



Manor Road / Richmond

Revised Servicing and Delivery Management Plan

Sanderson Associates

November 2019

Prepared on behalf of

Avanton Richmond Development Limited

**Redevelopment of Homebase
Manor Road, North Sheen**

**Revised Servicing and Delivery
Management Plan
November 2019**

Acknowledgements:

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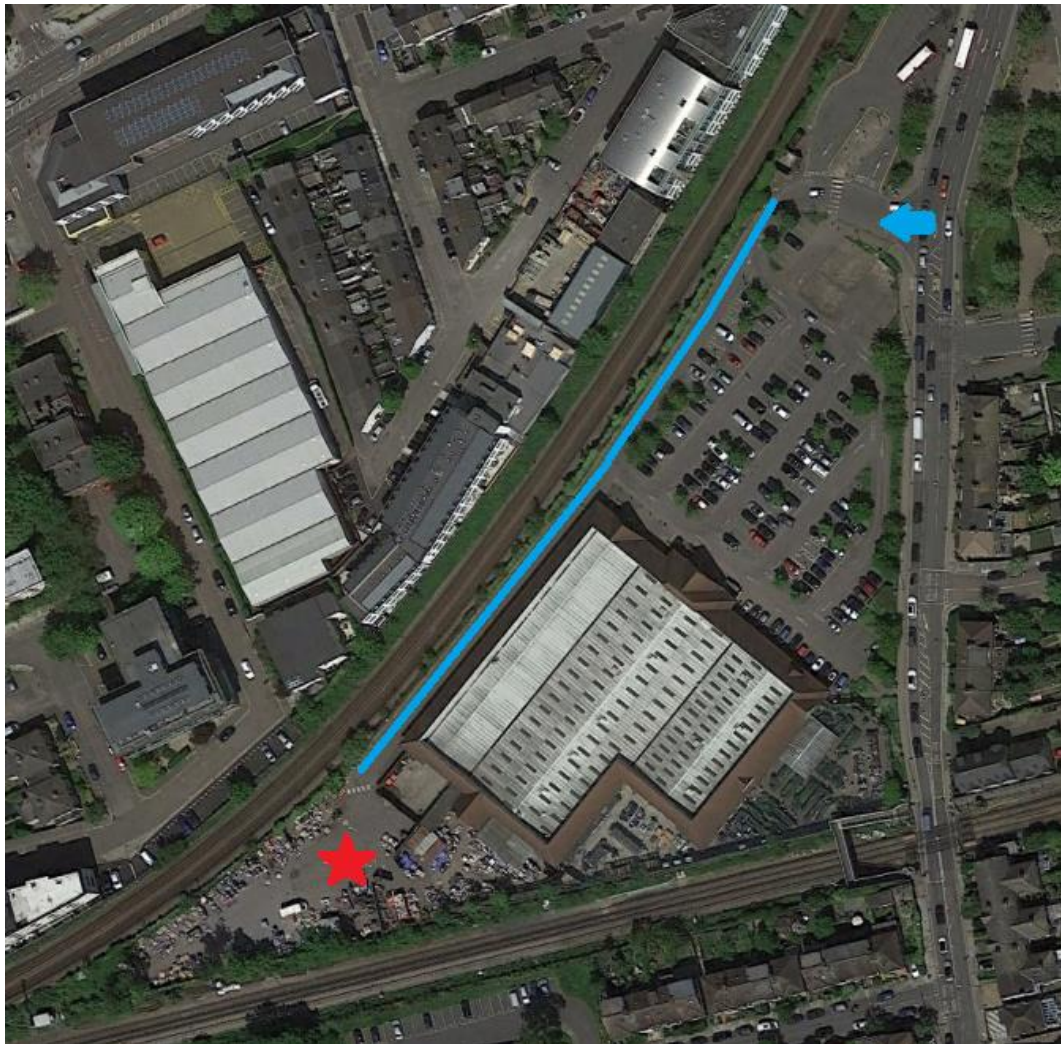
1 Introduction

- 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 phased residential-led redevelopment to provide residential units (Class C3), flexible retail /community / office uses (Classes A1, A2, A3, D2, B1), a police facility (Use Class B1), a bus layover with driver facilities (Sui Generis Use), 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 On 29 July 2019 the Mayor issued a Direction pursuant to Article 7 of the Town and Country Planning (Mayor of London) Order 2008 and powers conferred by Section 2A of the Town and Country Planning Act (1990) that he would act as the LPA for the purposes of determining the Application.
- 1.4 Further to the Mayor's direction to take over the Planning Application for his determination, the Applicant, in consultation with the Greater London Authority (GLA) and Transport for London (TfL), has taken the opportunity to review the scheme with the principle aim of increasing the delivery of affordable housing through additional density and addressing other issues raised in the Mayor's Stage 2 Report.
- 1.5 This document is a revised Servicing and Delivery Management Plan which has been prepared to take account of amendments to the proposed development since the application was called in by the Mayor of London for his determination. It 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 revised proposed use. This will demonstrate the variability and level of accommodation the proposal can offer to an array of vehicle types.

- 1.6 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 There is limited access for vehicles via the service zone which 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*

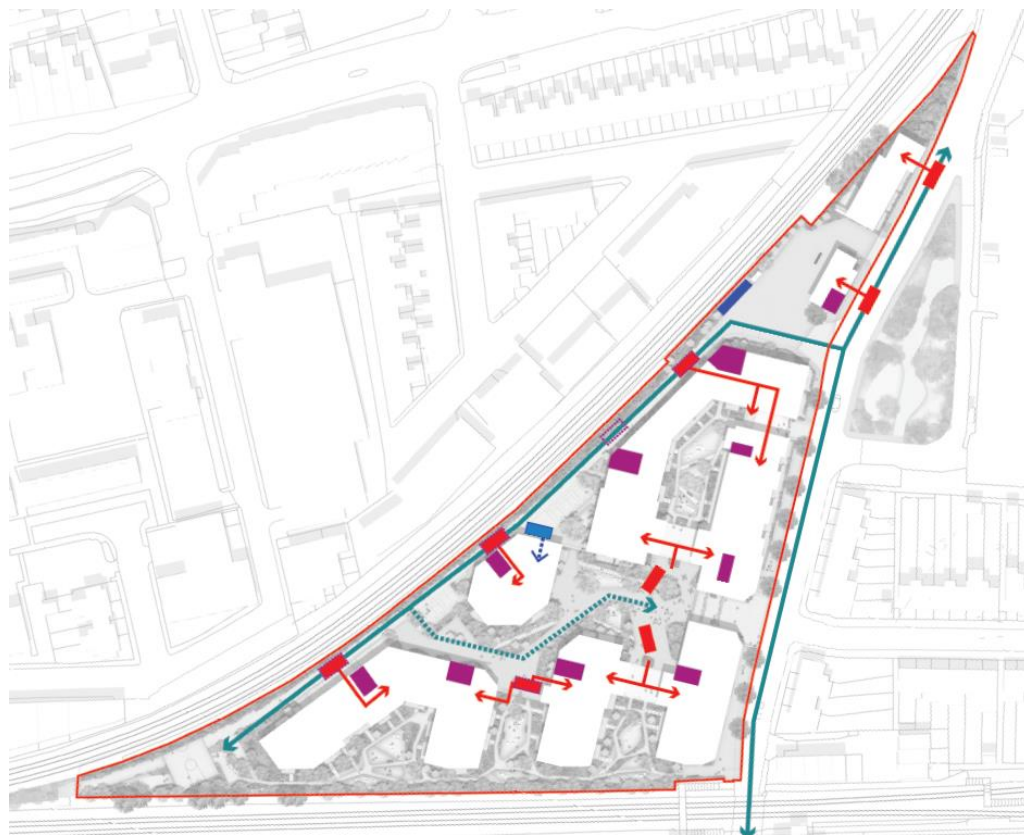
3.2.1 A Revised Waste Management Strategy has been developed in support of the amended proposed development by Momentum Transport Consultancy and this report should be read in conjunction with this SDMP in respect of waste management.

3.2.2 The Momentum reports anticipate 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 revised proposed development.

3.2.3 Waste generated by each building is to be stored within individual refuse storage areas. There are a total 11 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 Section 1.23 of the Gillespies Landscape Addendum document:-



KEY	
	Vehicle access routes
	Emergency vehicle only
	Emergency vehicle access
	Waste Collection point
	Bin stores
	Bin holding area
	Deliveries

- 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 11205-007** which is attached at **Appendix A**.

3.3 *Emergency Service Vehicles*

- 3.3.1 The extract at paragraph 3.2.5 also details the routes within the site available to various vehicles types.
- 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 Layover Area

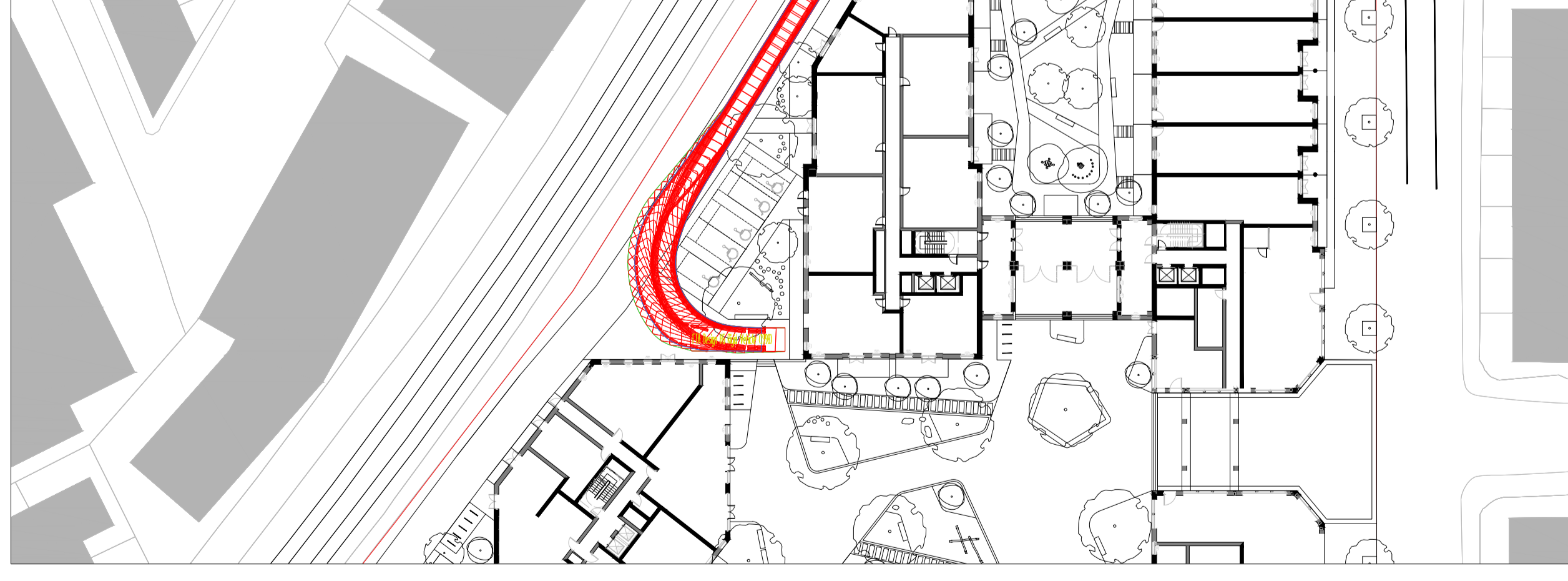
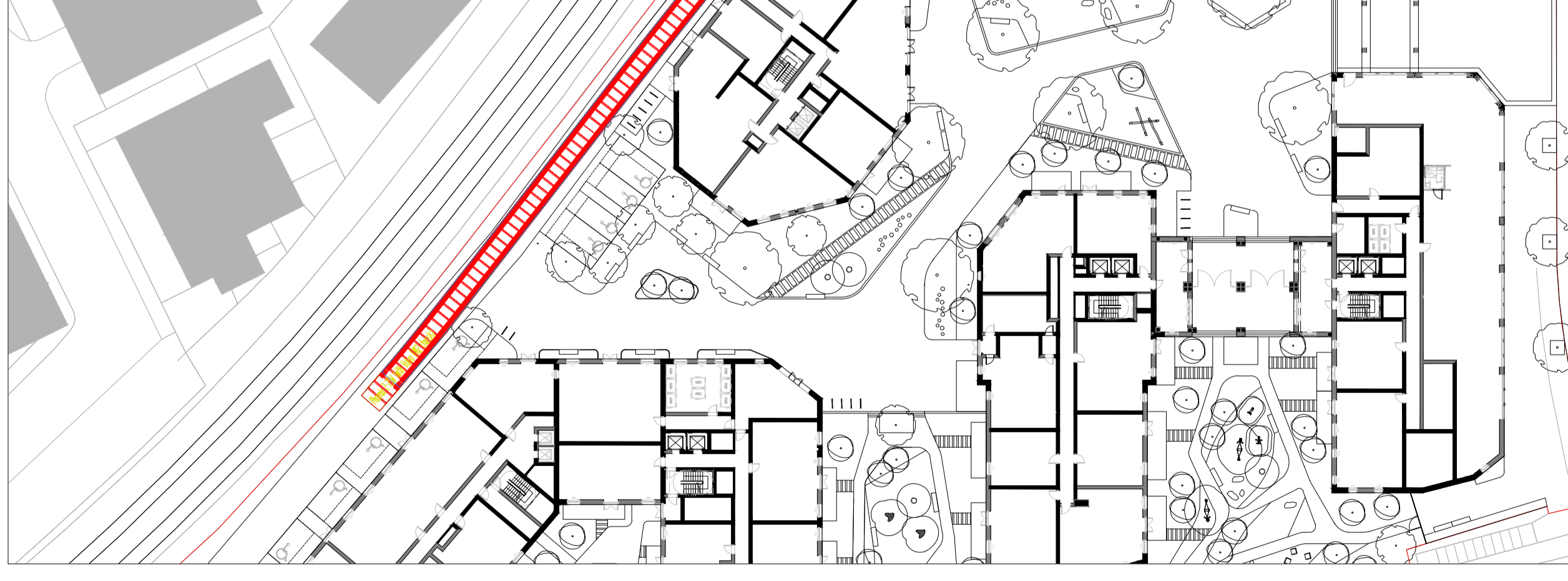
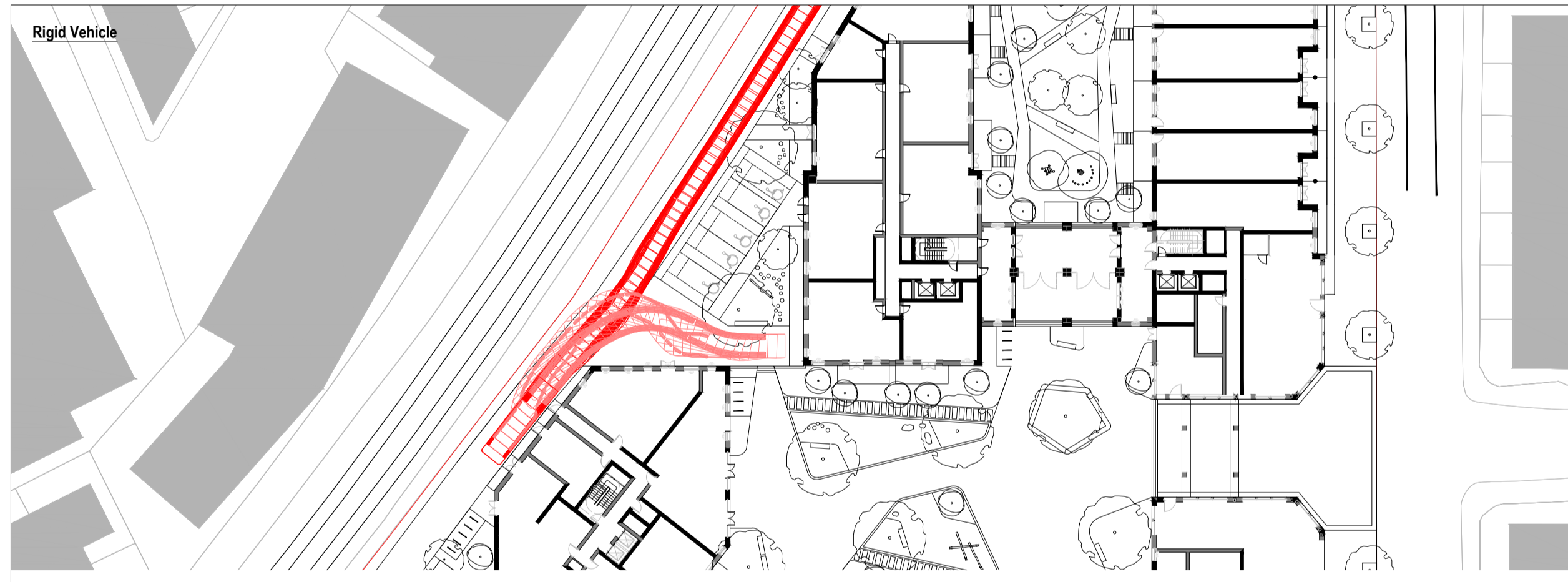
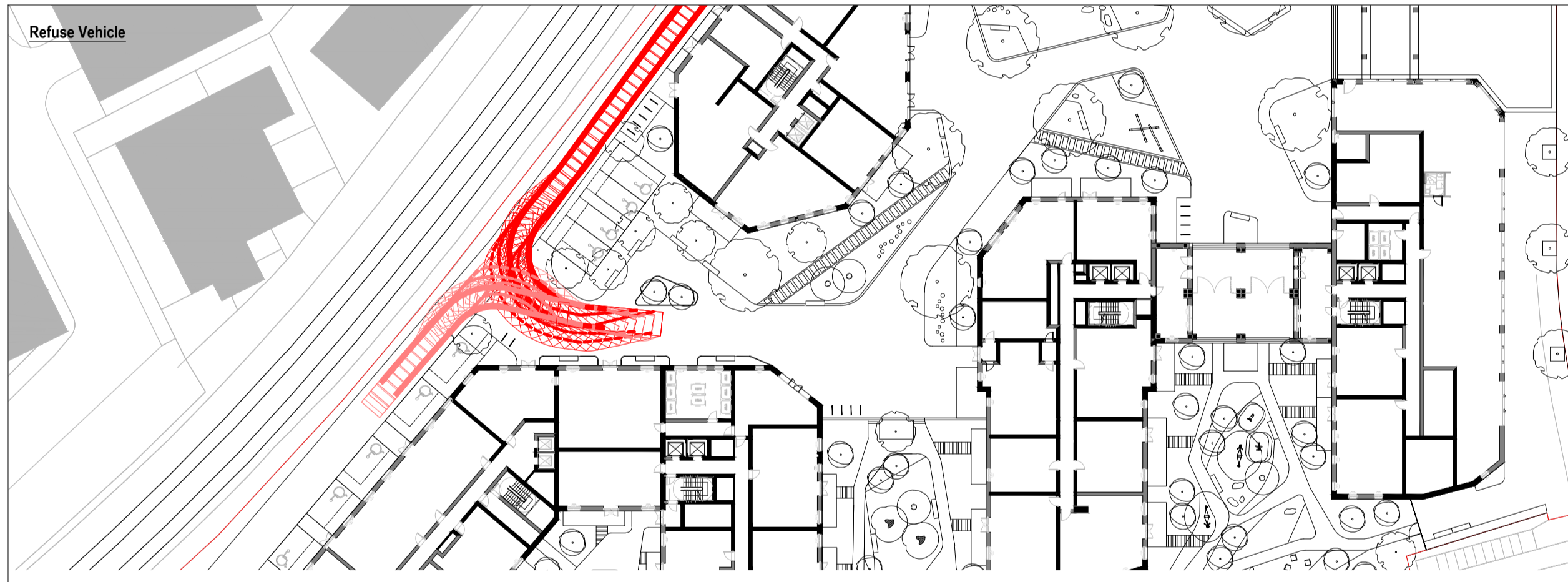
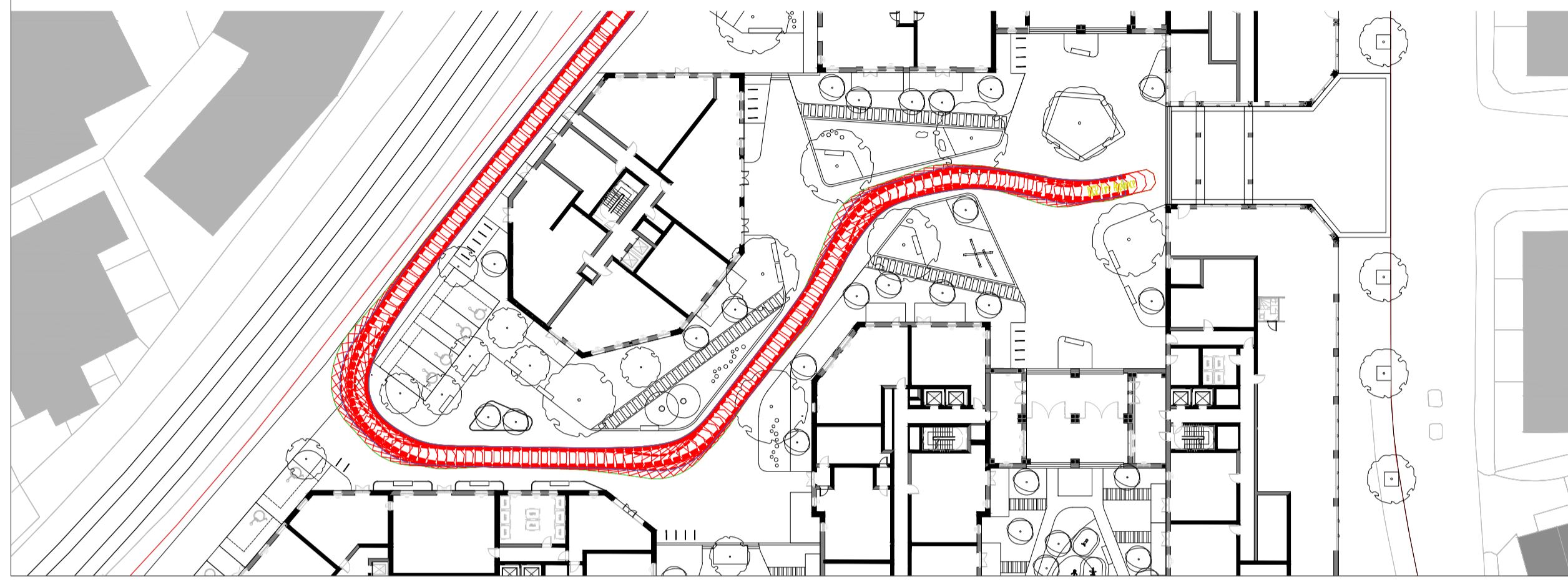
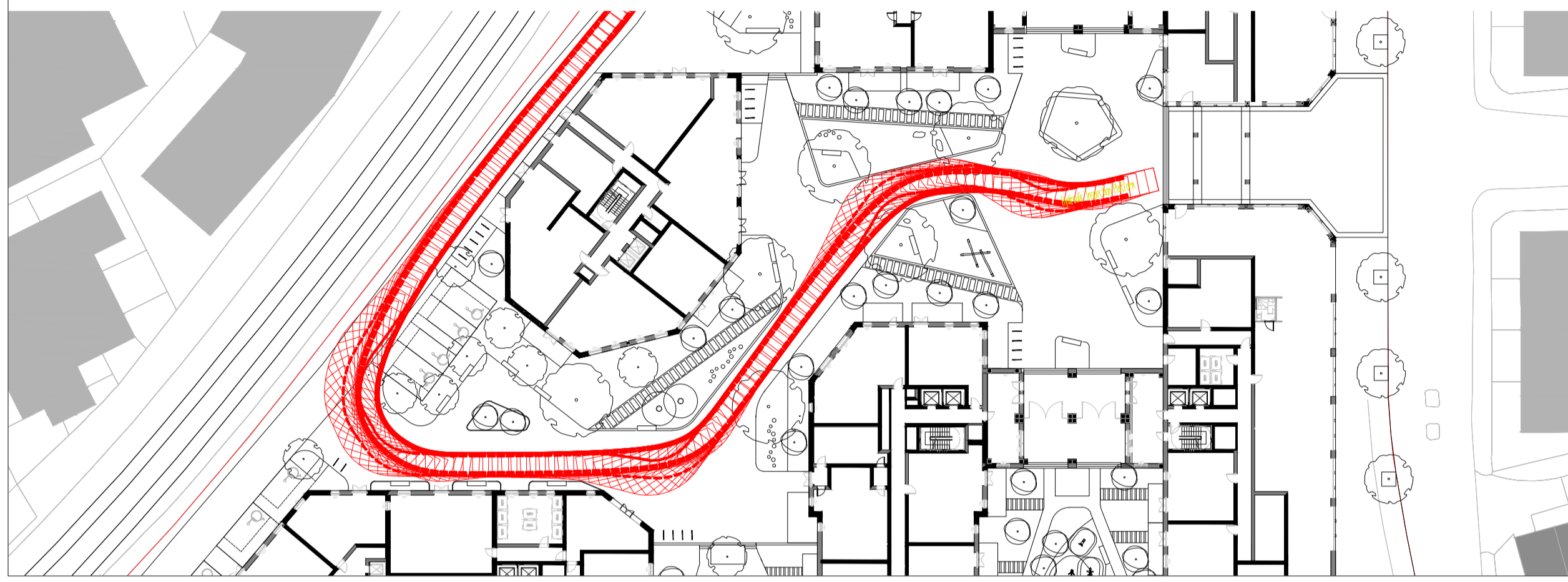
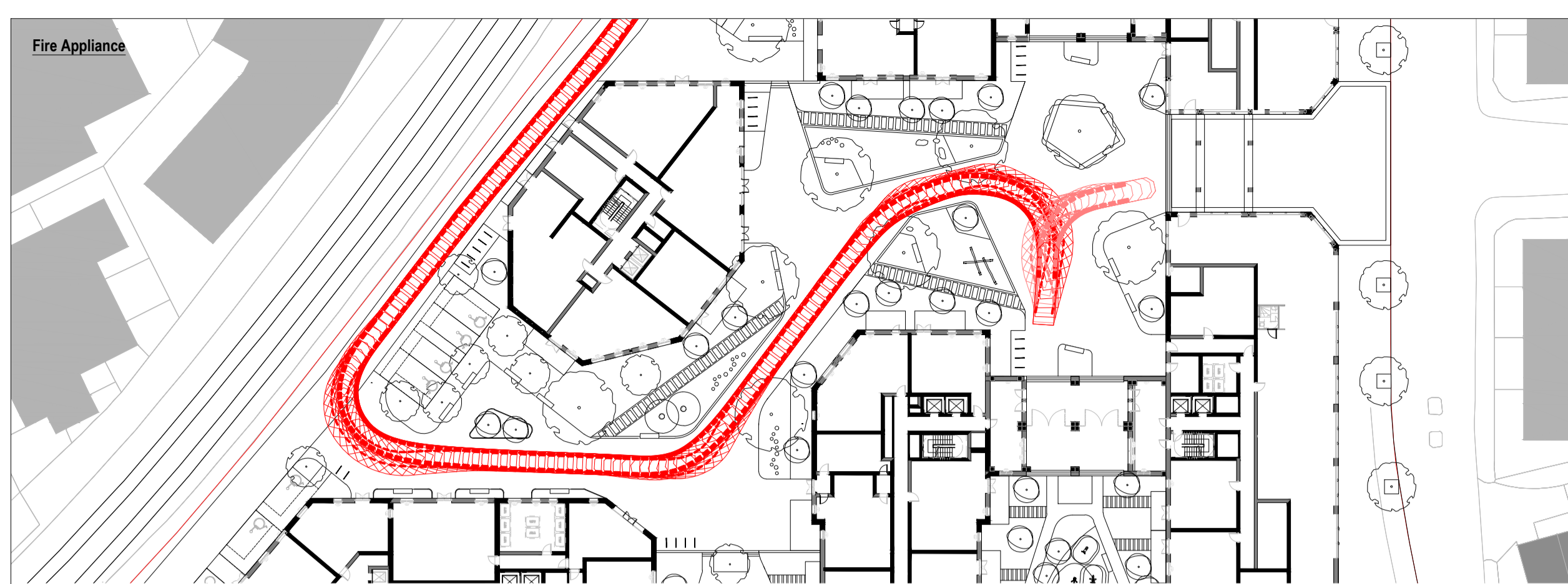
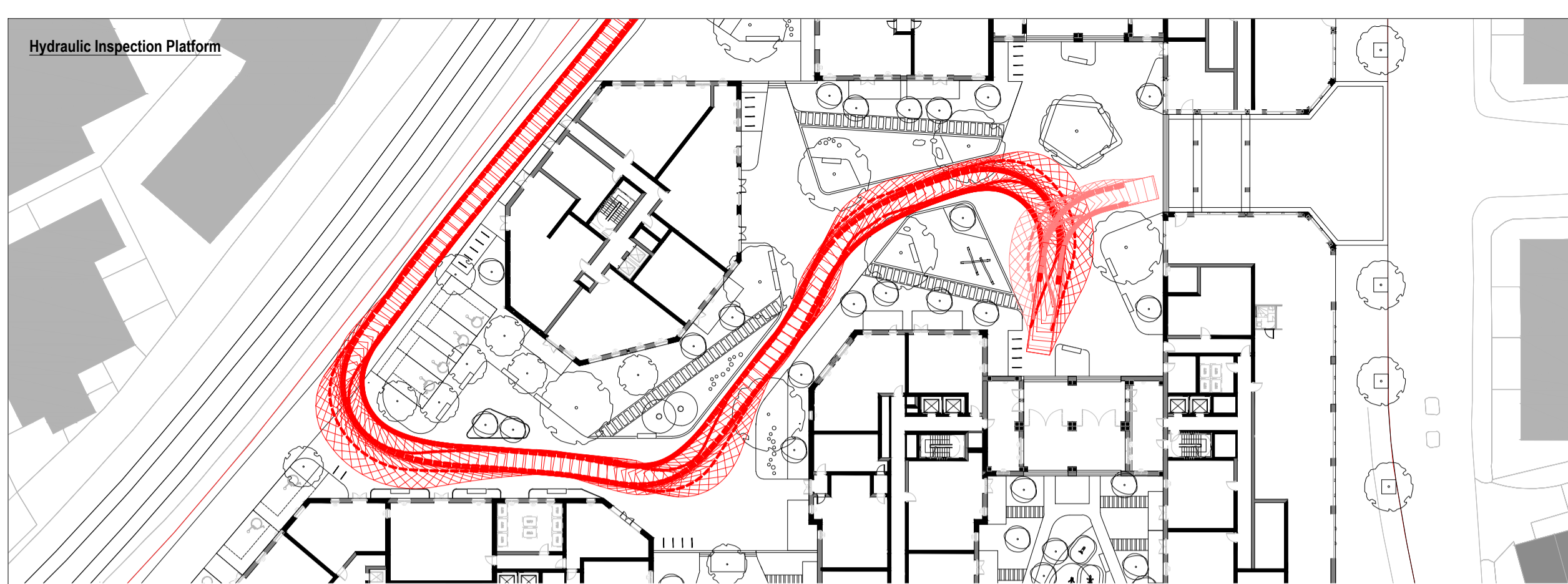
- 3.6.1 The Amended Proposed Development introduces a new Block (Block E) on the existing bus layover at the north of the site. This includes a bus layover and bus driver facility at ground floor. Four bus stands are provided within the bus layover area to accommodate the buses associated with services 493 and R70 along with dedicated driver facilities (Use Class B1).
- 3.6.2 The swept path analysis of buses entering and exiting these bays is provided on **Drawing 11205-009** which is attached at **Appendix A**.
- 3.6.3 During the Block E construction period a temporary bus layover area will be provided within the main part of the site. The layout of this area is shown indicatively on **Drawing 11205-010** which is attached at **Appendix A**. the swept path analysis and pedestrian linkages are also shown.

APPENDIX A

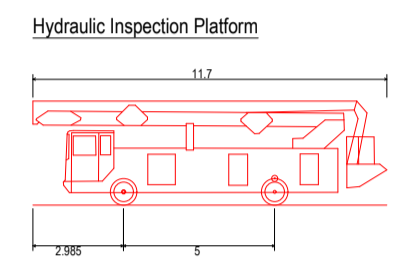
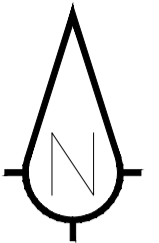
Drawing 11205-007 - Swept Path Analysis Various Servicing Vehicles

Drawing 11205-009 - Swept Path Analysis Bus Layover Area

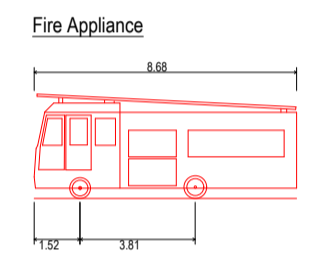
Drawing 11205-010 – Temporary Bus Layover Area Layout and Swept Path Analysis



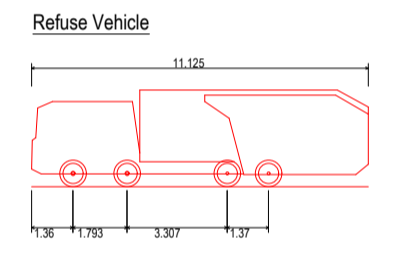
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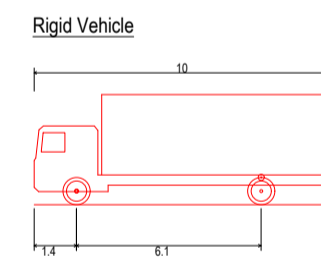
Hydraulic Inspection Platform	
Overall Length	11.700m
Overall Width	2.460m
Overall Body Height	2.435m
Min Body Ground Clearance	0.416m
Track Width	2.460m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.375m



Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	2.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.171m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



Refuse Vehicle	
Overall Length	11.125m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m



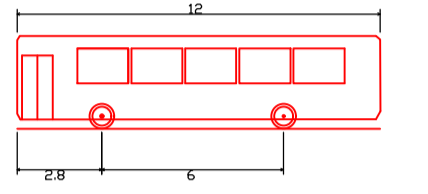
FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.345m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Scale	1:500			
Drawing Size	A1			
Date	November 2019			
Rev	Amendment	Drawn	Date	Checked

Drawn By	CH		
Checked By	KS		
Approved By	KS		
Drawing Number	11205-007	Rev	-



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Standard Rigid Bus	12.000m
Overall Length	12.000m
Overall Width	2.800m
Overall Body Height	3.300m
Rin Body Ground Clearance	0.300m
Track Width	2.800m
Lock to lock time	4.000s
Wall to Wall Turning Radius	10.771m

Rev	Amendment	Drawn	Date	Checked



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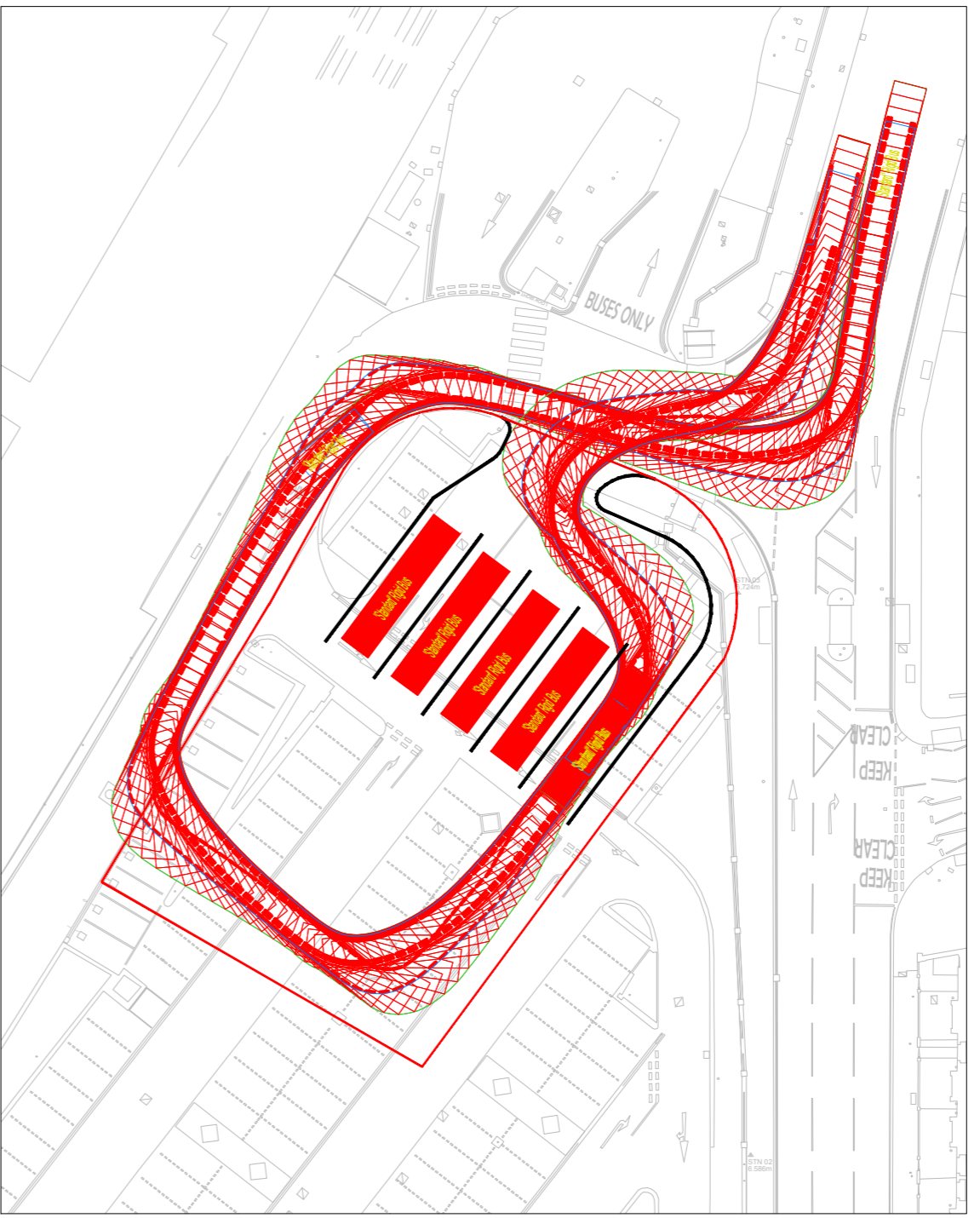
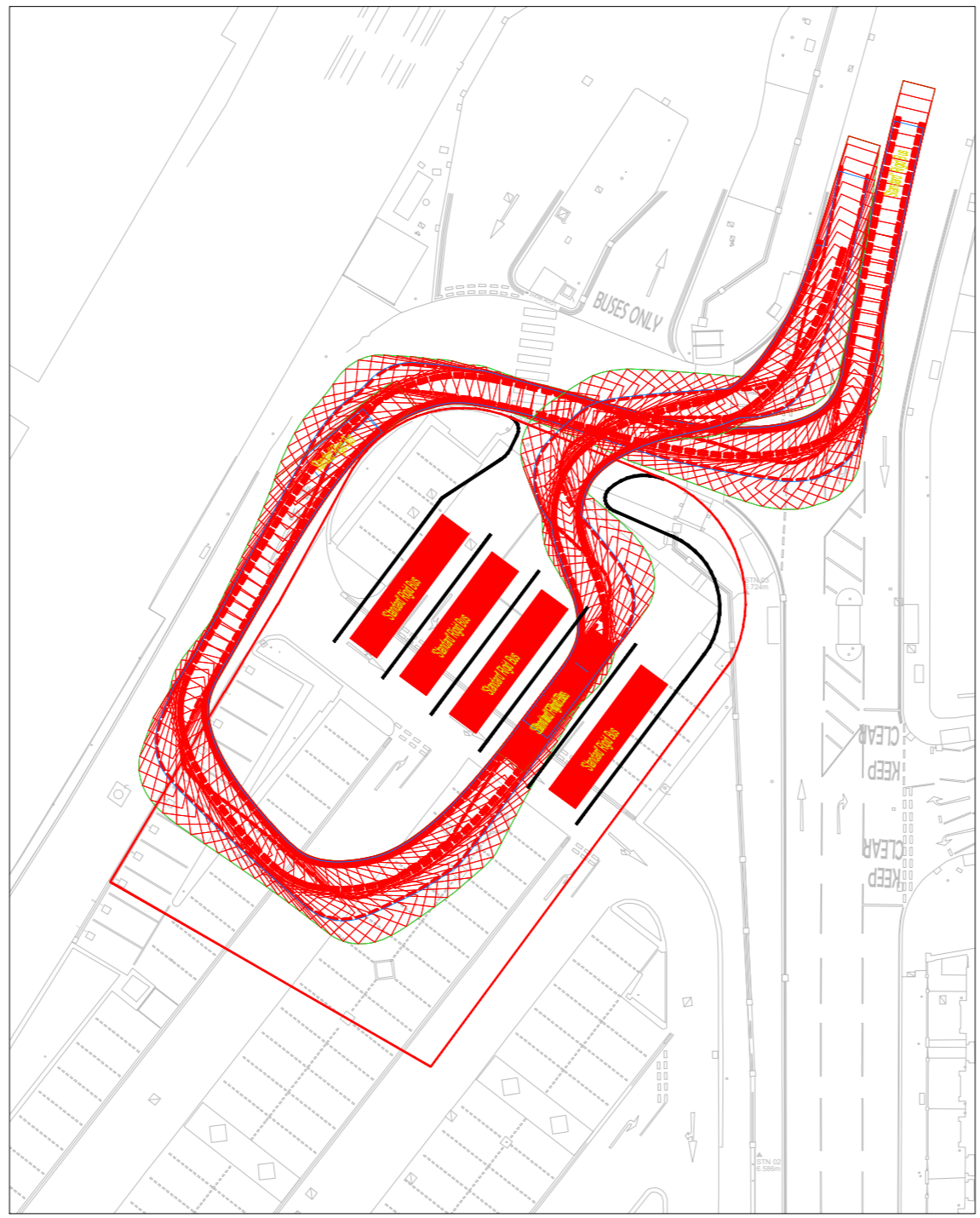
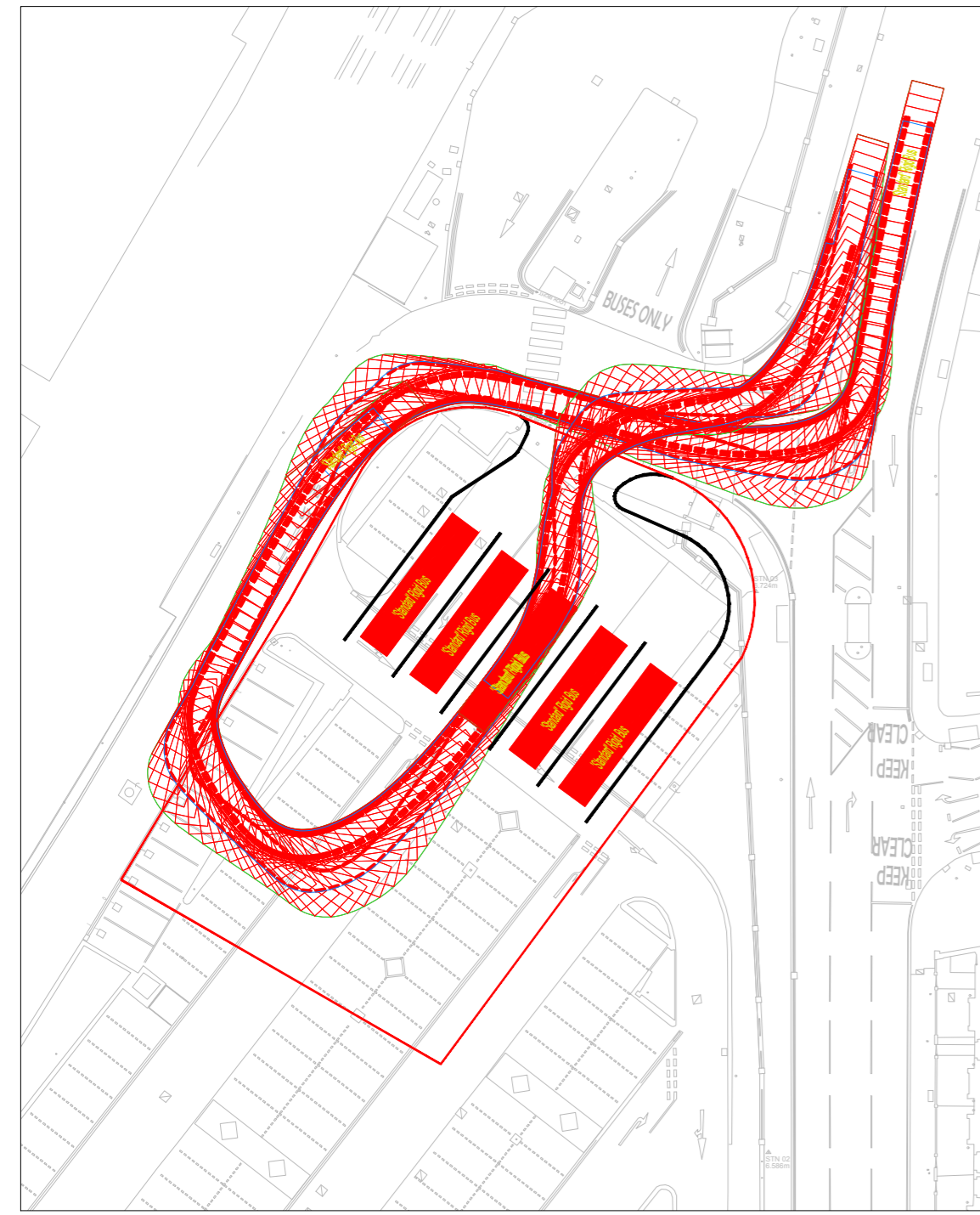
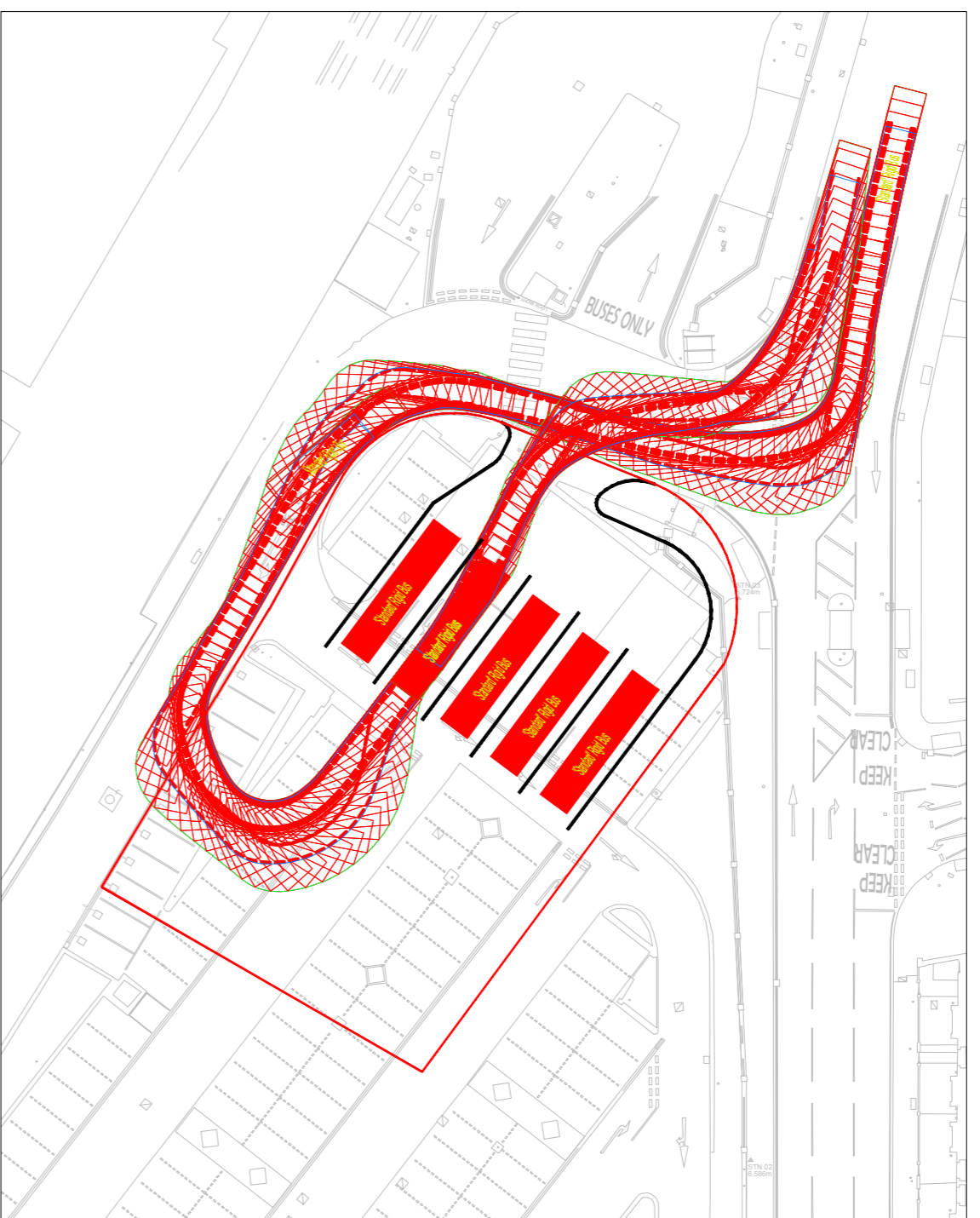
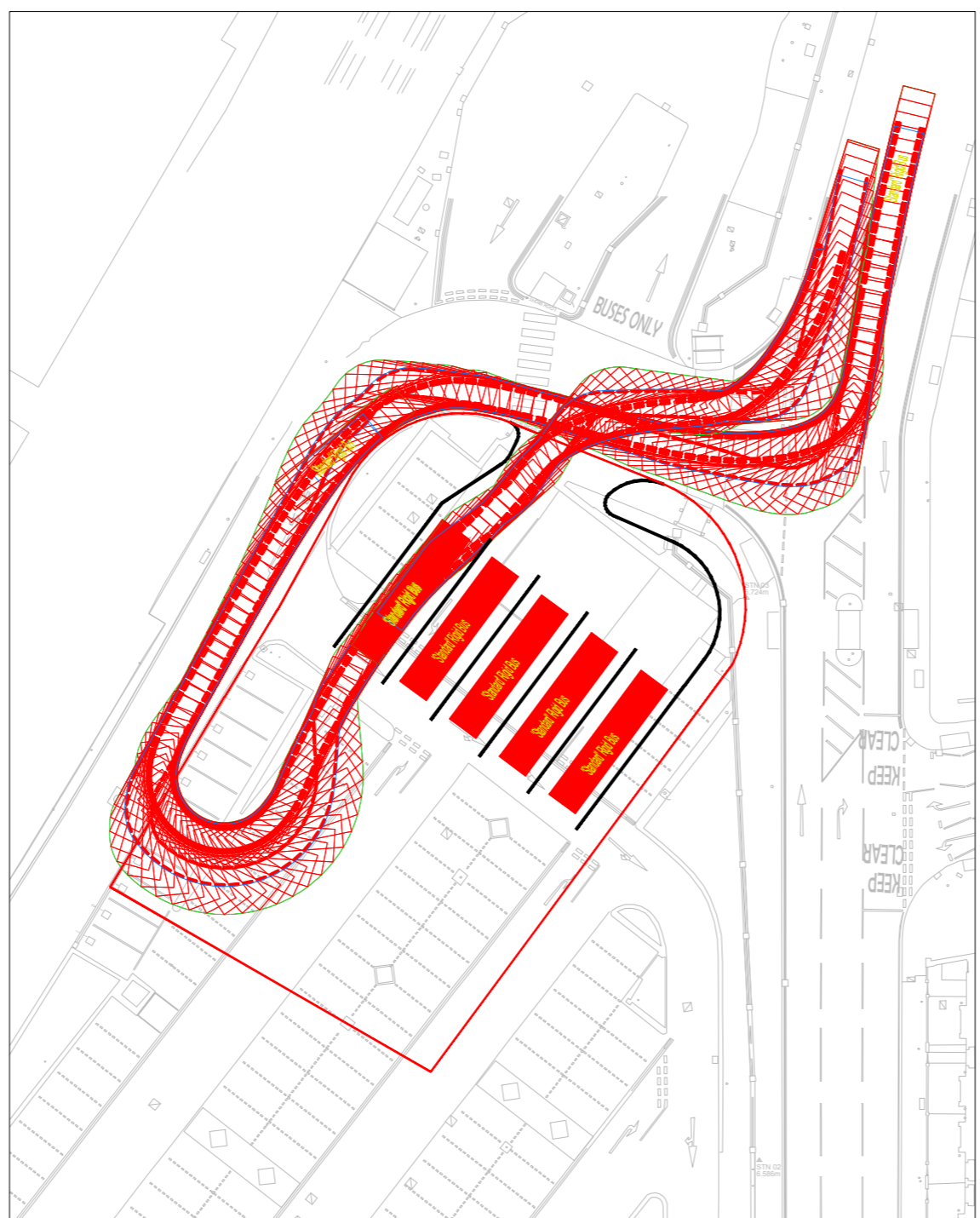
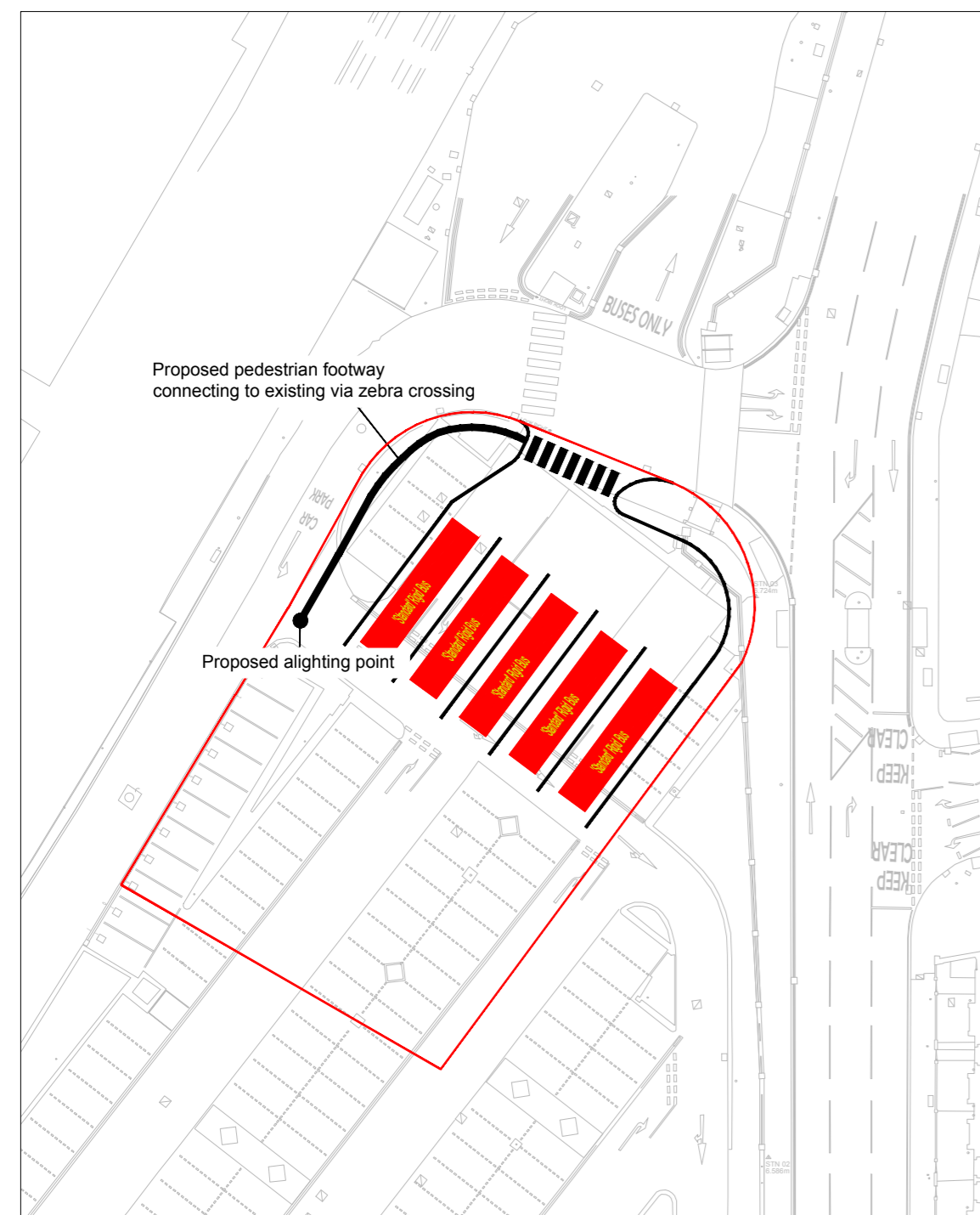
Client
Avanton Richmond Development Ltd

Project Title
Redevelopment of Homebase
Manor Road
North Sheen

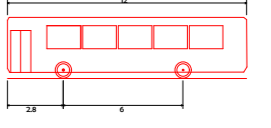
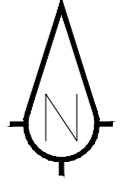
Drawing Title
Bus Swept Path Analysis

Scale	1:200	Drawn By	CH
Drawing Size	A1	Checked By	KS
Date	November 2019	Approved By	KS

Drawing Number	11205-009	Rev	-
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Standard Rigid Bus	12,000m
Overall Length	2,550m
Overall Width	3,049m
Overall Body Height	0,399m
Min Body Ground Clearance	2,350m
Track Width	4,000
Lock to Lock Time	10,77m
Wall to Wall Turning Radius	

Rev	Amendment	Drawn	Date	Checked

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Client
Avanton Richmond Development Ltd

Project Title
Redevelopment of Homebase
Manor Road
North Sheen

Drawing Title
Temporary Bus Layover Area

Scale	1:500	Drawn By	CH
Drawing Size	A2	Checked By	KS
Date	November 2019	Approved By	KS

Drawing Number	Rev
11205-010	-