



The former Stag Brewery, Mortlake

Outline Car Park Management Plan

On behalf of **Reselton Properties Limited**

Project Ref: 38262/5504 | Rev: D | Date: October 2023

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
A	Jan 2022	Update following comments from Gerald Eve	OA	PW	GC
B	Feb 2022	Update following amendments to Buildings 10, 18 and 19	OA	PW	GC
C	Mar 2022	Updated to include swept path analysis for school parking spaces	OA	PW	GC
D	Oct 2023	Updated required by the Fire-Led Amended Scheme	OA	GD	GC

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1 Introduction

1.1 Background

1.1.1 On behalf of our client, Reselton Properties Limited, this Car Park Management Plan (CPMP) 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').

1.1.2 A summary of the Applications is set out below:

Application A - "Hybrid application to include the demolition of existing buildings to allow for comprehensive phased redevelopment of the site:

Planning permission is sought, in detail, for works to the east side of Ship Lane which comprise:

- a) Demolition of existing buildings (except the Maltings and the façade of the Bottling Plant and former Hotel), walls, associated structures, site clearance and groundworks.
- b) Alterations and extensions to existing buildings and erection of buildings varying in height from 3 to 9 storeys plus a basement of one to two storeys below ground.
- c) Residential apartments
- d) Flexible use floorspace for:
 - i. Retail, financial and professional services, café/restaurant and drinking establishment uses
 - ii. Offices
 - iii. Non-residential institutions and community use
 - iv. Boathouse
- e) Hotel/ public house with accommodation
- f) Cinema
- g) Offices
- h) New pedestrian, vehicle and cycle accesses and internal routes, and associated highway works
- i) Provision of on-site cycle, vehicle and servicing parking at surface and basement level
- j) Provision of public open space, amenity and play space and landscaping
- k) Flood defence and towpath works
- l) Installation of plant and energy equipment

Planning permission is also sought, in outline with all matters reserved, for works to the west of Ship Lane which comprise:

- a) The erection of a single storey basement and buildings varying in height from 2 to 8 storeys
- b) Residential development
- c) Provision of on-site cycle, vehicle and servicing parking
- d) Provision of public open space, amenity and play space and landscaping
- e) New pedestrian, vehicle and cycle accesses and internal routes, and associated highways works"

Application B - "Detailed planning permission for the erection of a three-storey building to provide a new secondary school with sixth form; sports pitch with floodlighting, external MUGA and play space; and associated external works including landscaping, car and cycle parking, new access routes and other associated works"

1.1.3 Being hybrid, Application A is subdivided into Development Area 1 and Development Area 2. Together, Applications A and B described above, along with the Section 278 highways works comprise the 'Development'.

1.2 Planning Update

- 1.2.1 Two applications for planning permission were submitted to the London Borough of Richmond upon Thames ('LBRuT' or 'Council') on 11 March 2022 for the masterplan redevelopment of the Site. This application is referenced as the Originally Submitted Hybrid Application (March 2022) - up to 1,071 Units ('**Planning Scheme**').
- 1.2.2 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. This application is referenced as the Resolved to Approve by Planning Committee Hybrid Application (July 2023) - up to 1,068 Units ('**Committee Scheme**').
- 1.2.3 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.
- 1.2.4 Although no formal transition arrangements or legislation has been announced at this stage, the Applicant has taken the decision to amend the scheme which will allow it to adhere to the Secretary of State statement and Government's intention to mandate second staircases in new residential buildings above 18 metres. This is referenced as the Fire-Led Design Amendments Hybrid Application (Oct 2023) - up to 1,075 Units ('**Fire-Led Amended Scheme**').
- 1.2.5 The amendments changed the development land-use schedules but more significantly to the CPMP, the basements layouts. Furthermore, new Building Regulations¹ and Fire Safety Guidance² needed to be considered when redesigning the car parks layout due to the Air Quality Positive Statement³ (AQPS) requirements for an increase in the number and type of EV charging infrastructure to be provided across the Development. The AQPS also required an increase in the number of Car Club spaces which overall, justifies an update to the CPMP as set out below.
- 1.2.6 For the avoidance of doubt, no changes are proposed to Application B.

1.3 Scope and Objectives

- 1.3.1 This CPMP covers the parking provision in Application A for Development Area 1 (Detailed) and Development Area 2 (Outline) and Application B (Detailed). For Application A the CPMP included Residential, Commercial and On-street parking although LBRuT will be responsible for managing the On-street element. Similarly, the school will be responsible for managing its own on-site parking across Application B.
- 1.3.2 It is anticipated that a detailed CPMP will need to be agreed prior to the first occupation of the Development and that this will be secured by way of a Planning Condition.
- 1.3.3 The overriding objective of the CPMP is to ensure the effective management of all on-site parking to minimise risks associated with potential overspill parking from the Development onto surrounding residential roads. It will also be important to ensure that vehicles accessing the car parks do not cause problems on the public highway, for example queuing at the access points. It will be important that the car park operates well from the perspective of users, both residents and visitors and that there are mechanisms in place to ensure that any problems that do occur can be detected and rectified.
- 1.3.4 Disabled parking provision is set out in the London Plan (Policy T6 .1) which requires, as a minimum, that 3% of dwellings have access to a Disabled parking space (per dwelling) from the

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

² Office for Zero Emissions Vehicles T0194 – Covered car parks - fire safety guidance for electric vehicles

³ Stag Brewery, Mortlake. Air Quality Positive Statement, Watermanns, March 2023

outset but that the CPMP should demonstrate how an additional 7% of dwellings could be provided with a Disabled space (per dwelling) should the existing provision become insufficient.

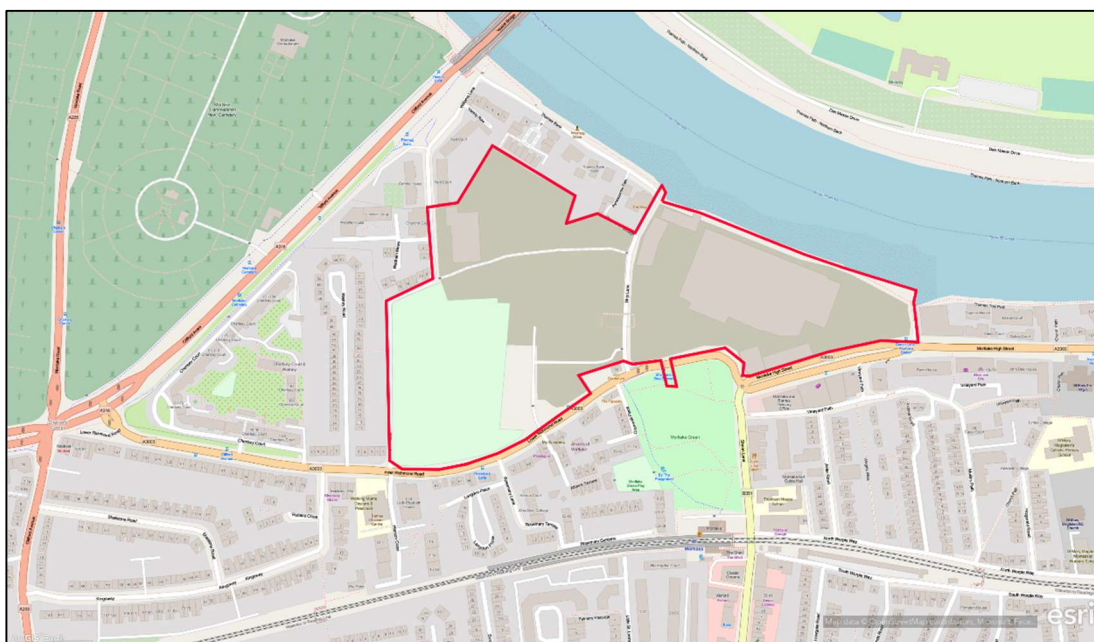
- 1.3.5 It is anticipated that the CPMP will be managed by the overall Estate Management Team.
- 1.3.6 The scope and objectives of the CPMP for the Amended Scheme remain unchanged, however, further information is provided to accommodate recommendations set out in the AQPS that amongst others, requires the following measures to be introduced as part of Application A:
- Provision of 40% active electric charging infrastructure for Application A of which 5% should have a Fast charge provision, and
 - Provision of 20 Car Club spaces within the Development for use by residents of the Development (Application A) and including a financial contribution to provide a two year free Car Club membership for users of the Development.
- 1.3.7 The remainder of the document is set out as follows:
- **Chapter 2** sets out the context to the CPMP with respect to the Site location and the Development proposals (as amended) while also describing the key factors that have changed the car park layouts
 - **Chapter 3** detailed car parking proposals, including number of spaces, their allocation between the different uses, their location, and general means of access
 - **Chapter 4** identifies the main elements of the CPMP and the key principles that will guide the final plan which will need to be approved by the Council
 - **Chapter 5** summarises and concludes the CPMP.

2 Site Context

2.1 Site Location

- 2.1.1 The Site includes the former Stag Brewery which ceased brewery operations in December 2015 and is bounded by Lower Richmond Road to the south, the River Thames and the Thames Bank to the north, Williams Lane to the west and Bulls Alley (off Mortlake High Street) to the east. The Site is bisected by Ship Lane and currently comprises a mixture of large-scale industrial brewing structures, areas of hard standing and playing fields. Areas to the east, south and west of the Site are predominantly residential. Figure 1 identifies the site boundary.

Figure 1-1: Site Location



2.2 Development Proposals (as Amended)

- 2.2.1 Development proposals have been guided by LBRuT's Planning Brief which was adopted as an SPG in July 2011 as well as the emerging Site Allocation contained within LBRuT's emerging Local Plan (Policy SA 24). The Development will provide homes (including affordable homes), complementary commercial and leisure uses, community facilities, a new secondary school alongside new open and green spaces throughout. Associated highway improvements are also proposed, which include works at the Chalkers Corner junction.
- 2.2.2 The previous CPMP supported the Originally Submitted Hybrid Application (March 2022) with up to 1,071 units ('Planning Scheme').
- 2.2.3 For the Committee Scheme (July 2023) with up to 1,068 units no change was required to CPMP as only the development land-use schedules and accommodation mix changed when compared with the Planning Scheme (March 2022).
- 2.2.4 The Fire-Led Amended Scheme made further changes to the development land-use schedules but included changes that impacted the Basement Level and the layout of the car park.
- 2.2.5 The revised development land-use schedule for the Fire-Led Amended Scheme is set out in Table 2-1 followed by a description of the changes to the car parks.

Table 2-1: Quantum of Development for Fire-Led Amended Scheme

Land Use	Development Quantum
Application A (Development Area 1)	
Residential	566 units
Unspecified Flexible Floor Areas including Retail/Restaurant/Office/Community/Boathouse	4,909 m ²
Office	1,897 m ²
Hotel	1,765 m ²
Cinema	1,755 m ²
Application A (Development Area 2)	
Residential	509 units
Application B (School Application)	
School	9,319 m ² (1,200 students)

2.2.6 When compared with the Planning Scheme (July 2023), the Fire-Led Amended Scheme resulted in the following changes to the land-uses:

- Residential - 7 units (increase)
- Unspecified Flexible Floor Areas – 125 m² (increase)
- Hotel – no change
- Office - 2,571 m² (reduction)
- Cinema – 149 m² (increase)
- School – no change

2.2.7 Of significance to the CPMP are the changes required at Basement Level to accommodate:

- The Government announcement that all new residential developments with buildings over 18 metres require a second staircase and resulting in changes to the building cores
- The relocation of some refuse and recycling stores from the Ground Floor to the Basement Level
- Enlarged sprinkler tanks to reduce the fire risk associated with EV charging⁴.

2.2.8 Furthermore, the CPMP has been updated to reflect what had previously been agreed in the Air Quality Positive Statement (March 2023) and included in the Committee Scheme:

- a 40% provision of active Electric Vehicle (EV) charging infrastructure for Application A of which 5% should have fast charging points
- the provision of 20 Car Club spaces within the Development and for use by residents of the Development (Application A) and a financial contribution to car clubs to provide free membership for the users of the Development for two years.

2.2.9 The net result of these changes on the Basement Level layouts was a loss of 15 car parking spaces across the Development from 501 spaces in the Committee Scheme (July 2023) to 486 spaces in the Fire-Led Amends Scheme.

⁴ Hoare Lea, October 2023

3 Parking Provision

3.1 Overview

- 3.1.1 Parking for the Development is provided within two Basement Level car parks, the eastern basement (east of Ship Lane) serving the Development within the detailed application (Development Area 1) and the western basement serving the Development within the Outline application (Development Area 2). The townhouses within Development Area 2 will each be provided with one off-street parking space. Parking for the school is provided within the school plot.
- 3.1.2 The Transport Addendum [TN54] sets out the number and designation of parking across the site and how the Fire-Led Amended Scheme has changed these compared to the Planning Scheme (March 2022) when the car parking provision was last changed. This includes the requirements to have Disabled parking at 3% from the onset and 10% in the future (London Plan) and EV charging (AQPS) at 40% (of which 5% should have fast charging points).
- 3.1.3 Proposed layouts of the eastern basement, western basement, Ship Lane and Williams Lane can be found in Appendix A.

3.2 Parking Numbers

- 3.2.1 Parking provision across the Development (Applications A) is as follows:
- Eastern Basement: Residential (308 spaces) and Commercial (71 spaces)
 - Western Basement: Residential (67 spaces)
 - Ship Lane: On-street (12 spaces)
 - Williams Lane: On-street (20 spaces)
- 3.2.2 Parking provision across the Development (Application B) includes 15 spaces as part of the school.
- 3.2.3 The Residential and Commercial parking is in accordance with the standards set out by LBRuT, TfL and the GLA. With a parking ratio of 0.39 this is well within the London Plan standards for a development in Outer London and less residential parking than proposed within the Planning Brief. This remains unchanged from the Committee Scheme (July 2023).
- 3.2.4 The Williams Lane parking is provided to off-set the loss of existing parking on Ship Lane (currently 24 spaces) due to the Development which again is unchanged.

3.3 Parking Designations

Residential and Commercial

- 3.3.1 The Residential and Commercial parking spaces are designated as either Standard, Disabled or Electric Vehicle charging (EV) with the breakdown shown across Application A in Table 3-1.
- 3.3.2 Across Application A:
- Disabled parking: 38 (of 377) Residential spaces and 7 (of 71) Commercial spaces meets future minimum requirements set out in the London Plan 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 (see paragraph 1.3.4)
 - 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.
- 3.3.3 It was decided to locate all the EV fast charge spaces in the Commercial parking provision because this level of charging is more suited to spaces that have a higher parking turnover activity.

- 3.3.4 The Residential (Standard) spaces will have a passive provision for EV charging allowing a future upgrade to EV charging infrastructure to support the transition towards fully Electric vehicles.

Table 3-1: Residential and Commercial Parking Provision across Application A

Designation	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) – 6-22kW (Fast)	10	n/a	n/a	10
Commercial (Disabled)	7	n/a	n/a	7
Total	396	67	23	486

On-street parking (General Use and Car Clubs)

- 3.3.5 It was agreed with the LBRuT (March 2023) that the 20 Car Club spaces required by the AQPS would be distributed between Williams Lane (3 spaces), Ship Lane (5 spaces) and the eastern basement (12 spaces). This remains unchanged.
- 3.3.6 Distributing Car Club vehicles around the Development makes them more accessible but also ensures the loss of on-street parking for general use along Ship Lane remains mitigated i.e. leaving 17 spaces on Williams Lane and 7 spaces on Ship Lane for general use.

School Parking

- 3.3.7 The 15 parking spaces provided at the school will include 5 Disabled spaces with parking restricted to Staff only or for registered disabled students.

3.4 Layout and Access

Eastern Basement

- 3.4.1 The layout of the eastern basement is shown in Drawing Number: 38262/5520/15D (Appendix A) which includes a vehicle swept path analysis of critical bays to demonstrate all parking spaces are accessible. There are two access points, one on Ship Lane and the other on Mortlake High Street providing ramps to the Basement Level and it proposed both are controlled by parking barriers subject to LBRuT approval.
- 3.4.2 Disabled spaces for the Residential provision are distributed across the car park whereas those for Commercial use are generally grouped within a location closest to the lifts.
- 3.4.3 EV bays for the Residential provision are distributed across the car park with locations preferred adjacent to walls or within larger spaced areas to reduce the fire risk potential associated with EV charging. Those associated with Commercial use are grouped to make it easier for drivers to find a vacant space while their location close to the access ramps helps reduce fire risk.
- 3.4.4 The 12 Car Club bays will be grouped with the Residential (Standard) spaces if hybrid vehicles are used or within the Fast charge provision of the Commercial spaces if fully electric.

Western Basement

- 3.4.5 The layout of the western basement is shown in Drawing Number: 38262/5520/16D (Appendix A) which includes a vehicle swept path analysis of critical bays to demonstrate all parking

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

spaces are accessible. The car park has a single access point to the north of the car park providing a ramp to the Basement Level and it is proposed to be controlled by parking barriers.

- 3.4.6 As a relatively compact car park, the location of the Residential Disabled and EV spaces has been based on the opportunity to accommodate either the additional area required by Disabled bays or the need for a wall or column on which to attach the EV charging infrastructure.

Ship Lane and William Lane

- 3.4.7 The proposed layout of on-street parking on Ship Lane and Williams Lane is shown in Drawing Number: 38262/5520/43 (Appendix A). This shows:

- Ship Lane (12 spaces): General use (7 spaces) and Car Club (5 spaces)
- Williams Lane (20 spaces): General use (17 spaces) and Car Club (3 spaces)

- 3.4.8 There is no change to these numbers compared to the Committee Scheme (July 2023). The parking restrictions required to manage the spaces for general use and allocate for Car Club only use will be the agreed with the Council and implemented via a Traffic Management Order (TMO).

School Parking

- 3.4.9 The school parking layout showing the location of the Disabled spaces is shown in Drawing Number: 38262/5520/44 (Appendix A). This remains unchanged.

4 Proposed Parking Management Plan

4.1 Overview

- 4.1.1 This Plan remains unchanged from the CPMP that supported the Committee Scheme (July 2023) except for an update to clarify the number and use of Car Club vehicles.
- 4.1.2 To achieve the objectives of the CPMP, it will be important that there is close coordination between the management and operation of the CPMP and of the various Travel Plans that seek to encourage uptake of sustainable travel modes. To that end, it is anticipated that the Manager of the CPMP would attend the regular Steering Group Meetings of the Stag Site-wide Travel Plan.
- 4.1.3 It is anticipated that the CPMP will cover all aspects that contribute to the overall effectiveness of the management arrangements, including design, EV charging and enforcement. The following elements will need to be covered by the detailed CPMP:
- Allocation of residential parking permits
 - Charges applied to non-residential parking
 - Methods of payment
 - Means of control to enter and leave the car park
 - Signage, including internal and external signs
 - Enforcement
 - Monitoring utilisation of residential and Commercial car parking spaces, including Disabled spaces and spaces with EV charging points
 - Review of the CPMP to ensure it appropriate for the intended use as the Site becomes operational
 - Preparation of annual monitoring reports to be made available to the Council
 - Communication on parking matters with the Stag Community to include both residents and non-residents
 - Day to day management of the Commercial parking spaces, and
 - Provision of information to potential visitors to the site regarding the availability of parking and options for pre booking spaces.
- 4.1.4 The more detailed principles relating to these elements are set out below.

4.2 Allocation (Residential Parking Permits)

- 4.2.1 Within the Residential parking provision, it is anticipated that residents will be offered the opportunity to acquire a space on a long lease. Individual spaces will be allocated to individual apartments. The landlord however retains the right to temporarily relocate car space demises within the car park through the terms of the lease.
- 4.2.2 Except for the Disabled parking spaces, these will be leased on a first come basis. Designated disabled spaces will only be allocated to designated wheelchair accessible units.
- 4.2.3 Should demand exceed supply then the Management Company will establish a waiting list and will facilitate transfer of ownership should spaces as they become available.
- 4.2.4 Any unleased Residential spaces can be used to supplement the Commercial parking spaces, subject Council approval.

4.3 Charges (Commercial)

- 4.3.1 It is anticipated that the Commercial parking spaces will not be allocated to a particular end user, but should this change, then this will be agreed beforehand with the Council.
- 4.3.2 The Council will be informed of the proposed charging regime which will generally aim to discourage long stay use (more than four hours). Details of penalty charges for overstay or for inappropriate parking will also be included.
- 4.3.3 Details of the payment method to be used will be confirmed prior to opening. This will most likely take the form of Pay & Display although the potential for other technology systems for example 'pay by phone' will be considered.

4.4 Access Controls

- 4.4.1 The means of control to enter and exit the car park will be agreed with the Council prior to the car parks becoming operational. These will be designed to meet the objective of minimising the risk of cars queuing back onto the public highway and in particular, onto Mortlake High Street due to the potential impact on bus services.

4.5 Highway and Car Park Signage

- 4.5.1 Internal signage will ensure the location of spaces for visitors is clear with car park exits clearly marked. This will include the clear identification of bays for EV charging and Disabled user. The need for real time signage will be considered, potentially including signage to identify empty spaces.
- 4.5.2 Internal signage will also support make pedestrian and cycle movements with Pay & Display machines, pedestrian routes and the location of visitor cycle parking easily identifiable.
- 4.5.3 External signage will include directional signs and possibly variable message signs (VMS) if deemed necessary to meet the CPMP objectives. Any external signage will need to be approved through the appropriate planning application process.

4.6 Enforcement

- 4.6.1 An enforcement strategy will be prepared and agreed with the Council from the on-set of the Development. Enforcement will cover overstay and incorrect parking for example, visitors using Residential spaces and the misuse of Disabled spaces. To reduce incorrect parking and misuse the designation of parking bays as Residential/ Commercial/ Car Club and Disabled/ EV will be clearly marked.
- 4.6.2 As stated above, consideration will need to be given to penalty charges and the mechanism for enforcing such penalties, including the appeals process.

4.7 Monitoring

- 4.7.1 A monitoring regime will be agreed with the LBRuT and will take place upon occupation. This will keep a current record of:
 - Number of Residential and Commercial parking spaces and within this, those designated as Standard, Car Club, Disabled and EV charging
 - Number and type of Residential spaces leased for example to monitor the uptake of EV's
 - Average utilisation of Residential and Commercial parking spaces (including Disabled and EV charging spaces)
- 4.7.2 Annual monitoring reports will be made available to the Council in a format agreed prior to occupation. These reports will be produced for the duration of the Travel Plan and feed into the Travel Plan monitoring process.

4.8 Communication

- 4.8.1 A strategy on how parking matters are communicated with the Stag Community (residents and non-residents) will be set out prior to occupation.
- 4.8.2 Measures will be identified to make it easier for visitors to plan their trip to the Development. This will include information on the website informing on access arrangements, general availability of parking and parking charges. If deemed necessary to meet the objectives of the CPMP, a parking pre-booking system will be introduced.
- 4.8.3 The information will seek to discourage people from visiting the Development by car at busy times and which could be managed through the pre-booking system.

Parking Surrounding the Development

- 4.8.4 A Controlled Parking Zone (CPZ) is proposed (which the Developer has agreed to fund) to ensure parking from the Development does not overspill into neighbouring areas. This would be achieved by not allowing residents or staff within the Development to apply for either an on-street parking or business parking permit.
- 4.8.5 This in combination with existing CPZ's in the area will also discourage visitors from parking in local streets and use instead the Commercial car parking provided in the eastern basement.

4.9 Car Clubs

- 4.9.1 Car Clubs offer a useful alternative to owning a private car, enabling users to use vehicles for occasional journeys. It is proposed that 20 Car Club spaces are provided as set out above and that:
 - To incentivise use, the Developer will give first occupants 2 years free membership to the Car Club
 - Car Club spaces will be monitored as part of the Travel Plan for the Development, with additional spaces provided if necessary
 - Vehicles will be available to the wider community with the location and availability of cars provided by the Car Club provider App
- 4.9.2 The car park access arrangements for Car Club users of the eastern basement will be set out in a Section 106 update to the CPMP.

5 Summary

5.1 Background

5.1.1 This update to the Outline Car Parking Management Plan (CPMP) has been prepared to account for amendments being made in respect of the 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').

5.2 Parking Provision

5.2.1 For Application A, car parking is accommodated within basements (except for the Townhouses) so any amendment that changes the Basement Level is likely to impact the car park layouts and therefore the CPMP. These changes are summarised below and provide a justification for the update:

- Modification to building cores to provide second staircases in buildings 18 metres and over
- The relocation of refuse and recycling stores from the Ground Floor to the Basement Level
- Enlarged sprinkler tanks to reduce the fire risk associated with EV charging.

5.2.2 Furthermore, the CPMP has been updated to include what was previously agreed in the Air Quality Positive Statement (March 2023):

- The Air Quality Positive Statement (AQPS) requirement for:
 - a 40% provision of active Electric Vehicle (EV) charging infrastructure for Application A of which 5% should have fast charging points
 - the provision of 20 Car Club spaces within the Development and for use by residents of the Development (Application A) and a financial contribution to the Car Club provider to give free membership for the users of the Development for two years.

5.2.3 This led to the 501 car parking spaces provided in the Planning Scheme (March 2022) being reduced by 15 spaces to 486 spaces. The breakdown of Residential and Commercial spaces and within these Standard, Disabled and EV spaces is provided in Table 3-1.

5.2.4 This demonstrates compliance with the London Plan (Policy T6.1) for the amount of Disabled parking to be provided at the on-set of the Development and in future if this initial provision is insufficient.

5.2.5 The table also demonstrates compliance with the AQPS for the provision of Slow (up to 6kW) and Fast (6-22kW) EV charging infrastructure.

5.2.6 The 20 Car Club vehicles required by the AQPS will be located across the Development with on-street (Ship Lane and Williams Lane) and Basement Level (eastern basement) provisions. These vehicles will also be available to the wider community through the Car Club providers App.

5.2.7 The School (Application B) will have 15 car parking spaces which will include 5 for Disabled users. Parking will be for staff only or reserved for disabled students.

5.3 Monitoring & Enforcement

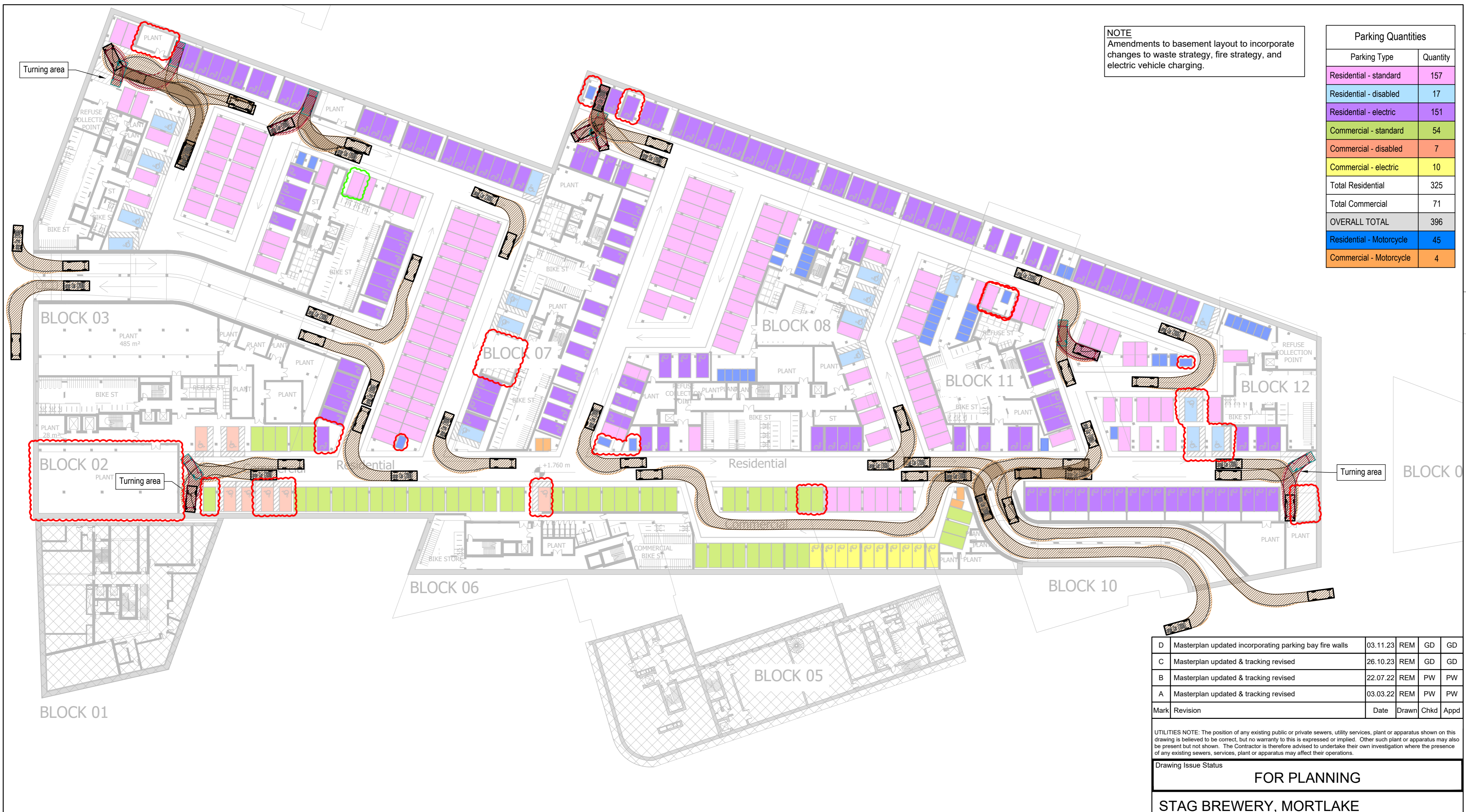
5.3.1 Parking demand across the Development will be regularly monitored through the Estate Management company and feed into the Travel Plan monitoring process. If any misuse is identified, this will be dealt with through an enforcement strategy that will be determined and agreed with the Council.

5.3.2 It is anticipated that a detailed CPMP will be agreed prior to the first occupation of the Development and that this will be secured by way of a Planning Condition.

Appendix A Car Park Layouts

Contents

- Drawing Number: 38262-5520-15D (Basement Development Area 1)
- Drawing Number: 38262-5520-16D (Basement Development Area 2)
- Drawing Number: 38262-5520-43 (Ship Lane and Williams Lane)
- Drawing Number: 38262-5520-44 (School Parking)



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

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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

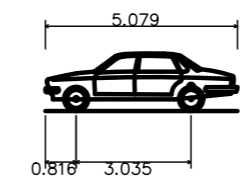
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Drawing Number
38262/5520/15

Revision
D

KEY:

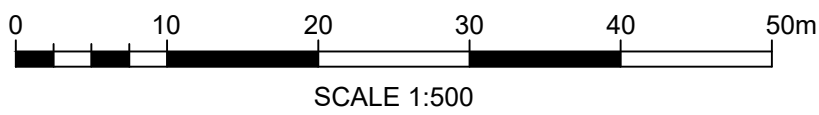
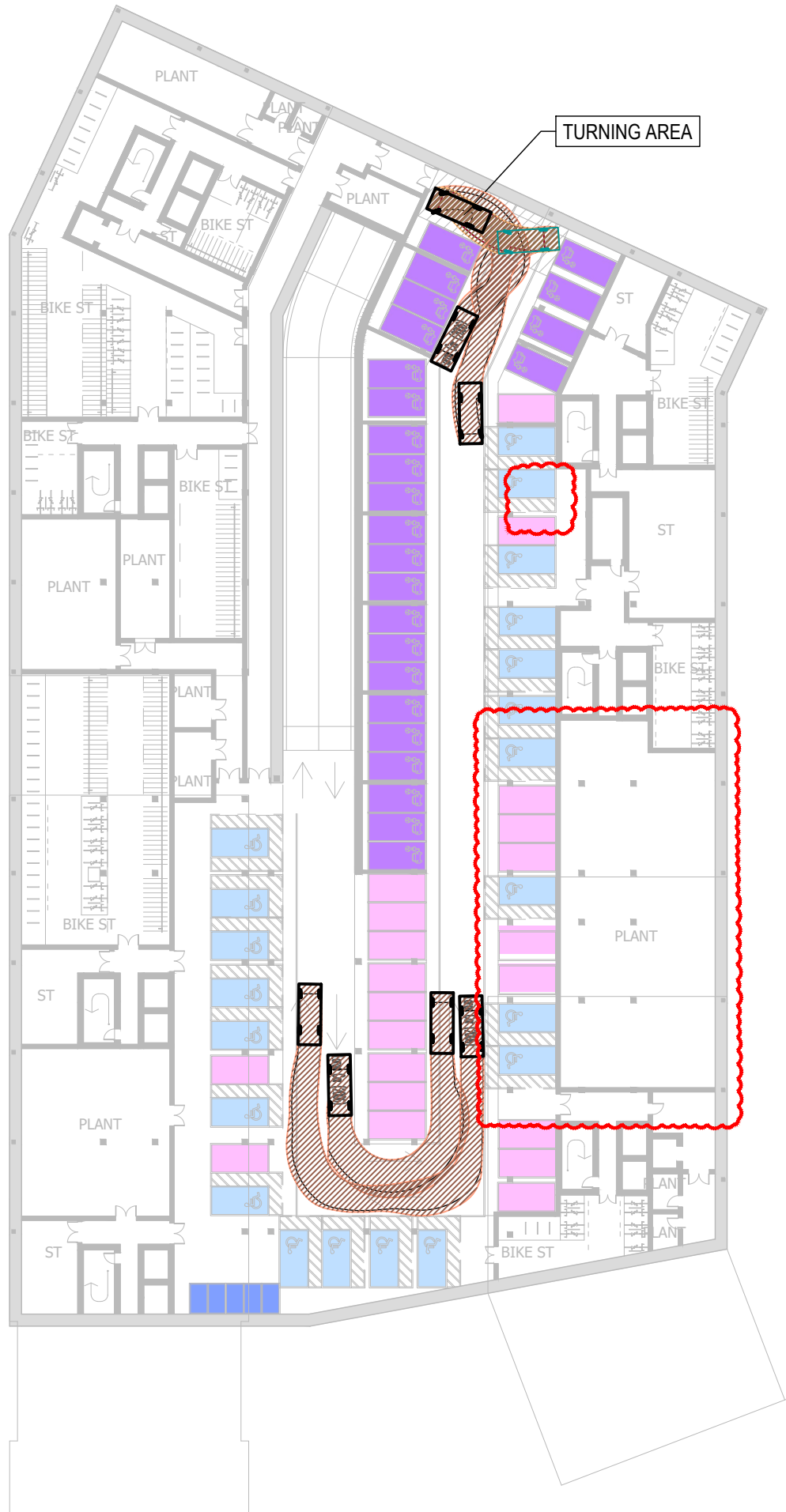
	RESIDENTIAL PARKING
	RESIDENTIAL DISABLED PARKING
	RESIDENTIAL MOTORCYCLE PARKING
	COMMERCIAL PARKING
	COMMERCIAL DISABLED PARKING
	COMMERCIAL MOTORCYCLE PARKING
	RESIDENTIAL EV CHARGER (TRICKLE)
	COMMERCIAL EV CHARGER (FAST)



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

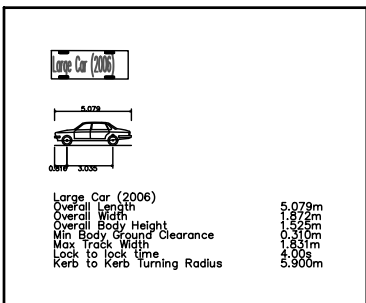
NOTE
 Amendments to basement layout to incorporate changes to waste strategy, fire strategy, and electric vehicle charging.

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)




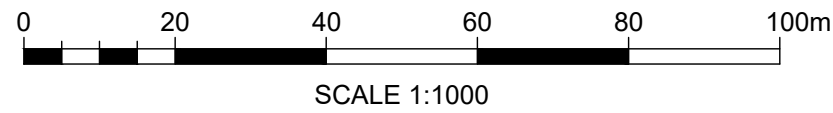
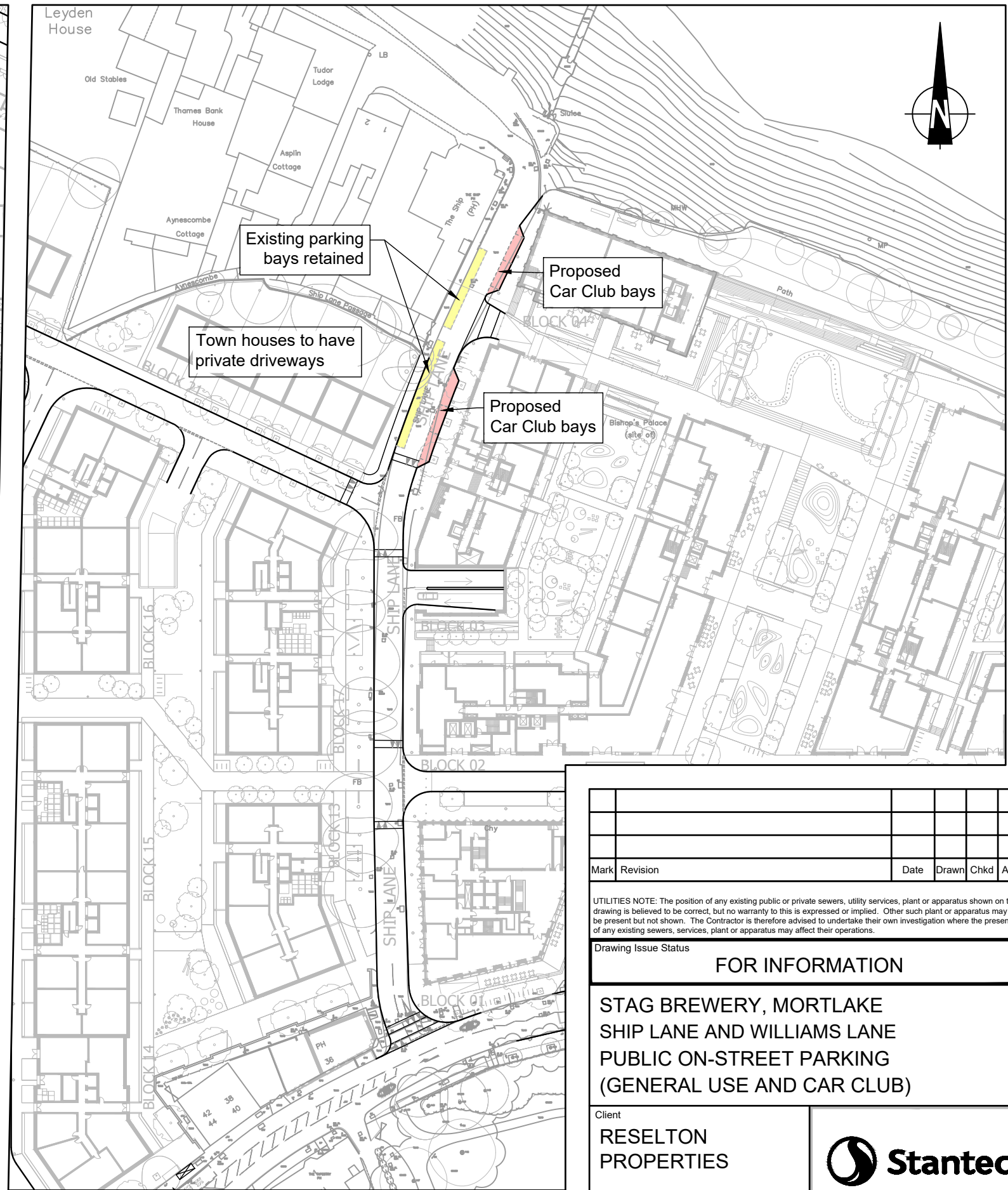
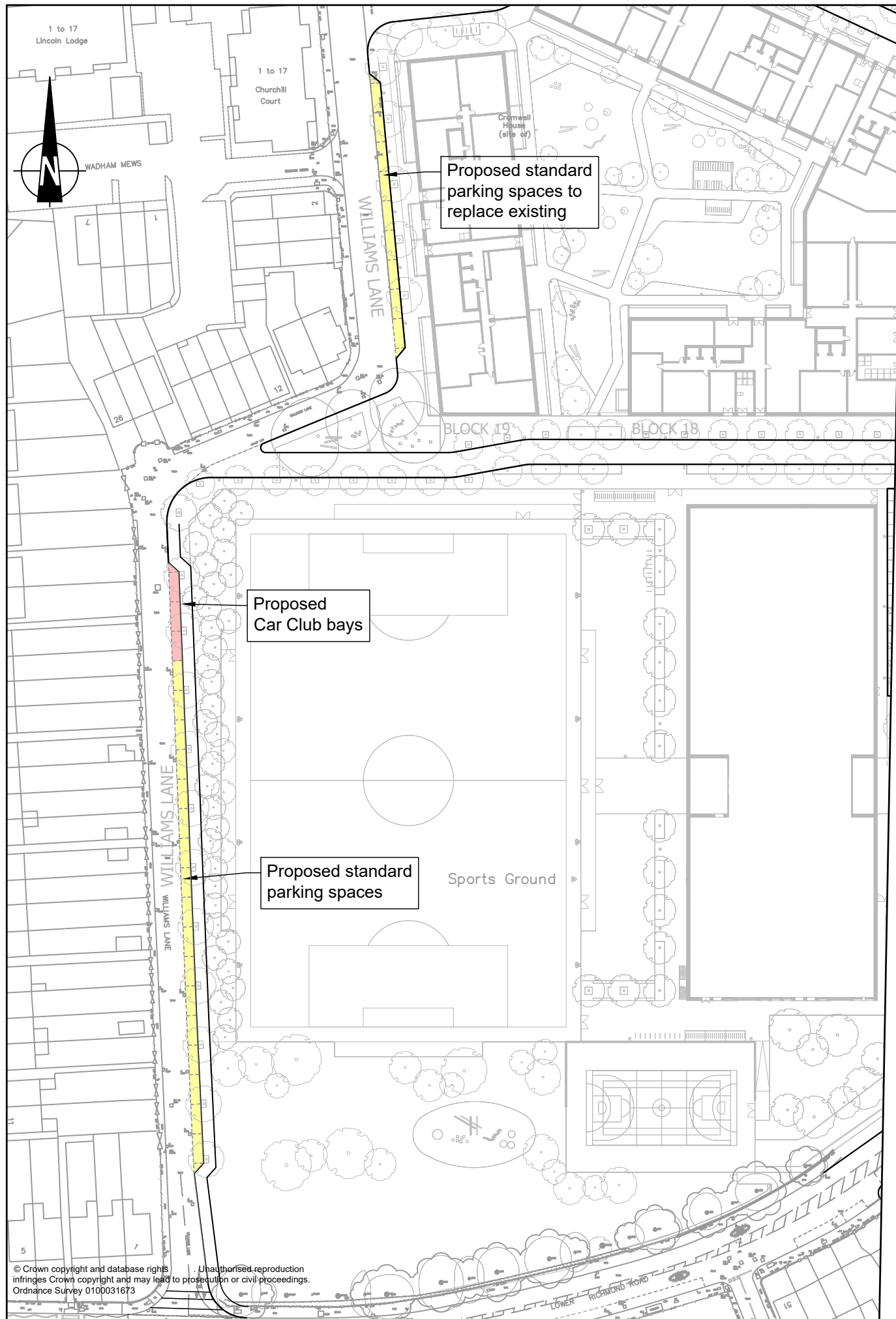
D	Masterplan updated incorporating parking bay fire walls	03.11.23	REM	GD	GD
C	Masterplan and tracking updated	26.10.23	REM	GD	GD
B	Masterplan updated	22.07.22	REM	PW	PW
A	Masterplan updated	04.03.22	REM	PW	PW
Mark	Revision	Date	Drawn	Chkd	Appd

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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		



Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status **FOR INFORMATION**

**STAG BREWERY, MORTLAKE
SHIP LANE AND WILLIAMS LANE
PUBLIC ON-STREET PARKING
(GENERAL USE AND CAR CLUB)**

Client
**RESELTON
PROPERTIES**

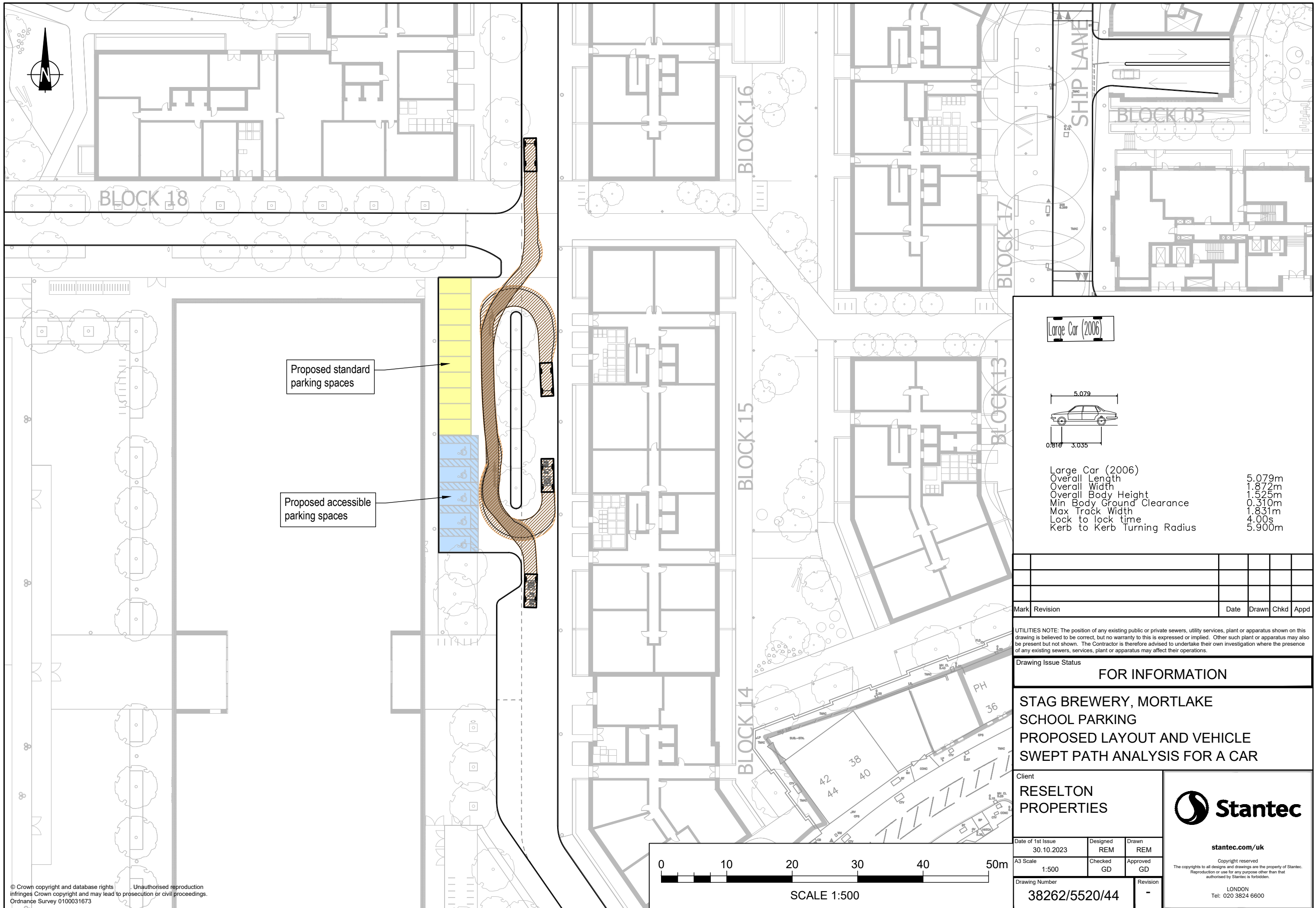


Date of 1st Issue	Designed	Drawn
30.10.2023	REM	REM
A3 Scale	Checked	Approved
1:1000	GD	GD

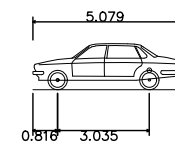
Drawing Number
38262/5520/43

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Large Car (2006)



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

Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR INFORMATION

**STAG BREWERY, MORTLAKE
SCHOOL PARKING
PROPOSED LAYOUT AND VEHICLE
SWEEP PATH ANALYSIS FOR A CAR**

Client
**RESELTON
PROPERTIES**



Date of 1st Issue	Designed	Drawn
30.10.2023	REM	REM

A3 Scale	Checked	Approved
1:500	GD	GD

Drawing Number	Revision
38262/5520/44	-

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