Manor Road / Richmond

Service and Delivery Management Plan

Sanderson Associates

February 2019

sanderson associates (consulting engineers) ltd

Highways | Traffic | Transportation | Water

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Prepared on behalf of

Avanton Richmond Development Limited

Proposed Mixed Use Development
Manor Road, Richmond

Servicing and Delivery Management Plan

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Acknowledgements:

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

This report was checked and approved on the 6 February 2019 and the Report is therefore valid on this date, circumstances, regulations and professional standards do change which could subsequently affect the validity of this Report.

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Drawing Reference: 10596/007 Swept Path Analysis

1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Avanton Richmond Development Limited to advise on traffic and transportation issues associated with the demolition of existing retail warehouse and proposed new residential led mixed use development on land off Manor Road, Richmond.

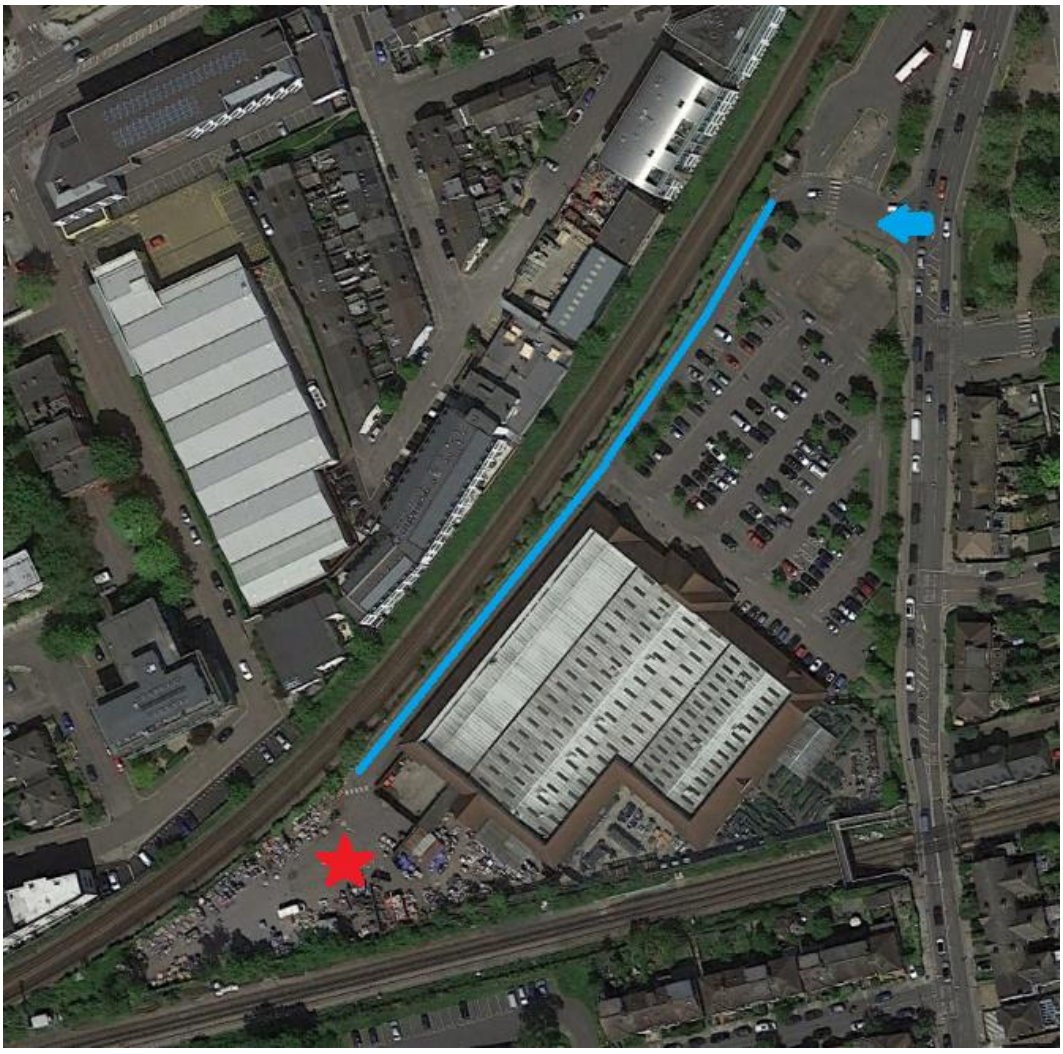
1.2 The development proposes the demolition of existing buildings and structures and comprehensive residential-led redevelopment of four buildings of between four and nine storeys to provide 385 residential units (Class C3), flexible retail /community / office uses (Classes A1, A2, A3, D2, B1), provision of car and cycle parking, landscaping, public and private open spaces and all other necessary enabling works with vehicular access from Manor Road.

1.3 This Servicing and Delivery Management Plan details the existing servicing arrangements relating to the operation of the site by two retail units and provides details of the proposed operation of the proposed use. This will demonstrate the variability and level of accommodation the proposal can offer to an array of vehicle types.

1.4 This Servicing and Delivery Management Plan also details the level of commitment required by the management regime and occupiers of the various elements of the development and the actions required to ensure the site is operated in a safe and sustainable manner.

2 Existing Servicing and Delivery Arrangements

2.1 The existing retail units which currently occupy the application site, Homebase and Pets at Home, share a service yard to the rear of the commercial buildings to the southern boundary of the site as indicated by the red star on the image below:-



2.2 Access to the service yard is gained via a priority junction with Manor Road, as indicated by the blue arrow on the image above, and then via a service road which runs along the western boundary of the application site, again shown in blue.

2.3 The access road is surfaced and is approximately 5.5 metres wide which does not allow for two HGV's to pass. Bollards are present within the eastern channel of the access road to protect the over-hanging roof line of the building.

2.4 Segregated pedestrian routes are defined within the service yard and lighting is present.

2.5 There are no details available of the number of deliveries or attendance by other servicing vehicles to the existing operation. However, the existing service yard can safely accommodate at least two articulated vehicles.

3 Proposed Servicing and Delivery Arrangements

3.1 Overview

3.1.1 There are a number of separate elements to consider in relation to how the proposed site would be serviced and how deliveries would take place. Each element is dealt with separately in the following sub-paragraphs for clarity.

3.1.2 Further advice on the servicing strategy for the development is provided in the associated Design and Access Statement which has been prepared by Assael. Section 5.26 of the DAS reads “Limited access for vehicles via the service zone provides a car-free environment for residents and restricts vehicles entering the new areas of public realm. Fire and emergency vehicles can use this route and pedestrian pathways will be designed for occasional traffic and required turning movements”.

3.2 Waste Collection Strategy

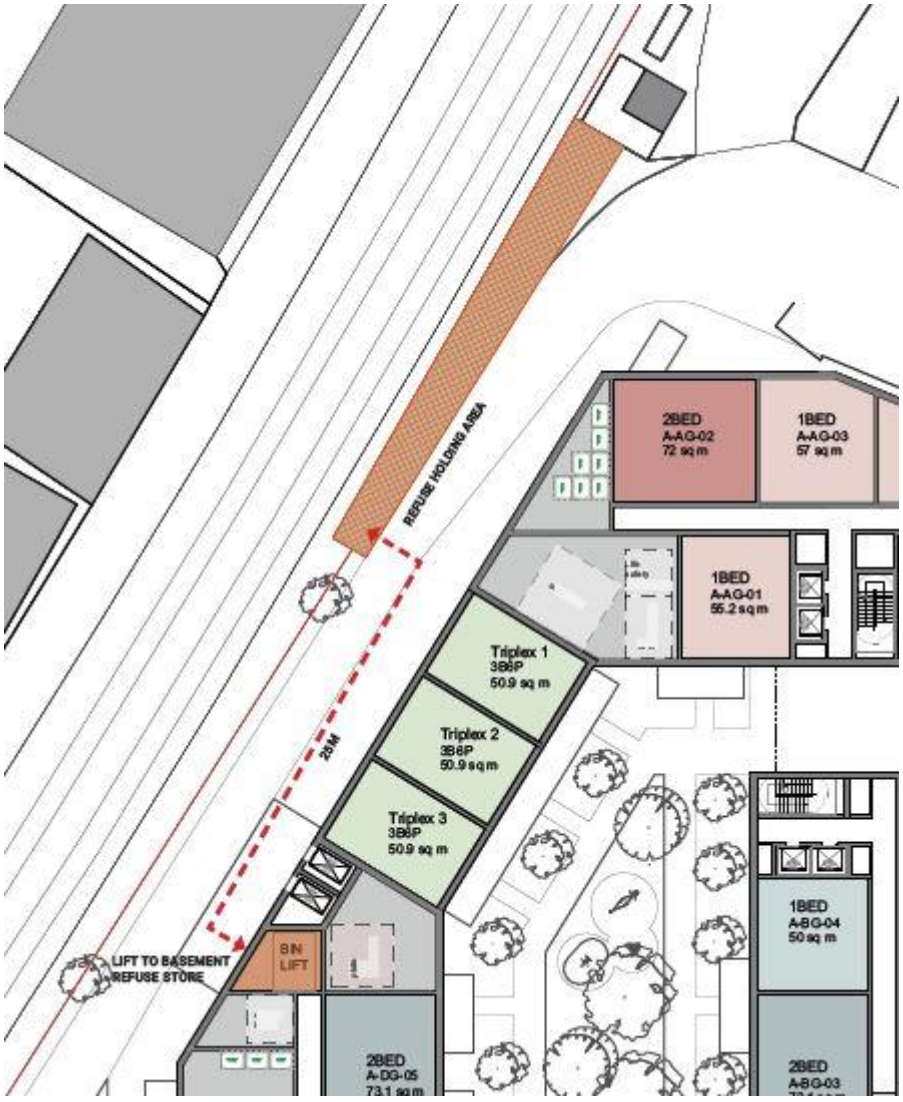
3.2.1 A detailed Waste Management Strategy has been developed in support of the development proposals by Momentum Transport Consultancy and this report should be read in conjunction with this SDMP in respect of waste management.

3.2.2 Section 6.4 of the Momentum report anticipates that two collections a week for residential waste, and one collection a week for commercial waste will be sufficient to cater for forecast waste generated by the proposed development.

3.2.3 Waste generated by each building is to be stored within individual refuse storage areas. There are a total 8 ground floor level refuse storage areas across the site, with a minimum of one storage area per block. These refuse areas will act as temporary holding units, before on-site Facilities Management move the waste bins to the main refuse storage area.

3.2.4 On the designated waste collection day, to coincide with collections, the on-site Facilities Management Team will move the waste generated by the residential and commercial land from the communal refuse storage area to surface level via a dedicated bin lift area.

3.2.5 Before bins are lifted and emptied into the refuse collection vehicle, they will be stored within the public realm, to the south of the designated refuse loading bay. Bins will be lifted to surface level, where collection will be made by a refuse vehicle, parked within the designated loading bay on the west of the site. The route is detailed on the extract below which is taken from Assael Drawing A3004 SK001 190115 Rev P1.



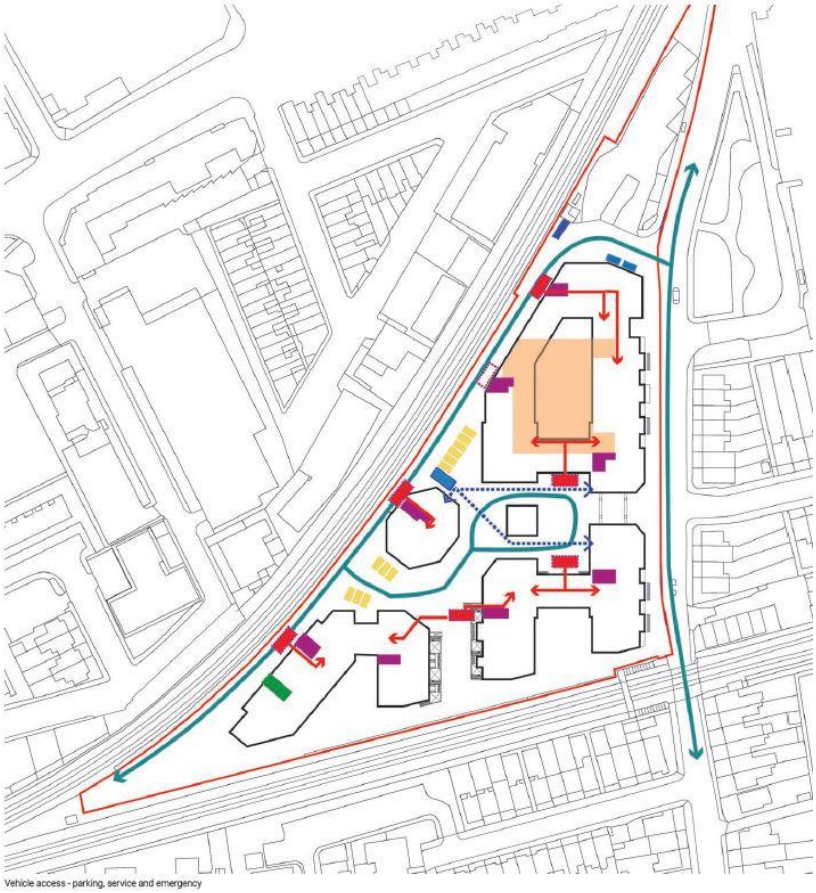
3.2.6 The Facilities Management Team will be responsible for taking out and returning the bins from the storage area to the collection vehicle at the time of collection.

3.2.7 The location of refuse storage will ensure that waste collection operatives will not have to move Eurobins more than 20 metres in total or carry refuse or recycling more than 30 metres from an external door. This ensures compliance with LBRuT policy.

3.2.8 The refuse collection vehicle will access the site via the Manor Road junction and then travel along the retained service road before turning within the site. It will then travel back up the service road to the waste holding area where the Eurobins will be emptied. The appropriate swept path analysis can be found on **Drawing 10596-007** which is attached at **Appendix A**.

3.3 Emergency Service Vehicles

3.3.1 Below is an extract from the Assael Design and Access Statement which details the routes within the site available to various vehicles types with the key overleaf.



3.3.2 Designated stopping points have been identified for emergency vehicles which will enable all parts of the site to be accessed by fire or ambulance vehicles and personnel. These are shown in red on the image on the preceding page.

3.4 General Deliveries – Post and Parcels

3.4.1 Loading and deliveries for the residents is centred on the Concierge location in Building B which will then allow for centralised collection or managed distribution throughout the site.

3.5 Network Rail

3.5.1 Network Rail have existing rights of access along the existing service road in order to gain access to their equipment. This has been considered during the development of the site layout and this right of way will not be impeded.

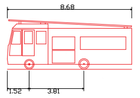
3.6 Bus Terminus

3.6.1 Access to the existing bus terminus area will be retained in its current format. Access and egress will not be impeded by the construction or operation of the proposed development.

APPENDIX A

Drawing Reference: 10596/007 Swept Path Analysis

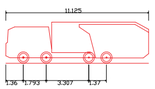
Scale 1:500



DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

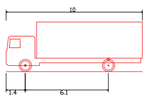
Scale 1:250



Phoenix 2-25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.206m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

Scale 1:250



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or it's vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

Rev	Amendment	Drawn	Date	Checked

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Client

Avanton
Richmond Development Ltd

Project Title

Proposed Mixed-Use Development
Manor Road
Richmond

Drawing Title

Swept Path Analysis

Scale	As Shown	Drawn By	CH
Drawing Size	A2	Checked By	KS
Date	February 2019	Approved By	KS
		Drawing Number	10596-007
		Rev	-

FILE REF: