



Watford Road, HA1 3TU

Servicing and Refuse Management Plan

July 2021

Waterman Infrastructure & Environment Limited

Pickfords Wharf, Clink Street, London, SE1 9DG
www.watermangroup.com



Client Name: Fruition Properties
Document Reference: WIE18301.100.R.1.2.1.SRMP
Project Number: WIE18301

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
1.1.1	14/07/2021	P. Dickens Principal Transport Planner	A.Beard Associate Director	A Beard Associate Director

Comments

1.2.1 15/09/2021 Final Issue

Comments



Disclaimer

This report has been prepared by Waterman Infrastructure & Environment Limited, with all reasonable skill, care and diligence within the terms of the Contract with the client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the client.

We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Contents

1. Introduction	1
Overview	1
Development Proposals	1
Report Context and Structure	1
2. Policy Context	2
3. Waste Collection Proposals	3
4. Emergency Vehicle Access	4
5. Delivery Vehicle	5
6. Monitoring	6
7. Conclusions	7

Figures

Figure 1: Refuse Vehicle Swept Path	3
Figure 2: Fire Appliance Swept Path	4
Figure 3: Dry Inlet Access Zone	4
Figure 4: Delivery Vehicle Swept Path	5

Appendices

- A. Waste Collection
- B. Emergency Vehicles
- C. Delivery Vehicles

1. Introduction

Overview

- 1.1. Waterman Environment and Infrastructure Ltd ('Waterman') has been commissioned by Fruition Properties ('the Applicant') to provide supporting highways and transportation advice in relation to a proposed residential development (the 'Scheme'), located at 231 Watford Road, HA1 3TU ('the Site').
- 1.2. The Site falls within the local planning authority and highway authority of London Borough of Brent ('LBB').
- 1.3. The site is located at the north-west corner of the John Lyon roundabout within the Borough of Brent. The site is bordered by residential housing to the south and west, Formula One Autocentres to the north, Sunbury Court Drive to the west.

Focus and Objectives

- 1.4. The key objectives of the Servicing and Refuse Management Plan ('SRMP') is to reduce and mitigate the impact of the delivery and servicing on the surrounding transport network. The SRMP will ensure the site operates efficiently, avoiding congestion and unnecessary vehicle movements.
All servicing and refuse collection activity will be monitored by the Applicant.

Development Proposals

- 1.5. The Site comprises an existing restaurant, known as 'Mumbai Junction', comprising approximately 526.2 sqm (GIA) of floorspace. The Scheme proposes the demolition of the existing building and the development of 43 residential units comprising:
 - 13 no. 1 Bed units;
 - 21 no. 2 bed units;
 - 9 no. 3 bed units.

Report Context and Structure

- 1.6. The purpose of this Servicing and Refuse Management Plan is present the strategy for managing servicing vehicle trips to the development to minimise the impact on the highway network.
- 1.7. Following this introduction, this report is structured as follows:
 - Section 2: Policy Context;
 - Section 3: Waste Collection Proposals;
 - Section 4: Emergency Vehicle Access;
 - Section 5: Delivery Vehicles; and
 - Section 6: Conclusion.

2. Policy Context

2.1. The LBB Waste and Recycling Storage and Collection Guidance for Residential Properties gives the following key points which affect waste collection for the site:

- External storage requirements:
 - Residual waste - 60l per bedroom;
 - Dry recycling – 60l per bedroom; and
 - Food waste – 23l per household (only 240l wheeled bins can be used).
- Collection operatives should not be required to move a 240 litre wheeled bin more than 20 metres or a 1,100 litre eurobin (or similar) more than 10 metres in total between point of collection and the waste collection vehicle; and
- Where access points are to be locked, the standard Fire Brigade (FB) locks should be used.

2.2. The Building Regulations 2010 Approved Document B (2019 edition incorporating 2020 amendments – for use in England) section 13.5 covers fire vehicle access and states the following for buildings fitted with dry fire main:

- *Access should be provided for a pumping appliance to within 18m of each fire main inlet connection point. Inlets should be on the face of the building.*
- *The fire main inlet connection point should be visible from the parking position of the appliance,*

3. Waste Collection Proposals

- 3.1. Based on the LBB guidance with assumed weekly collections the scheme is expected to generate a requirement for 9 Eurobins (1100 litres) and 4 wheeled bins (240 litres) as follows:
- Dry Recycling (4680 litres) = 4 Eurobins and 2 Wheeled bins;
 - Residual Waste (4680 litres) = 4 Eurobins and 2 Wheeled bins; and
 - Food Waste (966 litres) = 1 Eurobin.
- 3.2. The proposals contain an internal bin stored located at the front of the development adjacent to the main entrance.
- 3.3. Vehicle swept paths have been undertaken using a 9.62m refuse vehicle which closely represents the LBB design vehicle, the vehicle data sheet is included in [Appendix A](#).
- 3.4. The swept path analysis shown in Figure 1 the entry and exit routes through the site in a southern to northern direction utilising the existing access points which will be retained as part of the proposals. The drawing containing the swept path is also included in [Appendix A](#).

Figure 1: Refuse Vehicle Swept Path

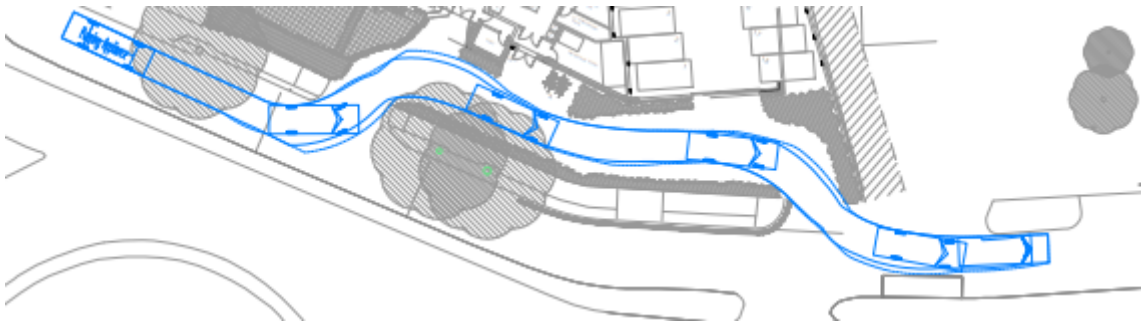


- 3.5. The swept path shows the refuse vehicle gaining access with the required 10m of the bin storage area.

4. Emergency Vehicle Access

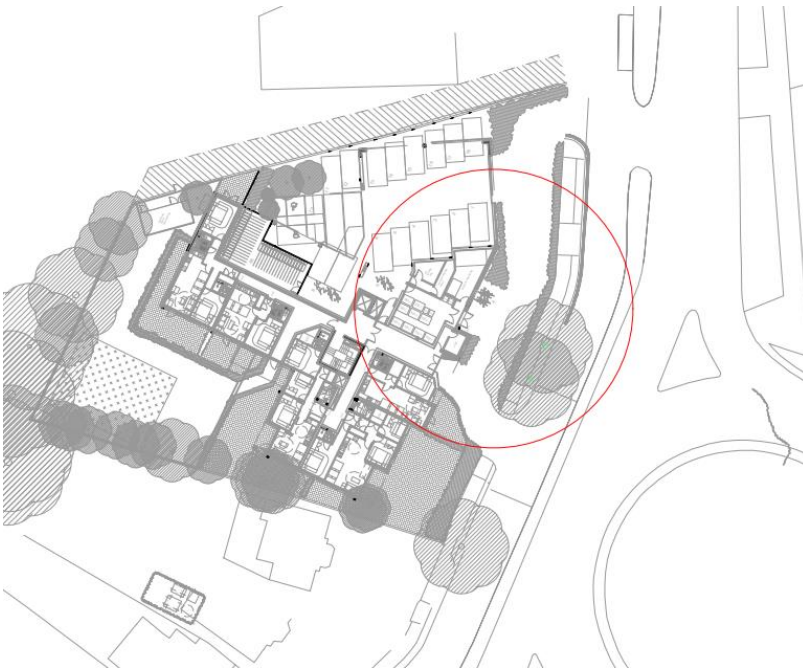
- 4.1. The building regulations require access for fire pumping appliances within 18m of each dry fire main inlet point.
- 4.2. Swept path analysis has been undertaken for access into the site for the London Fire Brigade Pumping Appliance with Vehicle Tracking software. [Appendix B](#) contains the vehicle data sheet.
- 4.3. The swept path analysis has been undertaken into the site shown Figure 2 below entering the site, the drawing containing the swept path is also included in [Appendix B](#).

Figure 2: Fire Appliance Swept Path



- 4.4. To meet the 18m requirement the fire appliance also has the option remain on the service road, without the need to enter the site. This can be seen in Figure 3 below highlighting the area covered by the 18m access zone in by the red circle.

Figure 3: Dry Inlet Access Zone



5. Delivery Vehicle

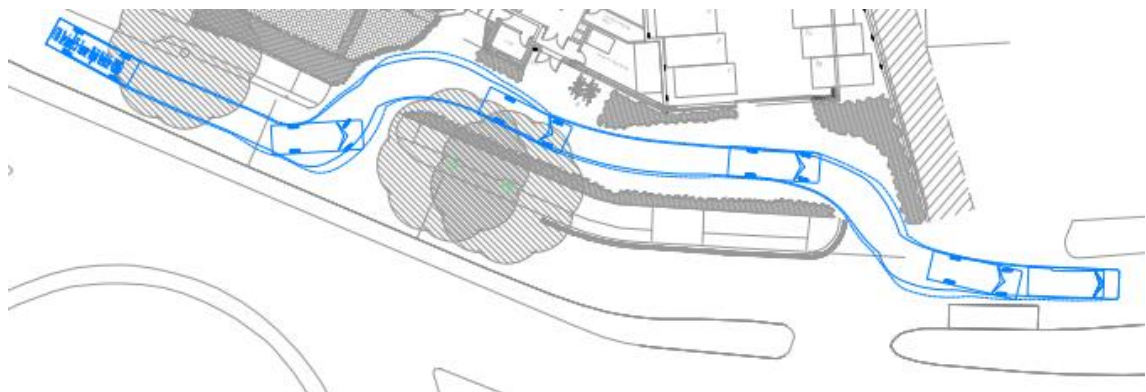
- 5.1. Forecast LGV and OGV trip rates for the proposed residential units have been extracted from the TRICS Category 03 '*Residential – privately owned flats*' and are based on surveys undertaken within Greater London and excluding Town Centre locations. The daily (07:00-21:00) LGV and OGV1 trip rates are presented in Table 1 below along with the forecast number of servicing trips that would be generated by the proposed Site use.
- 5.2. The categories selected for the trip rates were all of a similar PTAL rating, and geographically similar to the development.

Table 1: Proposed Development – Flats privately owned (Residential Use)

Period	Vehicle Trip Rates (per 1 dwelling)			Vehicle Trips (43 dwellings)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
LGV	0.201	0.179	0.380	9	8	17
OGV1	0.027	0.027	0.054	1	1	2

- 5.3. Due to the residential nature of the development the majority of servicing trips are undertaken by light goods vehicles as can be seen in Table 1 above.
- 5.4. Swept path analysis for deliveries has been undertaken using the Freight Transport Association 7.5 tonne rigid vehicle to represent the larger delivery vehicle. The vehicle data sheets are included in [Appendix C](#).
- 5.5. The swept path analysis is shown Figure 4 below, the swept path drawing is also included in [Appendix C](#).

Figure 4: Delivery Vehicle Swept Path



6. Monitoring

- 6.1. Once the site is fully developed and occupied, it could generate up to 18 two-way daily servicing trips, the majority of which are expected to be LGV's.
- 6.2. The SRMP will be managed and monitored by the Applicant.
- 6.3. The Applicant will seek to convey to residents and servicing companies the most appropriate delivery hours, to fit with typical highway network peaks and surrounding restrictions.
- 6.4. Matters relating to noise, disruption or poor driver behaviour will be addressed by the Applicant, by encouraging delivery vehicles to do the following:
 - Switch off vehicle engines immediately when stationary;
 - Encourage newer and quieter delivery vehicles and equipment, where possible;
 - Encourage the use of electric vehicles; and
 - Ensure all staff and carriers involved in serving activity are briefed appropriately.

7. Conclusions

- 7.1. In view of the above assessment, it is considered that the Scheme provides access and egress routes, with area suitable for servicing of deliveries and refuse collection vehicles. In addition the Fire Service has an internal and external option for gaining the required access to the dry inlet.
- 7.2. It is therefore concluded that there are no material servicing reasons present that mean the Proposed Development should not be recommended for approval.



APPENDICES

Appendices

Watford Road, HA1 3TU

Project Number: WIE18301

Document Reference: WIE18301.100.R.1.2.1.SRMP



A. Waste Collection

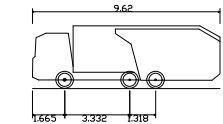
Appendices

Watford Road, HA1 3TU

Project Number: WIE18301

Document Reference: WIE18301.100.R.1.2.1.SRMP

Refuse Truck



Phoenix 2-18W (with Elite 2 6x2RS chassis)
 Overall Length 9.620m
 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
 Kerb to Kerb Turning Radius 5.800m

51.8m

268

1

5

REV	SO	Date	Description	By	Chk
		20.09.21	ISSUED for comments	GJ	AB

Amendments

Project
Watford Road

Title
Swept Path Analysis Refuse

Client
Fruition Properties



Pickfords Wharf Clink Street London SE1 9DG
 t 020 7928 7888
 mail@watermangroup.com www.watermangroup.com

Status
PRELIMINARY

Designed By	GJ	Director	MP	Waterman Ref	WIE18301
Drawn By	GJ	Date	16/09/21	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE-18301-SA-95-0001-A03_	A03



B. Emergency Vehicles

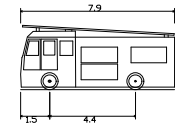
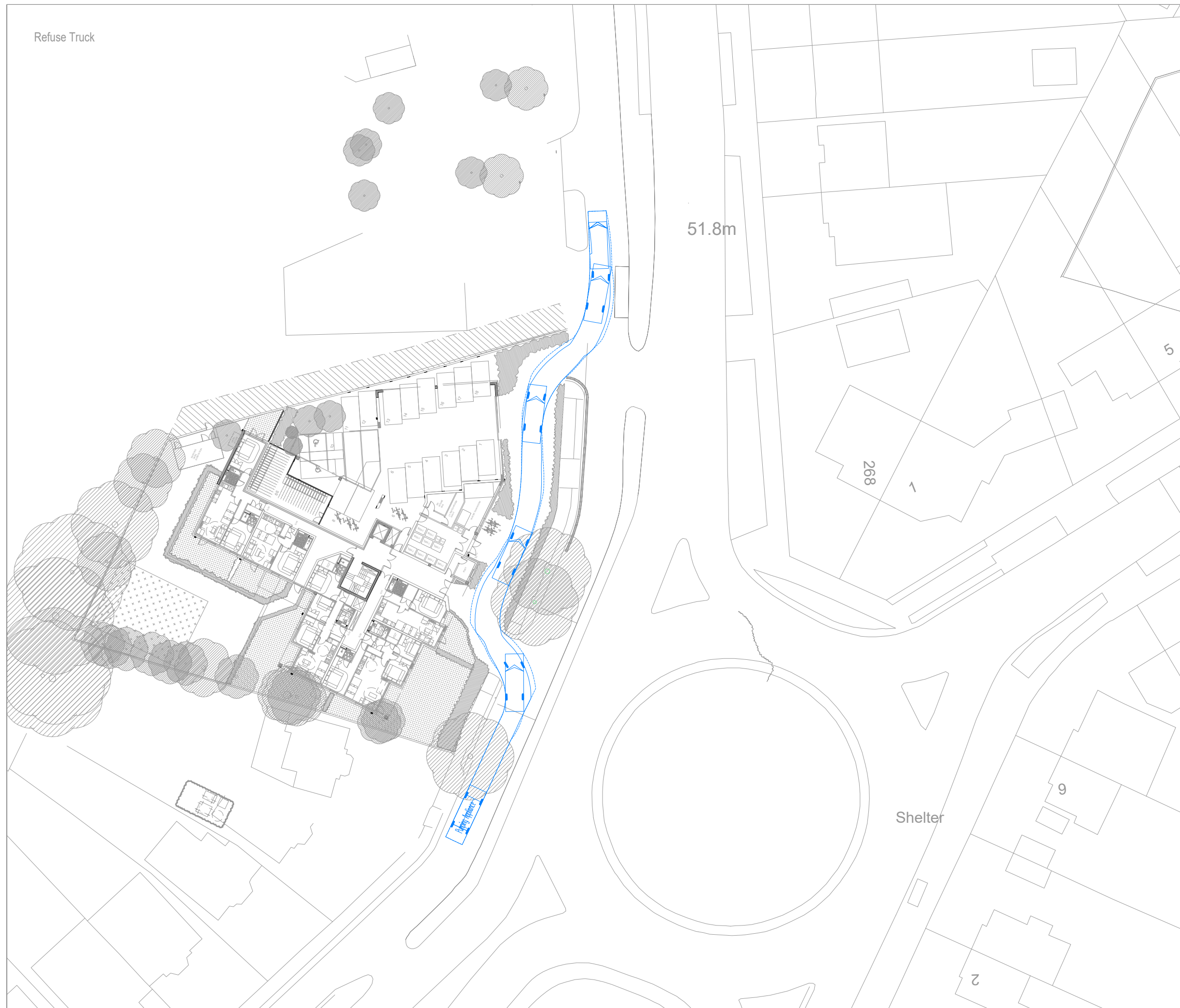
Appendices

Watford Road, HA1 3TU

Project Number: WIE18301

Document Reference: WIE18301.100.R.1.2.1.SRMP

Refuse Truck



Pumping Appliance
 Overall Length 7.900m
 Overall Width 2.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.140m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.750m

51.8m

268

5

Shelter

9

2

REV	Status	Date	Description	By	Chk
S0		20.09.21	ISSUED for comments	GJ	AB

Amendments

Project
Watford Road

Title
**Swept Path Analysis
Pumping Appliance**

Client
Fruition Properties



Pickfords Wharf Clink Street London SE1 9DG
 t 020 7928 7888
 mail@watermangroup.com www.watermangroup.com

Status
PRELIMINARY

Designed By	GJ	Director	MP	Waterman Ref	WIE18301
Drawn By	GJ	Date	16/09/21	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE-18301-SA-95-0002-A01	A01



C. Delivery Vehicles

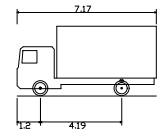
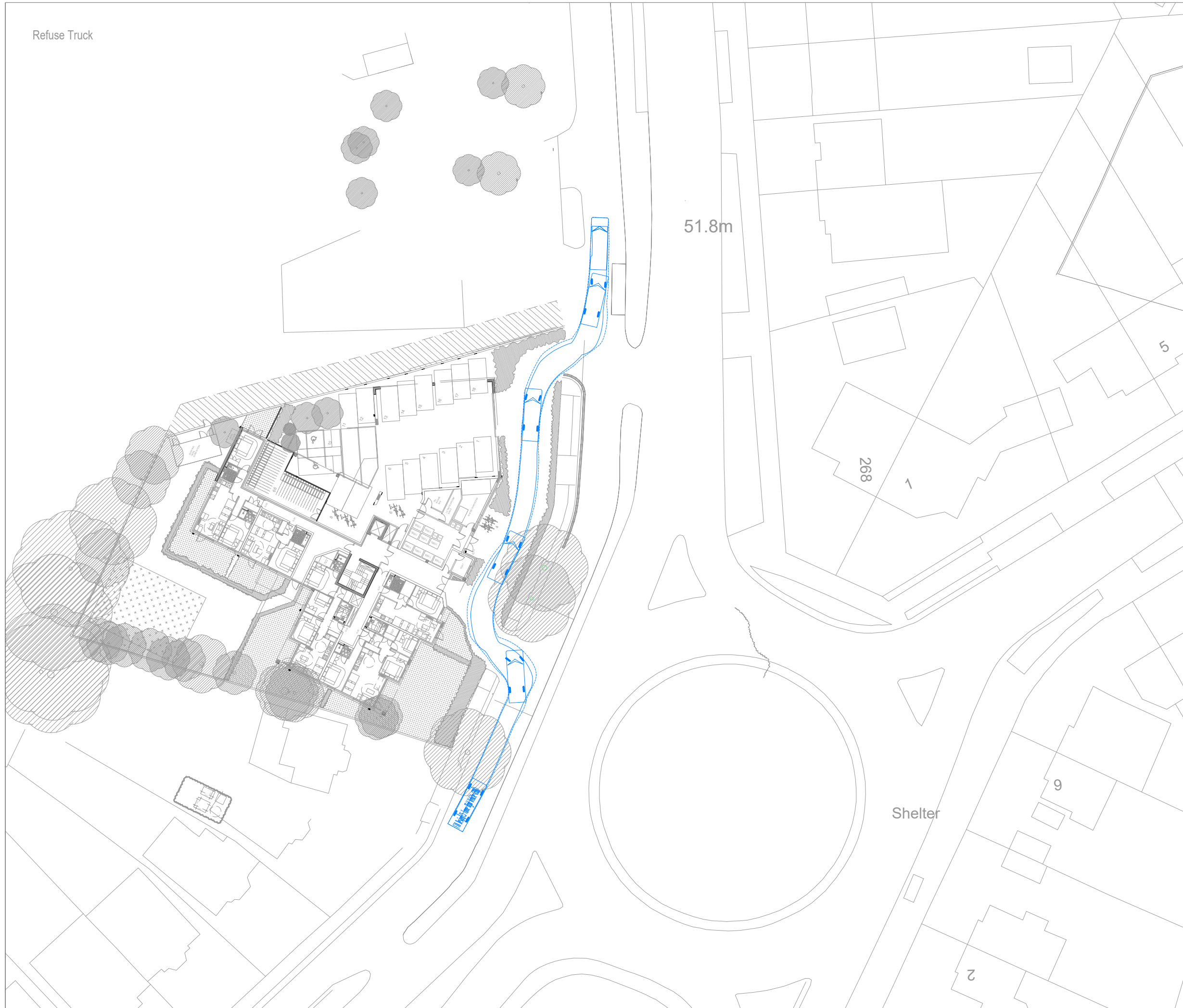
Appendices

Watford Road, HA1 3TU

Project Number: WIE18301

Document Reference: WIE18301.100.R.1.2.1.SRMP

Refuse Truck



FTA Design 7.5 Tonne Rigid Vehicle (2016)
 Overall Length 7.170m
 Overall Width 2.300m
 Overall Body Height 3.580m
 Min Body Ground Clearance 0.375m
 Track Width 2.120m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 7.000m

51.8m

REV	S0	20.09.21	ISSUED for comments	GJ	AB
Status	Date	Description		By	Chk

Amendments

Project
Watford Road

Title
**Swept Path Analysis
 Rigid Truck**

Client
Fruition Properties



Pickfords Wharf Clink Street London SE1 9DG
 t 020 7928 7888
 mail@watermangroup.com www.watermangroup.com

Status
PRELIMINARY

Designed By	GJ	Director	MP	Waterman Ref	WIE18301
Drawn By	GJ	Date	16/09/21	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number	Revision
WIE-18301-SA-95-0003-A01	A01

UK and Ireland Office Locations

