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Stag Brewery, Mortlake

Transport Assessment Addendum

On behalf of **Reselton Properties**

Project Ref: 38262/5507 | Rev: AA | Date: April 2019

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1.1	1/05/19	Revised with changes to non-residential floor areas	MB	PW/RP	GC
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1.3	07/05/19	Final Issue	MB	PW/RP	GC

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1 Introduction

1.1 Overview

- 1.1.1 This Transport Assessment Addendum has been produced by Peter Brett Associates, now part of Stantec (PBA), on behalf of Reselton Properties Limited. The Addendum has been prepared in order to reflect the changes to the scheme design and planning policy updates which have occurred during the consultation period to date in respect of the three linked planning applications for the redevelopment of the former Stag Brewery site in Mortlake, London Borough Richmond upon Thames (LBRuT).
- 1.1.2 The applications (Refs: 18/0547/FUL, 18/0548/FUL, 18/0549/FUL) from February 2018 included a Transport Assessment (TA) which set out the likely impacts of the proposed development on the surrounding transport network. This TA included a detailed transport strategy aimed at ensuring the development was sustainable from a transport perspective and was consistent with prevailing policies at the time of the application.
- 1.1.3 Since the application was submitted various meetings have been held with stakeholders, including TfL, LBRuT and Network Rail to discuss the submitted TA. In addition, a number of key policy documents have been revised.
- 1.1.4 The purpose of this addendum therefore includes the following:
- to provide an update on the potential transport impacts arising from minor changes proposed to the previously submitted scheme.
 - to set out any changes to the proposed mitigations as a result of the post application discussions with the relevant stakeholders.
 - to set out the changes in transport policy that have occurred and to identify their implications for the proposals.
- 1.1.5 The addendum is set out as follows:
- Chapter 1 Introduction
 - Chapter 2 Policy Changes
 - Chapter 3 Key Stakeholder Update
 - Chapter 4 Scheme Update
 - Chapter 5 Summary and Conclusion

2 Policy Changes

2.1 Overview

- 2.1.1 Chapter 3 of the TA set out the key transport policies at a national, regional and local level. Since the submissions of the three Stag Brewery applications in February 2018, alterations have been made to both regional and local policy with regards to transport. This chapter will discuss the differences between the policy at the time of submission of the previous TA and current / new policy.
- 2.1.2 It is considered that there have been no significant changes to transport policy at a national level that would materially impact upon the development proposals or associated mitigations.
- 2.1.3 At a regional level the following updates need to be considered:
- The Mayor's Transport Strategy (2018), which was previously only published in draft has now been issued.
 - A new Draft London Plan (2018) has been issued. Whilst this does not carry the same weight as an approved Plan, TfL has asked that the transport policies and particularly the revised cycle parking standards provided within the new Draft be applied to the proposed development.
 - At a local level London Borough of Richmond upon Thames (LBRuT) have now adopted their new Local Plan (July 2018).
- 2.1.4 The remainder of the chapter will discuss the changes as a result of the updated policies.

2.2 The 2018 Draft London Plan

- 2.2.1 The 2018 Draft London Plan will, once adopted, replace the current London Plan. The London Plan is an emerging plan, not yet adopted and carries very limited weight. Notwithstanding this, the Applicant has sought to amend the scheme in line with the draft standards. The changes to the London Plan affecting the transport aspect of the development mainly centre around parking. Any relevant updates are described below and are supported by policies from the Mayor's Transport Strategy.

Maximum Vehicle Parking Standards

- 2.2.2 For residential development, the current London Plan bases the maximum provision of car parking spaces on the density, number of habitable rooms/unit and location of the proposed development, with more dense and central developments allowed less parking than those less dense and more suburban. In comparison, the Draft London Plan bases maximum car parking provision on the location of the proposed development.
- 2.2.3 Table 2.1 and Table 2.2 show the maximum required number of car parking spaces for residential units for both the current and Draft London Plan, respectively.

Table 2-1 Current London Plan Maximum Residential Vehicle Parking Standards

Current London Plan	
No. of beds	Parking Spaces
1-2	Less than 1 per unit
3	Up to 1.5 per unit
4 or more	Up to 2 per unit

Table 2-2 Draft London Plan Maximum Residential Vehicle Parking Standards

Draft London Plan	
Location	Maximum parking provision
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	Car-free
Inner London PTAL 3	Up to 0.25 spaces per unit
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per unit
Inner London PTAL 0-1 Outer London PTAL 3	Up to 0.75 spaces per unit
Outer London PTAL 2	Up to 1 space per unit
Outer London PTAL 0-1	Up to 1.5 spaces per unit

Non-Residential Parking

2.2.4 The following tables demonstrate the new Non-Residential parking standards that impact the site and the uses it contains. Previously non-residential parking was calculated using LBRuT standards, but the new adopted Local Plan (2018) now references the following standards in the tables below.

2.2.5 Maximum office parking is shown in Table 2.3.

Table 2-3 Draft London Plan Maximum Office Parking Standards

Location	Maximum Parking Provision
Central Activities Zone and inner London	Car-free
Outer London Opportunity Areas	Up to 1 space per 600 sqm gross internal area (GIA)
Outer London	Up to 1 space per 100 sqm (GIA)
Outer London locations identified through a Development Plan Document where more generous standards apply	Up to 1 space per 50 sqm (GIA)

Maximum retail parking is shown in Table 2-4.

Table 2-4 Draft London Plan Retail Parking Standards

Location	Maximum Parking Provision
Central Activities Zone and all areas of PTAL 5-6	Car-free
Inner London, Outer London Opportunity Areas, Outer London retail below 500sqm	Up to 1 space per 75 sqm (GIA)
Rest of London	Up to 1 space per 50 sqm (GIA)

- 2.2.6 Hotel parking for locations with a PTAL of 0-3 are to be assessed on a case by case basis but consistent with the healthy streets approach.

Disabled Parking

- 2.2.7 Disabled parking standards have improved from the current London Plan to the Draft London Plan. Within the current London Plan it is stated that for residential developments “adequate parking spaces for disabled people must be provided preferably on-site.” In comparison, within the Draft London Plan, it is stated that residential development proposals delivering ten or more units must, as a minimum, ensure that at least one designated disabled parking bay per dwelling for three per cent of dwellings is available from the outset. For future provision, it must be demonstrated how the remaining bays (to a total of one per dwelling for ten per cent of dwellings) can be requested to be altered to a designated disabled parking space in the future.
- 2.2.8 For non-residential developments, Table 2.5 shows the adopted London Plan’s provision for office and retail workers from the outset and future provision.
- 2.2.9 Table 2.6 shows the Draft London Plan’s provision for designated and enlarged disabled bays for office, retail and school developments.

Table 2-5 Current London Plan Non-Residential Disabled Parking

Building Type	Provision from the outset		Future Provision
	Number of spaces for employee who is a disabled motorist	Number of spaces for visiting disabled motorist	Number of enlarged standard spaces
Office	1 space	5% of the total capacity	A further 5% of the total capacity
Retail	1 space	6% of the total capacity	A further 4% of the total capacity

Table 2-6 Draft London Plan Non-Residential Disabled Parking

Building Type	Designated Bays (% of total parking provision)	Enlarged bays (% of total parking provision)
Office	5%	5%
Retail	6%	4%
School	5%	5%

Electric Vehicle Parking

- 2.2.10 Both the current and draft London Plan states that developments must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of residential car parking spaces should have active charging facilities, with passive provision for all remaining spaces.
- 2.2.11 Within the current London plan it is also stated that for retail developments, 10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future. For employment, 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

Minimum Cycle Parking Standards

- 2.2.12 With regards to short-stay cycle parking for residential units, the parking provision standards are the same. However, with regards to long-stay parking a higher provision of spaces is required.
- 2.2.13 Table 2.7 below displays the required number of cycle parking spaces for both the current and Draft New London Plan.

Table 2-7 Cycle Parking Standards Comparison

Length of Stay	Current London Plan	Draft New London Plan
Long Stay	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per studio, 1.5 spaces per 1 bedroom unit, 2 spaces per all other dwellings
Short Stay	1 space per 40 units	1 space per 40 units

2.3 The Mayor’s Transport Strategy 2018

2.3.1 Within the previous TA, the Mayor’s Transport strategy was under consultation, the strategy was adopted in 2018. The strategy places an emphasis on healthy streets and promoting sustainable travel.

2.3.2 The three main themes include:

- ‘Healthy streets and healthy people’ is about creating streets and routes that encourage walking, cycling and public transport. Local streets and neighbourhoods will be designed to make them pleasant places for people to walk, cycle, and use public transport. Reducing road danger will make people feel safer and more comfortable walking and cycling. A shift away from car use will help London’s streets work more efficiently and reduce congestion.
- ‘A good public transport experience’ ensures that public transport is the most efficient way for people to travel distances that are too long to walk or cycle.
- ‘New homes and jobs’ ensuring that people live and work in well-connected places and transport plays a key role in delivering this. ‘Good growth’ will provide more opportunities, deliver affordable homes and improve the quality of life. People should be able to live in areas where many of the places they want to go to are within walking and cycling distance, and good public transport connections are available for longer trips.

2.3.3 The development has been designed with this policy document in mind. Cycle parking has been provided in line with standards, the development is to be mostly car free at surface level, particularly in the eastern portion of the site. Additionally, off site works are focusing on providing for pedestrians and cyclists through additional crossings and a 20mph zone. Healthy Streets Audits have also been completed for Chalkers Corner and Lower Richmond Road.

2.4 Local Plan

LBRuT Local Plan 2018

2.4.1 Within the previous TA, the policy section referred to the emerging local plan 2018. Since then the Local Plan has been adopted. The plan sets out a strategic vision in shaping the borough’s future. The plan recognises that cars will still be significant within the borough’s future, however improvements to the public transport network and interchanges will aim to encourage residents and visitors to use more sustainable transport modes.

2.4.2 Within the plan, Policy LP 44 - Sustainable Travel Choices states that the Council will work in partnership to promote safe, sustainable and accessible transport solutions. In terms of walking and Cycling the Council “will ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the of provision of safe and convenient walking and cycling routes, and to provide opportunities for

walking and cycling, including through the provision of links and enhancements to existing networks”

- 2.4.3 Paragraph 11.14 states that developments should “encourage the use of modes other than the car by making it as easy as possible through provision of good pedestrian facilities, clear layout and signage, provision of cycling facilities and improving access to public transport interchanges”.
- 2.4.4 The document also provides updated parking standards. These no longer identify CPZ’s as a differentiator but instead relate parking requirements to the PTAL. For areas such as Mortlake, with a PTAL of less than 3, the proposed maximum residential parking is for 1 space for 1 and 2 bed units and for 2 spaces for units with 3 or more beds. For non-residential uses the parking standards generally defer to the London Plan rather than a specific LBRuT standard.

2.5 Summary

- 2.5.1 The above summarises any change in policy documented since the previous submission. It highlights how the development may be impacted by this and sets out any standards that this application will now be subject to. The key implications of this are the increase in the number of cycle parking spaces and a new focus on London Plan non-residential standards for car parking as opposed to LBRuT standards.

3 Key Stakeholder Update

3.1 Overview

3.1.1 This chapter sets out the correspondence and comments provided by key stakeholders since the planning applications were submitted in February 2018. The chapter includes correspondence between LBRuT, TfL and Network Rail.

3.2 LBRuT

3.2.1 Clarifications were sought by LBRuT over a number of issues. These have been addressed through a series of emails and a meeting with LBRuT. The Borough had sought clarification and raised comments on several issues including:

- Chalkers Corner
- Sheen Lane level crossing
- School drop off
- School buses
- Trip Generation
- Adoption
- Car parking
- Construction management

3.2.2 The application for Chalkers Corner has since been deemed acceptable to TfL and to LBRuT as successfully mitigating the impact of the junction, but it has been noted that further modelling work will be required as part of the detailed design process.

3.2.3 Level crossing safety improvements have been agreed with Network Rail and these are deemed to provide sufficient benefit to improve the crossing.

3.2.4 Clarification was sought over where school drop off would take place and to ensure that school buses would be able to access the site, should the safeguarded land for a bus stand not be taken up. Drop off is to be accommodated where appropriate within the site. Drawing 38262/5501/69H in Appendix A demonstrates how buses can travel through the site without the need for the bus stand.

3.3 TfL

3.3.1 TfL provided comments to the application on the 21st May 2018, which were responded to on 13th July 2018. Since the application TfL correspondence has related to:

- Chalkers Corner
- Healthy Streets Assessments
- Strategic Modelling
- Cycle Parking

- Bus Strategy

3.3.2 Through this communication, TfL have supported the Chalkers Corner scheme and approved the Healthy Streets Assessment carried out on the existing and proposed junction. This includes sign off on both the strategic models and local Linsig models.

3.3.3 TfL also requested that cycle parking be provided in line with the Draft London Plan standards which has been achieved. In addition, the bus strategy for the site including costs were agreed, including the safeguarding of the area to the southwest of the site for a bus turnaround/stand facility.

3.4 Network Rail

3.4.1 A series of potential measures have been agreed with Network Rail in relation to the improvement of Mortlake Level Crossing on Sheen Lane. These potential measures were agreed subsequent to several meetings including with LBRuT, Network Rail and the local MP. Whilst it was not found that the development would have an adverse effect on the level crossing, a series of proposed measures were agreed in order to improve the existing problems at the crossing. These proposed measures are shown on Drawing 38262/5501/95B in Appendix B and included:

- Additional bridge signage
- General improvements to the pedestrian bridge
- Moving bollards back on both North and South Worple Way
- Setting back vehicle stop lines
- Improvements to Sheen Lane (as per the original development proposals).

3.4.2 Other improvements were discussed, including the widening of footways and the possibility of countdown timers to aid vehicles with route decision making. Both of these measures were designed with reducing conflict with pedestrians and vehicles in mind but were both dismissed by Network Rail and have been removed from the proposed measures.

4 Scheme Update

4.1 Overview

4.1.1 This chapter sets out the details of any changes made to the development proposals since the submission of the original Transport Assessment dated February 2018 as a result of policy changes and comments from the relevant stakeholders as suggested in Chapter 3.

4.2 Key Changes

4.2.1 Whilst the overall design of the development and the key principles have remained the same there have been changes to the land use schedule. Access to the development has remained the same with basement car parks providing both vehicle and long stay cycle parking. The eastern or detailed section of the development remains car free at the surface level with only refuse and delivery and servicing vehicles permitted.

4.2.2 The school is still accessed via Lower Richmond Road with coach parking bays provided outside the school. No formal drop off parking spaces are provided but delivery and servicing vehicles are permitted to use the school bus parking areas outside of the school drop off and pick up periods.

Land Use Schedule

4.2.3 Changes have been made to the land use schedule with a reduction of residential units and a change in the mix within the detailed application section of the site from that reported in the original TA. There is a reduction of 4 residential units and a change in the make up of number of bedrooms within each unit.

4.2.4 The table below demonstrates the change in number of units.

Table 4-1 Changes to Residential Unit Numbers (detailed application only)

Total Residential units	1 Bed	2 Bed	3 Bed	4 Bed	Total
Original TA	65	232	138	8	443
TA Addendum	50	244	130	15	439

4.2.5 As there has been a reduction in the number of units, no changes are to be made to the external road network assessment work within the original Transport Assessment. As the number of units has decreased it is considered that the existing assessment work now reflects a worst-case assessment and that the existing conclusions still stand.

4.2.6 The changes in the land use schedule have also resulted in minor changes to the non-residential floor areas, including an increase of 22sqm GIA in relation to the flexible uses and a decrease of 40sqm in relation to the office use. The total flexible use floor area despite increasing remains smaller than the 4,819sqm used in the original trip generation assessment. A larger figure was used to build in some resilience for the fact the land use is a flexible use. The office space, as stated decreases, and is also smaller than the floor areas assessed within the trip generation assessment. As such the assessment included in the previous TA

are still valid and represent a worst-case scenario, with no need for any further analysis to be undertaken.

Cycle Parking

4.2.7 This change in residential unit numbers results in the following number of cycle parking numbers now required by the development. These are also altered by the need to comply with the draft London Plan standards as opposed to the current London Plan. The new proposed cycle parking numbers are shown in Table 4-2. This is an increase from the previous TA mainly attributed to changes in the number of bedrooms within the residential units.

Table 4-2 Updated Cycle Parking Numbers

Land Use	Floor Area (GIA) / No. of Units	GEA	New Parking Numbers	
			Long Stay	Short Stay
Detailed Application				
Residential				
Residential	443 units		853	11
Non-Residential				
Office	2417	2634	35	5
Cinema	370 seats and 14 staff	2548	2	12
Gym	740m2 and 11 staff	932	2	9
Hotel	16 rooms	1863	1	1
Totals		7441	40	27
Flexible Uses				
Retail	1259	1438	8	38
Office	2000	2284	27	5
Restaurant	959	1095	5	48
Community Space	468	534	1	6
Totals	4686	5351	41	97
Total Detailed Application			934	134
Outline Application				
Residential	225 Units		433	6

Land Use	Floor Area (GIA) / No. of Units	GEA	New Parking Numbers	
			Long Stay	Short Stay
Residential/Assisted Living	150 units		225	4
Care Home	70 beds and 24 staff		5	4
Total			663	14
School				
School	1260 pupils 60 staff		165	13
Overall Total			1762	162

Vehicle Parking

- 4.2.8 As a result of the changes to the land use schedule, there are not anticipated to be any changes to the number of parking spaces, and they remain in line with both current and draft London Plan standards. There is however now a 20% active provision of electric charging points to be provided, with 100% passive provision. Disabled parking spaces are also provided in line with the draft London Plan.

4.3 Summary

- 4.3.1 In summary there has been an overall reduction in the number of residential units within the site as a result of design changes. All access and vehicle parking numbers remain as they were proposed in the submitted TA, dated February 2018 (planning refs: 18/0547/FUL, 18/0548/FUL, 18/0549/FUL). Cycle parking numbers have been increased in order to meet Draft London Plan standards. As such there is no material change to the development from a transport perspective and therefore no changes to the assessment is proposed.

5 Summary and Conclusion

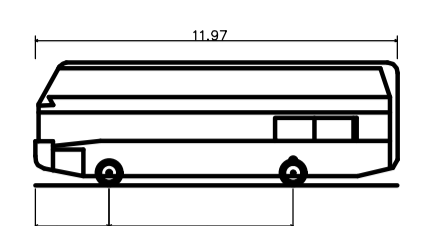
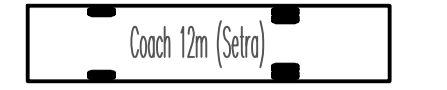
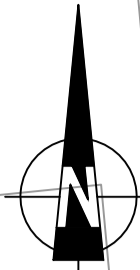
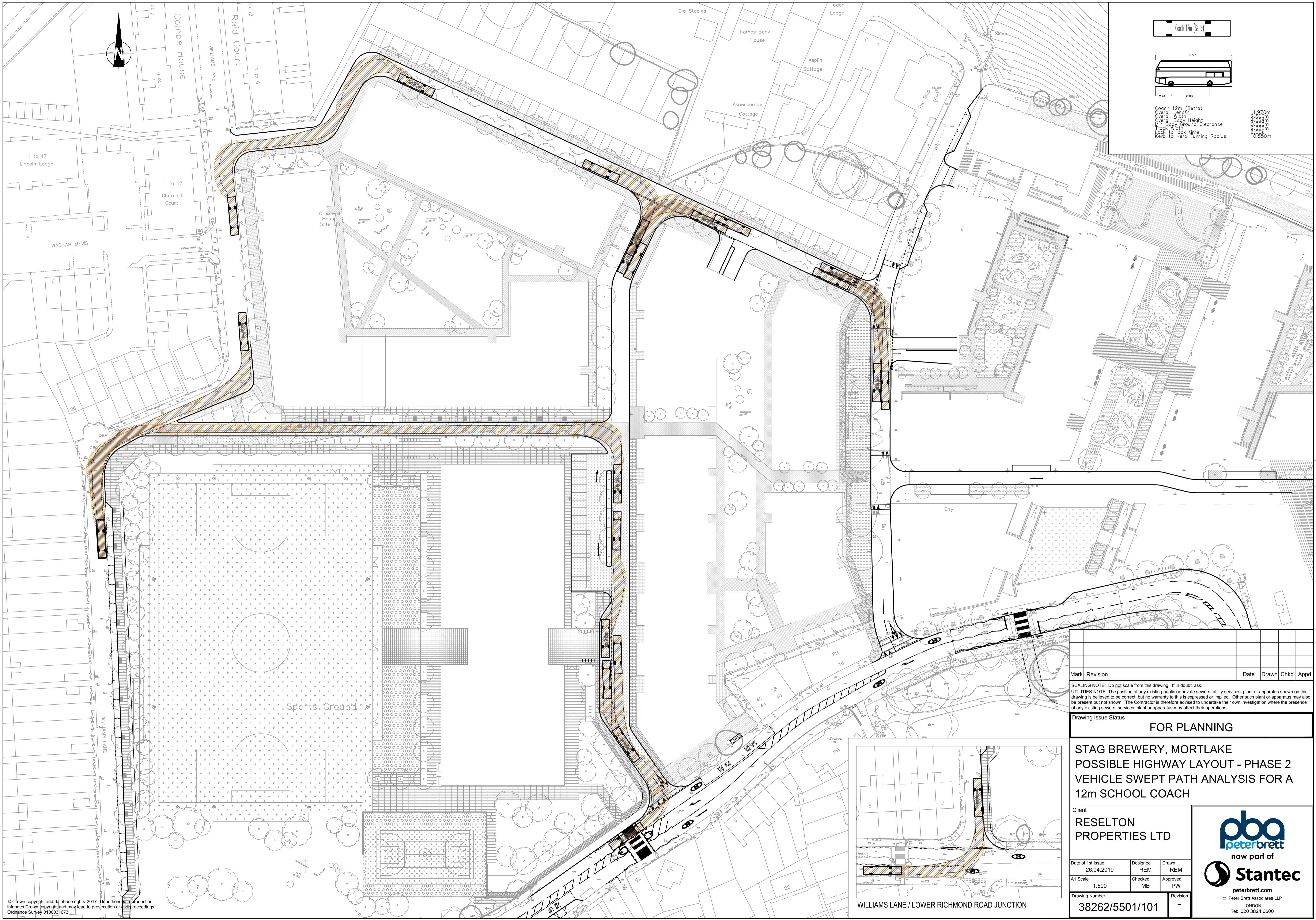
5.1 Summary

- 5.1.1 In summary of this Transport Assessment Addendum, there have been several changes made to policies and development proposals since the submission of the three applications which have been detailed above.
- 5.1.2 Policy changes are as a result of the move to adopt standards from the Draft London Plan. The emerging local plan for Richmond described in the original Transport Assessment has also since been adopted.
- 5.1.3 The development proposals have changed, with the number of residential units reducing by four. As a result of this, all assessment work has been retained as the original assessment now represents a worst case.
- 5.1.4 Several stakeholders have been consulted since the application has been submitted with responses provided to queries from TfL and LBRuT. Further dialogue has also taken place with Network Rail.

5.2 Conclusion

- 5.2.1 Based on the above summary it is concluded that there is no material change to the development under planning applications refs: 18/0547/FUL, 18/0548/FUL, 18/0549/FUL, from a transport perspective and that any assessments carried out present a worst-case assessment. Therefore, any conclusions drawn in the original TA dated February 2018 still stand within this addendum.

Appendix A 38262/5501/101 – Bus Access & Circulation



Coach 12m (Setra)
 Overall Length 11.970m
 Overall Width 2.500m
 Overall Body Height 4.060m
 Min Body Ground Clearance 0.305m
 Track Width 2.322m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 10.650m

Mark	Revision	Date	Drawn	Chkd	Appd

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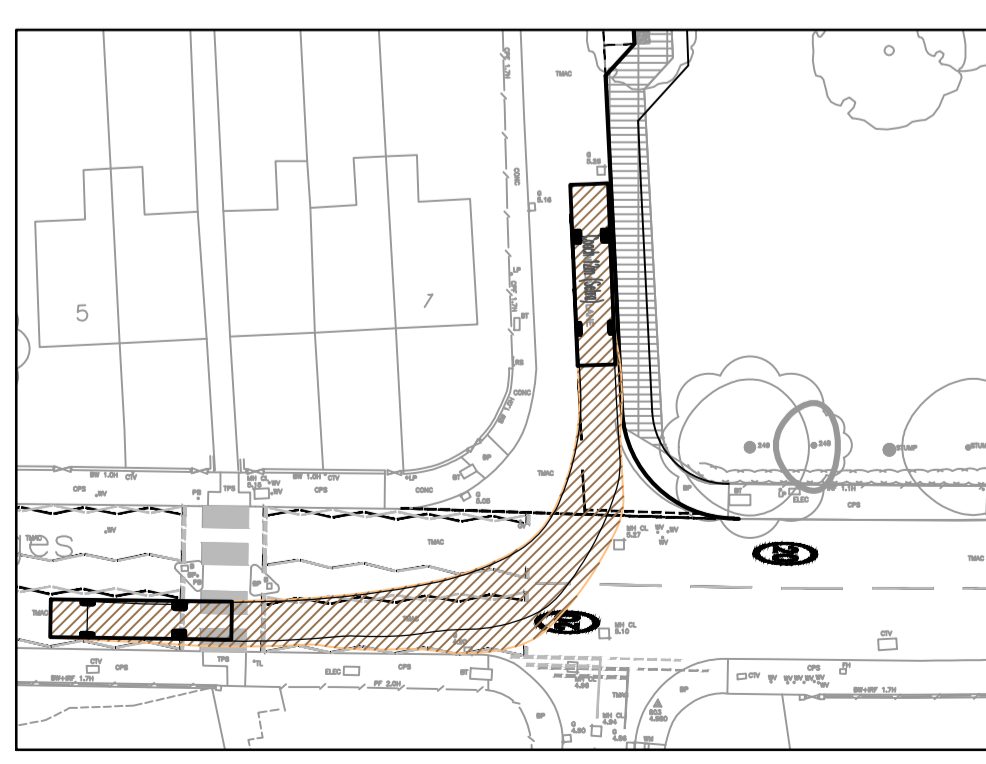
Drawing Issue Status
FOR PLANNING

**STAG BREWERY, MORTLAKE
 POSSIBLE HIGHWAY LAYOUT - PHASE 2
 VEHICLE SWEEP PATH ANALYSIS FOR A
 12m SCHOOL COACH**

Client
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A1 Scale 1:500	Checked MB	Approved PW

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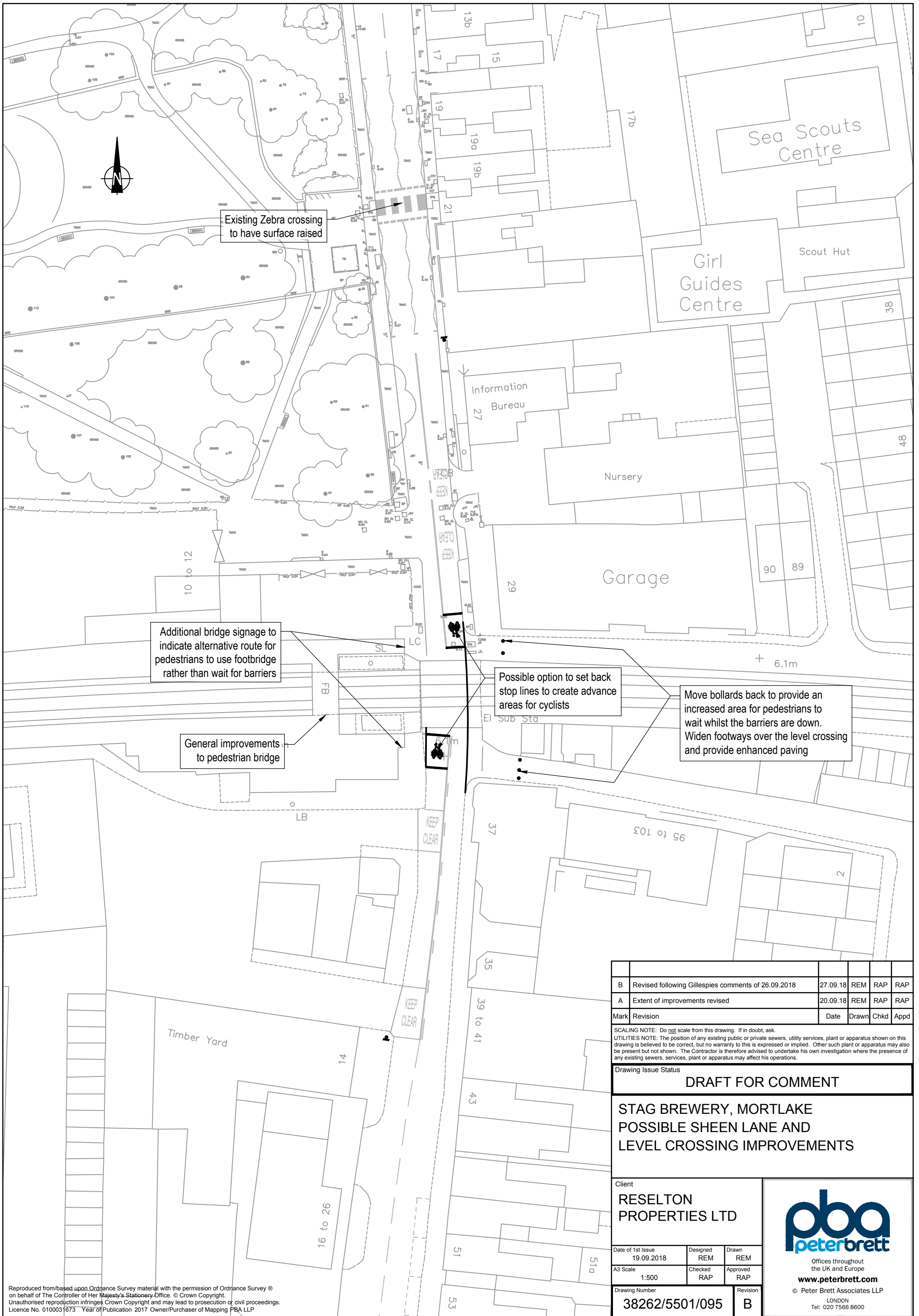


WILLIAMS LANE / LOWER RICHMOND ROAD JUNCTION

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Appendix B 38262/5501/95B – Level Crossing Improvements



Existing Zebra crossing to have surface raised

Additional bridge signage to indicate alternative route for pedestrians to use footbridge rather than wait for barriers

General improvements to pedestrian bridge

Possible option to set back stop lines to create advance areas for cyclists

Move bollards back to provide an increased area for pedestrians to wait whilst the barriers are down. Widen footways over the level crossing and provide enhanced paving

B	Revised following Gillespies comments of 26.09.2018	27.09.18	REM	RAP	RAP
A	Extent of improvements revised	20.09.18	REM	RAP	RAP
Mark	Revision	Date	Drawn	Chkd	Appd

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DRAFT FOR COMMENT

**STAG BREWERY, MORTLAKE
 POSSIBLE SHEEN LANE AND
 LEVEL CROSSING IMPROVEMENTS**

Client
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Date of 1st Issue	Designed	Drawn
19.09.2018	REM	REM
A3 Scale	Checked	Approved
1:500	RAP	RAP
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38262/5501/095	B	

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