



Manor Road / Richmond

Revised Servicing & Delivery Management Plan

Sanderson Associates

July 2020

Prepared on behalf of

Avanton Richmond Development Limited

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

**Revised Servicing and Delivery
Management Plan
July 2020**

Acknowledgements:

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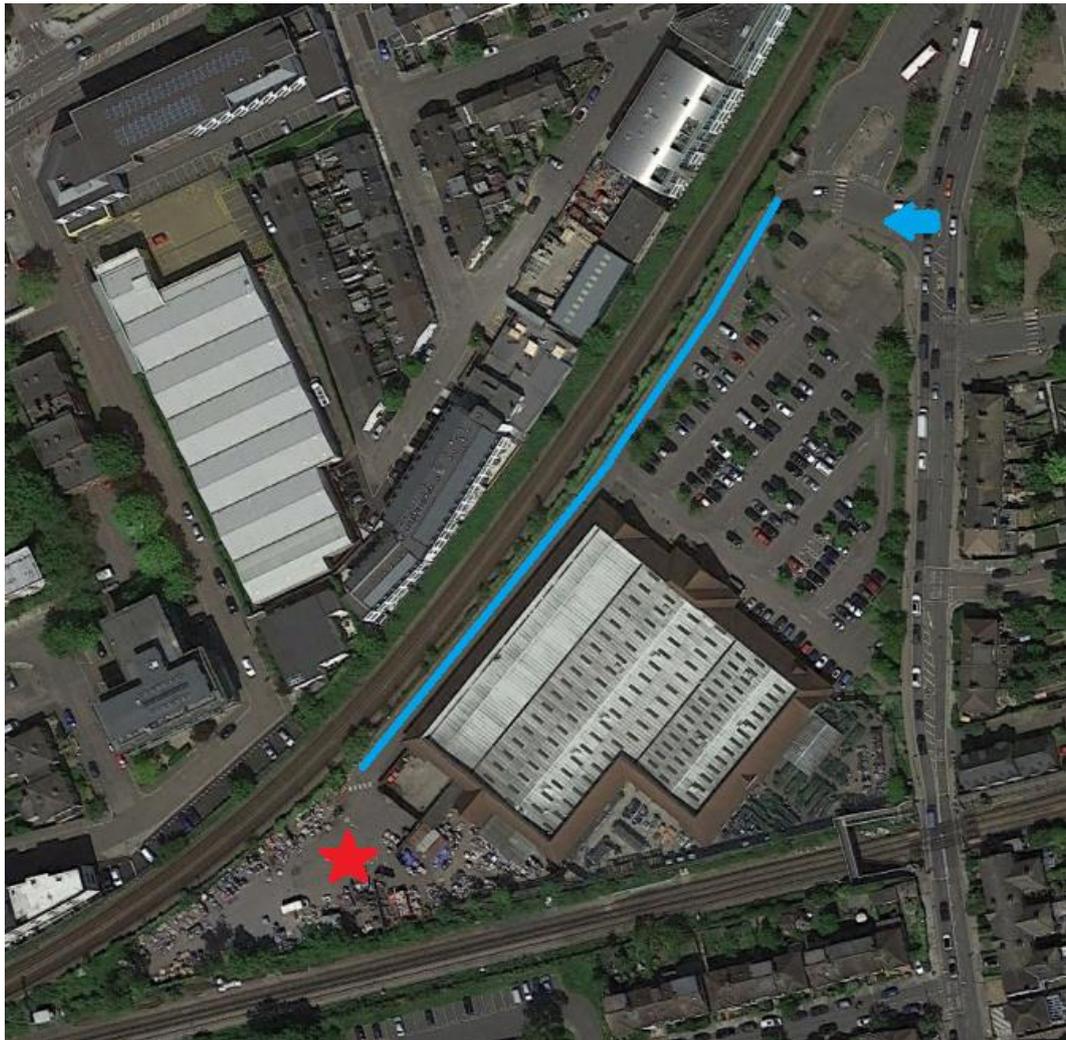
1 Introduction

- 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 453 residential units (of which 173 units will be affordable), flexible commercial space, provision of car and cycle parking, landscaping, public and private open spaces and all other necessary enabling works.
- 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 is a Revised Servicing and Delivery Management Plan which has been prepared to take account of amendments to the proposed development since the November 2019 submission which followed the July 2019 "Call-In" by the Mayor of London. The key amendments relate to the removal of Block E from the scheme and the implications of an increase in unit numbers and corresponding increase in accessible parking and cycle parking provision.

- 1.6 It details the existing servicing arrangements relating to the operation of the site by two commercial 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.
- 1.7 This Revised 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 that 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 HGVs 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 is located in the central part of the site 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*

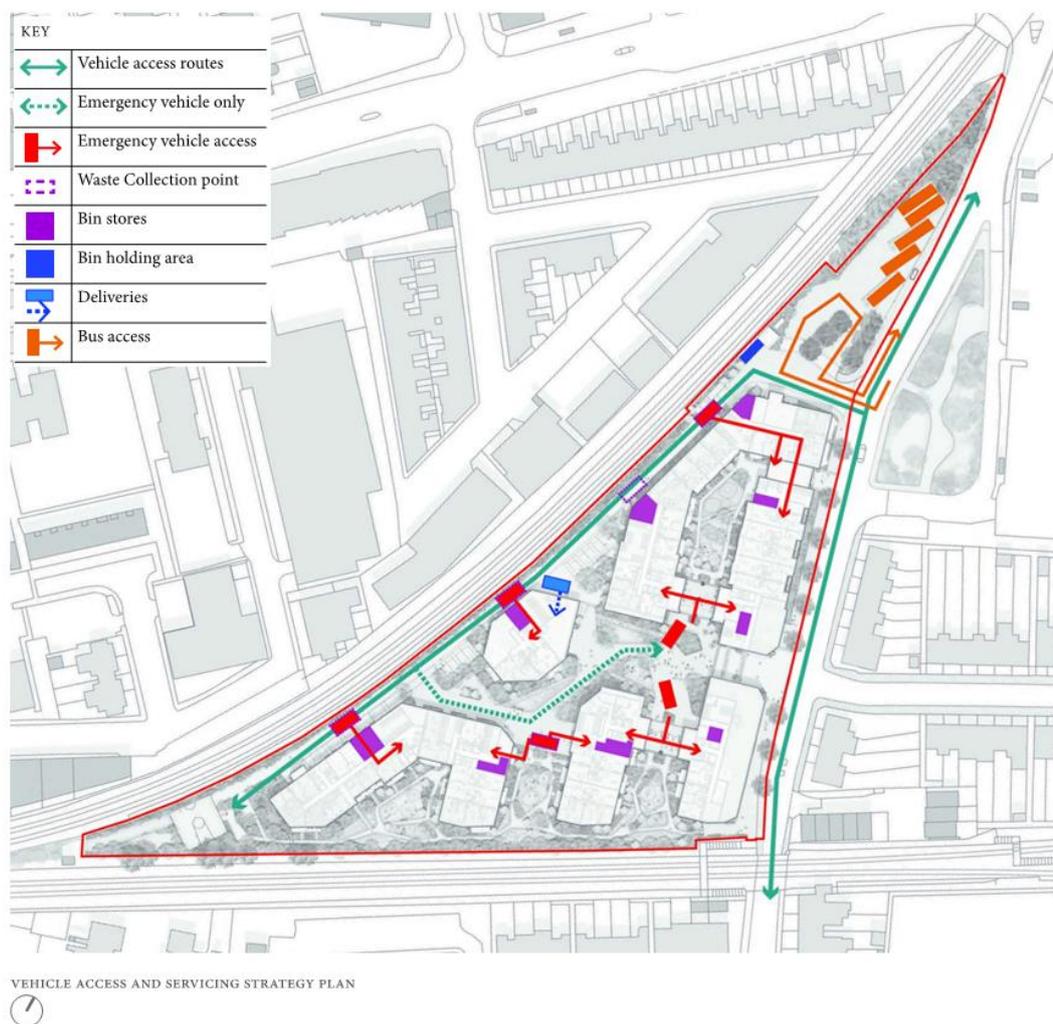
3.2.1 A Revised Waste Management Strategy has been developed in support of the Amended Proposed Development by Momentum Transport Consultancy and this report should be read in conjunction with this SDMP in respect of waste management.

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 'Vehicle Access and Servicing Strategy Plan' from Section 1.5 of the Gillespies Landscape Addendum document. An extract of which is provided below:-



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 'Refuse and Recycling Storage Requirements SPD' paragraph 4.2.

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 Rev B** 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.

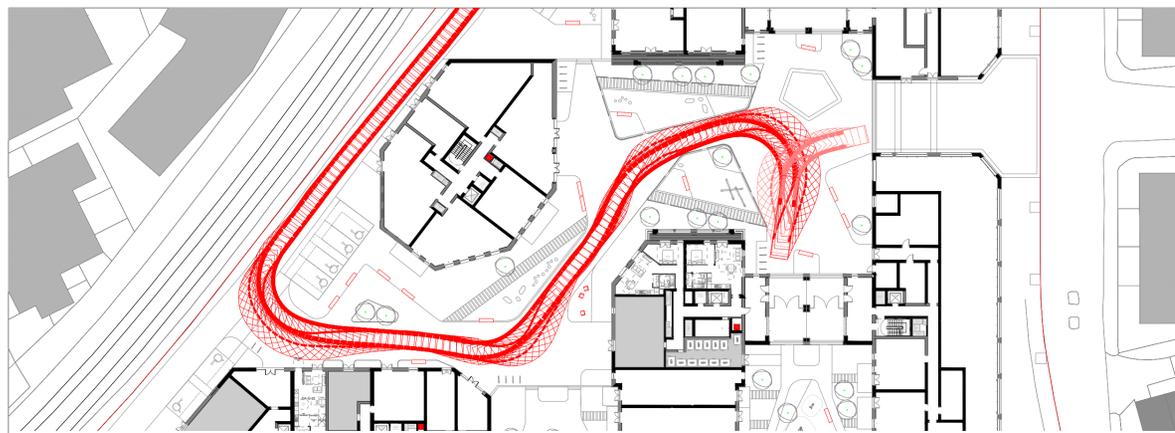
3.6 Commercial Units

- 3.6.1 The servicing of the development has been the subject of detailed consideration and assessment, particularly with regards to the proposed commercial units. During the on-going review of the development proposals by both the team and the planning authorities consideration has been given to the feasibility of frontage servicing direct from Manor Road.
- 3.6.2 However, given the close proximity of these frontage units to the level crossing it is considered that this would not be in the best interests of highway safety and especially that of pedestrians.
- 3.6.3 The whole length of the Manor Road frontage to the development site (both sides) is subject to a TRO restricting parking at all times. It is unclear whether there are specific restrictions to loading and unloading and it is possible that an amendment to the TRO may be required to enable enforcement of such scenarios
- 3.6.4 The parking of a delivery vehicle of any kind or size would potentially give rise to situations where northbound vehicles would be unable to pass a parked delivery vehicle due to either the island within the carriageway or southbound traffic. Such a queue of traffic would quickly extend to the level crossing and the inherent dangers this would present.
- 3.6.5 The formation of a servicing lay-by along the Manor Road frontage has also been considered. However, the creation of such a facility, whilst maintaining a suitable footway width, would eat into the development site to a significant extent. In addition to this the potential for conflict between the prevalent pedestrian flow (north-south) and the desire line for servicing (east-west) would be significant particularly at peak commuter times.
- 3.6.6 Whilst it is accepted that the above situation already occurs on many of London's streets it is considered that a viable alternative is available in this particular case which avoids such conflicts.

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- 3.6.7 The erection of pedestrian guard railing is an option which would prevent ad-hoc loading and unloading but this carries with it the possibility of pedestrians becoming trapped on the wrong side of the guardrails within the carriageway. A line of bollards would, therefore, appear to be a more viable option although this would still reduce the effective footway width as the bollards would have to set in 500mm from the kerblin.
- 3.6.8 Therefore, all occupiers of the commercial units will be required to advise all their delivery providers that they must use the servicing area within the site which has been made available within the development design. Such an operational requirement will be included in any lease agreement or other similar legal document.

APPENDIX A

Drawing 11205-007 Rev B - Swept Path Analysis of various Servicing Vehicles



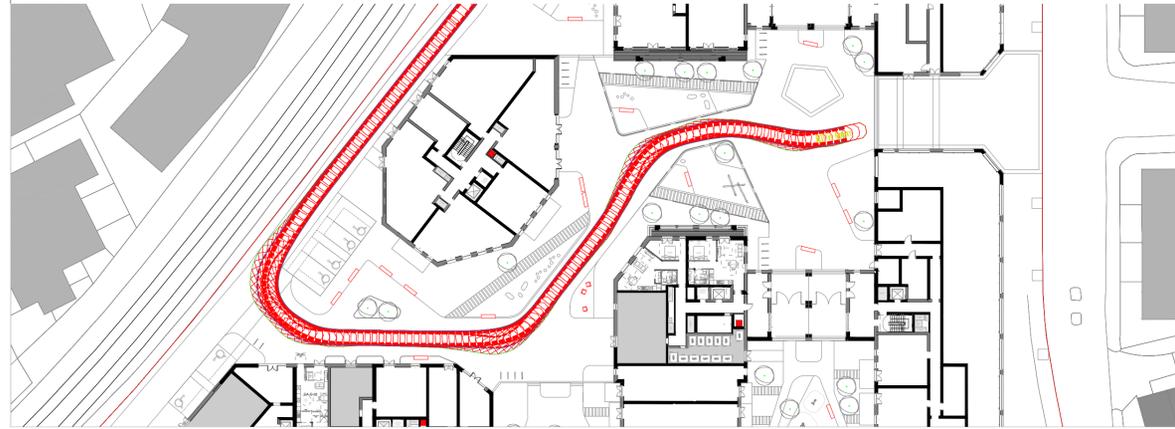
Hydraulic Inspection Platform



Fire Appliance



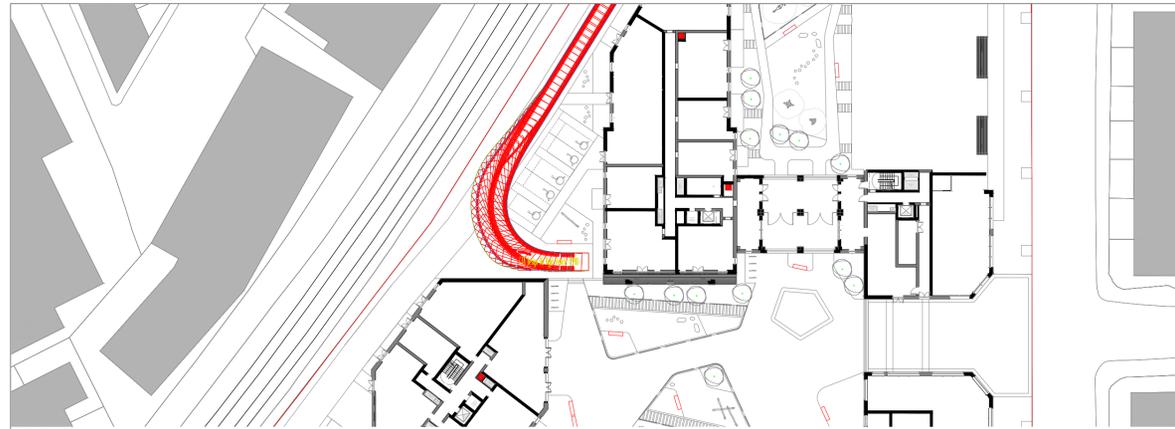
Refuse Vehicle



Rigid Vehicle

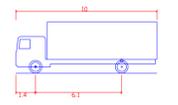


Refuse Vehicle

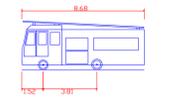


Rigid Vehicle

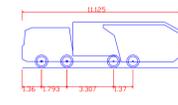
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- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.



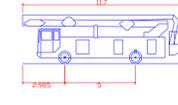
FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.450m
 Min Body Ground Clearance 0.440m
 Track Width 1.900m
 Lock to lock time 5.000m
 Kerb to Kerb Turning Radius 11.000m



DB32 Fire Appliance
 Overall Length 8.600m
 Overall Width 2.100m
 Overall Body Height 2.950m
 Min Body Ground Clearance 0.410m
 Max Track Width 2.121m
 Lock to lock time 4.800m
 Kerb to Kerb Turning Radius 9.910m



Phoenix 2-25W (with Volvo FM2 chassis)
 Overall Length 11.020m
 Overall Width 2.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.410m
 Track Width 1.900m
 Lock to lock time 5.000m
 Kerb to Kerb Turning Radius 9.250m



Hydraulic Inspection Platform
 Overall Length 11.700m
 Overall Width 2.450m
 Overall Body Height 3.450m
 Min Body Ground Clearance 0.410m
 Track Width 1.900m
 Lock to lock time 5.000m
 Kerb to Kerb Turning Radius 9.375m



Client	Avanton Richmond Development Ltd	Project Title	Redevelopment of Homebase Manor Road North Sheen	Drawing Title	Swept Path Analysis	Scale	1:500	Drawn By	CH
						Drawing Size	A1	Checked By	KS
						Date	November 2019	Approved By	KS
						Rev		Drawing Number	11205-007
								Rev	B