

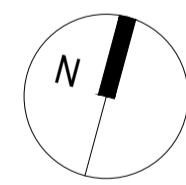
rev	details	by	date
00	For information	AP	07.11.2018
01	For Planning	AP	29.01.2019
02	Inclusion of play areas	AP	28.03.2019
03	Revised play areas	GP	16.04.2019
04	Revised tree planting	GP	08.05.2019
05	Updated for addendum submission	PC	22.11.2019
06	Updated to revised Block E design	PC	08.01.2020
07	Issued as draft for review	PC	17.07.2020
08	Issued for planning	PC	24.07.2020

**Notes**

- 1.0 Do not scale from drawing, use figured dimensions only
- 1.1 All dimensions to be checked onsite
- 1.2 This drawing to be read in conjunction with all other Gillespies drawings and specifications

**GENERAL**

	Concrete flags		Lawn
	Granite paving with frame		Proposed planting
	Granite slabs		Existing Trees
	Granite setts		Proposed Trees
	Permeable asphalt		Planning Boundary
	Resin bound paving		0-4 Play space Total: 721m <sup>2</sup>
	High quality concrete block paving		5-11 Play space Total: 505m <sup>2</sup>
	Private terraces		
	Reinforced grass		
	Existing paving retained		
	Stepping stones		
	Seating elements		
	Play elements		
	2.4m Height Gates and Fences		
	Proposed timber fence infill		
	2.4m max brick screen wall		
	Cycle stands		



Project title

Manor Road Richmond

Drawing title

Landscape General Arrangement

PLANNING

Drawing status	Scale	Drawn
	1:500 @ A1	GP
		Checked
		RC
Drawing number	Revision	

P11559-00-001-100

08

Client

Avator

56 Queen Anne Street  
Luton, W10 6JA

**GILLESPIES**

1 St John's Square, London EC1M 4DH  
P: 020 7253 2029 E: design.london@gillespies.co.uk

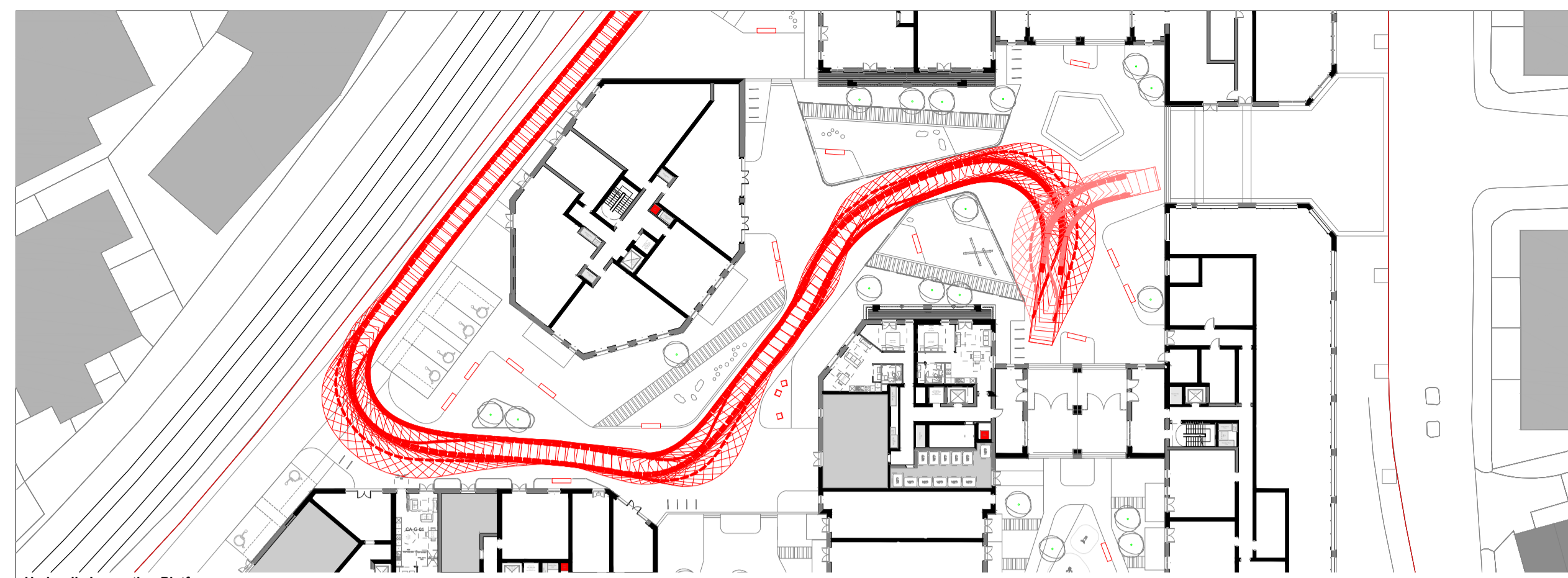
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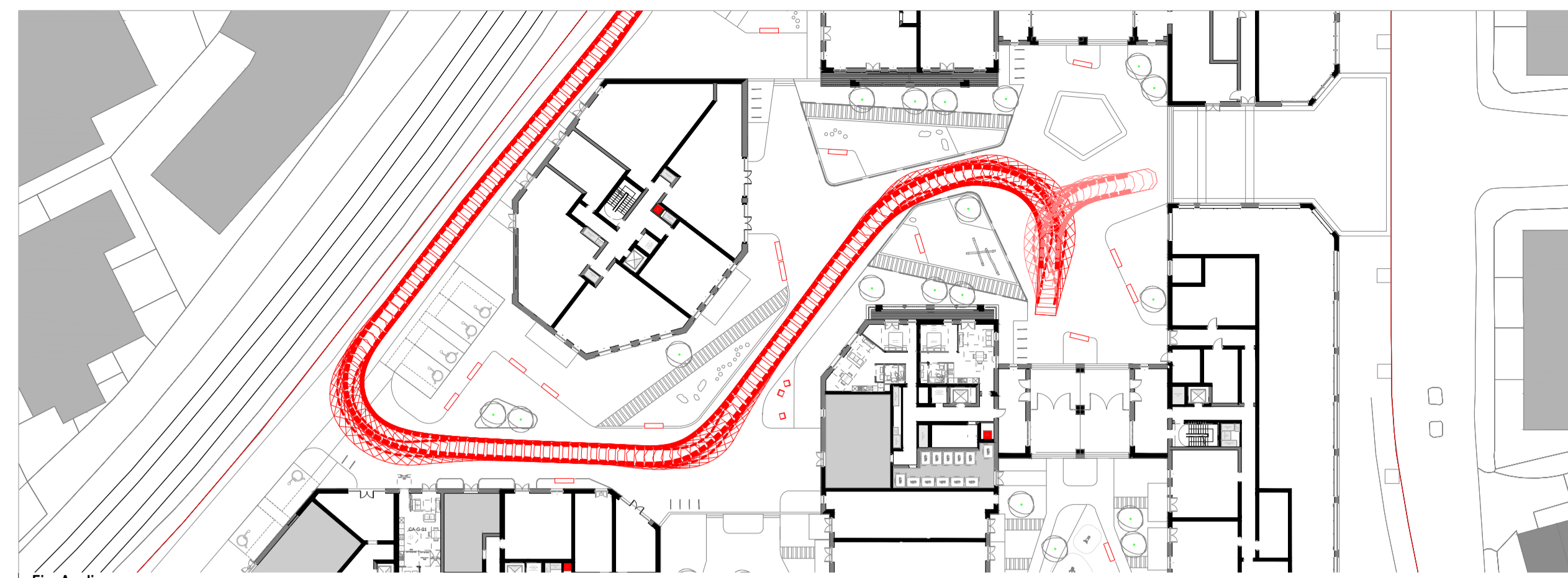
***APPENDIX E***  
***Drawing 11205-007 Rev B***

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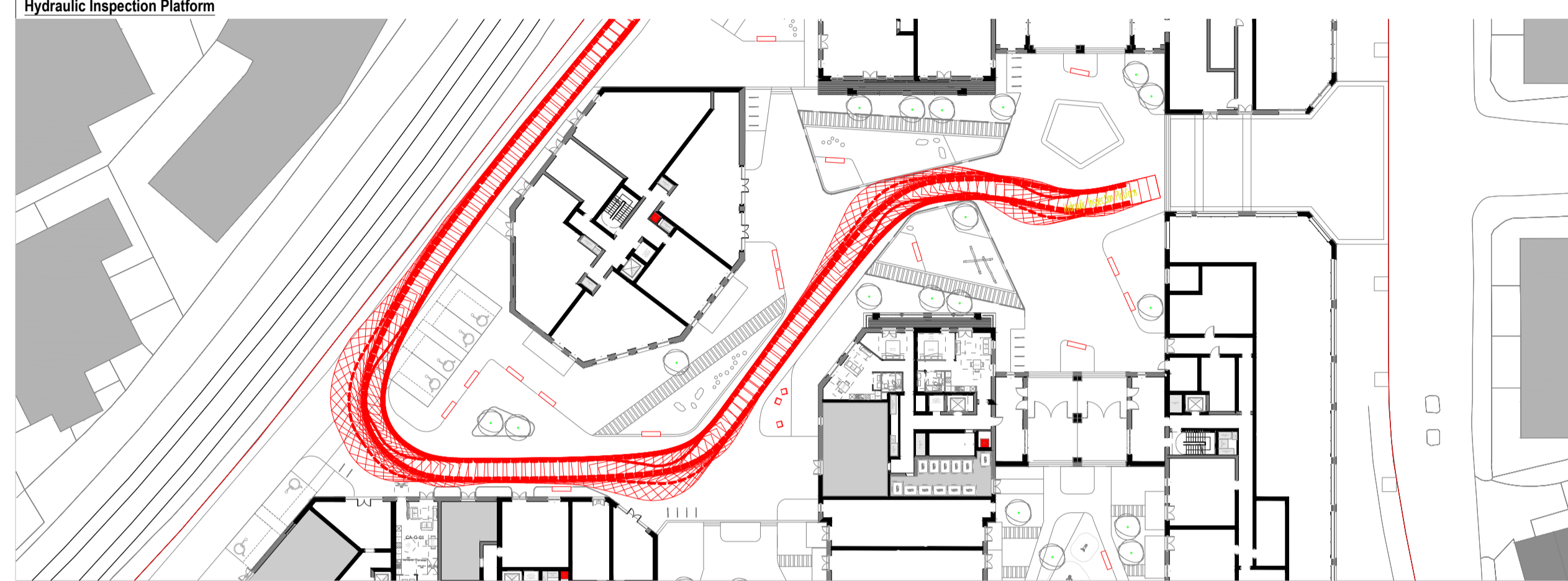




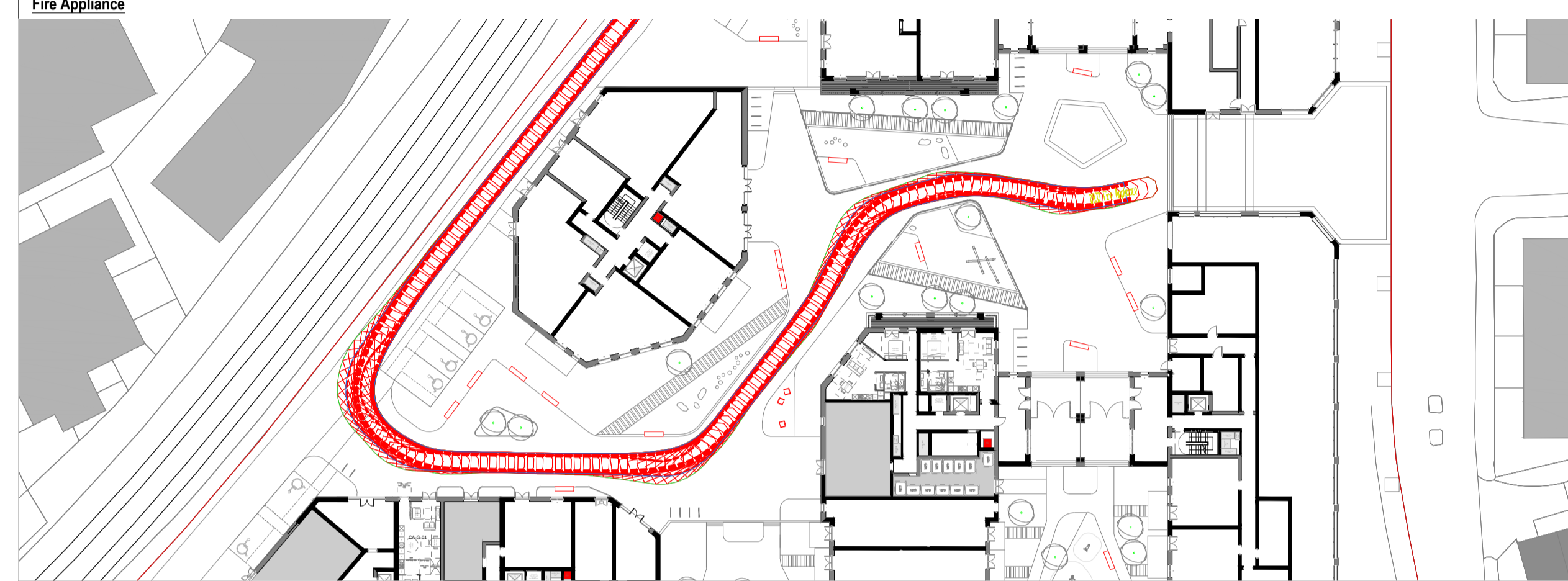
Hydraulic Inspection Platform



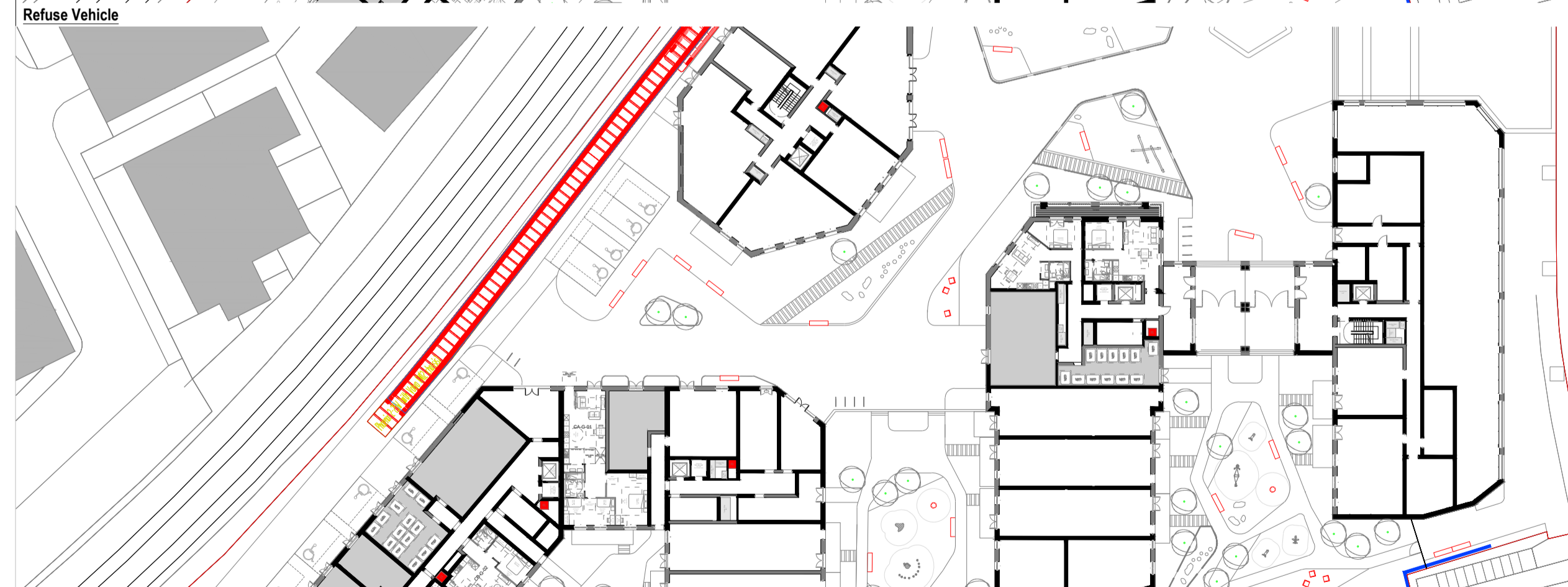
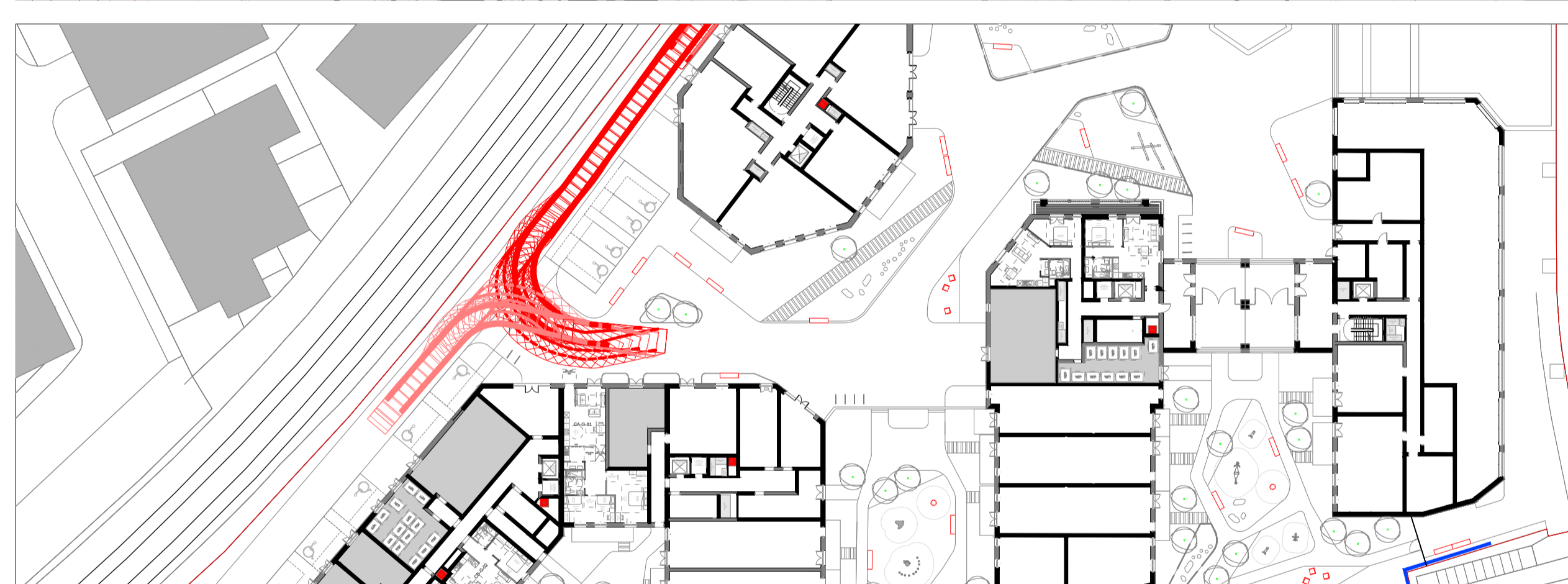
Fire Appliance



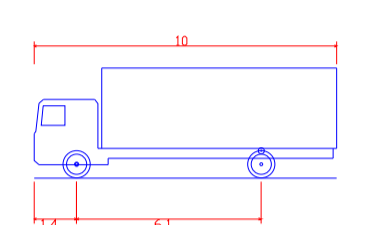
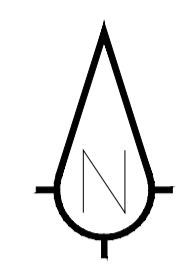
Refuse Vehicle



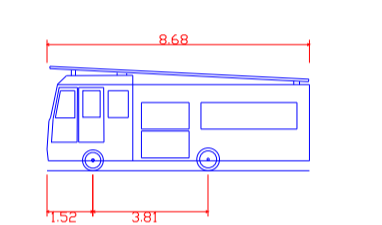
Rigid Vehicle



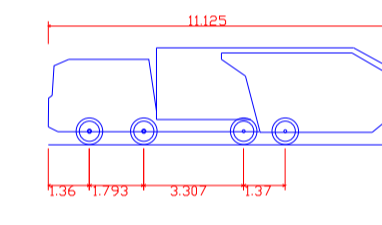
- Sanderson Associates (Consulting Engineers) Ltd ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plans(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- 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 its 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 its 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.



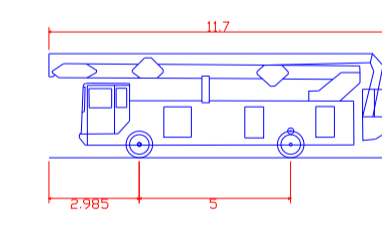
FTA Design HG Rigid Vehicle (1998)  
 Overall Length 10.000m  
 Overall Width 2.500m  
 Overall Body Height 3.450m  
 Min Body Ground Clearance 0.440m  
 Track Width 2.000m  
 Lock to lock time 5.000m  
 Kerb to Kerb Turning Radius 11.000m



DB32 Fire Appliance  
 Overall Length 8.600m  
 Overall Width 2.100m  
 Overall Body Height 2.950m  
 Min Body Ground Clearance 0.370m  
 Max Track Width 2.100m  
 Lock to lock time 2.600m  
 Kerb to Kerb Turning Radius 7.910m



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 2.500m  
 Lock to lock time 9.250m  
 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 2.450m  
 Lock to lock time 9.000m  
 Kerb to Kerb Turning Radius 9.375m



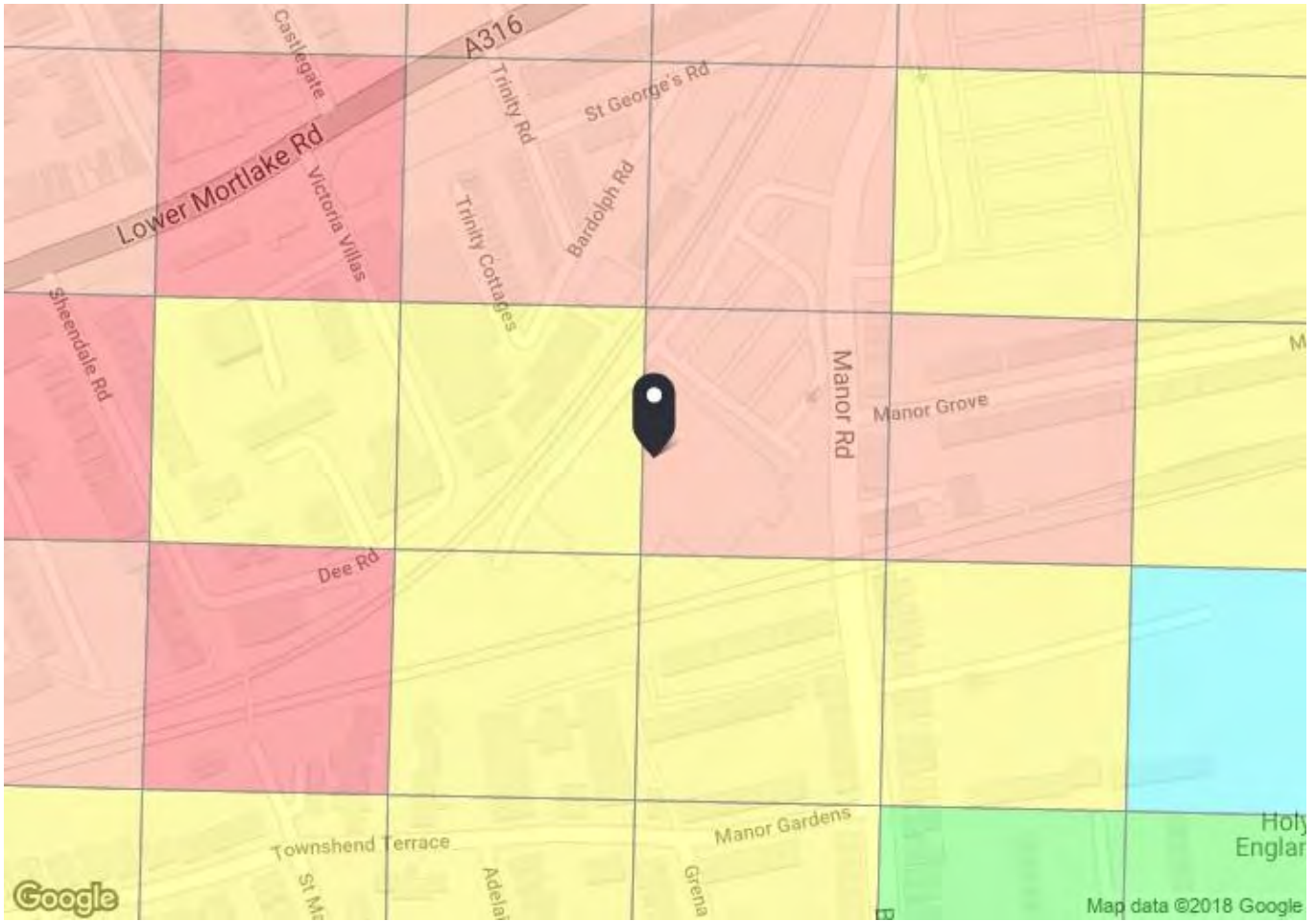
Client	Avanton Richmond Development Ltd		Project Title	Redevelopment of Homebase Manor Road North Sheen		Drawing Title	Swept Path Analysis		Scale	1:500	Drawn By	CH
									Drawing Size	A1	Checked By	KS
									Date	November 2019	Approved By	KS
											Drawing Number	11205-007
											Rev	B
Rev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



***APPENDIX F***

***PTAL Report***

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**PTAL output for Base Year**  
**5**

86 Manor Rd, Richmond TW9 1YB, UK  
Easting: 518901, Northing: 175433

Grid Cell: 55572










Report generated: 29/06/2018

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**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

 0 (Worst)	 1a
 1b	 2
 3	 4
 5	 6a
 6b (Best)	

**Map layers**

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	LOWER MORTLAKE ROAD MANOR CIRCUS	391	386.12	6	4.83	7	11.83	2.54	0.5	1.27
Bus	RICHMOND MANOR CIRCUS	190	335.64	4	4.2	9.5	13.7	2.19	0.5	1.1
Bus	RICHMOND MANOR CIRCUS	419	335.64	4	4.2	9.5	13.7	2.19	0.5	1.1
Bus	RICHMOND MANOR CIRCUS	H37	335.64	10	4.2	5	9.2	3.26	0.5	1.63
Bus	RICHMOND MANOR CIRCUS	R68	335.64	4	4.2	9.5	13.7	2.19	0.5	1.1
Bus	RICHMOND MANOR CIRCUS	H22	335.64	5	4.2	8	12.2	2.46	0.5	1.23
Bus	MANOR ROAD HOMEBASE	493	146.45	5	1.83	8	9.83	3.05	0.5	1.53
Bus	MANOR ROAD HOMEBASE	R70	146.45	6	1.83	7	8.83	3.4	0.5	1.7
Bus	MANOR ROAD SAINSBURY'S	371	98.92	7	1.24	6.29	7.52	3.99	1	3.99
Bus	EAST SHEEN BLACK HORSE	33	464.56	7.5	5.81	6	11.81	2.54	0.5	1.27
Bus	EAST SHEEN BLACK HORSE	337	464.56	5	5.81	8	13.81	2.17	0.5	1.09
Rail	North Sheen	'SHEPRTN-WATRLMN 2H92'	142.14	1	1.78	30.75	32.53	0.92	0.5	0.46
Rail	North Sheen	'WDON-WATRLMN 2K03'	142.14	0.33	1.78	91.66	93.44	0.32	0.5	0.16
Rail	North Sheen	'WATRLMN-WATRLMN 2K09'	142.14	2	1.78	15.75	17.53	1.71	1	1.71
Rail	North Sheen	'WATRLMN-WATRLMN 2O09'	142.14	2	1.78	15.75	17.53	1.71	0.5	0.86
Rail	North Sheen	'WATRLMN-WATRLMN 2R09'	142.14	2	1.78	15.75	17.53	1.71	0.5	0.86
Rail	North Sheen	'HOUNSLW-WATRLMN 2V05'	142.14	0.33	1.78	91.66	93.44	0.32	0.5	0.16
									<b>Total Grid Cell AI:</b>	<b>21.19</b>

***APPENDIX G***  
***Active Travel Zone Assessment***

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**Prepared on behalf of**

**Avanton Richmond Development Limited**

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

**ATZ Assessment**



## 1.1 **Maps**

1.1.1 Maps 1, 2 and 3 that are required to be produced as part of the ATZ assessment are included at the **ATZ Appendix** to the rear of this report.

### **Map 1**

No destinations have been excluded as all are considered relevant to this mixed use development.

### **Map 2**

Three serious incidents at the Manor Road/Sheen Road/Queen's Road junction. One involved a passenger on a bus being injured with no impact being made therefore this has been discounted. The remaining two both involved a car colliding with a motorbike. There is no obvious suggestion as to how to reduce the occurrence of this kind of incident. No incidents involved pedestrians therefore it is considered that the signal controlled pedestrian crossings already in place at the junction are sufficient in that regard

### **Map 3**

The proximity of the site to high quality public transport opportunities will provide incentive to residents, staff and visitors to travel to/from the site by non-car modes.

The permeable streets in the vicinity will provide shorter distances to the site and therefore encourage residents, staff and visitors to walk to/from the site. The green spaces surrounding the site provide attractive routes for pedestrians.



This development is encouraging a car-free lifestyle by providing a site-wide travel plan, providing limited disabled only car parking, providing cycle parking, improving pedestrian routes within the site and connections to the surrounding network.

## **1.2 Walking of the Key Routes**

1.2.1 As required and specified within the ATZ guidance, part of the assessment requires the key walking and cycling routes to and from the site to be walked and photographed. The routes are then compared to Healthy Streets indicators 3-10 specified within the 'Guide to Healthy Streets Indicators Manual' with suggestions made to state what can be done to improve them.

1.2.2 The scope of this assessment has been agreed with TfL. The correspondence with TfL is included within the **ATZ Appendix** and the routes are shown on 'Map 2', also at the **ATZ Appendix**.

- 1) North on Manor Road to Manor Circus
- 2) South on Manor Road to Holy Trinity Primary School
- 3) South on Manor Road to Marshgate Primary School
- 4) South on Manor Road to Seymour House Medical Practice via Townshend Terrace



**Route 1 - North on Manor Road to Manor Circus**

This route runs north from the site's main pedestrian entrance to Manor Circus roundabout junction.



<p><b>Easy to Cross</b></p>	<p>Tactile paving and dropped crossings are to be provided across the site's vehicular access to aid pedestrians. It is not expected that this will be a highly trafficked access due to the limited parking provision within the site. A refuge island with tactile paving and dropped kerbs is present on Manor Road to aid pedestrian movements to the eastern flank of the road. Although Manor Road is a relatively busy road, the refuge island reduces the distance required to cross at one time. Furthermore, the activation of the level crossing to the south results in frequent lengthy periods where vehicles are stationary and therefore providing opportunities for pedestrians to cross. At the northern point of this route, on the approach to Manor Circus, zebra crossings are provided across Manor Road with the inclusion of a refuge island. Manor Circus roundabout junction is subject of a planned TfL improvement scheme that will provide signal controlled toucan crossings.</p>
<p><b>Shade and Shelter</b></p>	<p>There are currently few opportunities for shade and shelter on this route with some trees and a bus shelter. However, this is to be improved as part of the development with trees being planted on the footway edge along the site frontage which will also provide some segregation from the road.</p>
<p><b>Places to stop and rest</b></p>	<p>This is a short route of approximately 165m. On the eastern flank of Manor Road there is a path that links to Sainsbury's, within a 'pocket park' set away from the road, that incorporates benches, with backs and armrests. On the western flank there is seating available under the protection of the bus shelter. The site will incorporate landscaped areas including seating.</p>
<p><b>Not too noisy</b></p>	<p>Although Manor Road is relatively busy it is not necessary to raise your voice to hold a conversation. The activation of the level crossing to the south results in frequent lengthy periods where vehicles are stationary and there are signs encouraging drivers to turn off their engines.</p>
<p><b>People feel safe</b></p>	<p>The assessment of personal injury accidents does not suggest that there would be cause for concern regards safety when walking or cycling on this route. The speed limit of the road is 30mph and, as previously stated, vehicles are stationary for lengthy periods. The route is street-lit and there are railings along a section on the eastern flank. The route is well-kept and there are no signs of neglect. This will be further improved by the development with buildings overlooking the footway and improvements to the footway.</p>





<b>Things to do and see</b>	Sainsbury's supermarket is located opposite the site and the development will add to the street frontage with commercial units in addition to the residential units. The site will also incorporate landscaped areas and children's play areas. The central courtyard within the site will hold community events.
<b>People feel relaxed</b>	The route feels well maintained and clean. The carriageway and footways are well-kept and easy to navigate. Litter bins are provided at the bus shelter and within the landscaped area adjacent to Sainsbury's. As previously stated, the speed limit of the road is 30mph and vehicles are stationary for lengthy periods and drivers are encouraged to turn off their engines. As part of the development, improvements are to be made to the footway on the western flank of Manor Road and trees are to be planted on the footway edge which will also provide some segregation from the road.
<b>Clean air</b>	Measures are in place both city-wide and locally to decrease the need for car travel and to promote sustainable means. Drivers that are stationary due to the activation of the level crossing to the south are encouraged to turn off their engines by signs although further education of this could be promoted. The development is providing very limited car parking which will reduce vehicle usage associated with the site and therefore improve air quality.

**Route 2 - South on Manor Road to Holy Trinity Primary School**

This route runs south from the site's main pedestrian entrance to Holy Trinity Primary School via Manor Road and Carrington Road.



<p><b>Easy to Cross</b></p>	<p>Towards the southern boundary of the site there is a refuge island with dropped kerbs on Manor Road to aid pedestrian movements to the eastern flank of the road. This would be improved with tactile paving. Although Manor Road is a relatively busy road, the refuge island reduces the distance required to cross at one time. The carriageway leading to Marylebone Gardens is raised to aid pedestrian movements. A stepped bridge is provided on the western flank of Manor Road to allow the railway line to be crossed when the level crossing is activated. The provision of ramps would improve this facility. Dropped kerbs are present at the junctions with Manor Park and Manor Gardens. Dropped kerbs are also present on Carrington Road at the junction with Kings Farm Avenue.</p>
<p><b>Shade and Shelter</b></p>	<p>There are currently few opportunities for shade and shelter on this route however there are a number of established trees along Carrington Road. Further trees are to be planted on the footway edge along the site frontage which will also provide some segregation from the road. The section of Manor Road between the level crossing and Carrington Road provides no shade or shelter however this is due to the road being fronted by houses.</p>
<p><b>Places to stop and rest</b></p>	<p>There are no formal places provided to stop and rest on this route however there are garden walls that provide informal opportunities. There are limited places seating could be provided as they would obstruct the footway and there are numerous driveways.</p>
<p><b>Not too noisy</b></p>	<p>Although Manor Road is relatively busy it is not necessary to raise your voice to hold a conversation. The activation of the level crossing results in frequent lengthy periods where vehicles are stationary and there are signs encouraging drivers to turn off their engines. Carrington Road does not provide through access, but rather serves residential dwellings and the school. Its residential nature means the road is not busy and noisy. There are 'slow' carriageway markings and school warning signs to encourage slower speeds.</p>
<p><b>People feel safe</b></p>	<p>An assessment of personal injury accidents does not suggest that there would be cause for concern regards safety when walking or cycling on this route. The speed limit of the roads is 30mph and, as previously stated, vehicles are stationary on Manor Road for lengthy periods. The route is street-lit, well-kept and there are no signs of neglect.</p>





<p><b>Things to do and see</b></p>	<p>As the route is along predominantly residential roads there are no shops etc to provide interest. However, gardens to the properties do provide variety to the route.</p>
<p><b>People feel relaxed</b></p>	<p>The route feels well maintained and clean. The carriageway and footways are well-kept and easy to navigate. A litter bin is provided on the western flank of Manor Road to the south of the level crossing. As previously stated, the speed limit of the roads is 30mph and vehicles are stationary on Manor Road for lengthy periods and drivers are encouraged to turn off their engines. Carrington Road does not provide through access, but rather serves residential dwellings and the school. Its residential nature means the road is not busy and provides more vegetation.</p>
<p><b>Clean air</b></p>	<p>Measures are in place both city-wide and locally to decrease the need for car travel and to promote sustainable means. Drivers that are stationary due to the activation of the level crossing on Manor Road are encouraged to turn off their engines by signs although further education of this could be promoted.</p>