

1-9 SANDYCOMBE ROAD, RICHMOND

PROPOSED MIXED USE DEVELOPMENT

DELIVERY AND SERVICING MANAGEMENT PLAN - NOVEMBER 2016

Introduction

1. The proposed development is located in a mixed residential and commercial area in North Sheen, to the north east of Richmond. It is on the eastern side of Sandycombe Road (B353) and is bound by Lower Richmond Road (A316) to the south, railway lines to the east and residential premises and commercial properties to the west and north respectively.
2. The proposed mixed use development comprises of **20 residential units** and **535 sqm of commercial space (B1 use)**.
3. Sandycombe Road is street lit and is a north – south road providing access to Kew, the South Circular Road and the M4 Motorway around 3km to the north. It is located within the London Borough of Richmond upon Thames (LBR) Controlled Parking Zone (CPZ) **South Kew (KB)** where parking restrictions are in operation from 1000 – 1200 Monday – Friday.
4. To the north of the site, Sandycombe Road is within LBR CPZ **Kew Ward (KA)** where parking restrictions are in operation from 1000 – 1200 Monday – Friday. Raleigh Road and Windham Road to the west of the site form the north east boundary of LBR CPZ **North East Richmond (N)** where parking restrictions are in operation from 1000 – 1630 Monday – Saturday.
5. The site has vehicular access from Sandycombe Road at the north west corner of the site. The road markings along the site frontage from the north towards the south comprise of:
 - Short length of single yellow;
 - Double yellow;
 - Bus cage;
 - Double yellow; and
 - Double red.
6. Loading at the site frontage on Sandycombe Road is permitted on the double yellow lines behind the bus cage for a maximum of 40 minutes.

Routing

7. Delivery vehicles will use Sandycombe Road for servicing. Access from the north will be undertaken using Sandycombe Road, vehicles can then turn using the roundabout junction to the south of the site if necessary to return northwards.

8. Access from the east and west will be undertaken using Lower Richmond Road (A316) and Lower Mortlake Road (A316) respectively. The A316 is an east –west red route which is a main dual-carriageway arterial road for South West London providing connections with the M3 and M25 motorways to the south west and Central London to the north east. The site is therefore well connected with the wider road network and any service vehicle movements will have minimal impact on local residential roads.

Delivery Method

9. A van bay is provided at the north east corner of the site with a turning area provided opposite to allow large transit van style LGVs to service the site off-street, as demonstrated by the swept path analysis plans included at **Appendix A**.
10. Delivery companies to the premises will be notified that transit size vehicles should be used as much as possible.
11. Any larger vehicles can service the site on-street at the site frontage on Sandycombe Road behind the bus cage. It should be noted that the carriageway in this location is wider than standard (8.0m) and so a parked vehicle will not be obstructive to the main traffic flow.

Length of Stay

12. Loading activity on Sandycombe Road will take place on the double yellow line road markings, where the maximum length of time permitted is 40 minutes. However, delivery companies will be advised to ensure servicing is undertaken as quickly as possible to avoid delays for any vehicles using the parking area.

Type of Vehicles

13. It is anticipated that most of the vehicles used for deliveries will be transit size LGV's which can service the site from the van bay within the car park. It is likely that some occasional deliveries will be undertaken by larger vehicles which can service on-street from Sandycombe Road.

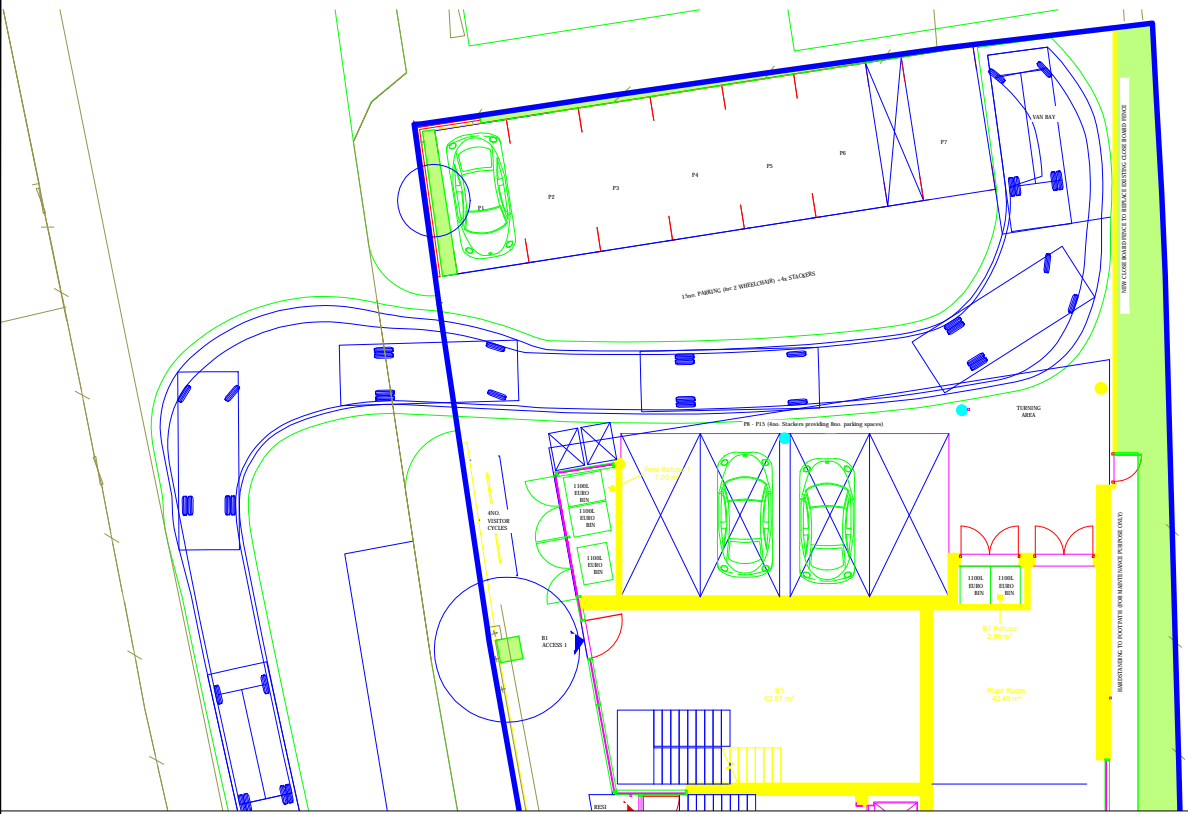
Times of Deliveries

14. Delivery companies will be advised to ensure deliveries are undertaken outside of network peak hours.

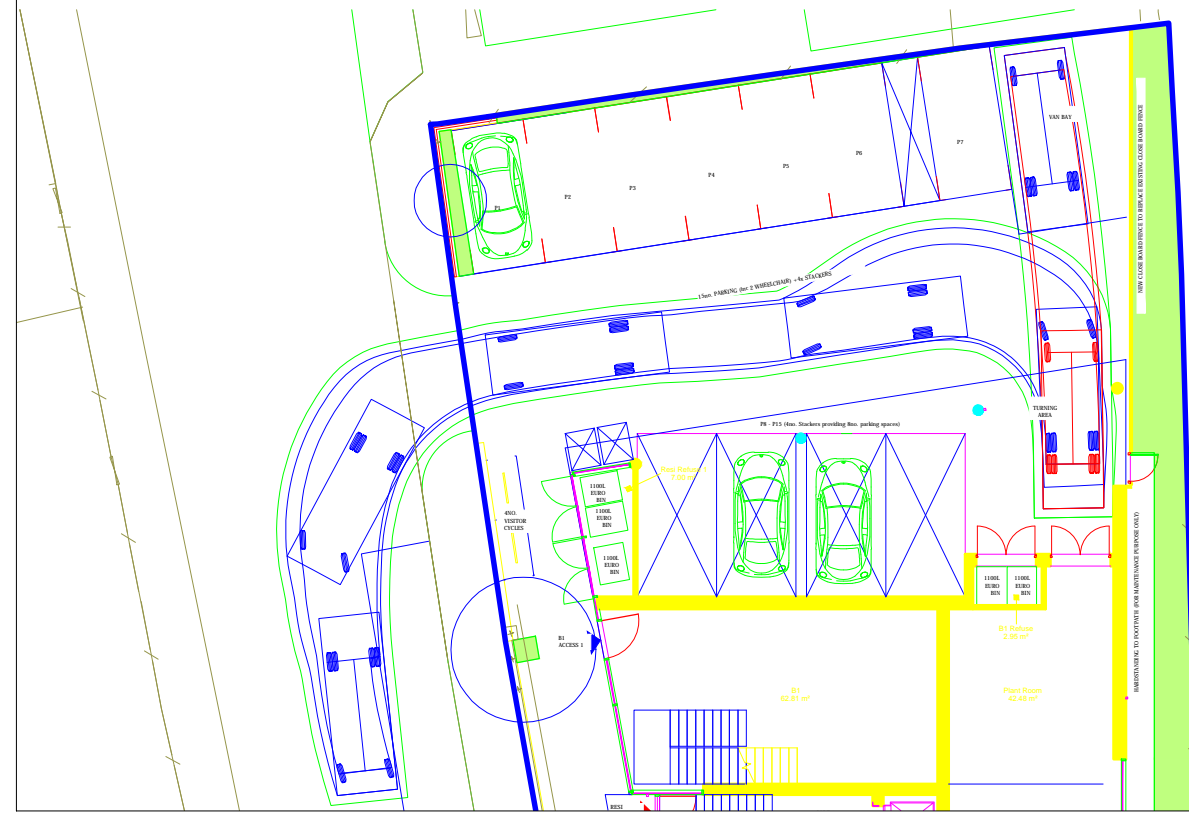
Refuse Collection

15. The refuse collection vehicles will service the site on-street from Sandycombe Road. The refuse and recycling stores will be located close to the street.

APPENDIX A

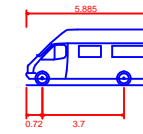


1. Design Vehicle turning right into the site from south on Sandycombe Road and entering the van bay in forward gear.



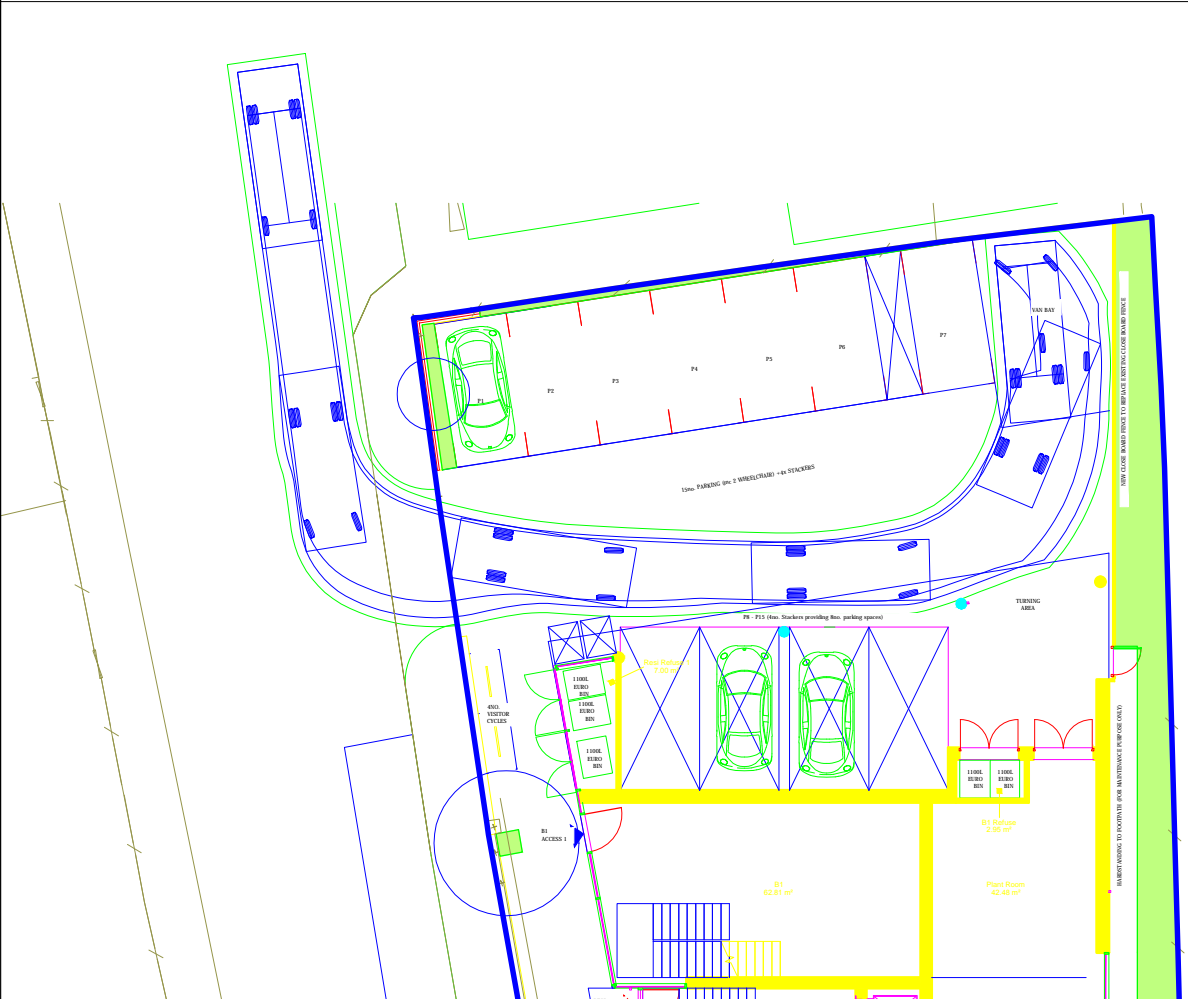
2. Design Vehicle exiting the van bay in reverse gear, turning and exiting the site in forward gear onto Sandycombe Road.

DESIGN VEHICLE:

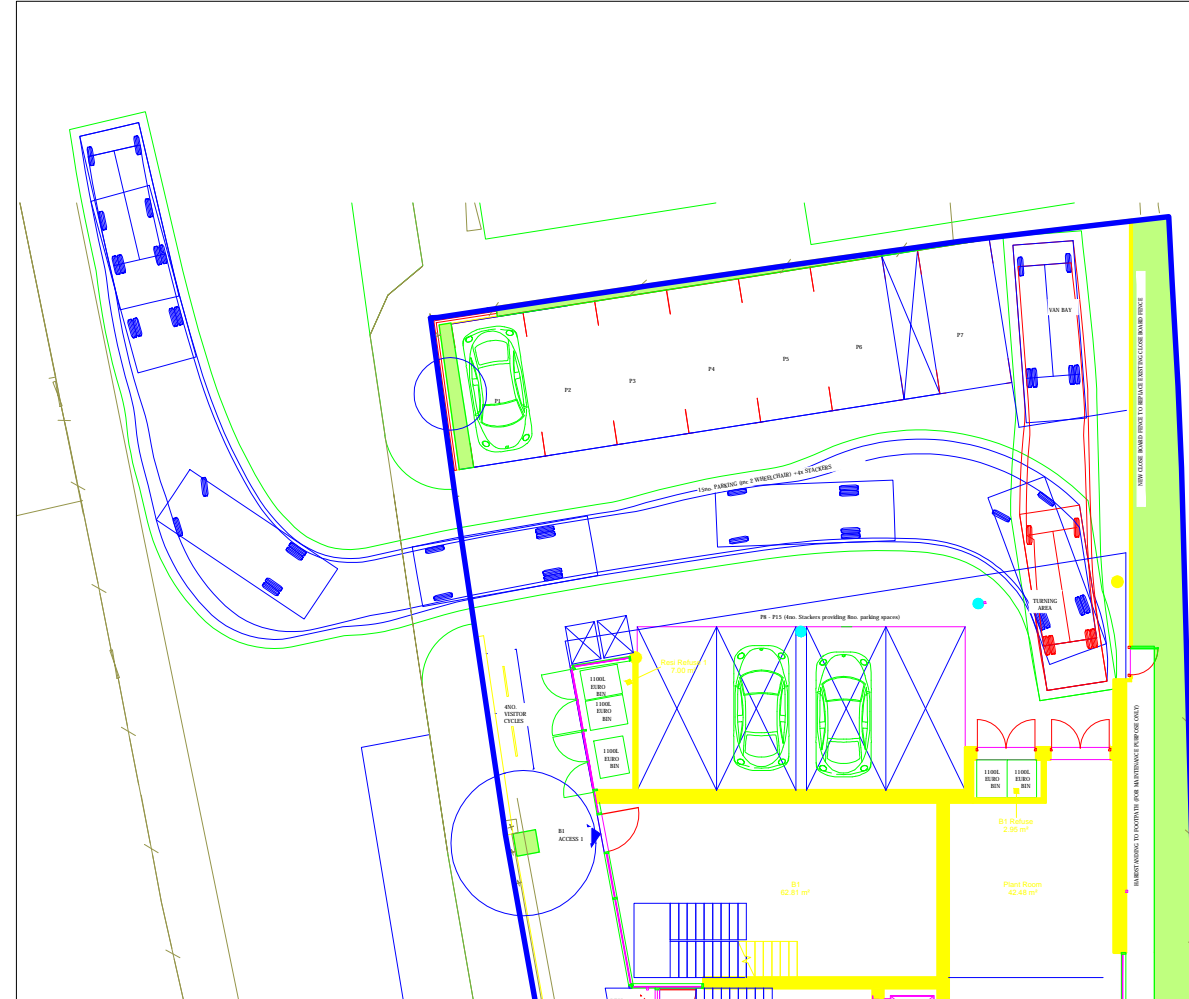


4.6t Light Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

5.885m
2.000m
2.528m
0.299m
1.765m
4.00s
6.000m



3. Design Vehicle turning left into the site from Sandycombe Road and entering the van bay in forward gear.



4. Design Vehicle exiting the van bay in reverse gear, turning and exiting the site in forward gear onto Sandycombe Road.

NOTE:

Drawing based on Goldcrest Architects drawing
5409-P03-100-GroundFloor-Proposed November 2016

Subject to Topographical Survey, Highway Boundary information, Safety Audit, and Council Approval.

PRELIMINARY

COTTEE Transport Planning

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Client

GOLDCREST LAND PLC

Project

**1 - 9 SANDYCOMBE ROAD
RICHMOND**

Title

**SWEPT PATH ANALYSIS -
SERVICE VEHICLE**

Drawn

A FIRMIN

Checked

GJK

Scale

1:250 @ A3

Date

NOV 2016

Drawing No.

14129/18