Frequently Asked Questions

Harewood Avenue Planning Consultation

1. What is this project about?

Westminster City Council is proposing to relocate the street cleansing depot from 215 Lisson Grove to a new site at 61 Harewood Avenue. The proposed site is located circa 0.4 miles southeast of the Lisson Grove depot at the junction of Harewood Avenue and Rossmore Road. This move supports efforts to modernise and improve the delivery of street cleansing services in the area including reducing carbon emissions.

2. Why is the depot moving?

There is a strategic and operational rationale for the relocation of the depot. The key rationale is a strategic one. The Council's offices at 215 Lisson Grove are the subject of a longstanding and ongoing redevelopment proposal which would see the Lisson Grove site being redeveloped with new homes.

In addition to the overarching strategic rationale, there are a number of service benefits from relocating the depot to 61 Harewood Avenue. The Lisson Grove depot has a restrictive entrance height of 2 metres. Whilst this is sufficient to permit entry to the manual barrows, it does not allow a number of the support vehicles to be retained on site. These vehicles are typically 2.1 metres tall and 1 metre wide similar to those used in shopping centres.

Relocating the depot to Harewood Avenue will bring many benefits:

- Enable a faster transition from diesel to electric vehicles, helping meet environmental targets.
- Improve service delivery in and around the Harewood Avenue area.
- Enables fleet expansion, supporting greater operational efficiency and enhanced local street cleansing services.

3. What will happen at the new depot?

The new depot will serve as a base for street cleansing teams and electric vehicles. Its primary function will be to support our sustainability initiatives by providing charging stations for small electric cleansing vehicles. It will feature:

- Staff welfare facilities (changing rooms, lockers, dining area, kitchenette)
- Operational offices
- Dedicated parking spaces for electric vehicles within the depot along with electric vehicle (EV) charging infrastructure
- Cycle parking for staff

The site is designed to become the primary EV charging hub for the street cleansing electric vehicles in the northern part of the City. The depot reconfiguration would include installation of charging stations for up to 16 of the small/medium sized EVs, with the remainder of the space taken up by the manual barrows.

4. **How many vehicles will be parked on site?**

Up to 16 small electric vehicles will be parked and charged within the depot.

5. **Will any rubbish be brought on site?**

The depot will not be used for waste storage or disposal. No public waste will be brought on site. General waste and litter collected by street cleansing staff in the local area will not be brought back to the site; only the small quantities of waste produced on-site will require storage and collection (e.g. from the office/welfare facilities).

6. **What are the proposed operating hours for the depot?**

The depot will operate from 05:00 to 22:00 with two staff shifts:

- Morning Shift: Staff will arrive from 05:30, depart the depot by 06:00, and return by 13:30 to end the shift.
- Afternoon shift: Staff will commence at 14:00, return by 21:30 to end the shift.

The depot will be closed by 22:00.

7. **How will noise generated by the depot be controlled?**

The Council has a strong track record of successfully operating street cleansing depots in close proximity to residential areas, including within mixed-use developments where depots are located on lower ground floors with flats above. These facilities have operated efficiently and without causing significant disruption to nearby residents.

Given that the proposed depot at Harewood Avenue is located even further from residential properties and will operate a fully electric fleet, any impact on local residents is expected to be minimal, with no anticipated noise issues during cleansing operations.

An Acoustic Impact Assessment will be submitted as part of the planning application. Additionally, the Council will put a noise management plan in place to mitigate any noise.

Watch Video 1 of a manual barrow in action:

Wach Video 2 of an electric vehicle in action:

8. **What environmental protections will be in place to minimise impact?**

The depot will operate with 100% electric vehicle fleet, meaning:

- **No tailpipe emissions**
- **No engine noise**
- **No engine idling**

Only electric vehicles will be parked and charged at the depot. An Air Quality Assessment will be submitted as part of the planning application.

9. **Has planning permission been granted yet?**

Not yet. A planning application will be submitted towards end of July 2025. Residents will have the chance to provide feedback before any decision is made.