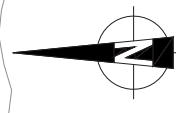




Pumping Appliance
 Overall Width 7.500m
 Overall Depth 2.500m
 Overall Height 2.500m
 Wheel Clearance 2.500m
 Wheel Width 2.500m
 Kerb to Kerb Turning Radius 7.550m



Mark	Revision	Date	Drawn	Checked	App'd
D	Landscape base updated, tracking & kerb geometries revised	10.12.17	REM	GD	RAIP
C	Landscape base updated, tracking & kerb geometries revised	15.11.17	REM	-	-
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**STAG BREWERY, MORTLAKE
 POSSIBLE HIGHWAY LAYOUT - PHASE 1
 VEHICLE SWEEP PATH ANALYSIS FOR A
 FIRE TENDER (PUMP APPLIANCE)**

Client: **RESELTON PROPERTIES LTD**

Date of 1st Issue: 04/09/2017
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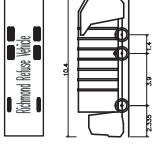
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Drawing Number: **38262/5501/063**

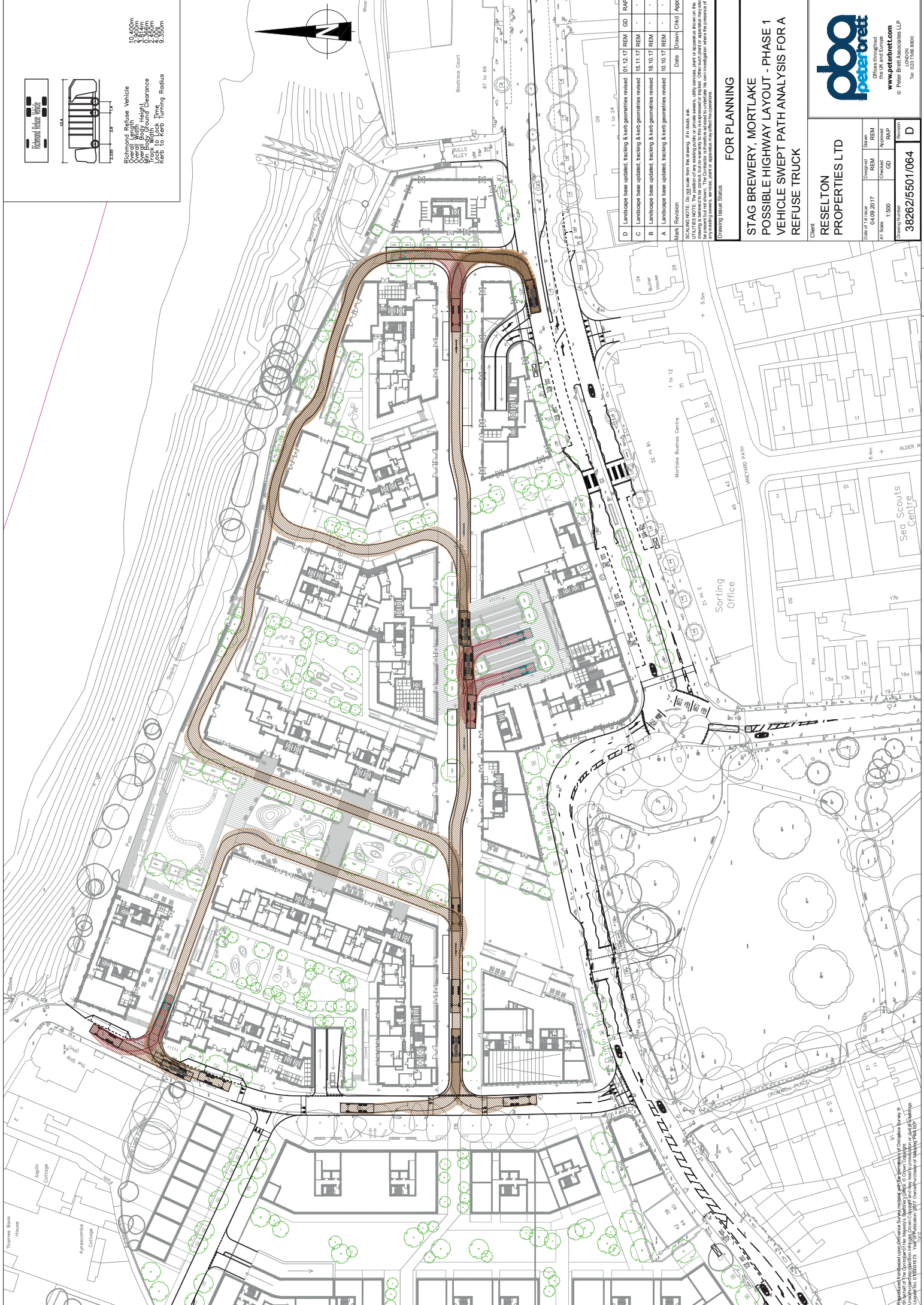
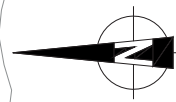
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Richmond Refuse Vehicle
 Overall Width 2.40m
 Overall Length 9.35m
 Wheelbase 3.3m
 1.4m Offset
 Kerb to Kerb Clearance
 2.40m
 Kerb to Kerb Turning Radius
 9.35m



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D	Landscape base updated, tracking & kerb geometries revised	10.12.17	REM	GD	RAP
C	Landscape base updated, tracking & kerb geometries revised	15.11.17	REM	-	-
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FOR PLANNING
STAG BREWERY, MORTLAKE
POSSIBLE HIGHWAY LAYOUT - PHASE 1
VEHICLE SWEEP PATH ANALYSIS FOR A
REFUSE TRUCK

Client
RESELTON PROPERTIES LTD

Date of this issue: 04/09/2017
 Drawn: REM
 Checked: GD
 App'd: RAP

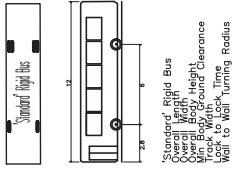
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Drawing Number: **38262/5501/064**

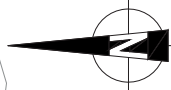
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Standard Right Bus Stop
 Overall Width 2.4m
 Overall Length 3.0m
 Min. Edge of Ground Clearance 0.25m
 Max. Edge of Ground Clearance 0.75m
 Max. to Lock Time 10.77m
 Min. to Wall Turning Radius 10.77m



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D	Landscape base updated, tracking & kerb geometries revised	01.12.17	REM	GD	RAP
C	Landscape base updated & kerb geometries revised	15.11.17	REM	-	-
B	Landscape base updated & kerb geometries revised	16.10.17	REM	-	-
A	Landscape base updated, tracking & kerb geometries revised	10.10.17	REM	-	-

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FOR PLANNING

STAG BREWERY, MORTLAKE
POSSIBLE HIGHWAY LAYOUT - PHASE 1
VEHICLE SWEEP PATH ANALYSIS FOR A
SINGLE DECKER BUS

Client: RESELTON PROPERTIES LTD

Date of 1st Issue: 04/09/2017
 Drawn: REM
 REM
 GD
 RAP

At Scale: 1:500

Drawing Number: 38202/5501/065

Scale: D

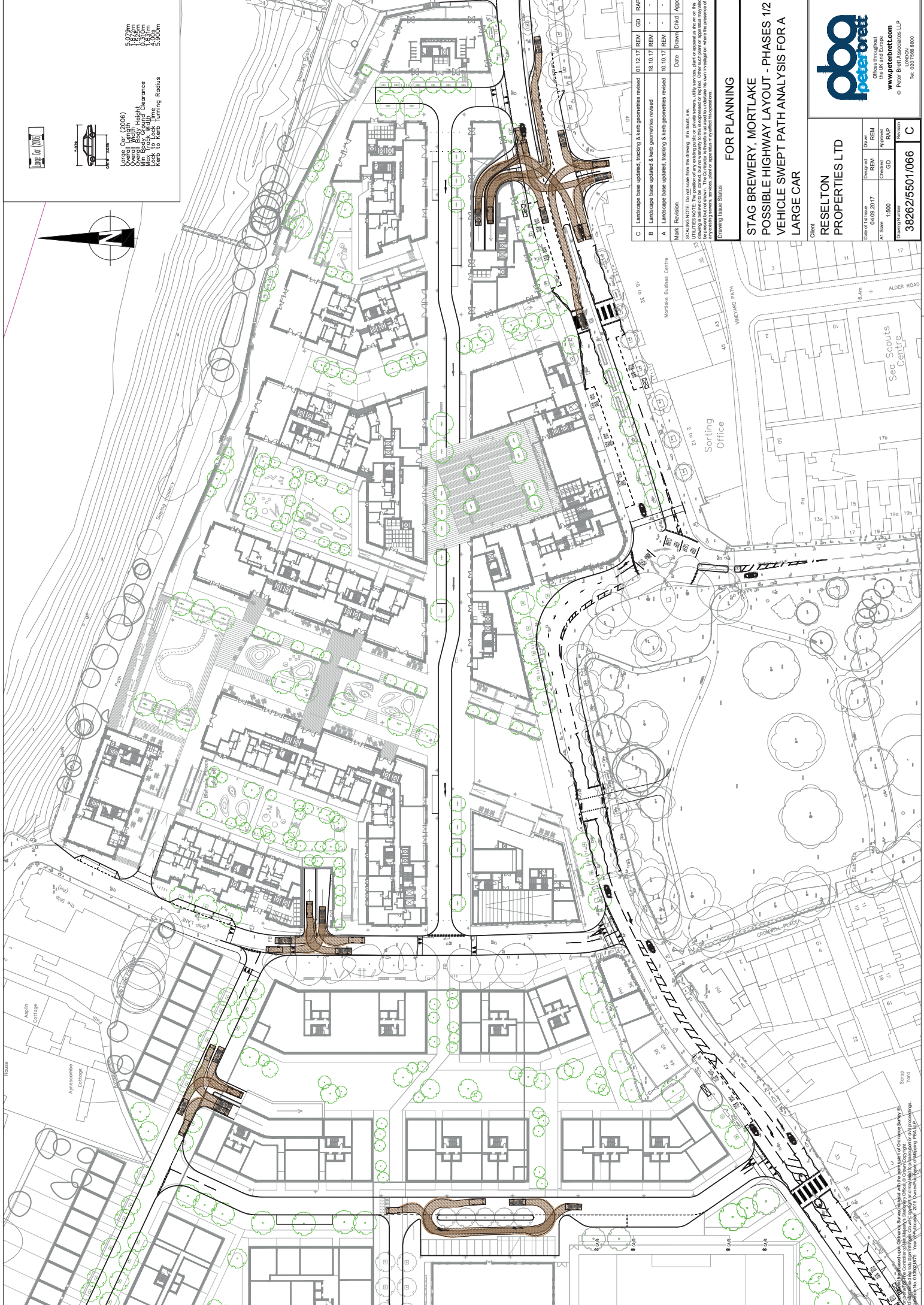
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Thomas Bank House
 Apsley Cottage
 Aynemcombe Cottage

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Large Car (2006)
 Overall Width 1.8m
 Overall Height 1.5m
 Min. Entry Clearance 2.1m
 Min. Exit Clearance 2.1m
 Lock to Lock Time 4.00m
 Kern to Kern Turning Radius 3.80m



Mark	Revision	Date	Drawn/Checked/Approved
C	Landscape base updated, tracking & kerb geometries revised	01.12.17	REM / GD / RAP
B	Landscape base updated, tracking & kerb geometries revised	18.10.17	REM / - / -
A	Landscape base updated, tracking & kerb geometries revised	10.10.17	REM / - / -

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FOR PLANNING

**STAG BREWERY, MORTLAKE
 POSSIBLE HIGHWAY LAYOUT - PHASES 1/2
 VEHICLE SWEEP PATH ANALYSIS FOR A
 LARGE CAR**

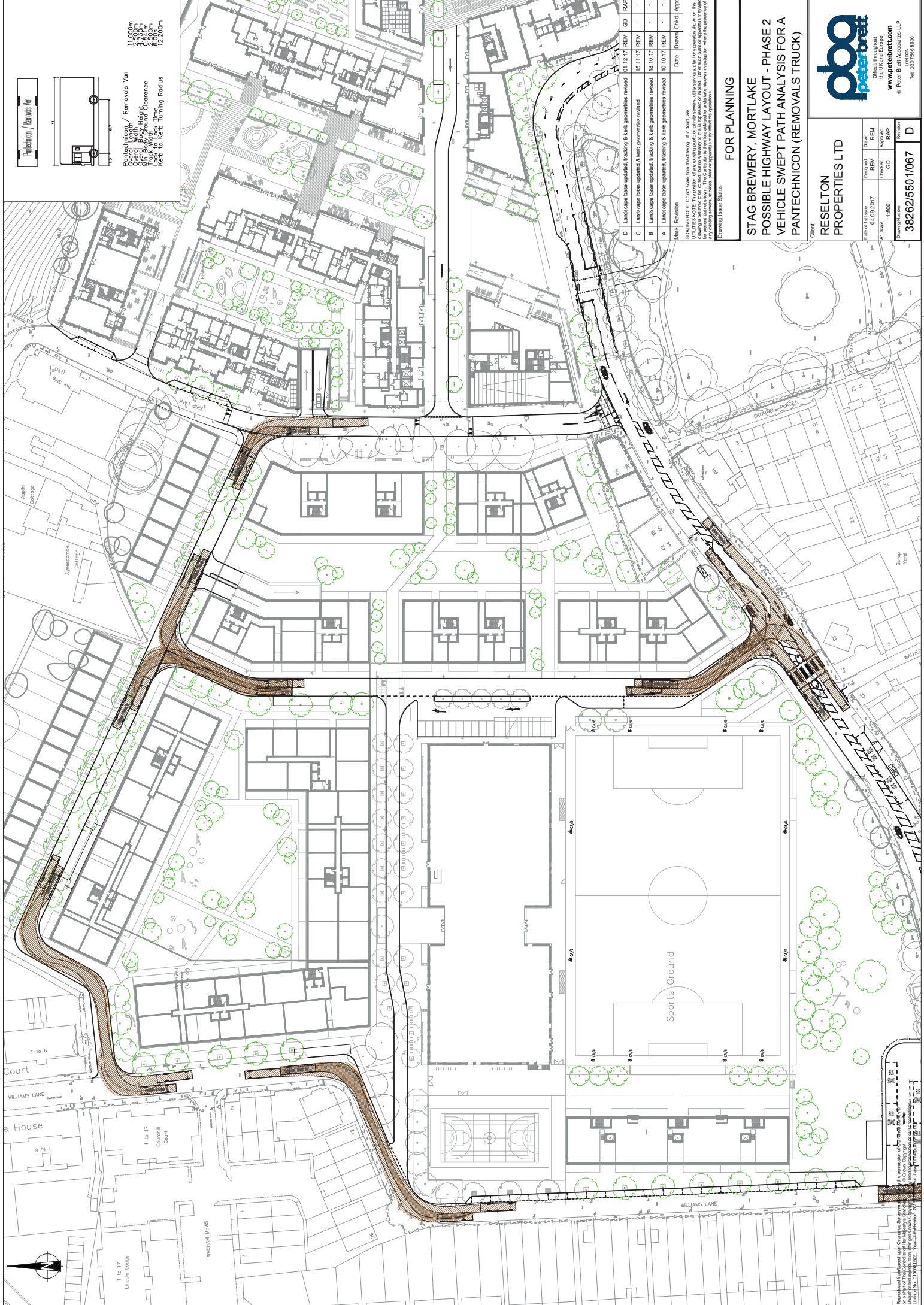
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04/09/2017	04/09/2017	04/09/2017	04/09/2017	04/09/2017	04/09/2017

Drawn: 1500
 Date: 15/09/2017
 Drawing Number: **38262/5501/066**
 Scale: **C**

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Pantechnicon / Removals Van
 11,000mm
 2,300mm
 Overall Width
 7,000mm
 Min Body Ground Clearance
 2,000mm
 Lock to Wheel Track
 2,500mm
 Lock to Kerb turning Radius
 12,200mm



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D	Landscape base updated, tracking & kerb geometries revised	01.12.17	REM	GD	RAP
C	Landscape base updated & kerb geometries revised	15.11.17	REM	-	-
B	Landscape base updated, tracking & kerb geometries revised	16.10.17	REM	-	-
A	Landscape base updated, tracking & kerb geometries revised	10.10.17	REM	-	-

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 Drawing Issue Status

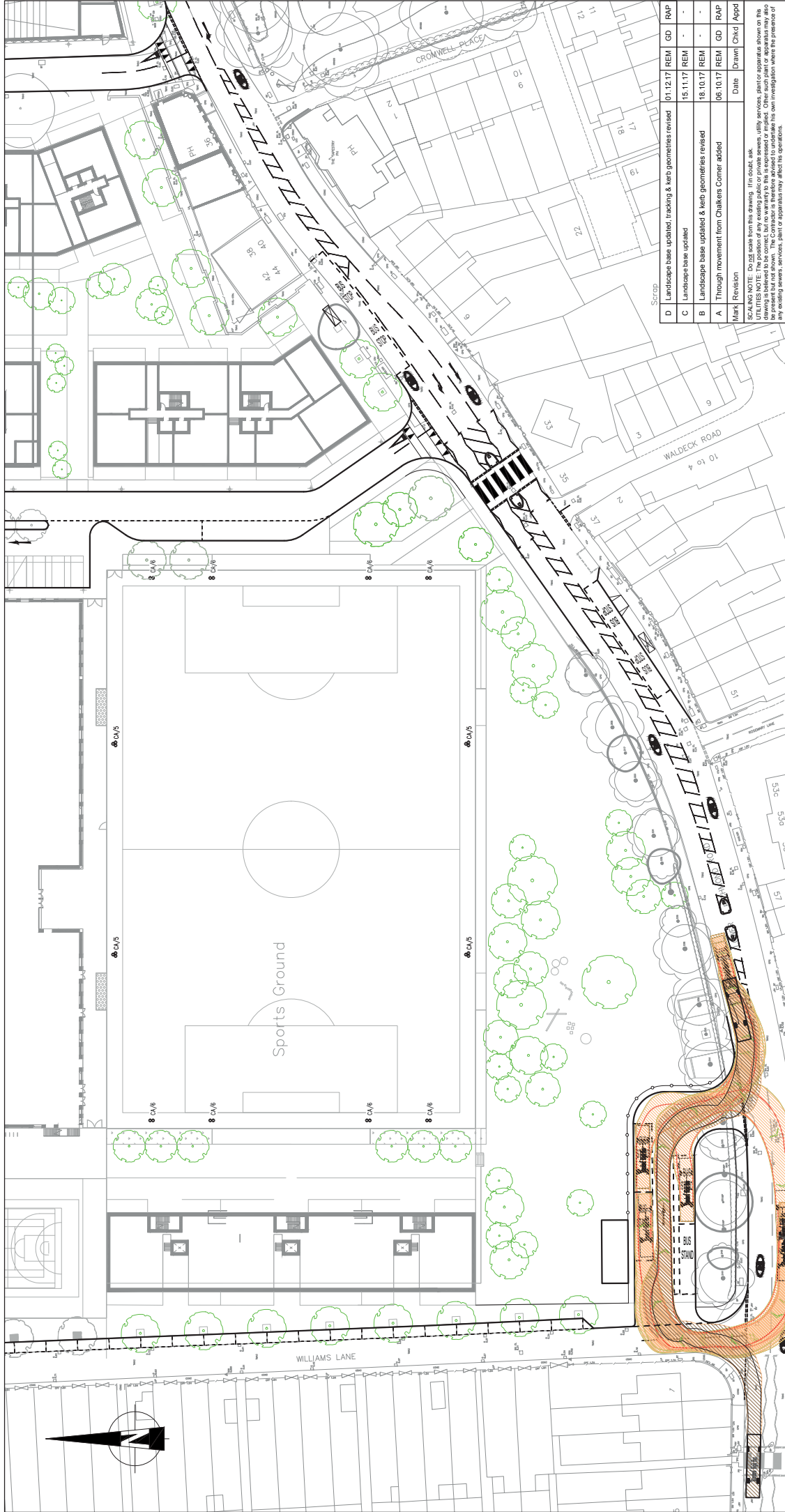
STAG BREWERY, MORTLAKE
POSSIBLE HIGHWAY LAYOUT - PHASE 2
VEHICLE SWEEP PATH ANALYSIS FOR A
PANTECHNICON (REMOVALS TRUCK)

Client
RESELTON PROPERTIES LTD

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FOR PLANNING

STAG BREWERY, MORTLAKE POSSIBLE HIGHWAY LAYOUT - PHASE 2 VEHICLE SWEEP PATH ANALYSIS FOR A SINGLE DECKER BUS

Client: **RESELTON PROPERTIES LTD**

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Approved: **REM**

Issue: **REM**

Date: **04.09.2017**

Scale: **1:500**

Revision: **D**

Drawing Number: **36262/5501/068**

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Issue	Date	By	For
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C	15.11.17	REM	-
B	18.10.17	REM	-
A	08.10.17	REM	GD

Mark: Revision Date Drawn Checkd Apprd

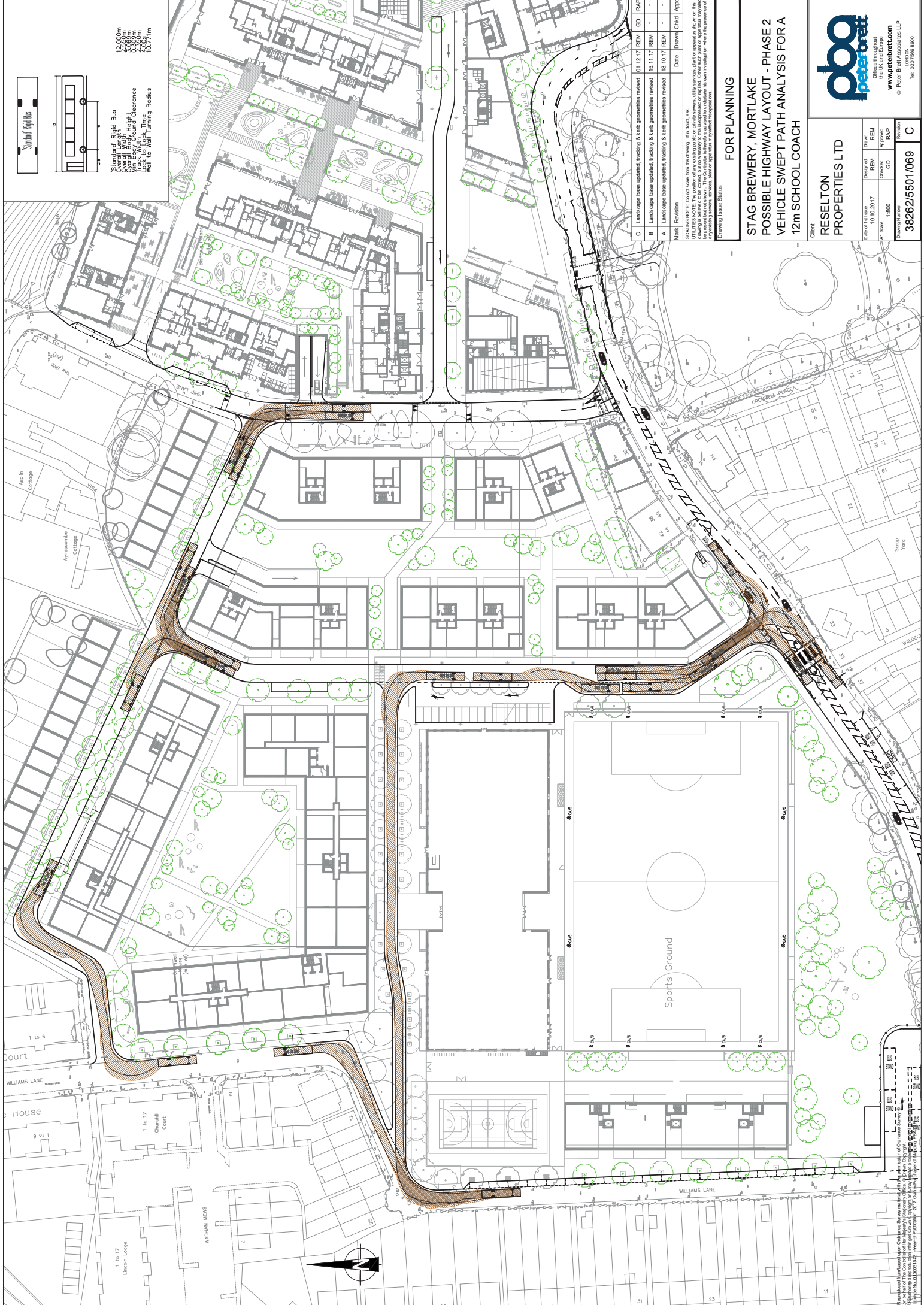
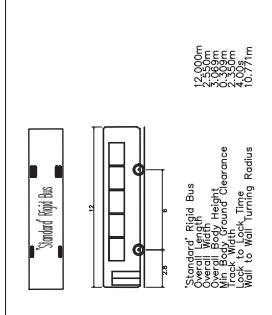
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Standard Rigid Bus

Standard Rigid Bus
 Overall Length: 12.000m
 Overall Height: 3.039m
 Overall Body Height: 0.369m
 Track Width: 4.035m
 Wheel Track: 2.035m
 Wheel to Wall Turning Radius: 10.771m

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B	Landscape base updated, tracking & kerb geometries revised	15.11.17	REM		
A	Landscape base updated, tracking & kerb geometries revised	18.10.17	REM		

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FOR PLANNING

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

Client: **RESELTON PROPERTIES LTD**

Date of 1st Issue	Drawn	REM	REM	REM	REM	REM	REM
10.10.2017	REM	REM	REM	REM	REM	REM	REM
A1 Issue	GD	GD	GD	GD	GD	GD	GD
Issue Number	1,500						

38262/5501/069

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Appendix U Technical Note 19 Mortlake Station Capacity

NOTES

Job Name: Stag Brewery, Mortlake
Job No: 38262
Note No: 19
Date: 21st December, 2017
Prepared By: Henry Metcalf
Subject: **Mortlake Station Capacity Analysis**

Section	Contents
1)	Introduction
2)	Mortlake Station Description
3)	Existing and Future Station Capacity Analysis
5)	Conclusion

NOTES

1 Introduction

1.1 Overview

- 1.1.1 Peter Brett Associates (PBA) have been commissioned to provide transport consultancy services for Reselton Properties who are developing the Stag Brewery in Mortlake. As part of this PBA are assessing the transport impacts of the development on Mortlake train station.
- 1.1.2 This technical note calculates the current and future station capacity at Mortlake Station. It includes an analysis of the station's footbridge and staircases' capacities but does not consider the Sheen Lane level crossing which is considered separate to the station and is analysed in the technical note entitled "Level Crossing Analysis". That technical note models the number of persons moving across the footbridge and these figures are used in this note.
- 1.1.3 This note has been prepared in accordance with Network Rail's "Station Capacity Planning Guidance¹" document.

1.2 Development Proposals

- 1.2.1 The Stag Brewery is currently a derelict industrial site lying to the north of Mortlake station as shown in Figure 1.1 below. The Site is planned to become a mixed-use development that will incorporate: housing, a new secondary school, retail units, restaurants, a hotel, office space, cinema, gym as well as extra care and healthcare land uses.

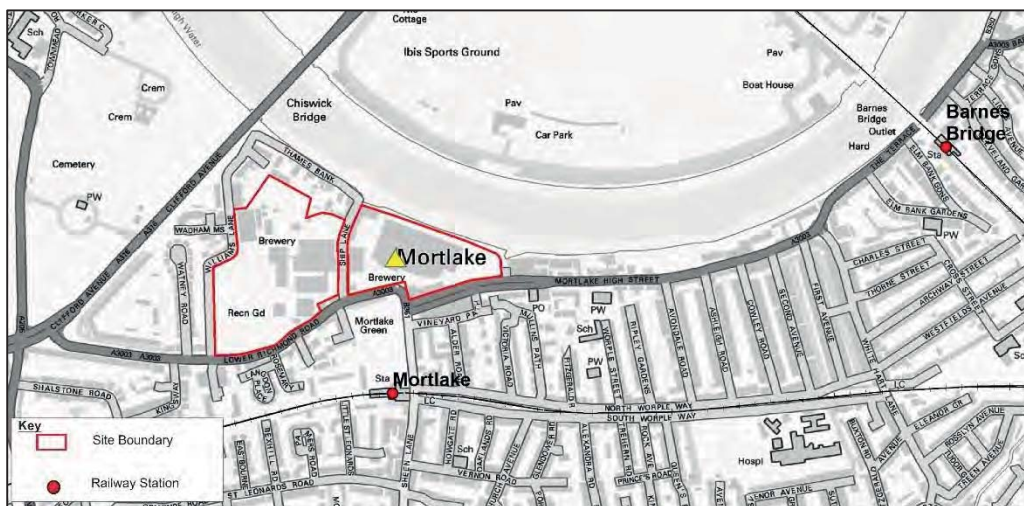


Figure 1.1: Site Location of the Stag Brewery

- 1.2.2 This assessment is based upon the quantum of development shown in Table 1.1.

Table 1.1: Development Quantum

Land Use	Quantum
Housing	687 units
Secondary School	1260 pupils
Retail	1259 sqm
Restaurant	1353 sqm
Hotel	1266 sqm

¹ Network Rail (2016). *Station Capacity Planning Guidance* Milton Keynes: Network Rail Infrastructure Limited (GB).



NOTES

Land Use	Quantum
Office	3777 sqm
Cinema	370 seats
Gym	757 sqm
Extra Care	150 assisted living units
Healthcare	748 sqm



NOTES

2 Mortlake Station Description

2.1 Location

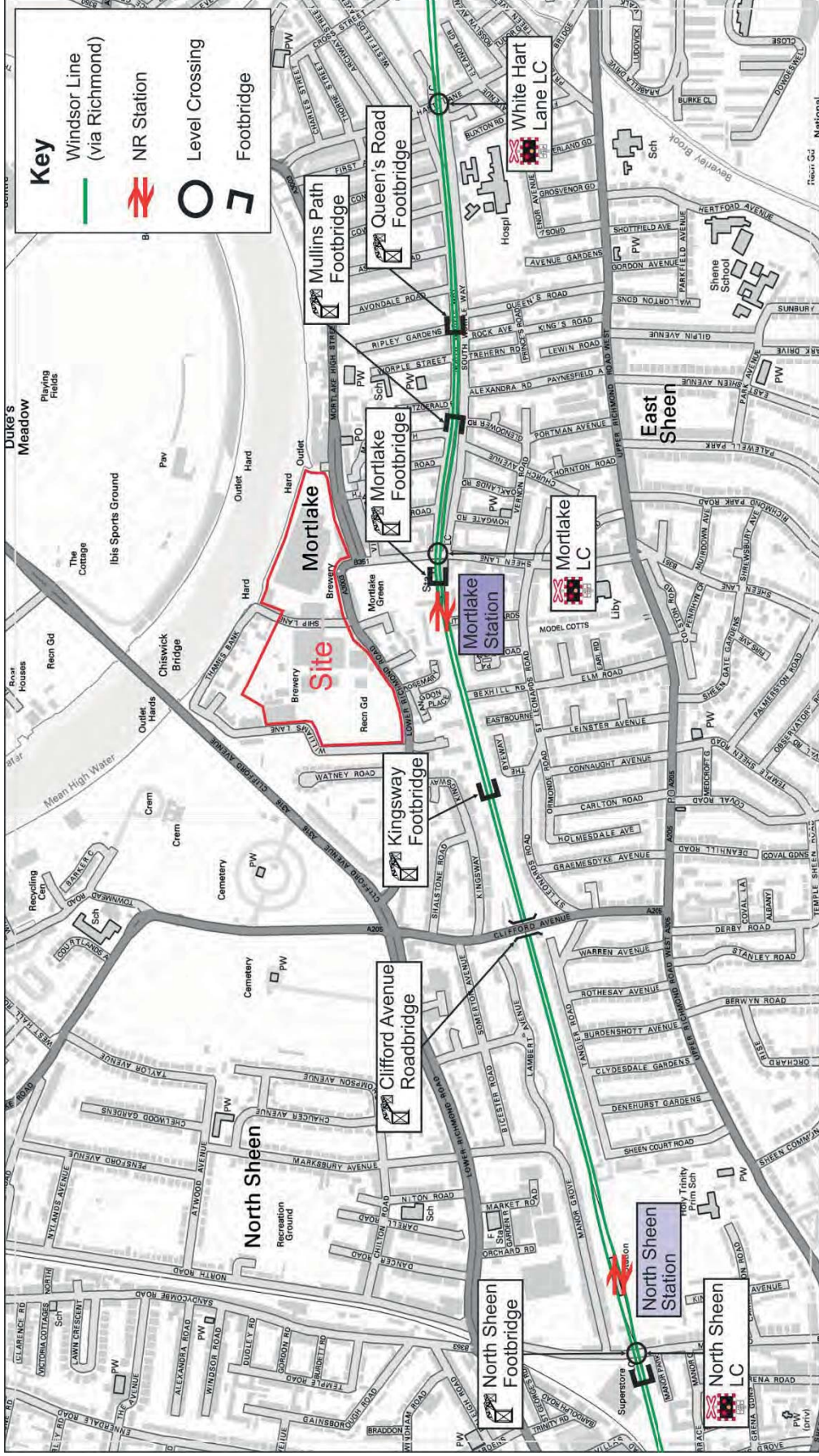
2.1.1 Mortlake station (station code: MTL) sits on the Windsor Lines (via Richmond) as shown in Network Rail's (NR's) route map in Figure 2.1 below. This shows the station is preceded by North Sheen station in the west and Barnes station in the east.



Figure 2.1: Network Rail's route map of the Windsor Lines extent

2.1.2 A more detailed map of the station's location is shown in Figure 2.2 overleaf. It shows Mortlake station is located within a residential area of south-west London which is suburban in character. There is limited industrial land within the area and this is mainly associated with small warehouses.

2.1.3 The local area is divided by the railway line into a northern and southern section, however, there are multiple crossing points including five footbridges, a road bridge and three level crossings in the area surrounding the station. Mortlake station's footbridge itself contains a paid section and non-paid section that are divided by a narrow fence approximately 1m high which has two gates at either end which can be opened or closed. The non-paid area is permanently open to the general public and the gates which allow access to the paid area of the footbridge are open during the station's opening hours which include all peak hours. The exact opening hours are shown in Table 2.1.



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	Stag Brewery, Mortlake Location of Level Crossings and Surrounding Infrastructure		
	Date 07/07/17	Scale Schematic	Drawn by HM
	Checked by RP	Revision -	Drawing 01

Figure 2.2: The Location of Mortlake Station in Relation to the Stag Brewery Development and Surrounding Infrastructure

NOTES

2.2 Station Description

2.2.1 Mortlake station was opened in 1846 by the London and South Western Railway and was previously known as “Mortlake and East Sheen” between 1886 and 1916. An analysis of historical photographs shows the station was built as a two-platform station, initially without a footbridge, and that its location has remained unchanged since its construction. A double aspect footbridge was added at some point between 1866 and 1895. From this point onwards the station's shape is largely unchanged, except for a station house adjoining the northern platform that was demolished and replaced by a timber merchant's premises.

2.2.2 The photographs below show the layout and character of the station as recorded during a site visit on 22nd October, 2017.



Figure 2.3: The Southern Entrance to Mortlake Station



Figure 2.4: Secure, Covered Cycle Parking at the Station's Southern Entrance



NOTES



Figure 2.5: The Northern Access to Mortlake Station Showing the Timber Builder's Merchant

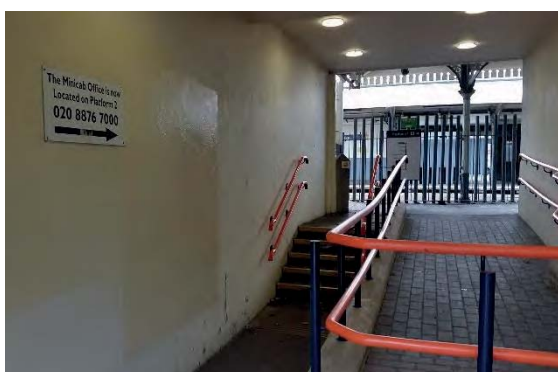


Figure 2.6: Step-free Access from the Station's Southern Entrance



Figure 2.7: Looking West Along The Waterloo-bound Platform



NOTES



Figure 2.8: The Waterloo-bound Platform Before and After a Train's Arrival



Figure 2.9: Looking East Along the Richmond-bound Platform



Figure 2.10: Looking West and East Along the Richmond-bound Platform



NOTES



Figure 2.11: The Footbridge behind the Sheen Lane Level Crossing and the View West From the Footbridge



Figure 2.12: The South-Western Staircase (on Sheen Lane) Leading to the Footbridge

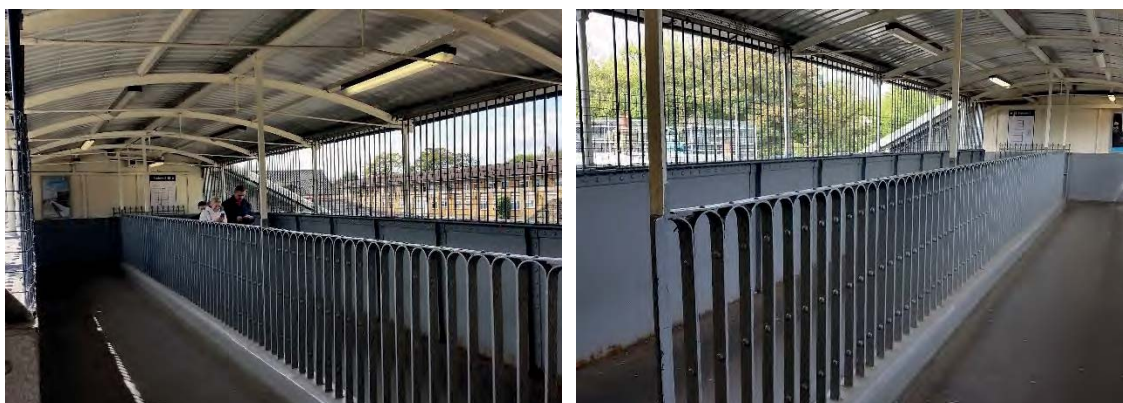


Figure 2.13: The Footbridge Showing the Railing to Divide it into a Paid Area and Unpaid Area

2.2.3 A plan of the station, based on Ordnance Survey data and observations during site visits is shown overleaf in Figure 2.14. It shows the double-aspect footbridge with its dividing line between paid and un-paid areas and the platform baffles.