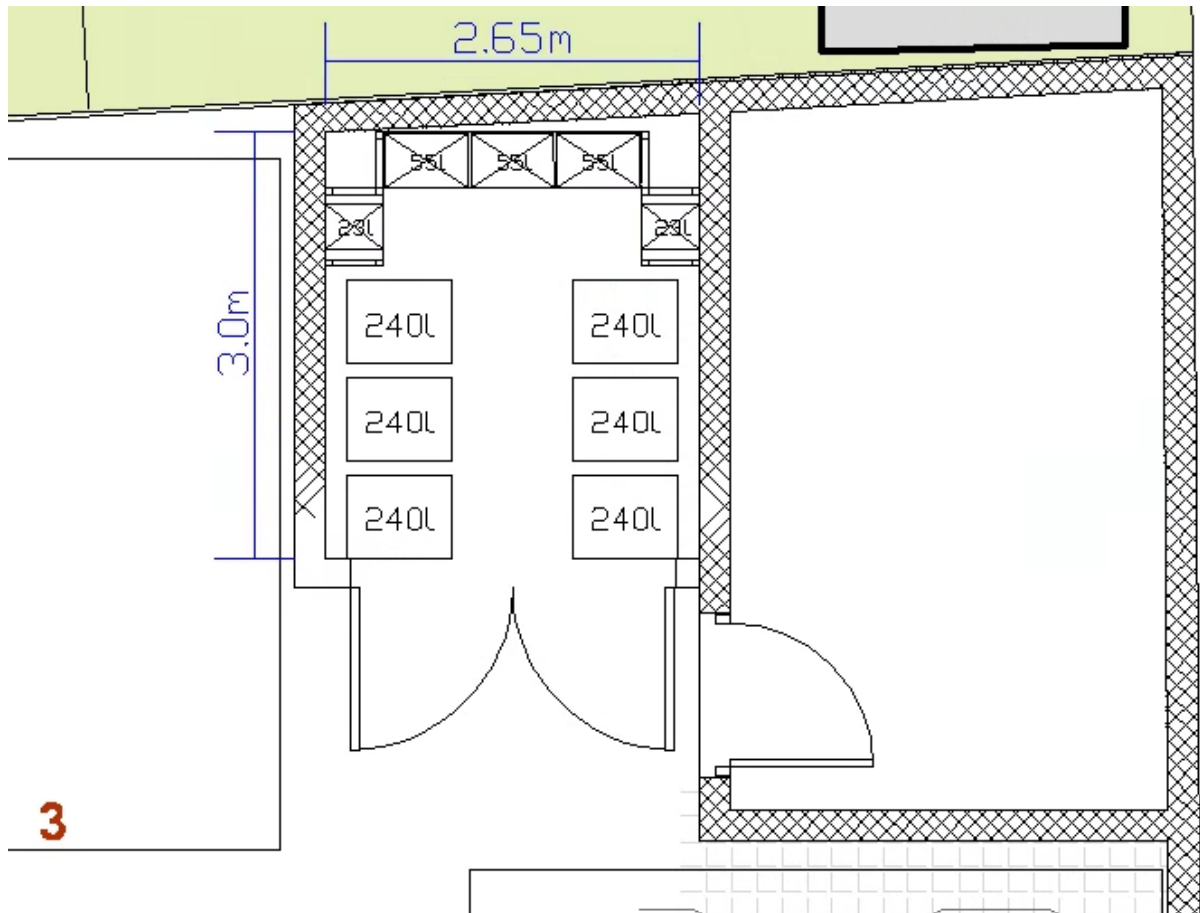


## Messom Mews, Twickenham, TW1 4DP

### Refuse Storage & Collection Strategy (September 2024)

This statement has been prepared to reconfirm and expand upon the proposed refuse storage and collection strategy put forward in the TPHS Transport Statement (July 2024) for general permitted development, to convert the extant office use at the Messom Mews site to residential units as being considered by London Borough of Richmond upon Thames (LBRuT) under ref. 24/1844/GPD26.

- Given the permitted development status for the scheme, it has been sought to make best use of an existing enclosed and covered facility on-site for the storage of a range of different receptacles, but as a developed 'backland' site acknowledging not all the detailed criteria set out in the SPD *'Refuse & Recycling: Storage and Access Requirements for New Developments'* can be met.
- The existing enclosed and covered facility on-site would not have been designed to meet prevailing residential refuse and recycling standards, given the extant office use, but it is considered good practice to seek to make use of this facility in the first instance and also as the PD process does not permit any additional and/or amended structure(s) to come forward.
- The communal storage facility would have the capacity to provide each residential household (of which there are six in total) with appropriate storage space for 1 x 240l two-wheeled bin (general waste), 1 x 55l box for paper / card, 1 x 55l box for other mixed recycling, 1 x 23l box for food waste; these provisions meet the waste stream requirements for each individual residential unit.
- The rationale for providing either two-wheeled bins or recycling boxes on a unit-by-unit basis had been such that any temporary relocation on-site could be the responsibility of individual owners, which would not be practical with larger-sized communal receptacles, and to ensure no use of heavier four-wheeled bins as part-mitigation for exceeding the typical travel distance threshold.
- Additionally, the use of individual recycle boxes per unit instead of communal facilities would allow LBRuT operatives to empty these into a larger-sized two-wheeled bin to then take to the collection vehicle as a single load, which has been observed as current practice when it comes to collection of these waste streams from a series of individual residential units.
- Whilst the Transport Statement report did not present a layout of how the extant bin store unit could be laid out, this is demonstrated along the lines of the following (overleaf), with the recycling boxes then making use of a series of shelves to the rear (the 55l boxes at the rear and the 23l boxes at the side) and with the upper shelf for each part no higher than chest height.
- For context, the internal footprint of the existing enclosed and covered facility on-site is around 3m in depth by 2.65m in width, as measured on-site.



- As further part-mitigation, the strategy had put forward that ahead of collection residents would be guided to manoeuvre their waste storage receptacles to a temporary 'holding' area by the site-end of the ingress route (and similarly guided to return these to the storage unit following collection), albeit acknowledging that this would be around 30m from the street.
- Whilst acknowledging typically for domestic bins the operative 'drag' distance prescribed by LBRuT is set at no more than 15m subject to bin type, since submission it has been confirmed that LBRuT operatives collect residential waste from a purpose-built integrated storage facility from the rear of No. 35 Grosvenor Road around 20m from the street, by the mews end of the site egress.
- To provide fuller preceding planning history context for such arrangements, whilst the erection of the extant mews to the rear was established by application ref. 07/2218, a further application (ref. 08/4334) extended the envelope of the application site to include the conversion of Nos. 35 & 37 Grosvenor Road to flatted units and with this delivery of the above-referenced store.
- When subsequently discharging the corresponding condition for refuse arrangements, under ref. 13/4419/DD01, the following was stated:

DV18A (refuse arrangements):

The bin storage is indicated in 2 roofed and enclosed areas; to the rear of No.35 (residential) , and to the rear of Nos.51-57 for the commercial. The sitings are the same as indicated at full application stage and on earlier versions of the scheme. No objections are raised by transport engineers or on planning grounds.

- Given this existing site precedent, the proposed arrangements for the temporary collection area has been revisited. It can be confirmed that instead of the location first proposed at the end of the mews ingress (and around 30m from the street) temporary collection arrangements for both the general waste bins and recycling boxes can sit within the vicinity of the existing No. 35 facility.
- These temporary collection arrangements, be this to the rear of No. 37 and/or by the mews building itself – both areas sitting outside of that required for swept paths manoeuvrability, would result in the range of waste storage receptacles being either opposite or adjacent to the facility to the rear of No. 35 Grosvenor Road and thus with a similar lesser operative ‘drag’ distance of 20m.

Against this background, whilst acknowledging that firstly guidance evolves over time and secondly each individual aspect of the current LBRuT SPD cannot then be met, it is considered that the strategy as currently proposed and expanded upon meets a number of the principles contained therein and can support a practical and convenient refuse storage and collection strategy for the scheme.