

Job Name: Stag Brewery, Mortlake
Job No: 38262/5504
Note No: TN54
Date: October 2023
Prepared By: Olohije Akpengbe
Checked By: George Daugherty
Approved By: Greg Callaghan
Subject: **Transport Assessment Addendum**

1 Introduction

- 1.1 On behalf of our client, Reselton Properties Limited, this Transport Assessment (TA) Addendum has been written to consider the affect arising from a series of amendments which are now being made in respect of the pending planning application ref: 22/0900/OUT ('Application A') at the Former Stag Brewery, Lower Richmond Road, Mortlake, London ('the Site'). For the avoidance of doubt, no physical changes are proposed to a linked application ref: 22/0902/FUL ('Application B').
- 1.2 Two applications for planning permission were submitted to the London Borough of Richmond upon Thames ('LBRuT') on 11 March 2022 for the masterplan redevelopment of the Site and are currently pending determination. Consultation with statutory and public consultees has been ongoing throughout this period.
- 1.3 On 19 July 2023 both applications were heard at LBRuT's Planning Committee. The LBRuT's Planning Committee resolved to approve both applications, subject to the provisions set out in the Officer's Report.
- 1.4 On 24 July 2023 the Secretary of State made a statement confirming the Government's intention to mandate second staircases in new residential buildings above 18 metres. This followed consultation on this matter where expert bodies advocated support for this threshold.
- 1.5 Although no formal transition arrangements or legislation has been announced at this stage, the Applicant has taken the decision to make amendments which will allow the scheme to adhere to the forthcoming changes announced by the Secretary of State in relation to the Government's intention to mandate second staircases as above.
- 1.6 The proposed changes relate to Application A and this Note sets out how this Fire-Led Amended Scheme impacts on land-use schedules, car parking, cycle parking and multimodal trip generation compared with the scheme presented to LBRuT's Planning Committee (July 2023). This TA Addendum supersedes the previous TA Addendum [TN53, July 2023].

2 Development Proposals (Fire-Led Amended Scheme)

- 2.1 To comply with the Secretary of State statement and Government announcement (24 July 2023) cores were amended to provide access to second staircases.
 - Development Area 1 including Buildings 2, 4, 7, 8, 11 and 12
 - Development Area 2 including Buildings 15 and 17
- 2.2 Second staircases changed the building cores and the land-use schedules of the Development which in turn impacted the trip generation analysis and cycle parking requirements across the Development. There were also changes to the Basement Level layout but these changes were compounded by secondary factors:
 - The addition of second staircases allowed some of the refuse and recycling stores to be moved from the Ground Floor to the Basement Level

- New Building Regulations¹ set out spatial requirements for Electric Vehicle (EV) charging infrastructure while the Air Quality Positive Statement² (AQPS) increased the amount and type of EV charging infrastructure to be provided from the on-set of the Development
 - Emerging Fire Safety Guidance³ required larger sprinkler tanks to be accommodated to mitigate the increased fire risk from EV charging at Basement Level
- 2.3 This led to further changes to the Basement Level layout and follow on changes to the car parking provision and trip generation analysis.
- 3 Scope**
- 3.1 The remainder of the Note is set out as follows:
- **Section 2:** Describes the development land-use schedules for the Fire-Led Amended Scheme
 - **Section 3:** Describes the impact of the Basement Level layout changes on car parking provision
 - **Section 4:** Describes the impact of the Basement Level layout changes on cycle parking provision
 - **Section 5:** Describes the impact of the land-use schedules on trip generation from the Fire-Led Amended Scheme
 - **Chapter 6:** Summarises and concludes the TA Addendum
- 3.2 The above Sections show how development land-use schedules, car parking, cycle parking and trip generation have changed since the:
- Originally Submitted Hybrid Application (March 2022) - up to 1071 Units ('Planning Scheme')
 - Resolved to Approve by Planning Committee Hybrid Application (July 2023) - up to 1068 Units ('Committee Scheme'), and
 - Fire-Led Design Amendments Hybrid Application (October 2023) - up to 1075 Units ('Fire-Led Amended Scheme')
- 3.3 A copy of the drawings referenced in this TA Addendum can be found in Appendix A.
- 3.4 The changes made as part of the Fire-Led Amended Scheme also required separate updates to the Waste Management Plan (WMP) and Car Park Management Plan (CPMP) while Statements of Conformity were provided for the Delivery and Service Plan and Travel Plans (Site-Wide, Residential, School).

¹ The Building Regulations 2010. Approved Document S. Infrastructure for the charging of electric vehicles. 2021 edition – for use in England

² Stag Brewery, Mortlake. Air Quality Positive Statement, Watermanns, March 2023

³ Office for Zero Emissions Vehicles T0194 – Covered car parks - fire safety guidance for electric vehicles

4 Land-use Schedules

4.1 A comparison of the land-use schedules across previous schemes and updates as described above is shown in Table 4-1.

Table 4-1: Land Use Schedule Changes for the Stag Brewery Hybrid Application

Land Use	Planning Scheme (March 2022) Up to 1071 Units	Committee Scheme (July 2023) Up to 1068 Units	Fire-Led Amended Scheme (Oct 2023) Up to 1075 Units	Difference Committee to Fire Led Schemes
Total Residential	1,071 units	1,068 units	1,075 units	+7 Units
Detailed Application – Application A (Development Area 1)				
Residential	549 units	549 units	566 units	+17 Units
Unspecified Flexible Floor Areas including, Retail/Restaurant/Of fice/Community/Boat house	4,784 m ²	4,784 m ²	4,909 m ²	+125 m ²
Hotel	1,765 m ² (15 rooms)	1,765 m ² (15 rooms)	1,765 m ² (15 rooms)	No Change
Office	4,468 m ²	4,468 m ²	1,897 m ²	-2,571 m ²
Cinema	1,606 m ² (3 screens, 370 seats)	1,606 m ² (3 screens, 370 seats)	1,755 m ² (3 screens, 370 seats)	+149 m ²
Outline Application – Application A (Development Area 2)				
Residential	522 units	519 units	509 units	-10 Units
Detailed Application – Application B (Ref: 22/0902/FUL)				
School	9,319 m ² (1,200 students)	9,319 m ² (1,200 students)	9,319 m ² (1,200 students)	No Change

4.2 Across the Development there has been an increase of 7 residential units when compared with the Planning Scheme (July 2023). While there have been small changes in floorspace associated with the Flexible uses and Cinema the Fire-Led Amended Scheme has almost 60% less office space.

5 Car Parking

- 5.1 Changes to the Basement Level to accommodate the second staircases, refuse and recycling stores, and new fire safety guidance associated with EV charging required an update to the car park layouts in both the eastern (Development Area 1) and western (Development Area 2) basements.
- 5.2 The updated layout for the eastern basement is shown in Drawing Number: 38262/5520/15D and the western basement in Drawing Number: 38262/5520/16D. Both drawings (Appendix A) include a vehicle swept path analysis of critical bays to demonstrate parking spaces are accessible. Access arrangements to both car parks are unchanged.
- 5.3 The impact these Basement Level changes had on the parking space provision is set out in Table 5-1.

Table 5-1: Car Parking Provision

Parking Area	Planning Scheme (March 2022) Up to 1071 Units		Committee Scheme (July 2023) Up to 1068 Units		Fire-Led Amended Scheme (Oct 2023) Up to 1075 Units		Difference (Spaces)
	Residential (Disabled)	Commercial (Disabled)	Residential (Disabled)	Commercial (Disabled)	Residential (Disabled)	Commercial (Disabled)	
Application A							
Eastern Basement (Development Area 1)	330 (18)	78 (8)	330 (18)	78 (8)	325 (17)	71 (7)	-12 (-2)
Western Basement (Development Area 2)	70 (24)	0	70 (24)	0	67 (21)	0	-3 (-3)
Townhouses	23	n/a	23	n/a	23	n/a	-
Sub - Total	423 (42)	78 (8)	423 (42)	78 (8)	415 (38)	71 (7)	-15 (-5)
Total	501 (50)		501 (50)		486 (45)		-15 (-5)
Application B							
School	N/A	15 (5)	N/A	15 (5)	N/A	15 (5)	-

- 5.4 Across Application A, the car parking provision has reduced by 15 car parking spaces of which 5 are Disabled spaces. Approximately 7 of these spaces relates to the reduction in Commercial parking spaces in the eastern basement (Development Area 1) due to the installation of larger sprinkler tanks to partly mitigate the fire risk of EV charging infrastructure within a basement location.
- 5.5 There has been no change to the parking provision for the school (Application B).
- 5.6 The 392 basement and 23 townhouse parking spaces compared to the 1,075 residential units represents a parking ratio of 0.39, which is well within the London Plan standards for a development in Outer London⁴ and less residential parking than proposed within the Planning Brief. This remains unchanged from the Committee Scheme (July 2023).
- 5.7 The drawings show the location of Residential and Commercial (non-residential) parking spaces and within this the designation of Disabled and EV charging spaces. These parking spaces are designated as either Standard, Disabled or Electric Vehicle charging (EV) with the breakdown shown across Application A in Table 5-2.
- 5.8 Across Application A:
- Disabled parking: 38 (of 377) Residential spaces and 7 (of 71) Commercial spaces continues to meet future minimum requirements set out in the London Plan (Policy T6 .1) of 10%. For Development Area 1 (eastern basement), 17 (of 308) Residential spaces or 5.5% are designated as Disabled which exceeds the London Plan minimum requirement of 3%.

⁴ has a maximum permitted parking ratio of 0.75 for a PTAL of 2-4

- EV charging: 199 (of 486) spaces and of these 10 (of 199) spaces, meet the respective 40% and 5% requirements set out in the AQPS.

5.9 Compliance with the London Plan (Disabled parking) and AQPS (EV charging) is consistent with the provision provided by the Committee Scheme (July 2023).

Table 5-2: Residential and Commercial Parking Provision across Application A

	Eastern Basement	Western Basement	Town Houses ⁵	Total
Residential (Standard)	157	21	0	178
Residential (EV) – up to 6kW (Slow)	151	25	23	199
Residential (Disabled)	17	21	0 ⁽¹⁾	38
Commercial (Standard)	54	n/a	n/a	54
Commercial (EV) – 6 to 22kW (Fast)	10	n/a	n/a	10
Commercial (Disabled)	7	n/a	n/a	7
Total	397	67		486

6 Cycle Parking

Cycle Parking Requirements (London Plan)

6.1 The London Plan sets out cycle parking requirements as a function of development land-use either by number of residential units or area in the case of commercial (non-residential) uses. The required cycle parking provision (Residential and Commercial) was therefore recalculated on the basis of the revised accommodation schedule. The difference in cycle parking provision between the Planning Scheme (March 2022), the Committee Scheme (July 2023) and the Fire-Led Amendment Scheme (October 2023) is shown in Table 6-1⁶.

Table 6-1: Change in London Plan Cycle Parking Requirements for the Development

	Planning Scheme (March 2022) Up to 1071 Units		Committee Scheme (July 2023) Up to 1068 Units		Fire-Led Amended Scheme (Oct 2023) Up to 1075 Units		Difference	
	Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
Detailed Application – Application A (Development Area 1)								
Residential	1,042	14	1,042	14	1,069	16	+27	2
Commercial	119	184	119	184	82	187	-37	3
Sub-Total	1,161	198	1161	198	1,151	203	-10	5
Outline Application – Application A (Development Area 2)								
Residential	918	14	914	14	915	14	1	0
Detailed Application – Application B (Ref: 22/0902/FUL)								
School	165	13	165	13	165	13	0	0
Total	2,244	225	2,240	225	2,231	230	-9	5

6.2 Overall, the required cycle parking provision based on London Plan standards is 2,231 long-stay and 230 short-stay spaces which is a reduction of 9 long-stay spaces and increase of 5 short-stay spaces when compared with the Committee Scheme (July 2023).

⁵ Townhouse spaces to be converted to Disabled spaces on a need's basis.

⁶ This updates Table 6-7 in the Transport Assessment (March 2022) and supersedes Table 3 in the Transport Assessment Addendum [TN53, October 2022]

Cycle Parking Provision

Residential Provision

- 6.3 The Residential long-stay cycle parking provided across the Development by Buildings is provided in Table 6-2. The only change in long-stay cycle provision is in Building 1 where an additional 32 cycle parking spaces on the Ground Floor is provided. This is a change from the Committee Scheme (July 2023) and increases the total Residential long-stay provision from 2,125 to 2,157 spaces.

Table 6-2: Proposed Residential Long-Stay Cycle Parking per Building

Building Number	Planning Scheme (March 2022) Up to 1071 Units		Committee Scheme (July 2023) Up to 1068 Units		Fire-Led Amended Scheme (Oct 2023) Up to 1075 Units					
	Cycle Parking Demand	Total Provided	Cycle Parking Demand	Total Provided	Cycle Parking Demand	Two Tier Cycle Spaces Provided	Sheffield Stands 1m Provided	Sheffield Stands 1.8m Provided	Total	Difference in Provision
1					33	22	7	3	32	32
2	225	240	225	240	226	178	51	11	240	0
3	92	92	92	92	92	69	18	5	92	0
4	40	42	40	42	38	31	9	2	42	0
6	46	46	46	46	46	34	10	2	46	0
7	165	166	165	166	165	126	32	8	166	0
8	189	190	189	190	189	142	38	10	190	0
9	26	28	26	28	26	21	5	2	28	0
10	67	83	67	83	67	62	18	3	83	0
11	99	99	99	99	99	74	21	4	99	0
12	94	95	94	95	90	71	19	5	95	0
13	73	105	73	105	73	70	21	14	105	0
14	64	64	64	64	64	50	11	3	64	0
15	183	207	183	207	183	154	44	9	207	0
16	116	115	116	115	116	86	23	6	115	0
17	113	158	113	158	113	108	28	22	158	0
18	238	254	244	254	244	191	51	12	254	0
19	86	95	76	95	76	72	17	6	95	0
20	32	32	32	32	32		32		32	0
21	14	14	14	14	14		14		14	0
Total	1,960	2,125	1956	2,125	1,984	1,539	462	124	2,157	32

*Spaces provided within each residential townhouse plot

6.4 Long-stay Residential cycle parking will be located within secured facilities on the Ground Floor and at Basement Level, except for Buildings 18 and 19 where the parking is provided in a mixture of locations including within Building 18 and the courtyard. The courtyard will include 43 cycle spaces that are secure and sheltered. This is unchanged from the Committee Scheme (July 2023).

6.5 The total Residential long-stay cycle parking across the Development is 2,157 spaces compared with the London Plan requirement of 1,984 spaces (2,231 minus the school and commercial parking spaces. See Table 6-1). This additional spare capacity has increased from that in the Committee Scheme (July 2023) so will provide residents a minor betterment when compared with the position in July 2023.

Commercial Provision

6.6 A communal Commercial long-stay parking area will be provided within the eastern basement located under Block 6 with additional cycle parking provided within each individual unit which is presented in the table below. This is unchanged from the Committee Scheme (July 2023).

Table 6-3: Proposed Commercial Long-Stay Cycle Parking

	Two Tier Cycle Spaces Provided	Sheffield Stands 1m Provided	Sheffield Stands 1.8m Provided	Total
Communal Cycle Parking in Block 6	86	12	2	100
Additional Parking within Units			23	23
Total				123

Total Provision

6.7 The total long-stay Residential, Commercial and School cycle parking provision provided across the Development is shown in Table 6-4 and which exceeds the London Plan requirements. For the reasons given above this is a change from the Committee Scheme (July 2023).

Table 6-4: Proposed Long-Stay Cycle Parking Totals

	Cycle Parking Requirements	Cycle Parking Provision	Difference
Residential	1,984	2,157	173
Commercial	82	123	41
School	165	165	0
Total	2,231	2,445	214

6.8 Residential and Commercial short-stay cycle parking will be accommodated within the landscaped areas surrounding the development as proposed by the Committee Scheme (July 2023).

7 Multi-modal Trip Generation

- 7.1 Trip rates for the proposed Development were approved by the LBRuT and Transport for London (TfL) as part of the previous Applications and remain unchanged.
- 7.2 Residential trip rates were separated into affordable flats, private flats and houses [TA, March 2022, Section 7.3]. This was adjusted to reflect the number of residential car parking spaces for the Site (now 415 spaces) with a 7.5% uplift as agreed with TfL to ensure a worst-case assessment of any impact. Using this methodology, Table 7-1⁷ shows the total trip generation across all land uses for the Fire-Led Amended Scheme (October 2023) and compared with Planning Scheme (March 2022) and Committee Scheme (July 2023) to show any differences.
- 7.3 To highlight the full impact, the difference in trips across transport modes is given and shows the Fire-Led Amended Scheme (October 2023) generates 54 and 60 fewer person trips in the AM peak and PM peak respectively. The extent of the reduction is mainly due to fewer Car trips (reduced parking provision) and fewer Train trips (reduction in Office floorspace) being made.
- 7.4 The Fire-Led Amended Scheme will therefore have a lower impact on the performance of the local highway network as a result of the revisions to the land-use schedules. Importantly, the vehicle trip generation remains lower than that of the GLA Refused Scheme (July 2021) which was used to develop the approved (for planning) VISSIM models and reported in the VISSIM Model Audit Process (VMAP) Submission Technical Note [TN39, November 2020]. This traffic modelling assessment, described in the TA, March 2022 (Sections 8.3 and 9.4 and Appendix K of the TA which includes a copy of TN39) is therefore remains a robust worst-case assessment of the Schemes highway impacts.

⁷ This updates Table 7-18 in the Transport Assessment [TA, March 2022] and supersedes Table 2 in the Transport Assessment Addendum [TN53, April 2023]

TECHNICAL NOTE



Table 7-1: Total Peak Hour Generation Comparison⁸

Mode	Planning Scheme (March 2022) Up to 1071 Units						Committee Scheme (July 2023) Up to 1068 Units						Fire-Led Amended Scheme (Oct 2023) Up to 1075 Units						Difference Committee (July 2023) to Fire Led Schemes (October 2023)					
	AM Peak (0800 – 0900 hrs)			PM Peak (1700 – 1800 hrs)			AM Peak (0800 – 0900 hrs)			PM Peak (1700 – 1800 hrs)			AM Peak (0800 – 0900 hrs)			PM Peak (1700 – 1800 hrs)			AM Peak (0800 – 0900 hrs)			PM Peak (1700 – 1800 hrs)		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	149	179	328	111	112	223	149	179	328	111	112	223	137	176	313	108	97	205	-12	-3	-15	-3	-15	-18
Walk	572	341	913	445	445	890	568	328	896	437	441	878	563	329	892	440	437	877	-5	1	-4	3	-4	-1
Cycle	37	24	61	24	28	52	36	22	58	22	28	50	34	22	56	22	24	47	-3	0	-3	0	-3	-4
Bus	531	131	661	104	154	258	529	124	653	99	152	251	522	124	645	99	143	242	-8	0	-8	0	-9	-9
Train	154	101	255	145	190	335	153	93	246	141	188	329	133	93	226	140	166	306	-19	-1	-20	0	-22	-23
Underground	21	69	90	44	30	75	19	61	82	40	27	68	20	62	83	40	28	69	0	1	1	1	0	1
Other	48	42	91	40	50	90	47	39	86	37	49	86	42	39	80	37	42	79	-5	0	-6	0	-7	-7
Total	1512	885	2398	912	1009	1922	1503	846	2349	888	997	1886	1450	844	2295	887	937	1825	-52	-2	-54	0	-60	-60

⁸ Figures rounded up to nearest whole number.

8 Summary

- 8.1 This Transport Assessment (TA) Addendum has been prepared to consider the affect arising from a series of amendments which are now being made in respect of the pending planning application ref: 22/0900/OUT ('Application A') at the Former Stag Brewery, Lower Richmond Road, Mortlake, London ('the Site'). For the avoidance of doubt, no physical changes are proposed to a linked application ref: 22/0902/FUL ('Application B').
- 8.2 The amendments relate to the Secretary of State statement (24 July 2023) confirming the Government's intention to mandate second staircases in new residential buildings above 18 metres with this Transport Assessment (TA) addendum produced to show the impact these changes have on car parking provision, cycle parking provision and multimodal trip generation across the Development.
- 8.3 This TA Addendum updates the Transport Assessment produced to support the Originally Submitted Hybrid Application in March 2022 ('Planning Scheme') and supersedes the TA Addendum [TN53, March 2023] produced to support the Resolved to Approve by Planning Committee Hybrid Application (July 2023) - up to 1068 Units ('Committee Scheme').

Car Parking

- 8.4 The Fire-Led Amended Scheme led to a reduction of 15 spaces of which 5 are Disabled spaces when compared to the Committee Scheme (July 2023). The extent of this reduction is mainly due to the installation of larger sprinkler tanks to partly mitigate the fire risk of EV charging infrastructure within a basement location.
- 8.5 The total parking provision across the Development has a parking ratio of 0.39 which is substantially below the London Plan standards for a development in Outer London. This remains unchanged from the Committee Scheme (July 2023).

Cycle Parking

- 8.6 The Fire-Led Amended Scheme has a London Plan long-stay cycle parking requirement of 2,231 spaces across the Development including those for Residential, Commercial and School uses (see Table 6-1). This is a change from the Committee Scheme (July 2023) of -9 spaces.
- 8.7 The Fire-Led Amended Scheme provides 2,445 long-stay cycle parking spaces across the Development including those for Residential, Commercial and School uses (see Table 6-4). For the reasons given above this is a change of +55 spaces from the Committee Scheme (July 2023) which had 2,390 spaces.
- 8.8 Both the Committee Scheme (July 2023) and Fire-Led Amended Scheme (October 2023) include an over-provision of long-stay cycle parking when compared to the London Plan requirements. This over-provision has increased under the Fire-Led Amended Scheme to 214 spaces giving residents a minor betterment when compared with the position in July 2023.

Multi-modal Trip Generation

- 8.9 The Fire-Led Amended Scheme will generate 54 and 60 fewer person trips in the AM peak and PM peak respectively when compared to the Committee Scheme (July 2023). The extent of the reduction is mainly due to fewer Car and Train trips being made as a result of reduced parking provision and Office floorspace respectively.
- 8.10 The forecast vehicle trips are lower than those used to develop the traffic models used to support the Planning Applications, so the highway modelling assessment remains valid.

Conclusion

- 8.11 Having reviewed the changes summarised above and included in the substituted plans and documents, our clear view is that the amendments do not materially affect the conclusions of our original Transport Assessment.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
38262/5504/TN054	-	31.10.23	Olohije Akpengbe		George Daugherty	Greg Callaghan

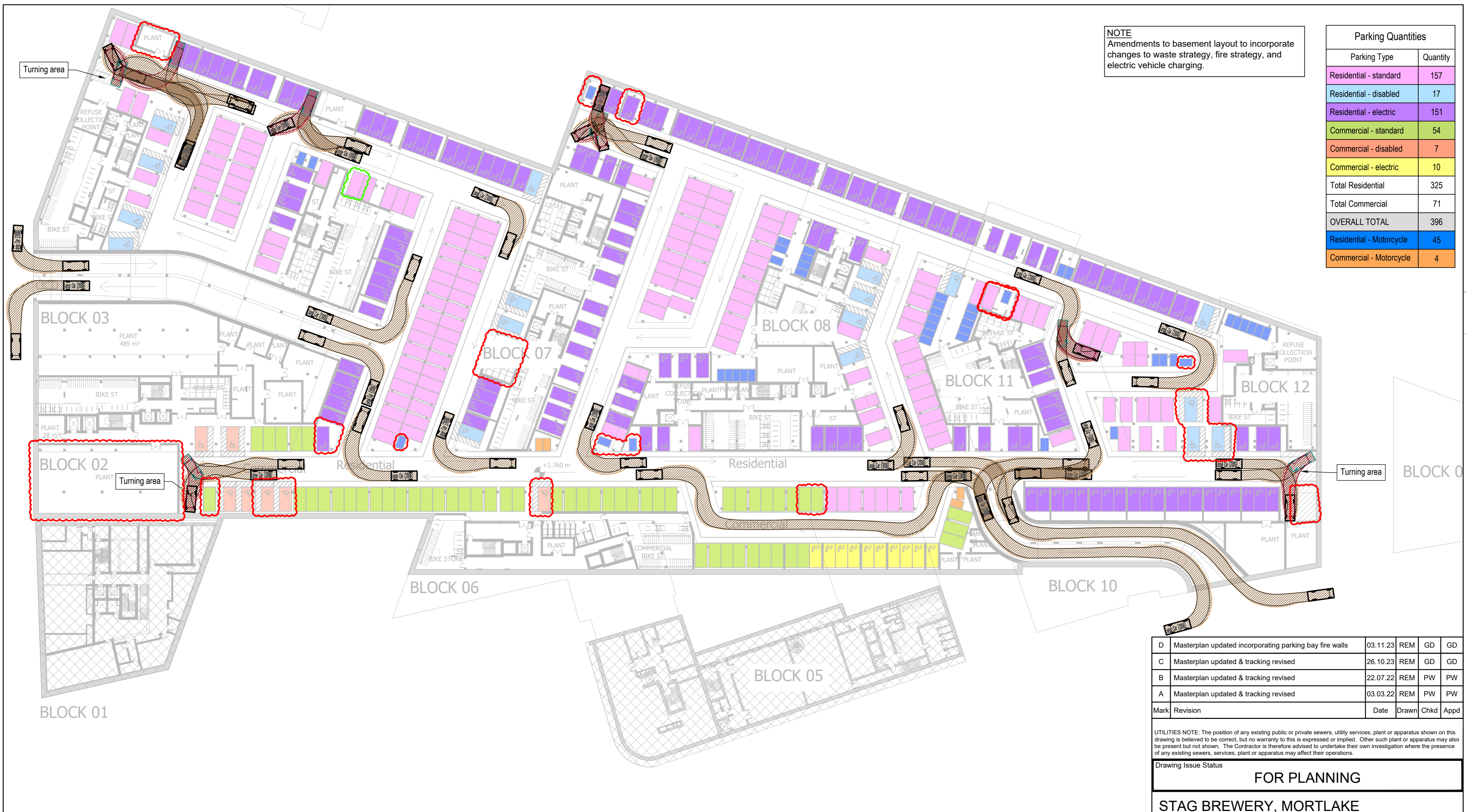
This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Appendix A Drawings

Contents

- Drawing Number: 38262/5520/15D
- Drawing Number: 38262/5520/16D



NOTE
Amendments to basement layout to incorporate changes to waste strategy, fire strategy, and electric vehicle charging.

Parking Quantities	
Parking Type	Quantity
Residential - standard	157
Residential - disabled	17
Residential - electric	151
Commercial - standard	54
Commercial - disabled	7
Commercial - electric	10
Total Residential	325
Total Commercial	71
OVERALL TOTAL	396
Residential - Motorcycle	45
Commercial - Motorcycle	4

Mark	Revision	Date	Drawn	Chkd	Appd
D	Masterplan updated incorporating parking bay fire walls	03.11.23	REM	GD	GD
C	Masterplan updated & tracking revised	26.10.23	REM	GD	GD
B	Masterplan updated & tracking revised	22.07.22	REM	PW	PW
A	Masterplan updated & tracking revised	03.03.22	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 PLANNING

**STAG BREWERY, MORTLAKE
CAR PARKING MANAGEMENT STRATEGY
EASTERN BASEMENT (PHASE 1)
PARKING LAYOUT**

Client
**RESELTON
PROPERTIES LTD**



Date of 1st Issue	Designed	Drawn
18.01.2022	REM	JAD
A2 Scale	Checked	Approved
1:500	PW	PW

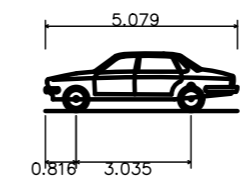
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Drawing Number
38262/5520/15

Revision
D

KEY:

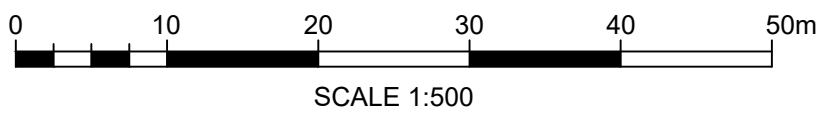
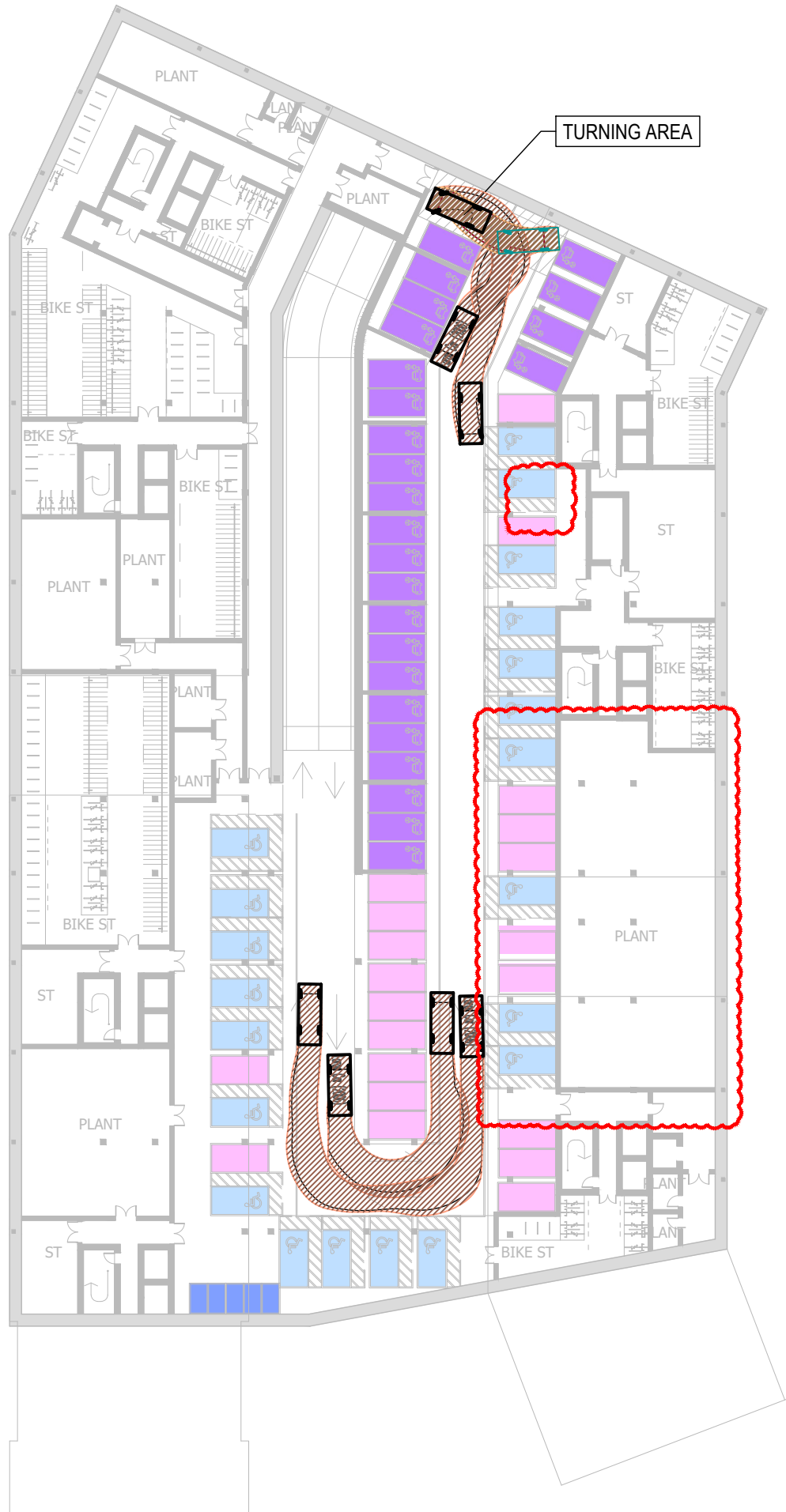
	RESIDENTIAL PARKING
	RESIDENTIAL DISABLED PARKING
	RESIDENTIAL MOTORCYCLE PARKING
	COMMERCIAL PARKING
	COMMERCIAL DISABLED PARKING
	COMMERCIAL MOTORCYCLE PARKING
	RESIDENTIAL EV CHARGER (TRICKLE)
	COMMERCIAL EV CHARGER (FAST)



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

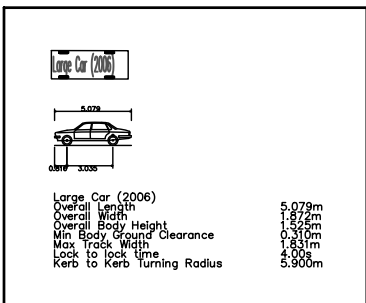
NOTE
Amendments to basement layout to incorporate changes to waste strategy, fire strategy, and electric vehicle charging.

Parking Quantities	
Parking Type	Quantity
Residential - standard	21
Residential - disabled	21
Residential - electric	25
TOTAL	67
Residential - motorcycle	5



KEY:

- RESIDENTIAL PARKING
- RESIDENTIAL DISABLED PARKING
- RESIDENTIAL MOTORCYCLE PARKING
- RESIDENTIAL EV CHARGER (TRICKLE)




D	Masterplan updated incorporating parking bay fire walls	03.11.23	REM	GD	GD
C	Masterplan and tracking updated	26.10.23	REM	GD	GD
B	Masterplan updated	22.07.22	REM	PW	PW
A	Masterplan updated	04.03.22	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 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 PLANNING**

**STAG BREWERY, MORTLAKE
CAR PARKING MANAGEMENT STRATEGY
WESTERN BASEMENT (PHASE 2)
PARKING LAYOUT**

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Date of 1st Issue 18.01.2022	Designed REM	Drawn REM	
A3 Scale 1:500	Checked PW	Approved PW	
Drawing Number 38262/5520/16	Revision D		