



ttp consulting

transport planning specialists

NSS (WORCESTER PARK) LLP

Riverhill Yard, Old Malden
Lane, Worcester Park

Transport Statement

August 2023

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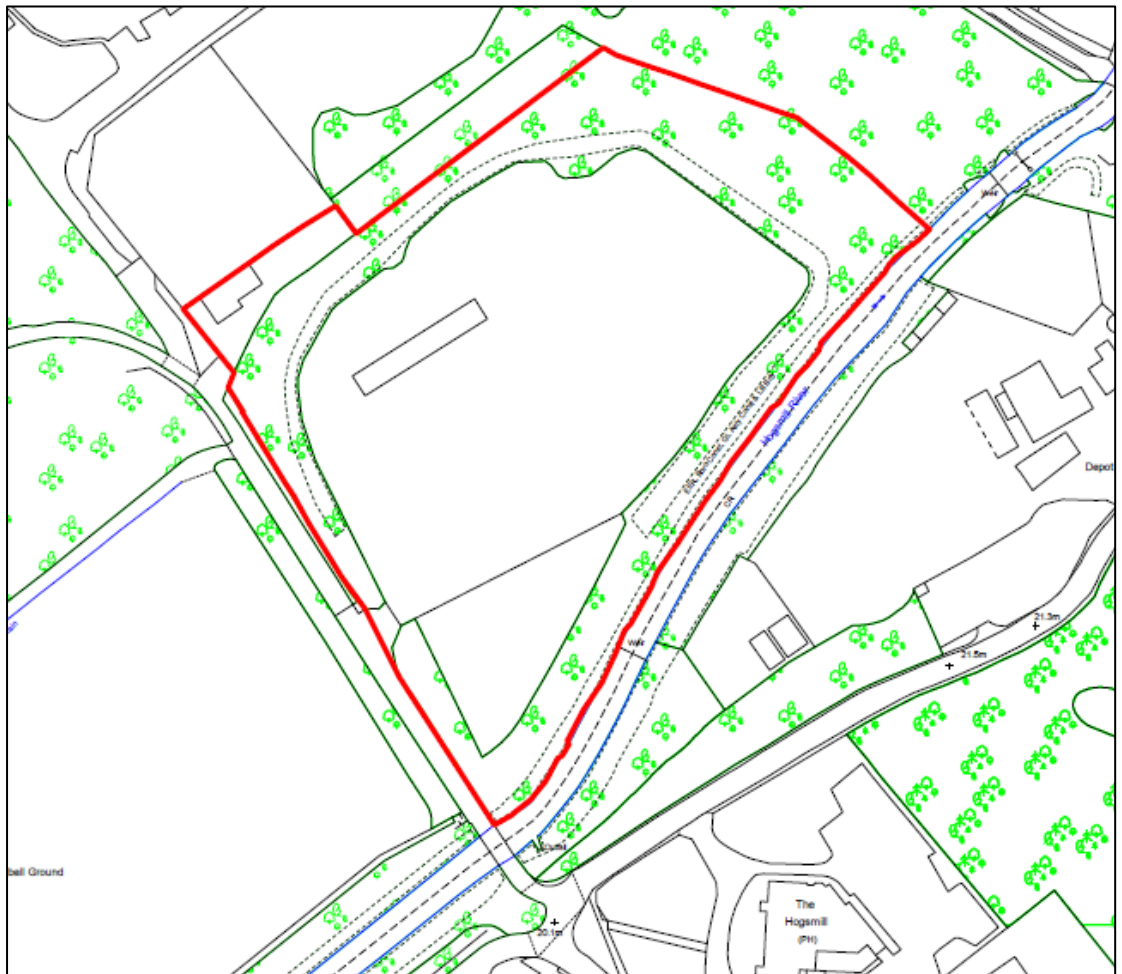
Appendices

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Appendix D -	Pines and Needles Vehicle Tracking within the Site
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1 INTRODUCTION

1.1 TTP Consulting has been retained by NSS (WORCESTER PARK) LLP to provide transport planning advice for the redevelopment proposal at the Riverhill Yard site, Worcester Park. The site location is shown in Figure 1.1 and is within the Royal Borough of Kingston upon Thames (RBKuT).

Figure 1.1 – Site Location Plan

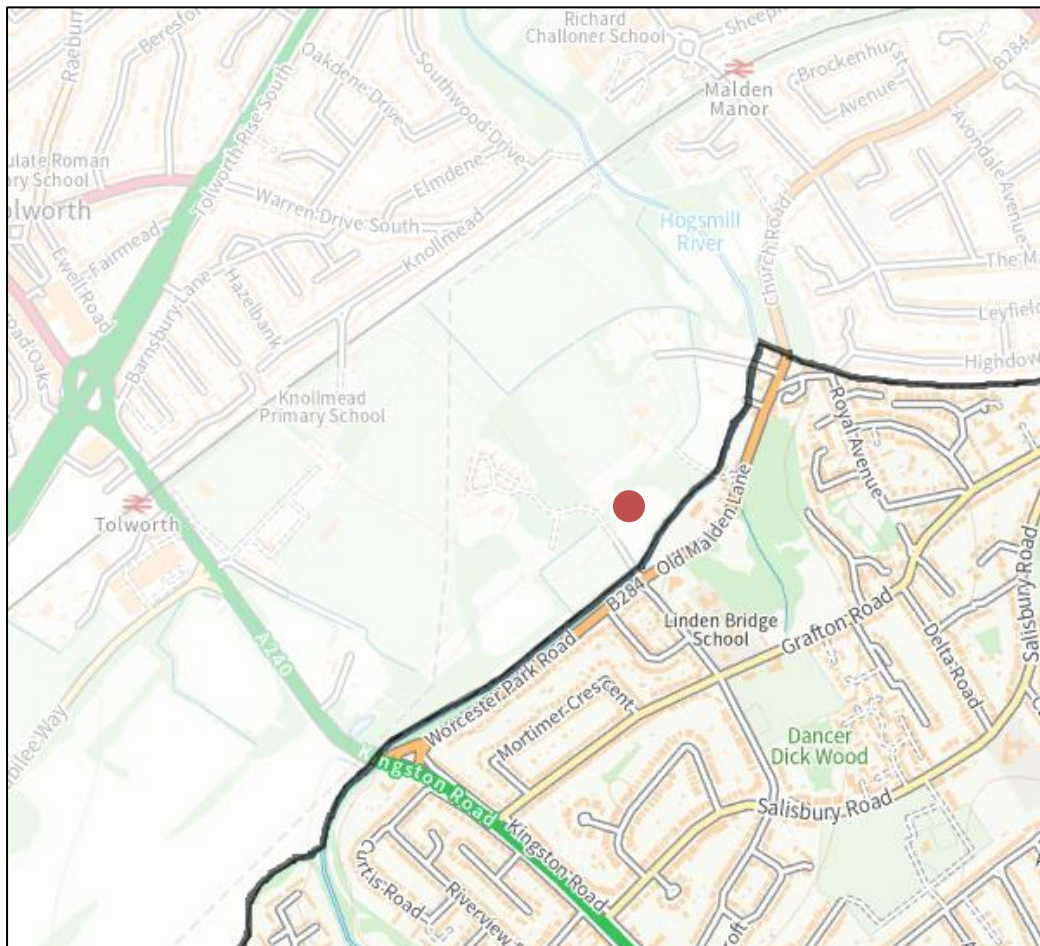


1.2 The existing lawful use of the site is for open storage (Use Class B8) with the site designated as Metropolitan Open Land (MOL) and is part of a Green Chain.

1.3 The proposal seeks the erection of single storey offices, shipping containers for storage and a new vehicle access all in connection with the use of the site by a Christmas tree storage and distribution depot. The occupant is Pines & Needles, they have already occupied the site and undertaken some groundworks and erected the offices and shipping containers so the application will be in part retrospective.

- 1.4 The application is classed as 'major development'. Application plans are provided in Appendix A.
- 1.5 Although the application site is located in RBKuT, the site takes access from Old Malden Lane, which falls within the jurisdiction of Surrey County Council (SCC) as the Highway Authority and, as such, RBKuT will consult SCC in relation to the application. The site is accessed from the east side of Riverhill Sports Ground access road, which is not adopted highway. A location of the site in the context of the Surrey County Council area of highway jurisdiction is shown in Figure 1.2.
- 1.6 This Transport Statement sets out the key items in transport planning terms for Council consideration and to discuss matters further. A Delivery & Servicing Plan and Operational Waste Management Plan have also been prepared to support the application. A Staff Travel Plan can be provided if deemed necessary.

Figure 1.2 – SCC Highway Jurisdiction



2 EXISTING SITUATION

The Site

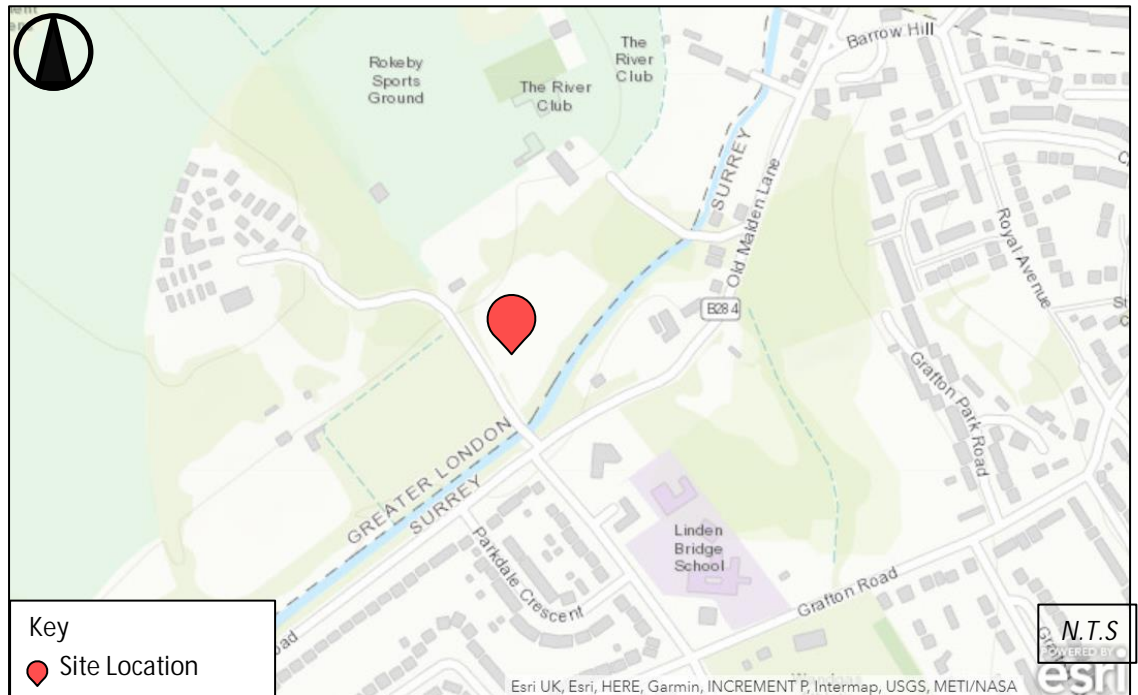
- 2.1 The site sits to the north of Old Malden Lane, Worcester Park and to the south of Rokeby Sports Ground. The Hogsmill River forms the south-west boundary. Across the Hogsmill River lies a skip-yard. To the north lie buildings that form The River Club, a private leisure centre. To the north-west lies the Surbiton Town Sports Club and a development of approximately 30 dwellings.
- 2.2 The majority of the site is hard standing with a substantial band of trees and hedgerow and a man-made bund surrounding it. Some development has already occurred on site including some groundworks, as well as erecting the offices and shipping containers.
- 2.3 The site currently provides two access points along the unadopted highway north of Old Malden Lane. The main access point is located to the south as shown below in Figure 2.1.

Figure 2.1 – Main Site Access



- 2.4 It is accessible from the access road that serves Rokeby Sports Ground, Surbiton Town Sports Club and the adjacent residential development. A site context plan is shown in Figure 2.2 below.

Figure 2.2 – Site Local Context Plan



Recent Planning History

- 2.5 In 2020, an application (20/0941) was made for a “temporary change of use of site from Open Storage (Use Class B8) to Park and Ride facility for 3 months”. There were a number of transport planning / highway safety concerns raised albeit in the end, the application was withdrawn due to time considerations.
- 2.6 The main transport planning concerns raised were, a) visibility onto the public highway, b) the use of large vehicles and highway safety at the Old Malden Lane access junction including the bridge structure loads, c) routeing and d) traffic management at the site access.
- 2.7 The largest vehicle to be used / requiring access was a 10.5m long coach, which was able to gain access via Worcester Park Road to and from the west as shown in Appendix B. The scheme proposed active traffic management as shown in Appendix C.

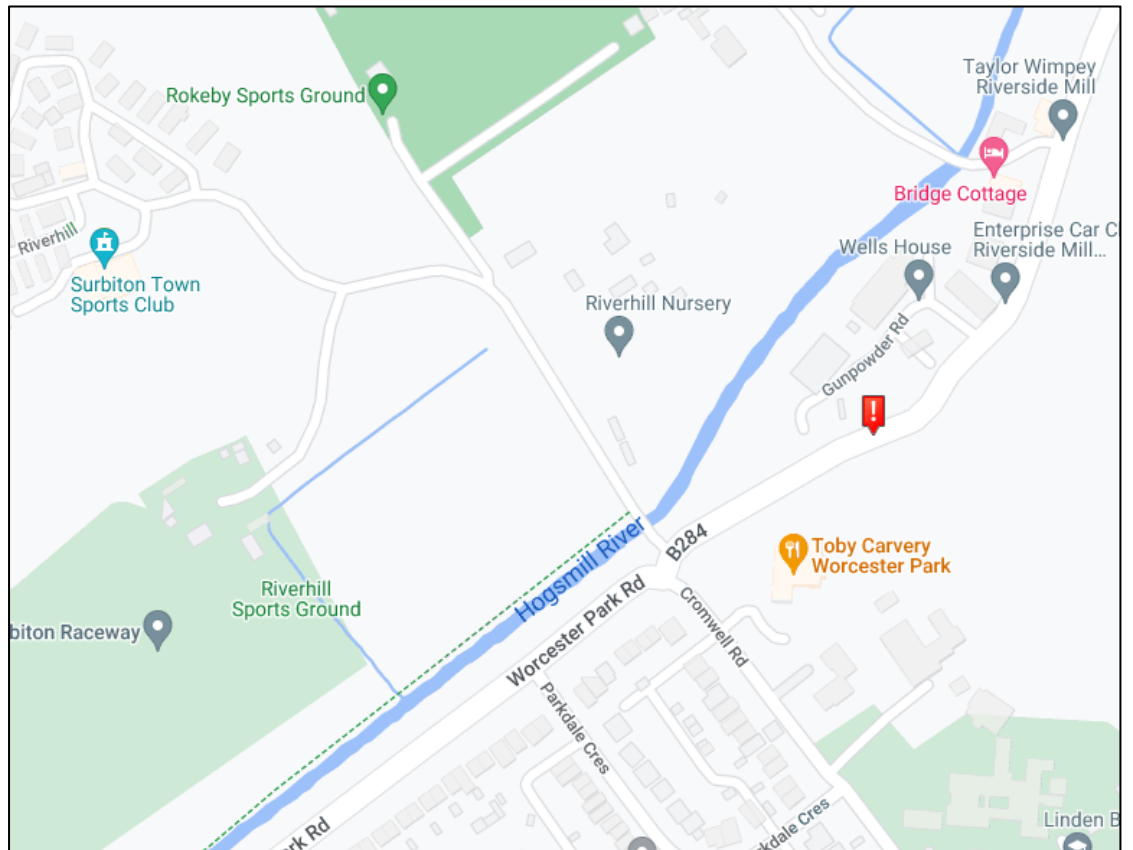
Surrounding Area

- 2.8 The immediate surrounding area to the north and west is in leisure use, with a number of sports clubs in close proximity. The areas to the east and south are primarily residential in character, comprising of mainly detached and semi-detached housing.

Accident Data

- 2.9 Accident data for a five-year period up to 2022 has been obtained from Crashmap and indicates only 1 serious accident along the B284 Old Malden Lane which occurred in March 2020, as shown in Figure 2.3. The incident did not involve a cyclist, pedestrian or child and this number of incidents close to the site is not considered to represent existing highway safety concerns.

Figure 2.3 – Crashmap Extract



3 DEVELOPMENT PROPOSAL AND EFFECTS

Proposed Development

- 3.1 The proposal seeks the *“use of the site for a nursery for the propagation and growing of saplings and the associated storage and distribution of Christmas trees and the installation of a single storey modular office, storage containers, poly tunnels, hard and soft landscaping and creation of a new vehicle access”*. The occupant is Pines & Needles, they have already occupied the site and have undertaken a good deal of groundworks and erected the offices and shipping containers; the application will therefore be part retrospective.
- 3.2 It is understood from the applicant that a 16.5m vehicle has already gained access via Cromwell Road in the south in order to deliver certain materials / structures. The proposed site layout is shown in Appendix A.

Operation Overview

- 3.3 The site will be operational throughout the year albeit, the ‘in season’ will be roughly between November to January and the ‘off season’ will be roughly between February to October.
- 3.4 During the ‘in season’, the following vehicle trips will be expected.
- Mid-Nov to mid-December will be up to 6 HGV's per day (4-weeks).
 - Between November and January there will be up to 20 LGV's per day to deliver the equipment needed to set-up pop-up Christmas tree stores around London (November/December), as well as the trees themselves and then bringing the equipment back for storage (early January) (12-weeks).
- 3.5 Pines and Needles will operate a traffic management system, tracking HGV's from Scotland. They will only ever have two HGV's on site at one time and will never allow more than 1 HGV to arrive or depart at any one time, with pauses on van movements as HGV arrive or depart to avoid conflict outside the site.
- 3.6 The site is designed with the HGV access gate set well within the site boundary to form a layby, ensuring trucks are not dwelling on the public highway outside the site.
- 3.7 During the ‘off-season’, there could be a handful of movements by LGV, with no HGV's expected.

Staff and Customers

- 3.8 During the 'in season' it is expected that there could be up to 20 staff on-site at any time. The rest of the year will be very quiet with only 1 or 2 staff on site.
- 3.9 No individual customer access for the sale of goods / pick-up will be provided. This will therefore have no impact on the public highway either as no customers will be able to pick-up trees.
- 3.10 Staff would be able to park on-site should they travel by car.

Vehicle Trip Generation

- 3.11 On the basis that no customers can access the site, with no retail element proposed for customers to pick-up, the daily vehicle trip generation is considered to be negligible / modest and only associated with deliveries and staff trips only.
- 3.12 The 'in-season' is an approximate 12-week period over the Christmas period. In the 4-week period over Christmas (mid Nov to mid Dec) there could be up to 6 HGV's per day (for a 4-week period), with up to 20 LGV's expected between November and January (for a 12-week period).
- 3.13 As previously mentioned, the 'off-season' will not generate any trips by HGV, with only a 4-week period in mid Nov to mid Dec generating trips by these larger vehicles. The 'off-season' will only generate trips by smaller vehicles / LGV's / cars.

Effect of Development Proposal

Vehicle Tracking

- 3.14 It is understood that the vehicles requiring access are, a) 16.5m articulated, b) 12m rigid and, c) 7.5t panel van. Relevant vehicle tracking is provided in Appendix D.
- 3.15 We would welcome discussions with the Highway Authority (SCC understood to be consulted for this application) with regards to the outcome of the vehicle tracking exercise at Appendix E. Following an outcome of this feedback, the applicant can determine the feasibility of the scheme based on the vehicle sizes that are acceptable.

Highway Safety and Visibility

- 3.16 We note that there will be concerns regarding highway safety and visibility and therefore make the following comments:
- As per planning application 20/0941 it is understood that 2.4m by 70m visibility splays can be provided at the junction as shown in an extract in Appendix F.

- As per planning application 20/0941 we would consider that active traffic management may be necessary at the junction of Worcester Park Road for the 4-week period over Christmas; we would welcome discussions with the highway authority on this matter.
- The main 'in season' only lasts 12 weeks / 3 month of the year, then there are expected to be no HGV's requiring access to the site for the rest of the year / 'off season'.

Car and Cycle Parking

- 3.17 Staff would be able to park on-site should they travel by car.
- 3.18 A Staff Travel Plan can be provided, if possible, to encourage trips by non-car / sustainable / active modes.
- 3.19 Cycle parking can be provided to meet the relevant / required standards.
- 3.20 No customers will be able to access the site to pick-up Christmas trees therefore there will be no trips of this nature.

Refuse / Waste

- 3.21 This will all be undertaken on-site with vehicles arriving at the site also responsible for the removal of any waste streams generated.
- 3.22 Where necessary, a privately managed collection will be setup for the collection / disposal of waste / recycling streams.
- 3.23 Where possible, organic material will be composted on-site.

Bridge Structure and Assessment / Inspection Report

- 3.24 As part of planning application 20/0941 an inspection and assessment report were undertaken for the Riverhill Estate Access Bridge; the bridge carries vehicular and pedestrian traffic over the Hogsmill River.
- 3.25 At this stage, clarification is being sought on the findings with regards to the maximum vehicle loads / sizes / axles.
- 3.26 The applicant is aware of this, and the accompanying recommendations contained within the report. It is understood the Council is also aware of the report / findings / recommendations.

Mitigation

- 3.27 A Traffic Management Plan will be provided by Pines and Needles; the contents of which can be agreed with the Council / SCC. The level of active traffic management can also be agreed with the Council / SCC.
- 3.28 If required, a Delivery & Servicing Plan can also be prepared and implemented to manage deliveries and mitigate the impacts on the local highway network.
- 3.29 If required, an Operational Waste Management Plan can also be prepared and implemented for the development.
- 3.30 A Staff Travel Plan can be prepared and implemented, if required, albeit no visitors / customers will be allowed on-site.

4 SUMMARY AND CONCLUSION

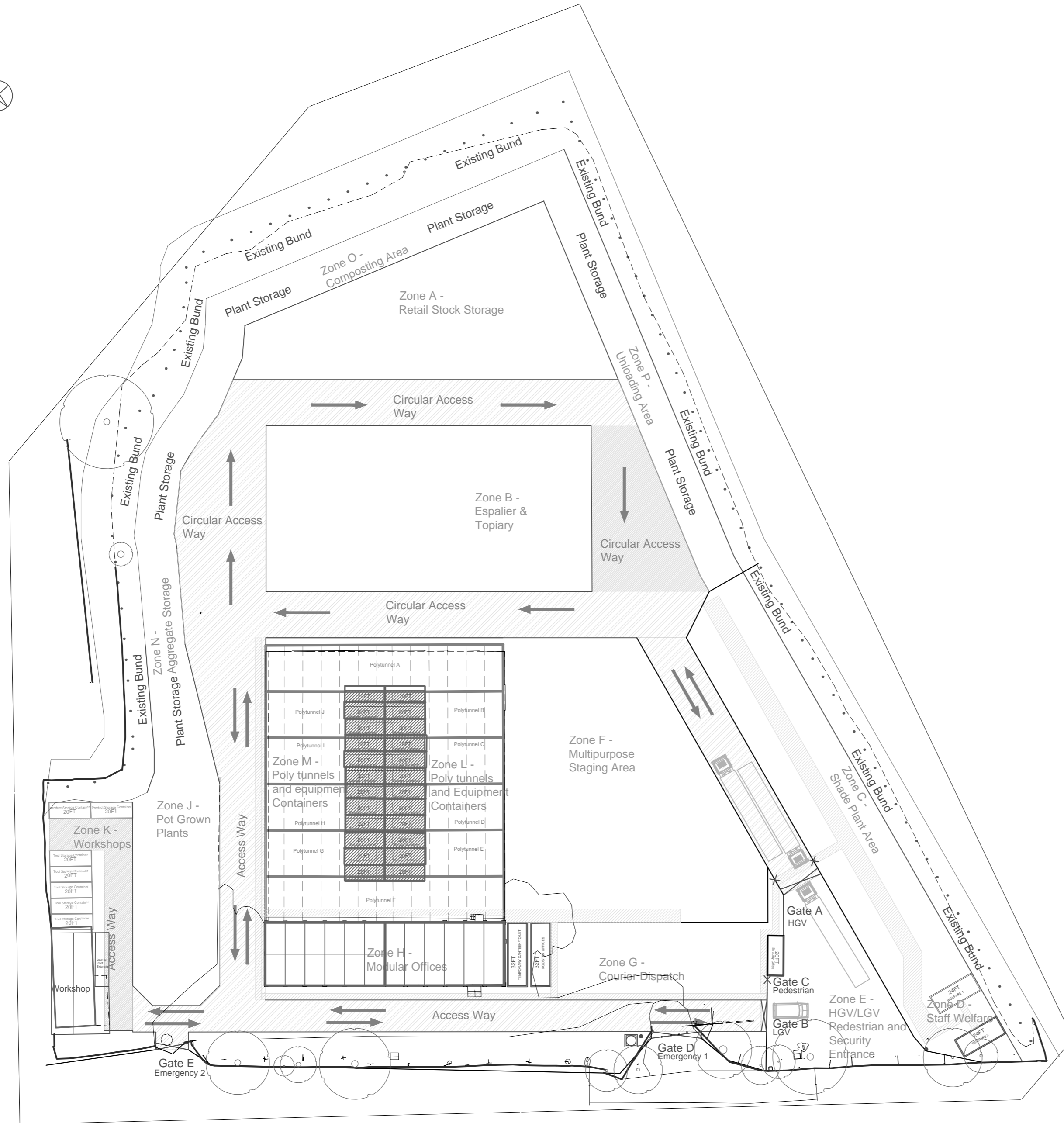
- 4.1 This note has set out a high-level assessment of the site at Riverhill Yard. On the basis of the nature of the note it is considered that the contents within will allow for discussion with Highways Officers in order to agree an appropriate / reasonable approach with regards to vehicle sizes / vehicle access to / from the site.
- 4.2 It is pertinent to note that for most of the year, the site will be in the 'off-season', with the only consideration of HGV's only between a 4-week period between mid-November and mid-December (i.e., the main Christmas period).

Conclusion

- 4.3 The NPPF states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.
- 4.4 Through dialogue with the LPA and LHA along with the implementation of the proposed mitigation measures it is expected that there would be no severe impact based on either road safety or on the road network and no transport / highway reasons why this application should be refused.

Appendix A

(Application Plans)

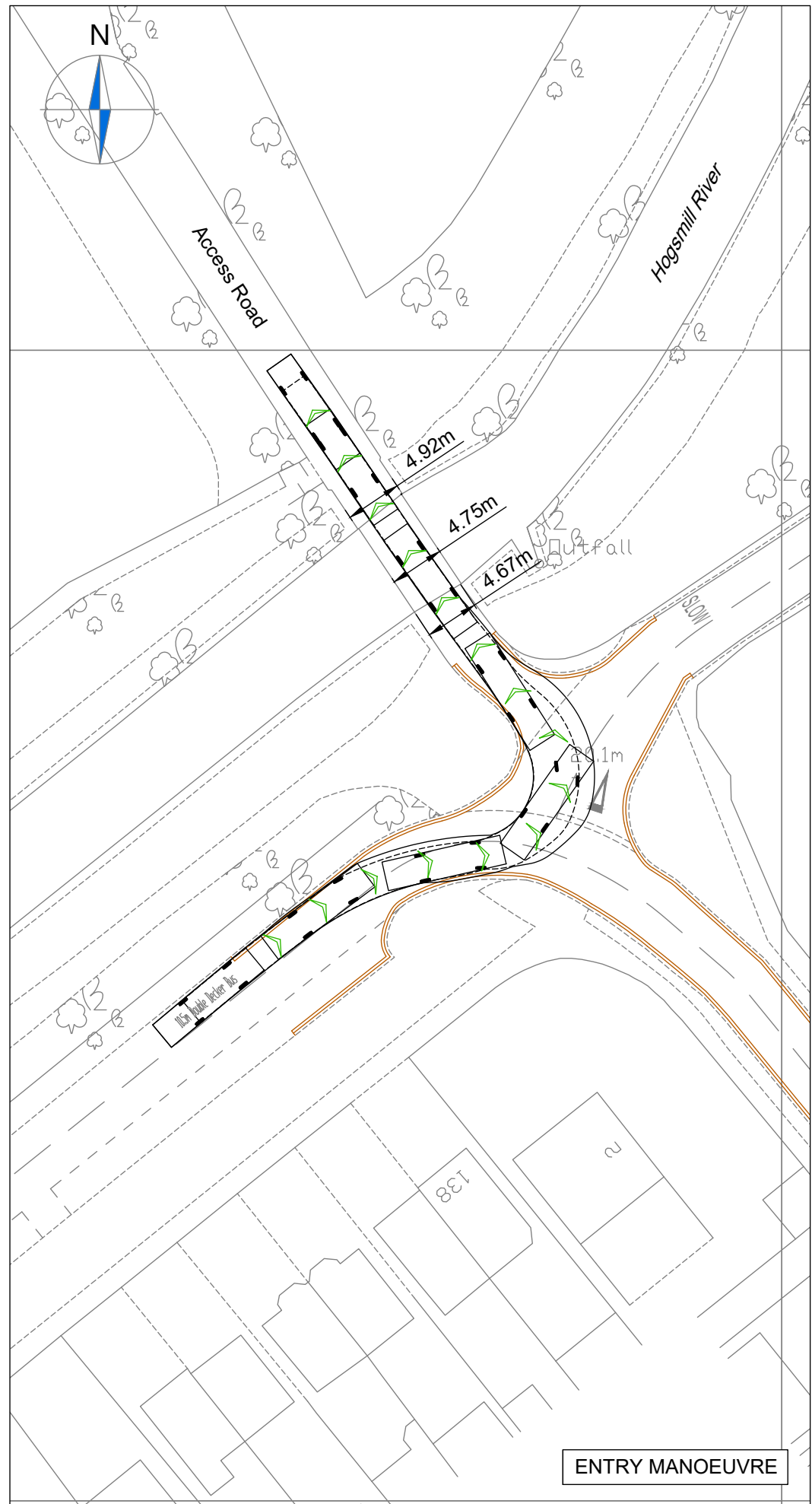


- General Notes:
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 2. Where Structural elements are shown this is for illustrative purposes only. All structural design to be carried out by a suitably qualified structural engineer.
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 5. All work to conform to current building regulations and all current construction legislation. If divergences from statutory requirements are shown on the drawings these should be reported to the Designers Immediately.
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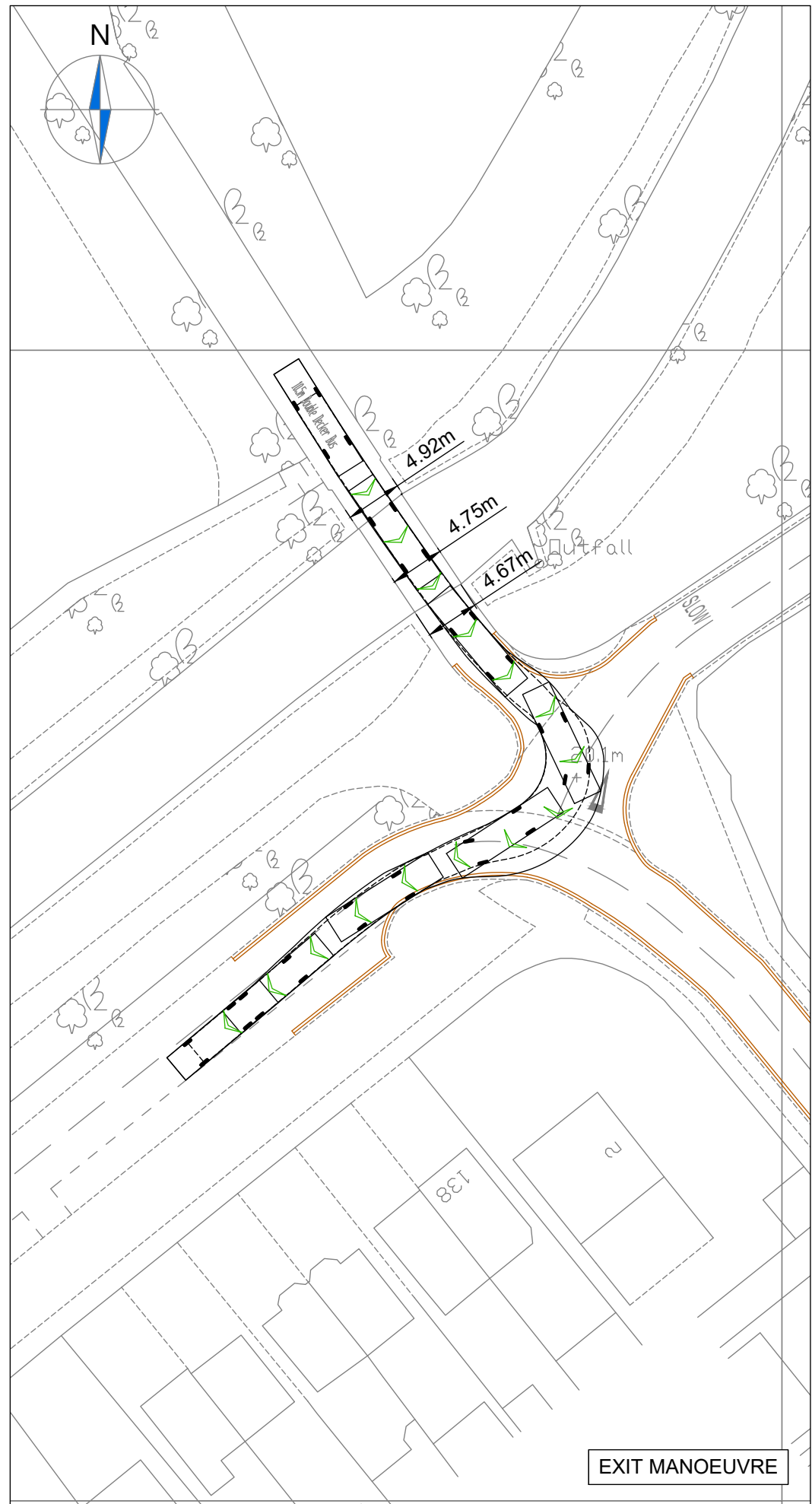
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 Date: **July 22**
 Status: **Planning**
 Drawn: **I.O**

Appendix B

(AELTC Coaching Vehicle Tracking)



ENTRY MANOEUVRE

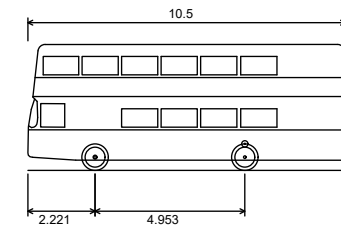


EXIT MANOEUVRE

NOTES

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10.5m Double Decker Bus



Overall Length	10.500m
Overall Width	2.550m
Overall Body Height	4.164m
Min Body Ground Clearance	0.335m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.972m

 FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

 REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Access road site dimensions added.	HE	MT	18.11.2020
Rev	Details	Drawn	Checked	Date

REVISION HISTORY

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	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client:

AELTC

Project:

Land at Riverhill Yard

Drawing Title:

Swept Path Analysis using a 10.5m Double Deck Bus (based on a 9.464m Dennis Bus)

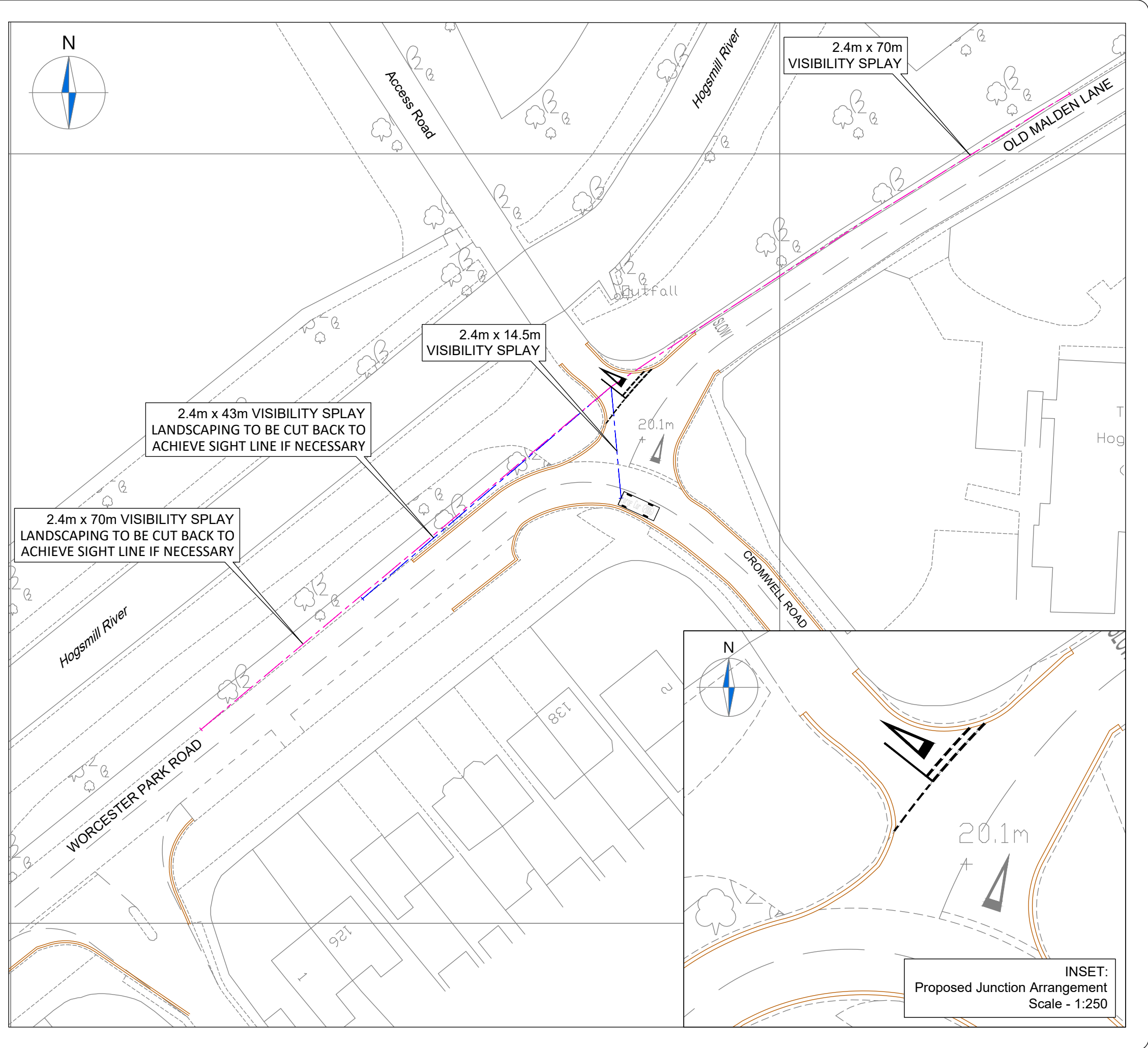
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HE	MT	23.10.2020



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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4264	TR005	1 of 1	A



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	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built				

Client: **AELTC**

Project: **Land at Riverhill Yard**

Drawing Title: **Proposed Junction Improvements and Visibility Splays**

Scale: **1:500 (Inset - 1:250)** Size: **A3**

Drawn by: **HE** Checked by: **PC** Date: **23.07.2020**

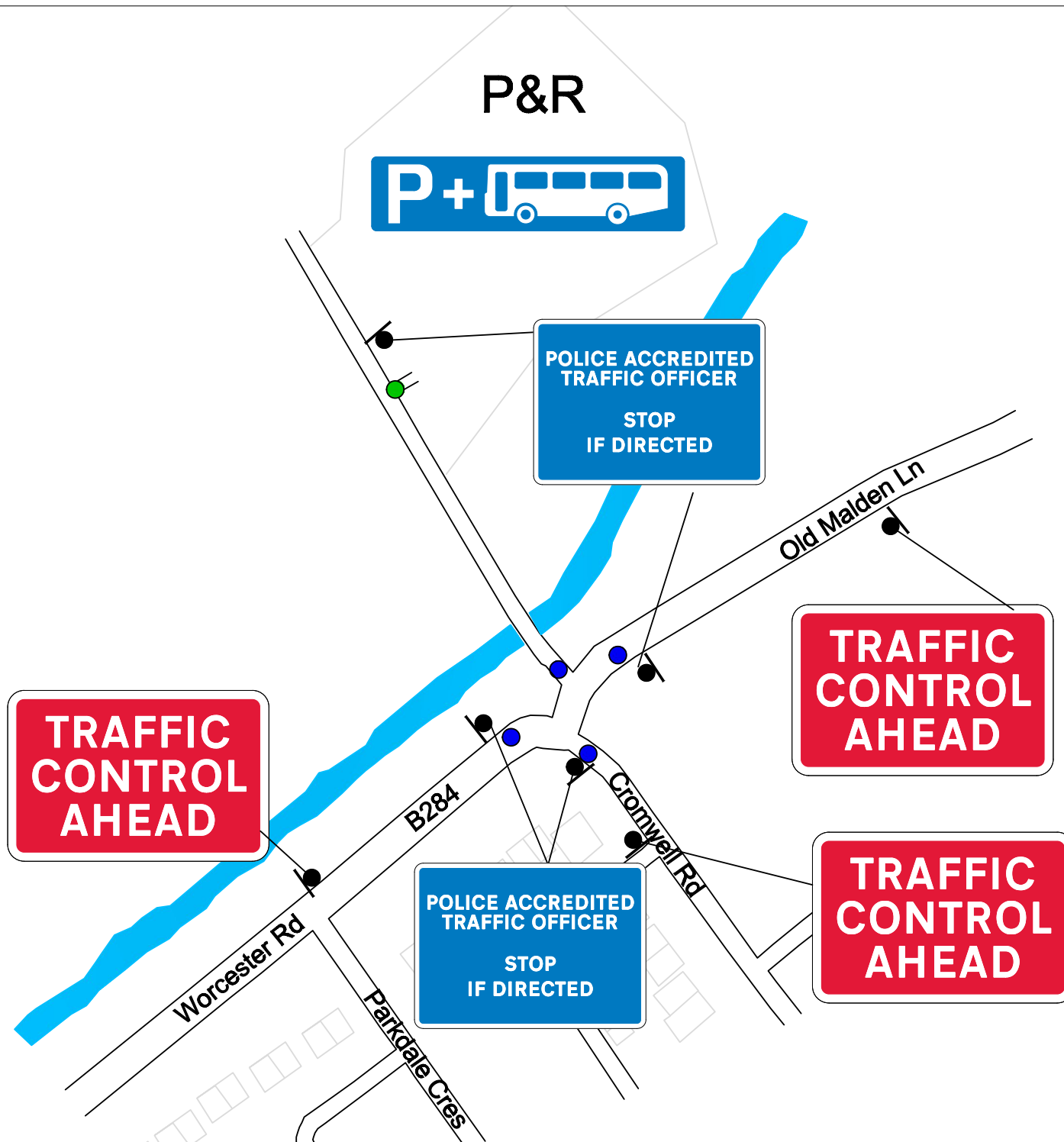
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Scheme Ref: **CA4264** Drawing No: **SK003** Sheet: **1 of 1** Rev: **...**





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Appendix C

(AELTC Traffic Management)

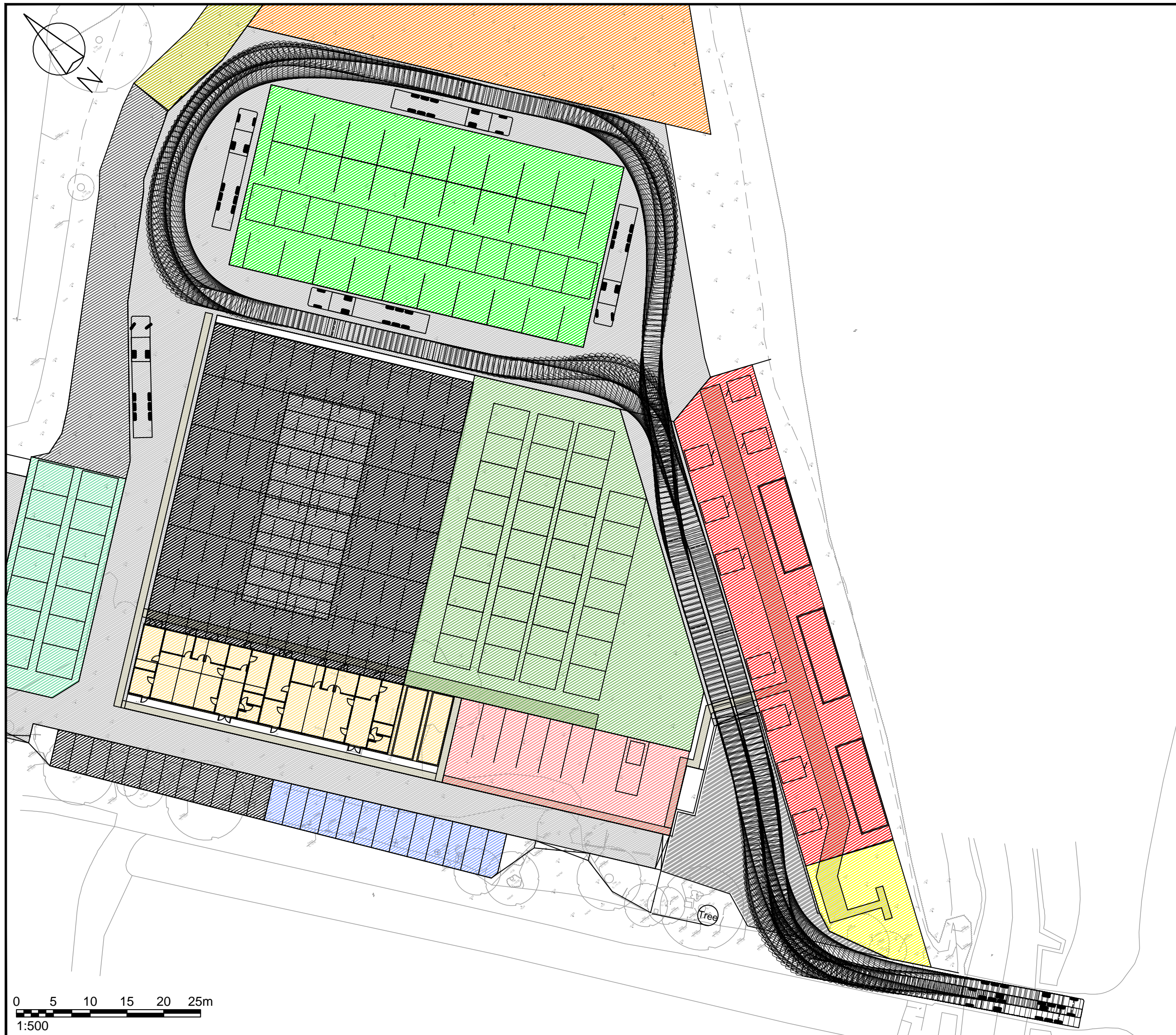


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Document Title: Signage Location	

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Appendix D

(Pines and Needles Vehicle Tracking within the Site)

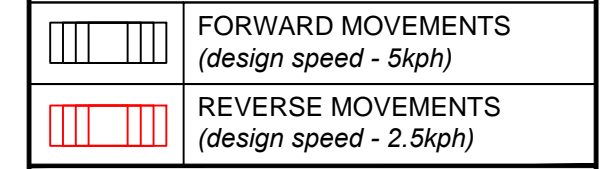
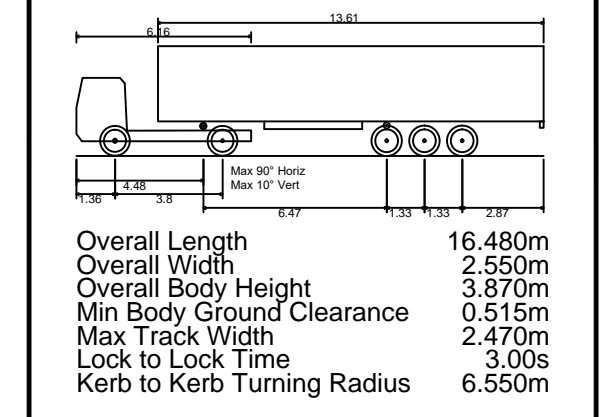


Rev	Details	Drawn	Checked	Date
A	Additional swept paths provided.	DW	AH	21.07.2023

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FTA DESIGN ARTICULATED VEHICLE (1998)



Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
Worcester Park**

Drawing Title
**Vehicular Swept Paths
Analysis using FTA Design
Articulated Vehicle
(Sheet 1 of 6)**

Scale	1:500	Size	A3
Drawn	DW	14.07.2023	
Checked	AH	14.07.2023	



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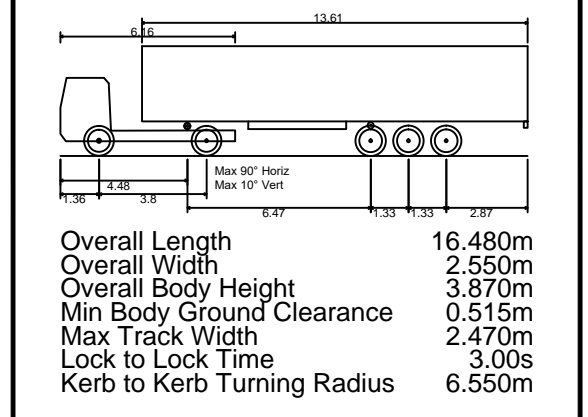


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FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
 Worcester Park**

Drawing Title
**Vehicular Swept Paths
 Analysis using FTA Design
 Articulated Vehicle
 (Sheet 2 of 6)**

Scale	1:500	Size	A3
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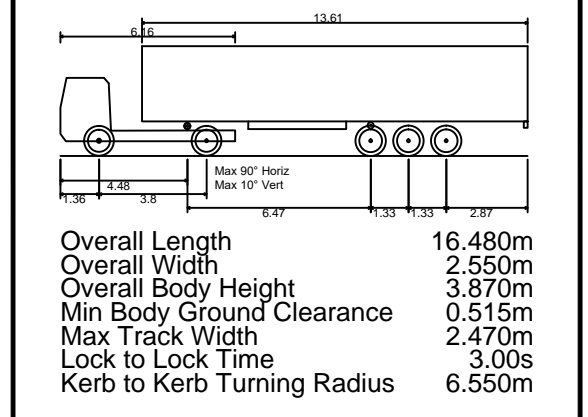


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A	Additional swept paths provided.	DW	AH	21.07.2023

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	FORWARD MOVEMENTS <i>(design speed - 5kph)</i>
	REVERSE MOVEMENTS <i>(design speed - 2.5kph)</i>

Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
Worcester Park**

Drawing Title
**Vehicular Swept Paths
Analysis using FTA Design
Articulated Vehicle
(Sheet 3 of 6)**

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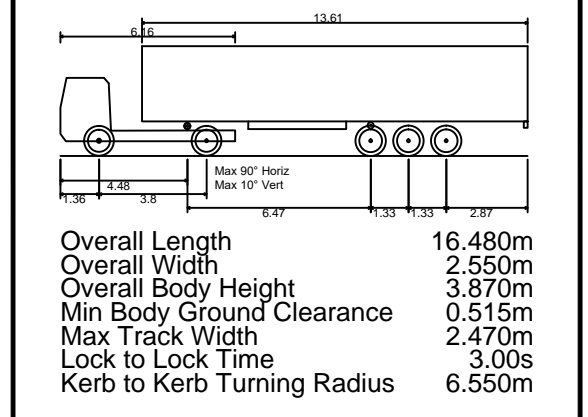


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	REVERSE MOVEMENTS (design speed - 2.5kph)

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**Riverhill Yard, Old Malden Ln,
 Worcester Park**

Drawing Title
**Vehicular Swept Paths
 Analysis using FTA Design
 Articulated Vehicle
 (Sheet 4 of 6)**

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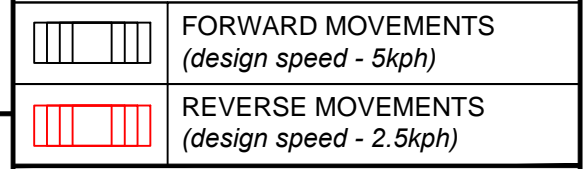
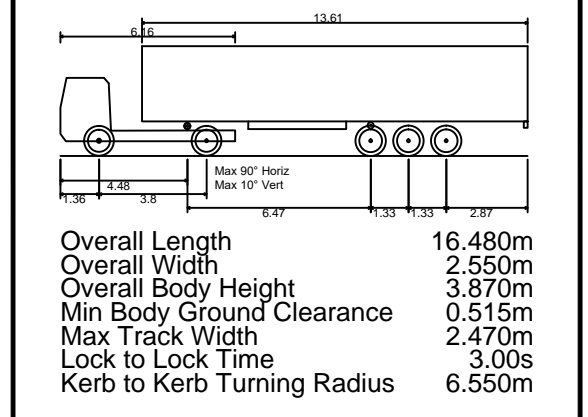


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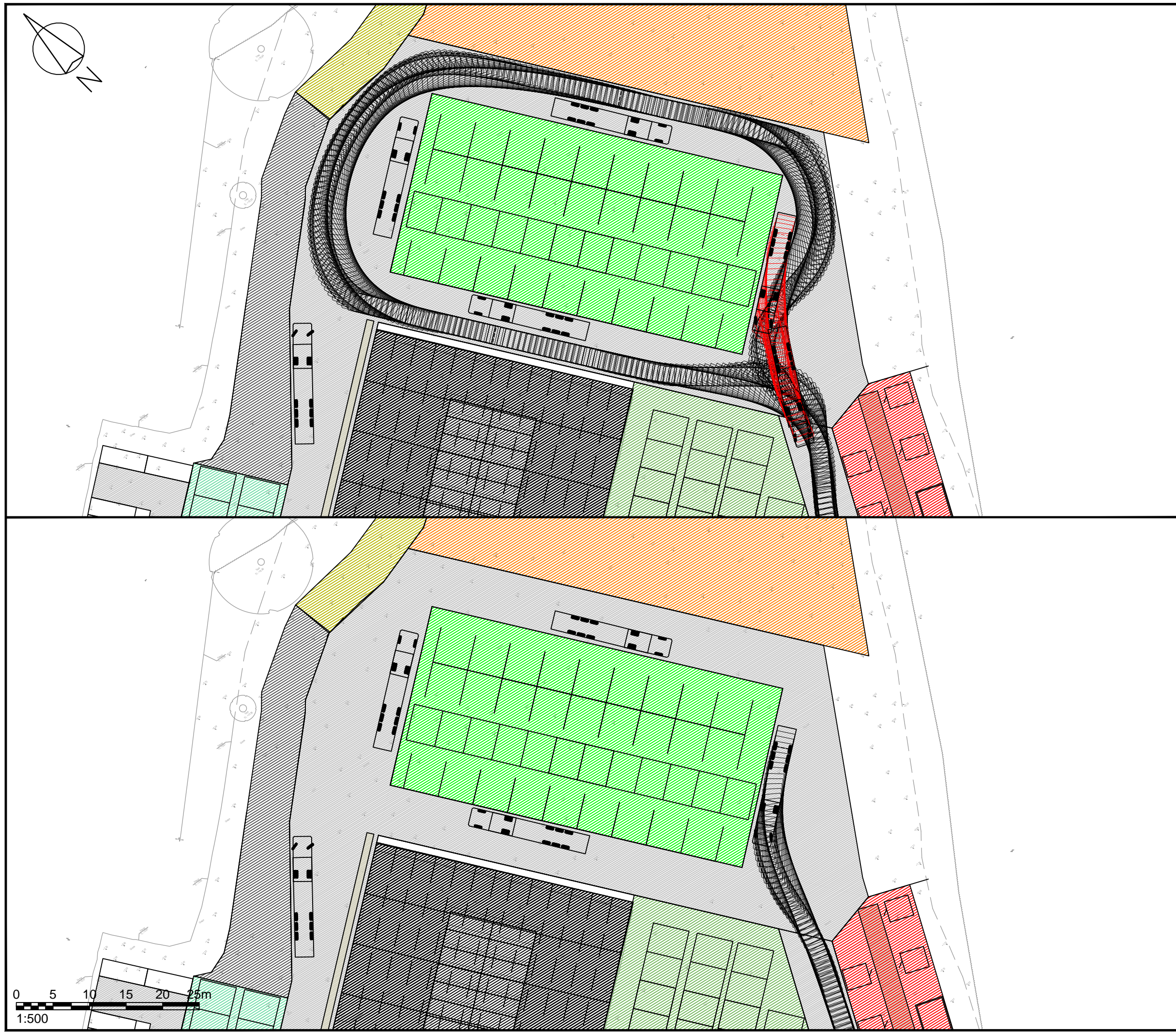
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**Vehicular Swept Paths
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(Sheet 5 of 6)**

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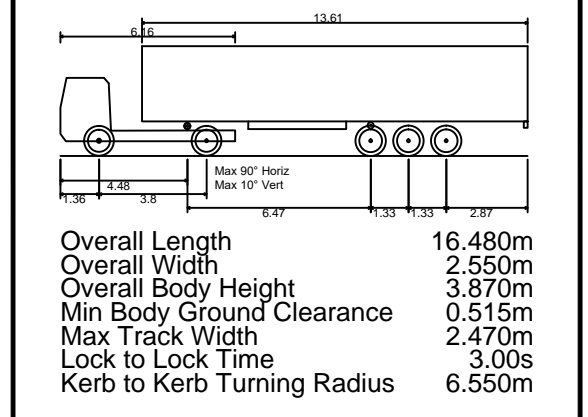


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 Articulated Vehicle
 (Sheet 6 of 6)**

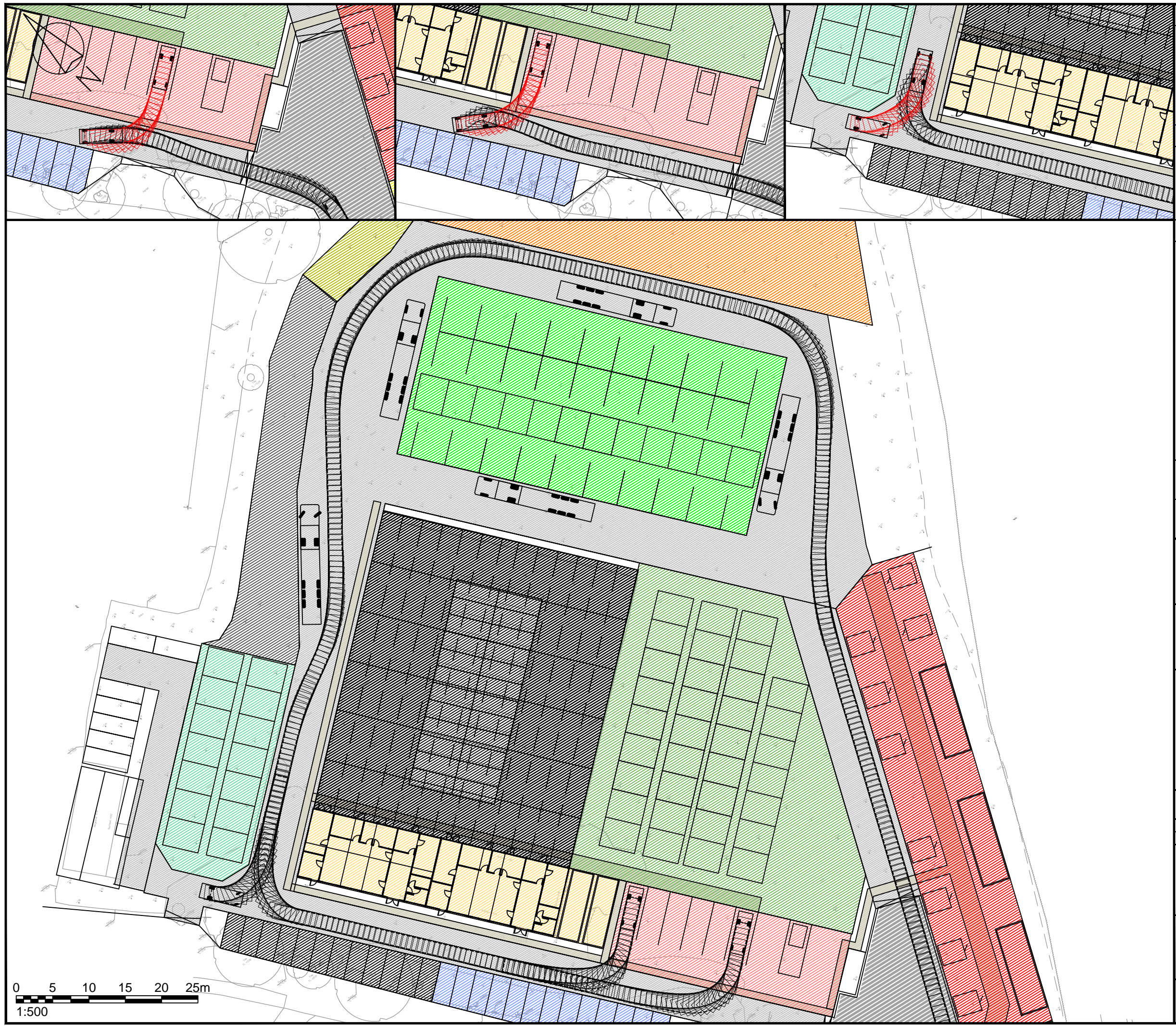
Scale	1:500	Size	A3
Drawn	DW	14.07.2023	
Checked	AH	14.07.2023	



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Drawing Number	2023-4786-TR01(6)	Rev	A
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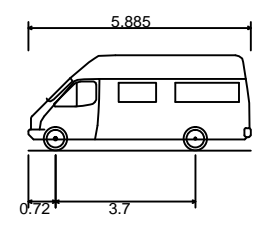
2023-4786-TR01 - V.S.P.A. USING FTA DESIGN ARTICULATED VEHICLE.DWG



Rev	Details	Drawn	Checked	Date
...

- NOTES:**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

4.6T LIGHT VAN



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

- FORWARD MOVEMENTS
(design speed - 5kph)
- REVERSE MOVEMENTS
(design speed - 2.5kph)

Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
Worcester Park**

Drawing Title
**Vehicular Swept Paths
Analysis using 4.6T Light Van**

Scale	1:500	Size	A3
Drawn	DW	21.07.2023	
Checked	AH	21.07.2023	

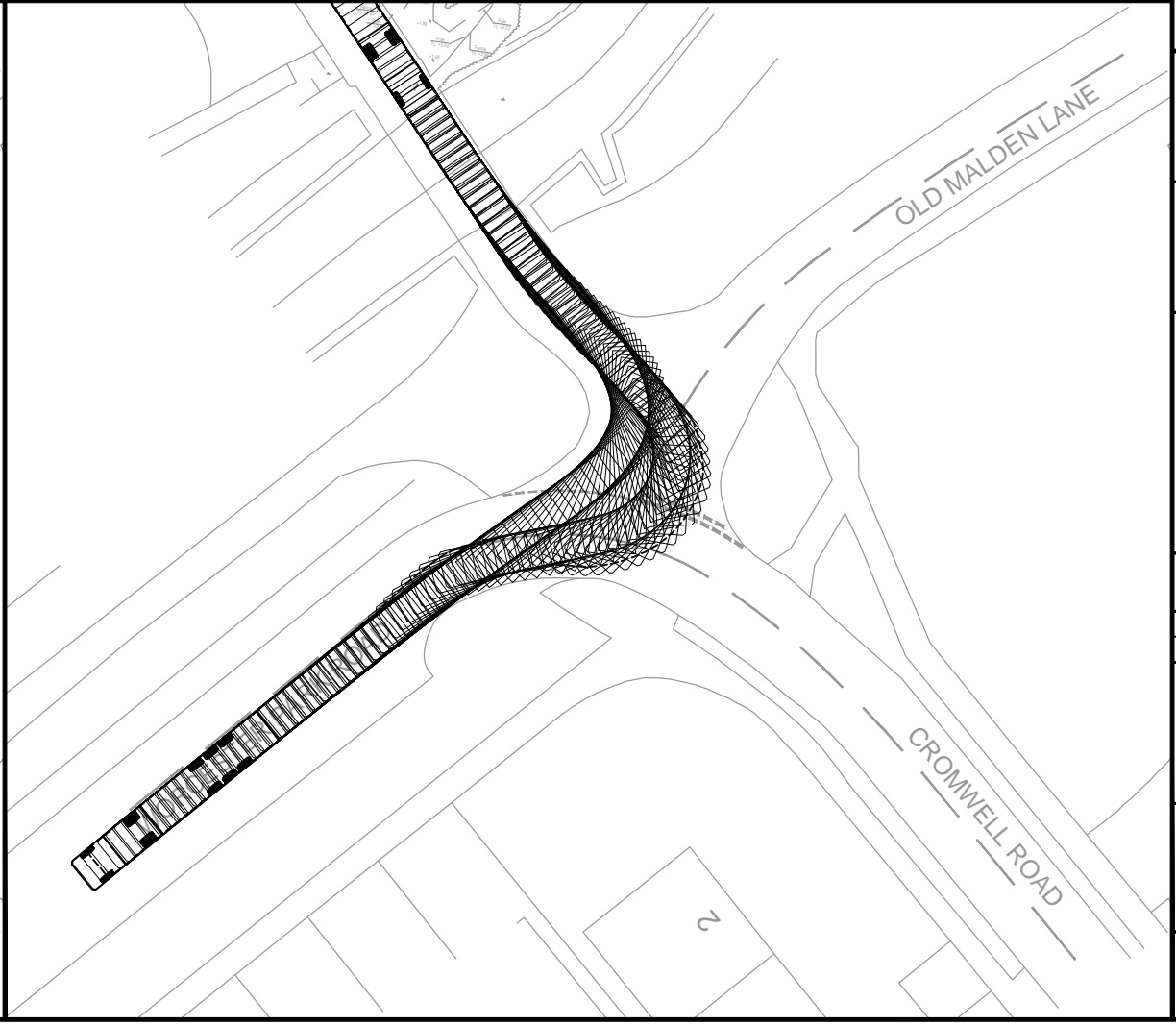
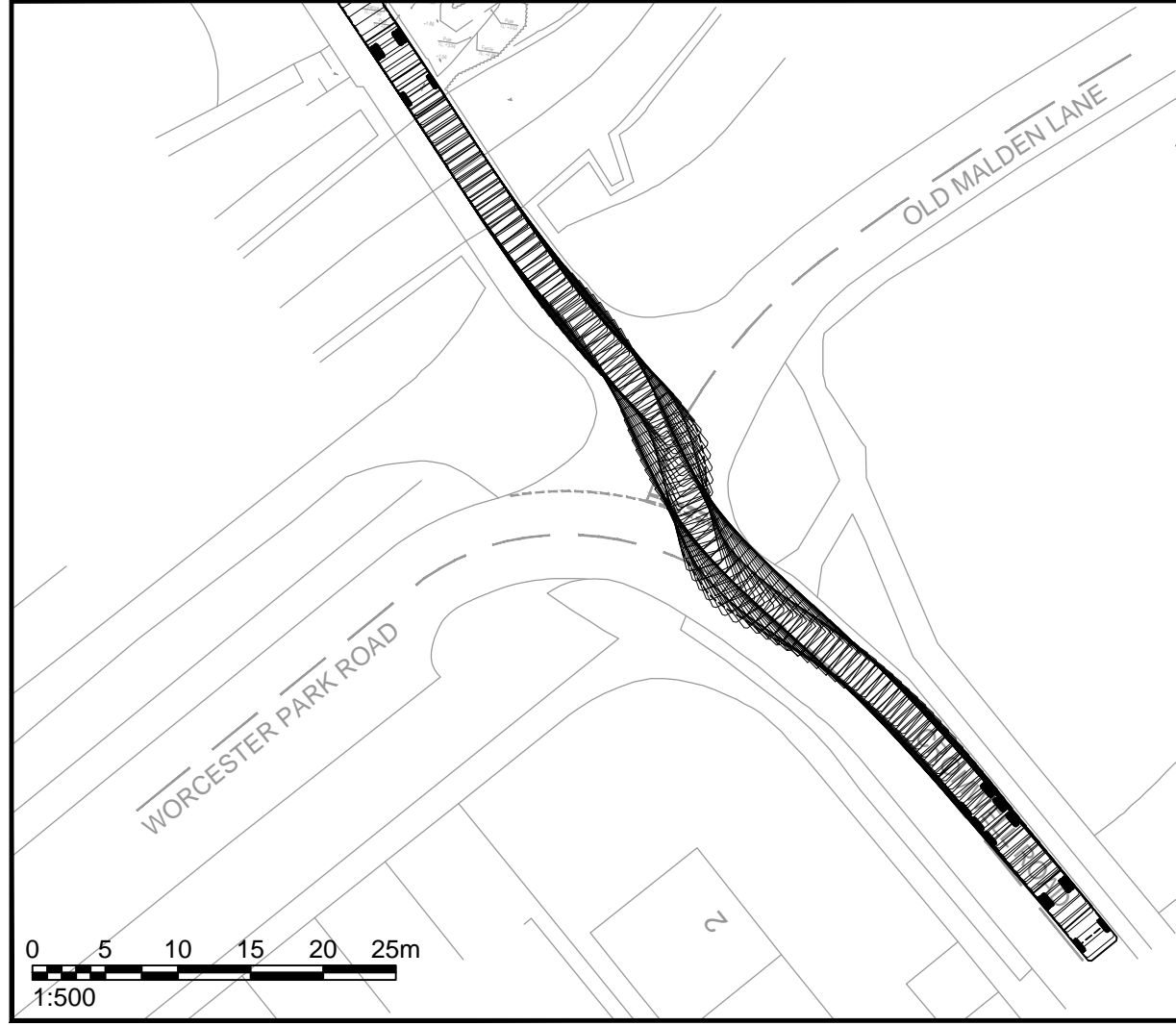
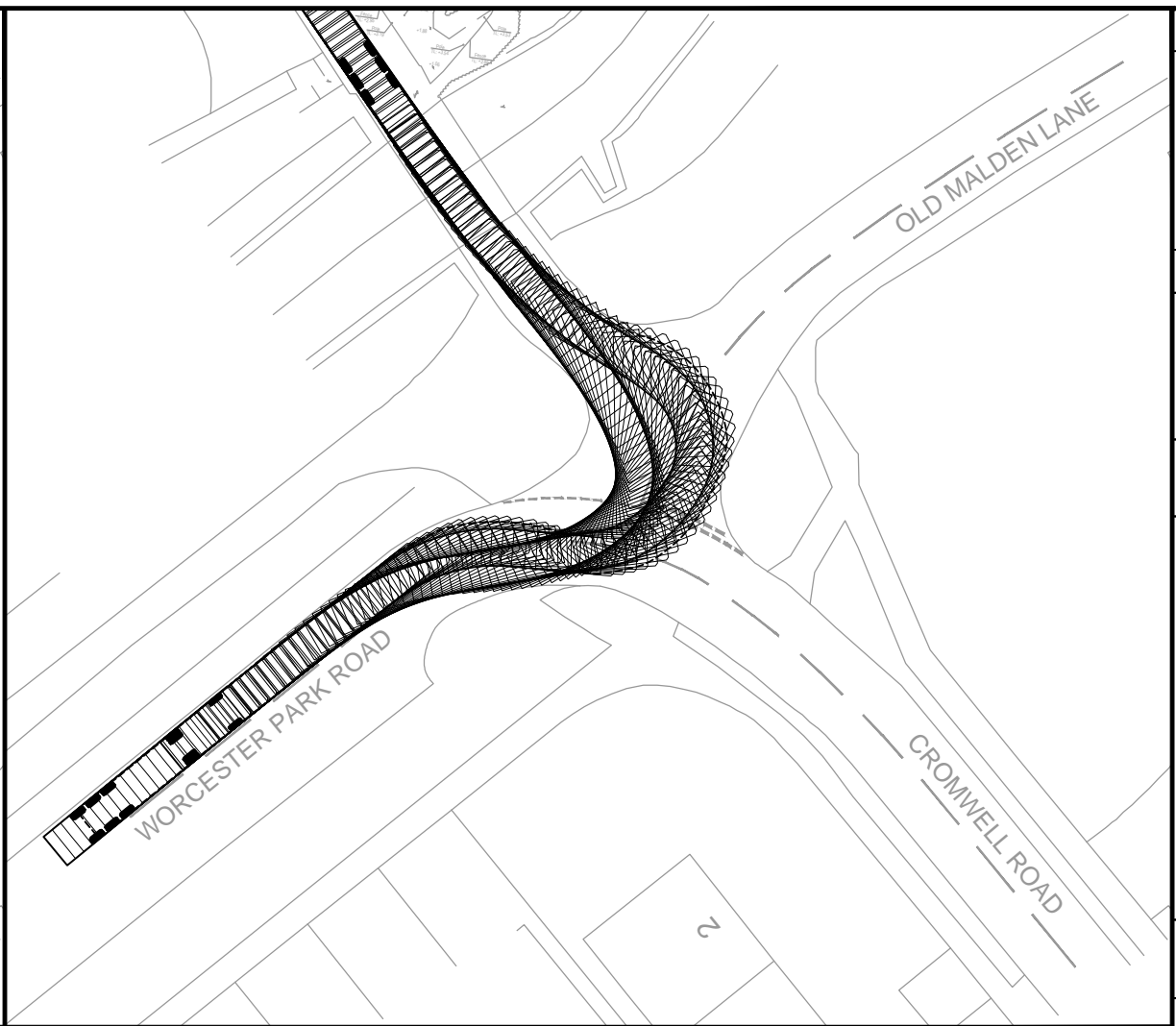
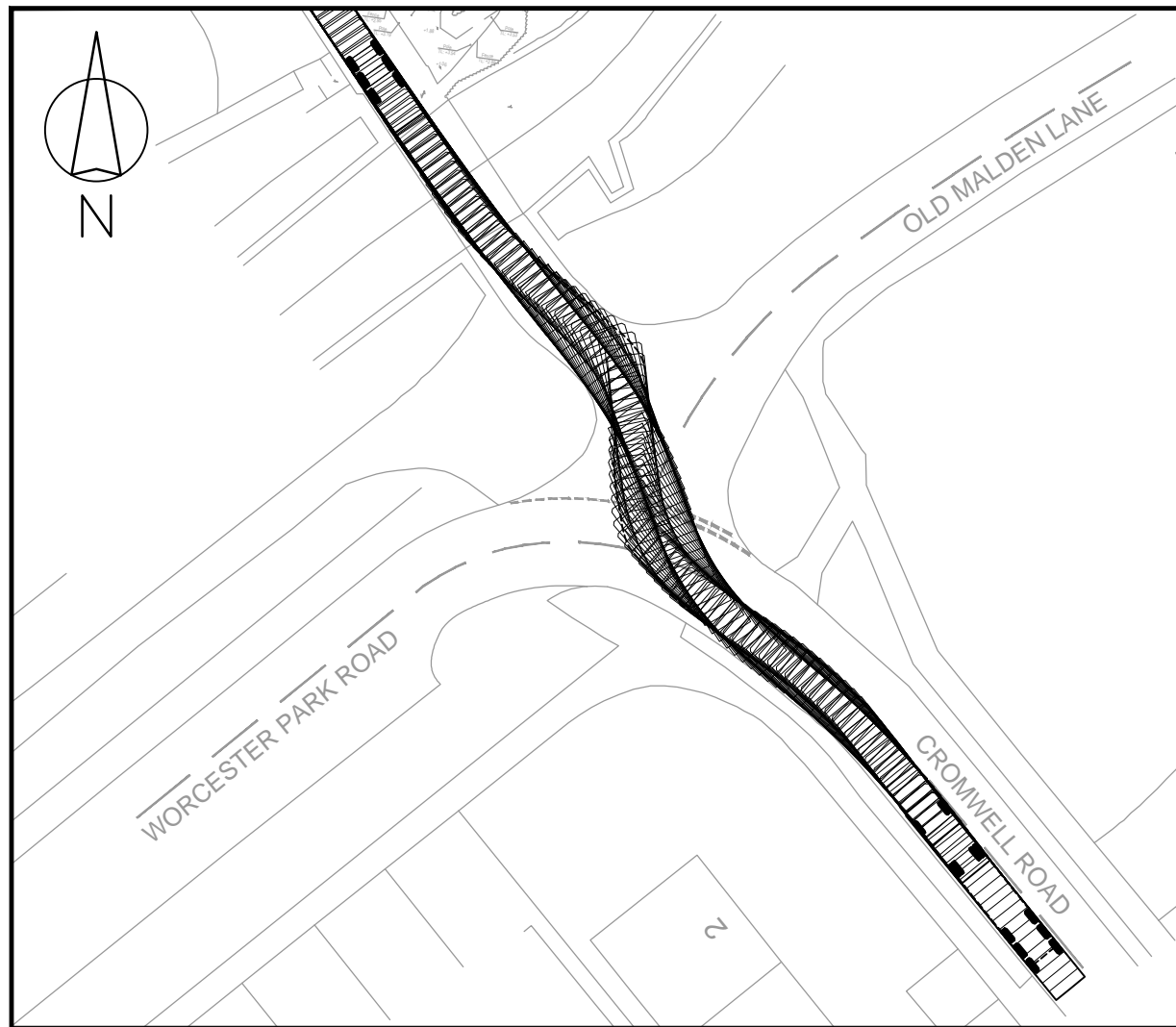


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Drawing Number	2023-4786-TR02	Rev	
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Appendix E

(Pines and Needles Vehicle Tracking off-Site)

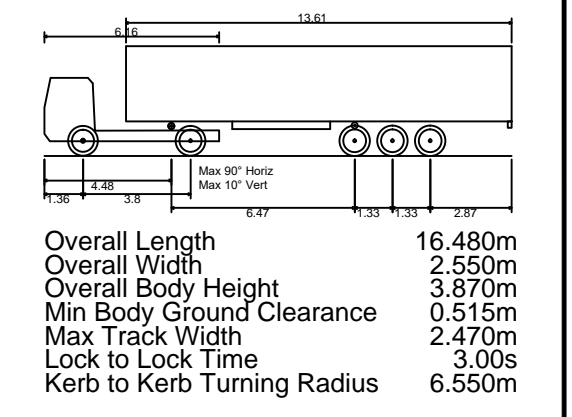


Rev	Details	Drawn	Checked	Date
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NOTES :

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
Worcester Park**

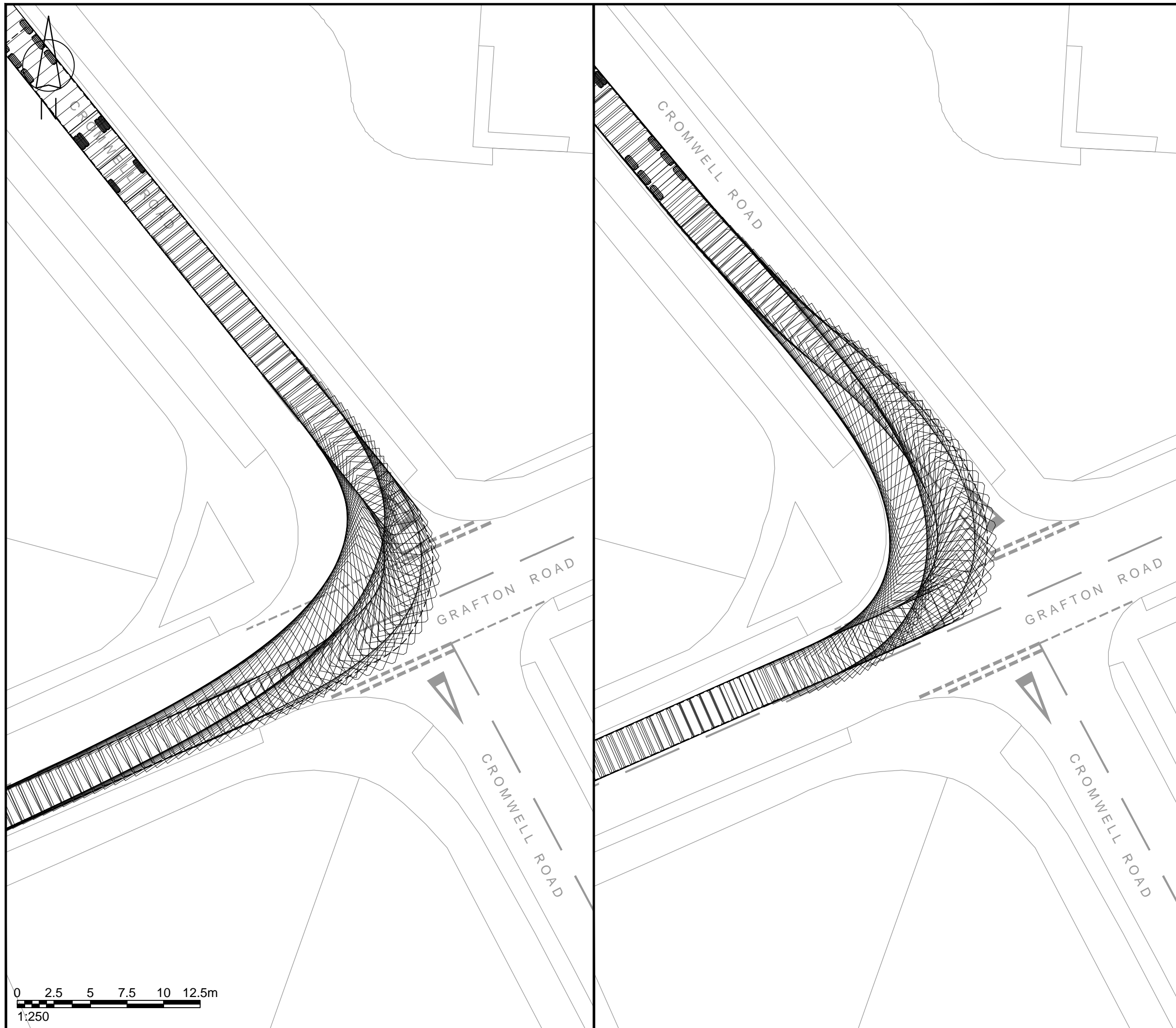
Drawing Title
**Worcester Park Rd / Cromwell Rd / Old Malden Lane Junction
Vehicular Swept Paths Analysis**

Scale	1:500	Size	A3
Drawn	DW	21.07.2023	
Checked	AH	21.07.2023	



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Drawing Number	2023-4786-TR03	Rev	
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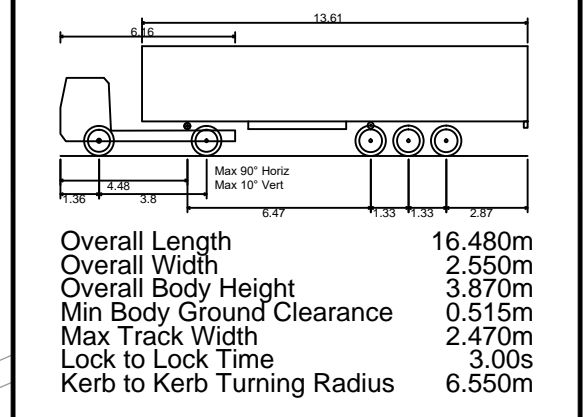


Rev	Details	Drawn	Checked	Date
...

NOTES :

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
Worcester Park**

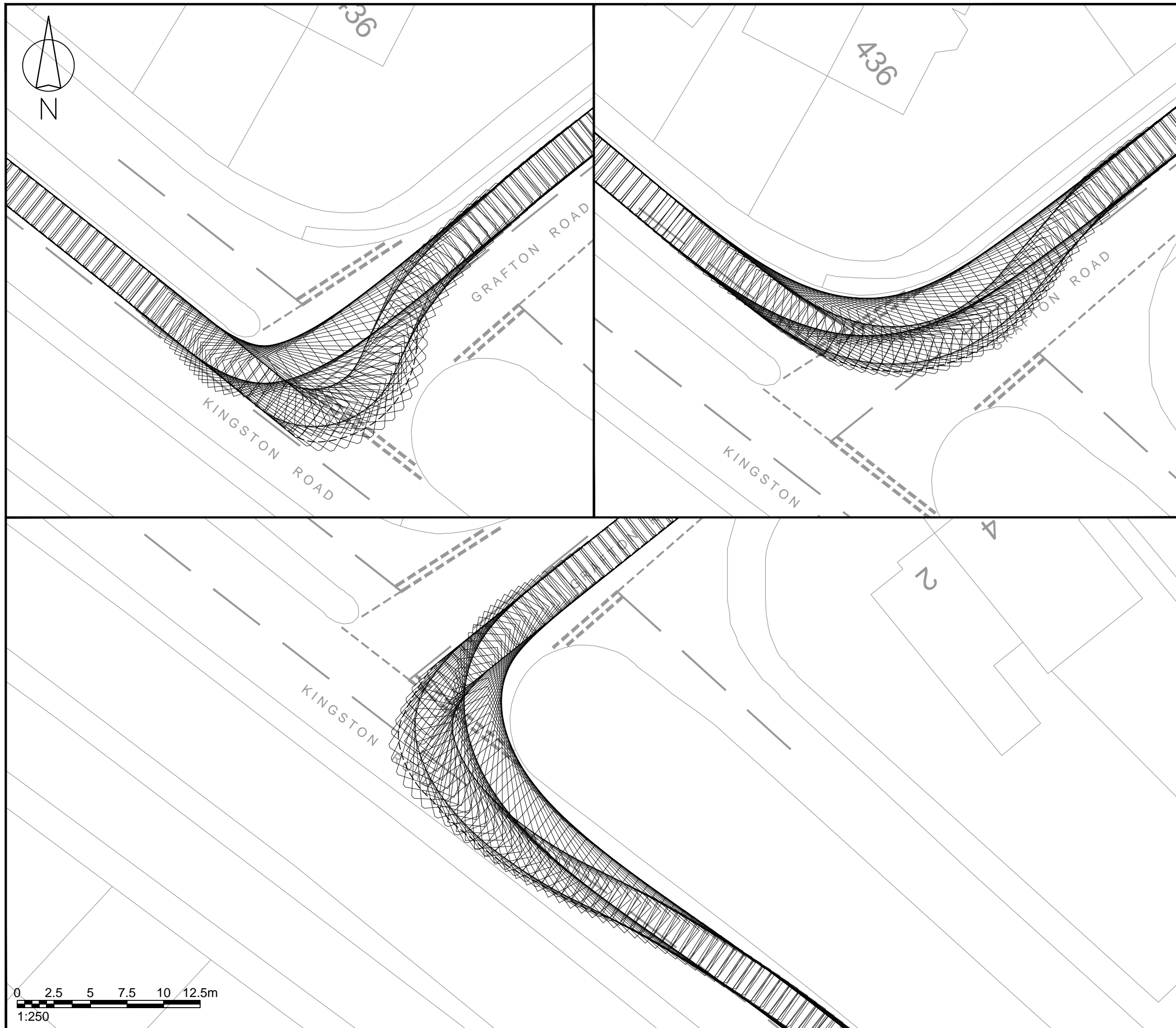
Drawing Title
**Cromwell Rd / Grafton Rd
Junction Vehicular Swept
Paths Analysis**

Scale	1:250	Size	A3
Drawn	DW	21.07.2023	
Checked	AH	21.07.2023	



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Drawing Number	2023-4786-TR04	Rev	
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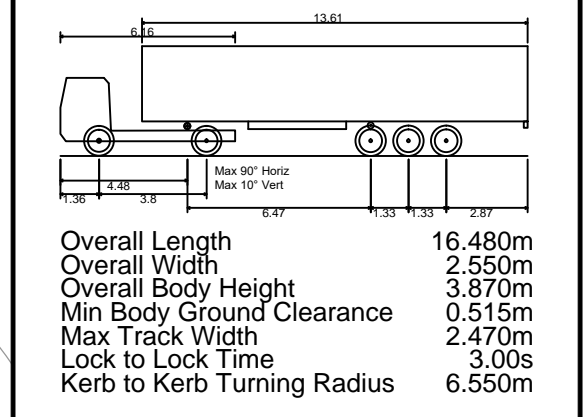


Rev	Details	Drawn	Checked	Date
...

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

FTA DESIGN ARTICULATED VEHICLE (1998)



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
Worcester Park**

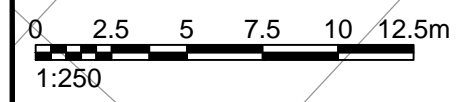
Drawing Title
**Grafton Rd / Kingston Rd
Junction Vehicular Swept
Paths Analysis**

Scale	1:250	Size	A3
Drawn	DW	25.07.2023	
Checked	AH	25.07.2023	



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Drawing Number	2023-4786-TR05	Rev	
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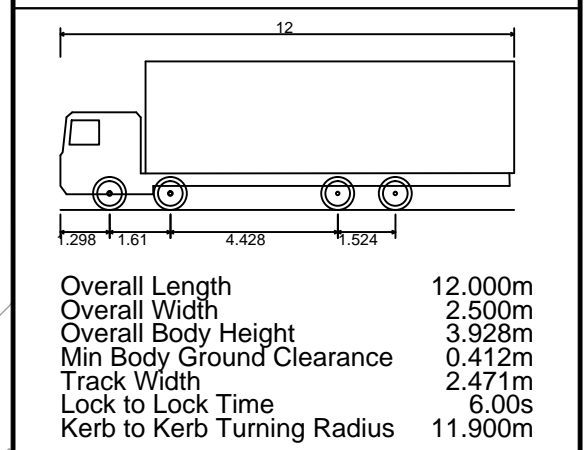


Rev	Details	Drawn	Checked	Date
...

NOTES:

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only, and not for construction.

12m RIGID TRUCK



	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
Worcester Park**

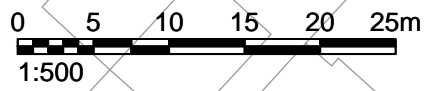
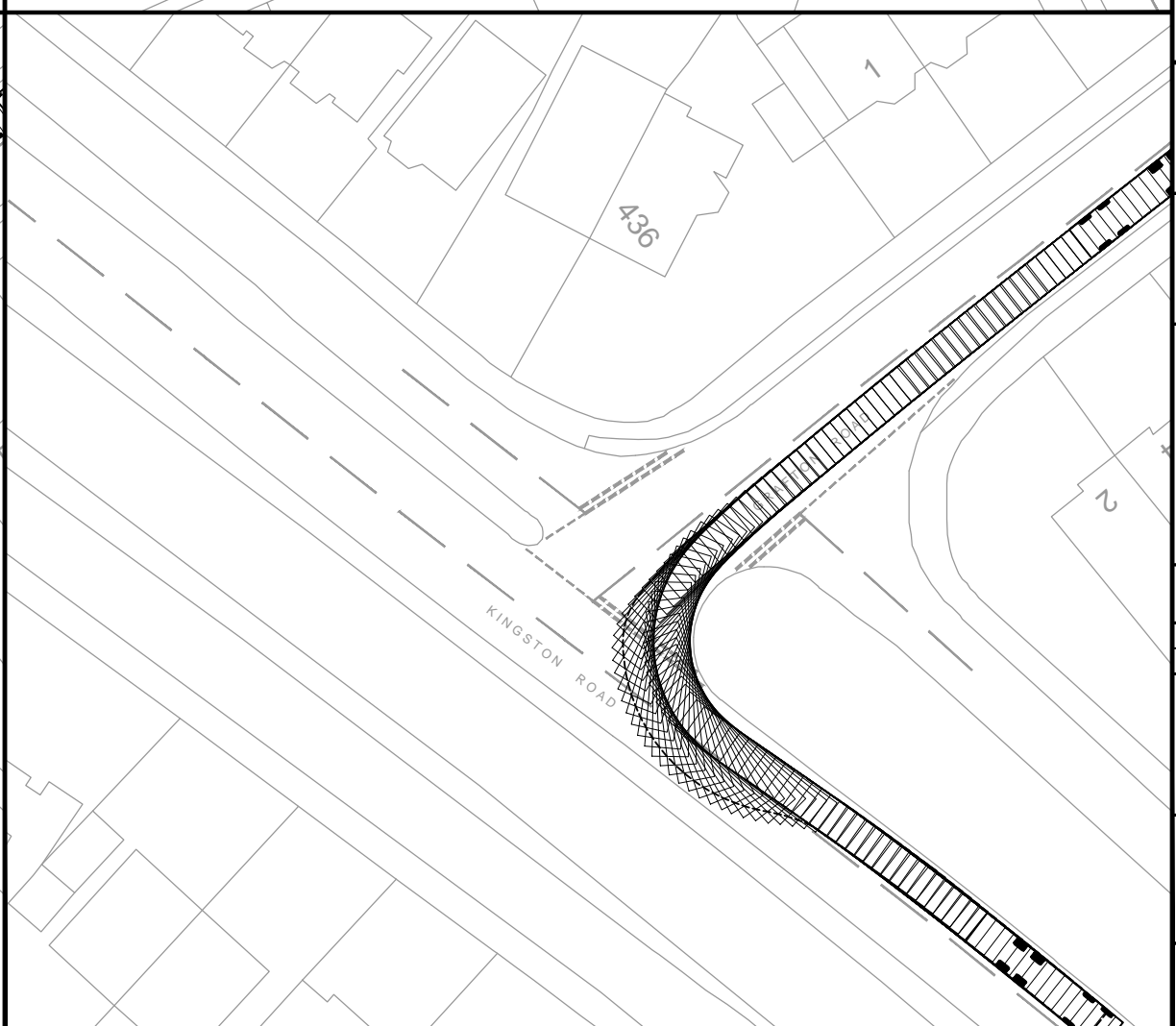
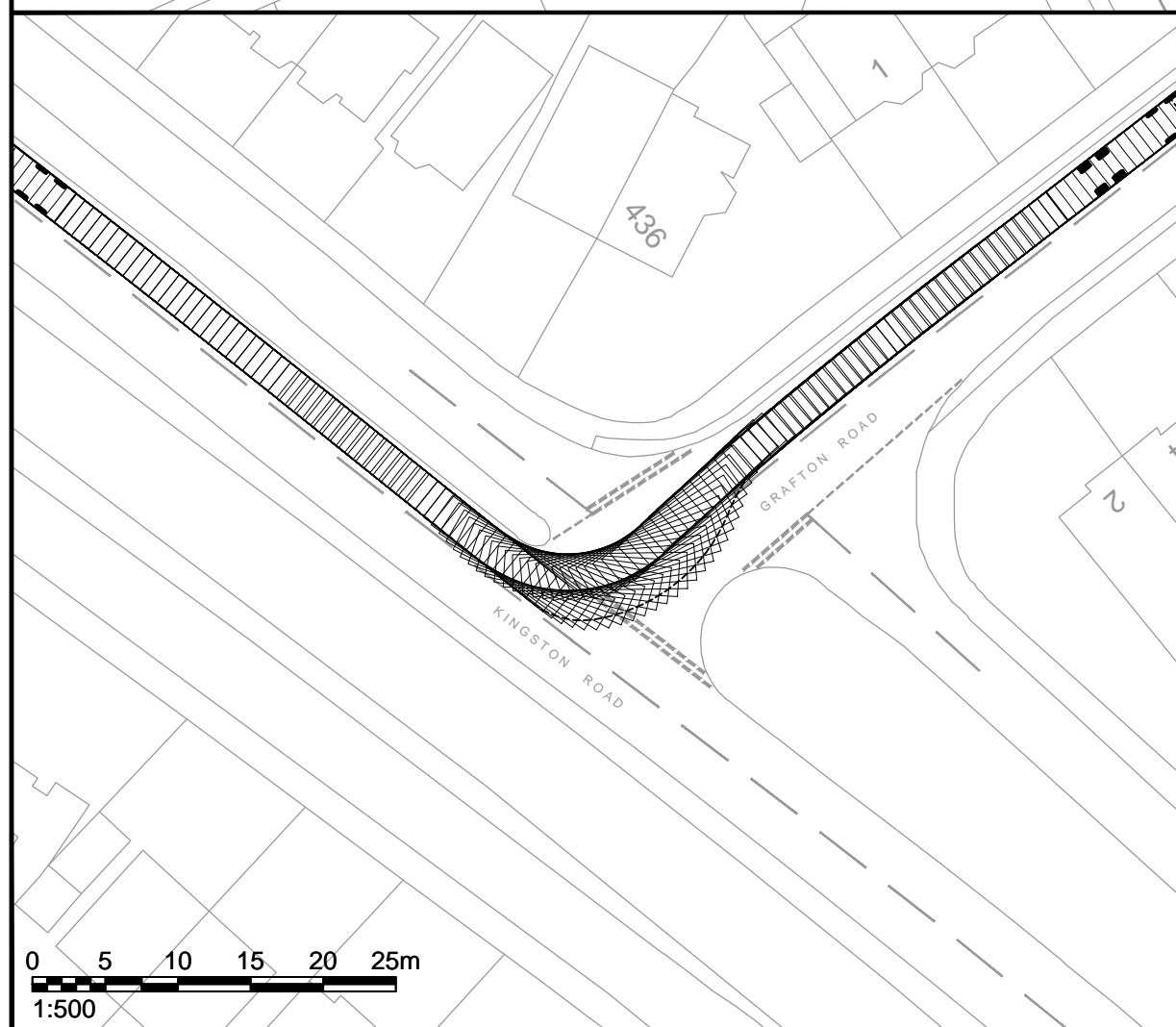
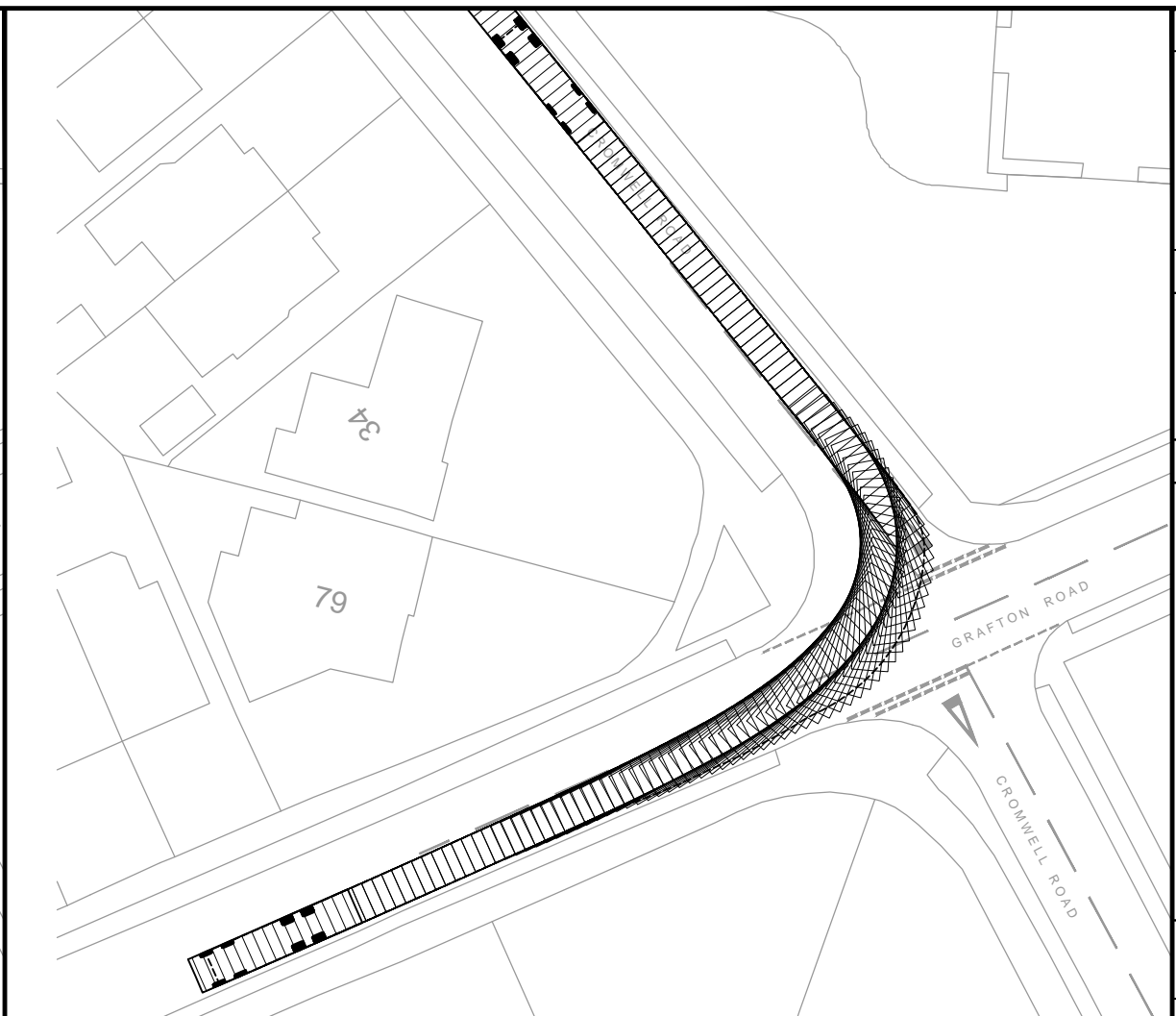
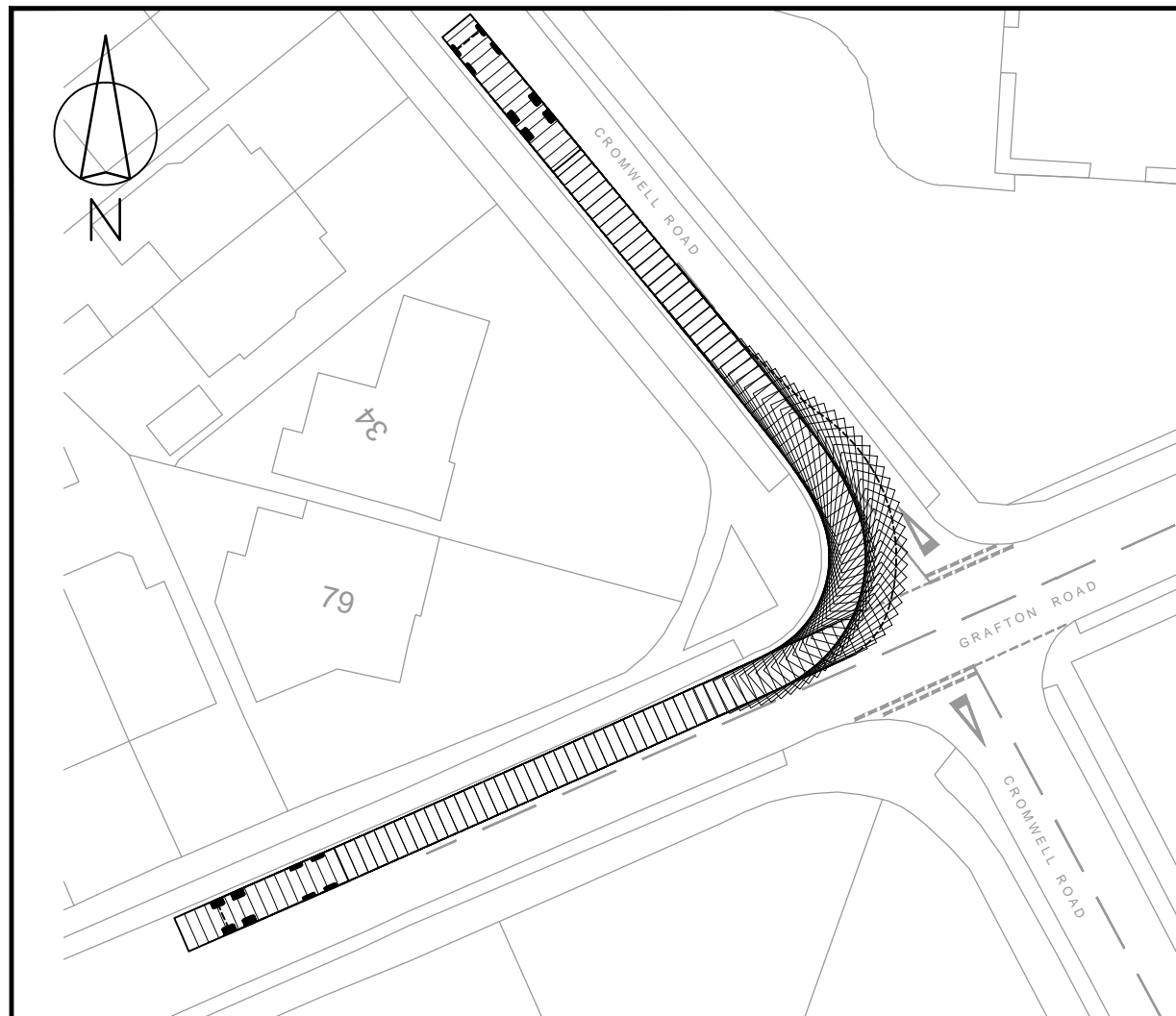
Drawing Title
**Vehicular Swept Paths Analysis
using 12m Rigid Truck
(Sheet 1 of 2)**

Scale	1:500	Size	A3
Drawn	DW	25.07.2023	
Checked	AH	25.07.2023	



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Drawing Number	2023-4786-TR06(1)	Rev	
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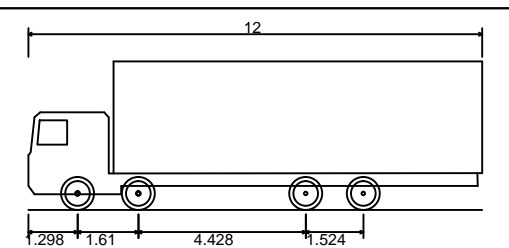


Rev	Details	Drawn	Checked	Date
...

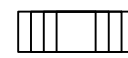

NOTES :

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

12m RIGID TRUCK



Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.900m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Client
NSS (Worcester Park) LLP

Project
**Riverhill Yard, Old Malden Ln,
Worcester Park**

Drawing Title
**Vehicular Swept Paths Analysis
using 12m Rigid Truck
(Sheet 2 of 2)**

Scale	1:500	Size	A3
Drawn	DW	25.07.2023	
Checked	AH	25.07.2023	

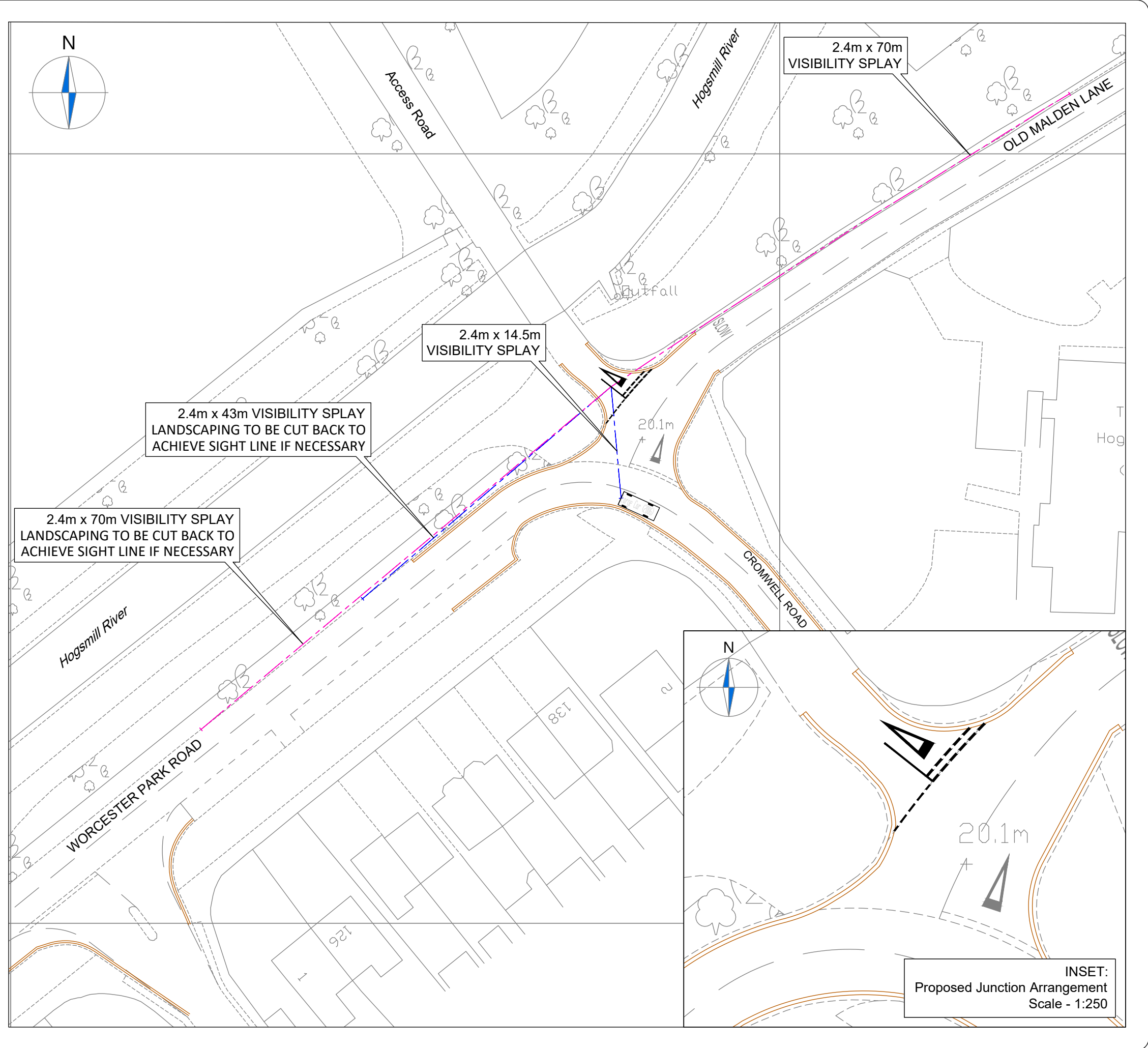


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Drawing Number	2023-4786-TR06(2)	Rev	
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Appendix F

(Old Malden Lane Visibility Splay Drawing)



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction				
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built				

Client: **AELTC**

Project: **Land at Riverhill Yard**

Drawing Title: **Proposed Junction Improvements and Visibility Splays**

Scale: **1:500 (Inset - 1:250)** Size: **A3**

Drawn by: **HE** Checked by: **PC** Date: **23.07.2020**

CANEPARO ASSOCIATES
 Transport Planning & Highway Design
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: **CA4264** Drawing No: **SK003** Sheet: **1 of 1** Rev: **...**

CA4264_SK003 - PROPOSED ACCESS IMPROVEMENTS & JUNCTION VISIBILITY.DWG