



Barnes Hospital
London Borough of Richmond upon
Thames

**Framework Delivery and Servicing
Management Plan**

For

South West London & St George's
Mental Trust

Document Control Sheet

Framework Delivery and Servicing Management Plan
Barnes Hospital, London Borough of Richmond upon Thames
South West London & St George's Mental Health Trust

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
19/10/2018	Draft	James Werby	David Lewis
30/10/2018	Final	James Werby	David Lewis

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- C Swept Path Analysis

1.0 Introduction

- 1.1 Motion has been appointed to prepare this Framework Delivery and Servicing Management Plan (DSMP) on behalf South West London & St George's Mental Health Trust ('the Trust') with regard to proposals at the Barnes Hospital site within the London Borough of Richmond upon Thames (LBRuT).
- 1.2 The application site is situated within the Barnes area of LBRuT and is bound to the north by South Worple Way, to the east by South Worple Avenue, to the west by Old Mortlake Burial Ground and fronts residential properties to the south.
- 1.3 The site is currently occupied by Barnes Hospital which provides circa 6,950 square metres of C2 medical facilities. There are currently three vehicle accesses to the site. The eastern access operates as an inbound only entrance, the central access operates as an outbound only exit and the western access to the site is not currently in use. However, it is noted that at the time of planning submission, the eastern access is closed due to demolition works at the site and all access to the site is via the central access point.
- 1.4 The current proposals seek *"outline planning permission for the demolition and comprehensive redevelopment (phased development) of land at Barnes Hospital to provide a mixed use development comprising a health centre (Use Class D1), a Special Educational Needs (SEN) School (Use Class D1), up to 80 new build residential units (Use class C3), the conversion of two of the retained BTMs for use for up to 3no. residential units (Use Class C3), the conversion of one BTM for medical use (Use Class D1), car parking, landscaping and associated works. All matters reserved save for the full details submitted in relation to access points at the site boundaries."*
- 1.5 This Framework DSMP is designed to encourage delivery and servicing activity associated with the site to be undertaken in a safe and efficient manner and that the impact of this activity is kept to a minimum. The DSMP has been drafted in accordance with TfL guidance and will remain a live document that will evolve over time to ensure that objectives are met in the most appropriate manner.
- 1.6 The remainder of this document comprises:
 - ▶ Section 2 – Baseline Conditions;
 - ▶ Section 3 – Servicing Arrangements;
 - ▶ Section 4 – Servicing Management;
 - ▶ Section 5 – Monitoring and Review; and,
 - ▶ Section 6 – Summary.

2.0 Baseline Conditions

- 2.1 The application site is situated within the Barnes area of LBRuT and is bound to the north by South Worple Way, to the east by South Worple Avenue, to the west by Old Mortlake Burial Ground and fronts residential properties to the south.
- 2.2 The site location in relation to the surrounding area is shown in **Figure 2.1**

Local Highway Network

- 2.3 South Worple Way is a two-way carriageway operating in an east-west alignment and runs parallel to the railway line. To the east of the site South Worple Way connects with White Hart Lane and a railway level crossing is located directly north of the junction between South Worple Way and White Hart Lane. At the junction between South Worple Way and White Hart Lane, the left turn movement out of South Worple Way is restricted such that all vehicles are required to turn right out of onto White Hart Lane (southbound).
- 2.4 White Hart Lane is a two-way carriageway operating in a north-south alignment and connects to Mortlake High Street (A3003) to the north and with Upper Richmond Road West (A205) via Priests Bridge to the south. Mortlake High Street creates a link between the A316 to the west and Hammersmith Bridge to the north east.
- 2.5 The streets in the immediate vicinity of the site are not currently subject to any parking controls and the site is not situated within a controlled parking zone. However, the streets to the north of the railway are within LBRuT Controlled Parking Zone (CPZ) M. In addition, the streets to the west of the site, west of Trehern Road are part of CPZ ES.
- 2.6 It is noteworthy that LBRuT are bringing forward proposals for a CPZ on the streets in the vicinity of the site, including South Worple Way and will be introduced as Zone B2.

3.0 Servicing Arrangements

Development Proposals

- 3.1 The site is currently occupied by Barnes Hospital which provides circa 6,950 square metres of C2 medical facilities. There are currently three vehicle accesses to the site. The eastern access operates as an inbound only entrance, the central access operates as an outbound only exit and the western access to the site is not currently in use. However, it is noted that at the time of planning submission, the eastern access is closed due to demolition works at the site and all access to the site is via the central access point.
- 3.2 A copy of the proposed site layout plan is attached at **Appendix A** and the current planning application seeks:
- “outline planning permission for the demolition and comprehensive redevelopment (phased development) of land at Barnes Hospital to provide a mixed use development comprising a health centre (Use Class D1), a Special Educational Needs (SEN) School (Use Class D1), up to 80 new build residential units (Use class C3), the conversion of two of the retained BTMs for use for up to 3no. residential units (Use Class C3), the conversion of one BTM for medical use (Use Class D1), car parking, landscaping and associated works. All matters reserved save for the full details submitted in relation to access points at the site boundaries.”*
- 3.3 The residential accommodation will provide a total of 83 units comprising 80 units within three new residential blocks and 3 residential units through the conversion of two retained BTMs (Buildings of Townscape Merit). The units are likely to comprise 31 x 1 bedroom, 37 x 2 bedroom and 15 x 3-bedroom units.
- 3.4 The health centre will provide a combination of outpatient mental health facilities for the Trust and a GP surgery. Information provided by the trust details that the GP surgery would likely provide up to 7 consulting rooms, while the mental health outpatient facilities will provide 28 consulting rooms, resulting in a total of 35 consulting rooms on site.
- 3.5 Details of the likely operation of the SEN school have been provided by LBRuT and they have confirmed that the school would accommodate between 50-90 pupils and have circa 50 staff.

Access

- 3.6 The site currently benefits from three points of vehicle access from South Worple Way. It is proposed that vehicle access to the residential element of the development will be taken via the existing western access to the site, which will operate as a two-way access to the basement residential car park. Drawing 170926-10, attached at **Appendix B**, shows the proposed arrangement at the western access to the site.
- 3.7 Vehicle access to the health centre and SEN school will be taken from the existing eastern access to the site, which will be widened to accommodate two-way traffic movements. Drawing 170926-12, attached at **Appendix B**, shows the proposed arrangement of the eastern access to the site. There will be no internal vehicle connection between the two vehicle access points.
- 3.8 The existing central vehicle access point will be closed to vehicles and will operate as an access for pedestrians, cyclists and as an emergency vehicle access only. Drawing 170926-11, attached at **Appendix B**, shows detail of the closure of the existing vehicle access.

Servicing Arrangements

- 3.9 Refuse collection for all the proposed uses will be undertaken on site. The health centre and SEN school are accessed from the eastern access and as such the refuse vehicle will enter the site via the eastern access from South Worple Way, manoeuvre on-site and leave in a forward gear. Swept path analysis is provided at Drawings 170926-TK22, TK24 and TK25, attached at **Appendix C**, showing the refuse vehicle accessing the health centre and SEN school and manoeuvring on site. It is expected that the health centre and SEN school will both have privately managed refuse collection strategies. As such, refuse collection of these uses will occur outside peak hour periods.
- 3.10 With regard to refuse collection for the residential use, there is a refuse collection bay located in the north western corner of the site, opposite to residential block A. Building management would be responsible for the transfer of waste bins from basement stores to the refuse collection bay on the day of collection and returning the bins to stores after collection. The refuse vehicle will reverse from South Worple Way into the area dedicated for refuse collection, before leaving the site in forward gear. Swept path analysis is provided at Drawing 170926-TK17, attached within **Appendix C**, showing the refuse vehicle manoeuvre to and from the site.
- 3.11 Deliveries to the health centre and SEN school uses will be undertaken on site and swept path analysis is provided at Drawings 170926-TK18 and TK27, attached within **Appendix C**, showing expected delivery vehicles accessing the health centre and SEN school.
- 3.12 Deliveries to the residential use will be undertaken on-street on South Worple Way. As presented at Drawing 170926-11, a stretch of double yellow lines will be provided on South Worple Way where the existing central access point to the site is to be closed. This provides an appropriate opportunity from deliveries and servicing, other than refuse collection to be undertake for the residential use.

4.0 Servicing Management

- 4.1 The purpose of this Framework DSMP is to ensure that delivery and servicing activity associated with the proposals can take place in a safe, efficient and sustainable manner. A building manager will be appointed for each element of the proposed development (residential, health centre and SEN school) who will be responsible for the ongoing management of deliveries and servicing associated with that element of the development.
- 4.2 Each building manager will be responsible for managing the arrival of deliveries and will seek to arrange deliveries outside peak periods and will be responsible for ensuring that goods are brought directly into the site and not left or stored on the public highway. Each building manager will liaise with the building managers for the other on-site uses to seek to avoid peaks in delivery activity.
- 4.3 Each building manager will implement measures to minimise the impact of delivery and servicing activity such as:
- ▶ Encouraging use of suppliers and freight operators registered with a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS);
 - ▶ Encouraging the use of local suppliers;
 - ▶ Maintain a record of all deliveries including time of arrival and departure, recipient and vehicle type;
 - ▶ Seek to schedule deliveries so as to avoid any peaks in servicing and delivery activity; and,
 - ▶ Advise suppliers of the delivery strategy for the site, to ensure that they are aware where they can stop to deliver and collect from the site.

5.0 Monitoring and Review

5.1 Each building manager will be responsible for the ongoing monitoring of the DSMP. The monitoring process will generate information by which the Plan can be evaluated. Monitoring activity will include continual recording of deliveries and collections made to and from the site, recording feedback and comments received from the site occupants or neighbouring residents/businesses and noting any incidents and problems with deliveries and servicing activity. This will include, but not be limited to the following:

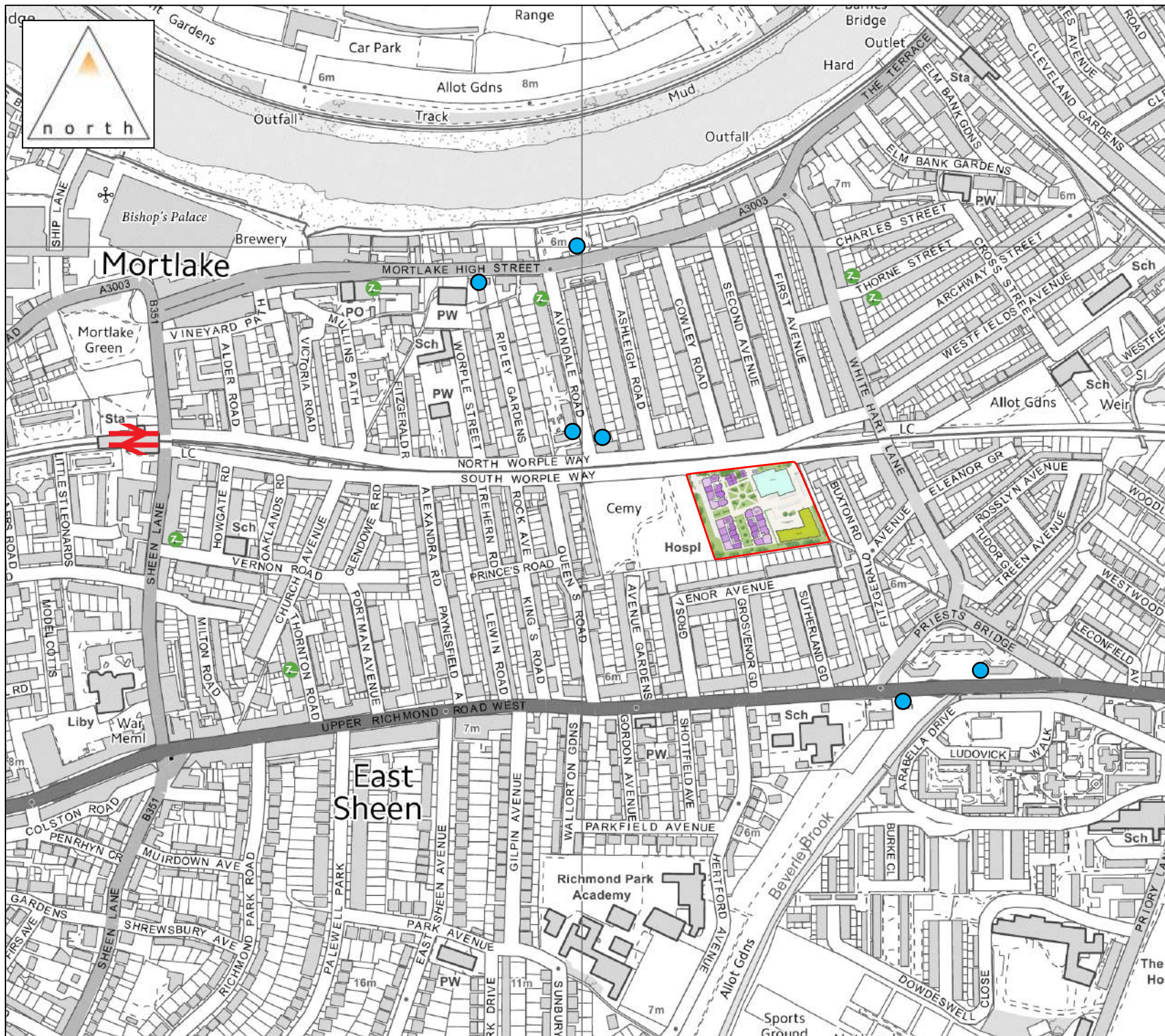
- ▶ Date and time of delivery;
- ▶ Delivery dwell time and time of departure;
- ▶ Type and size of vehicle;
- ▶ Recipient; and,
- ▶ Type of activity, e.g. courier, maintenance, stationary/goods delivery etc.





5.2 The monitoring process will enable the DSMP to be modified as appropriate to respond to any issues as they arise. The management of the site will undertake a comprehensive review of the Plan with representatives of all occupants annually.

6.0 Summary

- 6.1 Motion has been appointed to prepare this Framework Delivery and Servicing Management Plan (DSMP) on behalf South West London & St George's Mental Health Trust ('the Trust') with regard to proposals at the Barnes Hospital site within the London Borough of Richmond upon Thames (LBRuT).
- 6.2 This Framework DSMP is designed to ensure that deliveries and servicing activity associated with the site can be carried out in a safe and efficient manner and that the impact of this activity is kept to a minimum. The DSMP has been drafted in accordance with TfL guidance and will remain a live document that will evolve over time to ensure that objectives are met in the most appropriate manner.

Figures



- Legend:
-  Mortlake Station
 -  Local Bus Stops
 -  ZipCar Car Club Locations
 -  Site Location

Barnes Hospital,
London Borough of Richmond upon
Thames

Figure 2.1 Site Location Plan
Not to Scale

Appendix A

Proposed Site Layout

NOTES:
 DO NOT SCALE FROM THIS DRAWING.
 ALL DIMENSIONS TO BE CHECKED ON SITE.
 ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.

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--- Site Boundary



Revision description	Date	Check	Rev

SQUIRE & PARTNERS

The Department Store
 248 Ferndale Road, London SW9 8FR
 T: 020 7278 5555

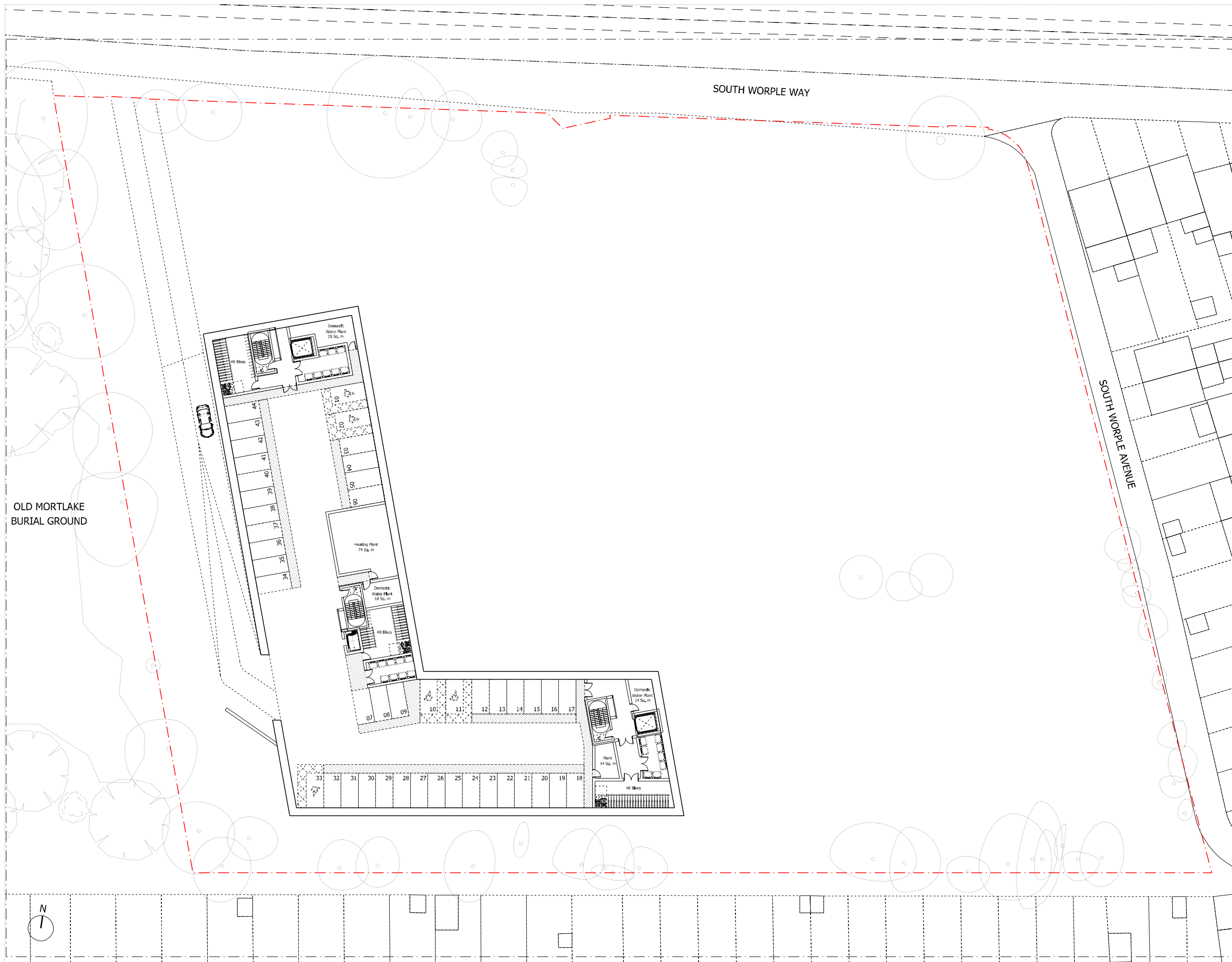
Info@squireandpartners.com
 www.squireandpartners.com

Project
Barnes Hospital
 South Worple Way
 Barnes, SW14 8SU

Drawing
Proposed
Ground Floor

Drawn	Date	Scale
RLe	26/10/2018	1:250 @ A1 1:500 @ A3

Job number	Drawing number	Revision
18002	G200_P_00_001	-



NOTES:
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--- Site Boundary

Revision	Description	Date	Check	Rev
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SQUIRE & PARTNERS

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 248 Ferndale Road, London SW9 8FR
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 info@squireandpartners.com
 www.squireandpartners.com

Project
Barnes Hospital
 South Worple Way
 Barnes, SW14 8SU

Drawing
Proposed
 Lower Ground Floor

Drawn	Date	Scale
RLe	25/10/2018	1: 250@A1 1: 300@A2
Job number	Drawing number	Revision
18002	G200_P_LG_001	-

Appendix B

Access Junction Layouts



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84 North Street
Guildford
Surrey
GU1 4AU

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 01483 531 300

T: 020 8065 5208

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Project:
Barnes Hospital

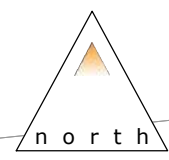
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**Western Site Access
Residential Vehicle Access**

Scale: 1:250 (@ A4)

Drawing:
170926-10

Revision:

-



SOUTH WORPLE WAY



Existing kerbline retained



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Project:
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Title:
**Eastern Site Access
Health Centre & SEN School**

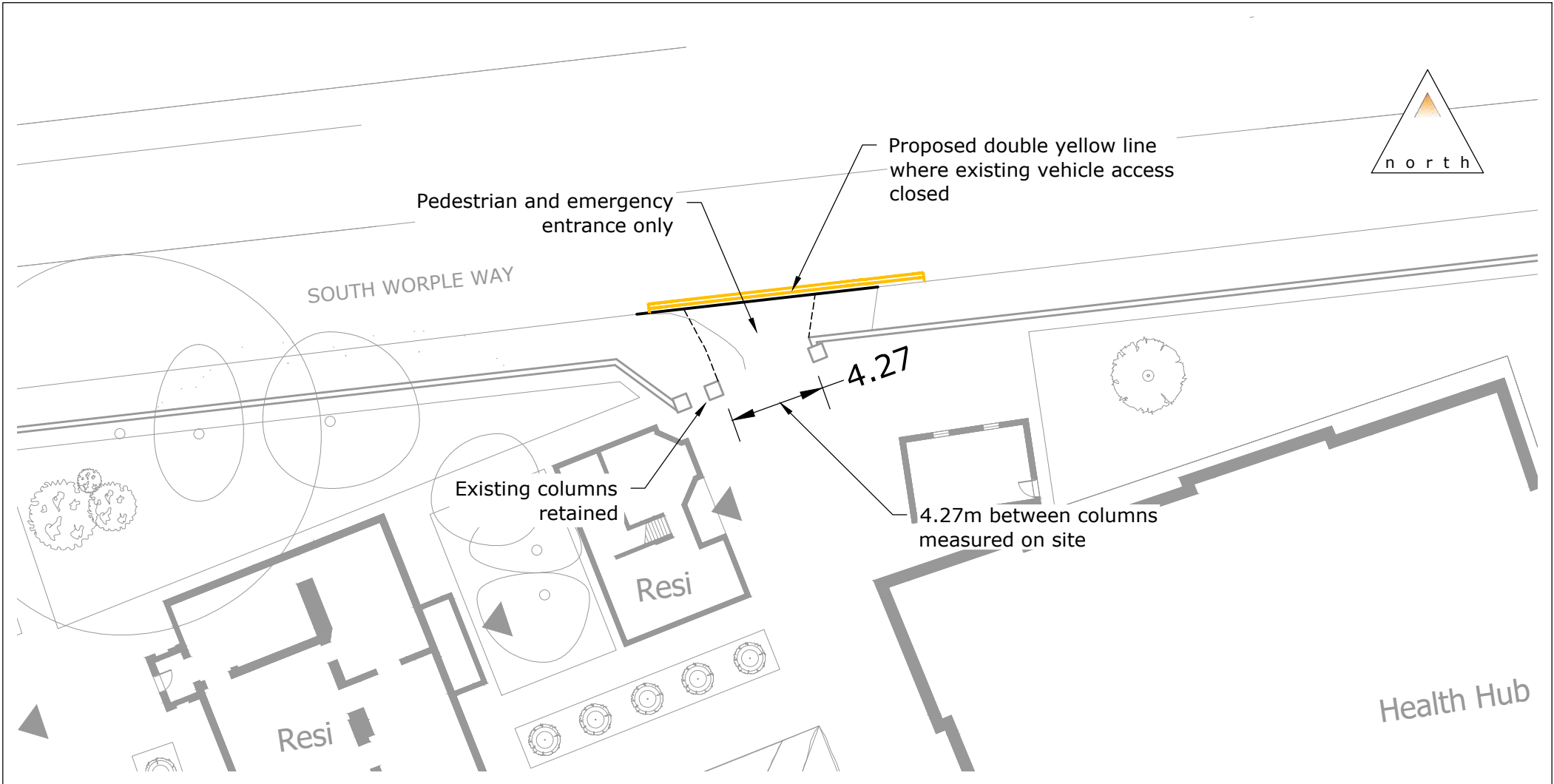
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Drawing:
170926-12

Revision:

-

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Project:
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Title:
 Pedestrian Site Access

Scale: 1:250 (@ A4)

Drawing:
 170926-11

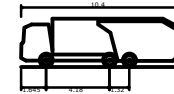
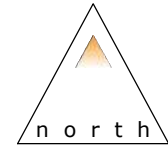
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Appendix C

Swept Path Analysis

Health Hub



Richmond BC RCV (with Elite 2 6x2MS chassis)
Overall Length 10,400m
Overall Width 4,500m
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 9,350m

motion

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London
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Project:

Barnes Hospital

Title:

**Swept Path Analysis
Refuse Vehicle - Health Centre**

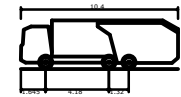
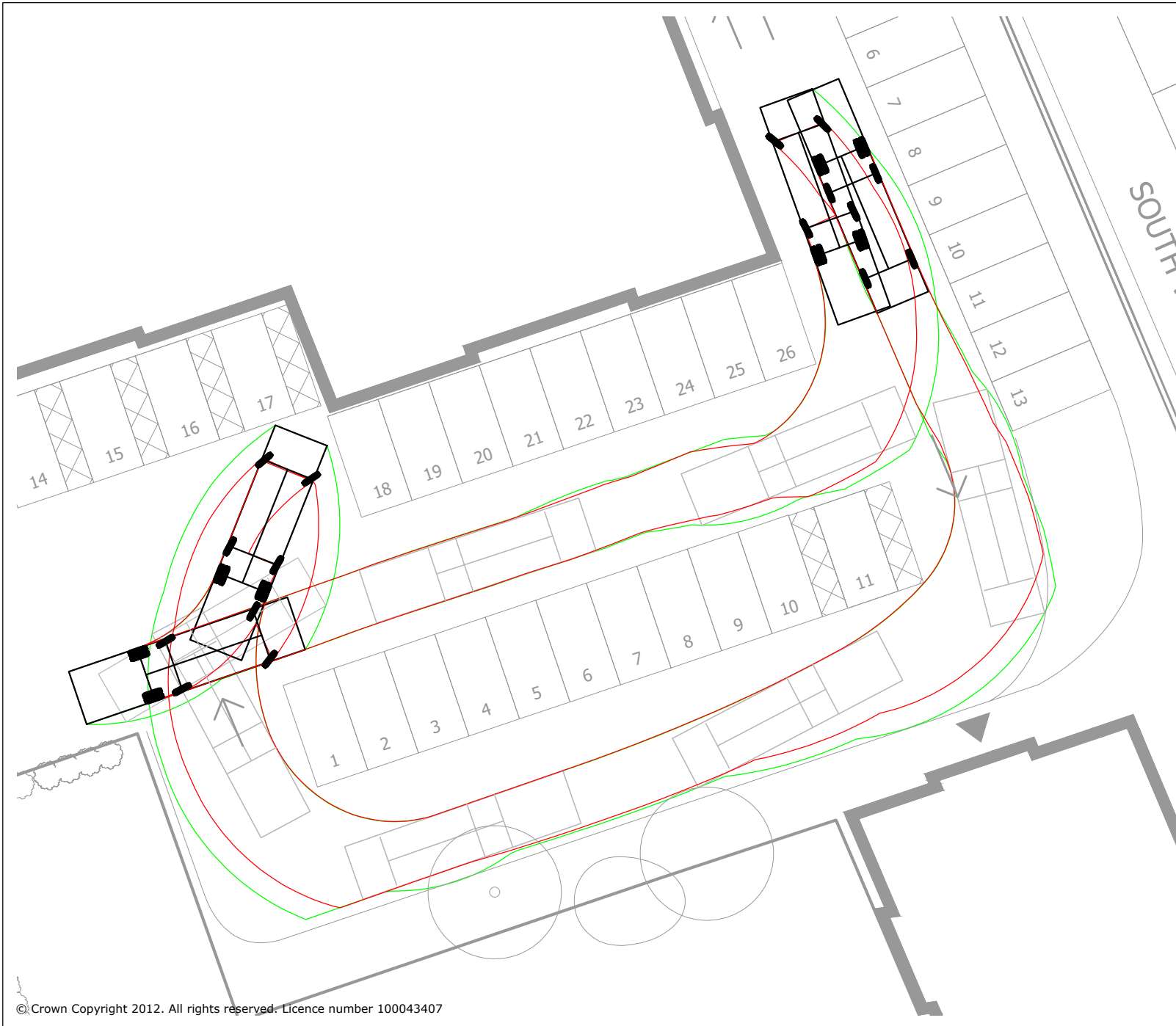
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Drawing:

170926-TK22

Revision:

B



Richmond BC RCV (with Elite 2 6x2MS chassis)
 Overall Length 10.400m
 Overall Width 2.500m
 Overall Body Height 3.213m
 Min Body Ground Clearance 0.416m
 Track Width 2.530m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 9.350m



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Project:
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Title:
**Swept Path Analysis
 Refuse Vehicle - SEN School**

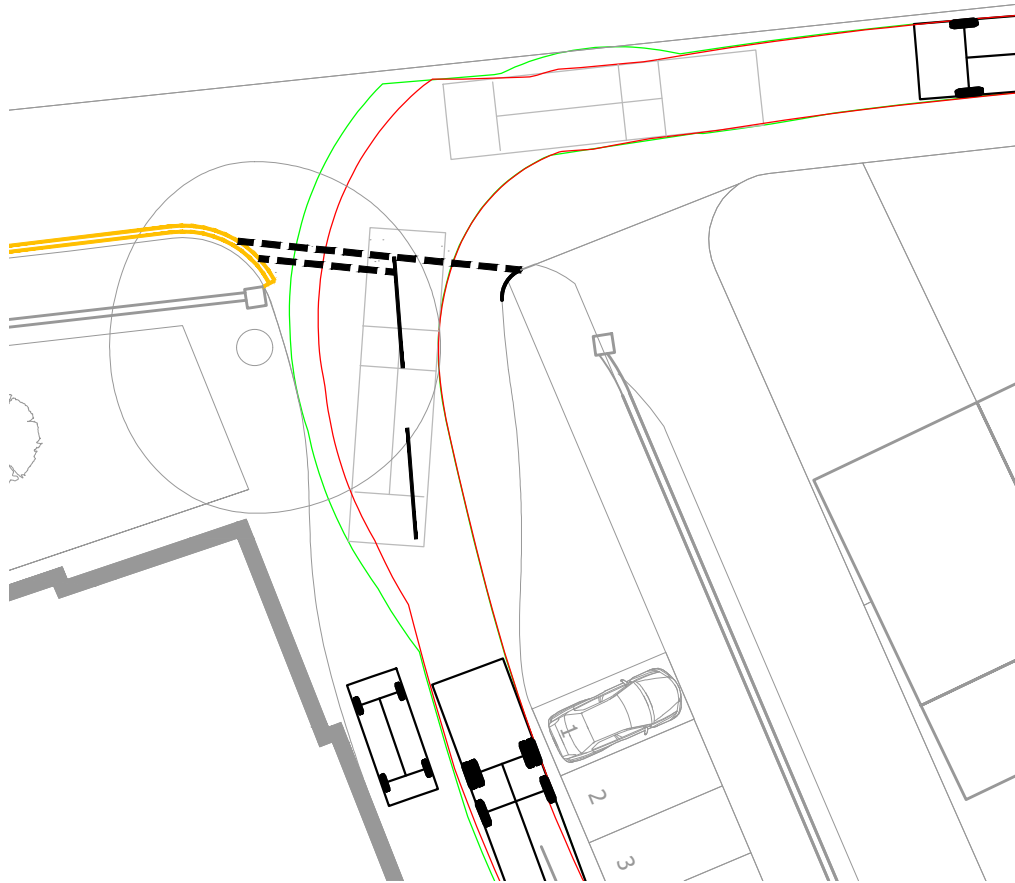
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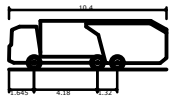
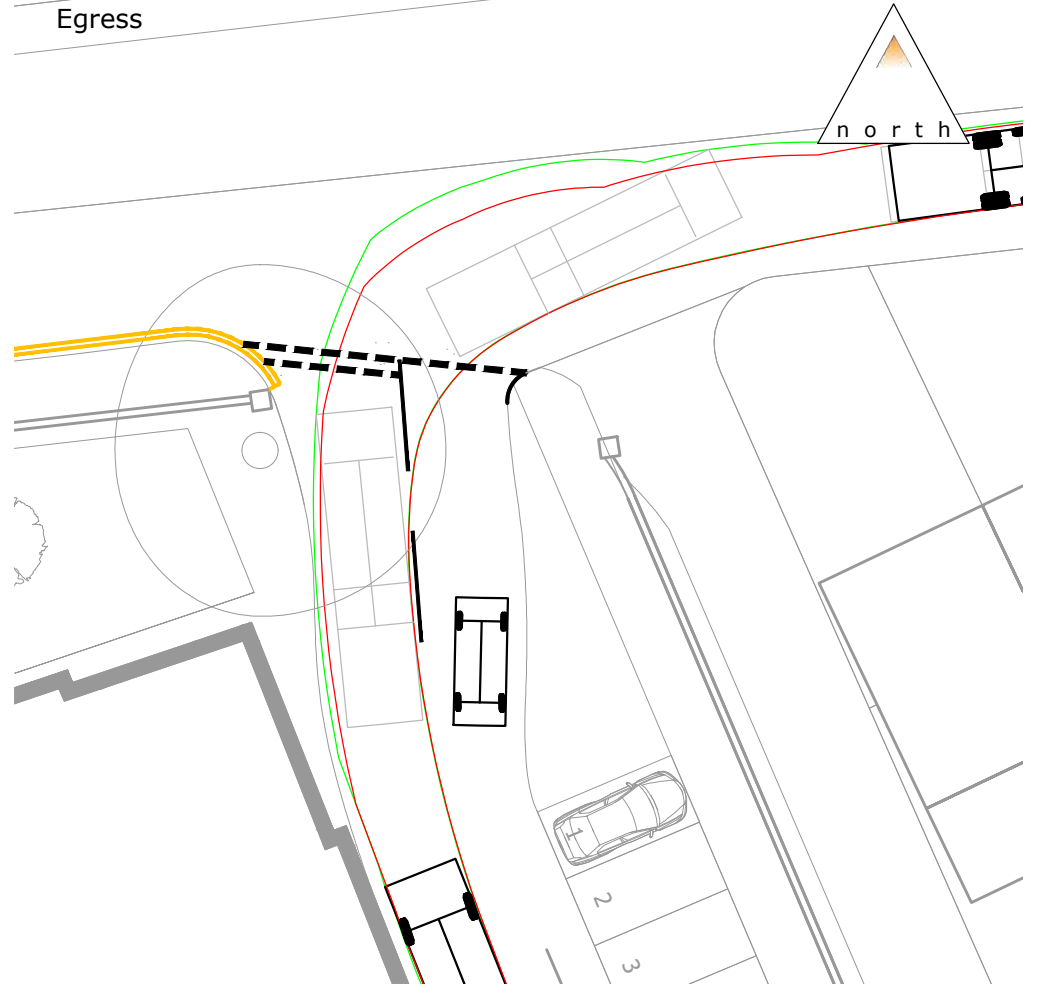
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Access



Egress



Richmond BC RCV (with Elite 2 6x2MS chassis)
 Overall Length 10.400m
 Overall Width 2.500m
 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 9.350m



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Project:
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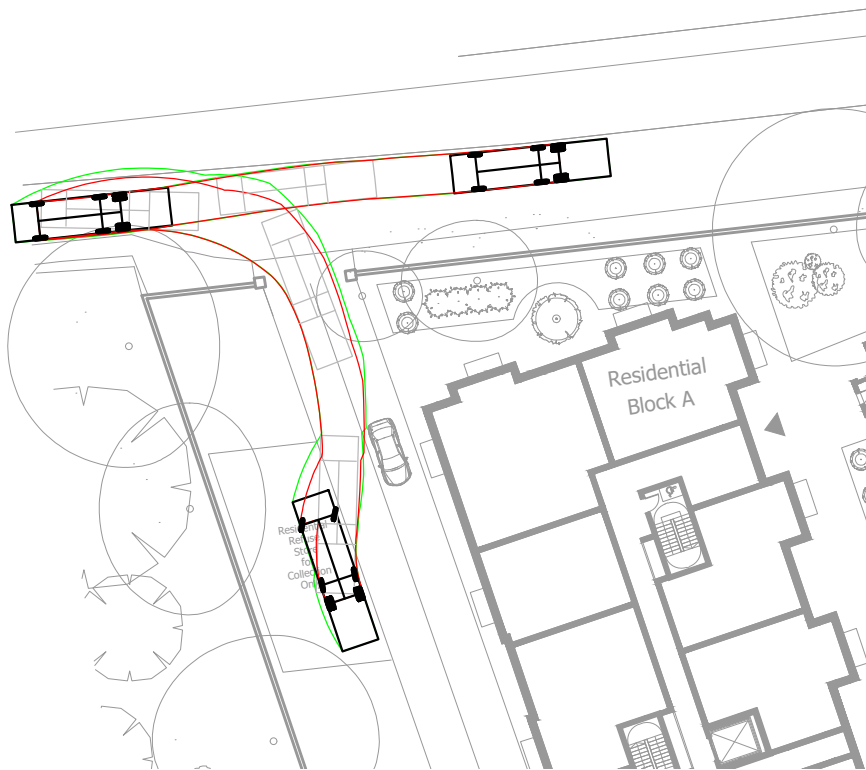
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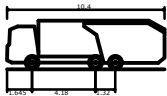
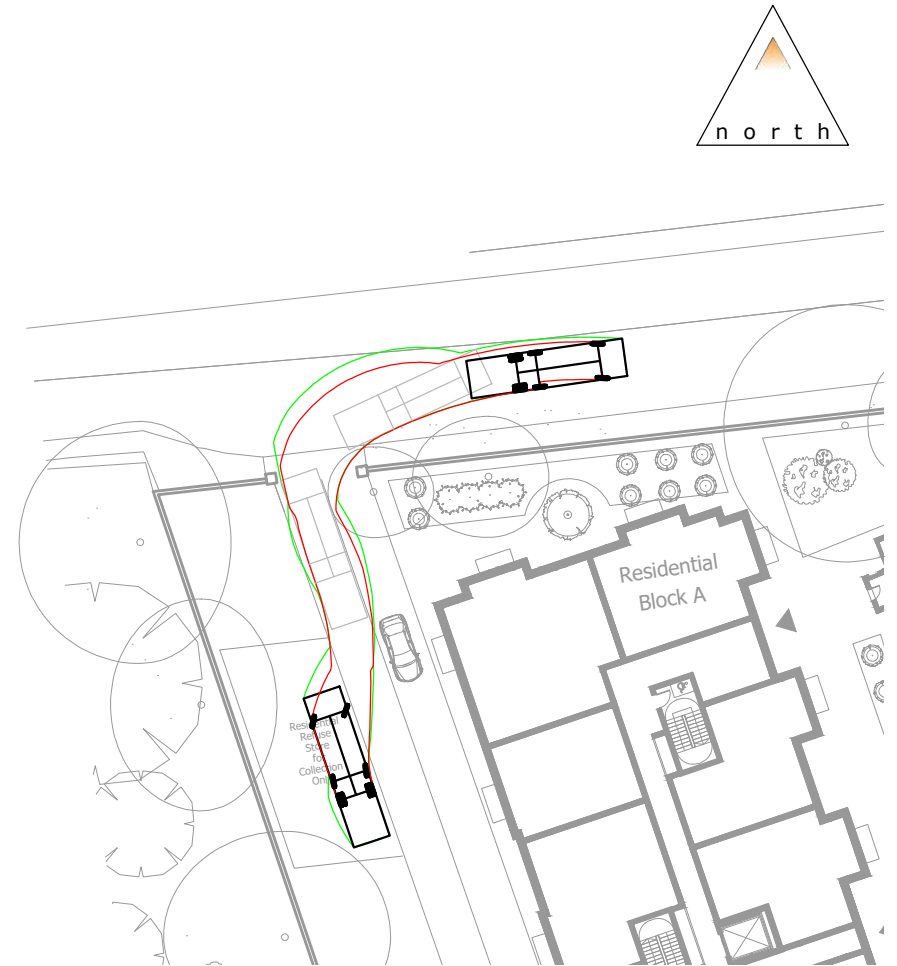
Drawing:
170926-TK25

Revision:
B

Access



Egress



Richmond BC RCV (with Elite 2 6x2MS chassis)
 Overall Length 10.400m
 Overall Width 2.500m
 Overall Body Height 3.211m
 Min Body Ground Clearance 0.416m
 Track Width 2.300m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 9.350m



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Project:
 Barnes Hospital

Title:
 Swept Path Analysis
 Refuse Vehicle - Residential

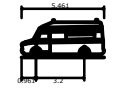
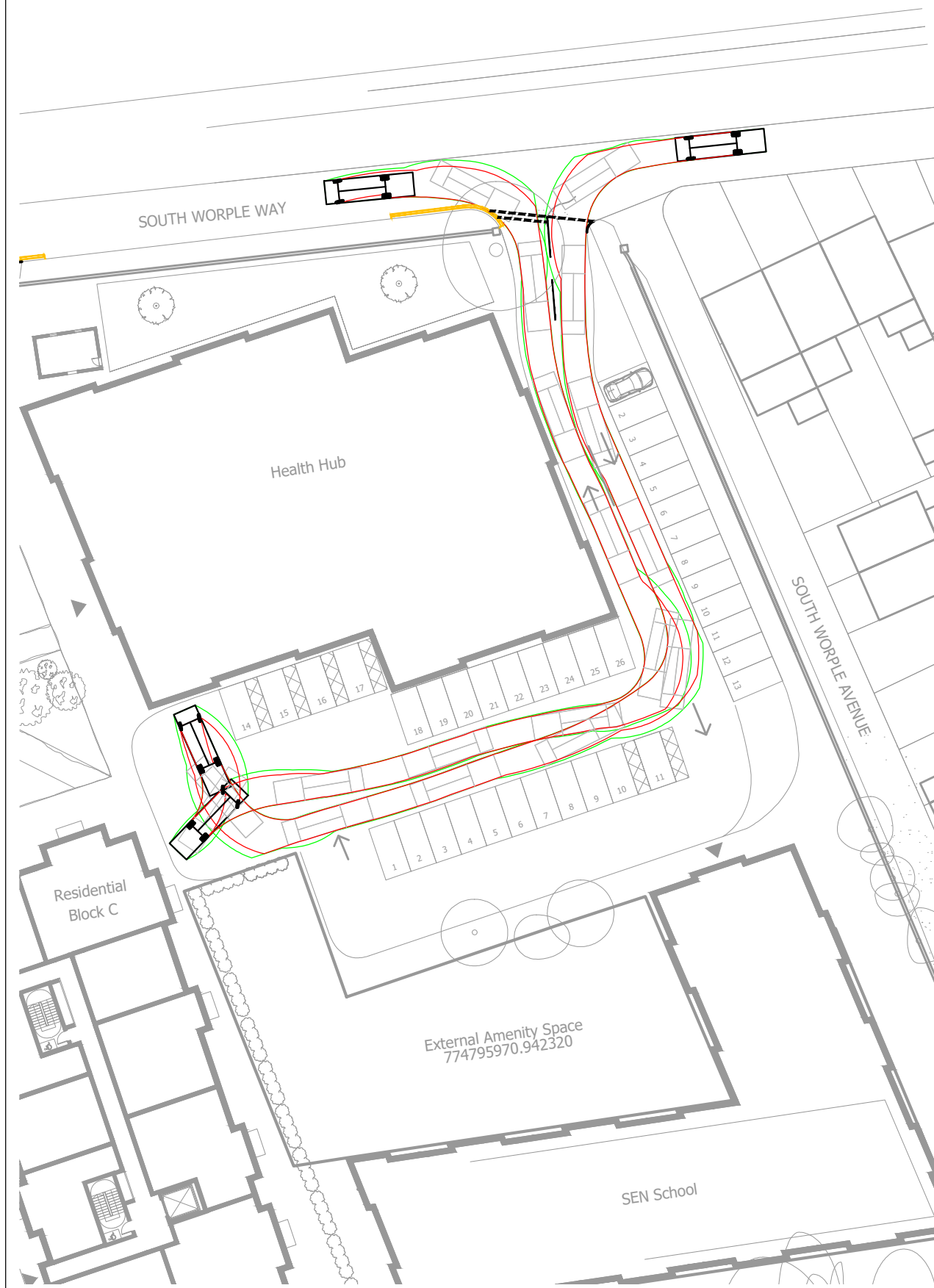
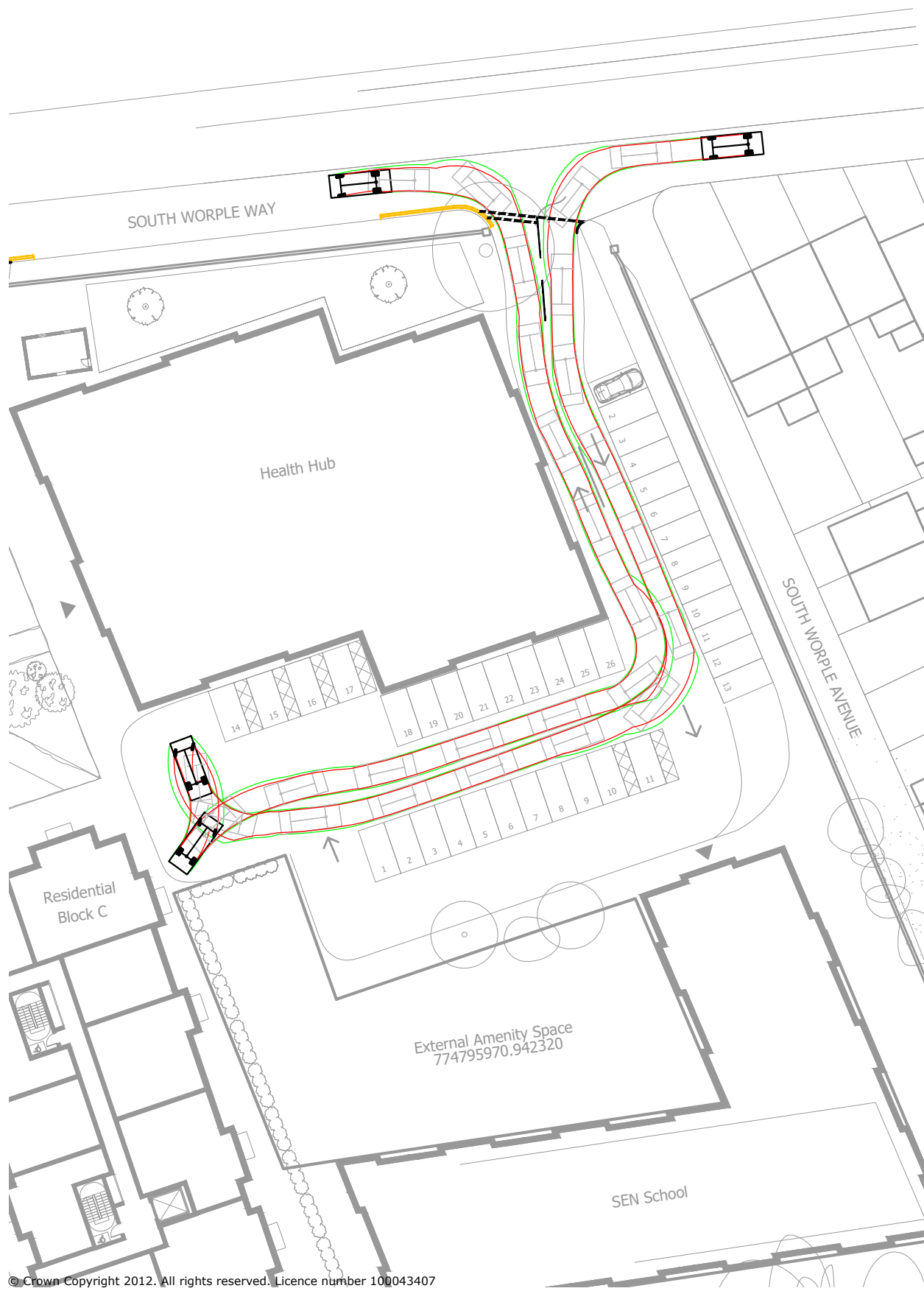
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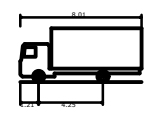
Revision:
 B

Ambulance

7.5t Rigid Vehicle



Ambulance	5.461m
Overall Length	2.020m
Overall Width	2.260m
Overall Body Height	0.825m
Min Body Ground Clearance	1.865m
Track Width	4.00%
Lock-to-lock time	6.500m
Curb to Curb Turning Radius	



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00%
Lock-to-lock time	7.400m
Curb to Curb Turning Radius	



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Project:
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Title:
**Swept Path Analysis
 Service Vehicles - Health Centre**

Scale: 1:500 (@ A3)

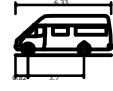
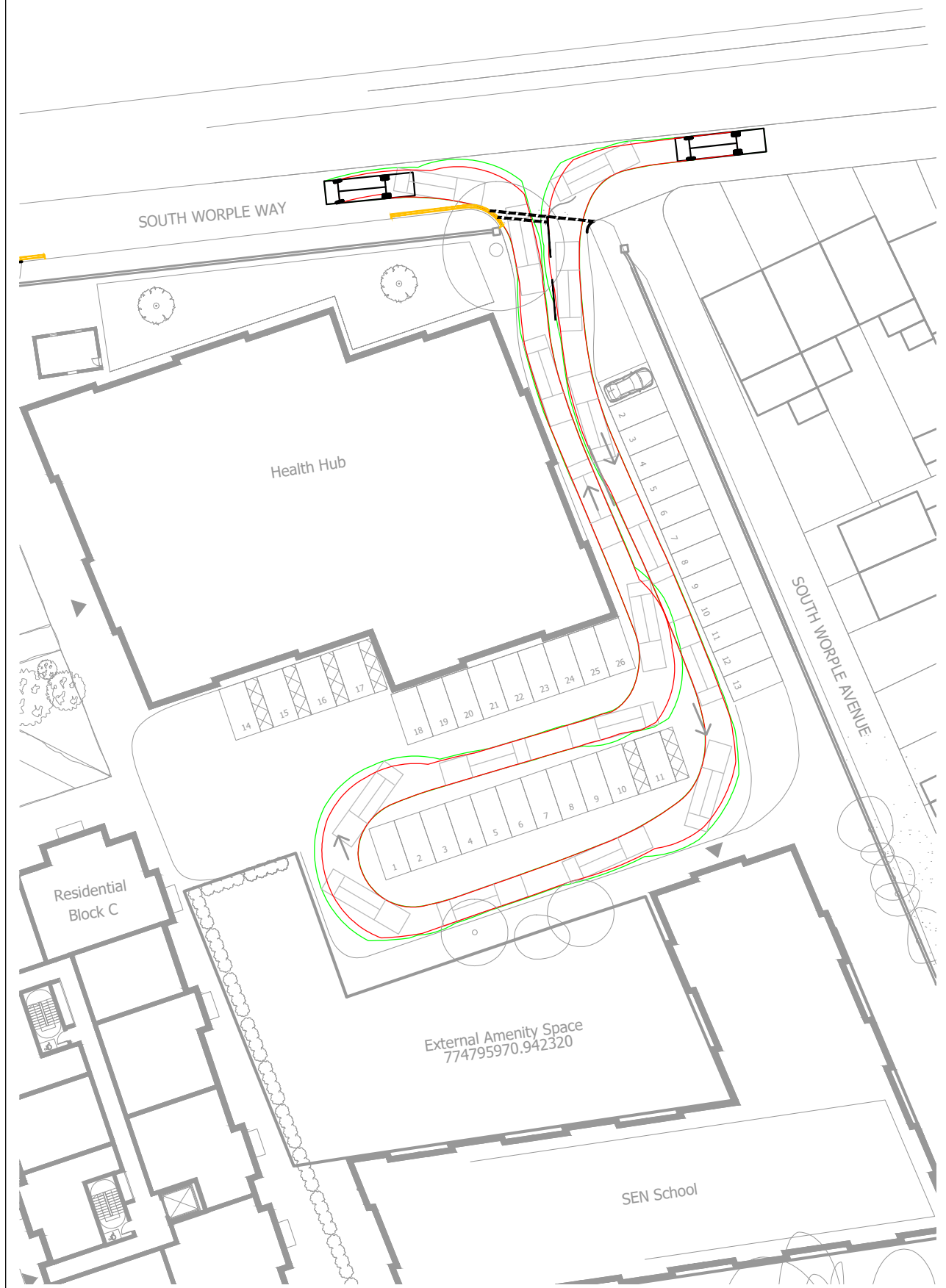
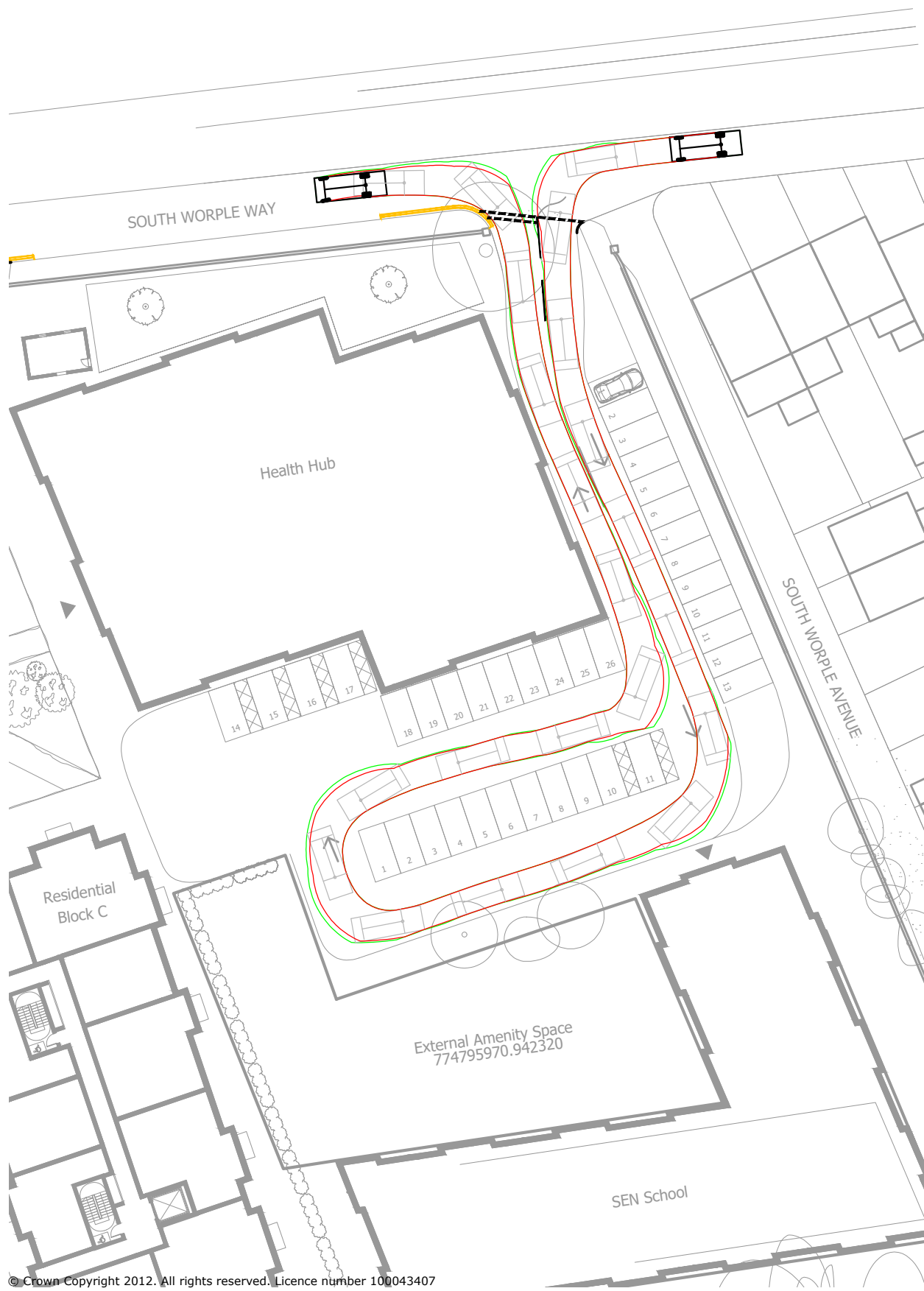
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Revision:
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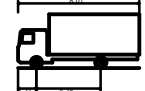
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Mini Bus

7.5t Rigid Vehicle



Mini Bus
 Overall Length 6.330m
 Overall Width 2.192m
 Overall Body Height 2.601m
 Min Body Ground Clearance 0.374m
 Track Width 2.192m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 6.450m



7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.355m
 Min Body Ground Clearance 0.355m
 Track Width 2.064m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 7.400m



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Title:
**Swept Path Analysis
 Service Vehicles - SEN School**

Scale: 1:500 (@ A3)

Drawing: **170926-TK27** Revision: -

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