

Barnes Hospital  
London Borough of Richmond upon Thames

Framework Delivery and Servicing  
Management Plan

For

Star Land Realty UK Ltd

## Document Control Sheet

Barnes Hospital

London Borough of Richmond upon Thames

Star Land Realty UK Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
28/07/2021	Draft	GR	DL
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17/11/2021	Final Rev B	DL	DL
20/10/2022	Final Rev C	DL	DL



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## 1.0 Introduction

- 1.1 Motion has been appointed by Star Land Realty UK Ltd ('the Applicant') to prepare this Framework Delivery and Servicing Management Plan (DSMP) in relation to development proposals at part of 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 On 14 September 2020, Outline Planning Permission ('OPP') was granted for the redevelopment of the whole of Barnes Hospital campus (Planning Ref: 18/3642/OUT), which comprised three development plots; (1) the residential plot, (2) the Specials Educational Needs (SEN) School and (3) the health centre.
- 1.4 Whilst all three parts are still being delivered, it is now proposed that these will be brought forward on an individual site basis rather than through an outline permission and subsequent reserved matters this planning application therefore relates only to the residential plot of the wider campus.
- 1.5 No changes are proposed to the Health Centre/ SEN elements of the site as part of the current proposals. The current planning application comprises:

*"Demolition of existing structures and redevelopment of site including construction of three new buildings comprising residential units of mixed tenure (Use Class C3), conversion of two existing buildings for residential use (Use Class C3), car and cycle parking, landscaping and associated works."*
- 1.6 The proposed development will provide 109 residential dwellings, comprising 1 studio unit, 41 x 1-bedroom units, 49 x 2-bedroom units and 18 x 3-bedroom units. The proposed development will be served by 50 car parking spaces including 11 disabled accessible parking spaces.
- 1.7 This Framework DSMP has been prepared to provide details of the delivery and servicing arrangements for the proposed development once operational and has been 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.
- 1.8 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. The site location in relation to the surrounding area is shown below in Figure 2.1.

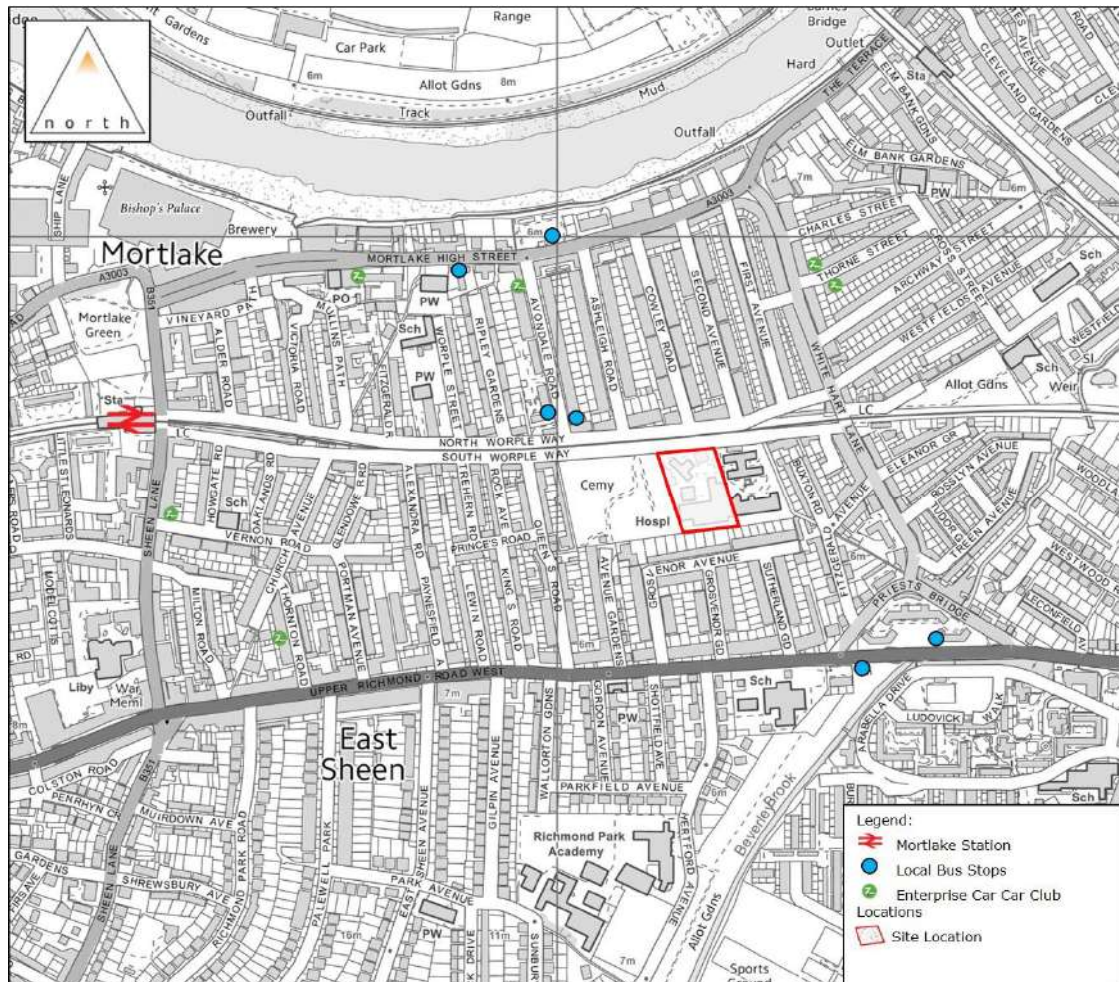


Figure 2.1 Site Location Plan

### Existing Site Use

- 2.2 The entirety of the Barnes Hospital campus currently provides circa 6,950 square metres of C2 medical use floor space. The current application site includes 4,158 square metres of C2 medical use floorspace, all of which is currently vacant.
- 2.3 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.

### Consented Development

- 2.4 Planning consent was granted in September 2019 for development proposals at the site comprising 83 residential dwellings, a health centre and Special Education Need (SEN) School along with associated landscaping and car parking (Planning Ref: 18/3642/OUT).

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### Local Highway Network

- 2.5 The proposed development is accessed from South Worple Way which run on an east-west alignment adjacent to the site and 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).
- 2.6 White Hart Lane operates 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.
- 2.7 The streets in the immediate vicinity of the site are generally subject to parking controls and predominately all within either the White Hart Lane or East Sheen controlled parking zones. However, some streets south of the site including Grosvenor Avenue, Grosvenor Gardens, Sutherland Gardens and Avenue Gardens are not currently subject to parking controls.

## 3.0 Servicing Arrangements

### Development Proposals

3.1 Planning consent was granted in September 2019 for development proposals at the site comprising 83 residential dwellings, a health centre and Special Education Need (SEN) School along with associated landscaping and car parking (Planning Ref: 18/3642/OUT).

3.2 The current development proposals comprise an amended scheme for the residential element of the development. No changes are proposed to the consented Health Centre/ SEN elements of the site as part of the current proposals. The current planning application comprises:

*“Demolition of existing structures and redevelopment of site including construction of three new buildings comprising residential units of mixed tenure (Use Class C3), conversion of two existing buildings for residential use (Use Class C3), car and cycle parking, landscaping and associated works.”*

3.3 The proposed development will provide 109 residential dwellings, comprising 1 studio unit, 41 x 1-bedroom units, 49 x 2-bedroom units and 18 x 3-bedroom units. The proposed development will be served by 50 car parking spaces including 11 disabled accessible parking spaces. The proposed site layout plan is attached at [Appendix A](#).

### Access

3.4 As part of the consented outline application, the access arrangements to site were amended such that western vehicle access to the site will provide access to the residential element of the site, the eastern access to the site would provide access to the SEN School/Health Centre elements of the site and the central access to the site would be closed to vehicles and retained as a pedestrian, cycle and emergency vehicle access only.

3.5 The Health Centre and SEN School elements of the consented outline development do not form part of the current planning application and, as such, no changes to the consented access arrangements to the Health Centre/SEN School element of the consented scheme are proposed.

3.6 For the current planning application, no changes are proposed to the pedestrian, cycle or car access arrangements to the site in comparison with those consented as part of the outline application. The western access to the site will provide the sole vehicle entrance to the residential development and provide access to surface and undercroft car parking.

3.7 Following feedback from Highways Officers at LBRuT it has been agreed that the central access be amended such that servicing and delivery vehicles can reverse into the access and stop within the site. The access will be closed to other vehicles but will also provide a pedestrian, cycle and emergency vehicle access to the site.

### Servicing Arrangements

3.8 As detailed above, it is proposed that the existing central access to the site will be arranged such that servicing and delivery vehicles associated with the Proposed Development can reverse into the access and stop within the site. The proposed layout of the access is detailed at Drawing 2101073-01, attached at [Appendix B](#).

3.9 Swept path analysis is presented at [Appendix C](#), demonstrating that expected delivery and servicing vehicles can manoeuvre into the loading opportunity on site to undertake deliveries and servicing off the public highway.

- 3.10 The proposed development includes a concierge, located within a building adjacent to the central entrance to the site and a short distance from the delivery loading opportunity on site, this is indicated on the proposed site layout plan, attached at [Appendix A](#). The concierge will receive deliveries on behalf of residents and the short distance between the loading opportunity and the concierge will limit the time that servicing and delivery vehicles will need to be stop on South Worple Way.
- 3.11 With regard to refuse collection, there is a store located in the north western corner of the site adjacent to the access road. Building management would be responsible for the transfer of waste bins from individuals stores within blocks to the main bin store in advance of the time of collection and returning the bins to stores after collection. The refuse vehicle will reverse from South Worple Way into the site and stop on the site access road to collect waste from the refuse store, before leaving the site in forward gear. Swept path analysis is presented at [Appendix C](#), demonstrating that the LB Richmond specification refuse vehicle can appropriate manoeuvre into and out of the site.

### Servicing Trip Attraction

- 3.12 Delivery and servicing trips to the proposed development will be relatively infrequent, with deliveries typically comprising of supermarket home delivery vehicles and other on-line retail deliveries.
- 3.13 The Transport Statement supporting the planning application includes an analysis of the expected daily number of delivery and servicing trips associated with the current development proposals with reference to the industry standard TRICS database. The analysis presented in the Transport Assessment concludes that the proposed development is likely to result in 14 servicing vehicles accessing the site each day.
- 3.14 It is highlighted that some delivery and servicing trips associated with the proposed development, such as post deliveries and refuse collection, will be linked to existing servicing and delivery trips already being undertaken on the street and in the local area, and therefore will not be new or additional servicing trips to the local highway network. On that basis the estimate of 14 servicing vehicles per day is a robust estimate of the additional servicing vehicles on the local highway network.
- 3.15 Delivery and servicing activity associated with the proposed dwellings will be distributed throughout a typical day and will predominantly comprise smaller deliveries such as supermarket home delivery vehicles and other on-line retail deliveries which would likely be delivered by transit type vans or small rigid lorries.



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## 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.
- 4.2 A building manager will be appointed for the proposed development who will be responsible for the ongoing management of deliveries and servicing associated with that element of the development.
- 4.3 The proposed development includes a concierge, located within a building adjacent to the central entrance to the site and a short distance from the delivery loading opportunity on site.
- 4.4 The concierge will receive deliveries on behalf of residents and the short distance between the loading opportunity and the concierge will limit the time that servicing and delivery vehicles will need to be stop on site.
- 4.5 The concierge will be responsible for managing the arrival of deliveries and will be responsible for directing delivery drivers to stop in the appropriate loading location and the goods are brought directly into the site and not left or stored on the public highway.
- 4.6 Upon moving into their property residents will be provided within information regarding the delivery and servicing arrangements at the site, including where delivery vehicles can stop to unload and undertake deliveries and residents will be advised to inform, where possible, delivery providers of the servicing arrangements at the site.

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## 5.0 Monitoring and Review

- 5.1 The 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.

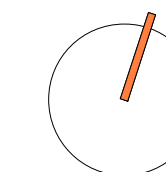
## 6.0 Summary

- 6.1 Motion has been appointed to prepare this Framework Delivery and Servicing Management Plan (DSMP) on behalf Star Land Realty UK Ltd 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.

## Appendix A

Proposed Site Layout





Revision	Description	Date	Drawn	Checked
21	For Planning Submission	12/10/2022	FS	OM
20	For Planning Submission	14/09/2022	FS	OM
19	For Planning Submission	31/05/2022	FS	OM
18	For Planning Submission	04/02/2022	FS	OM
17	For Planning Submission	20/01/2022	FS	OM
16	For Planning Submission	12/11/2021	FS	OM
15	For Planning Submission	17/08/2021	FS	OM
14	For Planning Submission	13/08/2021	FS	OM
13	For Planning Submission	12/08/2021	FS	OM
12	Update Desing Freeze	23/07/2021	FS	OM
11	Draft Planning Submission	09/07/2021	FS	OM
10	For Information	05/07/2021	FS	OM
9	For Information	23/06/2021	FS	OM
8	For Information	04/06/2021	FS	OM
7	For Information	12/05/2021	FS	OM
6	For Information	10/05/2021	FS	OM
5	For Information	25/03/2021	FS	OM
4	Pre-App 2 Issue	25/02/2021	FS	OM
3	Building position update	08/02/2021	FS	OM
2	For Information	28/01/2021	FS	OM
1	For Information	14/01/2021	FS	OM



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Clients Name  
Star Land Realty UK Ltd.

Job Title  
Barnes Hospital Site

Drawing Title  
Proposed Site Plan

Scale  
1 : 250 @A1

SBR Project No.  
18387

SBR Project No. Originator Volume Level Type Role Number  
**18387-SBR- ZZ- 00-DR-A-80101**

Subsity Code Status  
S4 - FOR STAGE APPROVAL

Rev  
21



## Appendix B

Proposed Access Arrangement

C:\Users\JoeEarp\Motion\StaffSite - Sbam 2101073\Drawings\2101073-01F.dwg



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 Guildford  
 Surrey  
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Cargo Works  
 1-2 Hatfields  
 London  
 SE1 9PG  
 T: 020 8065 5208

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Project:  
**Barnes Hospital**

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Title:  
**Central Access Arrangement**

Scale: 1:200 (@ A4)

Drawing:  
**2101073-01**

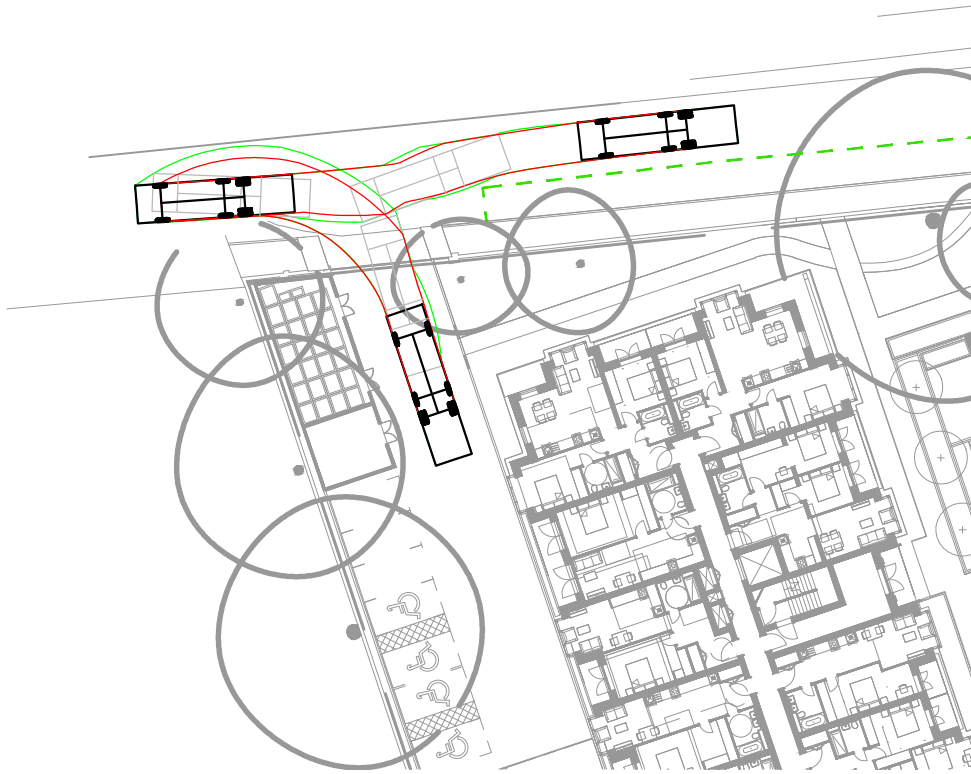
Revision:  
**F**

## Appendix C

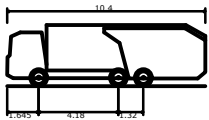
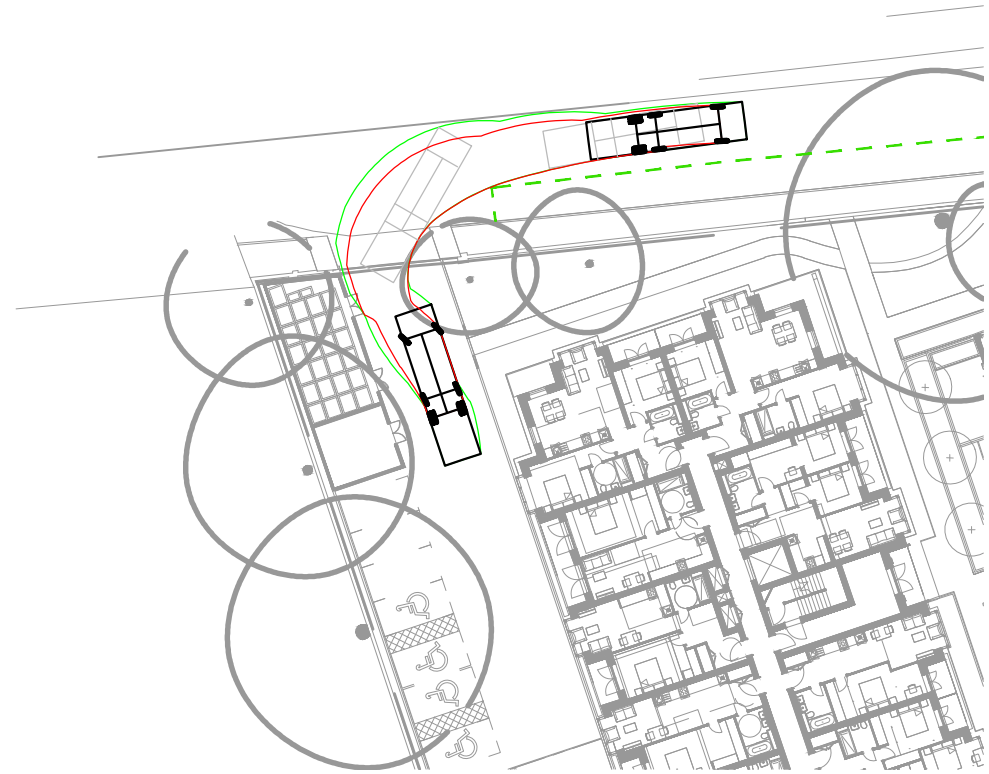
### Swept Path Analysis



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  
 Kerb to Kerb Turning Radius 9.350m



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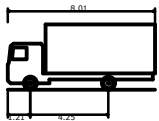
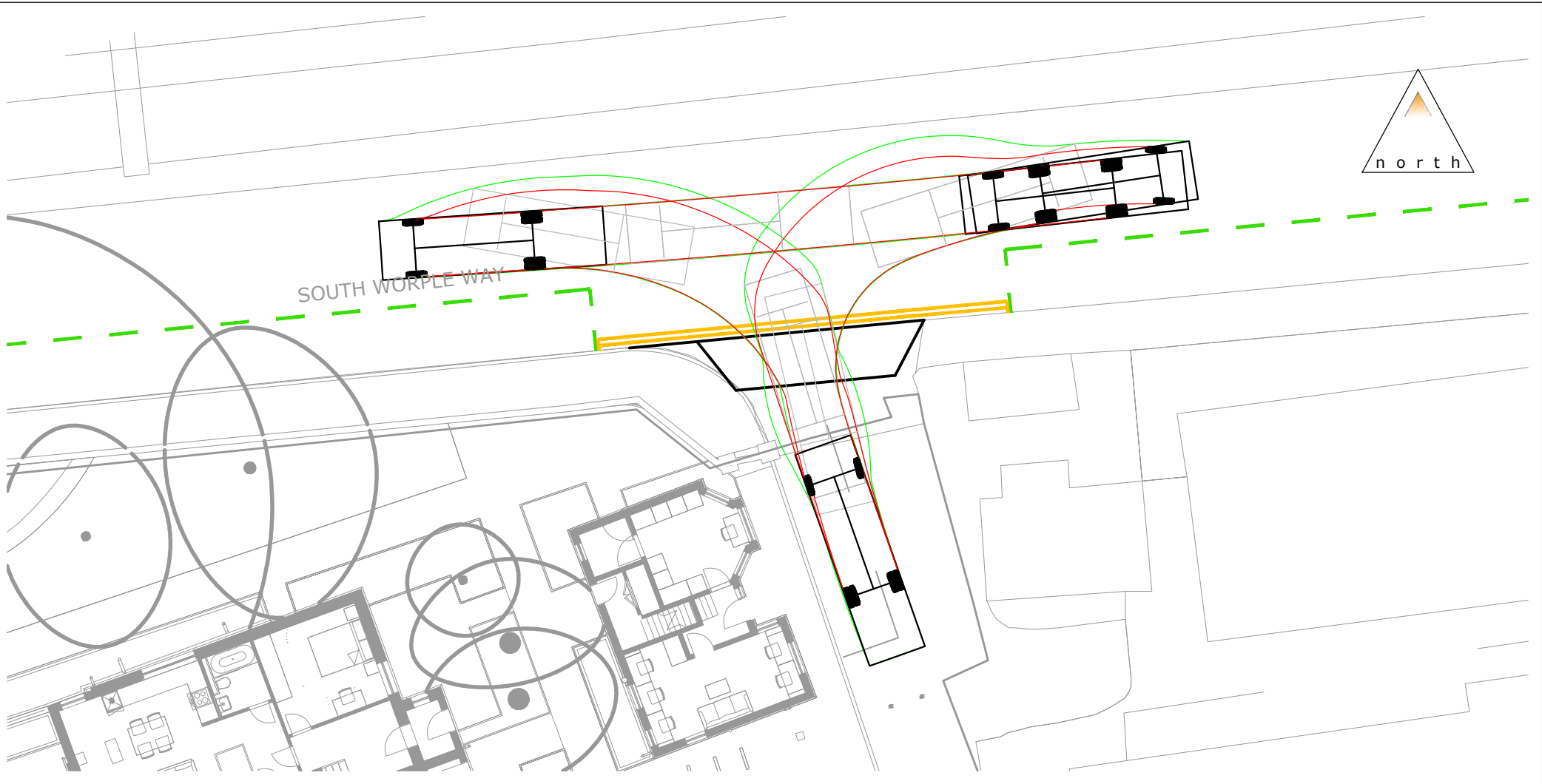
www.motion.co.uk

Project:  
**Barnes Hospital**

Title:  
**Swept Path Analysis  
 Refuse Vehicle - Residential**

Scale: 1:500 (@ A4)

Drawing: **2101073-TK03** Revision: **G**



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



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Project:  
**Barnes Hospital**

Title:  
**7.5t Box Van - Central Access**

Scale: 1:200 (@ A4)

Drawing:  
**2101073-TK08**

Revision:  
**H**