear that if for some reason redevelopment of the site was not possible (for example if planning consent was refused), rather than leaving the site vacant the owner has the opportunity to receive some return from the site by letting the floorspace that there is a market for, on a temporary basis. The rental return is likely to be limited, as the space available is far from the top end of what is available elsewhere, but some income would be preferable to the site being empty, albeit any let would be on a temporary basis and would not be viable in the long term future of the site. For this reason the TA assumes in the baseline scenarios that parts of the existing floorspace could be re-occupied. This effectively reflects what the situation would be if there were no appetite or consent for redevelopment of the site.<br><br>With regard to the ability to retain the existing buildings, as explained above if they were to be retained in B2 use they are only likely to be partially occupied in future and the market for them would be limited because of the nature of the space available. This would obviously mean that rental return would be substantially lower than would be achieved with modern, bespoke B2 buildings.<br><br>The potential for conversion of the buildings to residential use has been investigated by De Metz Forbes Knight Architects Ltd and a separate report on this has previously been submitted to LB Hillingdon covering this issue. The footprint of the existing buildings are very deep, as typical for industrial buildings of the era, and as a result do not lend themselves to economic conversion to residential use. In particular, there would be issues with natural light within the residential units.<br><br>The justification of demolition of the buildings is therefore not dependent on their structural integrity or whether there is market for them. The issue is that there would be a limited market for the space and that it is unlikely that all of it would be lettable. The modernisation / conversion of the existing buildings for industrial or residential uses has been demonstrated to not result in an economically viable scheme, as they would not allow for a scheme that would be have a broad market appeal. |
| | | It appears trip rates / mode shares have been approved for other sites in the area (Alan Baxter note) – The TA contains a comparison in Table 7.7 stating the rates compare favourably to other sites nearby. Therefore it seems that the applicant should be happy to take them forward and apply to all units. The rates have been used for calculating committed development without any reduction so for consistency they should apply to the Nestle site | We are happy to take these rates forward as we have used them within the TA and therefore no further action needed on this point.<br><br>However, we remain of the view that they result in a very robust estimate of the vehicle trip generation of the residential component of the proposals as they do not reflect the lower levels of car use and ownership that will arise from this site due to the lower than typical levels of parking being provided.<br><br>The level of parking provision is also lower than is typical for the committed development in the area, which is why the proposals for the Nestle site are likely to generate lower levels of traffic than those schemes. |
| | | Nursery comparisons provided by the applicant indicate 5.27m2 per child at nursery. Applying this to the proposed nursery = 110 children. The 50% from the site could be applied to this number therefore | If there is a child for every 5.27sqm of nursery floorspace, the proposed floorspace of 582sqm would accommodate 110 children. The child yield calculations at Page 308 of the DAS indicate that there will be 115 children under the age of 5 on the site. There is therefore the potential that all of the nursery places could be taken up by the site, but a 50% assumption allows for those that choose not to send their children to nursery school or choose a nursery elsewhere. |

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| | | there will be 55 trips in and out in the peak. Allowance needs to be made for these and for drivers from within the site who will likely drive to the nursery on their way to work. Parking / drop off needs to be appropriate and managed. The applicant needs to set out how these will be used and managed. | The vehicle trip rates used are based on GFA rather than a rate per child, but would effectively reflect half of the children attending as they reflect half of the floorspace. However, this would not equate to 55 vehicles arriving at the nursery site as not all children from off of the site would arrive by car. Some would arrive by foot or public transport and this would have been reflected in the vehicle rates that have been adopted from TRICS. These indicate approximately 40 vehicles trips, or 20 vehicles arriving and departing the nursery in the peak hours.<br><br>Paragraphs 6.34 and 6.35 of the TA state the following regarding management of the parking spaces<br><br>*It is proposed to provide a total of 20 parking spaces for the café, gym, nursery and office elements of the development. Two spaces will be allocated for staff use, a further four spaces will be designated as drop-off spaces will duration of stay restricted to 20 minutes and the remainder will be short-stay spaces for up to two hours.*<br><br>*The spaces will be managed by the on-site concierge to ensure that they are not misused.*<br><br>The site will be managed by BRAM, who will have an on-site presence at the development. They will manage the parking outside the local centre to ensure that it is not misused and can react almost immediately to any issues that arise. |
| | | Agreement needed on committed development sites. It seems that previous advice has been followed and this is similar to other sites in the area. LBH may require a comparison between the use of WELHAM and individual TA flows. This will be considered further during the model review being carried out by TfL. | Agreed. No further action on committed development assumptions required. |
| | | LBH agree with TfL concern that the number of bus users is low. Passengers using LUL must be added to the bus demand and assessed. | The number of LUL users has been taken directly from the Census data, which reflects the longest component of the journey to work. This is why LUL is included, even though there is no LUL station in Hayes.<br><br>It is accepted that some of these trips will be use bus routes to reach LUL stations at Uxbridge or Heathrow. However, a significant proportion are likely to actually access LUL via train services from Hayes and Harlington Station. For example, easy interchange is available at Ealing Broadway onto the Central and District Lines and at Paddington to the Bakerloo and District / Circle Lines. Using TfL's journey planner for trips into central London locations such as Bond Street indicate that train to Ealing Broadway and interchange to the tube is the preferred route. Bus to Heathrow and use of the Piccadilly Line is not even identified as the journey times are substantially longer.<br><br>However, TfL have requested a contribution to increase bus capacity that is understood to take account of increased demand assuming that the LUL trips start and end their journey by bus. At this stage, there is no object to the level of contribution being requested, however, this has to be considered in more detail in the context of other financial commitments that will fall on the site once more detail is known on these. |
| | | LBH happy with Gym trips after justification. However, the applicant need to assess parking provision is ok in combination with nursery demand. Further detail is requested. | Trip rates agreed and no further action on these required.<br><br>In terms of parking demand, we have undertaken a parking accumulation calculation for the gym and nursery use based on the trip rates applied. This shows that the peak parking demand would be for 14 spaces, which can be accommodated within the 20 spaces provided on site. |

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|---|---|---|---|
| | | | <table><tr><th rowspan="2">Hour Starting</th><th colspan="3">Nursery</th><th colspan="3">Gym</th><th rowspan="2">TOTAL PARKING</th></tr><tr><th>IN</th><th>OUT</th><th>PARKING</th><th>IN</th><th>OUT</th><th>PARKING</th></tr><tr><td>06:00</td><td>0</td><td>0</td><td>0.0</td><td>4.6604</td><td>2.66445</td><td>2.0</td><td>2.0</td></tr><tr><td>07:00</td><td>15.78966</td><td>6.76866</td><td>9.0</td><td>4.32615</td><td>5.31935</td><td>1.0</td><td>10.0</td></tr><tr><td>08:00</td><td>19.56393</td><td>20.78613</td><td>7.8</td><td>3.9919</td><td>4.99465</td><td>0.0</td><td>7.8</td></tr><tr><td>09:00</td><td>6.11391</td><td>4.89171</td><td>9.0</td><td>5.98785</td><td>2.9987</td><td>3.0</td><td>12.0</td></tr><tr><td>10:00</td><td>1.2222</td><td>1.2222</td><td>9.0</td><td>8.98655</td><td>8.6523</td><td>3.3</td><td>12.3</td></tr><tr><td>11:00</td><td>0</td><td>1.2222</td><td>7.8</td><td>4.6604</td><td>6.9906</td><td>1.0</td><td>8.8</td></tr><tr><td>12:00</td><td>6.11391</td><td>3.66951</td><td>10.2</td><td>5.6536</td><td>4.6604</td><td>2.0</td><td>12.2</td></tr><tr><td>13:00</td><td>4.89171</td><td>4.89171</td><td>10.2</td><td>3.65765</td><td>1.99595</td><td>3.6</td><td>13.9</td></tr><tr><td>14:00</td><td>0</td><td>1.2222</td><td>9.0</td><td>4.99465</td><td>6.65635</td><td>2.0</td><td>11.0</td></tr><tr><td>15:00</td><td>4.89171</td><td>3.66951</td><td>10.2</td><td>5.31935</td><td>5.31935</td><td>2.0</td><td>12.2</td></tr><tr><td>16:00</td><td>6.11391</td><td>3.66951</td><td>12.7</td><td>4.32615</td><td>5.6536</td><td>0.7</td><td>13.3</td></tr><tr><td>17:00</td><td>15.78966</td><td>27.06882</td><td>1.4</td><td>7.32485</td><td>2.3302</td><td>5.7</td><td>7.1</td></tr><tr><td>18:00</td><td>6.76866</td><td>9.02391</td><td>-0.8</td><td>16.30185</td><td>11.651</td><td>10.3</td><td>9.5</td></tr><tr><td>19:00</td><td>0</td><td>0</td><td>-0.8</td><td>14.64015</td><td>16.97035</td><td>8.0</td><td>7.1</td></tr></table> | |
| Concern over the modelling and mitigation approach | • Considers that the existing network performance cannot be addressed by this application. Only effect of this application can be considered.<br>• Proposed increases in flare length and entry widths is recognised and valid mitigation<br>• Will consider a signal scheme at Harold Avenue / North Hyde Road but cost should be apportioned to other sites in the area | A detailed modelling review is being carried out by TfL. LBH to be part of this. | Initial comments on some of the signal junction models have been received, these are currently being taken on board and a detailed response will be issued to TfL shortly on each of the models. It is understood that the review of the WeLHAM modelling is currently being undertaken by TfL. |
| | | Once modelling agreed, LBH will discuss potential mitigation with the applicant. LBH considers current proposed mitigation is insufficient. | Happy to engage in further discussion on this point. |
| | | LBH to provide information on CPZ investigation to inform strategy. | We await this information. |
| | | Applicant to address concerns over highway layout and potential traffic speed on long straight roads proposed. | The materials and landscaping palette will encourage lower vehicle speeds. In addition, if it proposed to incorporate raised tables on the main pedestrian desire lines and at the various car park / building access points. These measures can be incorporated at the detailed design stage. |
| | | Applicant to provide information on ES and CMP traffic related issues. | The ES includes a chapter on transport impact and on construction impact and these were submitted with the development. A Construction Management Plan was also provided as one of the application documents. |
| Access detail needed in relation to servicing and refuse access<br><br>Location, design and type of cycle parking unclear<br><br>Access enhancements possible | • Improvements to the public realm as part of the Crossrail project are committed and should not be paid for twice<br>• Enhanced access opportunities for bridge and new pedestrian route are outside the ownership of the site but land is reserved on site to accommodate<br>• Happy to discuss surfacing improvement on pedestrian routes outside of the site | Further clarification on the vehicle tracking is needed. See Appendix C of PCL review report 18 August (attached). | See attached response to the Appendix for full details. In summary:<br>• Drawings 7 and 13 were not provided as they related to an earlier iteration of the design and were not relevant to the scheme submitted for planning.<br>• Collection areas are shown within the Waste section of the DAS and have been appended as previously identified.<br>• Refuse vehicles do not need to access the northern end of Canal Street or reverse excessive distances near Wallis Walk due to the temporary collection point locations.<br>• The van/4x4 and trailer tracking is only to assess the access to the proposed canoe storage / canoe access to the canal. There is no need for a vehicle of this type to access any other parts of the site than Canal Street.<br>• Almost all carriageways within the site are 6m wide to allow access to the end of car parking spaces to the site and therefore no car swept paths are needed in these areas. Sandow Walk serves to access a total of 17 car parking spaces. The carriageway width is 4.8m, widening to 6m in front of the spaces themselves. A |

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| | • Waste is to be managed on site to meet buildings regs<br>• Cycle parking system, design and access will be explained in a technical note | | drawing showing the swept path of a large car along the area of 4.8m carriageway has been produced identifying that there are no issues with car access in this area.<br>• 10m rigid and 16.5m articulated lorry tracking has only been provided to demonstrate that the very infrequent access (once every 20 – 25 years) that would be required to replace sub-stations and the energy centre can be achieved. No vehicles of this size are expected to need to access the residential development. |
| | | Refuse collection points to be overlaid on vehicle tracking as requested | The refuse collection locations are shown within the Waste Report that is incorporated into the Design and Access Statement. The relevant section of the DAS is attached. |
| | | Funding of off site measures to be discussed and agreed. Need to consider schemes which already have funding (e.g. via Crossrail) | No further response required. |
| | | The technical note provided further cycle parking drawings. Further information is requested as set out below<br>• Block B dimensions on plan look too tight. Dimensions are not included on other plans. Layout looks tight compared to LCDS (Figure 8.1) dimensions.<br>• Dimensions and layout for accessible spaces are needed. It looks as if the end spaces are too close to walls to be effectively used on each side. Are doors wide enough for access? They should be min 2m. Is there enough room for them to be accessed past parked cars / columns?<br>• Where is the cycle parking for the nursery and gym?<br>• Two tier stands may not have sufficient aisle width of 2.5m, ideally 3.5m is needed on both sides of aisle. | The proposed cycle parking is to be as supplied by Bellsure. These have been used extensively by Barratt London elsewhere. The layouts have been designed with reference to their specified dimensions, which can be seen on the attached product specification sheets.<br><br>With regard to the cycle parking for the nursery and gym uses, we would expect that the following provision:<br>Nursery – one space per 8 staff and visitor parking of 1 space per 100 students.<br>Gym – 1 space per 8 staff and visitor parking of 1 space per 100 sqm.<br><br>The nursery sites identified within the last response have been examined to identify staff numbers. These site employ between 6 and 40 members of staff, with between 10 and 20 being most typical. A maximum of 5 staff cycle spaces would therefore be required.<br><br>For the gym, the TRICS sites previously used have been examined and they have 12 to 16 employees in total at each site. Two staff parking spaces would therefore be needed for the gym.<br><br>The buildings for these uses would be provided to the operators as a shell and fit out would be completed by the occupier. The staff cycle parking would therefore be provided within the building by the occupier.<br><br>For visitor parking, the nursery would require 1 space and the gym 9 spaces. Visitor parking is provided within the public realm areas of the scheme. |
| There is a need to improve PTAL and access to bus services | • A supplementary technical note will be provided discussing the bus stop distances and access to the station<br>• Supportive of diverting bus route along Nestles Avenue. Applicant considers parking controls will be needed to allow this | The site would benefit from bus stops / services closer to the site. TfL / LBH to progress bus route diversion along Nestles Avenue and discuss with applicant. | Discussions with TfL / LBH on this issue have been ongoing. LBH / TfL are in the early stages of identifying what existing and new services could be routed long Nestle Avenue. To enable Nestle Avenue to function as a multi-modal route, it has been agreed in principle that a zone along the site frontage will be safeguarded to enable any future widening that may be required and the provision of a bus stand and separate turning area. |
| | | Aligned with the bus route, LBH to consider CPZ design to allow for bus routing | |
| | | Discussion with TfL on bus / service route diversion along Nestle Avenue | |
| Comments on several aspects of the car parking provision suggested, including blue badge spaces, EV | • Other developments with a lower PTAL have also used a ratio. The proposed provision is in line with the London Plan standards<br>• The development will be phased, so the gradual introduction of more car club spaces is justified and in line with the NPPF | Number and location of car club spaces to be agreed. Suggested increase of £50 credit offered via S106 is welcomed. | Agreed. No further action required. |

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| charge points, car club spaces | • Car club spaces may be possible in the surrounding streets. If not they can be provided in the 20 non-residential spaces. Provision will be phased and based on uptake / use<br>• Several other issues will be addressed in a supplementary technical note, and other issues can be discussed in a meeting<br>• EV spaces to be provided to London Plan standards<br>• Suggested meeting to discuss LBH concern about disabled parking provision | | |
| | | The proposal add car club vehicles as utilisation increases if reasonable. However, the trigger of "15% above fleet average" is ambiguous. The applicant has advised there are no figures for Hillingdon, LBH requests other suitable data is provided / trigger points are agreed. | Further information on this has been requested from the car club operator regarding the fleet average membership. Both Zipcar and Enterprise have been approached and the information will be provided as soon as it is available. |
| | | LBH preference is for car club spaces to be provided on site. The applicant needs to demonstrate that this will work with the demands for the community uses | The car club spaces will be accommodated within the 20 spaces provided as part of the gym / nursery uses on the site. The parking accumulation for these uses indicates that there will be a peak parking demand of 14 spaces and therefore 20 spaces is sufficient to cater for both the car club and non-residential uses on the site. |
| | | EV spaces to be provided to London Plan Standards. This is welcomed. | Agreed, no further action needed. |
| | | Disabled space strategy needs further explanation. Will the conversion of landscape space lead to a higher number of parking spaces overall? LBH does not want to see any initial provision below which may then later increase as spaces are converted | The overall parking numbers have been increased to provide 0.6 spaces per residential unit. As explained previously there are to be a total of 26 blue badge spaces located within the external parking areas close to the various building cores. In addition, there are 18 M4(3) bays provided within the podium for Blocks B and C to cater for the wheelchair parking requirements of the affordable housing M4(3) units.<br><br>The total provision at Day 1 would be 0.6 spaces per unit. This will not increase with conversion to disabled spaces when necessary, but green space on the site will be affected by the change.<br><br>The intention is to initially provide the remainder of the spaces as standard parking spaces and to alter the external parking if there is a greater demand for wheelchair parking for the remaining M4(3) units in the private housing. This has been done to maximise the amount of car parking provided whilst minimising the impact on landscaping and public realm.<br><br>121 of the standard car parking spaces provided on site will be allocated to the remaining M4(3) units that do not already have a dedicated wheelchair space. If at any time there is a requirement for any of these units to have a wheelchair accessible space in the future, two existing spaces can be converted into an over-sized space and a replacement space can be brought into use in the landscape areas that have been identified for this purpose. As explained previously, whilst the lease to the spaces will be sold, there will be a provision within the lease to allow the relocation of the space within the site to enable this arrangement.<br><br>Barratt London are proposing that a clause is included within the S106 Agreement to cover this issue to demonstrate their commitment to the conversion/provision of disabled spaces as demand arises. |

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| | | | As the additional M4(3) spaces can be located anywhere within the external parking zones there is complete flexibility in locating them in close proximity to the unit that requires the space. This can be seen from the drawings that were submitted with the DAS identifying the different external parking zones. |

Sheet Notes

- All dimensions are in mm unless otherwise stated
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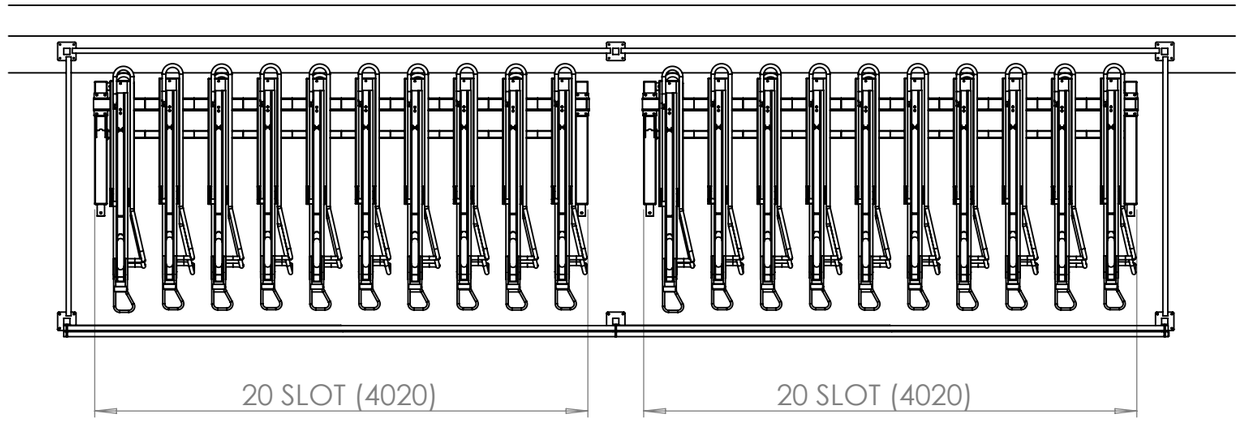


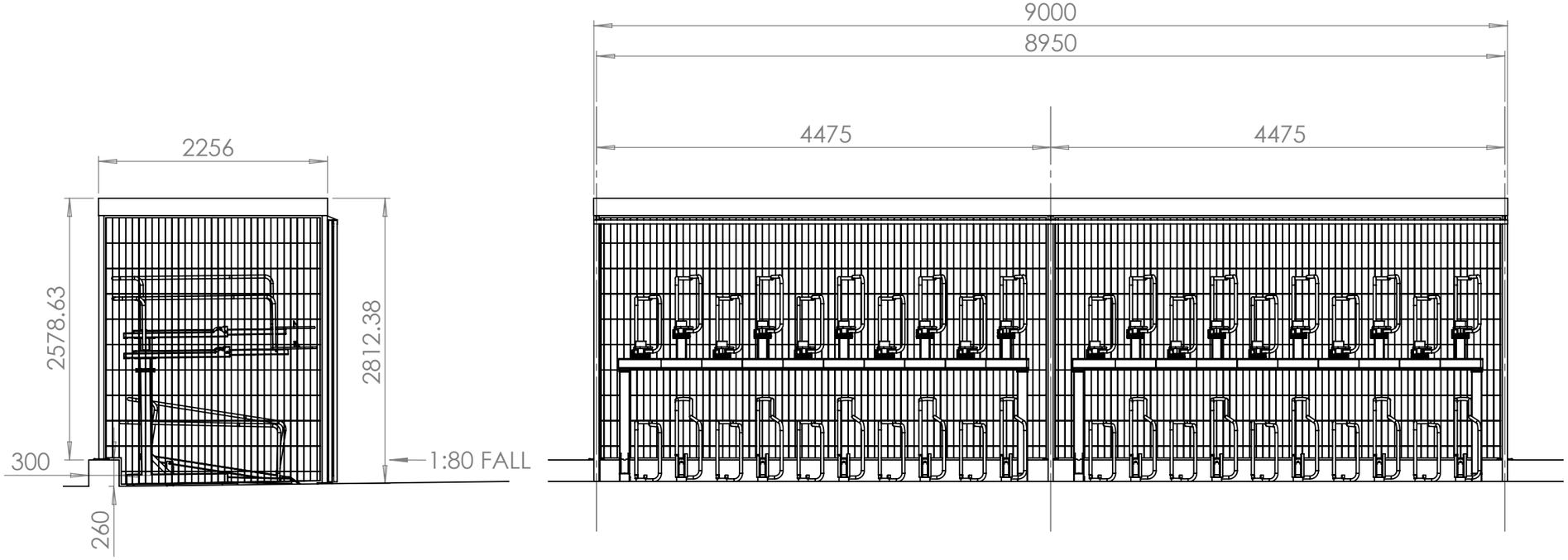


2No. 20 Slot double deckers

Total = 40

| REVISION | DESCRIPTION | DATE | ENGINEER |
|---|---|---|---|

streetsure
streetsuresolutions.co.uk
Specialists in providing street furniture and cycle parking infrastructure solutions
a bellsure group company
www.bellsure.co.uk

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PRODUCT NAME.

# St Johns Hill 40 Slot Shelter

PROJECT

# St. Johns Hill

| SCALE: 1:20 | SHEET SIZE: A3 | DRAWN BY: BK | CHECKED BY: JD | DATE: 17/02/15 |
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| PROJECT NO. | DRAWING NO. | | | REVISION |

Sheet Notes

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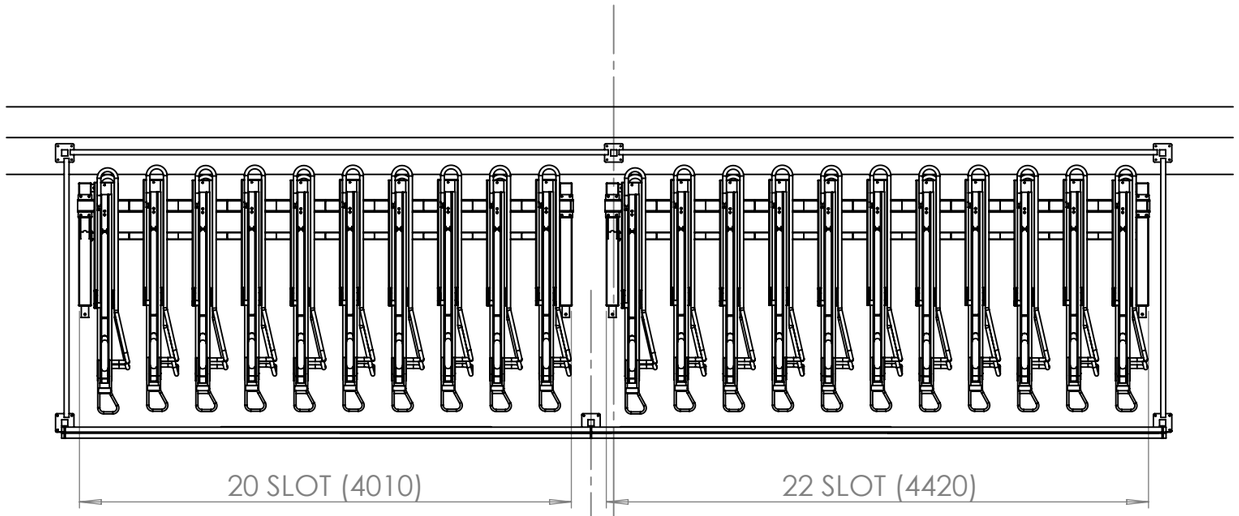
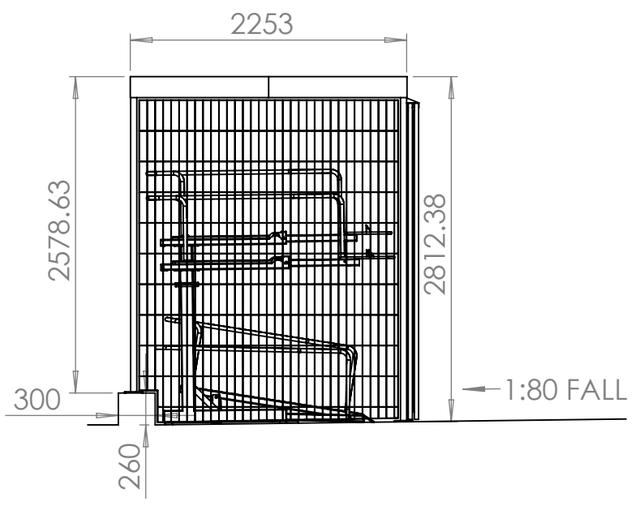
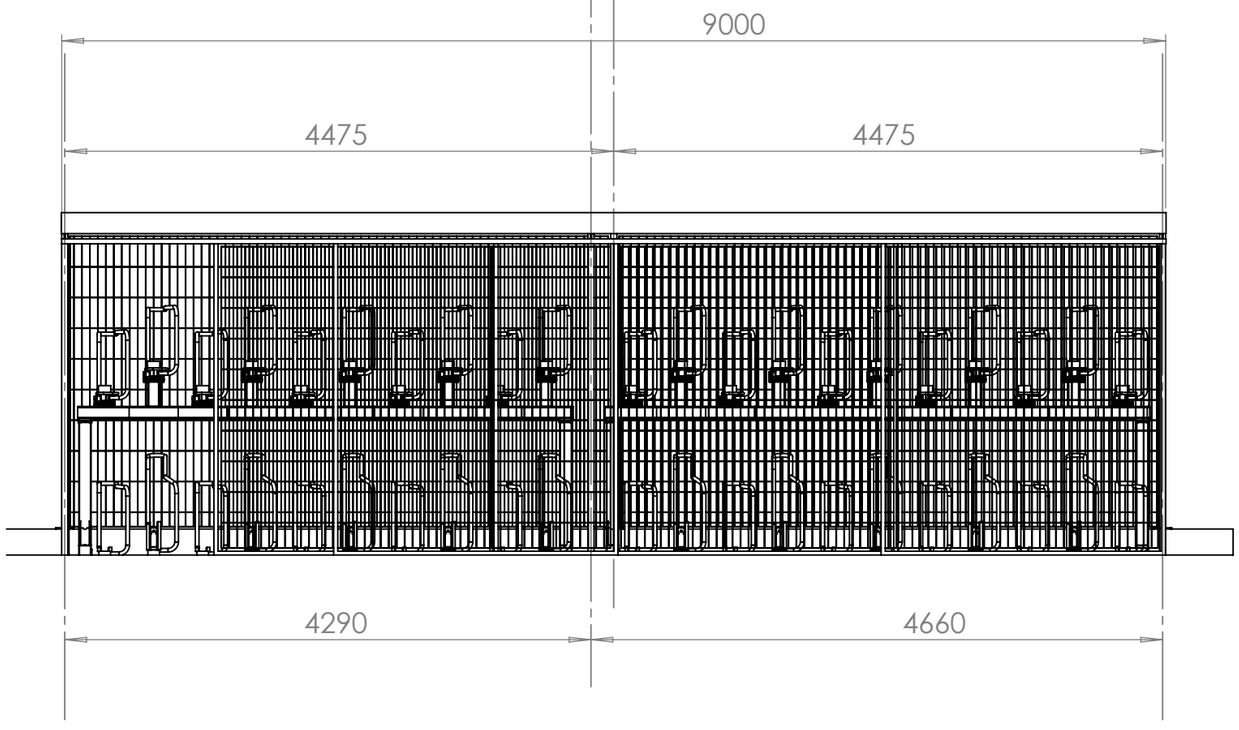



1No. 20 Slot double deckers
1No. 22 Slot double deckers

Total = 42




| REVISION | DESCRIPTION | DATE | ENGINEER |
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PRODUCT NAME.

# St Johns Hill 42 Slot Shelter

PROJECT

## St. Johns Hill

| SCALE: 1:20 | SHEET SIZE: A3 | DRAWN BY: BK | CHECKED BY: JD | DATE: 17/02/15 |
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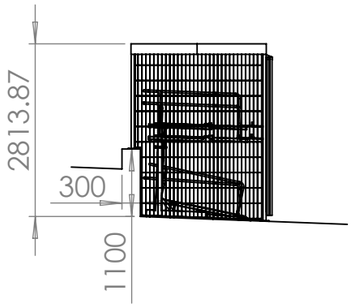
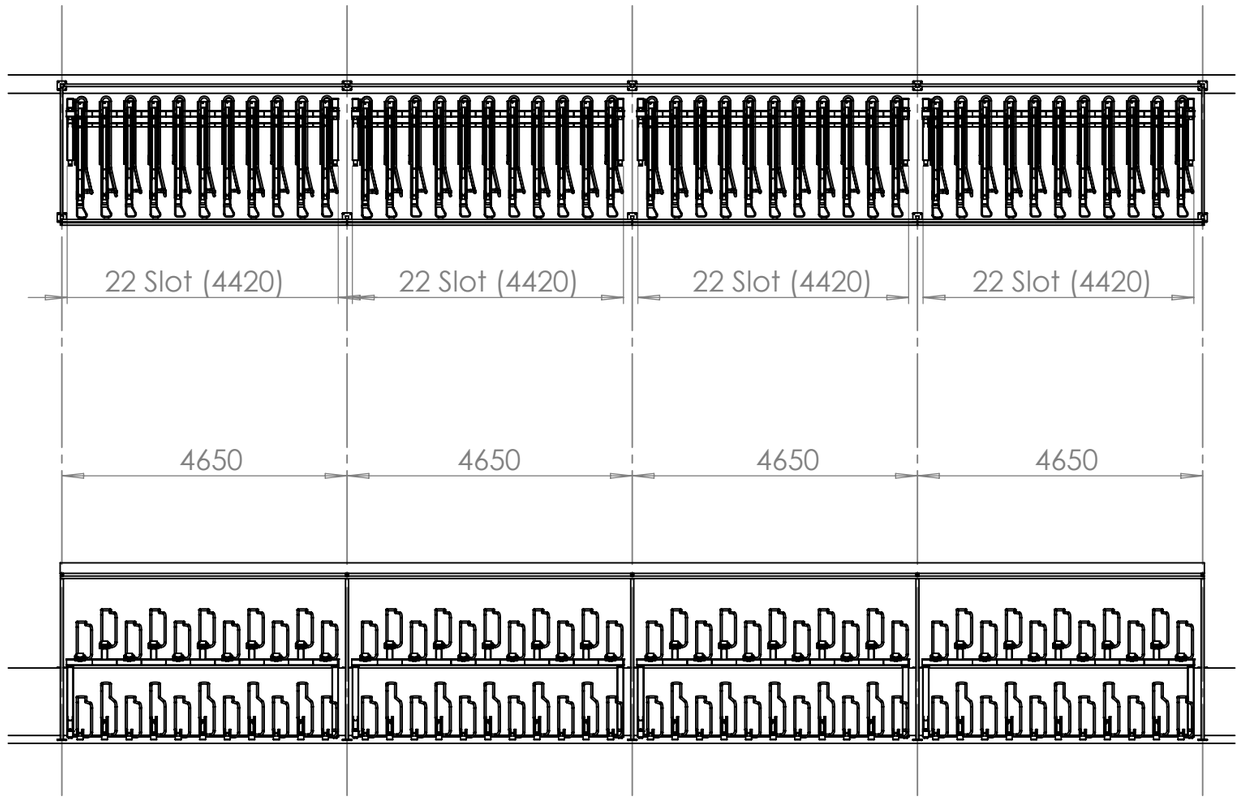
| PROJECT NO. | DRAWING NO. | | | REVISION |




Sheet Notes

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4No. 22 Slot double deckers

Total = 88

| REVISION | DESCRIPTION | DATE | ENGINEER |
|---|---|---|---|

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PRODUCT NAME.

# St Johns Hill 88 Slot Shelter

PROJECT

## St. Johns Hill

| SCALE: 1:20 | SHEET SIZE: A3 | DRAWN BY: BK | CHECKED BY: JD | DATE: 17/02/15 |
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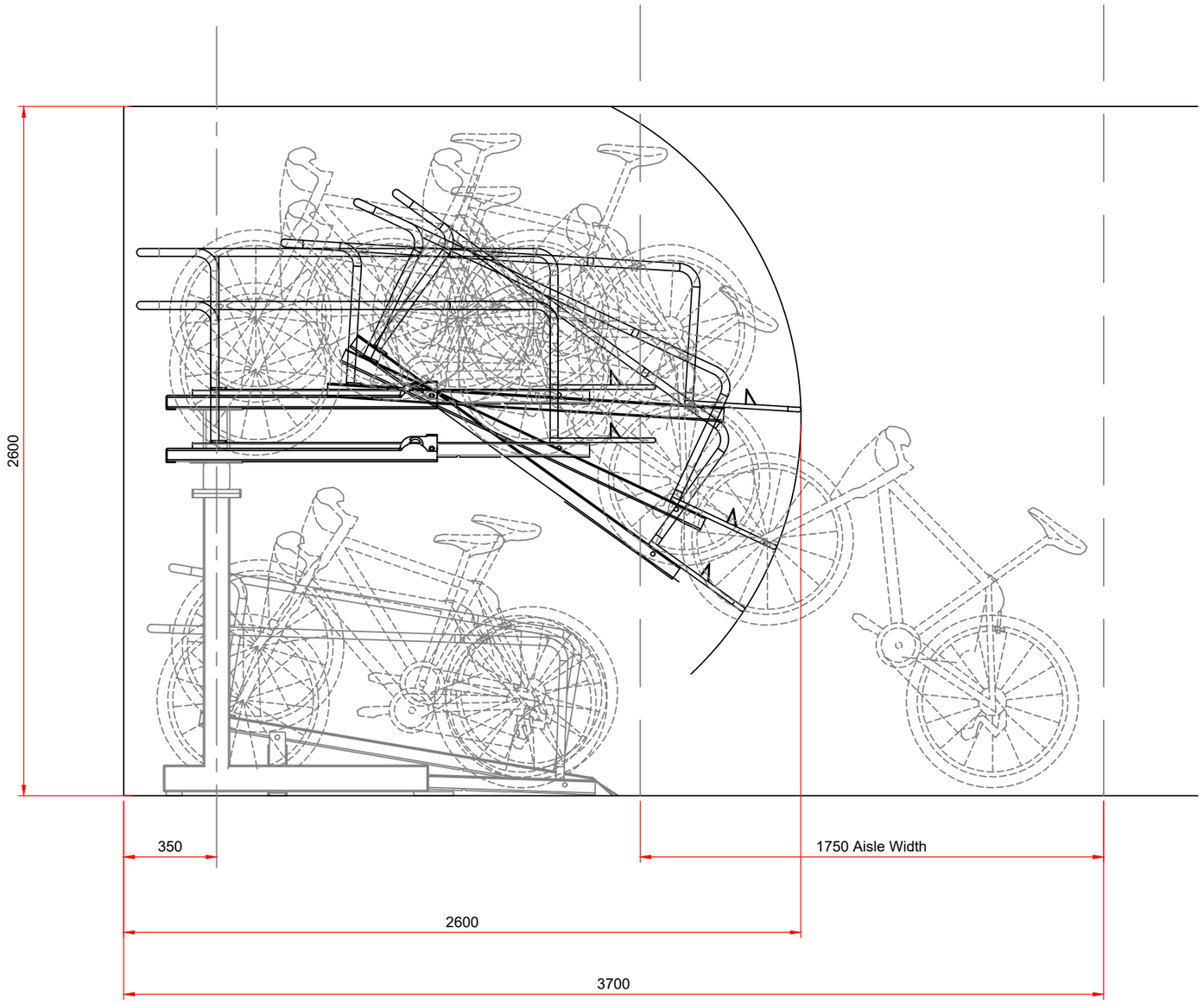
| PROJECT NO. | DRAWING NO. | | | REVISION |

1. All dimensions are in mm unless otherwise stated.

2. Any dimensions scaled from this drawing are taken at the readers own risk.




| REVISION | DESCRIPTION | DATE | ENGINEER |
|---|---|---|---|

streetsure
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PROJECT NAME.

# Double decker

DRAWING

# Double Decker Operational Dimensions

PART NO.

| SCALE: | SHEET SIZE: | DRAWN BY: | CHECKED BY: | DATE: |
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| PROJECT NO. | DRAWING NO. | REVISION |
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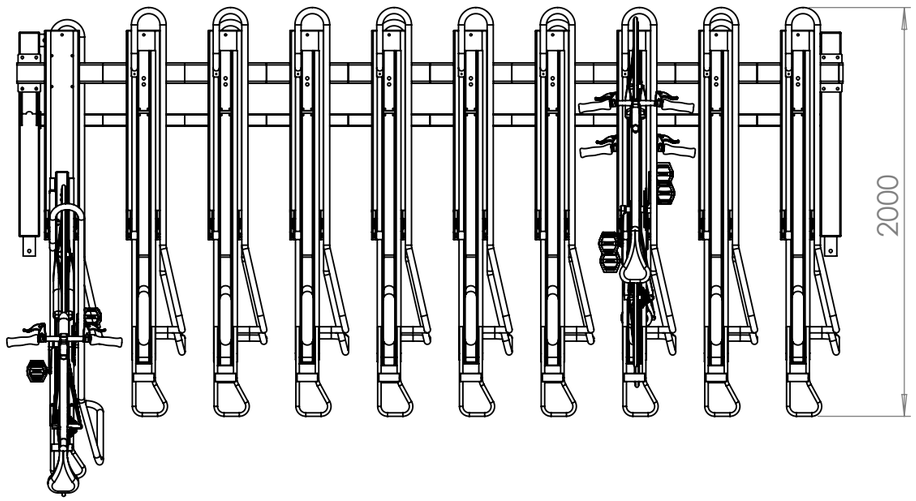
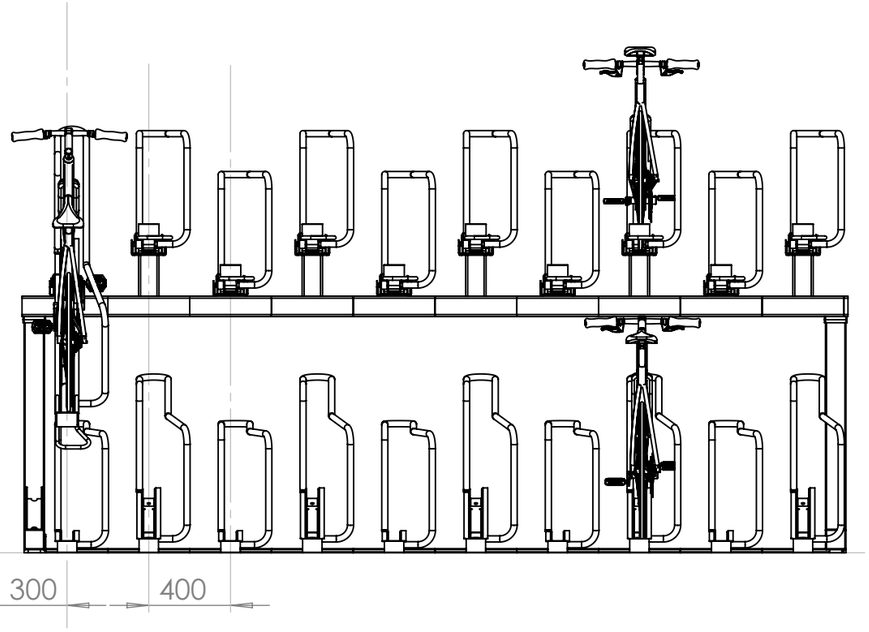
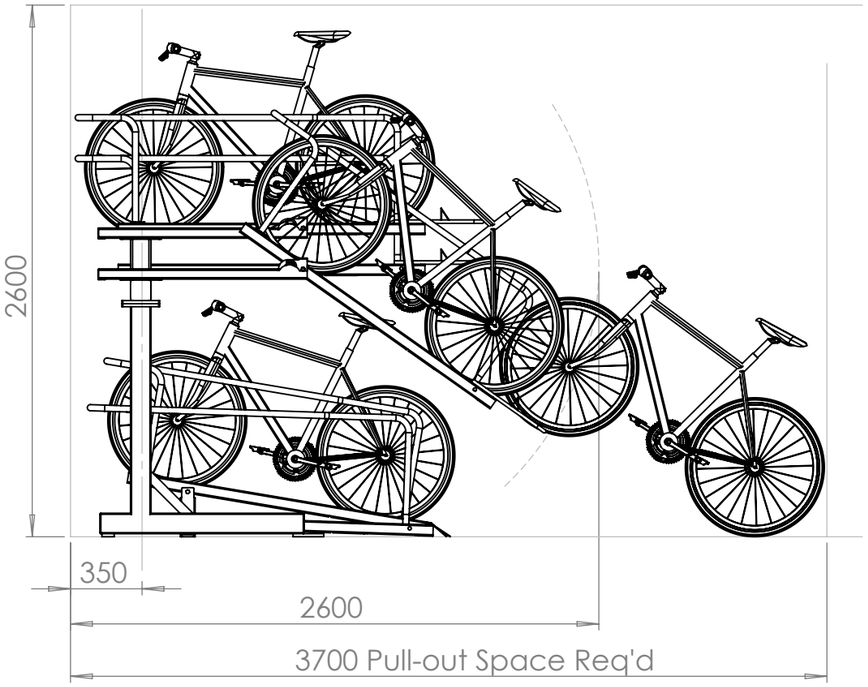
| EH | 10 001 | |

# Product specification Sheet
## Cycle Rack | Double Decker




Sheet Notes

- All dimensions are in mm unless otherwise stated
- Any dimensions scaled from this drawing are taken at readers own risk

Specification

Streetsure double decker cycle rack by Bellsure group

| | |
|---|---|
| Configuration: | Single sided |
| Size: | As per drawing |
| Material | Mild steel |
| Finish Options: | Galvanised |
| Fixing Options | Surface mounted |
| Security: | locking rail |

| REVISION | DESCRIPTION | DATE | ENGINEER |
|---|---|---|---|

streetsure
streetsuresolutions.co.uk
Specialists in providing street furniture and cycle parking infrastructure solutions
a bellsure group company
www.bellsure.co.uk

T: 01483 568287 | F: 01483 540830 | E: streetsure@bellsure.co.uk

PRODUCT NAME.

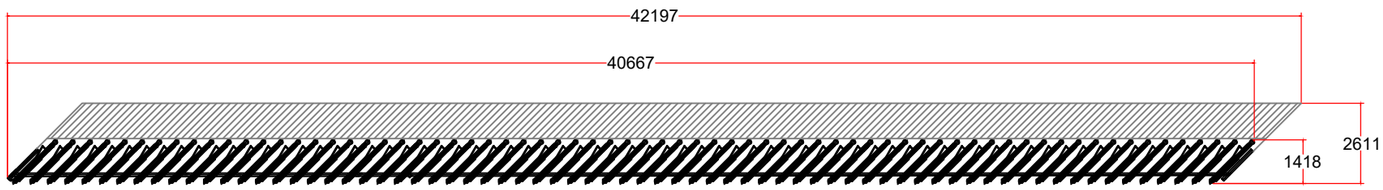
Double Decker

| DRAWING | PART NO. |
|---|---|
| | |

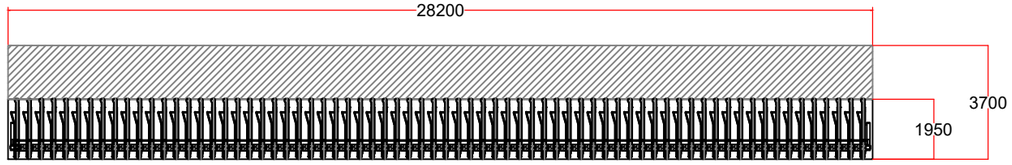
| SCALE: 1:25 | SHEET SIZE: A3 | DRAWN BY: BK | CHECKED BY: JD | DATE: 25/02/14 |
|---|---|---|---|---|
| PROJECT NO. | DRAWING NO. | | | REVISION |

1. All dimensions are in mm unless otherwise stated.

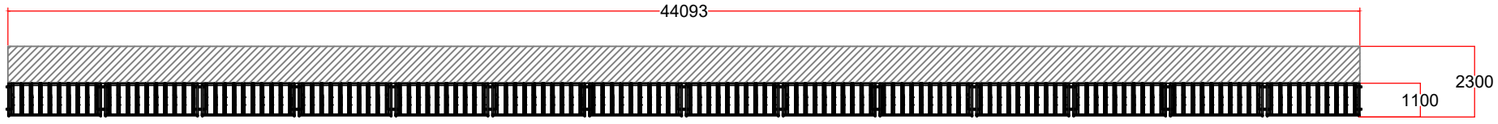
2. Any dimensions scaled from this drawing are taken at the readers own risk.




45° Double Deckers




Regular Double Deckers




Semi-verts

| REVISION | DESCRIPTION | DATE | ENGINEER |
|---|---|---|---|

streetsure
streetsuresolutions.co.uk
Specialists in providing street furniture and cycle parking infrastructure solutions
a bellsure group company
www.bellsure.co.uk

T: 01483 568287 | F: 01483 540830 | E: streetsure@bellsure.co.uk

PROJECT NAME.

# Cycle Storage Details

DRAWING

## 140 45° DD + Semi-vert

PART NO.

SCALE: 1:100 SHEET SIZE: A3 DRAWN BY: BK CHECKED BY: MJ DATE: 08/01/14

PROJECT NO. EH

DRAWING NO. 10 001

REVISION

# Operational Waste + Recycling Management Strategy

## 2.8 Summary

The principal aim of this Strategy is to demonstrate how the Proposed Development has taken into account sustainable methods for waste and recycling management during its operation. Furthermore, with regards to waste and recycling management within the Proposed Development, this Strategy has the following aims:

- To contribute towards achieving current and long-term government, Greater London Authority (GLA), West London Waste Authority (WLWA), and LBH targets for waste minimisation, recycling and re-use;
- To comply with all legal requirements for handling operational waste;
- To achieve high standards of environmental performance, through giving (and continuing to give) due consideration to the waste generated by the Proposed Development during its operation; and
- To provide the Proposed Development with a convenient, clean and efficient waste management strategy that enhances the operation of the Proposed Development and promotes recycling.

Once operational, the Proposed Development is anticipated to produce approximately 234,719 litres (L) of waste from all land uses per week, equating to approximately 2,563 tonnes per year. Of this total, 196,617L will arise from residential uses and 38,102L will be from commercial operations per week.

The Proposed Development has been designed to provide a weekly (seven day) storage capacity for residential elements. With regards to the apartment style buildings, waste stores will be located on the ground floor of each Block. The residents will deposit their mixed dry recycling (MDR) and residual waste directly into these stores. With regards to Blocks F1 and G, a bi-separator waste chute will be provided with a chute hopper on each floor to allow residents to deposit their waste. The waste chute will be managed and maintained by the internal management team. A total storage provision of 36.78m2 is allocated for the storage of bulky waste items, with various stores around the Site, which will be managed by the internal management team.

On the day of collection the internal management team will transport the bins for the appropriate waste stream, using vehicle tugs where necessary, to the bin presentation areas where all bins will be emptied by the LBH waste collection team. Once emptied the internal management team will return the emptied bins back to the appropriate waste stores.

With regards to the duplexes in Blocks C6 and D3, a small waste storage area in front of each house will be provided for the storage of MDR, food waste and residual waste. These will which will accommodate small bins provided by the Developer, or sacks for waste storage. The occupier will be responsible for transporting their bins/sacks to the curtilage of the property on collection days where these will be collected by the LBH collection operatives.

Commercial waste storage will be allocated within each individual unit. Separate storage will be provided for MDR, food (if applicable for final land use) and residual waste. Storage provision has been calculated on a twice weekly collection frequency.

Collection arrangements for both residential and commercial elements of the Proposed Development will be organised so that residential collection will take priority over commercial servicing. Once the Proposed Development is operational specific servicing times will be written into the commercial contract. This is in order to help prevent conflicts in servicing of the residential units, which will take priority.

These provisions will result in the handling of waste produced by the Proposed Development in accordance with the Environmental Protection (Duty of Care) (England) (Amendment) Regulations 2003. Additionally, all waste infrastructure introduced to the Development will comply with LBH's requirements, British Standard 5906:2005 (Waste Management in Buildings Code of Practice) and Part H6 of the Building Regulations.

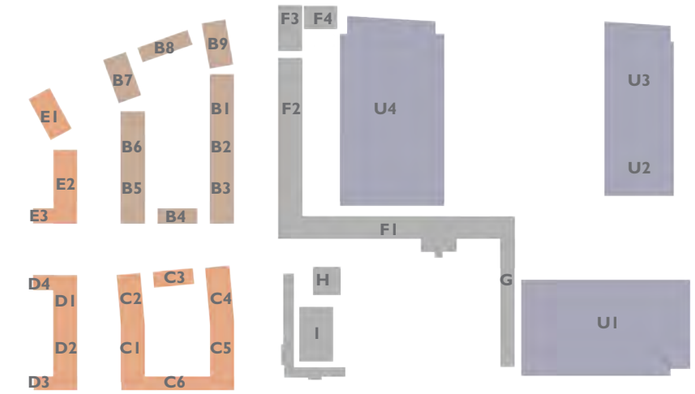



Fig. 2.8.1 Key Plan: Blocks distribution

| Bins Spaces Provided | | | | |
|---|---|---|---|---|
| **Location** | **Liter** | **Eurobins** | **Recycle Bins** | **Total bins** |
| B | 65960 | 36 | 36 | 72 |
| C | 27520 | 14 | 14 | 28 |
| D | 14260 | 9 | 9 | 18 |
| E | 23470 | 11 | 11 | 22 |
| F | 41550 | 20 | 20 | 40 |
| G | 10150 | 5 | 5 | 10 |
| H | 3200 | 2 | 2 | 4 |
| I | 4400 | 2 | 2 | 4 |
| **Total** | **190510** | **99** | **99** | **198** |

Fig. 2.8.2 Table 1: Residential bins spaces provided within the scheme

**Key**

- Bin Storage Zones
- Refuse Collection Points
- Refuse Collection Trucks
- BRAAM Offices
- Energy Sub-station
- Mechanical Room
- Water Tank
- Resident Route to Bin Storage
- Waste Collection Route

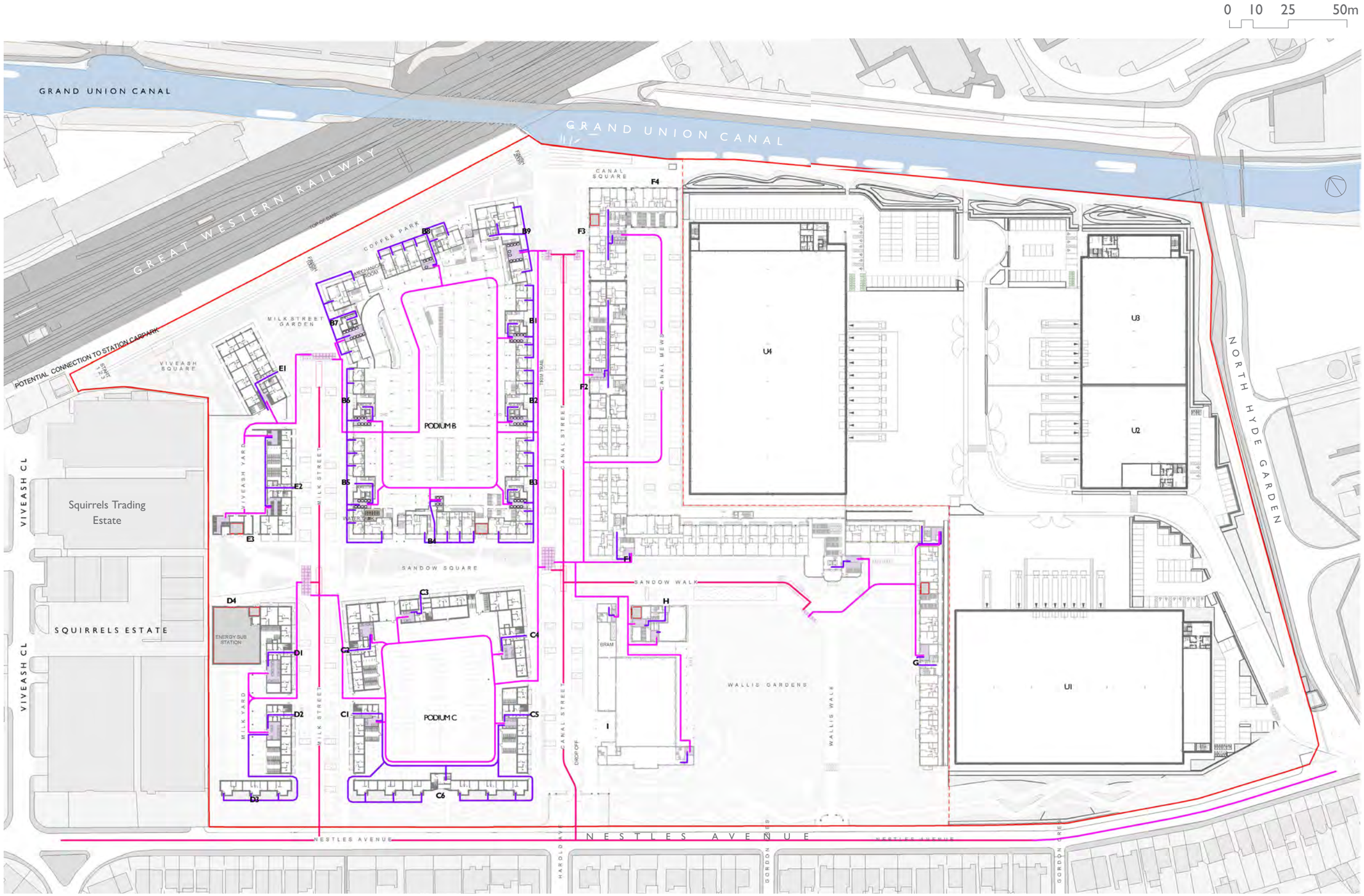



Fig. 2.8.3: Servicing Strategy - Masterplan layout showing the distribution of the bins storages

# Operational Waste + Recycling Management Strategy

## 2.8.1 Residential - Block B

The adjacent illustrative plan the cycling and pedestrian strategy for Block B with selected detail of a couple of storages.

**Key**

- Bin Storage Zones
- Refuse Collection Points
- Refuse Collection Trucks
- Resident Route to Bin Storage
- Waste Collection Routes

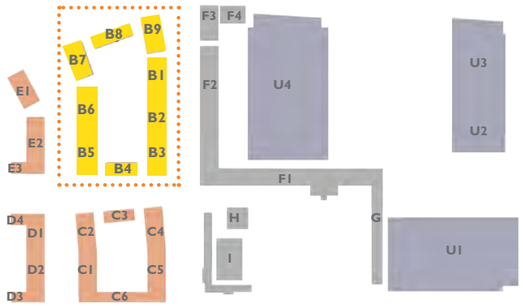



Fig. 2.8.4 Key Plan - Location of Block B

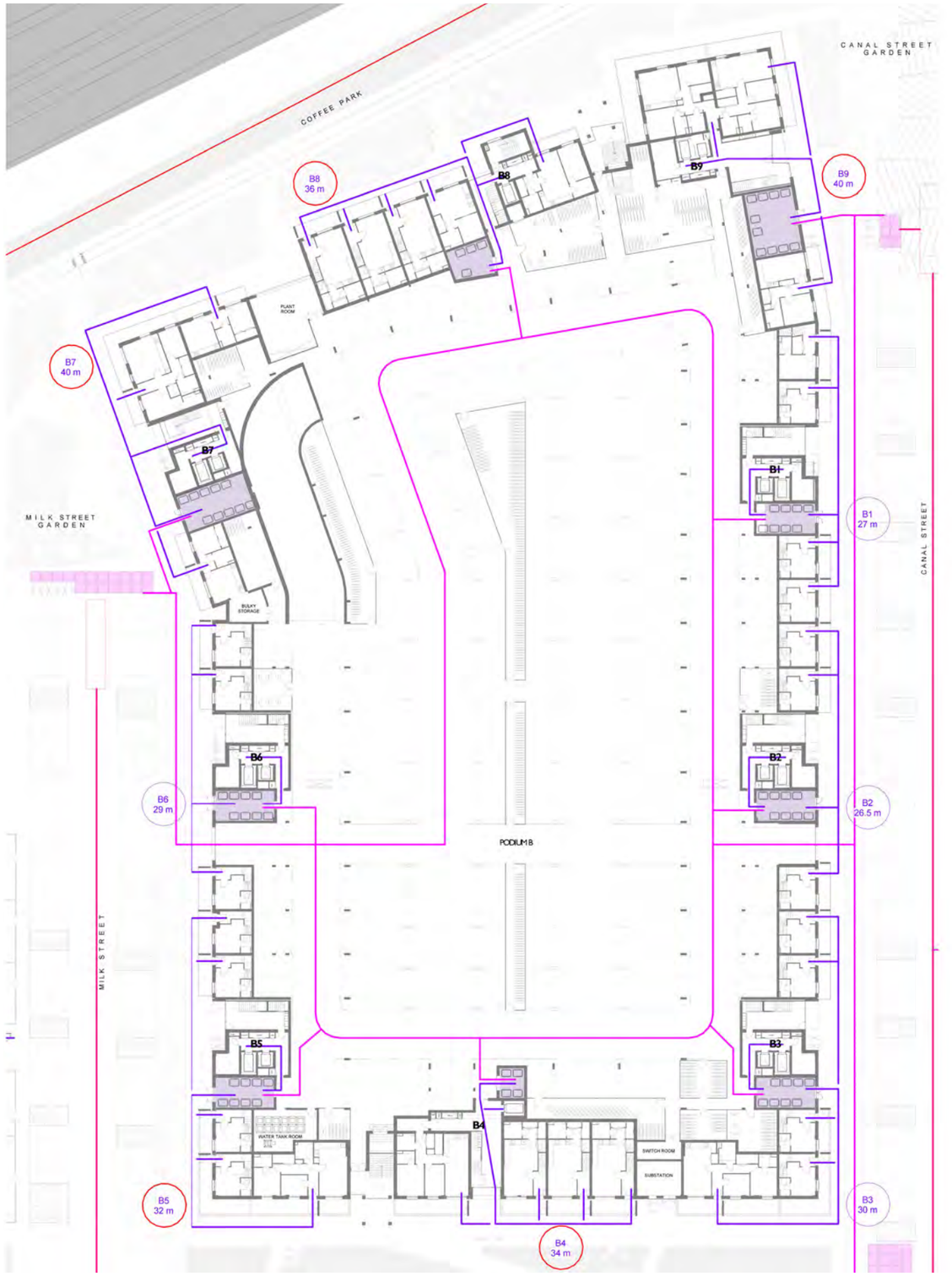



Fig. 2.8.5: Servicing Strategy - Block B layout showing the distribution of the bins storage


Fig. 2.8.7: Servicing Strategy - Block B7 detailed layout of the bins storage

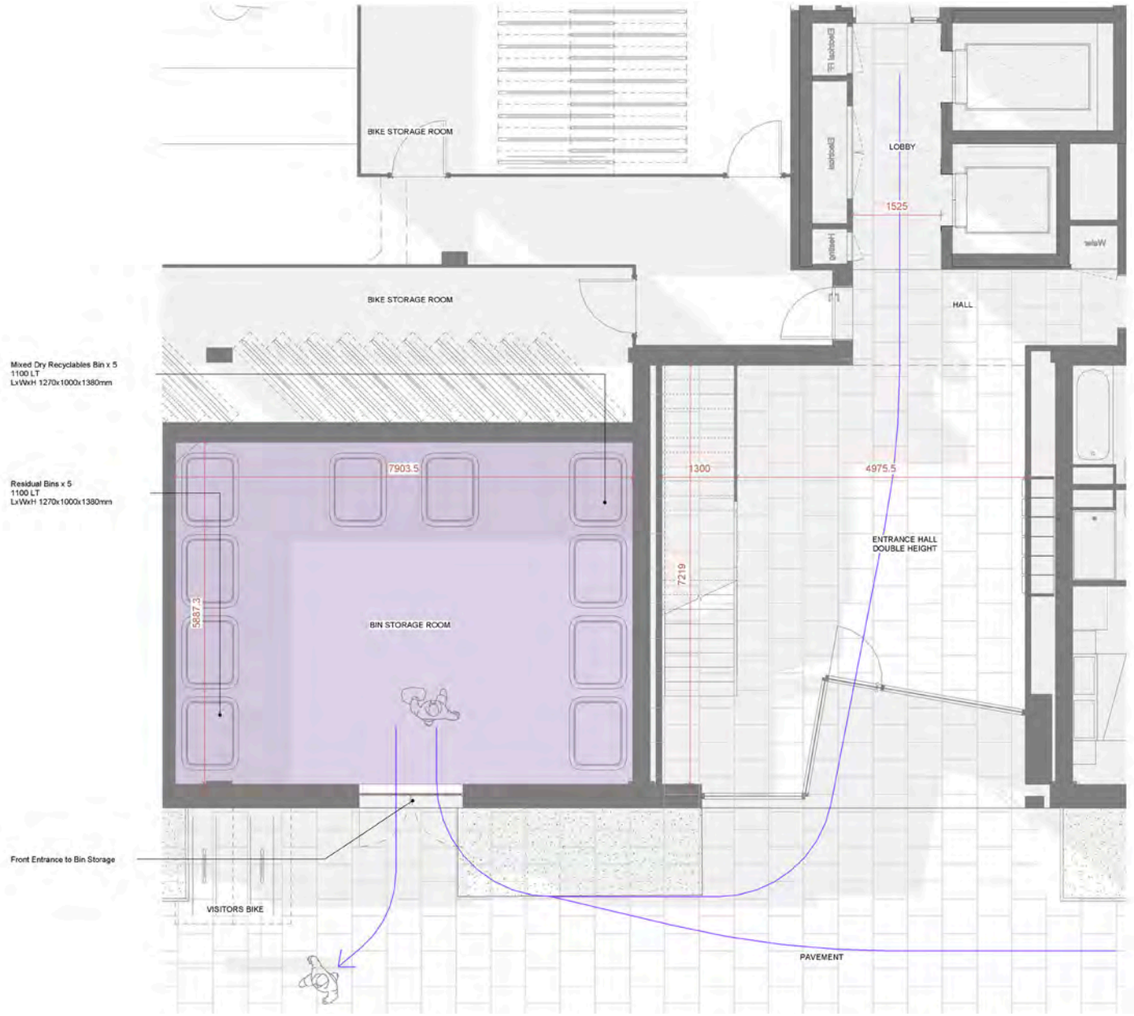



Fig. 2.8.8: Servicing Strategy - Block B9 detailed layout of the bins storage

# Operational Waste + Recycling Management Strategy

## 2.8.2 Residential - Blocks C, D + E

Similary refuse, recycling and bulk storage space is allocated in these ground floor areas. The refuse is generally provided on a building by building basis, with bin volumes matched to the accommodation mix, close to the circulation cores and with a clear access route for bins to be taken to the staging areas on collection day.

**Key**

- Bin Storage Zones
- Refuse Collection Points
- Refuse Collection Trucks
- Resident Route to Bin Storage
- Waste Collection Routes

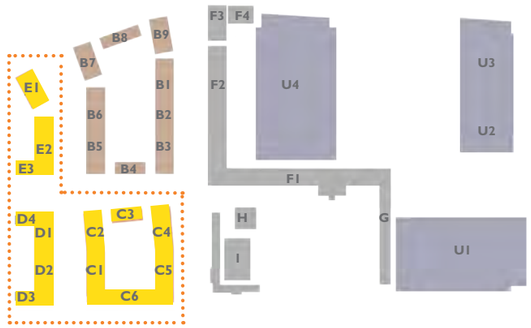



Fig. 2.8.9: Key Plan - Location of Block C, D and E

Fig. 2.8.10: Servicing Strategy - Block C, D and E layout showing the distribution of the bins storage



Hawkins\
Brown

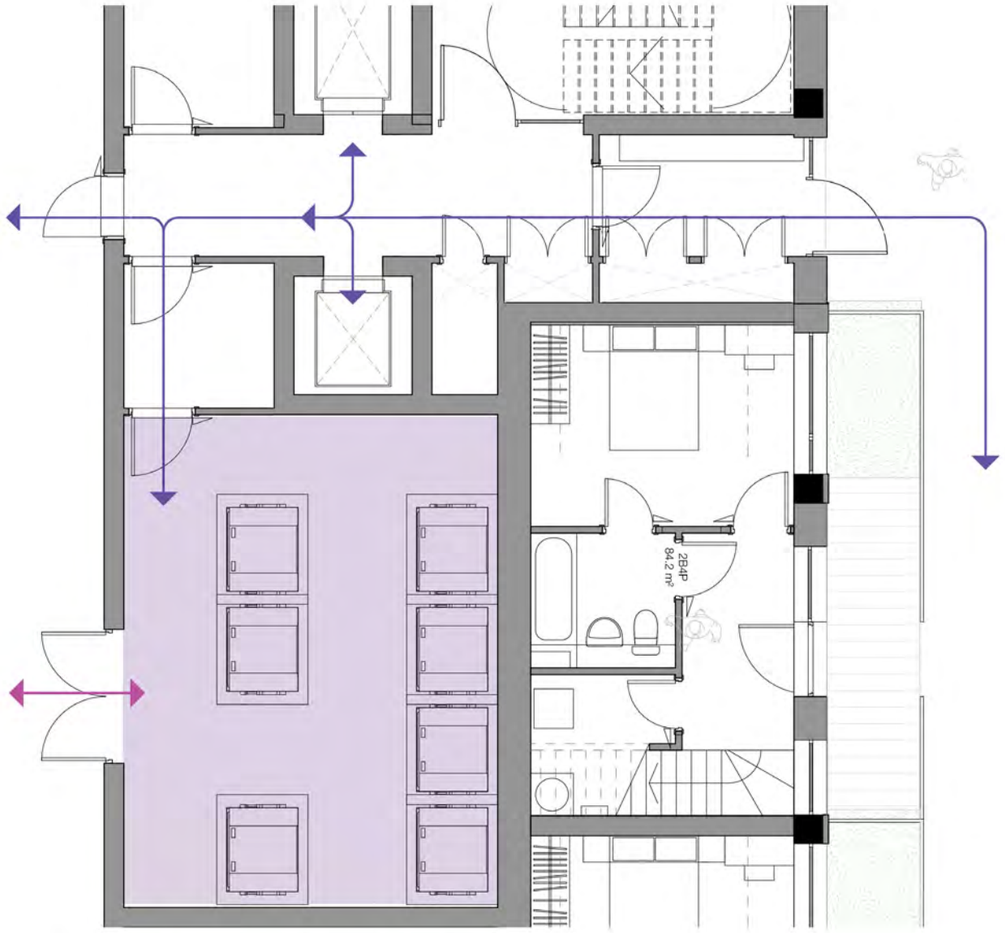



Fig. 2.8.11: Servicing Strategy - Block D2 detailed layout of the bins storage

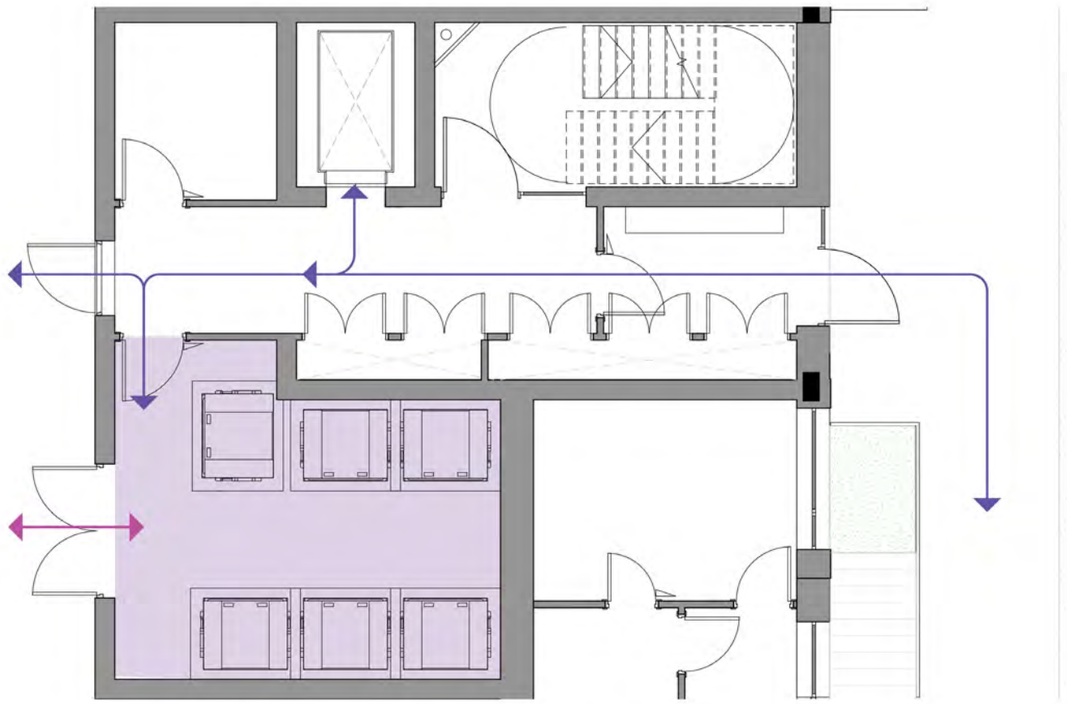


Fig. 2.8.12: Servicing Strategy - Block C1 detailed layout of the bins storage





Hawkins\
Brown

# Operational Waste + Recycling Management Strategy

## 2.8.3 Residential - Blocks F, G, H + I

The adjacent plan illustrates the cycling and pedestrian strategy for the Heritage Cluster with selected detail of Block H.

**Key**

- Residential Refuse Store
- Commercial Refuse Store
- Refuse Tug Store Location
- Refuse Collection Point
- Resident Route to Bin Store
- Waste Collection Route

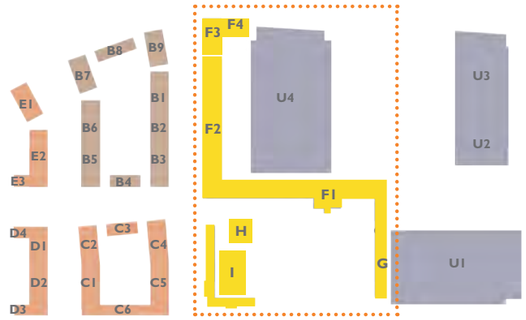



Fig. 2.8.13 Key Plan - Heritage Cluster

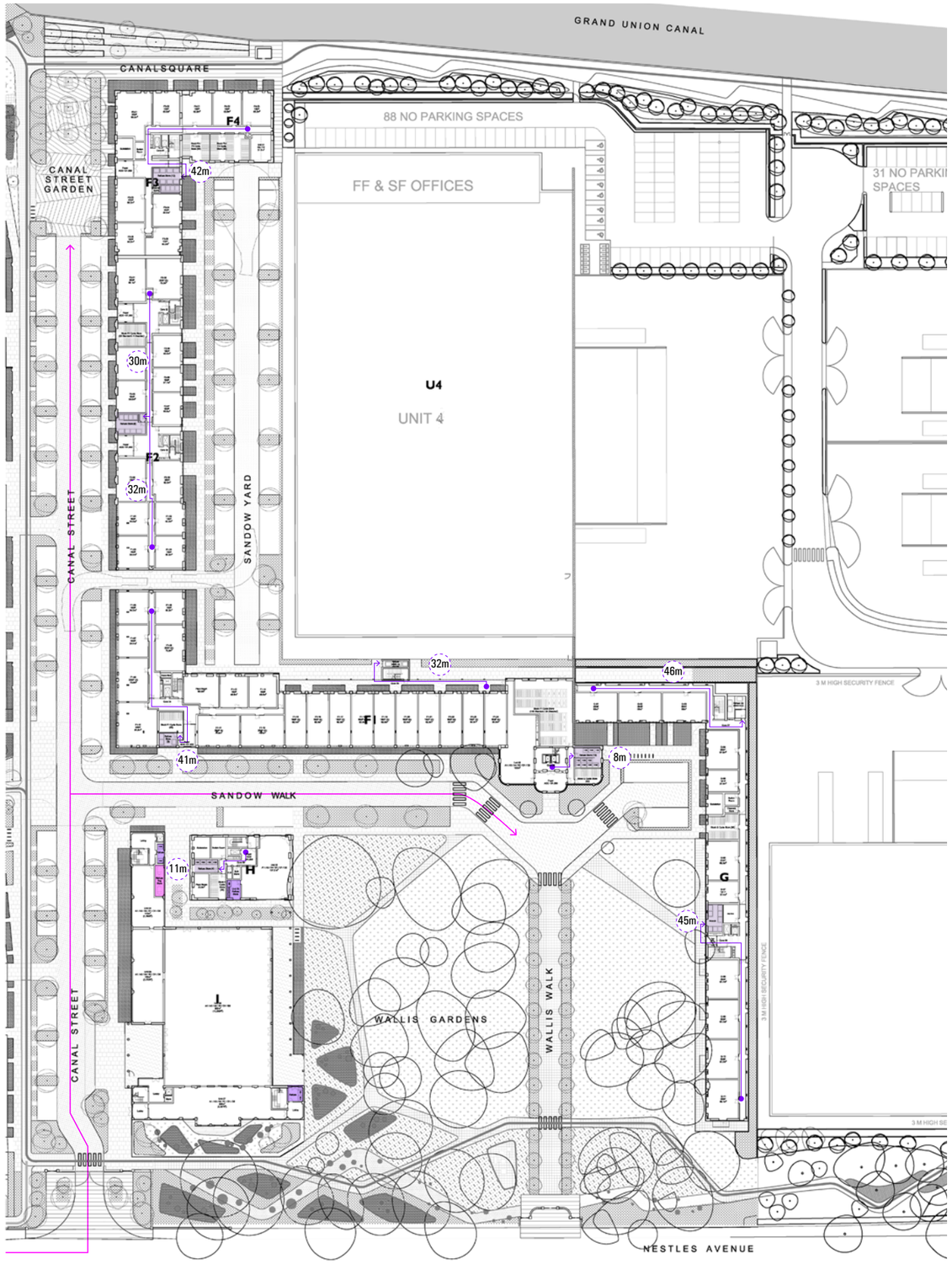



Fig. 2.8.14: Servicing Strategy - Heritage Cluster layout showing the distribution of the bins storage

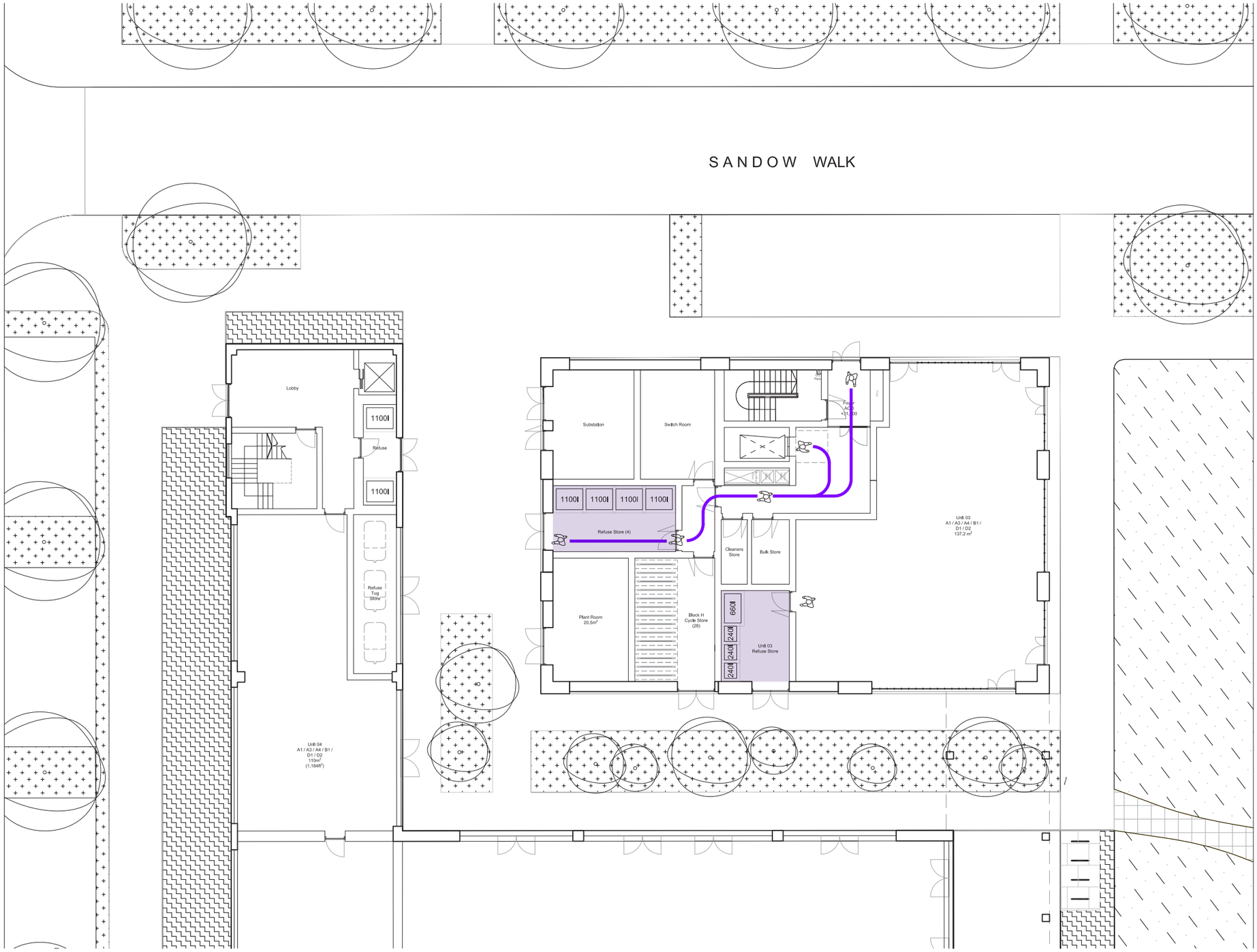
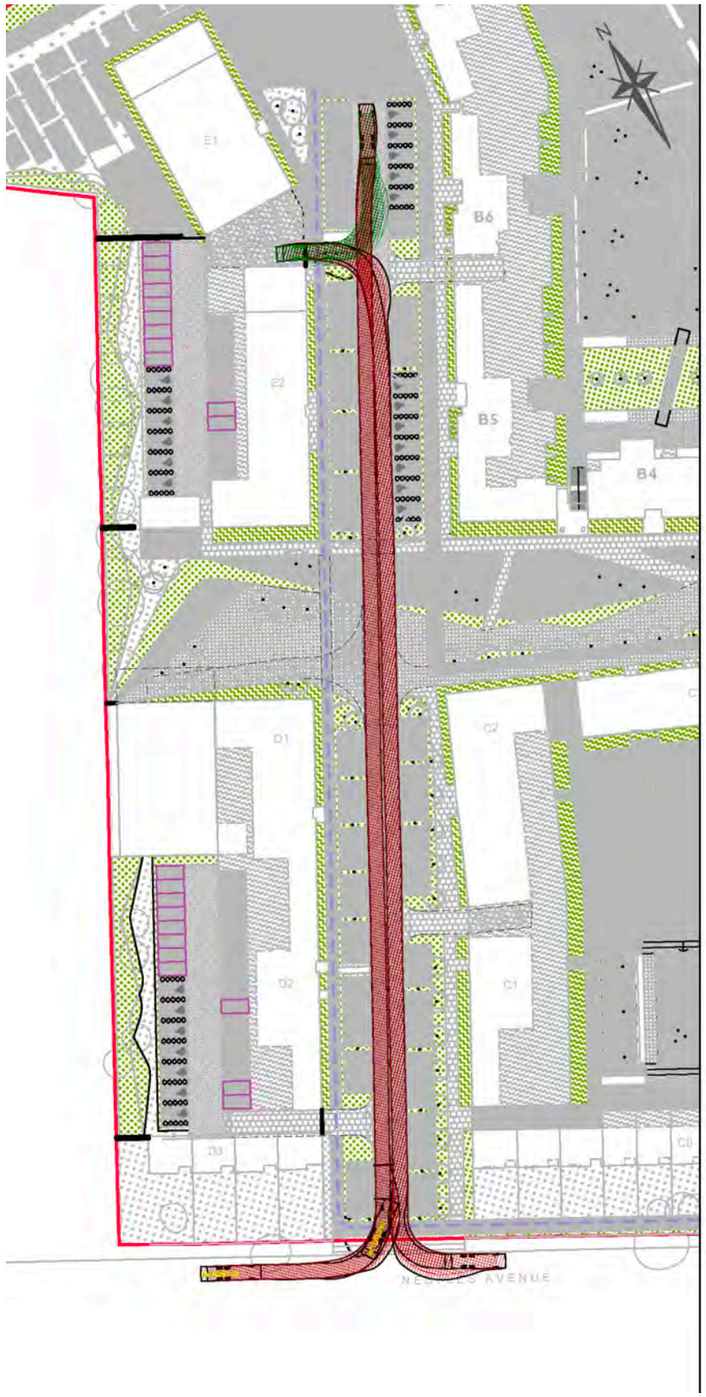
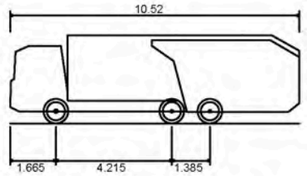



Fig. 2.8.15: Servicing Strategy - Block H layout showing the distribution of the bins storage

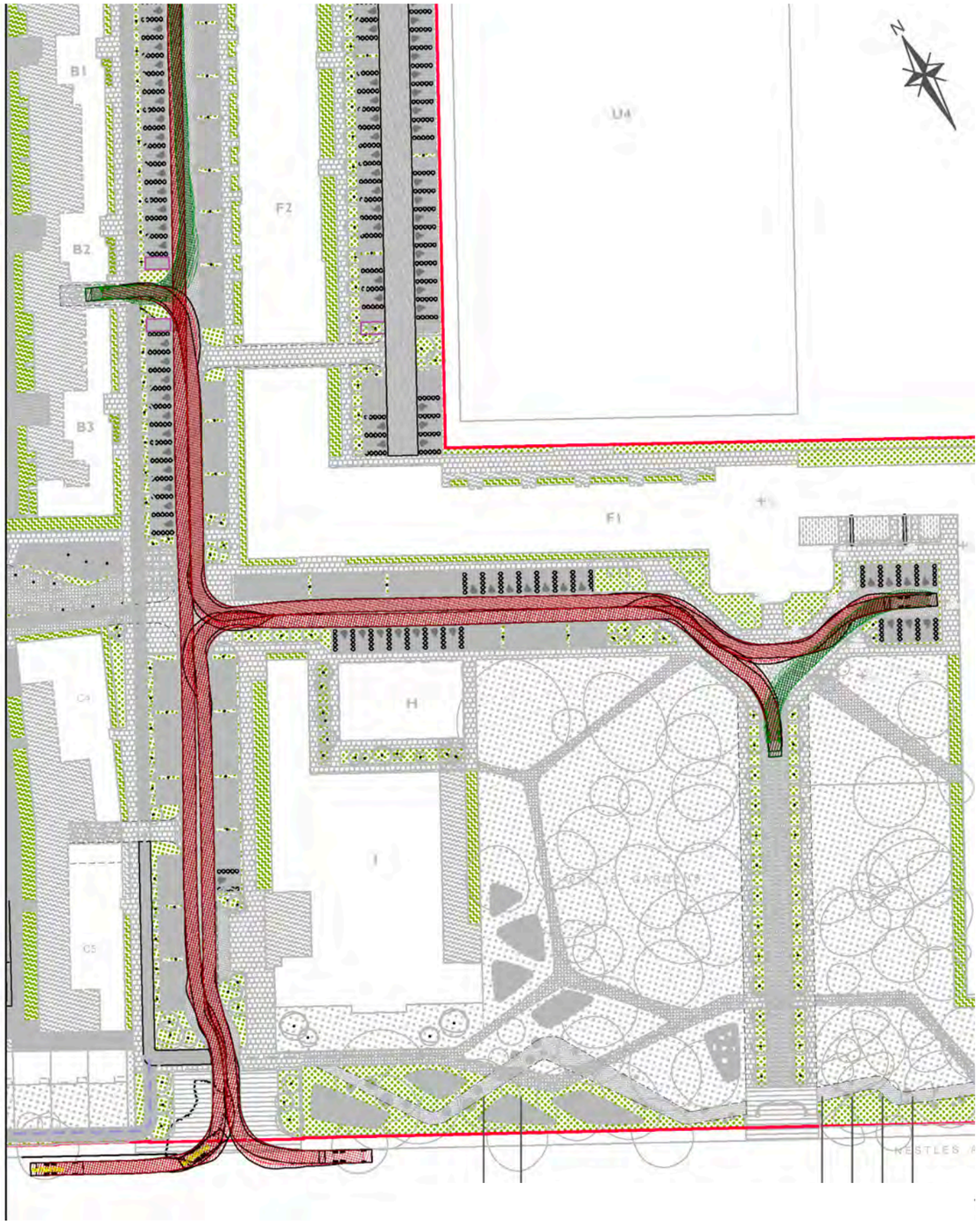
# 5.3 Appendix C - Swept Path Analysis



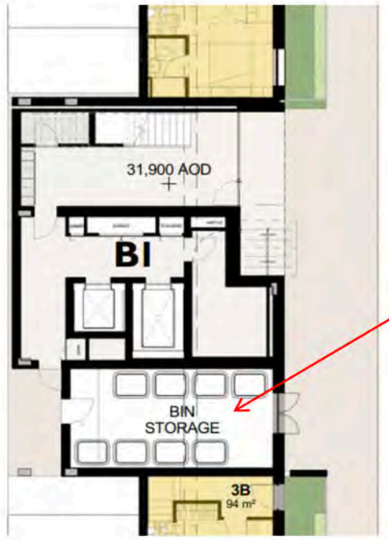

Phoenix 2-23W (with Elite 2 6x4 chassis)

| | |
|---|---|
| Overall Length | 10.520m |
| Overall Width | 2.530m |
| Overall Body Height | 3.211m |
| Min Body Ground Clearance | 0.416m |
| Track Width | 2.530m |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 9.950m |



# Appendices

## 5.4 Appendix D - Waste Store Plans




Block B1 Waste Store:

8 x 1,100L Euro Bins


Block B3 Waste Store:

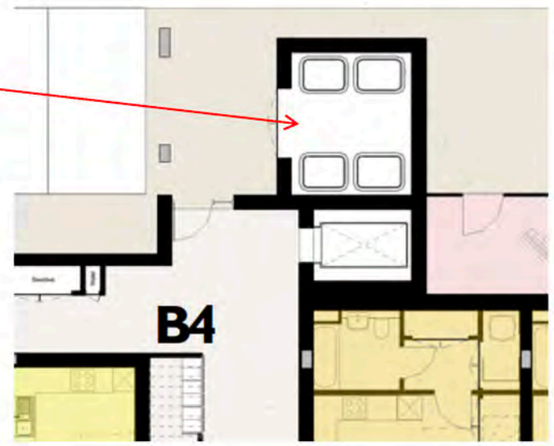
8 x 1,100L Euro Bins


Block B2 Waste Store:

8 x 1,100L Euro Bins

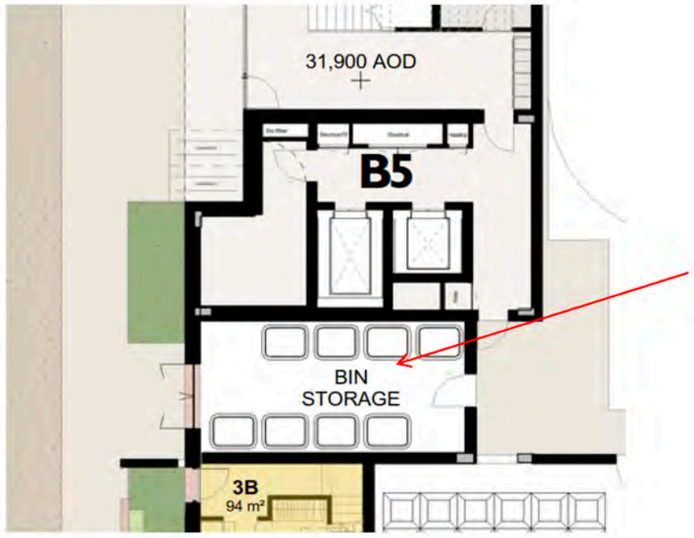
Block B4 Waste Store:

4 x 1,100L Euro Bins



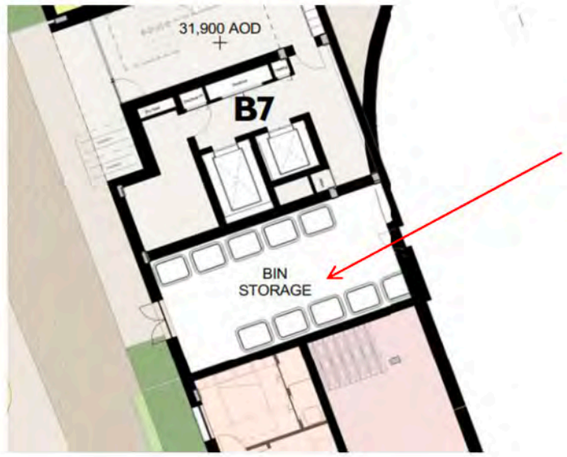



AECOM




Block B5 Waste Store:

8 x 1,100L Euro Bins

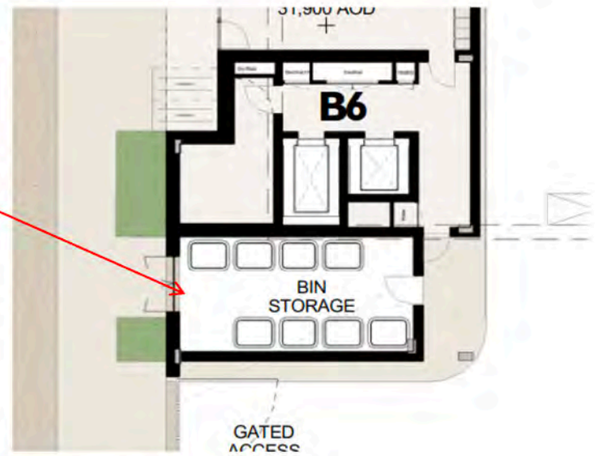



Block B7 Waste Store:

10 x 1,100L Euro Bins

Block B6 Waste Store:

8 x 1,100L Euro Bins




Block B8 Waste Store:

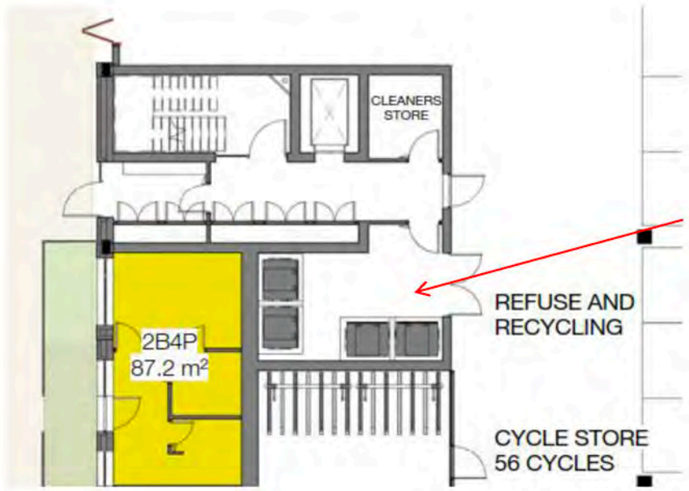
4 x 1,100L Euro Bins

# Appendices

## 5.4 Appendix D - Waste Store Plans


Block B9 Waste Store:

10 x 1,100L Euro Bins

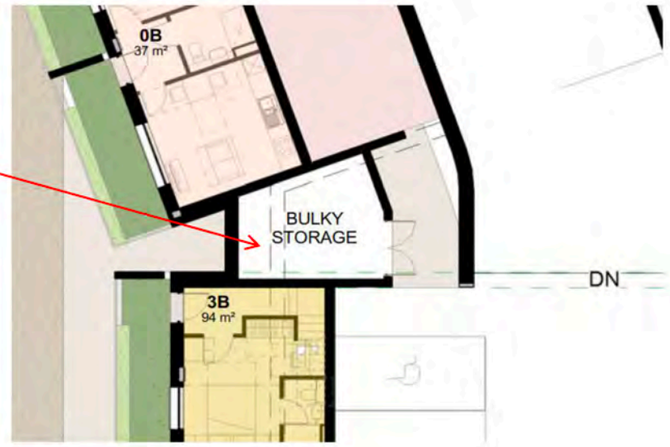



Block C1 Waste Store:

4 x 1,100L Euro Bin

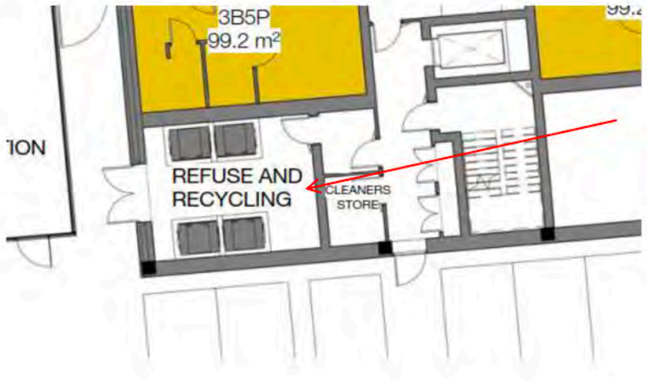
Block B6 Bulky Waste Store

15.9m²




Block C2 Waste Store:

8 x 1,100L Euro Bins

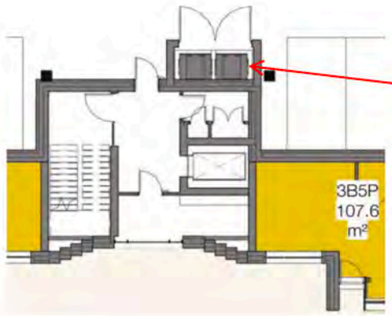



Block C3 Waste Store:

4 x 1,100L Euro Bins


Block C5 Waste Store:

6 x 1,100L Euro Bins

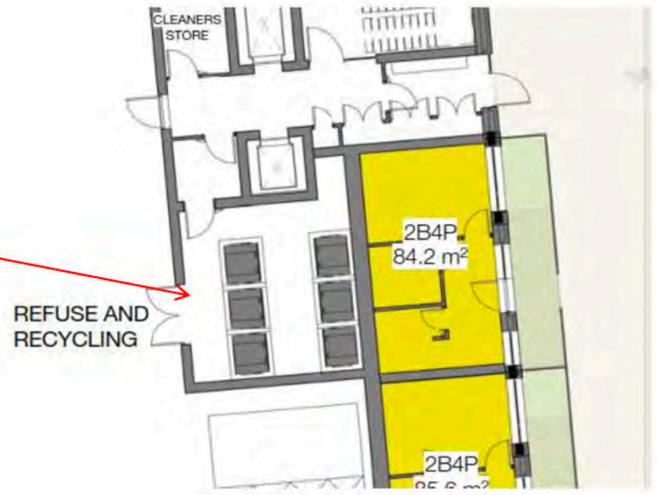



Block C6 Waste Store:

2 x 1,100L Euro Bins

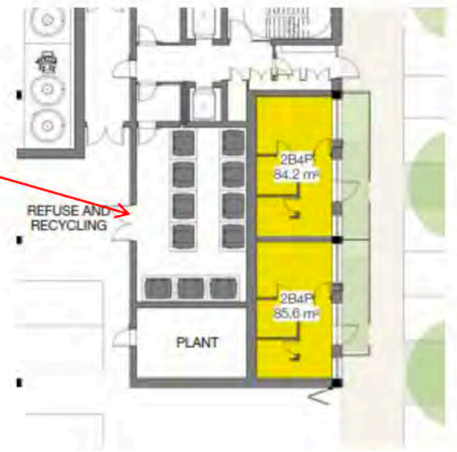
Block C4 Waste Store:

6 x 1,100L Euro Bins




Block D1 Waste Store:

11 x 1,100L Euro Bins

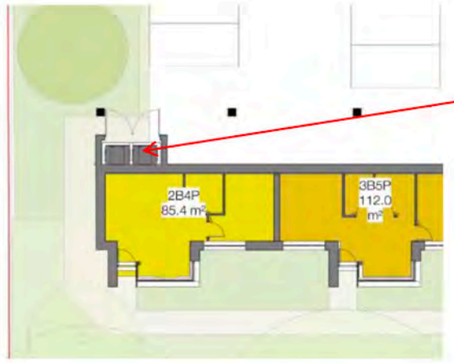


# Appendices

## 5.4 Appendix D - Waste Store Plans


Block D2 Waste Store:

7 x 1,100L Euro Bins




Block D3 Waste Store:

2 x 1,100L Euro Bins

Block E2 Waste Store:

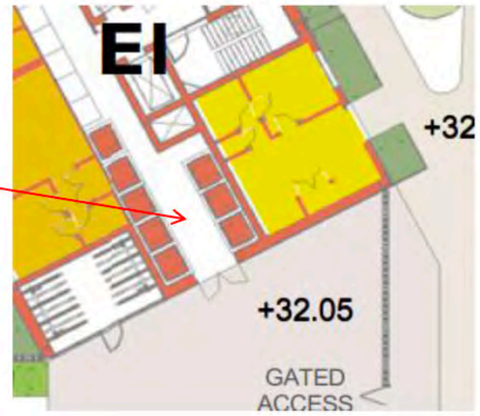
6 x 1,100L Euro Bins

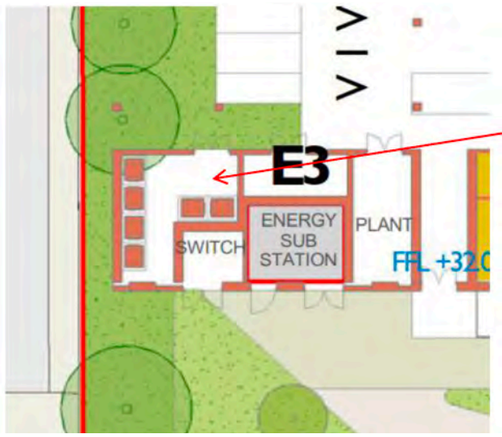

Block E2 Waste Store:

8 x 1,100L Euro Bins

Block E1 Waste Store:

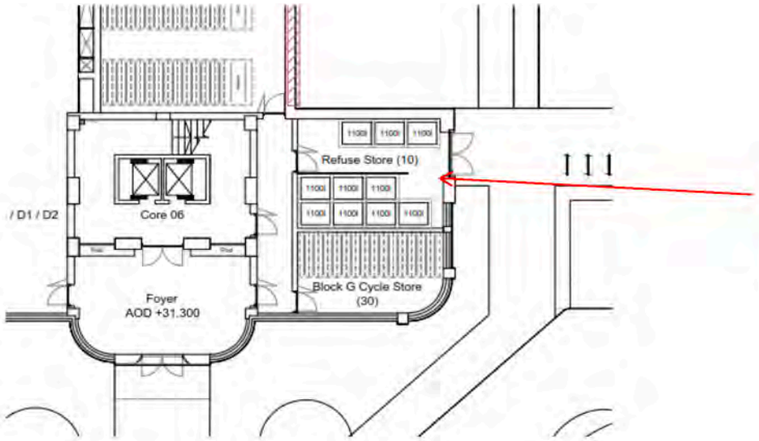
8 x 1,100L Euro Bins




Block E3 Waste Store:

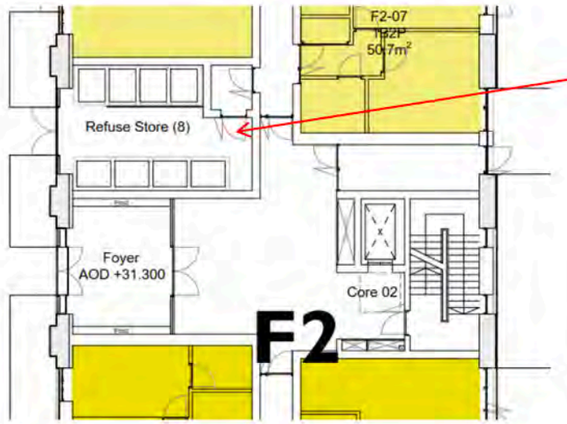
6 x 1,100L Euro Bins




Block F1 Waste Store:

10 x 1,100L Euro Bins

Accessed only by the internal managed team




Block F2 Waste Store:

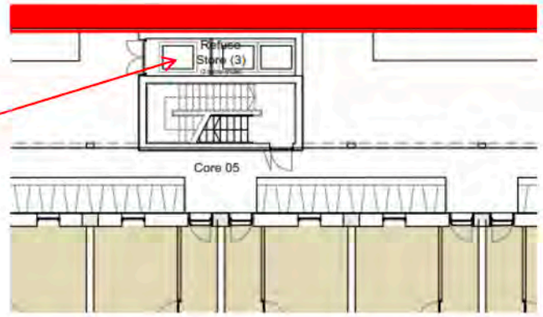
8 x 1,100L Euro Bins

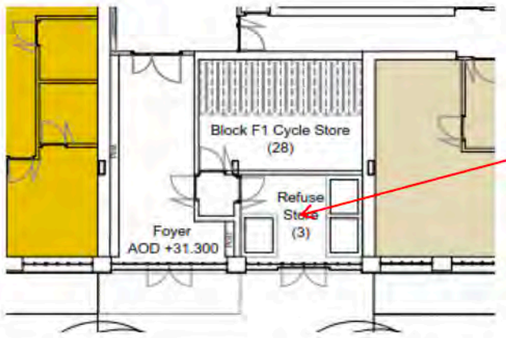
Block F1 Waste Store:

3 x 1,100L Euro Bins

Location of Bi-separator waste chute

Accessed only by the internal management team




Block F1 Waste Store:

3 x 1,100L Euro Bins

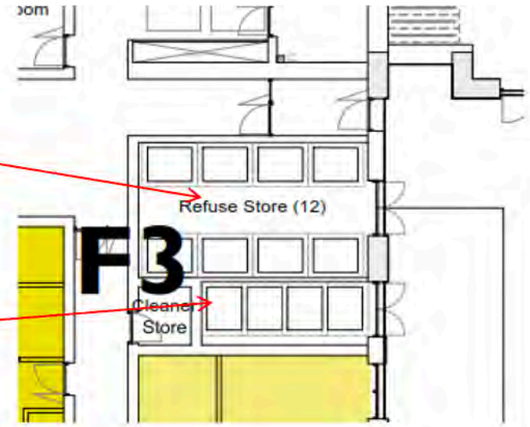
Block F3 Waste Store:

8 x 1,100L Euro Bins

Block F3 Waste Store:

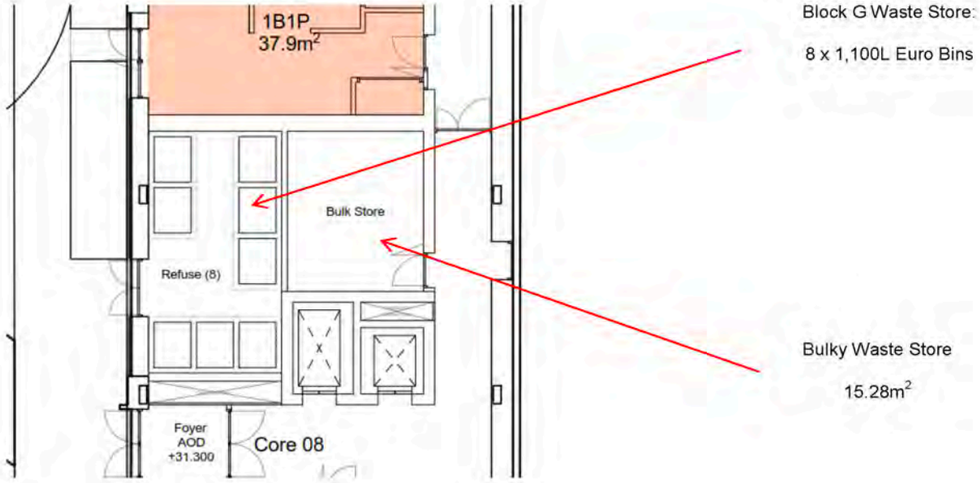
4 x 1,100L Euro Bins

Accessed only by the internal management team



# Appendices

## 5.4 Appendix D - Waste Store Plans

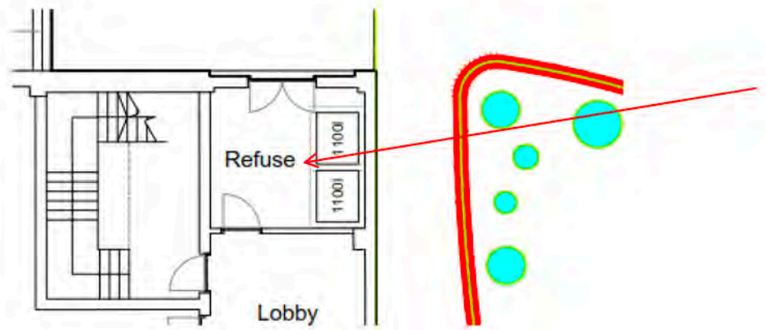



Block G Waste Store:

8 x 1,100L Euro Bins

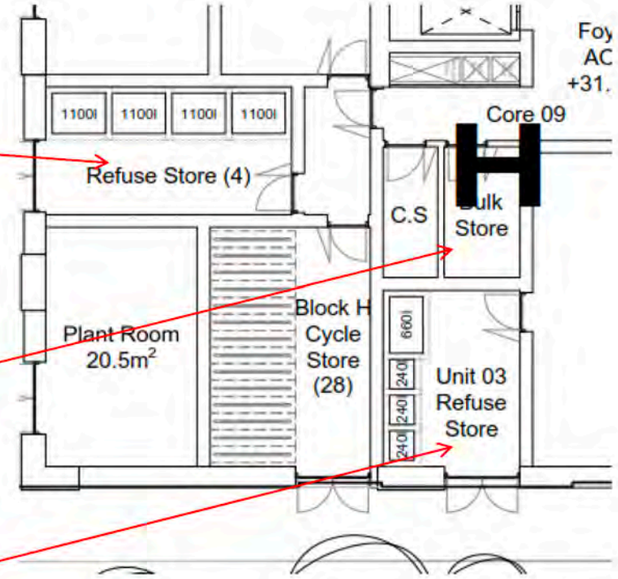
Bulky Waste Store

15.28m²




Block H Waste Store:

2 x 1,100L Euro Bins




Block H Waste Store:

4 x 1,100L Euro Bins

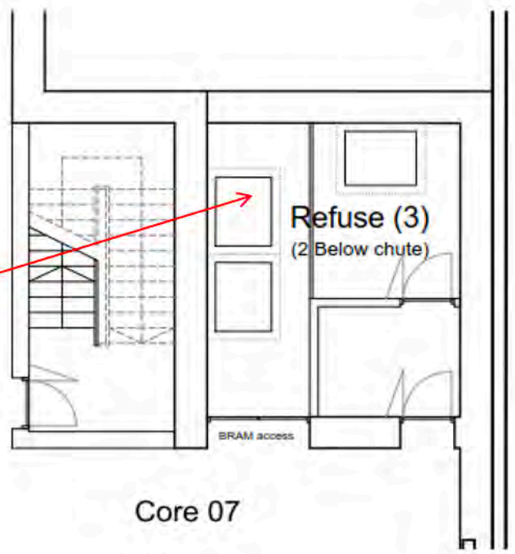
Bulky Waste Store

5.6m²

Block H Commercial Waste Store:

1 x 660L Euro Bin

3 x 240L Wheeled Bin

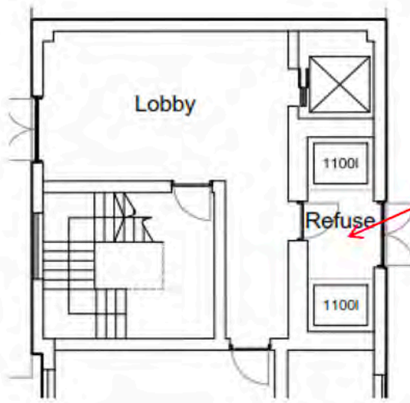



Block G Waste Store:

3 x 1,100L Euro Bins

Location of Bi-separator waste chute

Accessed only by the internal management team




Block H Waste Store:

2 x 1,100L Euro Bins



AECOM

**Swept Path Analysis Response**

According to the drawing sequencing, it would appear that drawing numbers 7 and 13 are missing from Appendix W, are they meant to be present?

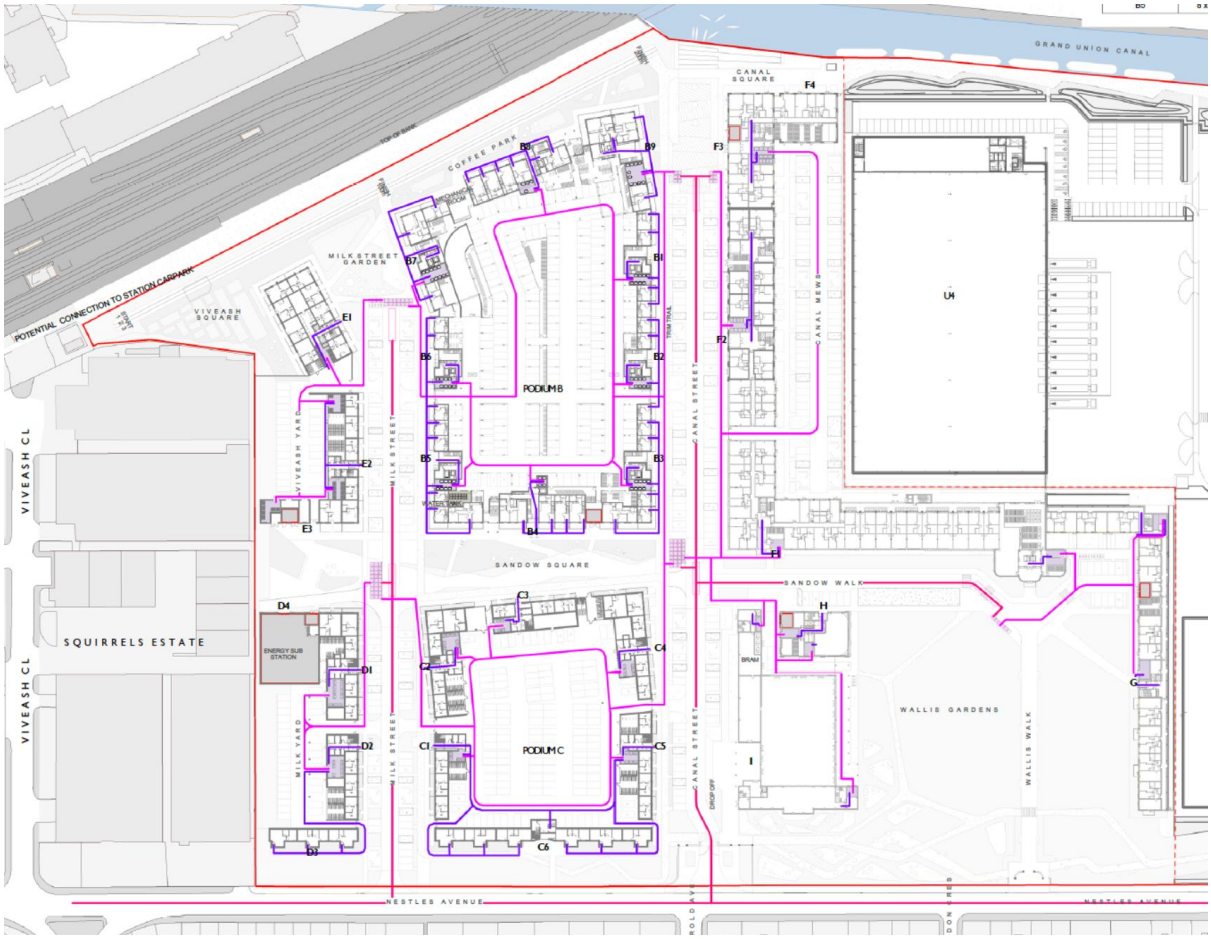
*No, they were drawings that were only applicable to an earlier version of the scheme and therefore not relevant to the planning application.*

Some of the PDF's are unclear, particularly drawing 16018-01-014 can you provide the vehicle tracking in CAD DWG?

*Bound in DWG files have been forwarded to Project Centre.*

We understand the bins will be moved from stores to collection areas. The collection areas are not specified. These need to be identified on plans to ensure the collection vehicle can access them.

*The refuse collection locations are shown within the Waste Report that is incorporated into the Design and Access Statement. The relevant section of the DAS is attached. An extract of the plan showing the locations where the bins will be held on the morning of collection is shown below. It should be noted that in light of the refuse vehicle tracking at the northern end of Canal Street it is proposed to provide additional space to the south of Block B to accommodate the bins that would have been located in this area.*




How do RCV's turn round at top of Canal Street?

*There is no need for RCV's to turn around at the top of Canal Street.*

At the top of Wallis Walk, the RCV is shown to reverse towards Block G for an excessive distance. Is this necessary or will the temporary collection area reduce this distance?

*Refer to location plan of temporary collection areas attached. It is not necessary to reverse a long distance towards Block G.*

There is no vehicle tracking for cars with trailers along Sandow Yard / Canal Mews. Milk Walk, Viveash Walk, Wallis Walk (by Block G) or Milk Street. All these streets have car parking spaces, so inevitably they will be regularly used by cars. It's important to see the vehicle tracking for these parts of the site too.

*The only tracking that has been undertaken that includes a trailer is for a small van / land rover and canoe trailer. As part of the community facilities for the site it is proposed that a canoe storage facility is provided towards the northern end of Canal Street, along with facilities for canoeists to access the canal. There is therefore the potential for a trailer to need to access this area of the site, but none of the other areas of the site would be accessed by a trailer.*

*All of the locations where end-on car parking is provided have carriageway widths of 6m to enable access in and out of the bays. This includes all of Milk Street, Canal Street, Sandown Yard / Canal Mews, Milk Walk and Viveash Walk. There is therefore no need to provide vehicle swept paths for cars on these route as they are more than sufficient for two-way car movement.*

*Wallis Walk is a pedestrian route that will only be available for emergency vehicle access - no car access is available to Nestle Avenue using this route.*

*Sandow Walk has 6m carriageways in front of the 10 spaces at its eastern end and the 7 spaces outside Block H. As the number of spaces accessed from Sandow Walk is small and the number of vehicle movements will be minimal, the carriageway width has been reduced on other parts of the route. Car tracking is provided in Dwg No 16018-01-018 to demonstrate that this operates acceptably.*

We would need further evidence of a fire tender being able to reach within 18m of all cores and dry *risers. It would appear that this isn't possible for Blocks G, I, C6, D3, E1 and F4.*

*We have worked closely with the fire engineer on the project to ensure that all dry risers can be accessed within 18m of a fire tender. To demonstrate this, in Dwg 16018-01-010 Rev D, we have shown a 18m zone around the fire tender tracking around the site. It can be seen that all dry risers are accessible. For Block G, to avoid tree loss and major impact on the amenity value of Wallis Gardens, the dry riser has been located approximately 18m from the building.*

The OGV movements are tight and there appears to be some vehicle overhang on Sandow Walk and Wallis Walk

*The tracking shown for a 10m rigid vehicle in Drg 16018-01-012 is to allow a large rigid vehicle to access the electricity substation in this location. A vehicle of this size is only required when the sub-station is replaced, something that is only likely to happen once every 20 to 25 years. Maintenance of the substation the rest of the time would be by Transit sized vehicle.*

There is no OGV tracking for Milk Street or the northern section of Canal Street. This should be provided.

*We do not anticipate vehicles of this size accessing the rest of the residential development, with the largest vehicle for the remainder of the site to be a refuse collection vehicle.*

How often do you anticipate an HGV going into the residential part of the development?

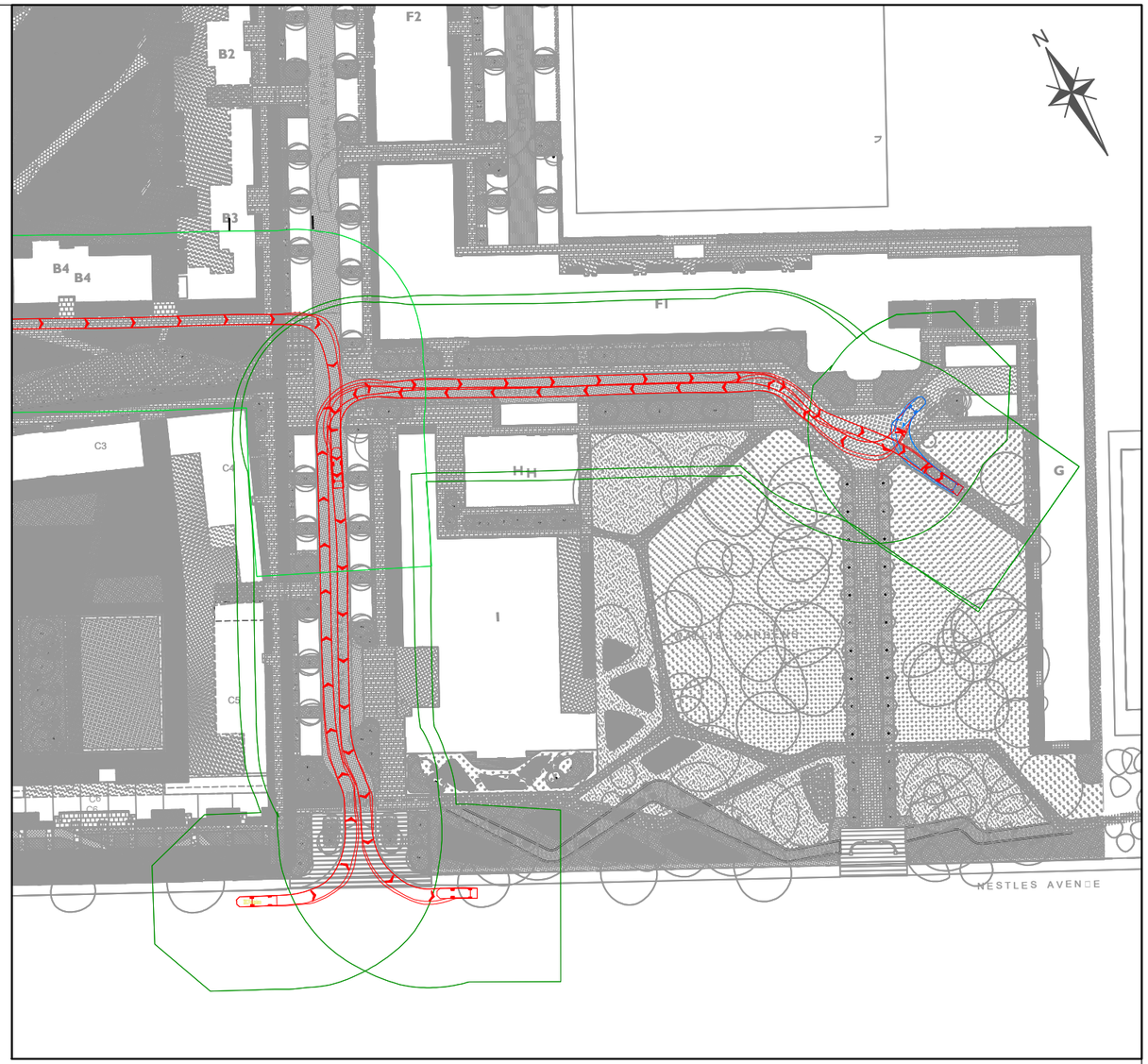
*The articulated lorry is shown accessing the energy centre that is located on the north side of Block D. As with the sub-stations, the only time this size vehicle would need to access this area is to replace the equipment that is contained within the energy centre. This is likely to occur once every 20 to 25 years.*

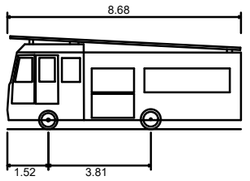
Why is an HGV only shown going up Milk Street? Are provisions going to be in place to prevent them from entering the site via Canal Street or Wallis Walk?

*There is no need for articulated lorries to enter any other part of the site.*

The turning point for an HGV on Milk Street would mean tree branches could be hit.

*The trees in this area would need to be managed to ensure that the canopy allows for access to the energy centre.*


DB32 Fire Appliance

| | |
|---|---|
| Overall Length | 8.680m |
| Overall Width | 2.180m |
| Overall Body Height | 3.452m |
| Min Body Ground Clearance | 0.337m |
| Max Track Width | 2.121m |
| Lock-to-lock time | 6.00s |
| Curb to Curb Turning Radius | 7.910m |

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|

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Job Title
NESTLE SITE
HAYES

Drawing Title
SWEPT PATH ANALYSIS
FIRE APPLIANCE

Client
BARRATT LONDON

| Scale | Date | Designed |
|---|---|---|
| 1:1250 @ A3 | FEB 2017 | JB |
| **Drawn** | **Checked** | **Approved** |
| FB | JB | AN |
| **Job No** | **Drawing No** | **Rev** |
| 16018-01 | 16018-01-010 | D |

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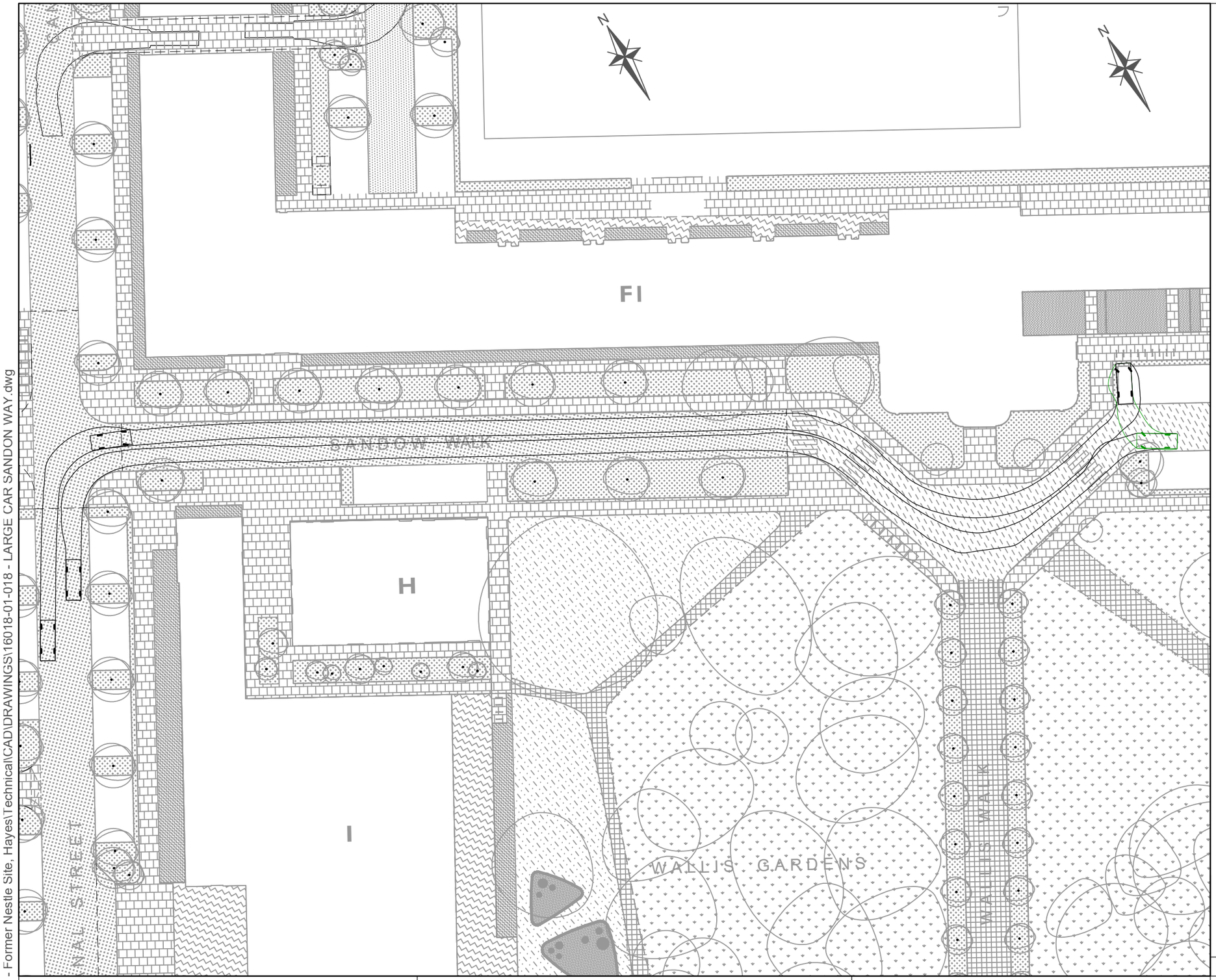


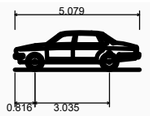


| Large Car (2006) | |
|---|---|
| Overall Length | 5.079m |
| Overall Width | 1.872m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.310m |
| Max Track Width | 1.831m |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 5.900m |

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|

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Job Title
NESTLE SITE
HAYES

Drawing Title
SWEPT PATH ANALYSIS OF SANDOW ROAD
LARGE CAR

Client
BARRATT LONDON

| Scale | Date | Designed |
|---|---|---|
| 1:500 @ A3 | OCT 2017 | JB |
| **Drawn** | **Checked** | **Approved** |
| CA | JB | AN |
| **Job No** | **Drawing No** | **Rev** |
| 16018-01 | 16018-01-018 | - |

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