

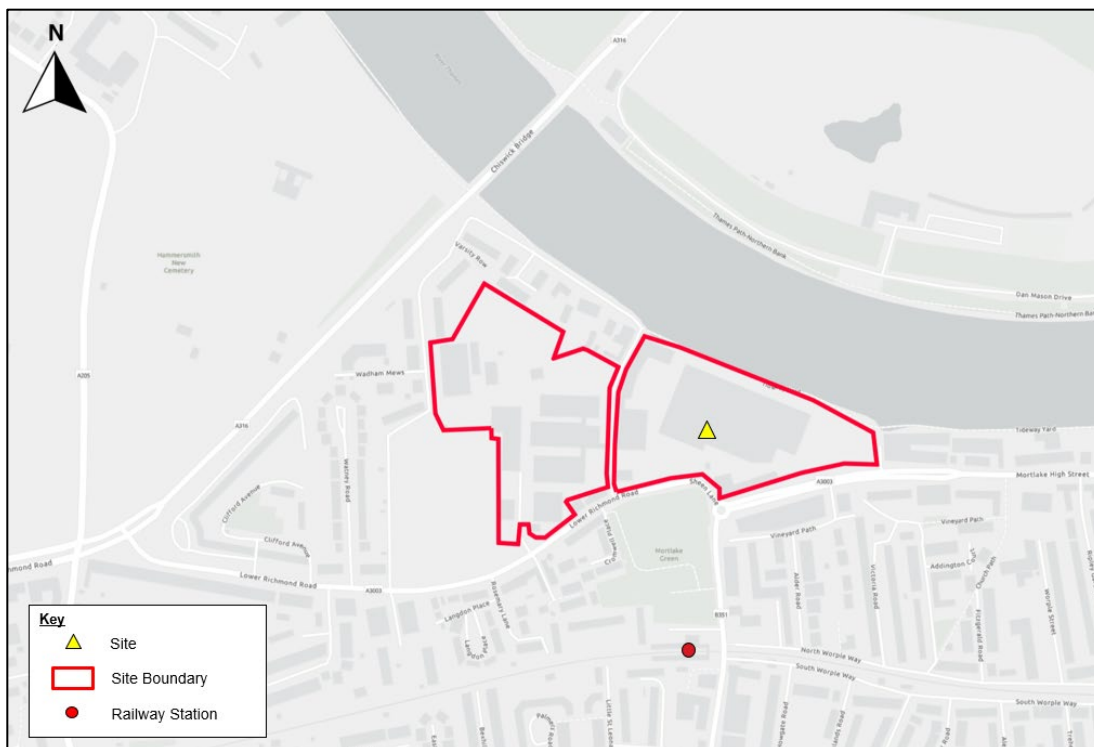
Job Name: Stag Brewery, Mortlake
Job No: 38262/ 5504
Note No: TN029a
Date: February 2023
Prepared by: Olohije Akpengbe
Reviewed by: George Daugherty
Subject: **Transport Note (Permanent Film Studio Use)**

1. Introduction

This Technical Note (TN) has been prepared on behalf of Reselton Properties Limited (“the Applicant”) in support of a planning application for the permanent use of the existing buildings and land for film production operations and ancillary activities at the former Stag Brewery Site within the London Borough of Richmond upon Thames (LBRuT).

The Site is located in Mortlake and the Site boundary is shown in Figure 1-1. The Site has a frontage to the River Thames and is approximately 250m to the north of Mortlake Railway Station and immediately north of Mortlake Green. The Site is in two parts, separated by Ship Lane which is a public highway. The surrounding area is primarily residential but there are also a range of local facilities, including primary and nursery schools, local shops and restaurants and the Barnes Hospital, all within walking distance.

Figure 1-1: Site Location¹



The proposed scheme will utilise the existing buildings for film production, an outside area for an external set, existing parking area on the western side of the Site and a deliver/ servicing zone on the eastern part.

¹ ArcGIS Earth, 2023

Planning History

Previous applications submitted in 2018 and 2020 for the Site were refused by the Greater London Authority (GLA) in 2020 and 2021 respectively. This refused applications consisted of:

- Application A – hybrid planning application for comprehensive mixed-use redevelopment of the former Stag Brewery Site consisting of:
 - Land to the east of Ship Lane applied for in detail (referred to as 'Development Area 1' throughout), and
 - Land to the west of Ship Lane (excluding the school) applied for in outline (referred to as 'Development Area 2' throughout)
- Application B – detailed planning application for the school (on land to the west of Ship Lane)
- Application C – detailed planning application for highways and landscape works at Chalkers Corner

A planning application (ref: 22/1860/FUL) to use the Site as a temporary film studio was submitted and subsequently approved by LBRuT in January 2023. This application seeks to make this temporary use permanent.

This Transport Note sets out the transport impacts and mitigation required to support a permanent use of the Site. In doing so, this Note also addresses the issues raised by the LBRuT and TfL as part of the temporary application and reported in the Stantec Technical Note TN038.

This document is accompanied by separate Technical Notes that provide an Outline Delivery and Servicing Plan (TN031a), Framework Travel Plan (TN032a), Outline Parking Management Plan (TN036a) and Outline Construction and Logistics Plan (TN037a) to support the application.

Report Structure

The remainder of the report will be set out as follows:

- **Policy Review:** Describes the relevant national, regional and local planning policies and guidance documents that have been reviewed in preparation of this Transport Statement
- **Local Behaviours and Characteristics:** This chapter sets out the anticipated users of the Site based on existing local characteristics, how they will travel and their propensity to changing the way they travel
- **Existing Site Conditions:** Establishes the baseline Site conditions, including a review of the Site accessibility across all modes, including pedestrian, cyclists and public transport
- **Development Proposals:** Sets out the development proposals including Site access and the proposed parking provision
- **Highway Impact:** Sets out the travel characteristics of the Site, including an estimation of development trips and the likely impact these will have on the local highway
- **Summary and Conclusions:** Concludes the Transport Statement for permanent film studio use.

2. Policy Review

Overview

This chapter provides a review of the current national, regional and local planning transport policy relevant to the Stag Brewery Development. The following policy documents are the documents that make up the review of the national, regional and local policies:

- National Planning Policy Framework (NPPF), July 2021
- National Planning Practice Guidance (PPG)
- The London Plan, March 2021
- Mayor's Transport Strategy, March 2018
- London Borough of Richmond upon Thames Local Plan, July 2018
- London Borough of Richmond upon Thames Transport Supplementary Planning Document, June 2020

National Policy

National Planning Policy Framework (NPPF), July 2021

The National Planning Policy Framework (NPPF) is the over-arching framework setting out national planning policies for England and how these are to be applied. Since being published in 2012, there have been two iterations to the NPPF, with the latest in July 2021. Core to the policy is a presumption in favour of sustainable development, with Paragraph 11 stating:

“Plans and decisions should apply a presumption in favour of sustainable development.”

The NPPF highlights that sustainable development is made up of three elements that are mutually dependent on each other – economic, social, and environmental. In terms of transport, the key theme of the NPPF is to promote sustainable transport modes, with development sustainably located to reduce the need to travel. The NPPF does, however, recognise that different policies should be applied in different communities, with opportunities to maximise sustainable modes of transport varying between urban and rural areas.

Section 9 relates to promoting sustainable transport and states that transport issues should be considered at the start of plan making and development proposals. This allows early consideration of the impact on transport networks and the opportunities to use and enhance sustainable transport networks. The NPPF also states that developments should be designed to prioritise pedestrian and cycle movements; and, where possible, improve access to public transport. The needs for people with disabilities should be considered in relation to all modes. Furthermore, developments should be designed to allow for efficient delivery and servicing.

However, as Paragraph 105 of the NPPF acknowledges, opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Therefore, solutions considered as part of plan-making and decision-making need take the local context into account.

Importantly, the NPPF advises that development should only be refused on transport grounds if the residual cumulative impacts are likely to be “severe”. The definition of “severe” in this context is unique to the Site under consideration. However, it may be helpful to consider that within the context of the Environmental Impact Assessment “severe” impacts are described as those that would have a regional significance. In this respect it is clear the NPPF is seeking to strike a balance between potential local traffic impacts and economic and/or social benefits.

National Planning Practice Guidance (PPG)

The National Planning Practice Guidance (NPPG), which was first published in March 2014, offers guidance for considering transport matters when planning development. This includes details on the scope and need for various transport reports required to demonstrate alignment with NPPF policies including Travel Plans, Transport Assessments and Transport Statements. The National Planning Practice Guidance has most recently been updated on the 20th July 2021.

Given the scale of Development, the provision of a Transport Assessment is considered appropriate. Therefore, the recommended criteria, requirements, and scope outlined within the NPPG in regard to Transport Assessments has been considered and accommodated within this document. In reference to Transport Assessments, the NPPG states the following:

“Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal... The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts... Transport Assessments and Statements can be used to establish whether the residual transport impacts of a Development are likely to be “severe” ...”

It is noted within the NPPG that Transport Assessments can positively contribute towards:

- Encouraging sustainable travel.
- Lessening traffic generation and its detrimental impacts.
- Reducing carbon emissions and climate impacts.
- Creating accessible, connected, inclusive communities.
- Improving health outcomes and quality of life.
- Improving road safety; and
- Reducing need for new development to increase road capacity or provide new roads.

Regional Policy

The London Plan, March 2021

The London Plan sets out the strategic plan for London, including an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. With population set to increase by 70,000 per year, demand on new homes along with space for employment will increase. The policies set within the London Plan are to provide an appropriate spatial strategy that plans growth within London in a sustainable way.

Chapter 10 of the plan sets out the policies in relation to Transport, the core aim of which is to reduce the dependency on cars and encourage increased uptake of sustainable and active modes of travel, in particular walking and cycling. An emphasis is placed on the requirement to shift away from car use, in turn supporting sustainable growth of the city.

Policy T1 “Strategic approach to Transport” states development should help to deliver the Mayor’s target of 80% of trips in London to be made by foot, cycle, or public transport by 2041.

Policy T4 “Assessing and mitigating transport impacts” highlights the requirements for Transport Assessments/ Statements to ensure impacts on the capacity of the transport network (including pedestrian/ cycling) at local and network-wide level are fully assessed. Other documents such as Travel Plans, Parking Management Plans, Construction Logistics Plans and Delivery and Servicing Plans may also be required to support planning applications.

Policy T5 “Cycling” states that new developments should be well served by cycle infrastructure and include appropriate levels of quality cycling parking provision. Table 10.2 of the London Plan sets out the minimum cycle parking standards and the table below presents the standards for the relevant proposed uses across the proposed development. This should be designed in accordance with London Cycle Design Standards (LCDS). Chapter 8 (Cycle Parking) of the LCDS, recommends that at least 5% of all cycle parking spaces can accommodate larger cycle/ parking spaces for disabled users.

Policy T6 “Car Parking” sets out the standards within new developments, with emphasis placed on car-free developments to be considered for those well connected to public transport networks. Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.

Policy T7 “Deliveries, servicing and construction” sets out measures to facilitate sustainable movement of freight. This includes use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric

vehicle charging points for freight vehicles. Developments should be designed and managed so that deliveries can be received outside of peak hours.

Accordingly, this TN outlines how the Development is in accordance with the policies and standards outlined.

Mayor's Transport Strategy, 2018

The Mayor's Transport Strategy, adopted in March 2018, sets out the transport policies for London up to 2041, with a strong emphasis placed on reducing car dependency and improving cycling / walking, improving public transport interchanges, providing better information to travellers and delivery of affordable, reliable and safe transport network.

A key aim of the strategy is for 80% of all trips in London to be made by foot, cycle or using public transport by 2041. This places an emphasis on ensuring new developments are providing the adequate infrastructure to support walking and cycling trips, in the form of high-quality public realm and cycle parking provision, and well connected to the public transport network.

The MTS places an emphasis on Healthy Streets and promoting sustainable travel, with three main themes: healthy streets; good public transport experience, and new homes and jobs.

TfL's Healthy Streets Approach provides framework of policies and strategies which TfL hope will encourage walking, cycling and public transport use to reduce car dependency and the resultant adverse health effects it has. The document states that streets and neighbourhoods should be designed to prioritise walking and cycling. Strategies are outlined to help reduce road danger and help make people feel safer and more comfortable when walking and cycling.

New homes and jobs is about ensuring that the ever-increasing number of people living and working in London are well-connected. The growth must be 'good growth', which provides more opportunities, delivers affordable homes and improves 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.

Local Policy

London Borough of Richmond upon Thames Local Plan, July 2018 and March 2020

The London Borough of Richmond upon Thames Local Plan, adopted in July 2018 and March 2020, sets out policies and guidance to develop the borough over the next 15 years up to 2033. This document identifies how places within the borough will change, or be protected from change, over the set period.

The Local Plan Strategic Vision recognises that cars will still be a significant part of the borough's future. However, the *"borough's improved transport network and interchanges will encourage residents as well as those who work and visit the borough to make journeys using high quality public transport and walking and cycling routes. The built environment, spaces and public realm will be attractive and pleasant, and residents will have increasingly adopted active and healthy lifestyles and enjoy the borough's cycling and walking networks"*.

Stag Brewery is mentioned as a Site Allocation in the Local Plan (Policy SA 24). The Council supports the comprehensive redevelopment of this Site.

Policy LP44 from the Local Plan discusses the benefits of implementing a sustainable travel network in the borough of Richmond upon Thames. The local Council, and associated partners, pledges to promote sustainable travel modes such as walking, cycling and public transport and *"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"*.

Furthermore, this policy states that new developments should *"maximise opportunities to provide safe and convenient access to public transport services"*.

Paragraph 11.1.4 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".

Policy LP45 discusses the Parking Standards and Servicing. The Council “will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car-based travel including on the operation of the road network and local environment, and ensuring making the best use of land”.

Richmond's New Local Plan 'The best for our borough' Draft for consultation, December 2021

The emerging new Local Plan is in the pre-publication (regulation 18) stage which was consulted with the public until 31st January 2022. This first draft sets out a strategic vision, objectives and spatial strategy with place-based strategies and thematic policies and guidance to manage growth and guide development across the borough over a 15-year period.

The new Local Plan is anticipated to be adopted in 2024 and will supersede the existing Local Plan as discussed above. Chapter 23 of the plan sets out policies to reduce the need to travel and improving the choices for more sustainable travel.

Policy 47 “Sustainable travel choices (Strategic Policy)” outlines the Council’s aim to bring about safe, sustainable, accessible transport solutions to reduce traffic congestions, reduce air pollution, improve public health, and improve access to services and employment in accordance with the policies set out in the London Plan, Mayor’s Transport Strategy, and the Council’s own Active Travel Strategy.

Policy 48 “Vehicular Parking standards, Cycle Parking, Servicing and Construction Logistics Management” requires new developments to make provision for the accommodation of vehicles to provide for the needs of the development while minimising the impact of car-based travel including on the operation of the road network and local environment.

London Borough of Richmond upon Thames Transport Supplementary Planning Document (SPD), June 2020

This Supplementary Planning Document (SPD) complements the LBRuT Local Plan and the Local Implementation Plan approved in 2019. This SPD promotes best practice in transport provision and highway design in the borough, to maintain or improve the quality of its environment.

In regard to cycle parking, it states the LBRuT has adopted the London Plan however has identified the borough as “*an area where more cycle parking than set out in parking standards is desirable, given the number of journeys that have been calculated as potentially being transferable to bike.*”

LBRuT car parking standards are in line with the London Plan and emphasises developments should strive for an appropriate balance between minimising car use and ensuring efficient operation, avoiding on-street parking pressure.

Summary

The above sets out the relevant national, regional and local policy relevant to the Stag Brewery Site. The NPPF provides nationwide policies, the London Plan and Mayor’s Transport Strategies the regional policy whilst the local policy is set out within the Local Plan and Transport SPD.

3. Local Behaviours and Characteristics

Overview

This chapter examines the demographics of people within the local area, reviews the most utilised transport modes and the capacity for behaviour changes in terms of transport mode.

Transport for London (TfL) has designed a Transport Classification of Londoners (TCoL) (<http://content.tfl.gov.uk/transport-classification-of-londoners-presenting-the-segments.pdf>), released in February 2017. The TCoL is a multi-modal customer segmentation tool that has been designed to categorise Londoners based on travel choices made and the motivations for making those decisions.

Classification of Londoners

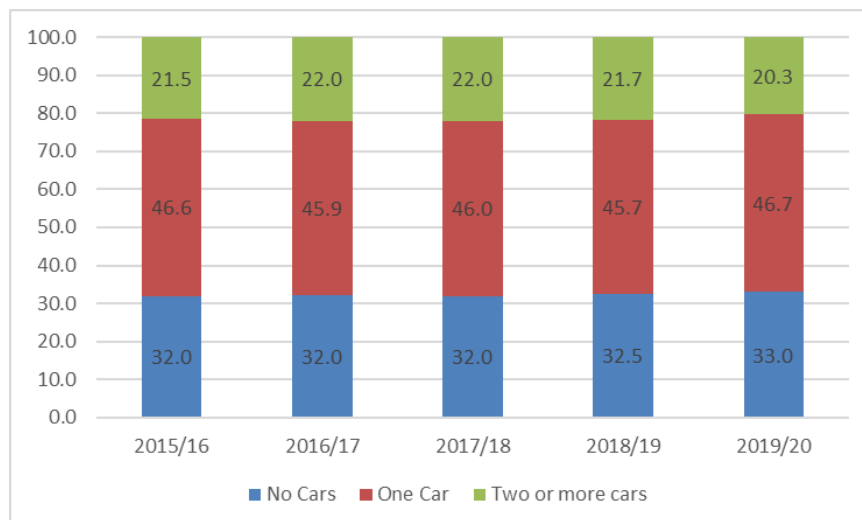
According to the Transport Classification of Londoners (TCoL), the Site is located within a ‘Urban Mobility’ area, which is categorised as an area with typically young working adults with no children and reasonable incomes living in inner (though not central) London. This segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average.

The TCoL report highlights that, of the car ownership levels within these areas, 57% of people have no car, 38% own one car and 5% own two or more cars. The current car driver mode use is below average in the area, with most resident using public transport and active modes of travel, in particular cycling as opposed to private cars.

Based on the 2011 Census data ‘Car or van availability’ for the Richmond upon Thames 003 (middle super output area), in which the Site is located, shows that 53% of residents own 1 or more cars and 14% own two or more cars.

The London Travel Demand Survey, conducted in 2019/2020 provides the latest car ownership data for Greater London, Inner London and Outer London. illustrates the car ownership level for Outer London for the period from 2015 to 2020.

Figure 3-1: Car Ownership Levels in Outer London²

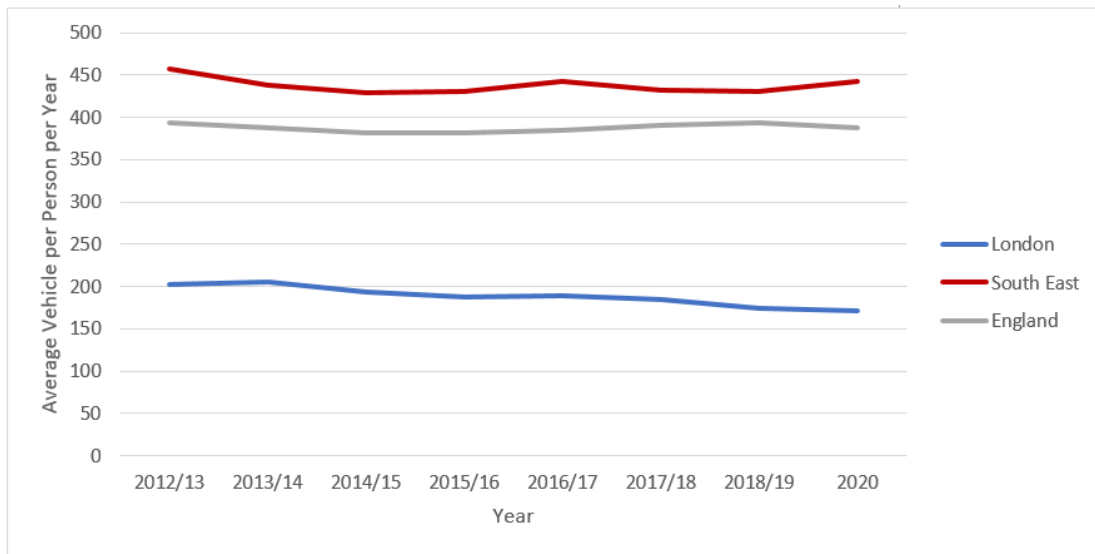


It has also highlighted that there has been a steady decline in the number of cars licensed in London since 2008 and factors associated with higher car ownership within Outer London are lower levels of PTAL, higher income, children at home and more adults in the household.

The Department for Transport (DfT) provides statistics on the average number of trips per mode for all regions within England. Data from the National Travel Survey Table NTS9903 was extracted and Figure 3-2 presents the average vehicle trips per person across England.

² London Travel Demand Survey (2019/ 2020) <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys>

Figure 3-2: Average Vehicle Trips per Person across England³



Based on the trends of car ownership and car driver trips, the location of the Site and potential improvements to PTAL, there is an opportunity to reduce the area’s reliance on car use and influence behaviour change to encourage a more positive outlook on the use of public transport and active travel modes. TfL have noted that the main motivations for behaviour change within the TCoL area in which the Site is located include:

- Changes to roads and driving
- Money
- Changes to public transport
- Health and fitness
- Lifestyle changes

Behaviour changes with regards to increasing walking is ‘well above average’ similarly to increase in cycling. Behaviour changes with regards to reducing car usage is ‘above average’.

Considering the characteristics highlighted by the TCoL, the TS assesses the key routes that include the surrounding bus stops and train stations, nearby town centre and the surrounding schools and amenities.

Summary

The proposed development is located within an area classified by TfL as ‘Urban Mobility’ an area which is undergoing above average level of change, below average use of cars and relatively high levels of public transport and active modes. The characteristics of these areas are mainly found in inner London, although it is not central.

The typical individuals in this area include young adults with no children and reasonable incomes, however it should be noted that majority of the surrounding areas are classified as ‘Detached Retirement’. These areas are undergoing well below average level of change, well above average use of cars and below average levels of public transport and active modes use. Typically, these individuals are “empty nesters” or at the retired life stage. Therefore, it is expected that the development will include a wide demographic among its residents.

³ National Travel Survey, DfT (2021)

4. Existing Site Context

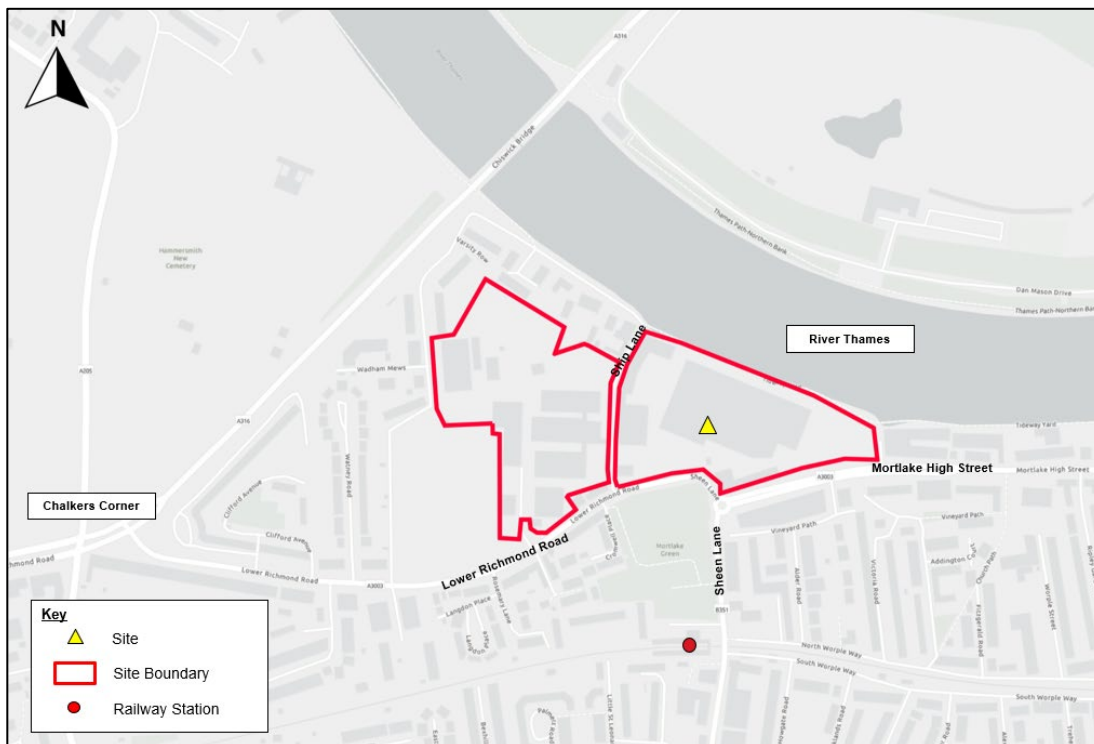
Overview

This chapter describes the current transport conditions in and around the Site. The purpose of this chapter is to set out the existing conditions and the range of transport options available to those using or living within the area.

Site Location

The Site is located in Mortlake and lies between the River Thames and A3003 Lower Richmond Road and Mortlake High Street in the LBRuT. It comprises two distinct parts separated by Ship Lane, a public highway. The eastern section of the Site fronts onto Mortlake High Street and backs onto the River Thames, whilst Lower Richmond Road borders the western section, and this part of the Site does not have direct access to the River. The Site location is shown below in Figure 4-1.

Figure 4-1: Site Location Plan⁴



Existing Site and Adjacent Land Uses

The proposed development is located on the Site of the former Stag Brewery which occupied both sections of the Site with two pedestrian walkways over Ship Lane linking them together. The brewery ceased operating in December 2015, but up until that time retained a significant workforce and generated a significant number of HGV movements in the form of articulated tanker vehicles. Decommissioning works were then undertaken until late 2017. Whilst the brewery is no longer operational the brewery buildings still remain, and the Site could in theory be returned to its previous use.

Buildings adjacent to the Site on Mortlake High Street include residential, retail and office land use; there is a post office sorting office immediately opposite the Site. The surrounding land use to the west of the Site comprises mainly residential use with some local facilities including small shops, and a nursery school.

⁴ ArcGIS Earth, 2023

Site Access Arrangements

The brewery Site has a number of existing access points as follows:

- Lower Richmond Road (east of Ship Lane) – main operational access used by HGVs located just to the west of the Sheen Lane mini roundabout
- Lower Richmond Road (west of Ship Lane) - access to the car park and to buildings west of Ship Lane
- Ship Lane – access to the staff car park providing about 130 parking spaces.

There are no additional dedicated pedestrian access points, with pedestrians sharing the various vehicular access points.

Pedestrian and Cycling Networks

Pedestrian

The pedestrian network around the Site includes footways along all carriageways surrounding the Sites and pedestrian routes through Mortlake Green and along the Thames Path.

Footways are provided on both sides of the carriageway for most roads in the surrounding area with the main exceptions being Ship Lane, Thames Bank and the corner of Mortlake Green. The majority of footways within the area are over 2 metres in width and are well lit and maintained. The exceptions to this are Ship Lane, Sheen Lane in the lead up to the level crossing and over the crossing and at the pinch point near the mini roundabout at the northern end of Sheen Lane, where there are variable footways along the length of these links with some footways being less than 2 metres.

Additionally, there are several footpaths through Mortlake Green which are approximately 2 metres in width. These footways are well maintained and provide links between Lower Richmond Road and Mortlake Station. Lighting within Mortlake Green is provided although it is not to the standard provided on footways adjacent to the carriageway.

Several formal pedestrian crossings are located in the area. There are two zebra crossings on Sheen Lane, approximately 70 metres to the north of the crossing and about 120 metres to the south. There are currently no formal crossings on Mortlake High Street in the immediate vicinity of the Site, the closest is a zebra crossing approximately 140 metres to the west of the Site. There is an existing signalised pedestrian/cycle crossing on Lower Richmond Road just to the east of the Ship Lane junction which provides access between Ship Lane and the northern entrance to Mortlake Green. Additional signal-controlled crossings are then located at the Chalkers Corner junction as well as at the Sheen Lane/South Circular junction.

A level crossing is also present adjacent to Mortlake Station on Sheen Lane. The crossing is also notably shut for vehicles for approximately 45 mins during peak hours. However pedestrians do have access to a footbridge.

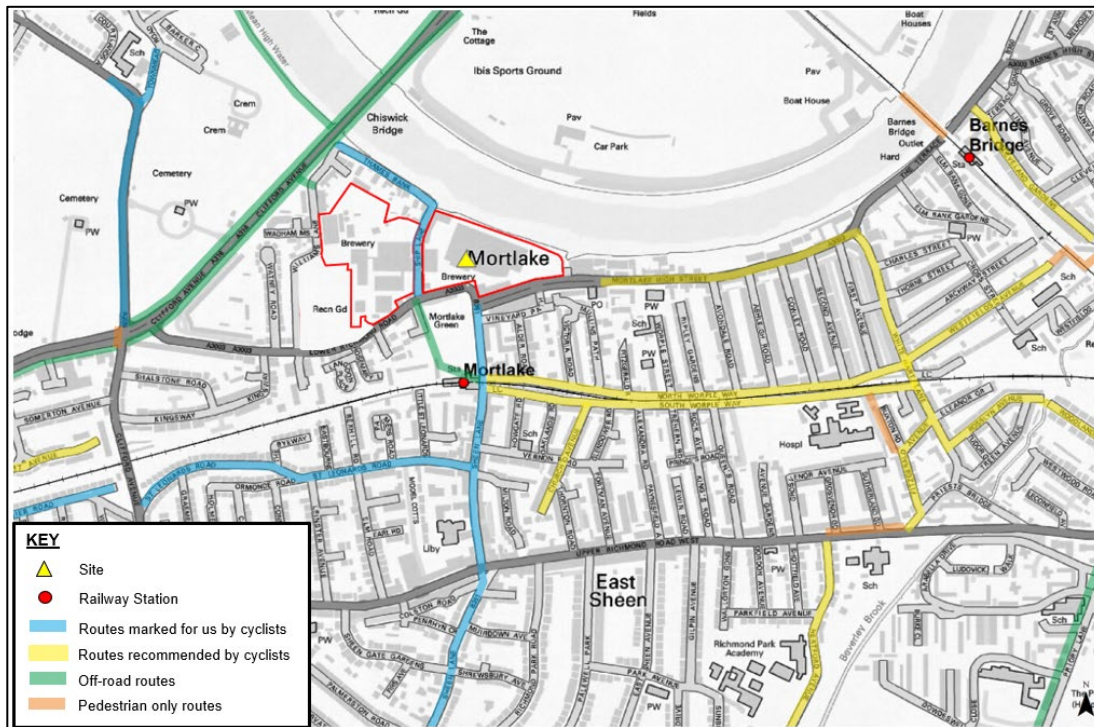
The Thames Path is located to the north of the Site between the Site boundary and the River Thames. This provides an unlit path along the south bank of the river leading towards Kew to the west and Barnes to the east. The footway is a mixture of unpaved and cobbled surfaces.

The Hammersmith bridge closure currently does not have any impact on pedestrians or cyclists and still remains open for these two modes of travel. Once the bridge is fully operational it will remain a key route for pedestrians and cyclists crossing over the Thames.

Cycle

Figure 4-2 shows that cycle facilities in the area can be found on the A316 corridor including both Lower Richmond Road (west of Chalkers Corner) and Clifford Avenue (east of Chalkers Corner). A two-way cycle path runs intermittently on both sides of the carriageway over Chiswick Bridge towards Chalkers Corner and then further southwest along the Lower Richmond Road towards Richmond.

Figure 4-2: Local Cycle Routes⁵



Other routes towards Richmond are also signed and described by TfL’s local cycling guide as along a mixture of quiet or busier roads. This includes a route via St Leonards Road, Lambert Avenue, Manor Grove, Townsend Terrace and Kings Road or using Tangier Road and the busier Sheen Road between Denehurst Gardens and Church Street.

A series of more local cycle routes are available to both the north and south of the proposed development. To the north there is an off-road cycle path that forms part of the Thames Path that runs along both the northern and southern banks of the River Thames. On the southern bank of the River Thames this provides a link between Barnes Bridge to the east and towards Kew Bridge to the west.

Ship Lane, which bisects the Site, forms part of a key north south route which connects the Thames Path (west of Chiswick Bridge) to the London City Network (LCN) Route 4. The route which is marked as either an off-road path or along quiet or busier roads runs along the River Thames (to the northwest of the Site) then through the development along Ship Lane and Mortlake Green. The route then divides with an east-west connection via South Worpole Way towards the White Hart Lane Level Crossing or continues in a north-south direction along the busier Sheen Lane into Richmond Park.

Public Transport Network

Public Transport Accessibility Level (PTAL)

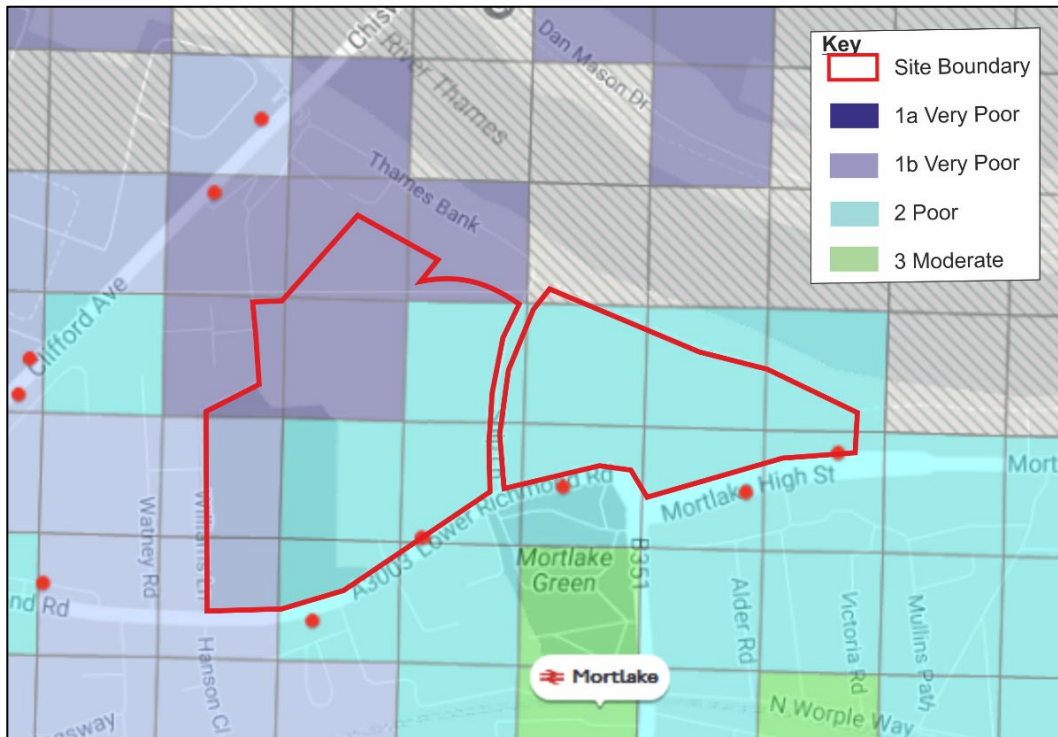
To determine the existing Public Transport Accessibility Levels (PTAL), the TfL WebCAT tool was used. The PTAL is a detailed measure of the accessibility of a Site to the public transport network, taking into account walk access times and service availability and frequency. A PTAL can range from 1a to 6b, where a score of 1 indicates a “very poor” level of accessibility and 6b indicates “excellent” provision.

As illustrated in Figure 4-3, majority of the Site has a PTAL rating of 2, a significant part of the area in the northwest corner has a lower rating of 1. In practice it has been acknowledged by TfL that the rating in the northwest corner is incorrect as it ignores the bus services that operate along Clifford Avenue. If these services are taken into account, then the existing PTAL for the Site improves slightly with virtually the whole Site falling within the PTAL 2 category. This is shown in Figure 4-4.

⁵ TfL Local Cycling Guides

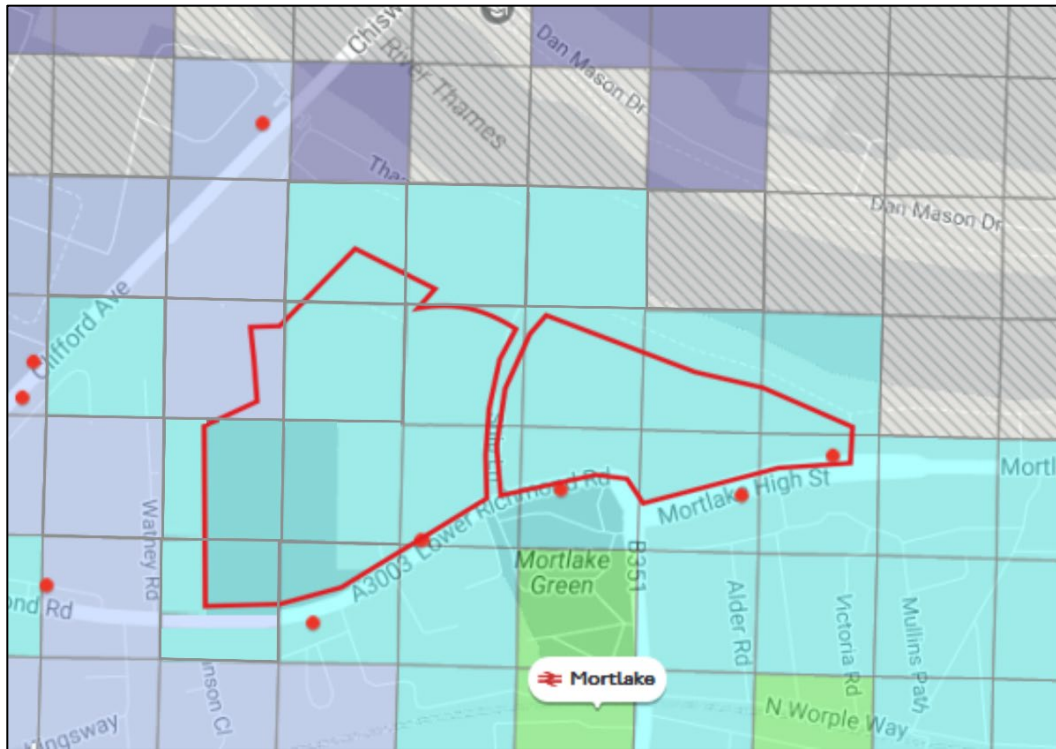
A PTAL rating of 2 still represents a ‘poor’ level of accessibility to public transport services. In reality though, as demonstrated earlier in the chapter, the public transport accessibility can be considered to be much better. PTAL does not take into account the wide variety of locations that can be easily accessed from the Site and the interchange facilities available which provide easy access to the wider strategic network serving London and the wider Southeast Region. The rail services from Mortlake provide for easy access to a very extensive area through interchange at Clapham Junction, Richmond, Victoria or Waterloo whilst the various bus services that serve the area provide links to a very extensive area of London and again provide access to a number of important strategic interchanges, including Hammersmith.

Figure 4-3: PTAL of Existing Site⁶



⁶ WebCAT Tool, 2022

Figure 4-4: Alternative Updated PTAL



Bus Network

The nearest bus stop to the Site is located on Lower Richmond Road on the southern boundary of the Site. This bus stop is served by Routes 419, 533 and N22.

The temporary closure of the Hammersmith Bridge has not affected the bus network, except Route 209 which now terminates in Castelnau (on the southside of the river) and Route 419 which now redirects towards Roehampton. Previously these services provided connections to Hammersmith. As a result, Route 533 was introduced as a temporary service to serve both sides of the Hammersmith Bridge by operating via Chiswick Bridge. Notably TfL are closely monitoring the situation to ensure that bus networks are fully utilised and meeting the demand of their passengers.

The bus routes running with the Hammersmith Bridge Closure is included in the table below. All other bus routes remain the same.

Table 4-1: Bus Routes Operating with Hammersmith Bridge Closure⁷

Bus No	Route	Closest Bus Stop to the Development	Weekday Bus Wait Times (mins) (07:00-19:00)	Saturday Bus Wait Times (mins) (07:00-19:00)	Sunday Bus Wait Times (mins) (07:00-19:00)
419	Norley Vale - George Street	Ship Lane/ Stag Brewery (N/Z)	10-14	9-12	20-25
209	Castelnau/ Lonsdale Road – Mortlake Bus Station	Avondale Road (X) Mortlake Bus Station (P)	30	30	30
969	Whitton – Roehampton Vale	Sheen Lane/ Mortlake Station (A/B)	Tuesday and Friday only 1 service per day in each direction		

⁷ TfL Bus Timetables, (February 2023)

Bus No	Route	Closest Bus Stop to the Development	Weekday Bus Wait Times (mins) (07:00-19:00)	Saturday Bus Wait Times (mins) (07:00-19:00)	Sunday Bus Wait Times (mins) (07:00-19:00)
190	George Street – Empress State Bldg/ W Brompton Stn	Thames Bank (R/J)	13-15	14-20	20
533	Castelnau/ Lonsdale Road – Hammersmith Bus Station	Ship Lane/ Stag Brewery (N/Z)	15-16	13-15	15
378	Mortlake Bus Station – Putney Bridge Station/ Gonville Street	Avondale Road (X) Mortlake Bus Station (P)	11-15	15	15
R68	Kew Retail Park – Hampton Court Railway Station	Chalker’s Corner (F)	15	15	15
33	Fulwell Station – Castelnau/ Lonsdale Road	East Sheen (C/D)	4-9	7-11	15-20
337	Northcote Road - Richmond	East Sheen (C/D)	10-14	10-15	14-20
493	St George’s/University of London – Richmond/Manor Road	East Sheen (C/D)	10-14	11-13	20
N22	South Road/ Fulwell – Margaret Street/ Oxford Circus	Ship Lane/ Stag Brewery (N/Z)	2 services per hour every day (23:00-05:00)		

Rail Network

The nearest National Rail stations to the Site are Mortlake station and Barnes Bridge station located approximately 0.34 km and 1.2 km respectively from the southern end of Ship Lane. Given the relative locations Mortlake Station therefore provides the most convenient station for people wishing to travel towards central London.

Both stations lie on the “Windsor Lines” as shown in Figure 4-5 below, however, Mortlake station lies on the loop via Richmond whereas Barnes Bridge lies on the loop via Hounslow. The “Windsor Lines” currently operate at full line capacity given current infrastructure constraints. The trains operate the same service pattern and frequency at both peak and off-peak time.

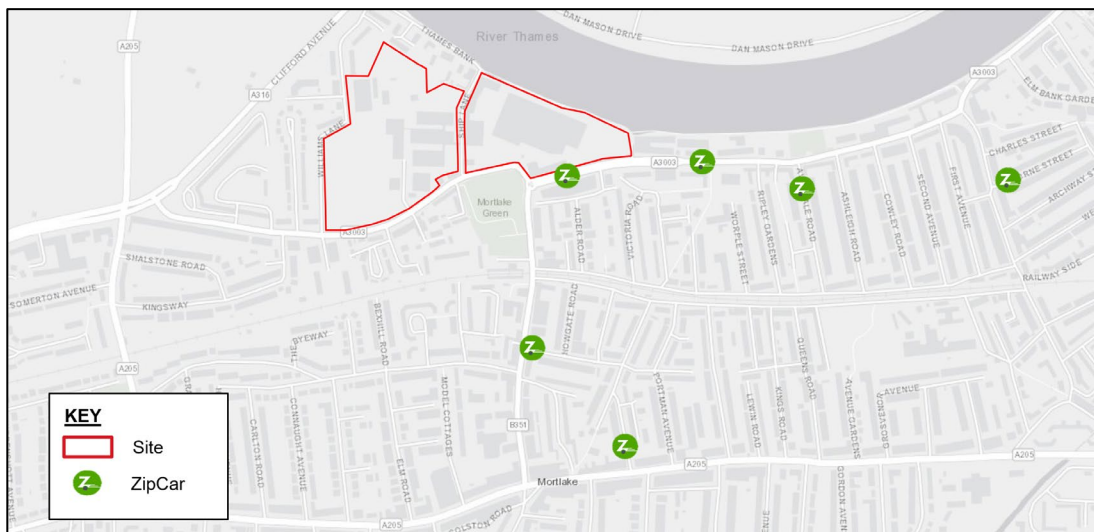
Car Clubs

Car Clubs provide a car sharing option for people wishing to use a car occasionally but without having to own and maintain a vehicle. The current location of the car club vehicles is shown in Figure 4-6.

There are six car club spaces within approximately 600m of the Site offering one space each with the exception of the Western Mortlake High Street space where there is provision for two vehicles. All six are ZipCar club spaces and the locations of each are listed below:

- Mortlake High Street (East) – 1 Vehicle
- Vernon Road – 1 Vehicle
- Mortlake High Street (West) – 2 Vehicles
- Thornton Road (Sheen) – 1 Vehicle
- Avondale Road – 1 Vehicle

Figure 4-6: Locations of Local Car Clubs



Parking Provision

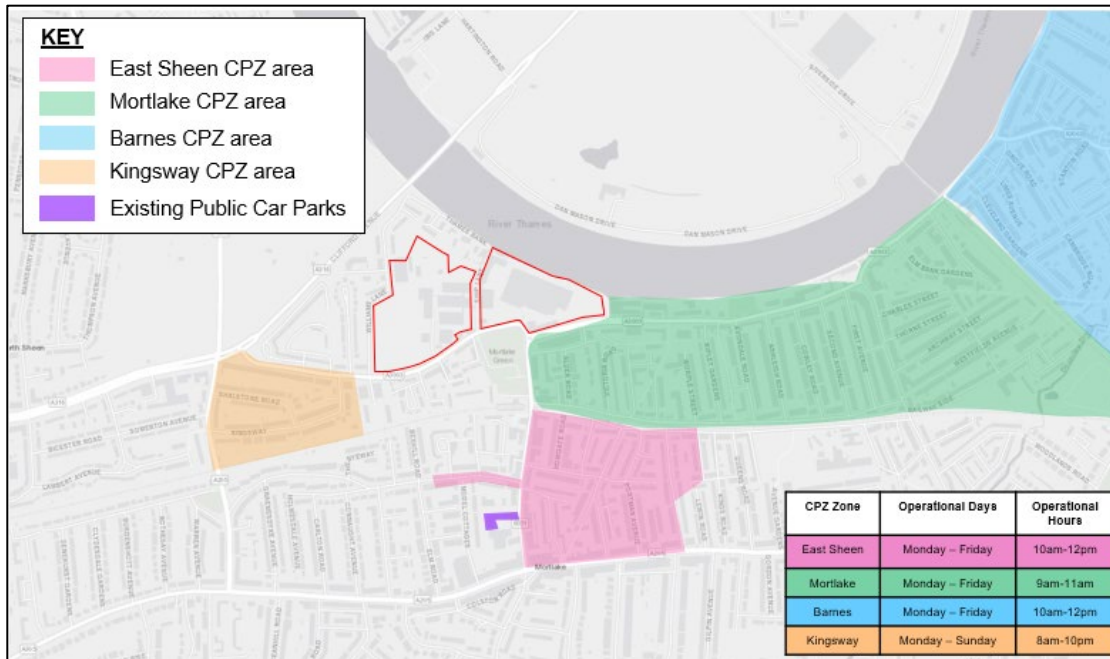
The existing Site has approximately 130 parking spaces on Site for both staff and visitors within its main car park off Ship Lane. A further 48 lorry parking spaces are provided to accommodate the brewery’s operational traffic within the eastern part of the Site. In addition, the layout of the Site provides ample additional opportunities for informal parking, including for HGV’s.

The development Site is adjacent to, but does not fall within, an existing Controlled Parking Zone (CPZ). The nearest CPZ to the Site is CPZ M (Mortlake and Barnes Common Ward), which lies adjacent to the east of the Site. The CPZ Parking restrictions in this area are in place Monday to Friday between 09:00 and 11:00 hrs.

Another CPZ – CPZ ES – exists to the southeast of Mortlake Station. Restrictions within this zone are in place 10:00 till Noon, Monday to Friday. The locations of these CPZs’ are shown in Figure 4-7 below.

Consequently, there is uncontrolled on-street parking available close to the Site. This includes Ship Lane which separates the two parts of the Site and residential roads to the southwest of the proposed development, including along Lower Richmond Road. Uncontrolled parking is also available along Williams Lane, and the river frontage although parts of the latter are subject to flooding. From Site visits and confirmed by parking surveys, it is known that the existing on-street parking in the area is well utilised during the day. This in part reflects the fact that there are a significant number of residential properties in this area that do not have off-street parking.

Figure 4-7: Location of Controlled Parking Zones (CPZ) in proximity to the proposed Development



Existing Highway Network

Highway access to the Site is affected by a number of physical constraints. In particular, the presence of the river to the north and the railway line to the south causing severance and limiting the number of highway access points to the area.

Figure 4-8 shows the wider area around Mortlake and highlights the various strategic roads which provide access to the area. Both the South Circular and the A316 Clifford Avenue/ A316 Lower Richmond Road form part of the Transport for London Road Network (TLRN). The South Circular passes the Site approximately 600m to the south of the Stag Brewery Site and then crosses the A316 at the Chalkers Corner junction approximately 300m west of the western part of the Site. The A3003 Lower Richmond Road forms a fifth arm to this junction which provides the main highway access to the Site from the strategic network.

The A316 provides a link to the southwest towards Richmond and Twickenham, whilst to the north it provides a link towards Chiswick and the A4, also a part of the TLRN. The South Circular/Upper Richmond Road/Mortlake Road provides a link to the north through Kew and towards Brentford as well as to the east towards Barnes and Putney.

Figure 4-8: Plan of Key Strategic Roads

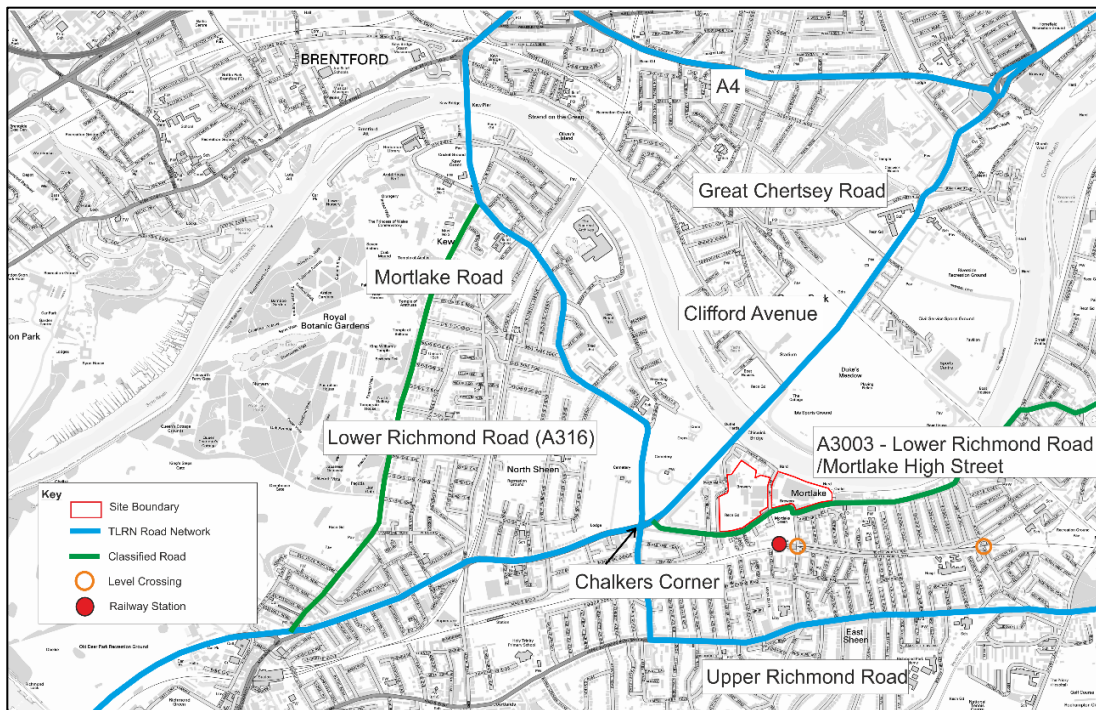
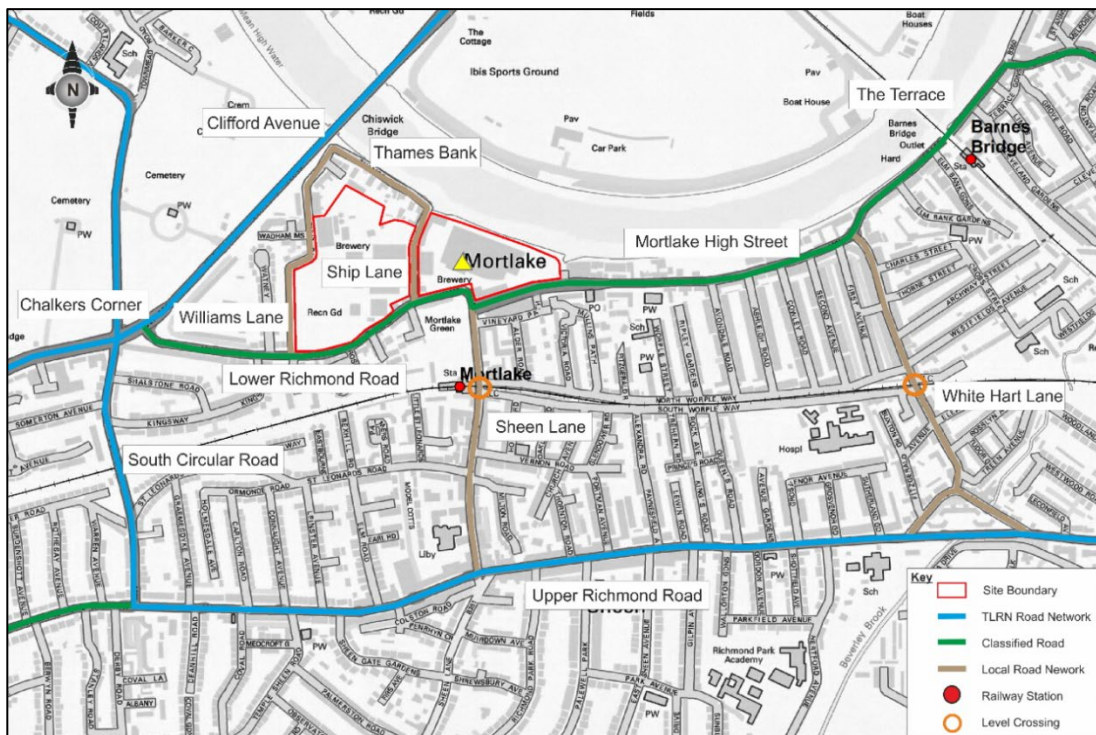


Figure 4-9 shows the location of the local roads discussed within this report.

Figure 4-9: Plan of Local Road Network



The A3003 Lower Richmond Road – Mortlake High Street – The Terrace, runs east west through Mortlake linking Chalkers Corner in the west with Barnes Bridge and provides a frontage to the Site. The road is mainly a single carriageway road of varying width providing a clear running lane in either direction. To the west of Sheen Lane there is a short length of dual two-lane carriageway. Where practical, on street parking is allowed, where this does not prevent provision of a free running lane in either direction. A section of Lower Richmond Road adjacent to the Mortlake Green Lane, has no footway on the south side. Also, a section of the Terrace, between White Hart Lane and Barnes Bridge has no footway on the north side, although the river towpath provides an alternative pedestrian facility.

Sheen Lane is a single carriageway road which links the A3003 with the South Circular. It has an active frontage including many local shops and restaurants as well as access to the railway station. To the north of the level crossing, it is particularly narrow (approximately 4.5 metres) and is subject to no waiting controls at all times. Thomson House infants' school is located just to the north of the level crossing. To the south of the railway line the road is wider in parts, and this allows some on-street parking and loading facilities.

Sheen Lane connects with the A3003 at a three-arm mini roundabout which provides limited pedestrian crossing facilities. At its southern end it connects to the South Circular via a four-arm traffic light-controlled junction.

White Hart Lane provides a connection between the A3003 towards the South Circular. It is a single carriageway road with a mainly residential frontage but some local shops and with some on-street parking. At its northern end it connects with the A3003 at a three-arm mini roundabout. At its southern end it connects with Priests Bridge via a priority junction. Priests Bridge is a one-way crescent that links with the South Circular via two separate priority junctions.

Summary

The Proposed Development is located on the Site of the former Stag Brewery Site within Mortlake, southwest London. It is adjacent to the River Thames and comprises two distinct parts separated by Ship Lane.

The brewery occupied both sections of the Site with two pedestrian walkways over Ship Lane linking them together. The brewery ceased operating in December 2015, but up until that time retained a significant workforce and generated a significant number of HGV movements. Decommissioning works were then undertaken until late 2017.

The brewery Site vehicle access points on Lower Richmond Road, Williams Lane and Ship Lane with the main HGV access/ egress located on the bend close to the Sheen Lane mini roundabout. The Site currently has approximately 130 parking spaces on Site for both staff and visitors within its main car park off Ship Lane. A further 48 lorry parking spaces are provided to accommodate the brewery's operational traffic within the eastern part of the Site and there is in addition substantial opportunity for informal parking of cars and goods vehicles within the Site.

The Site is well connected with a variety of public transport options available with a wide variety of destinations or interchanges accessible from Mortlake and it is considered that the PTAL rating of the Site (primarily a 2) substantially underestimates the actual accessibility of the area by public transport. The nearest National Rail stations to the Site are Mortlake Rail Station and Barnes Bridge Rail Station located approximately 0.34 km and 1.2 km respectively from the proposed Site entrance at Ship Lane. Bus stops on Clifford Avenue, Lower Richmond Road and the South Circular all provide services to Hammersmith and Richmond via various different routes, with the South Circular stops also being served by routes towards Fulham and Tooting.

5. Development Proposals

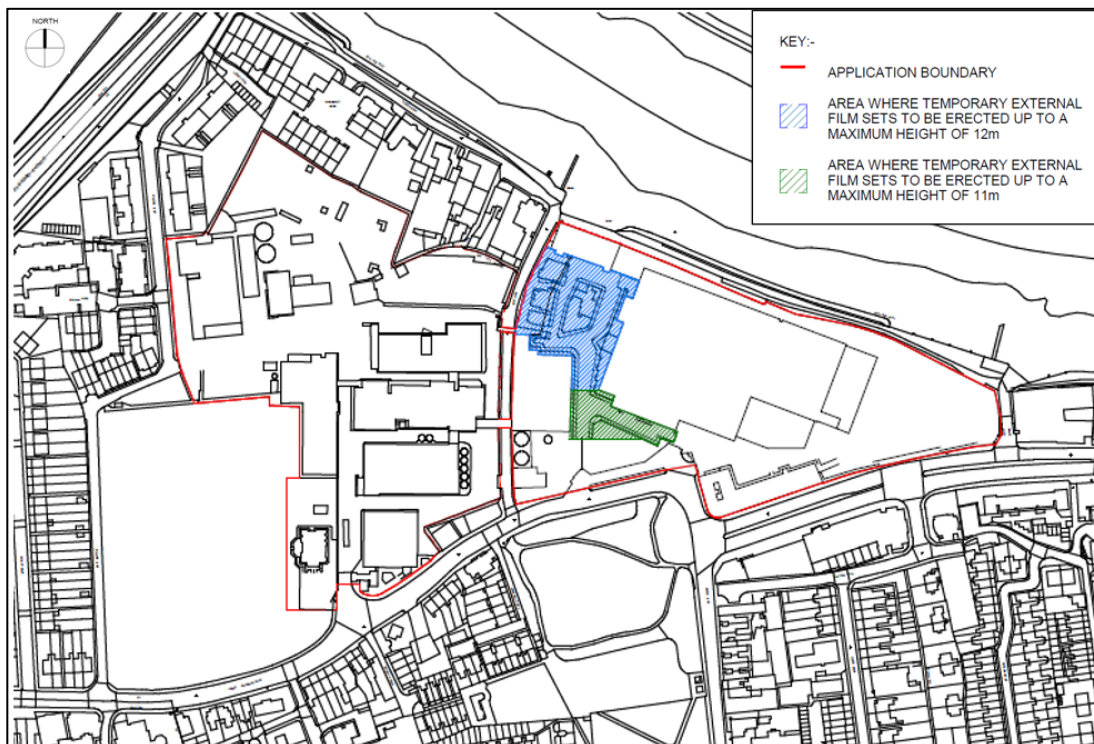
Overview

This chapter sets out in detail the proposals for the Site of the former Stag Brewery Site including proposed parking arrangements and includes a description of access proposals for all modes.

Proposed Development

The development proposals for the Site include using the existing Site and buildings for filming purposes and ancillary activities. The Site will not change in form and no construction will take place because of the proposed development, except for the building of film sets in the area indicated on Figure 5-1. All existing buildings will remain as per their existing condition with ancillary office space and filming proposed to be provided within the footprint of the existing buildings and external film set. The masterplan layout has been included in Appendix A.

Figure 5-1: Proposed Development Plan⁹



Details of Staff/ Hours of Operation

The proposed hours of use have been agreed with TfL are as follows:

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

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. This is made up of the following schedule.

⁹ Plan provided by Squires & Partners

Table 5-1: Staff Working Hours/ Numbers

Staff Type	Approximate Hours	Approximate Staff
Preparation Crew	06:00 – 20:00	15 - 20 People
Office	06:00 – 21:00	30 – 40 people
Catering/Costume/Make up	04:00 – 21:00	5 - 10 people
Shooting Crew	06:00 – 20:00	60 – 80 people
Actors / Actresses	06:00 – 20:00	30 – 50 people

The above times reflect a schedule for Monday to Friday, it is possible that the filming schedule may allow for occasional weekend working. When this takes place, it is likely to be similar working patterns to the weekday schedule.

In total it is anticipated that there could be up to 200 staff on Site at any one time.

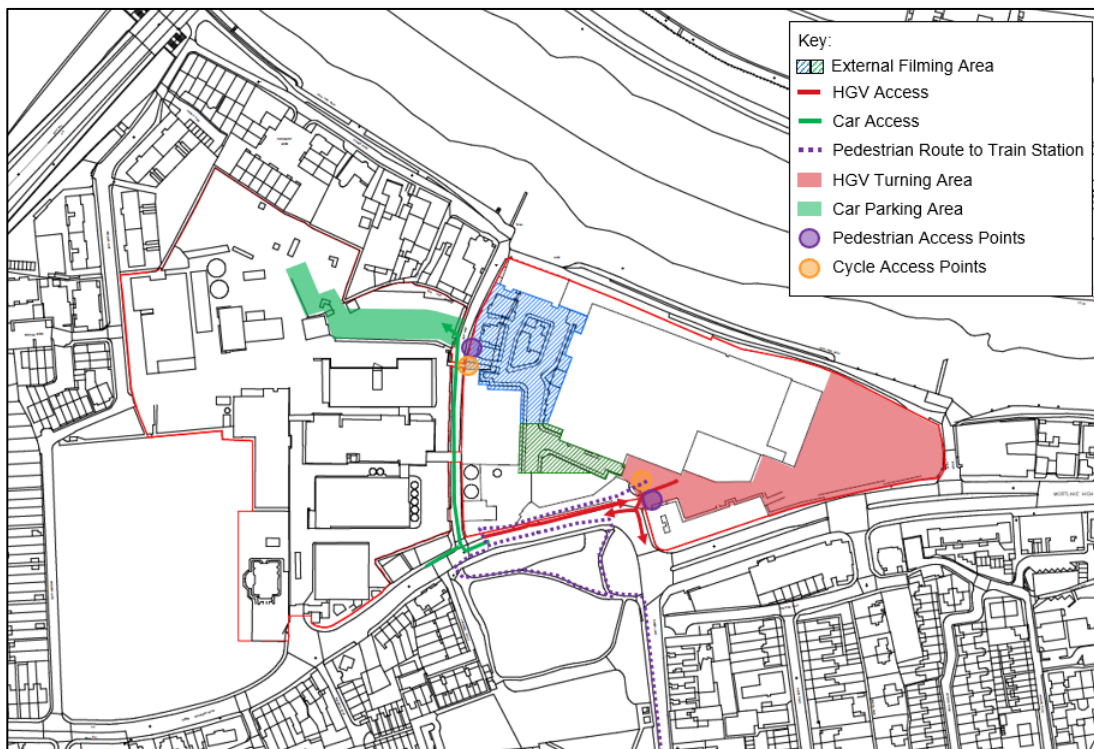
Access Strategy

Vehicle Access

Access to the Site will utilise the existing Site access points. Vehicle access will be from Lower Richmond Road (as per the access of the previous use of the Site), with larger vehicles using the same entrances as HGVs for the brewery. Staff vehicles can utilise existing parking on Site which is provided within the western section of the Site accessed from Ship Lane.

The figure below illustrates the proposed location where vehicles and pedestrians / cyclists will access the development.

Figure 5-2: Proposed Access Locations



Pedestrian and Cycle Access

Figures 5-3 and 5-4 present the pedestrian and cycle links between the Site and the wider network. Routes to the station via Mortlake Green and Sheen Lane as well as to various bus stops along Mortlake High Street and Lower Richmond Road.

In terms of cycle access, routes marked for use and recommended to cyclists have been identified. This includes Thames Path north of the Site that leads to the A316 Clifford Avenue and along Sheen Lane south of the Site. There is also an alternative route through Mortlake Green.

Figure 5-3: Pedestrian Routes to/from the Site

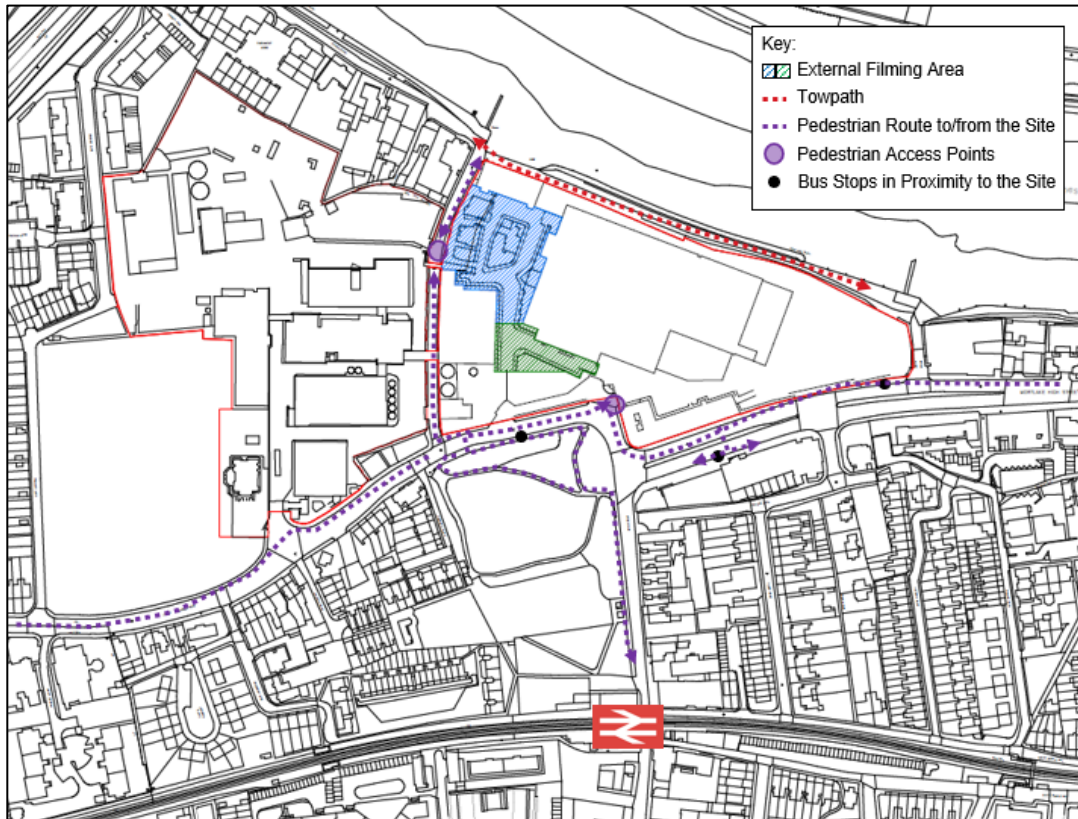
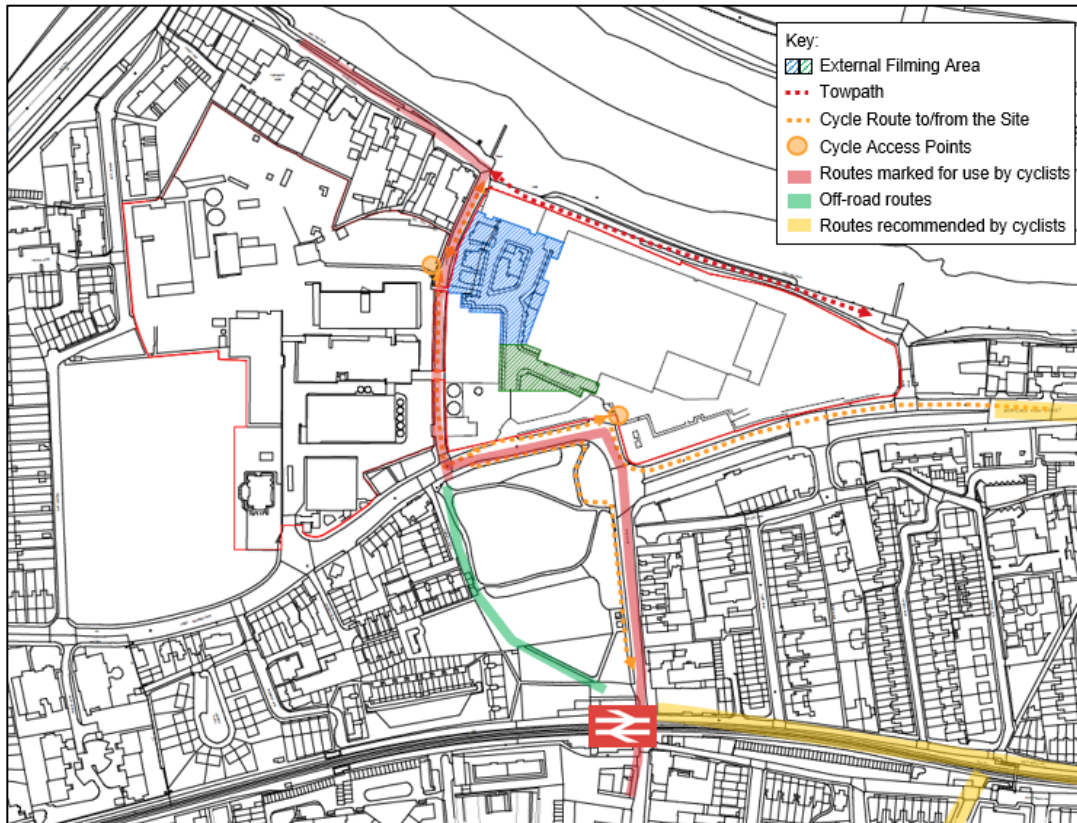


Figure 5-4: Cycle Routes to/from the Site



Car Parking Provision

The existing Stag Brewery car park located via Ship Lane will be re-opened and used for the proposed development.

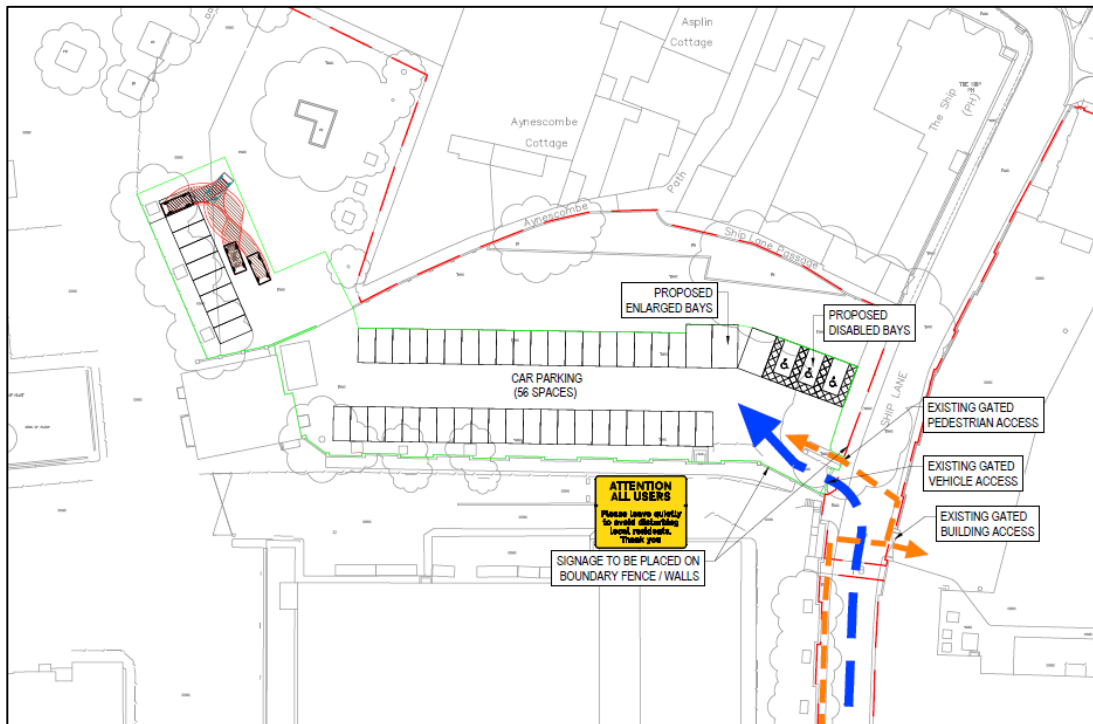
It is anticipated that there could be up to 200 staff on Site at any one time. The existing number of car parking spaces on Site is 130 and based on the predicted mode share for film production staff of 28% approximately 56 staff will drive a car and use the car park. This provides an opportunity to close off a section of the car park adjacent to the residential properties to the north on Thames Bank which will reduce the impact on local residents.

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 (see TN32a) will encourage all employees to make informed decisions about how they travel and will encourage the rational and responsible use of private cars.

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.

All drivers will be reminded to be sensitive to those living around the Site and notices will be provided in order to emphasise this.

Figure 5-5: Proposed Car Parking¹⁰



The infrastructure for electric vehicle charging is not deemed to be feasible due to electrical capacity issues on the site. There are however, six 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.

Further information on how the Site car park will be managed can be found in the outline Parking Management Plan (TN36a) which accompanies this Transport Note.

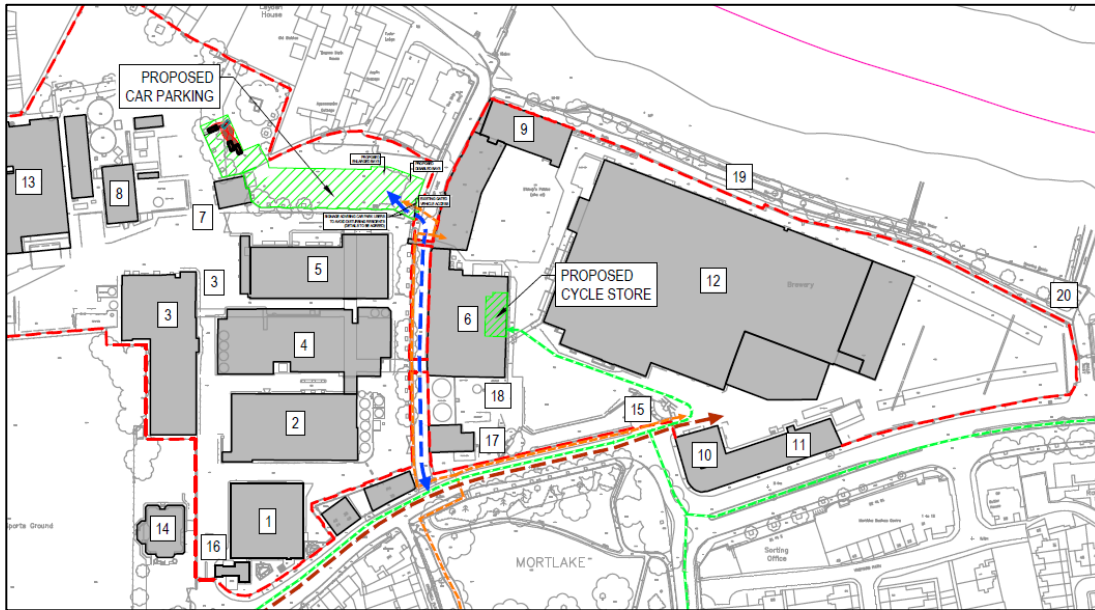
Cycle Parking Provision

Cycle parking will be provided with the standards set out in the London Plan (2021) and London Cycling Design Standards (LCDS 2014). 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.

The cycle store is proposed to be provided on Site within Building 6 as shown in Figure 5-6. There is spare capacity within the proposed cycle store, for the number of Sheffield stands to be extended, therefore the number of cycle parking spaces could be increased upon future demand.

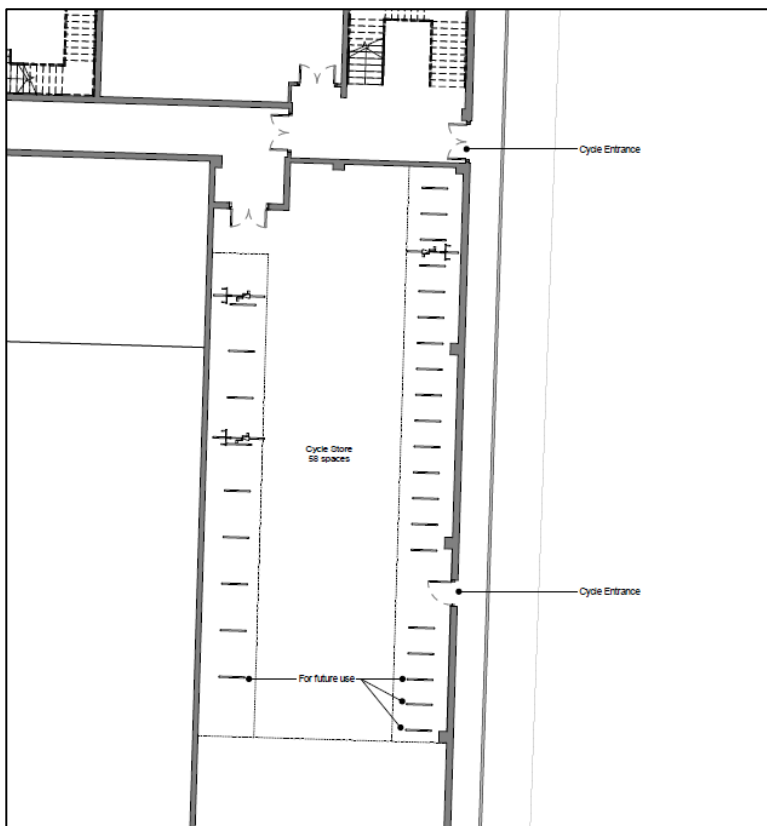
¹⁰ Taken from Drawing Number: 38262/5501/145/E

Figure 5-6: Location Proposed Cycle Store¹¹



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 5-7. The plan of the cycle store has been included in Appendix B (Drawing Ref: JA12_Z0_P_00_010).

Figure 5-7: Proposed Cycle Store¹²



¹¹ Taken from Drawing Number: 38262/5501/145/E

¹² Provided by Squire & Partners, Drawing Ref: JA12_Z0_P_00_010A

Delivery and Servicing

The majority of vehicles will be private cars or vehicles under 7.5t and are therefore anticipated to be able to enter the Site under its current vehicular access arrangement. There is however, anticipated to be 8-10 26t vehicles used by the shooting crew. The figure below shows the swept path for a maximum legal HGV demonstrating how these vehicles can access the Site. Notably the vehicles that will use the Site will be smaller than the maximum legal HGV, however this has been shown as a worst-case vehicle. The drawing showing this vehicle swept path analysis can be found in Appendix C (Drawing Number: 38262/5501/132C).

Delivery and servicing vehicles for the associated ancillary office land use will enter via the security gates and then deliver to the respective part of the Site.

Further information on how deliveries and servicing associated with Site will be managed can be found in the outline Delivery and Service Plan (TN31a) which accompanies this Transport Note.

Waste and Refuse Collection

Waste will be stored in lockable skips or containers within a specific waste storage area on Site. Waste collection is to be carried out privately on demand once the skips/ containers are full. Refuse vehicles will use the eastern HGV entrance to the Site and will be able to access and exit the Site in forward gear.

Further information on how refuse collections will be undertaken and managed with the Site can be found in the outline Delivery and Service Plan (TN31a) which accompanies this Transport Note.

Summary

The development proposals are for the use of the existing buildings and land for film production operations and ancillary activities at the former Stag Brewery Site in Mortlake. No change is proposed to existing buildings or new buildings constructed. The only changes relate to the building of film sets in specified areas of the Site. The proposals will utilise an outside area for an external set, existing parking area on the western side of the Site and a deliver/ servicing zone on the eastern part.

The existing accesses into the Stag Brewery Site will be utilised for all pedestrian, cyclists and vehicular movements. Swept path analysis has been undertaken for a variety of vehicles and the largest max legal HGV is shown to be able to enter and exit the Site in forward gear and manoeuvre within the Site without any issues.

Parking to the north of the car park adjacent to residents will be discouraged by closing a section of the car park and all drivers will be reminded to be sensitive to those living around the Site. Site notices will be provided in order to emphasise this.

Refuse collection and delivery and servicing will operate within the Site and there will be no loading / unloading activity on the surrounding highway network. In addition, delivery and servicing will be undertaken outside of peak hours.

6. Highway Impact

Overview

This chapter describes the likely impact of proposed development on the local highway network and gives a commentary on the adequacy of the existing highway network to accommodate them.

Proposed Trip Generation

The trip generation assessment has been based on the number of employees anticipated to work on Site on a given day. This was provided by the occupier as a range of employees with the maximum number used for the purposes of this assessment.

The maximum number of staff on Site is proposed to be 200 and calculated in line with the schedule provided in Table 6-1. All staff will arrive at the Site in the morning and leave at night with no overnight activity. For these 200 staff, the following trip profile has been used based on the working hours provided by the occupier.

Figure 6-1: Proposed Trip Profile for Staff

Staff Type	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
Preparation Crew			27																		27
Office			53																		53
Catering/Costume/Make	13																				13
Shooting Crew			107																		107
Total	13	0	187	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	67	

The transport mode share has been calculated using 2011 Census travel to work data available for the local area. The mode share % has then been applied to total staff anticipated to be on Site. In addition, due to the catering/ costume/ make up staff are likely to arrive on Site in the early hours of the morning the trips have been adjusted to reflect all travelling by car. This is on the assumption that there is limited availability of public transport at this time of day combined with less congested roads will make driving a more attractive option. The proposed trip generation by mode is presented in Table 6-1.

Table 6-1: Proposed Number of Trips by Mode

Mode of Travel	Census 2011 Mode Share Percentage (%)	No. of Trips	Adjusted No. of Trips
Underground	15%	30	28
Train	29%	58	54
Bus, minibus or coach	11%	22	21
Motorcycle, scooter or moped	2%	4	4
Driving a car or van	23%	46	56
Passenger in a car or van	1%	2	2
Bicycle	10%	20	19
On foot	8%	16	15
Other method of travel to work	1%	2	1
Total	100%	200	200

Delivery & Servicing Trips

The Site will generate trips by delivery and servicing vehicles and details of these were provided by the operator and summarised in the table below.

Table 6-2: Delivery and Servicing Vehicle Schedule

Staff Type	Vehicle Types & No.
Preparation Crew	Smaller Goods Vehicles under 7.5T (Approx. 8 – 10 per day)
Office	Post and Stationary delivery vehicles (Approx. 4 per day)
Catering/Costume/Make up	1 x Catering Vehicle (over 7.5T) – Left on Site
Shooting Crew	8 – 10 Larger 26 Tonne Vehicles – Left on Site 2 x Small transit vans (Daily)

In addition, there will be larger HGV movements (1 or 2) for deliveries of larger set pieces to the Site. These will be irregular in frequency and depend on the change in set designs between productions. Most set items/ props etc. will however be delivered to Site on smaller vans with the set is constructed on Site.

It is anticipated that all delivery and servicing trips will be undertaken outside of peak hours.

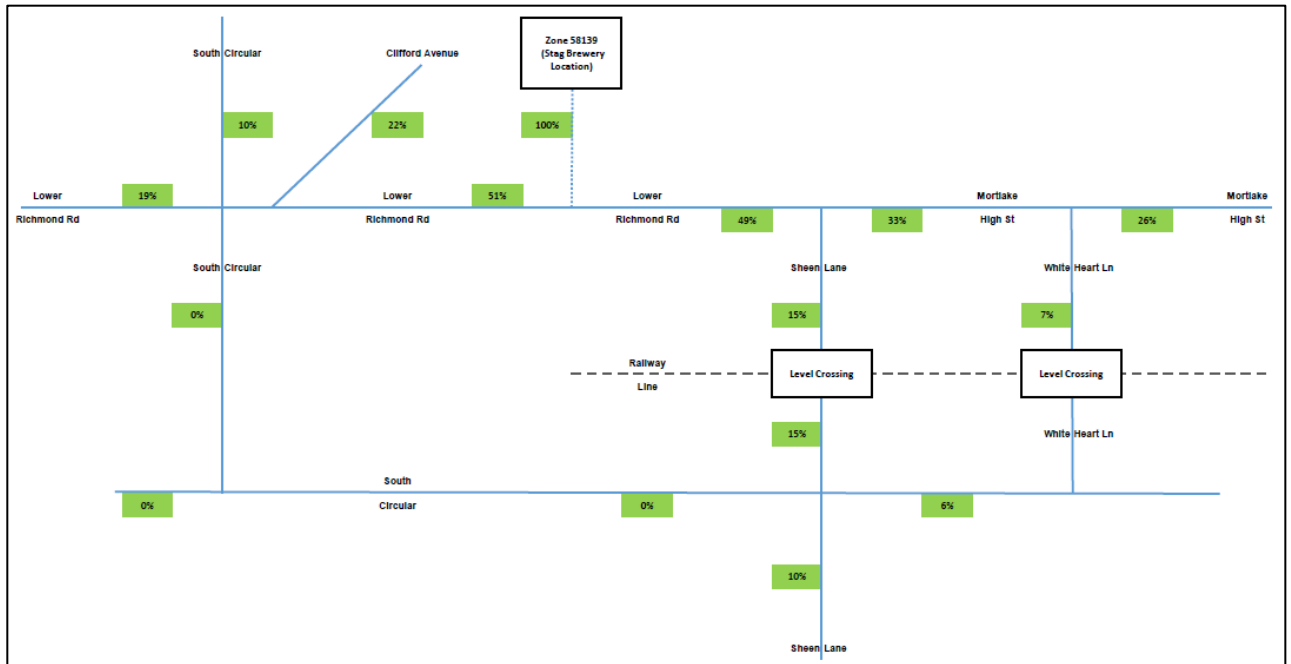
Traffic Impact Assessment

Given the nature of the proposed use, the majority of staff will travel to/ from work outside of the peak hours because catering, costume and make up staff likely to arrive in the early hours of the day. The impact of the proposed use on the highway network and public transport peak hour services is therefore considered to be negligible. However, based on the trip generation used, 'a worst case' impact on the highway, public transport and walking and cycling network is considered by this assessment.

Impact on Highway Network

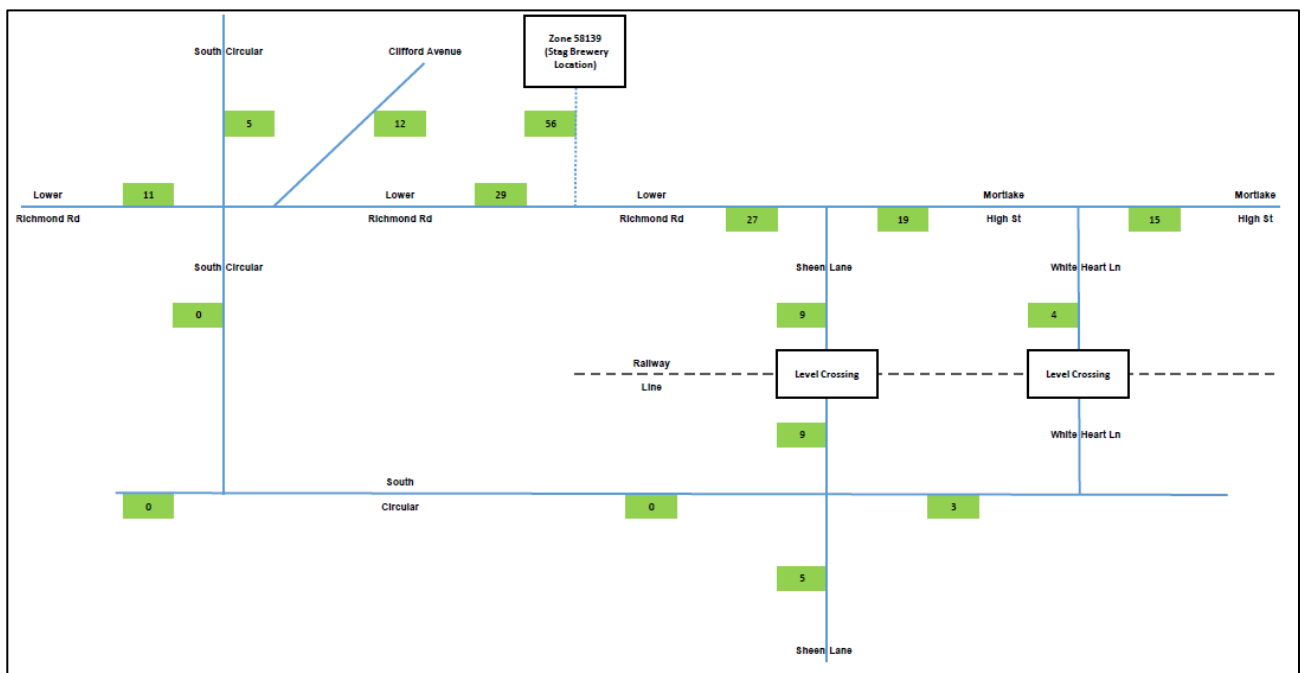
Trips generated by the Site have been distributed across the local network to assess any road network impacts. The distribution of vehicles travelling to/ from the Site has been extracted from data provided in the TfL Strategic model for the area to determine the percentage of vehicles likely to be travelling from each direction. The distribution of traffic on the surrounding roads is shown as a percentage and is provided on Figure 6-2. It is assumed those driving to the Site will make the return journey in the opposite direction, so the trip distribution is considered to be the same in both the AM and PM peak periods.

Figure 6-2: Percentage Development Traffic on Surrounding Roads



Applying the proposed 56 additional vehicles to the existing highway distribution provides the following increase in traffic on the surrounding highway network in both the morning and evening period.

Figure 6-3: Development Traffic on Surrounding Roads



Notably the majority of these trips will be undertaken outside of peak hours and will be spread out over different times when staff arrive and depart the Site. It is therefore unlikely that all of the vehicle trips shown above will travel in the same hour period. Based on the relatively low number of additional trips and journeys to be made outside of the peak hours of the surrounding highway network, this is considered to have a negligible impact on the surrounding highway network.

Impact on Public Transport Network

The multi modal trip generation assessment suggests that 82 people will travel by train and 21 by bus.

There are approximately 8 train services stopping at Mortlake Station every hour and in each direction throughout the day. This equates to approximately ten additional people on each train at the start and end of the working day. This is considered to fall within the daily variation of patronage and so not cause a significant impact on train service or station crowding levels.

There is a total of 22 bus services that operate per hour in the vicinity of the Site across routes 33, R68, 190, 209, and 419. The additional trips generated by the proposals equates to about one additional person on each bus at the start and end of the working day. This again is considered to fall within the daily variation of bus patronage and so not have a significant impact on bus stop dwell times or on-bus crowding levels.

Furthermore, it should be noted that the start and end of the working day for this proposed land use (see Figure 6-1) falls outside the more traditional commuter peaks, and where there is usually additional capacity on bus and train services even when these services are operating at lower frequencies. Overall, the proposed land use for the former Stag Brewery is considered to have no adverse impact on the surrounding public transport network and so no mitigation is required.

Impact on Pedestrian and Cycle Routes

The multi modal trip generation assessment suggests that 33 people will travel by cycle or on foot. This equates to 1 additional trip every 2 minutes in the morning and 1 additional trip every 2 minutes in the evening as a result of the proposed development on the local pedestrian and cycle routes. The number of trips proposed to be made by foot or by bicycle is considered to have a negligible impact on the existing pedestrian and cycle routes.

Transport Strategy

The aim of the transport strategy is to set out how it is possible for staff and employees to get to and from the Site using the most sustainable modes of travel.

There are no proposed changes to the transport networks surrounding the Site as a result of the filming and ancillary office accommodation use proposed under this planning application, and as a result of the existing networks being sufficient. Measures will however be implemented to promote public transport and active travel options.

As the Site is located close to Mortlake Rail Station and with bus stops on Lower Richmond Road and Mortlake High Street all staff will be encouraged to use Public Transport. Information will be provided within the office space to inform all staff of these bus and rail services. The information will include details of train and bus timetables, as well as route information. Additionally, the Travel Plan (in Chapter 8) will help to achieve the proposed mode shares outlined by encouraging employees to engage with sustainable transport modes from the outset.

Where staff have the potential to travel within groups, the Site operator will look to provide group transport and the possibility of mini-bus travel to and from the Site.

Where travel by public transport is not possible due to working hours, staff will be encouraged to car share, helping to reduce the number of vehicles travelling to and from the Site.

In summary, whilst there are no significant changes to transport networks as a result of the development, sustainable transport will be promoted, and staff encouraged to not use private vehicles.

7. Summary & Conclusions

Summary

This Transport Statement has been prepared to support a planning application by Reselton Properties Limited for the use of the existing buildings and land for film production operations and ancillary activities at the Stag Brewery Site, Mortlake within the London Borough of Richmond upon Thames.

This document is accompanied by an Outline Delivery and Servicing Plan (TN031a), Framework Travel Plan (TN032a), Outline Parking Management Plan (TN036a) and Outline Construction and Logistics Plan (TN037a) to support the application.

The proposed scheme will utilise the existing buildings for film production, an outside area for an external set, existing parking area on the western side of the Site and a deliver/ servicing zone on the eastern part.

The existing accesses into the Stag Brewery Site will be utilised for all pedestrian, cyclists and vehicular movements. Swept path analysis has been undertaken for a variety of vehicles and the largest max legal HGV is shown to be able to enter and exit the Site in forward gear and manoeuvre within the Site without any issues.

A maximum of 200 staff is proposed to be on Site at any one time. Using the travel to work Census 2011 data, 56 are predicted to travel by car, 103 by public transport and the remaining will travel by cycle, foot or use other modes of transport. Due to the early start time and late finish on Site it is considered that the majority of the trips will be made outside of peak hours in the AM and PM Peak periods. In addition, due to the relatively low number of trips, this is considered to fall within the daily variation of trips and is therefore not considered to cause a significant impact on the operation of public transport services and the surrounding highway network.

Conclusions

The existing Stag Brewery car park located via Ship Lane will be re-opened. Parking to the north of the car park adjacent to residents will be discouraged by closing a section of the car park and all drivers will be reminded to be sensitive to those living around the Site. Site notices will be provided to emphasise this.

Refuse collection and delivery and servicing will operate within the Site and there will be no loading/unloading activity from the surrounding highway network. In addition, delivery and servicing will be undertaken outside of peak hours.

Staff will be encouraged to use public transport to travel to work, through providing information on train and bus routes and times, providing group transport or encouraging car sharing.

In conclusion, the proposed development with the mitigation described is considered to have a negligible impact on the surrounding highway network.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
38262/TN029a	A	Feb 2023	O. Akpengbe	G. Daugherty		

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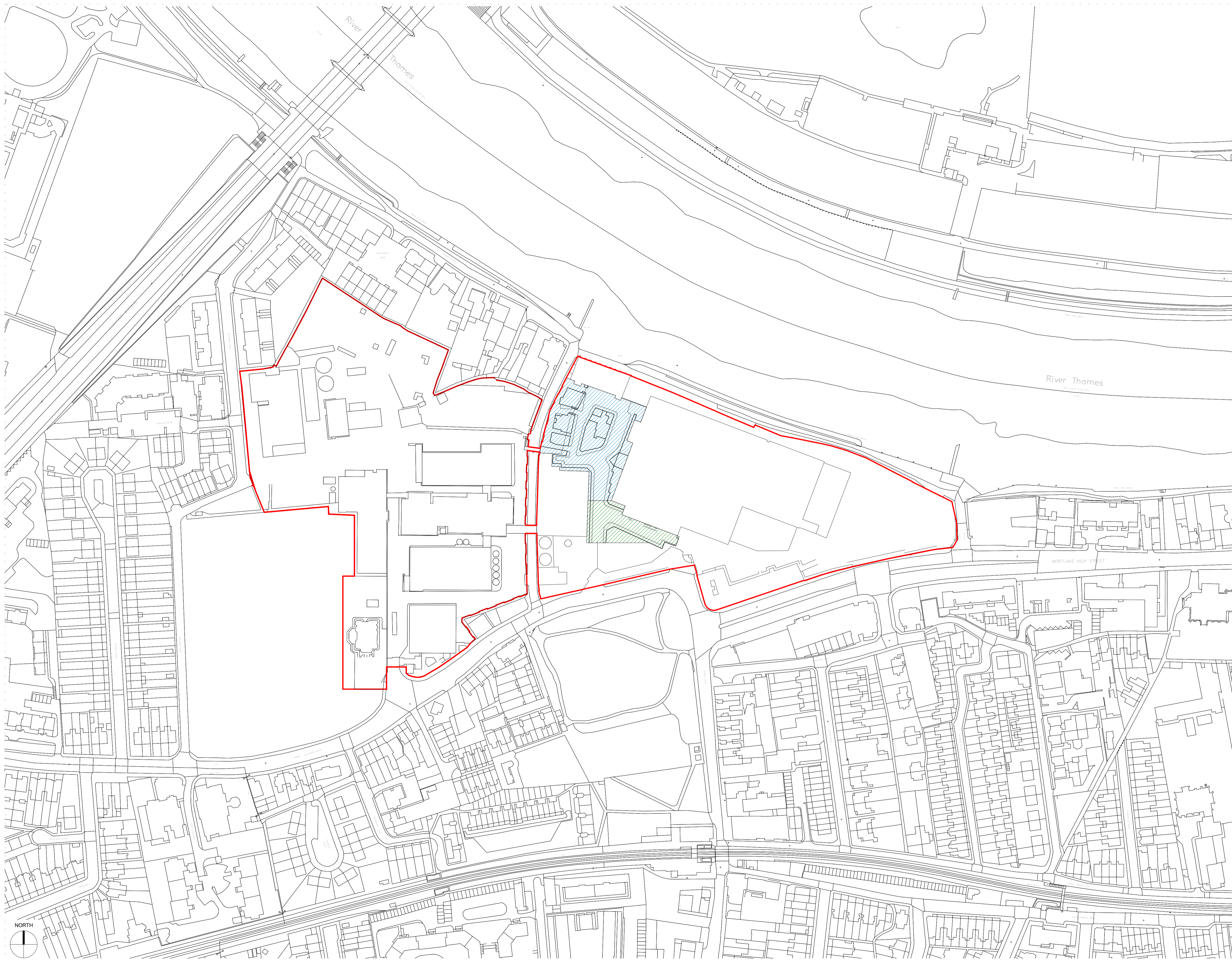
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Appendix A – Masterplan Layout

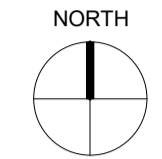
Contents

- Permanent Use Application - Proposed Use Plan Drawing Number: JA12_Z0_P_00_012

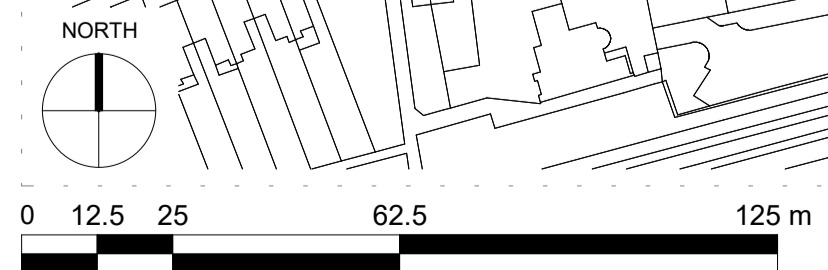


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- KEY:-
- APPLICATION BOUNDARY
 - ▨ AREA WHERE EXTERNAL FILM SETS TO BE ERECTED UP TO A MAXIMUM HEIGHT OF 12m
 - ▨ AREA WHERE EXTERNAL FILM SETS TO BE ERECTED UP TO A MAXIMUM HEIGHT OF 11m



PERMANENT FILM USE APPLICATION	10/02/23	RKB	-
Revision description	Date	Check	Rev

SQUIRE & PARTNERS

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Project
Stag Brewery
Richmond

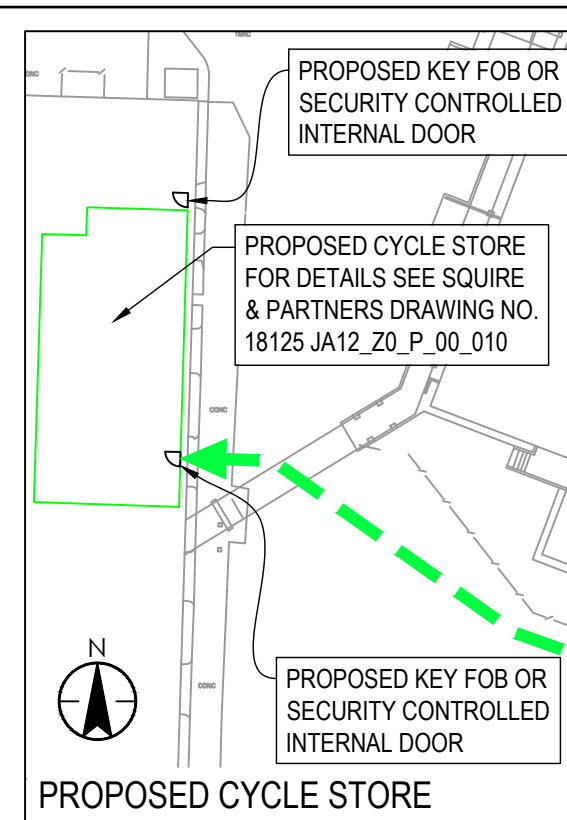
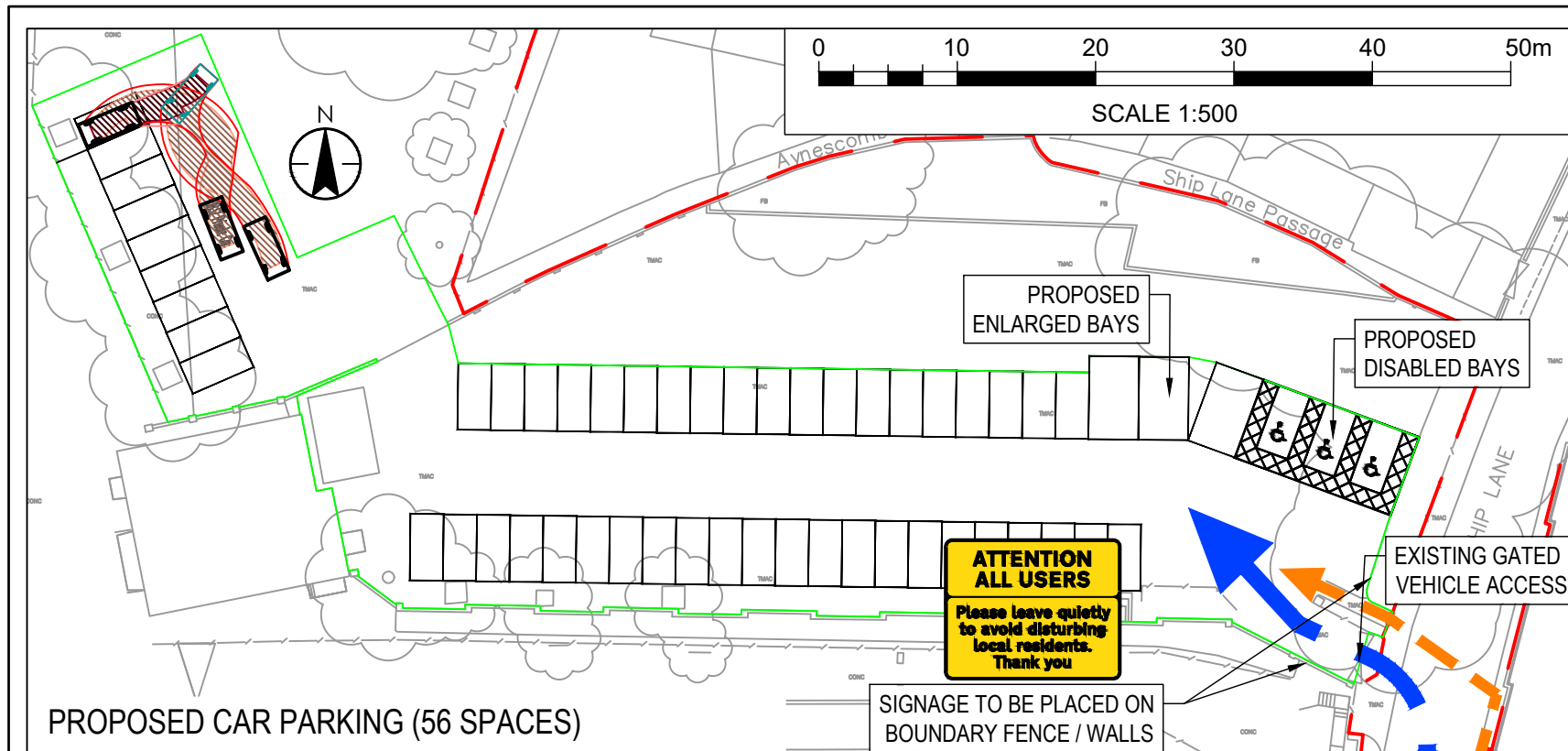
Drawing
Permanent Film Use Application
Proposed Use Plan

Drawn	Date	Scale
RKB	08/02/23	1:1250 @ A1 1:2500 @ A3
Job Number	Drawing number	Revision
18125	JA12_Z0_P_00_012	-

Appendix B – Proposed Car Park & Cycle Store Plan

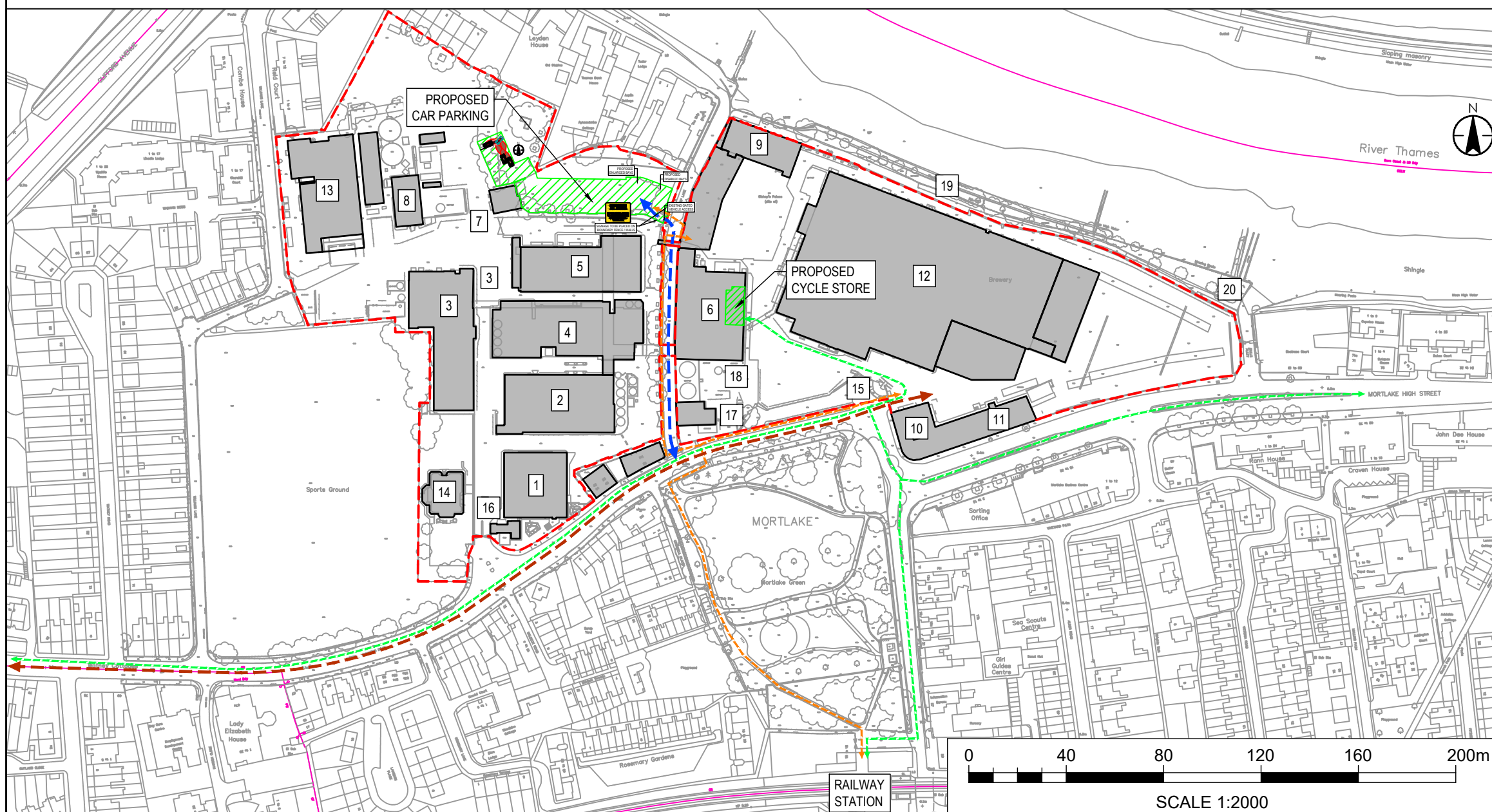
Contents

- Proposed Car Parking and Cycle Storage Locations - Drawing Number: 38262/5501/145/E
- Proposed Car Park – Drawing Number: 38262/5501/151
- Permanent Film Use Application Proposed Cycle Store Plan – Drawing Number: JA12_Z0_P_00_011



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

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Drawing Issue Status
FOR INFORMATION

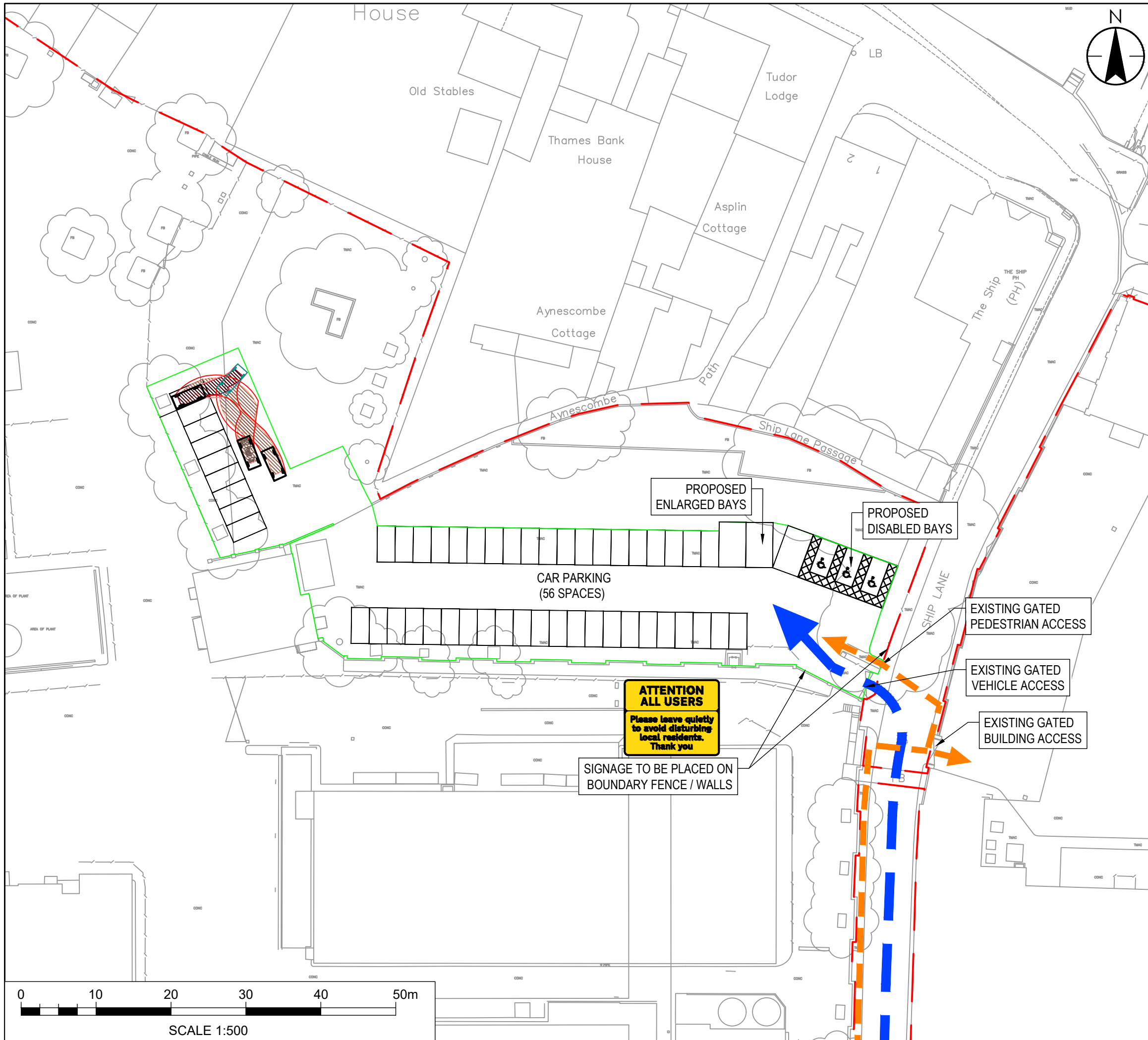
**STAG BREWERY, MORTLAKE
PROPOSED CAR PARKING
AND CYCLE STORAGE LOCATIONS**

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

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KEY

- Site Boundary
- ⇄ Car park access route
- ⇄ Pedestrian routes

Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status **FOR INFORMATION**

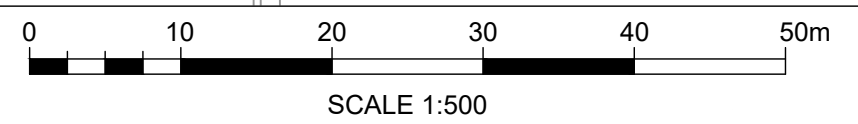
**STAG BREWERY, MORTLAKE
PROPOSED CAR PARK**

Client
**RESELTON
PROPERTIES LTD**

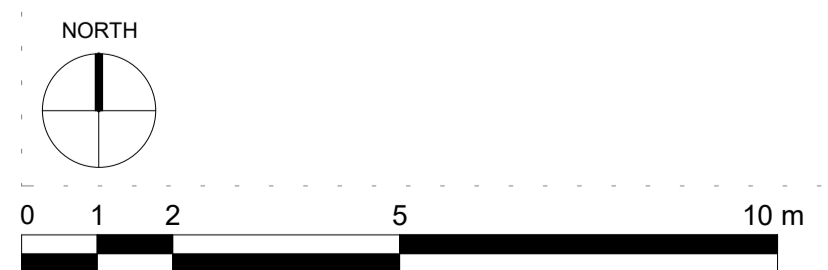
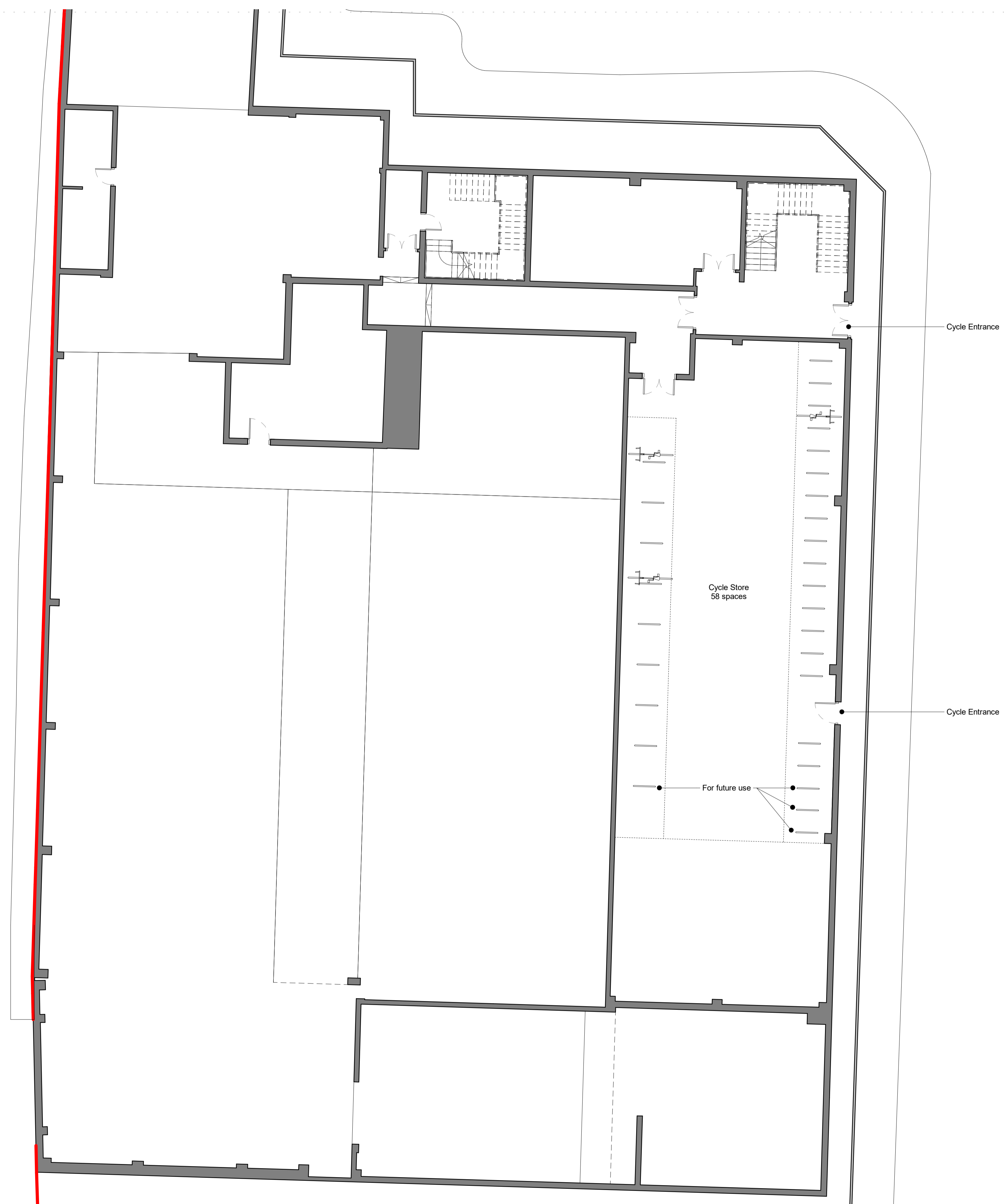
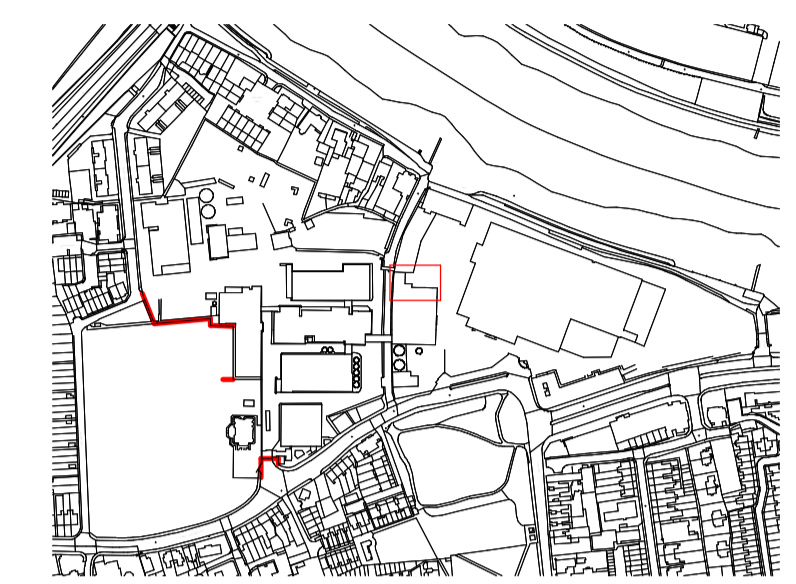
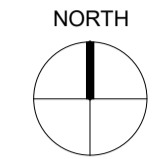


Date of 1st Issue 19.10.2022	Designed -	Drawn REM
A3 Scale 1:2000 / 1:500	Checked OA	Approved GC
Drawing Number 38262/5501/151	Revision -	

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Revision description	Date	Check	Rev
PERMANENT FILM USE APPLICATION	10/02/23	RKB	-

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Project
Stag Brewery
 Richmond

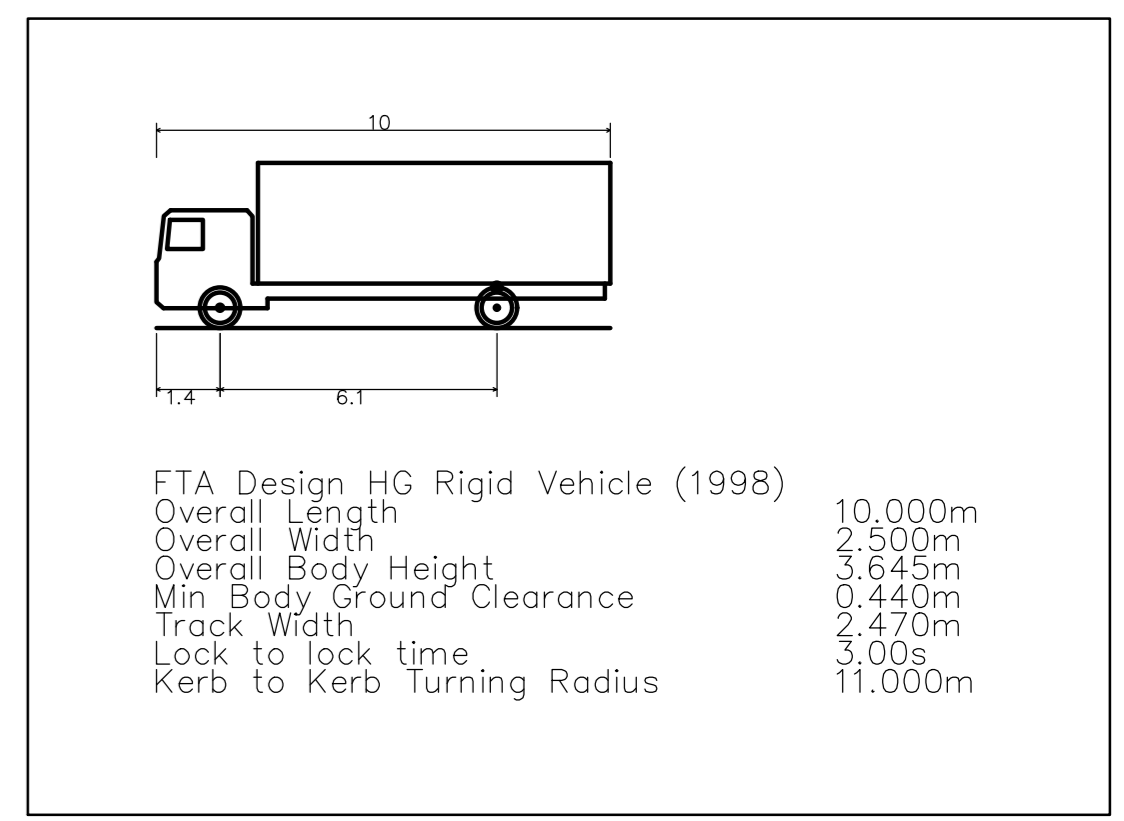
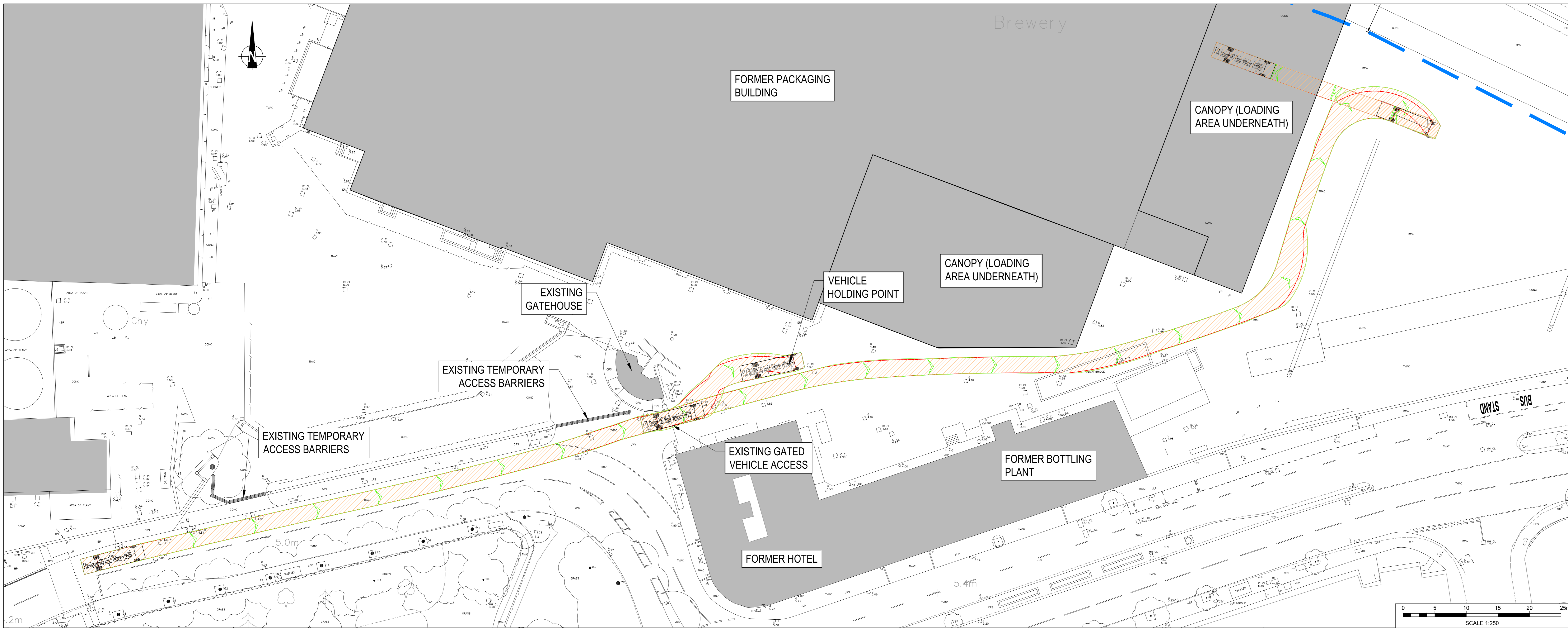
Drawing
Permanent Film Use Application
Proposed Cycle Store Plan

Drawn	Date	Scale
RKB	08/02/23	As indicated @ A1 1:200 @ A3
Job Number	Drawing number	Revision
18125	JA12_Z0_P_00_011	-

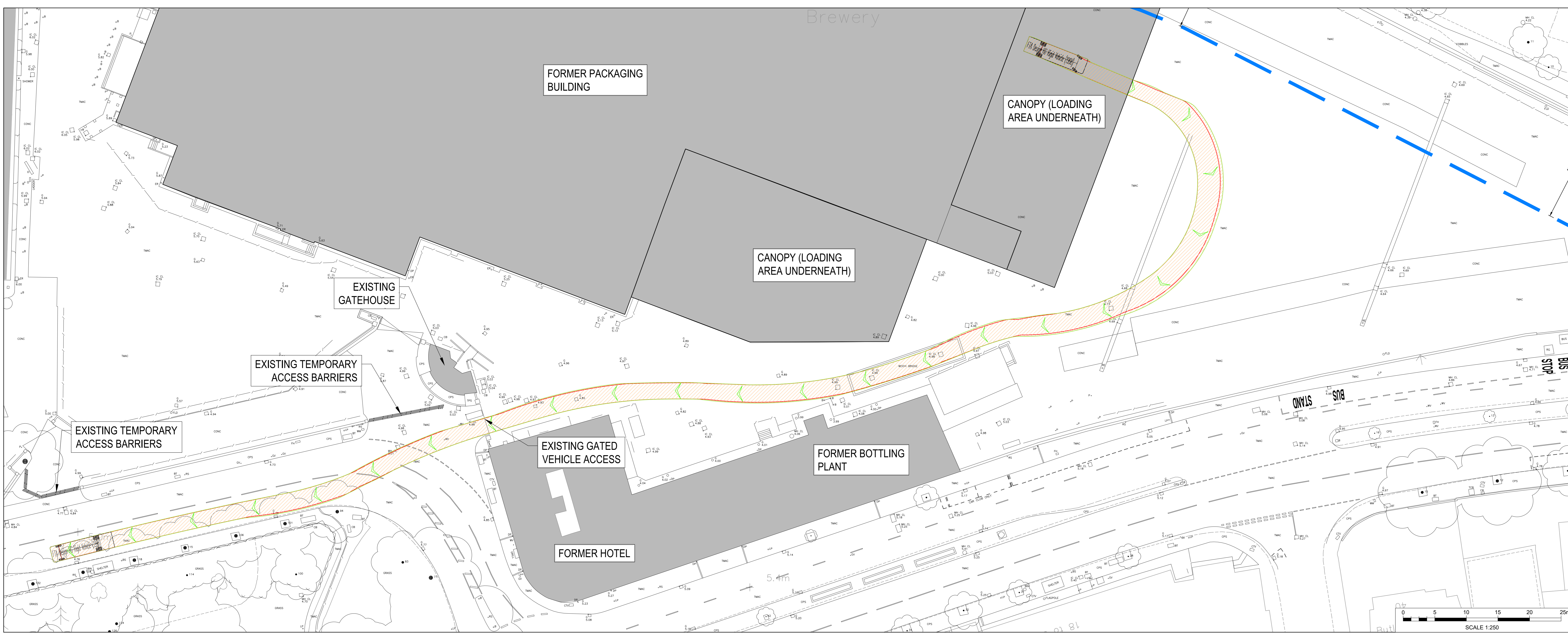
Appendix C – Swept Path Analysis

Contents

- Swept Path Analysis 10m Rigid - Drawing Number: 38262/5501/131C
- Swept Path Analysis 16.5m Artic Vehicle - Drawing Number: 38262/5501/132C
- Swept Path Analysis Hook Loader Skip Truck - Drawing Number: 38262/5501/133C
- Swept Path Analysis Hook Loader Skip Truck - Drawing Number: 38262/5501/152



--- 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

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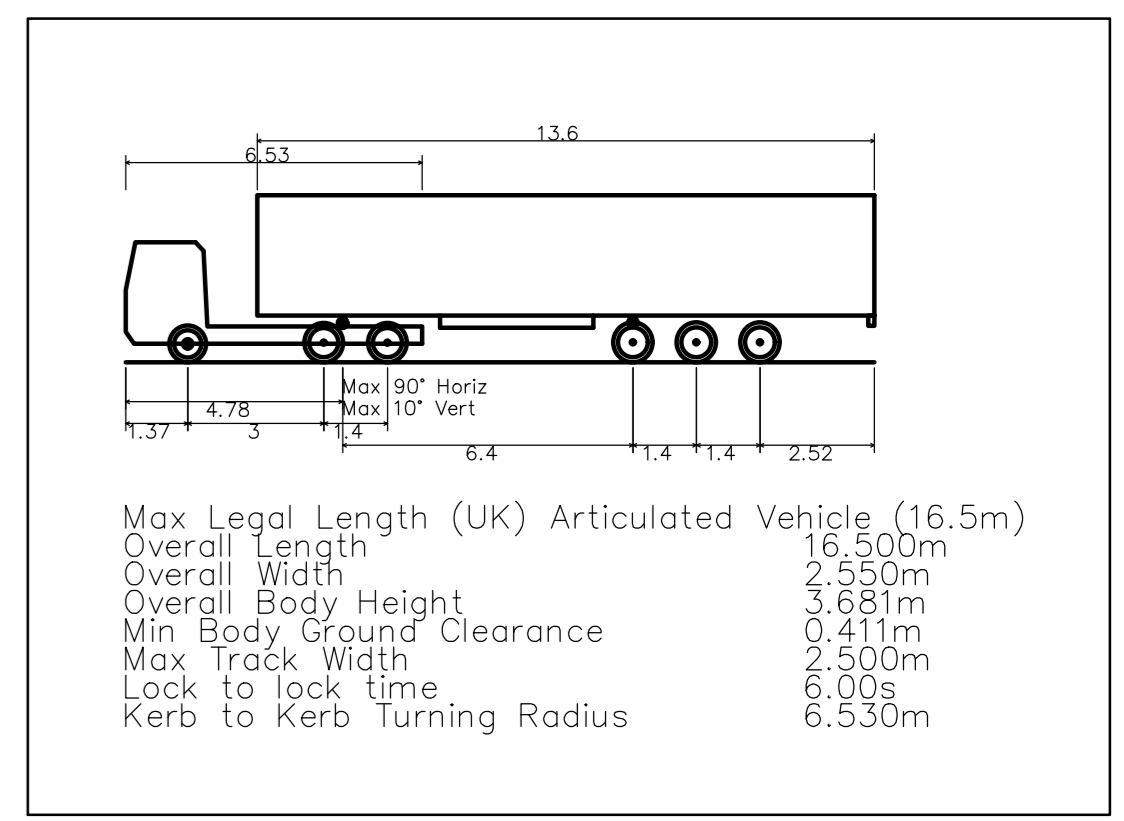
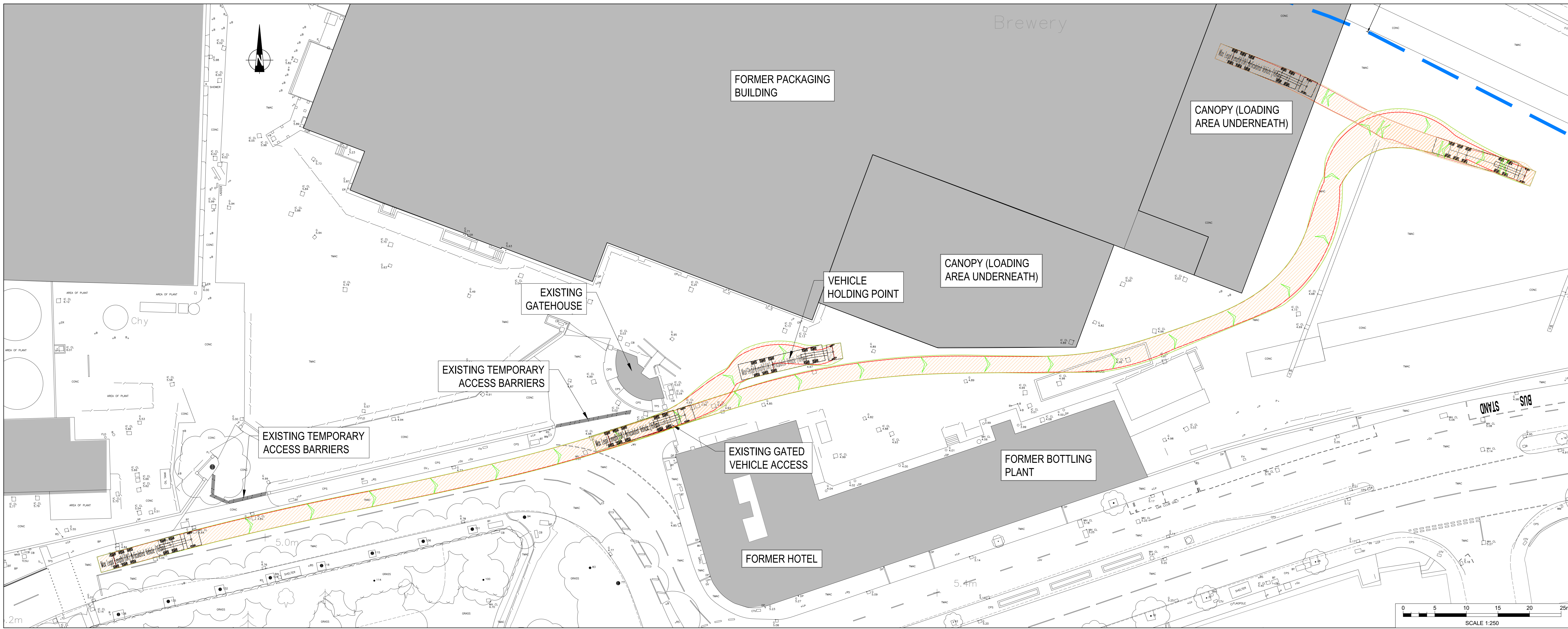
Drawing Issue Status: **FOR PLANNING**

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

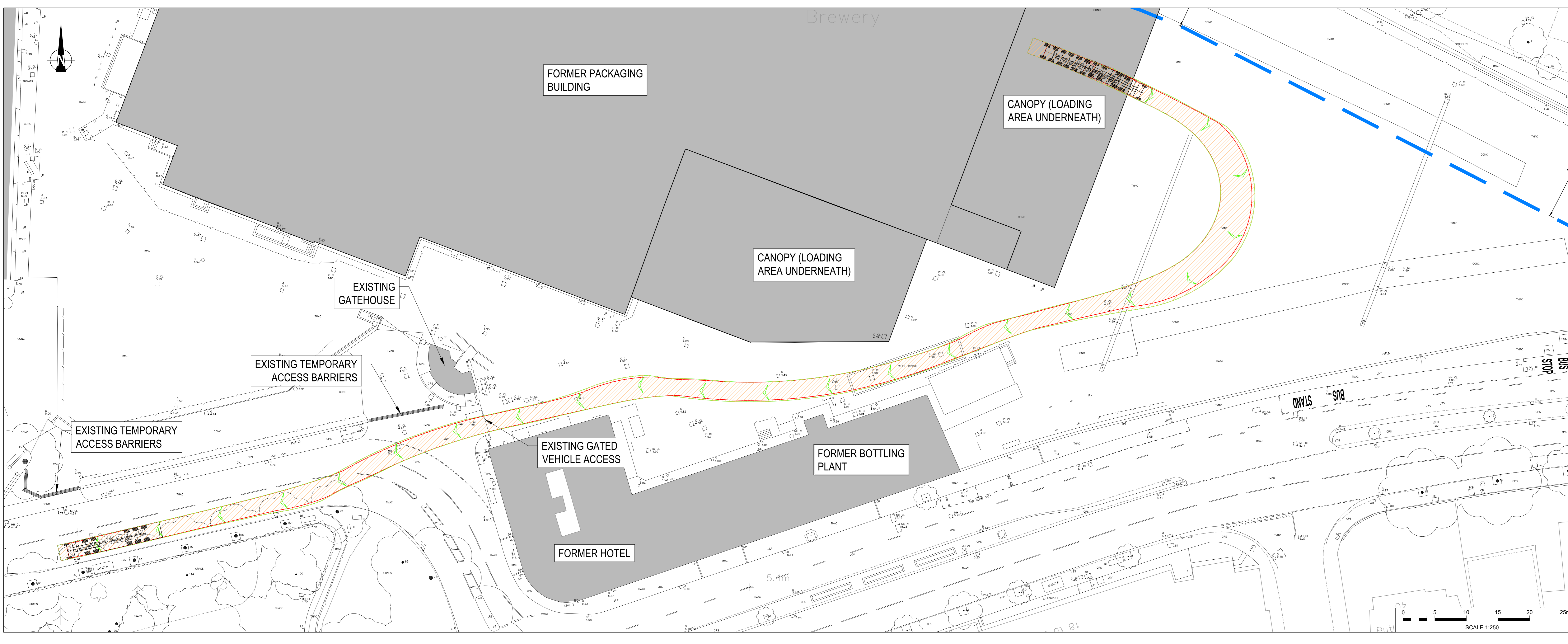
Client
**RESELTON
PROPERTIES LTD**

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

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--- 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

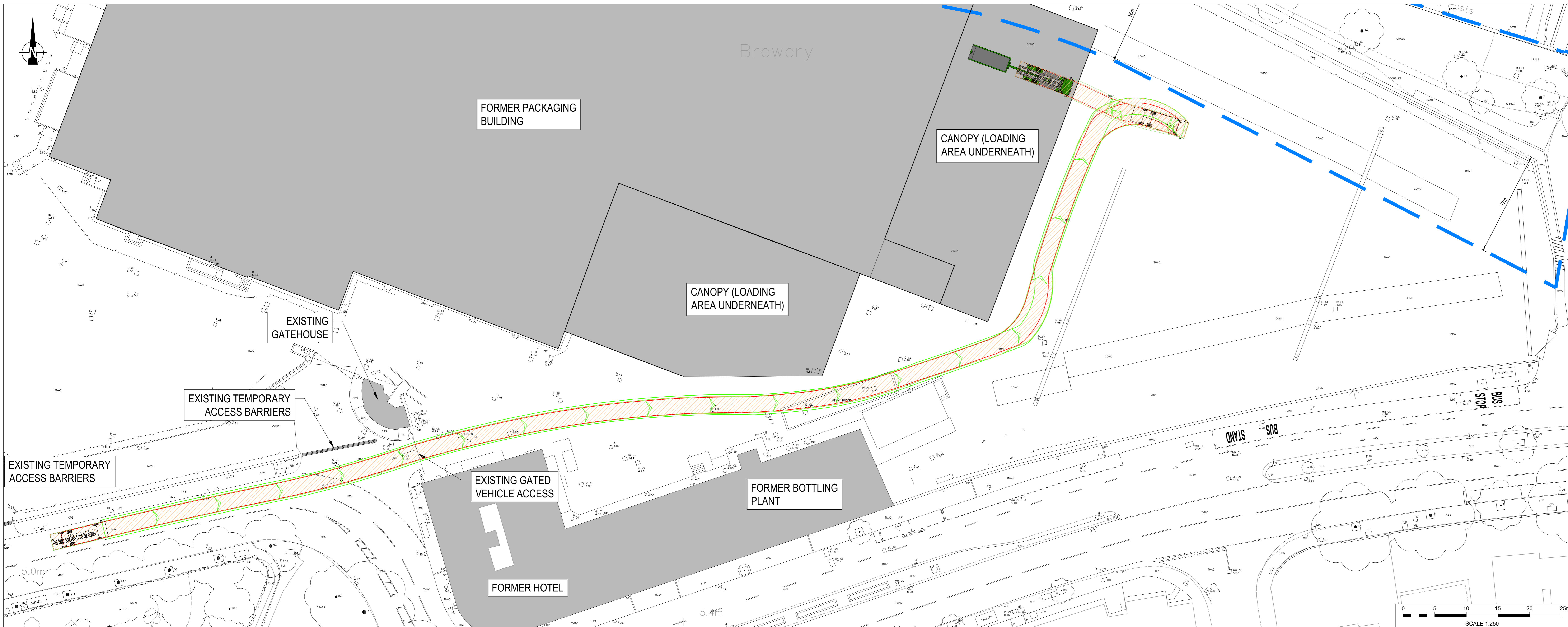
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Drawing Issue Status: **FOR PLANNING**

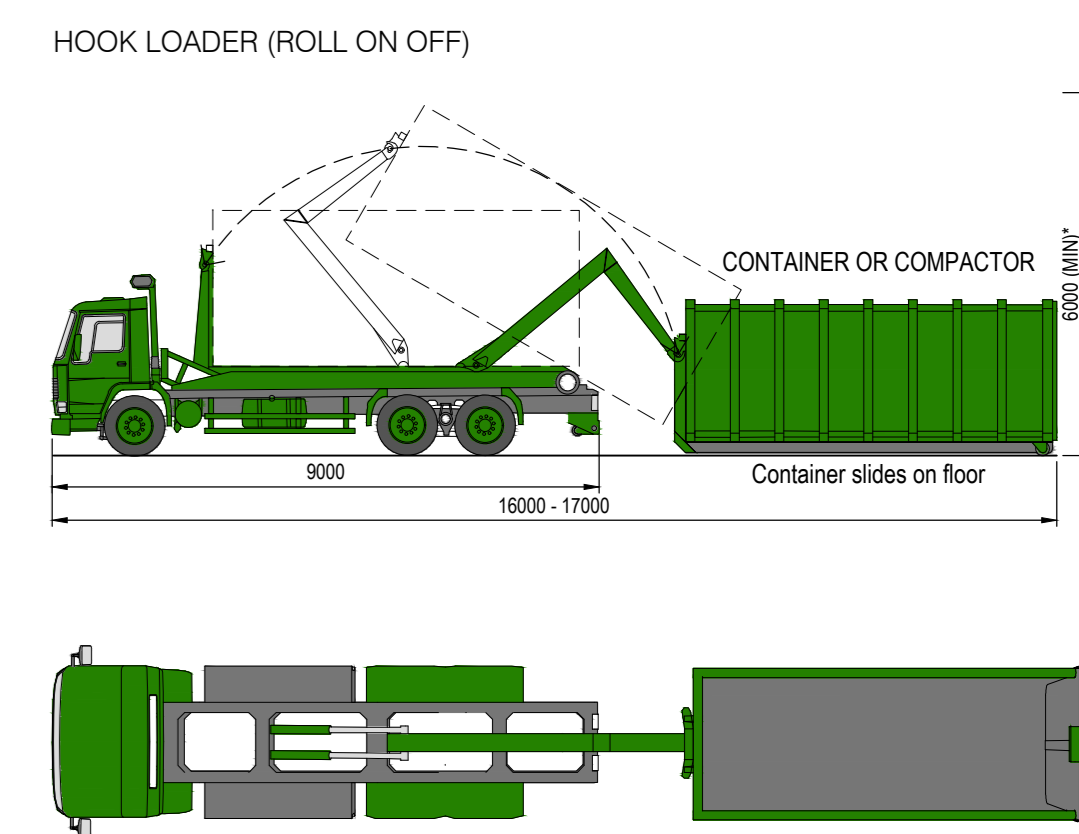
**STAG BREWERY, MORTLAKE
SWEEP PATH ANALYSIS
16.5m ARTIC VEHICLE**

Client		
RESELTON PROPERTIES LTD		
Date of 1st Issue	Designed	Drawn
06.12.2019	-	JS
As Scale	Checked	Approved
1:250	MB	PW
Drawing Number	Revision	
38262/5501/132	C	

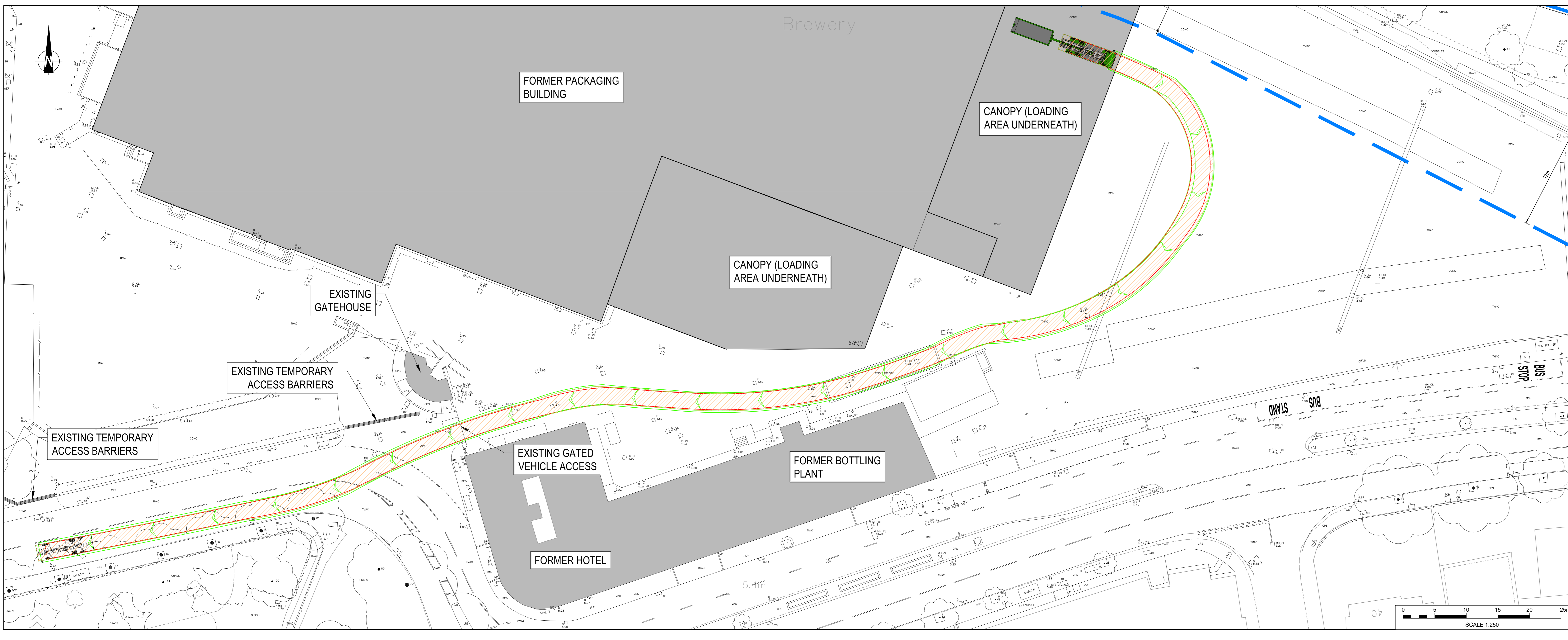
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Hook loader truck (with Scania 6x2 chassis)	
Overall Length	8.915m
Overall Width	2.50m
Overall Body Height	5.50m
Min Body Ground Clearance	0.390m
Track Width	2.400m
Lock to lock time	4.00s
Wall to Wall Turning Radius	8.970m



--- FLOOD DEFENCE ZONE



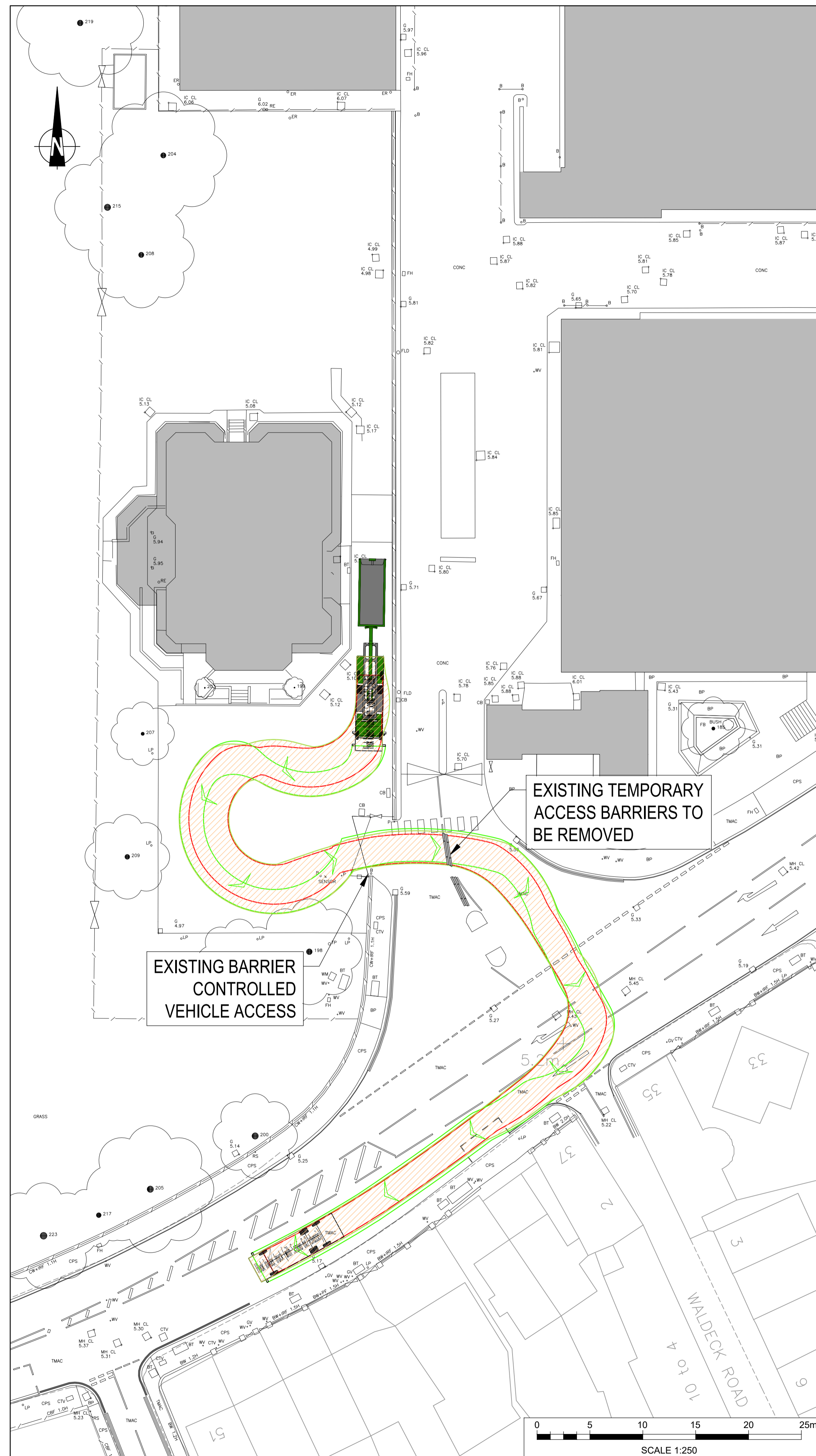
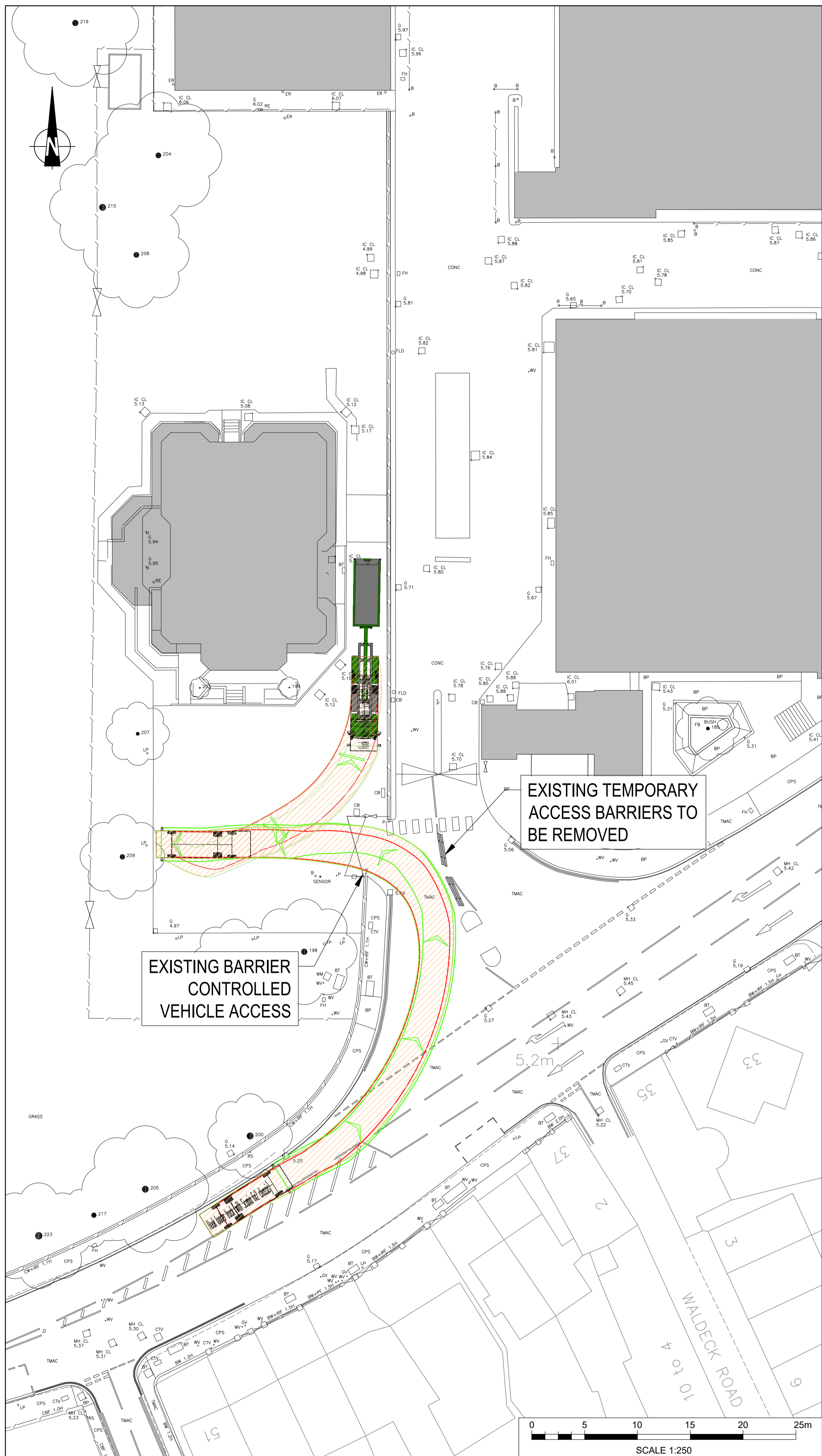
Mark	Revision	Date	Drawn	Chkd	Appd
C	TRACKING REVISED	19.10.22	REM	GC	GC
B	LABELS ADDED & TRACKING REVISED	17.10.22	REM	GC	GC
A	FLOOD DEFENCE ZONE ADDED	02.05.20	REM	PW	PW

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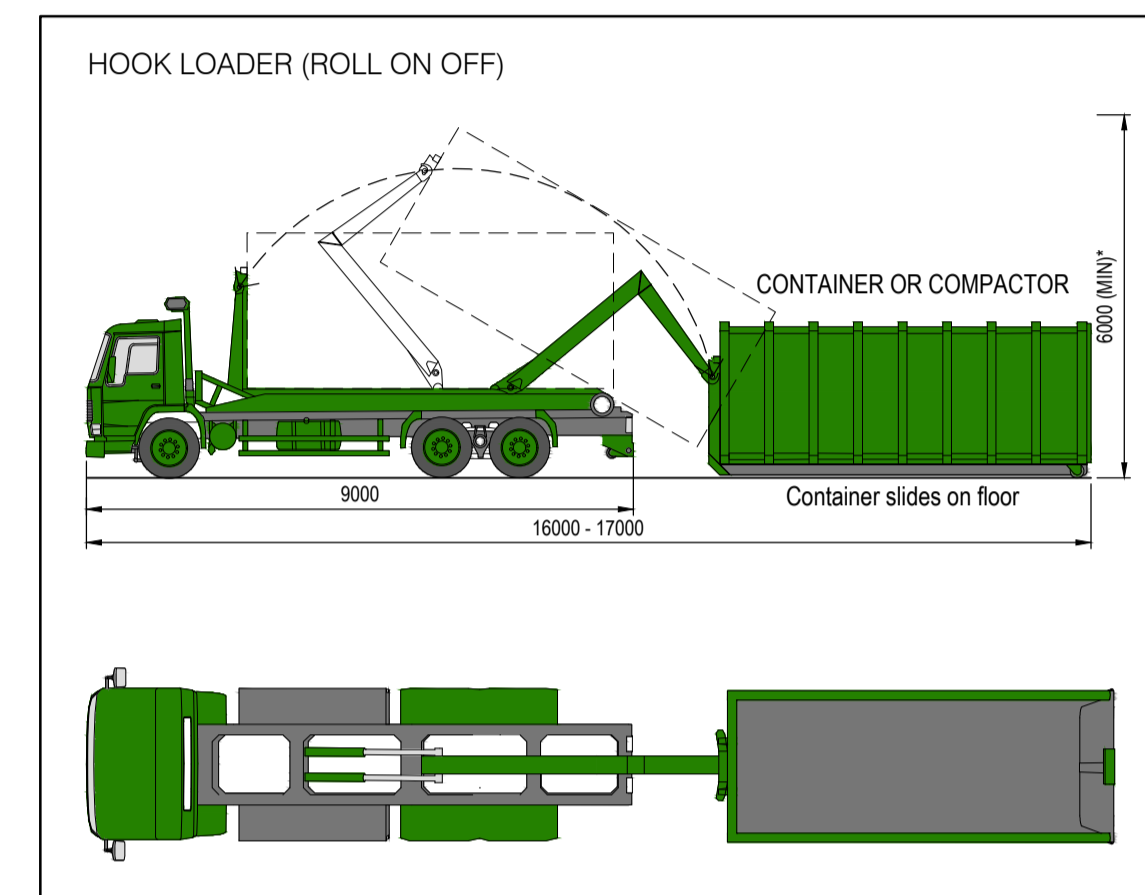
Drawing Issue Status: **FOR PLANNING**

**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
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Hook loader truck (with Scania 6x2 chassis)	
Overall Length	8.915m
Overall Width	2.550m
Overall Body Height	3.595m
Min Body Ground Clearance	0.390m
Track Width	2.400m
Lock to lock time	4.00s
Wall to Wall Turning Radius	8.970m



Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR PLANNING

STAG BREWERY, MORTLAKE
SWEPT PATH ANALYSIS
HOOK LOADER SKIP TRUCK

Client		
RESELTON PROPERTIES LTD		
Date of 1st Issue	Designed	Drawn
19.10.2022	-	REM
A1 Scale	Checked	Approved
1:250	GC	GC
Drawing Number	Revision	
38262/5501/152	-	
LONDON		Tel: 020 3824 6600