

TECHNICAL NOTE

Job Name: Stag Brewery
Job No: 38262
Note No: TN038
Date: October 2022
Prepared By: O Akpengbe
Reviewed By: Greg Callaghan
Subject: Response to LBRuT on Temporary Use Application for Stag Brewery Site

1. Introduction

- 1.1. This technical note has been prepared as a response to the comments received from London Borough of Richmond upon Thames (LBRuT) on 11th October 2022 in relation to Planning Application for the temporary use of the of the existing buildings and land for a period of five years for film production operations and ancillary activities (sui generis) at the Stag Brewery Site, Mortlake.
- 1.2. The aim of this note is to provide a summary of the comments received from LBRuT and provide a response to these comments to reach an agreement on the development proposals from a Highways and Transport perspective.

2. LBRuT Comments

- 2.1. The following comments were received from LBRuT:

Working Hours

- 2.2. The comment on proposed working hours state:

“The Transport Note states, “The operator has indicated that as a worst case the site will be in use for 24 hours, however for vehicular movements will be in use from 04:00 to 21:00 Monday to Friday”. Please confirm the proposed hours of use.”

- 2.3. The proposed hours of use are as follows, unless otherwise agreed with LBRuT via a discharge of conditions:

- 06:00 – 21:00 (Monday to Friday)
- 08:00 – 16:00 (Saturdays and Sundays)

Cycle Parking

- 2.4. Comments received on cycle parking include:

“The scheme proposes a cycle store in a building to the east of Ship Lane. Provide a floor plan, showing cycle layout / access / capacity / increased provision.”

“state how many long stay and short stay cycle spaces will be provided”

“provide more details on the type of cycle parking stands the development will use, in line with the London Cycle Design Standards (LCDS), Sheffield stands are recommended.”

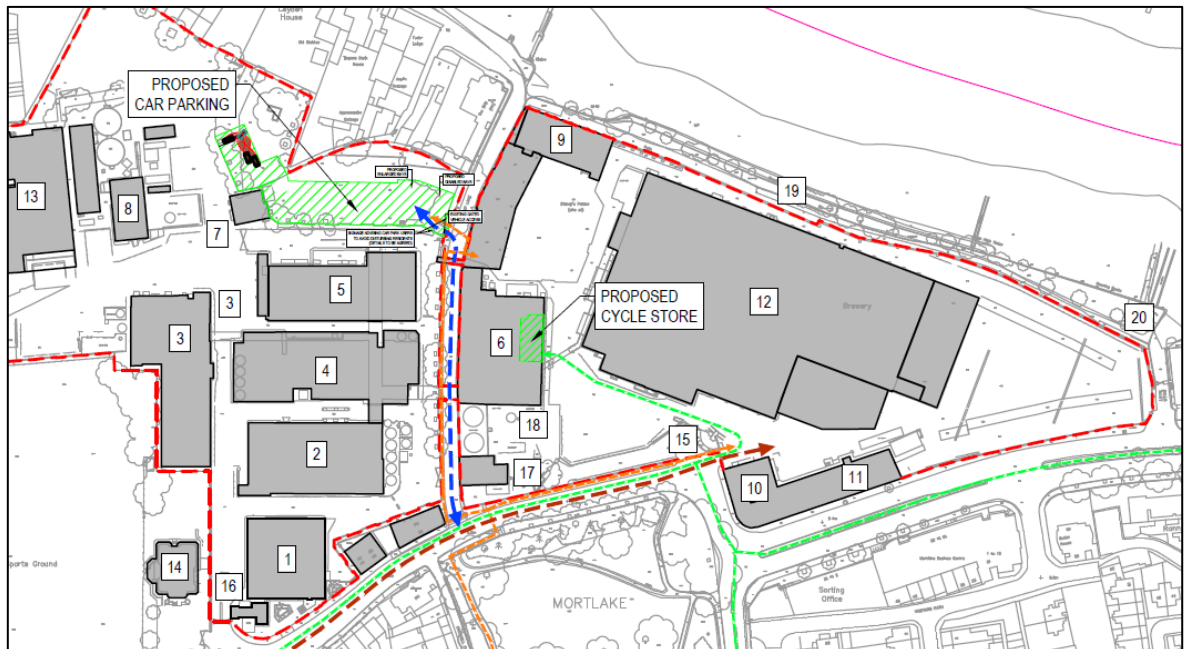
TECHNICAL NOTE

“demonstrate how cycle spaces will cater for larger cycles in line with Policy T5.”

“demonstrate how cycle parking provision could be increased upon future demand – to meet the Travel Plan targets (reduction in the number of private cars on site by 18%)”

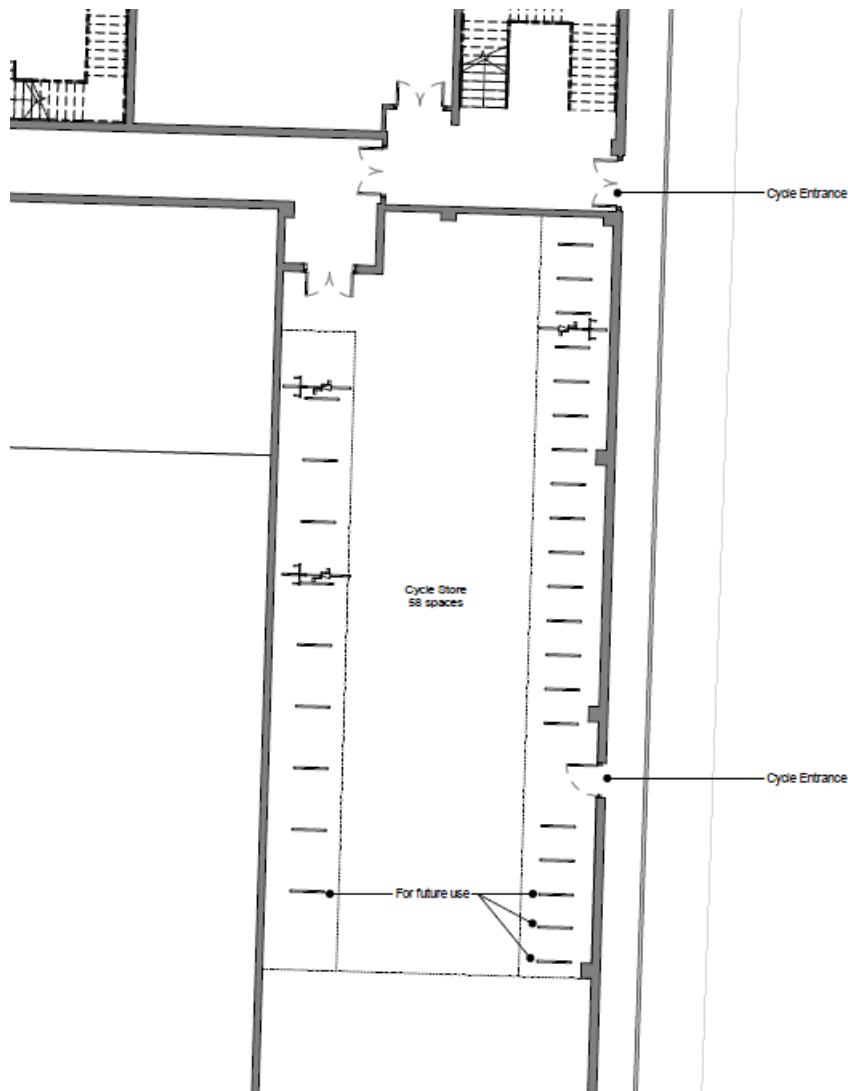
- 2.5. Cycle parking will be provided with the standards set out in the London Plan (2021) and London Cycling Design Standards (LCDS. 2016). In line with London Plan Policy T5, Table 10.2, this development is classed as sui generis which requires a minimum of 25 long stay and 25 short stay cycle parking spaces. Therefore this scheme proposes to provide 25 long stay and 25 short stay cycle parking spaces. All cycle parking spaces are proposed to be provided as Sheffield stands including 16 spaced at 1.8m for oversized and accessible cycle parking in accordance with Policy T5 of the London Plan.
- 2.6. The cycle store is proposed to be provided on site within Building 6 as shown in Figure 1. There is spare capacity within the proposed cycle store, for the number of Sheffield stands to be extended as shown below in Figure 2, therefore the number of cycle parking spaces could be increased upon future demand.
- 2.7. Based on the targeted mode shares as discussed in the Travel Plan which aims for a 18% reduction in staff driving by car, a 16% increase in travel by bicycle would be required. Therefore, 8 more cycle spaces have been shown in the plan, as seen in Figure 2.
- 2.8. The plan of the cycle store has been included in Appendix A (Drawing Ref: JA12_Z0_P_00_010).

Figure 1: Location Proposed Cycle Store (Drawing Ref: 38262/5501/145/E)



TECHNICAL NOTE

Figure 2: Proposed Cycle Store (Provided by Squire & Partners, Drawing Ref: JA12_Z0_P_00_010/A)



Car Parking

2.9. The comments in relation to car parking are as follows:

“Justify why 56 car parking spaces are required from the outset”

“Confirm car parking monitoring and the Travel Plan is updated in accordance with survey results.”

“the development should provide a minimum of 3 disabled persons’ car parking spaces and 3 enlarged bays. – Mark out where these will be provided.”

“Policy requires in infrastructure should be provided for electric or Ultra-Low Emission Vehicles. Provide or justify why these should not need to be provided for consideration. “

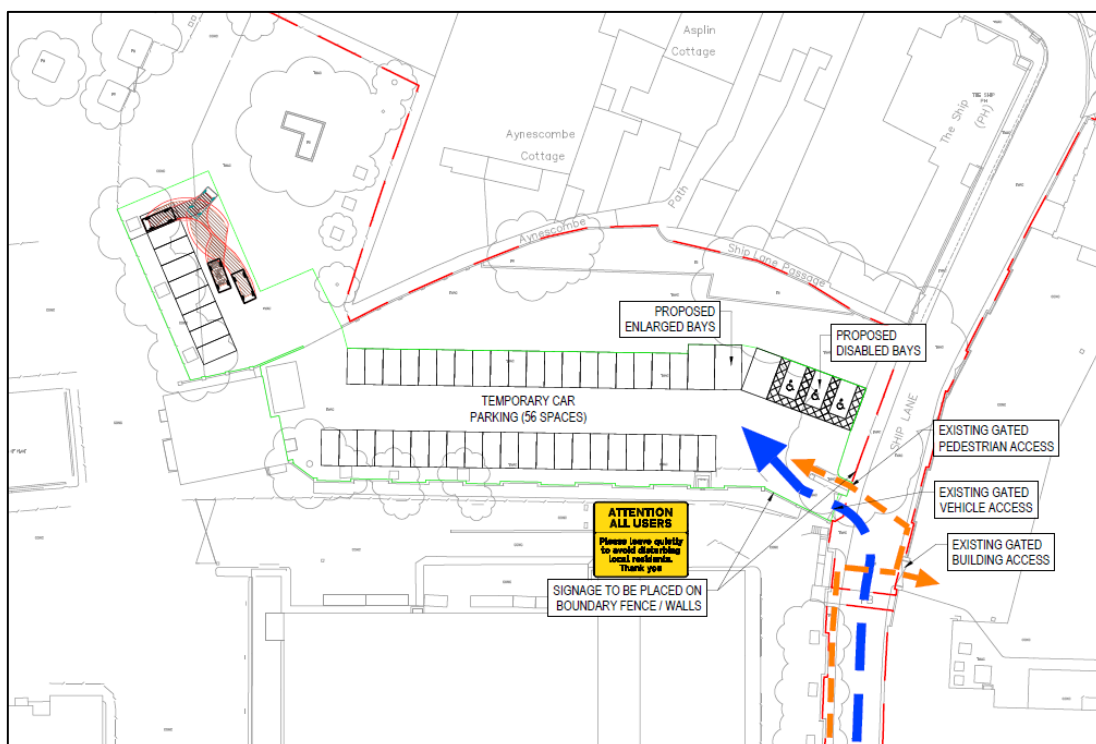
“Given the size of the existing car park, the scheme will clearly cater for the needs of the development, leaving opportunities to close off a section of the car park. Provide a plan demonstrating how the car park will be closed off to ensure residents are not unduly harmed through coming and goings.”

TECHNICAL NOTE

“A parking management plan has been submitted, which confirms notices will be provided, reminding all drivers to be sensitive to those living around the site. To avoid pre-commencement condition, provide details of the notices – wording / locations of signage.”

- 2.10. It is anticipated that there could be up to 200 staff on site at any one time. The existing number of car parking spaces on site is 130 and based on the predicted mode share for film production staff of 28% as identified in the Transport Note, approximately 56 staff will drive a car and use the car park.
- 2.11. The site is located in a Public Transport Accessibility Level (PTAL) rating of 2, representing a poor level of access to public transport so some staff are likely to drive to the development. However, the Framework Travel Plan will encourage all employees to make informed decisions about how they travel and will encourage the rational and responsible use of private cars.
- 2.12. Car Sharing and car clubs are the easiest ways for this type of employment to reduce the number of cars and this will be encouraged amongst staff, with information on location of car clubs also provided. A specific car sharing scheme will be set up that helps to match workers with similar commuting locations. Incentives will then be provided for those who use the scheme, such as a monthly prize draw for those who regularly car share.
- 2.13. Within the first 6 months after occupation of the site, car park monitoring via the staff travel plan surveys will be completed. This will be in the form of a questionnaire sent to all staff. The travel plan will then be updated based on the results of this survey and submitted to the Local Planning Authority (LPA).
- 2.14. Furthermore, three disabled parking spaces and 3 enlarged bays have been shown in Figure 3 below. These are located adjacent to the entrance of the car park. A plan of the car park has been included in Appendix B (Drawing Ref: 38262/5501/145/E). This shows the location of the car park and the section adjacent residential properties to the on Thames Bank that will be closed off to reduce the impact on local residents.

Figure 3: Proposed Temporary Car Parking (Drawing Ref: 38262/5501/145/E)



TECHNICAL NOTE

- 2.15. Whilst this planning application is for temporary use for a period of five years, providing infrastructure for electric and ultra-low emission vehicles is not deemed to be feasible due to electrical capacity issues on the site. There are however, eight electric charging points within approximately 10 minutes walking distance from the site. Additionally, applications are pending for the wider masterplan development of the site which would deliver a number of much improved sustainable transport measures including improved cycle parking and pedestrian routes with 20% active and the remainder being passive electric vehicle charging points.
- 2.16. An Updated Parking Management plan has been submitted, providing details of the wording and locations of this notice. The locations of the notices can also be found in Drawing 38262/5501/151 and the proposed wording can be found below:

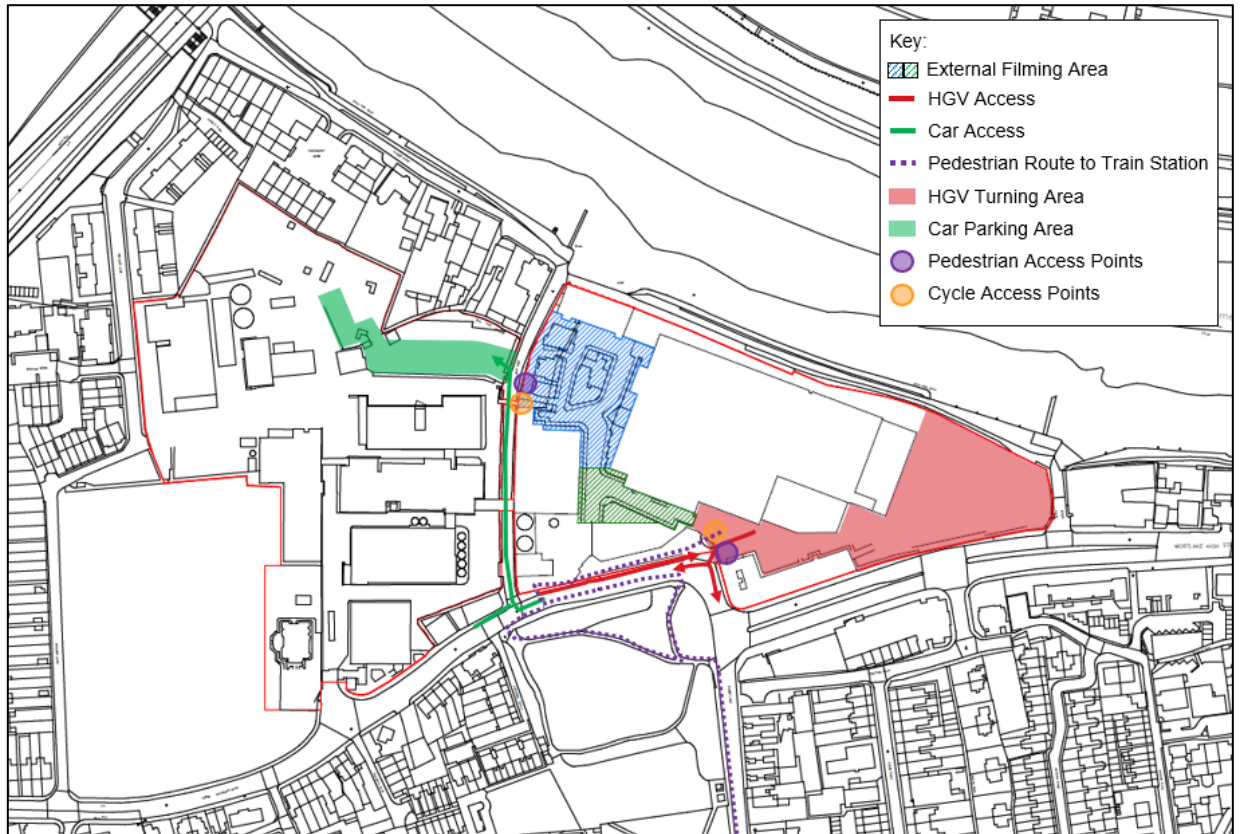


Access

- 2.17. The comments in relation to access to the proposed development are as follows:
- “provide a detailed plan in relation to development access locations”*
- “Provide further information to highlight pedestrian routes in and out of the site and the connections to the local amenities and how these pedestrian routes fit into the wider network of pedestrian pathways in accordance with Policy T2.”*
- “provide details about cycle access locations and cycle routes in and around the site and how these will fit into the wider cycle network in line with Policy T3 and T5.”*
- 2.18. A plan of the proposed access locations has been detailed in Figure 4 It is proposed to use the existing access points for the development. The vehicular access is proposed to be off Lower Richmond Road. This will also be shared with pedestrians and cyclists. There is also a secondary pedestrian and cycle on Ship Lane, opposite the access to the car parking area.
- 2.19. Furthermore, a plan showing pedestrian and cycle routes in and out of the site can be seen in Figure 5 and 6 respectively.

TECHNICAL NOTE

Figure 4: Proposed Access Locations



TECHNICAL NOTE

Figure 5: Pedestrian Routes to/from the Site

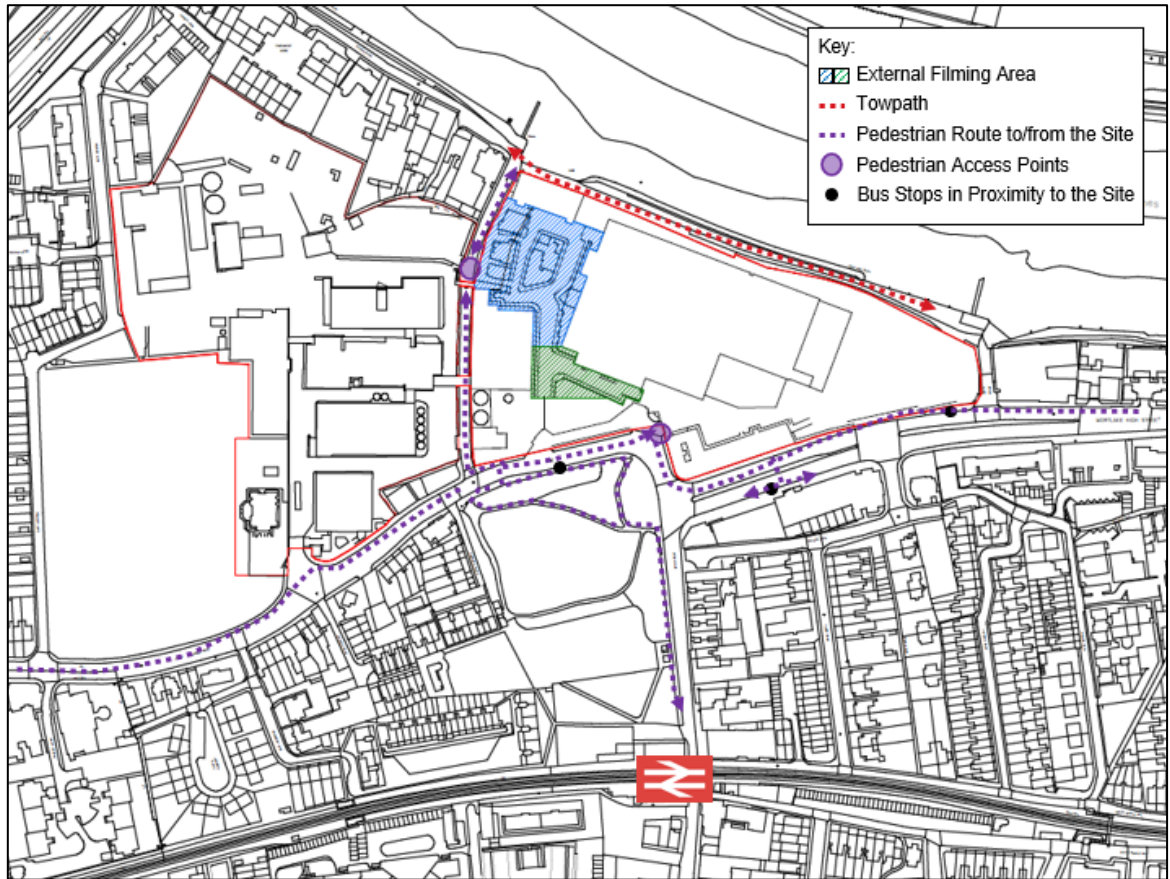
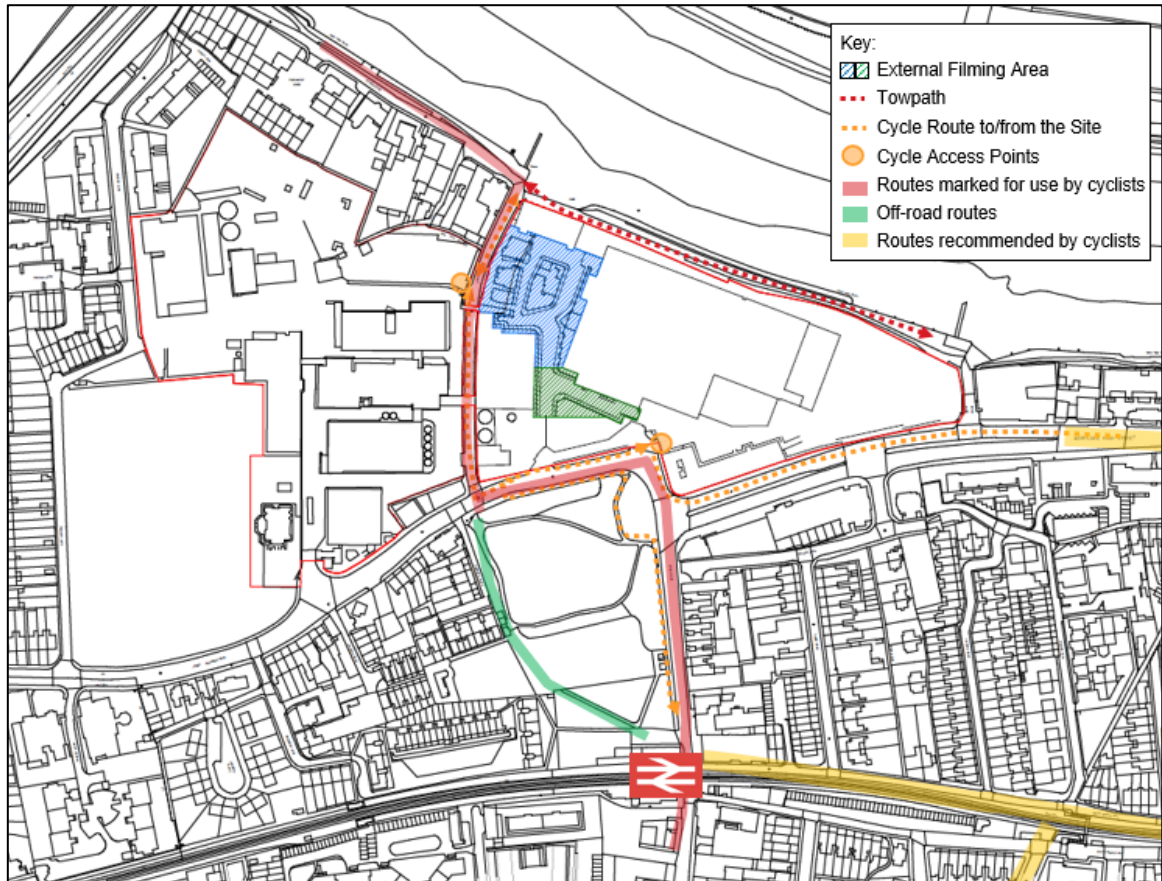


Figure 6: Cycle Routes to/from the Site



Delivery and Servicing

2.20. The comments in relation to delivery and servicing for the proposed development are as follows:

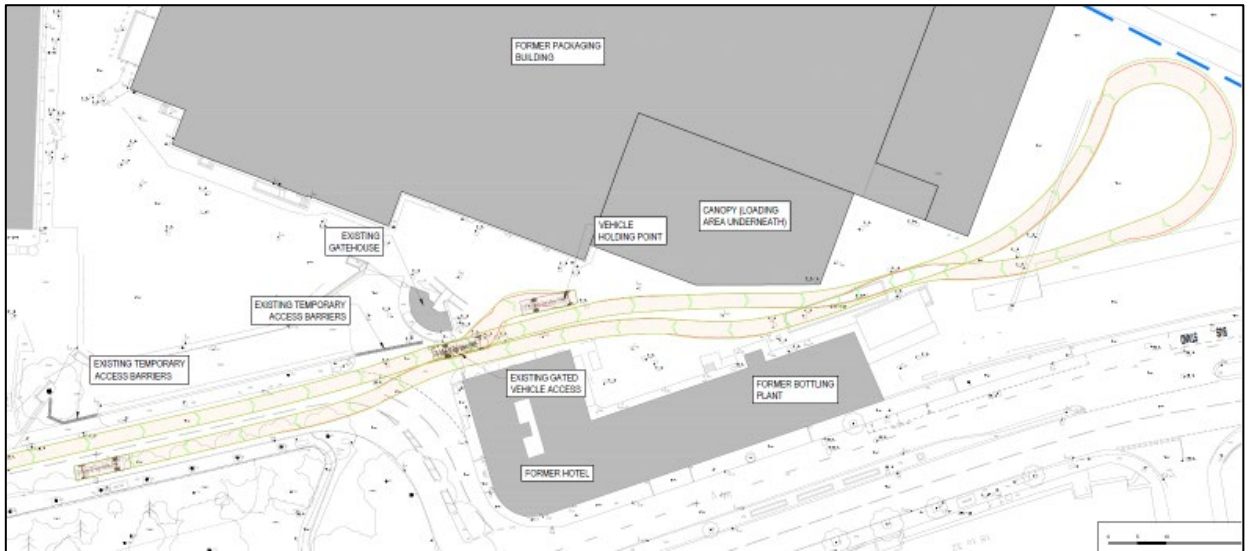
“highlight any contingency plans if delivery / service vehicles are not able to attend their booked spots.”

“Demonstrate which routes the delivery and servicing vehicles will use to enter and leave the site. If this is borough highway, a servicing strategy must be agreed with Richmond Council.”

2.21. If vehicles are not able to attend their booked slots, vehicles can wait at the point shown in Figure 7 below. Vehicles will be able to wait past the existing gates until a slot becomes available to allow other vehicles past. A full plan has been included in Appendix C.

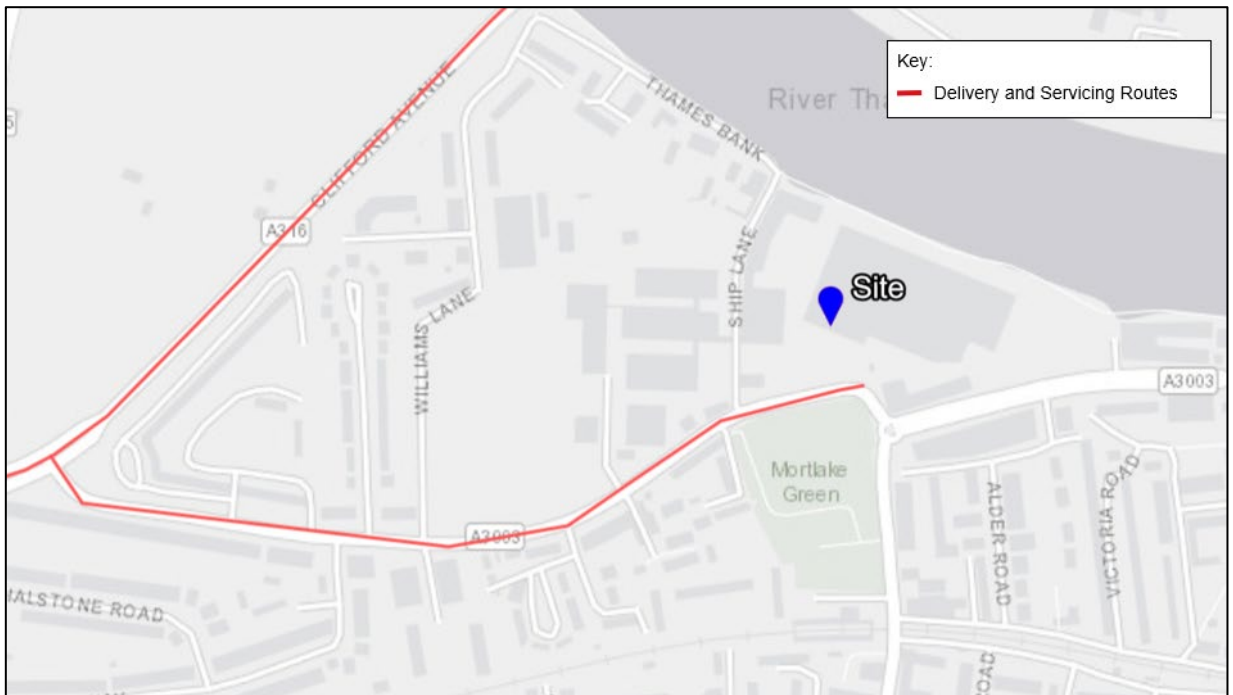
TECHNICAL NOTE

Figure 7: Contingency Plan for Delivery and Servicing Vehicles Accessing the Site



- 2.22. The Site's entrance is located on Lower Richmond Road. Vehicles will come to the site via the Transport for London Road Network (TLRN) and then along Lower Richmond Road which is understood to be part of the LBRuT highway network as shown below in Figure 8. As demonstrated in the Transport Note, it is not expected that there will be any severe impacts from this scheme on the local transport network.

Figure 8: Potential Delivery and Servicing Routes



TECHNICAL NOTE

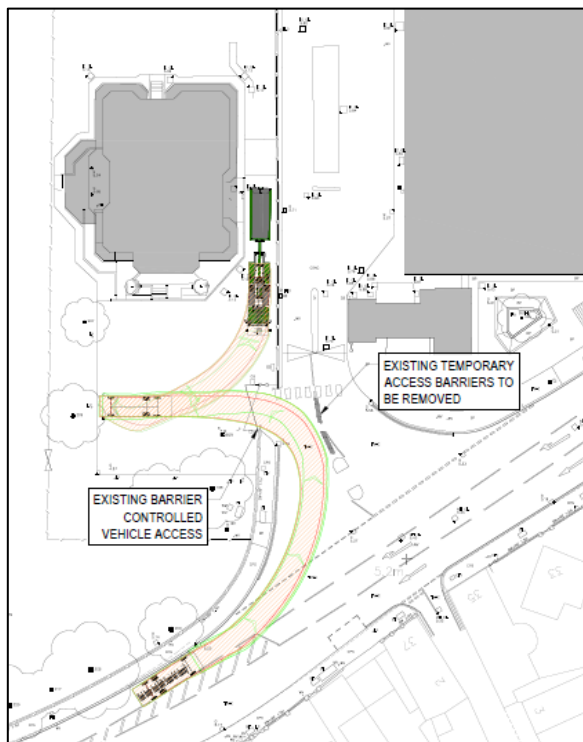
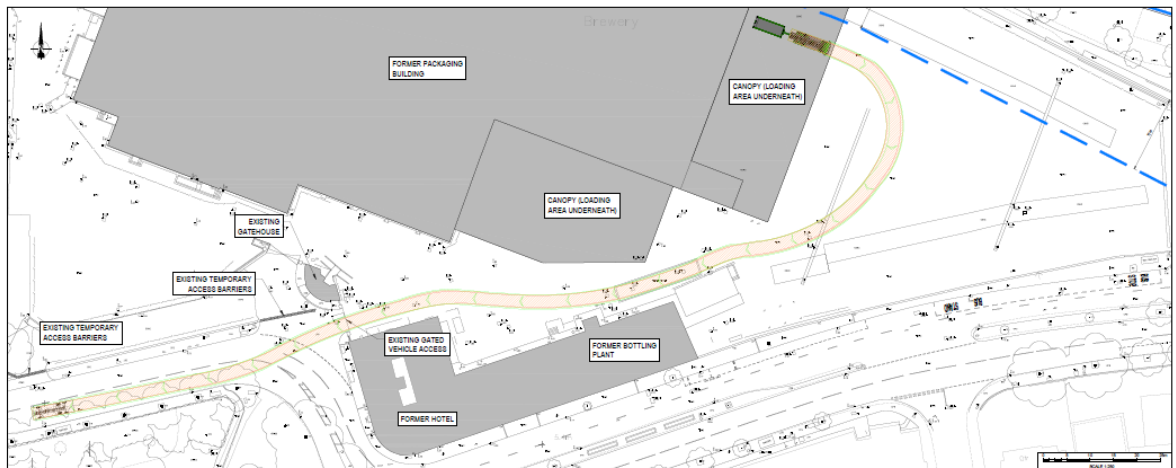
Waste

2.24. The comments in relation to the locations of the waste stores are as follows:

“With respect to waste, this is proposed to be stored in lockable skips / containers and collected by a private contractor on demand. The submission states exact location has yet to be determined, however, three potential locations have been identified outside turning areas. – provide the exact location about where waste stores will be; this should be off-street in line with Policy T7.”

2.25. The proposed locations of the waste store are east of Building 12 under the existing canopy and the car park area for the Sports Club.

Figure 9: Proposed Waste Storage Area and Vehicle (Drawing Ref: 38262/5501/133/C and 38262/5501/152)



TECHNICAL NOTE

Construction Hours

2.26. The comments in relation to the construction hours for the proposed development are as follows:

“Working hours for all construction activities will be 6am-9pm Monday to Friday and 8am – 4pm Saturdays, Sundays and bank holiday. These are deemed excessive and potentially unneighbourly arising from noise and coming / goings. Amend to 8am – 6pm Monday to Friday and 8am – 1pm Saturdays.”

2.27. This has been noted and agreed. The working hours for all external construction activities will be from:

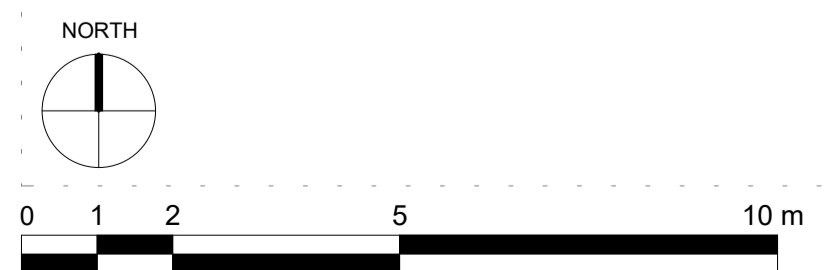
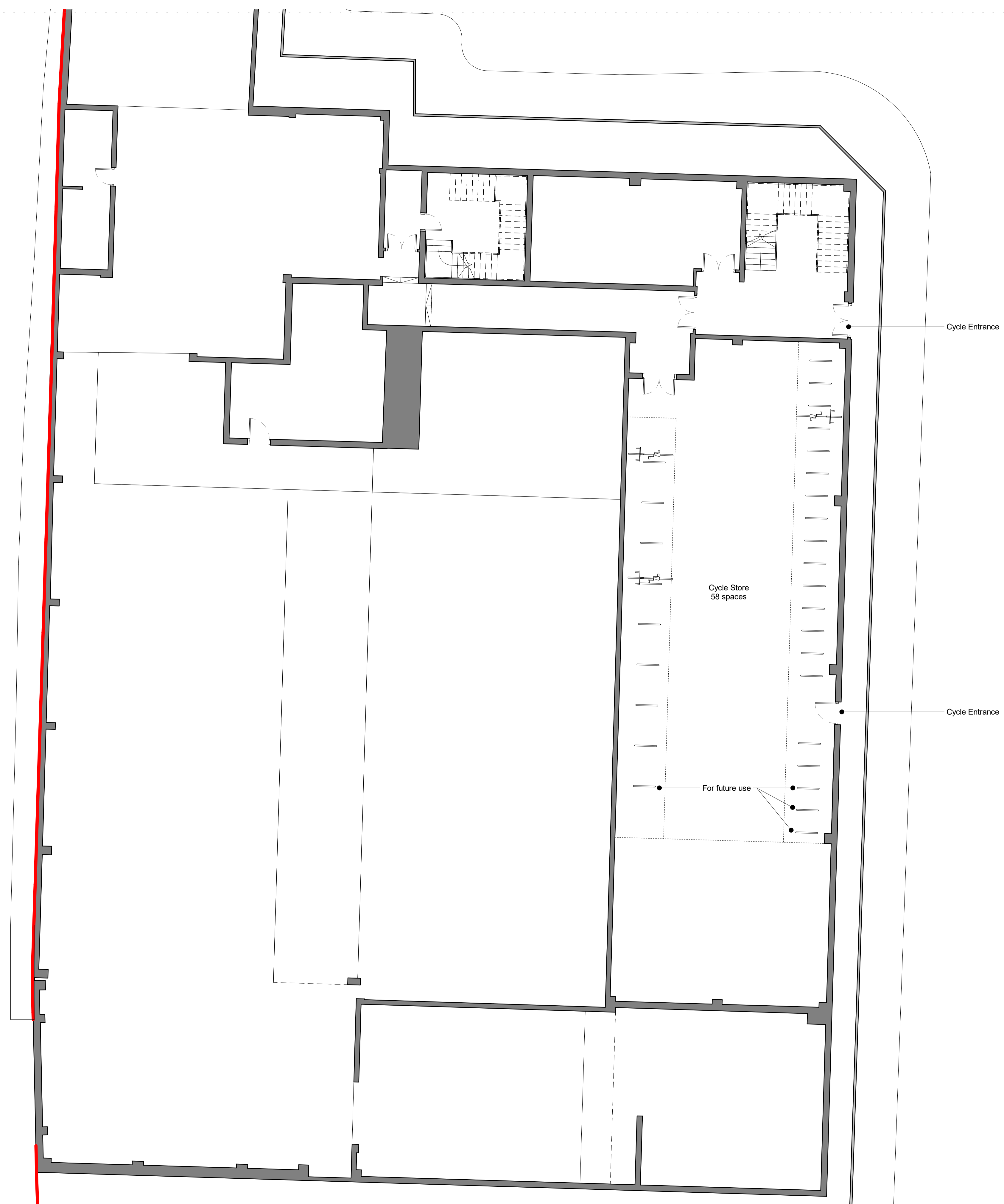
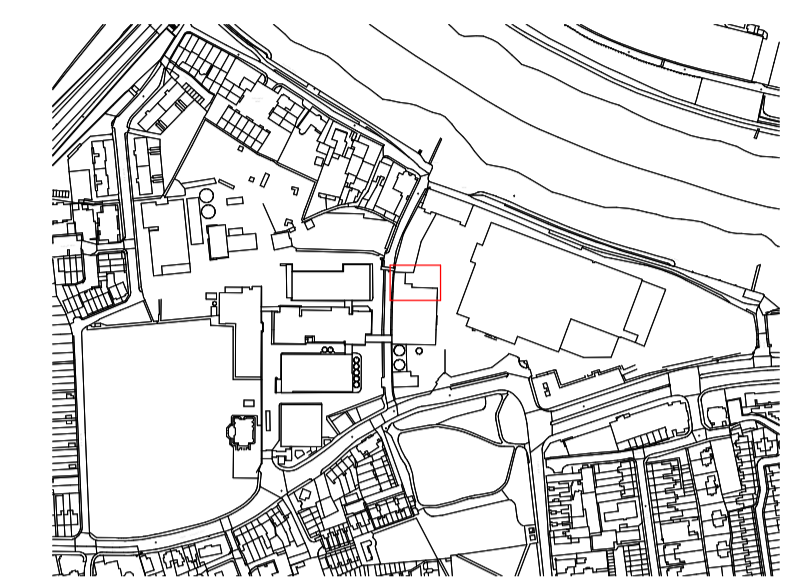
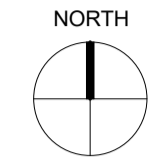
- 08:00 – 18:00 (Monday to Friday)
- 08:00 – 13:00 (Saturdays)

3. Summary

3.1. The aim of this note is to provide a response to the comments received from LBRuT in order clarify the proposals and to reach an agreement on the development proposals from a Highways and Transport perspective. This Technical Note has addressed the comments above.

Appendix A – Cycle Parking Layout

NOTES:
 DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE. ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.
 ALL RIGHTS RESERVED. THIS WORK IS COPYRIGHT AND CANNOT BE REPRODUCED OR COPIED OR MODIFIED IN ANY FORM OR BY ANY MEANS, GRAPHIC ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPIING WITHOUT THE WRITTEN PERMISSION OF SQUIRE AND PARTNERS ARCHITECTS.



TEMPORARY USE APPLICATION	19/10/22	RKB	A
TEMPORARY USE APPLICATION	13/10/22	RKB	-
Revision description	Date	Check	Rev

SQUIRE & PARTNERS

The Department Store
 248 Ferndale Road London SW9 8FR
 T: 020 7278 5555 F: 020 7239 0495

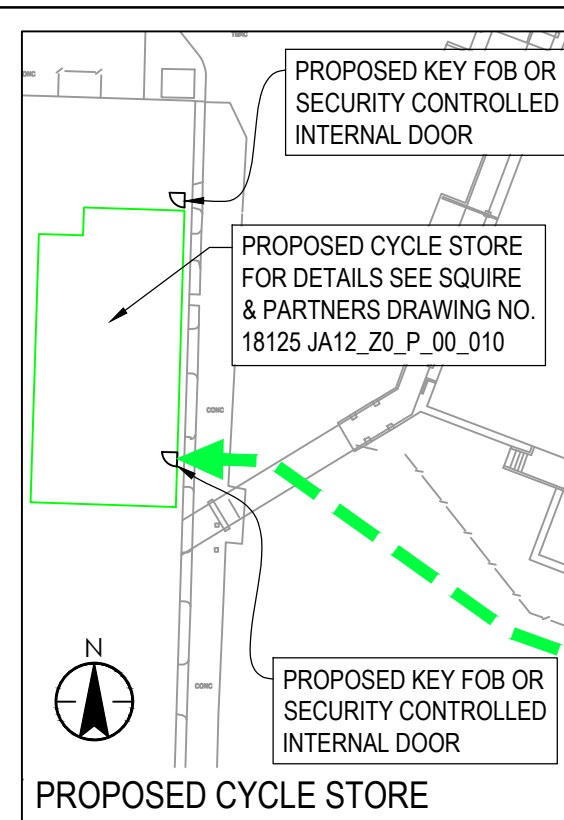
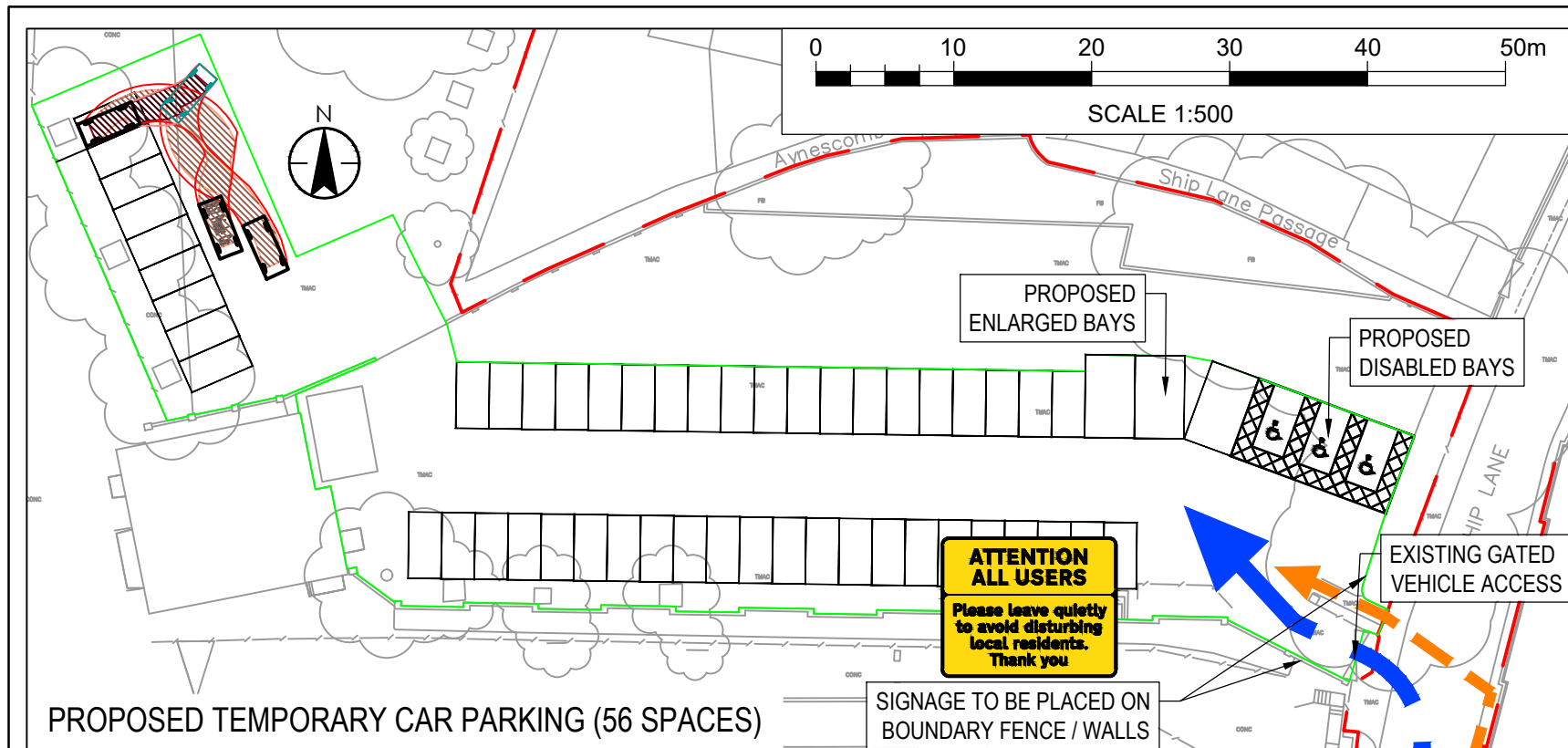
info@squireandpartners.com
 www.squireandpartners.com

Project
Stag Brewery
 Richmond

Drawing
 Temporary Use Application -
 Proposed Cycle Store Plan

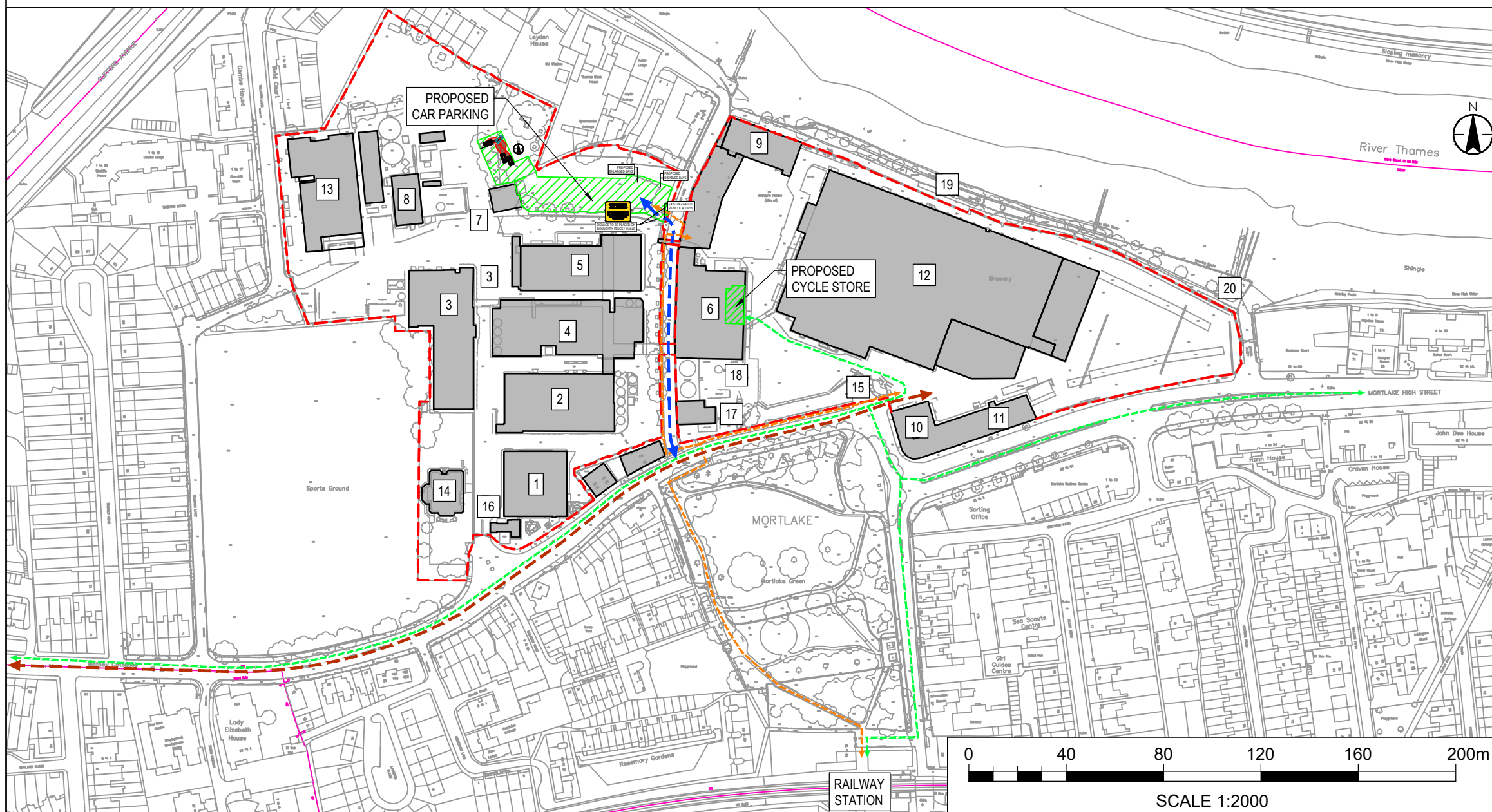
Drawn	Date	Scale
RKB	13/10/22	As indicated @ A1 1:100 @ A3
Job Number	Drawing number	Revision
18125	JA12_Z0_P_00_010	A

Appendix B –Temporary Car Parking and Cycle Storage Locations



KEY

- Site Boundary
- 1. P.O.B
- 2. Brewhouse
- 3. Process Building
- 4. Chip Cellar
- 5. Finishing Cellar
- 6. Power House
- 7. Powder Store
- 8. Effluent Treatment
- 9. Maltings
- 10. Former Hotel
- 11. Former Bottling Hall
- 12. Packaging
- 13. Stable court
- 14. Sports Club
- 15. East Gatehouse
- 16. West Gatehouse
- 17. CO2 Block
- 18. Chimney Stack
- 19. River Wall
- 20. Railway Tracks, Granite
- ↔ Car park access route
- ↔ HGV access route
- ↔ Pedestrian routes
- ↔ Cycle routes to bike store



Mark	Revision	Date	Drawn	Chkd	Appd
E	SIGNAGE ADDED	19.10.22	REM	GC	GC
D	CAR PARK REVISED & WALKING ROUTES ADDED	14.10.22	REM	GC	GC
C	SCALE BARS ADDED	29.06.22	REM	PW	PW
B	BOUNDARIES AND LABELS REVISED	07.05.20	REM	PW	PW
A	DRAWING REVISED TO SHOW CAR PARK & MORE DETAIL	06.05.20	REM	PW	PW

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status **FOR INFORMATION**

**STAG BREWERY, MORTLAKE
PROPOSED TEMPORARY CAR PARKING
AND CYCLE STORAGE LOCATIONS**

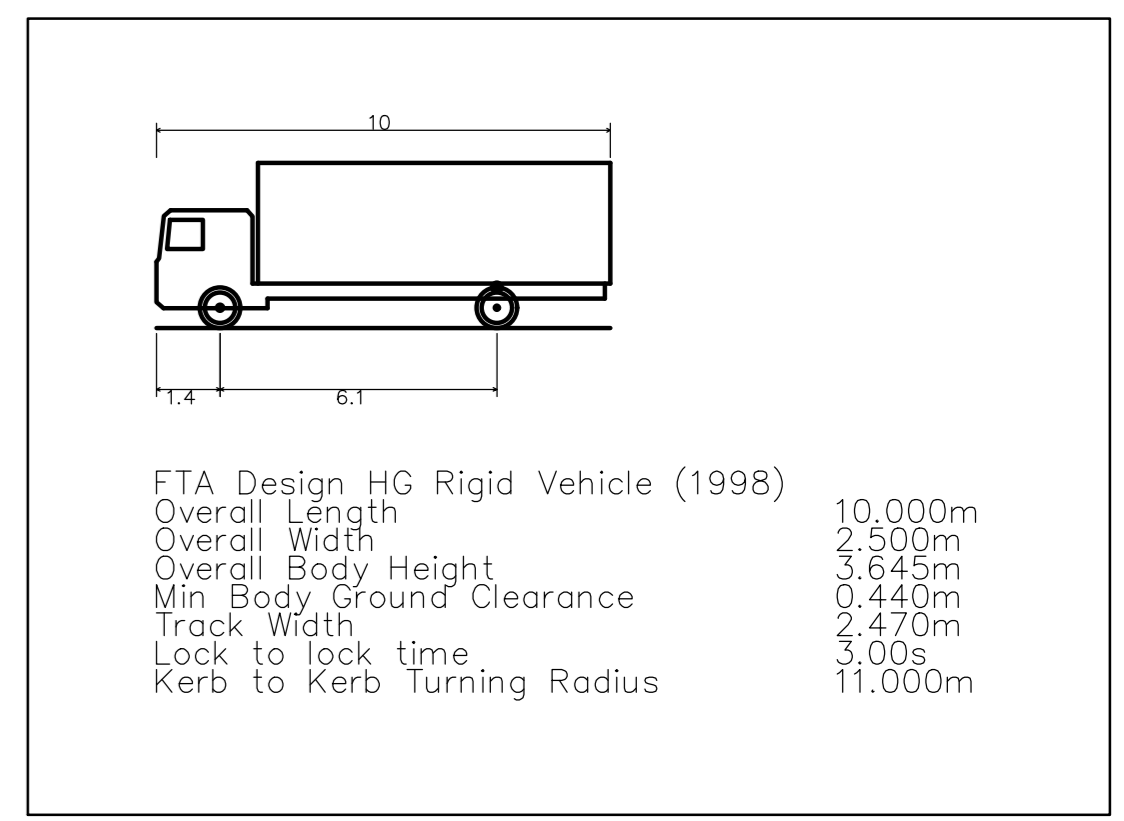
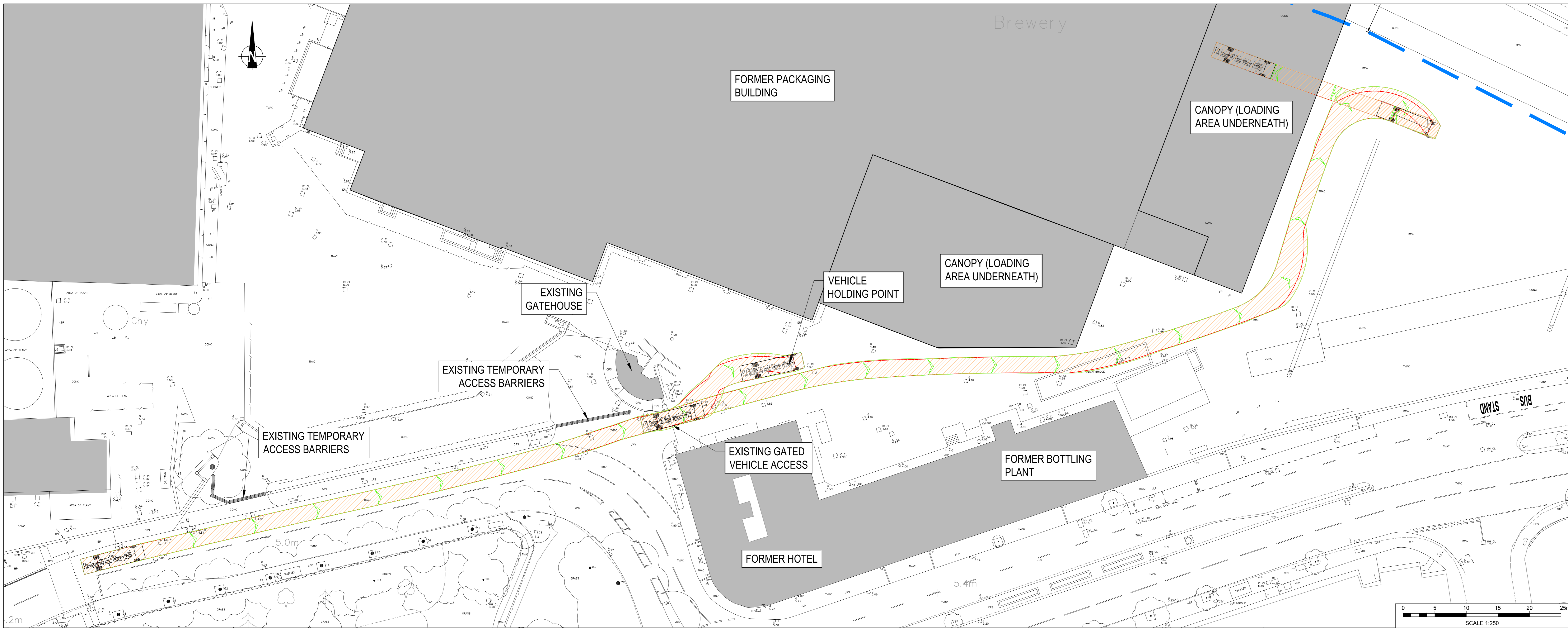
Client
**RESELTON
PROPERTIES LTD**



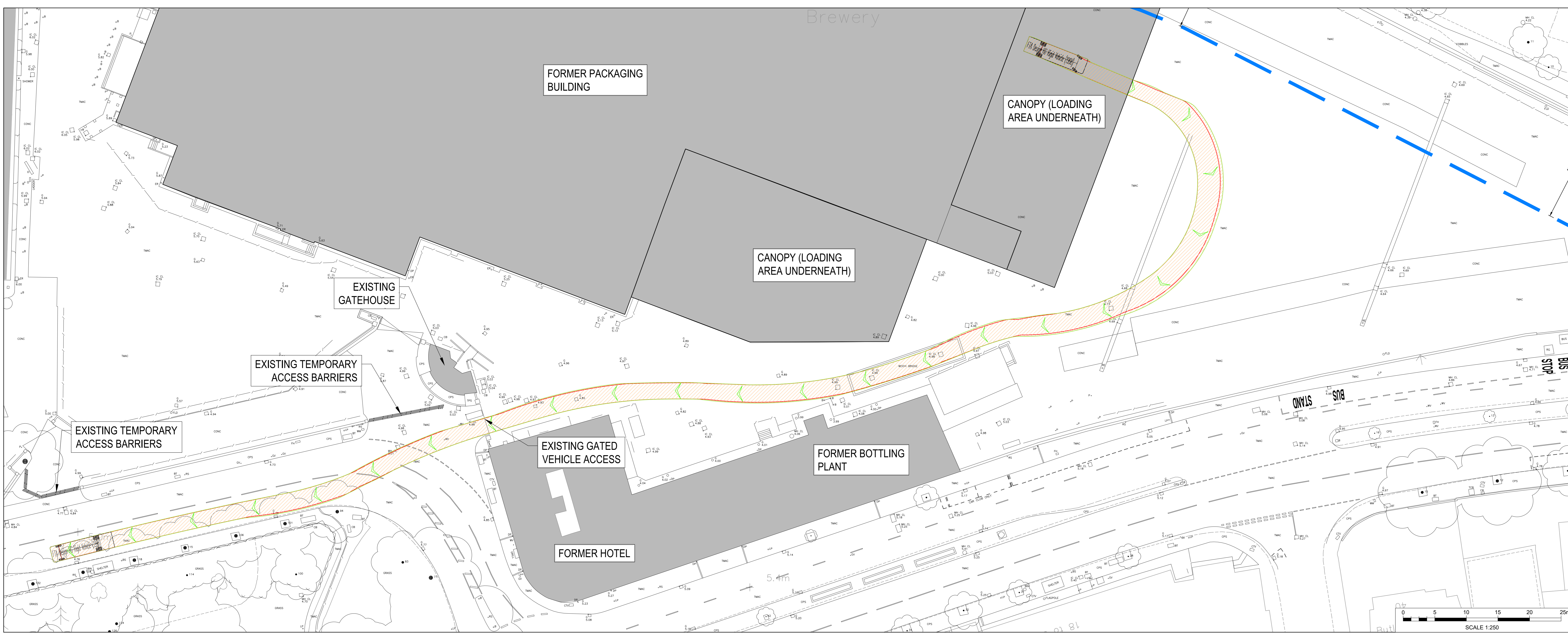
Date of 1st Issue 03.04.2020	Designed -	Drawn JS
A3 Scale 1:2000 / 1:500	Checked PW	Approved PW
Drawing Number 38262/5501/145	Revision E	

stantec.com/uk
Copyright reserved
The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden.
LONDON
Tel: 020 3824 6600

Appendix C – Swept Path Analysis



--- FLOOD DEFENCE ZONE



C	TRACKING REVISED	19.10.22	REM	GC	GC
B	LABELS ADDED & TRACKING REVISED	17.10.22	REM	GC	GC
A	FLOOD DEFENCE ZONE ADDED	02.06.20	REM	PW	PW
Mark	Revision	Date	Drawn	Chkd	Appd

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty by this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

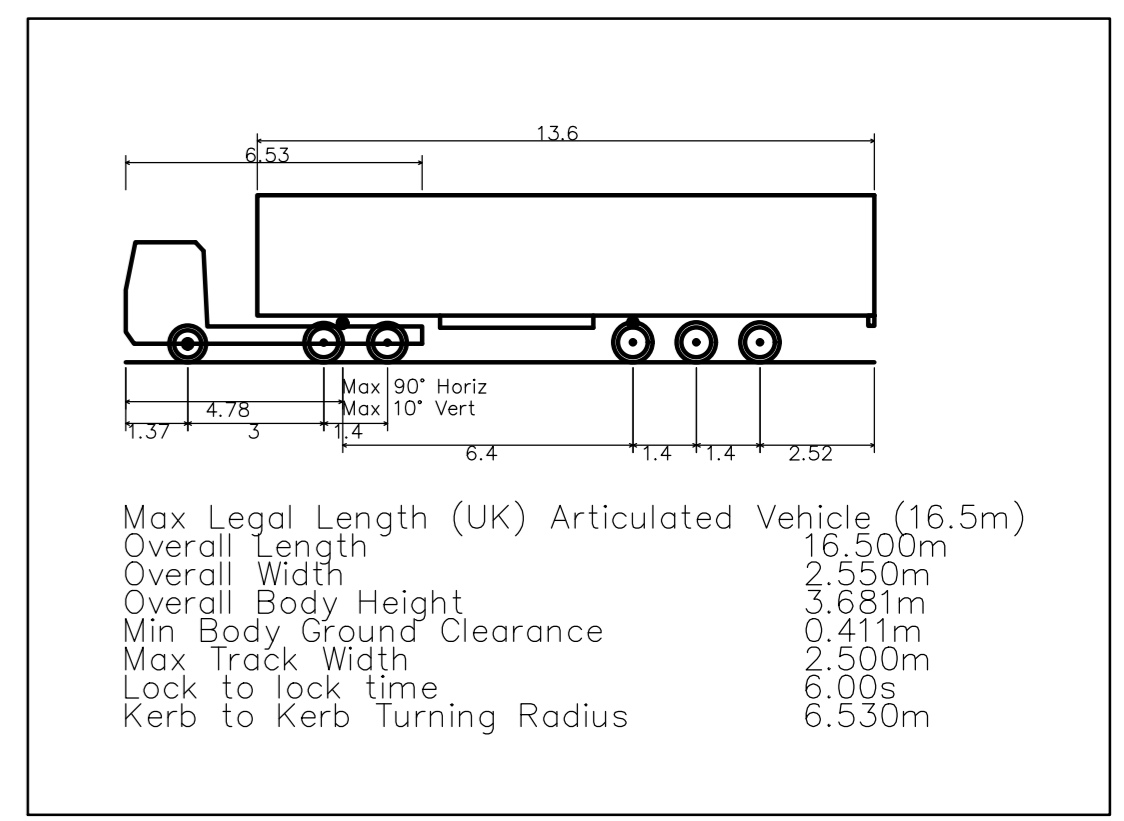
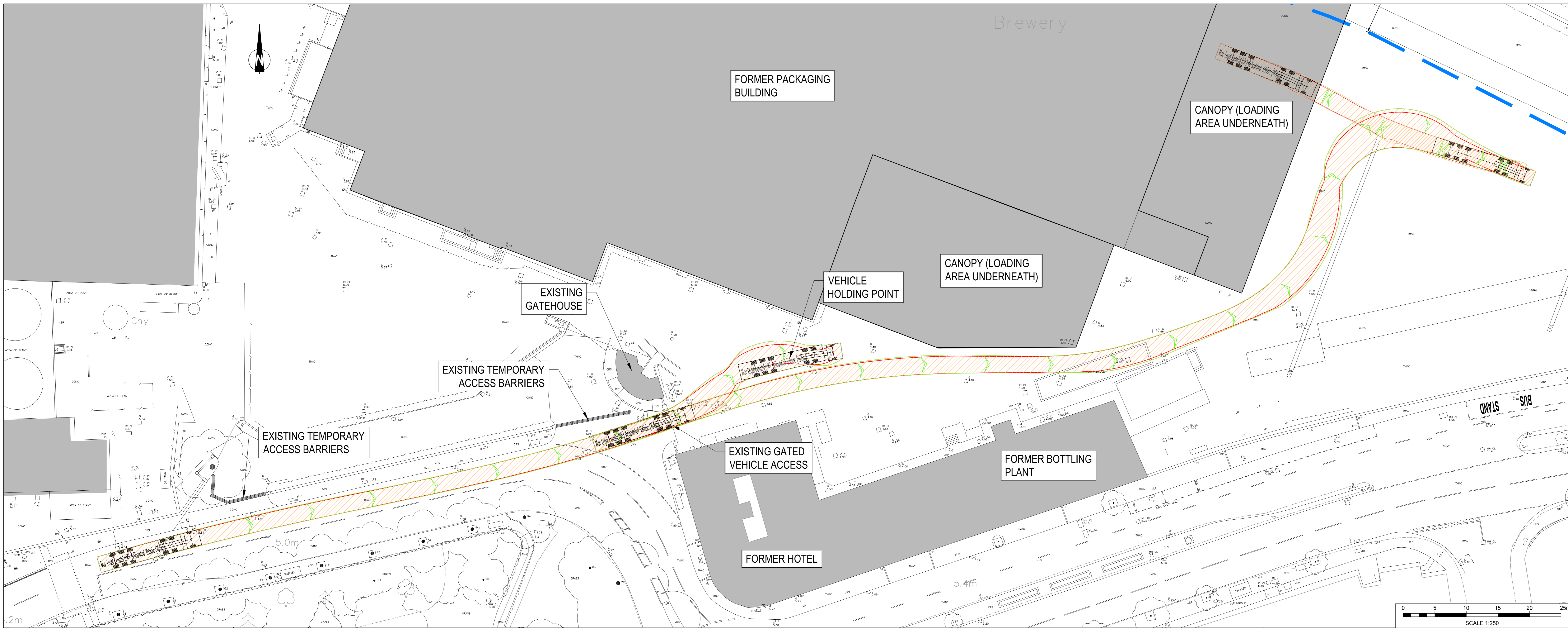
Drawing Issue Status: **FOR PLANNING**

**STAG BREWERY, MORTLAKE
SWEEP PATH ANALYSIS
10m RIGID**

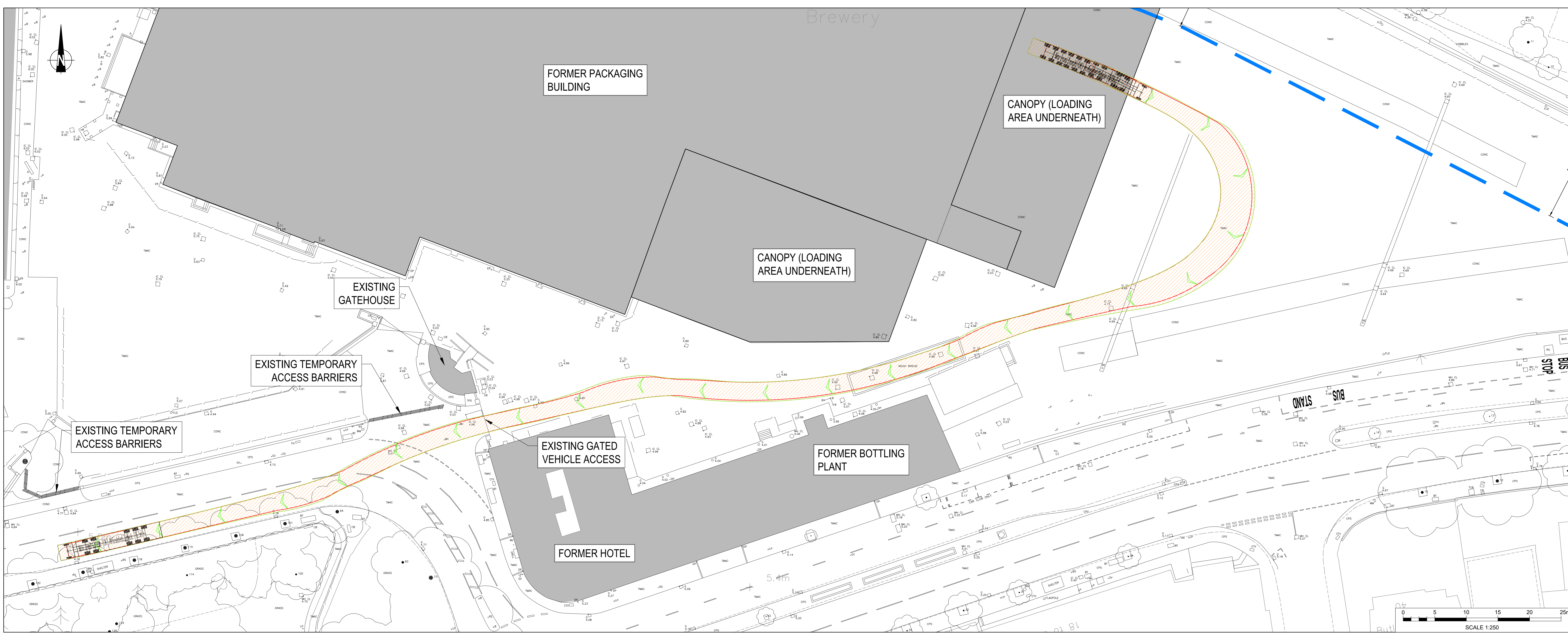
Client
**RESELTON
PROPERTIES LTD**

Date of 1st Issue: 06.12.2019 | Designed: JS | Drawn: JS
 A0 Scale: 1:250 | Checked: MB | Approved: PW
 Drawing Number: 38262/5501/131 | Revision: C

stantec.com/uk
 Copyright reserved
 Reproduction or use for any purpose other than that authorized by Stantec is prohibited.
 LONDON
 Tel: 020 3824 6600



--- FLOOD DEFENCE ZONE



C	TRACKING REVISED	19.10.22	REM	GC	GC
B	LABELS ADDED & TRACKING REVISED	17.10.22	REM	GC	GC
A	FLOOD DEFENCE ZONE ADDED	02.06.20	REM	PW	PW
Mark	Revision	Date	Drawn	Chkd	Appd

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is given in this regard. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status: **FOR PLANNING**

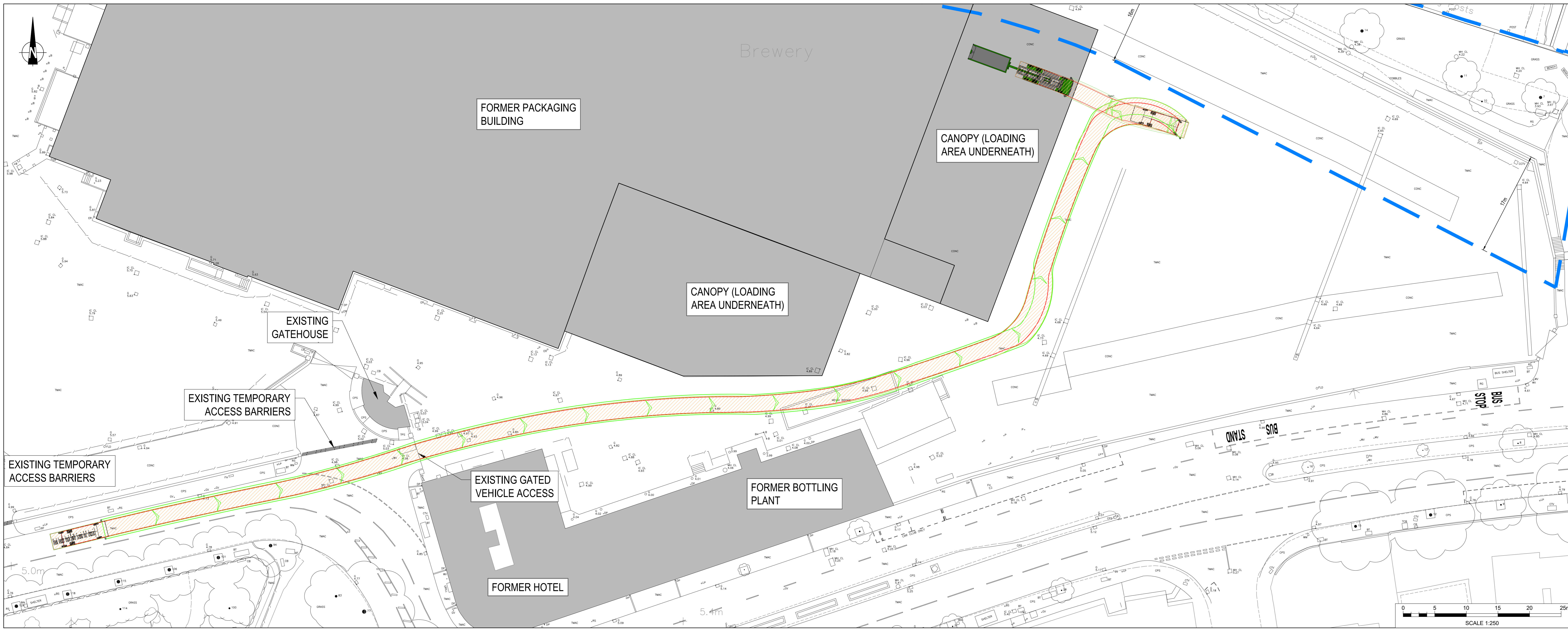
**STAG BREWERY, MORTLAKE
SWEEP PATH ANALYSIS
16.5m ARTIC VEHICLE**

Client
**RESELTON
PROPERTIES LTD**

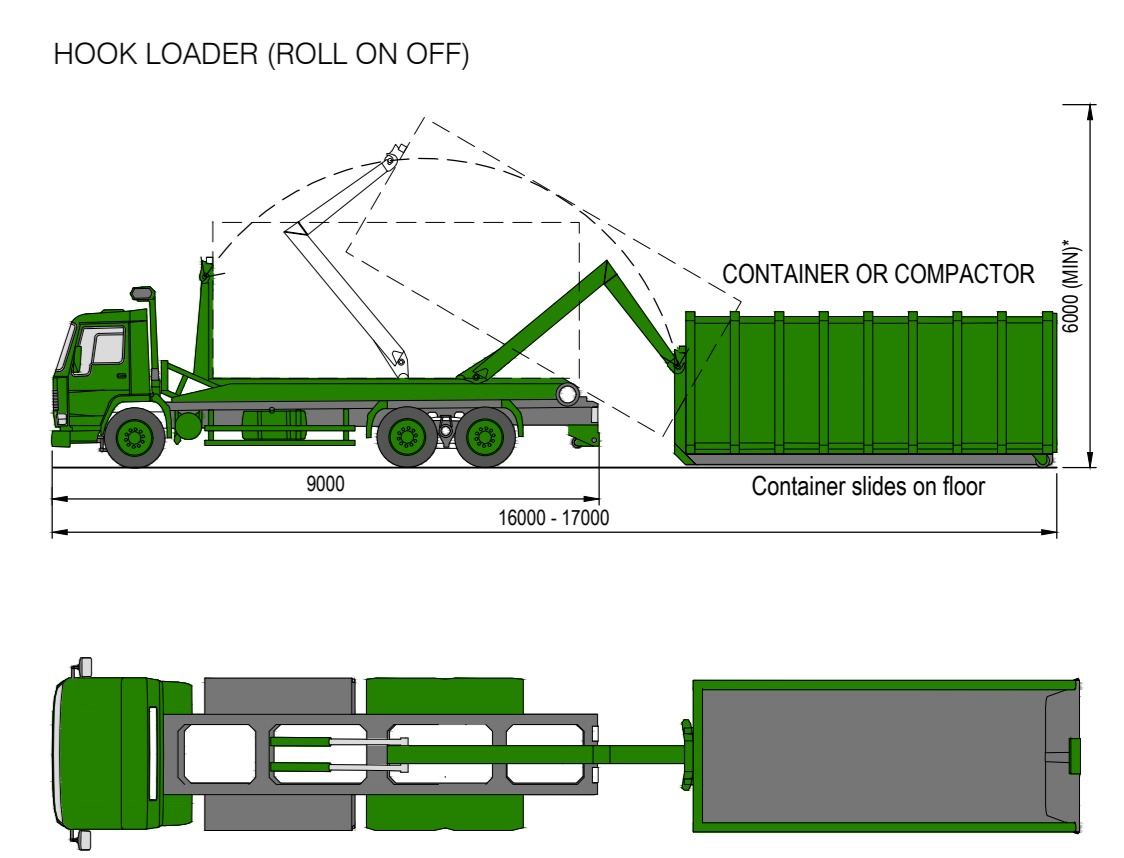
Date of 1st Issue: 06.12.2019 | Designed: JS | Drawn: JS
 A0 Scale: 1:250 | Checked: MB | Approved: PW

Drawing Number: **38262/5501/132** | Revision: **C**

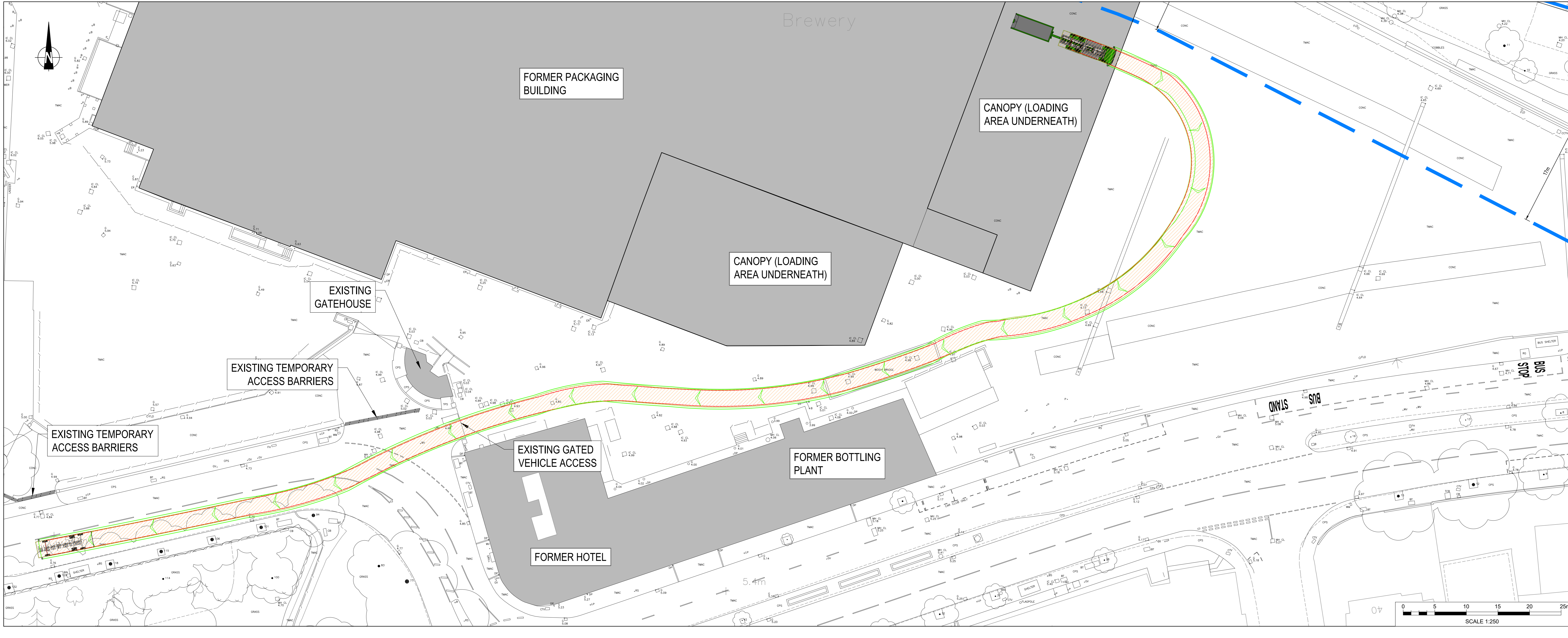
Stantec
stantec.com/uk
LONDON
Tel: 020 3824 6600



Hook loader truck (with Scania 6x2 chassis)	
Overall Length	8.915m
Overall Width	2.50m
Overall Body Height	5.50m
Min Body Ground Clearance	0.30m
Track Width	2.40m
Lock to lock time	4.00s
Wall to Wall Turning Radius	8.970m



--- FLOOD DEFENCE ZONE



Mark	Revision	Date	Drawn	Chkd	Appd
C	TRACKING REVISED	19.10.22	REM	GC	GC
B	LABELS ADDED & TRACKING REVISED	17.10.22	REM	GC	GC
A	FLOOD DEFENCE ZONE ADDED	02.05.20	REM	PW	PW

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made as to its accuracy. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status: **FOR PLANNING**

**STAG BREWERY, MORTLAKE
SWEEP PATH ANALYSIS
HOOK LOADER SKIP TRUCK**

Client RESELTON PROPERTIES LTD		
Date of 1st Issue 09.12.2019		
AD Scale 1:250	Designed MB	Drawn REM
Checked C	Approved PW	Revision C
Drawing Number 38262/5501/133		stantec.com/uk Copyright reserved The copyright in all drawings and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is prohibited.
LONDON Tel: 020 3824 6600		