

VSM Estates (Uxbridge) Ltd

**Town Centre West,
St Andrew's Park**

Transport Statement

June 2023

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Contents

1	INTRODUCTION	2
2	SITE LOCATION AND CONTEXT	4
	Site Location.....	4
	Planning Context.....	6
3	PROPOSED AMENDMENTS AND ASSESSMENT	8
	Proposed Amendments.....	8
	Assessment of the Proposed Alterations	9
	Junction Visibility	10
	Swept Path Analysis	10
4	SUMMARY AND CONCLUSION	12
	Conclusion	13

Appendices

Appendix A	-	Original Spine Road Design
Appendix B	-	Proposed Spine Road Design
Appendix C	-	Vehicle Swept Path Analysis

1 INTRODUCTION

- 1.1 Caneparo Associates is appointed by VSM Estates (Uxbridge) Ltd ('the Applicant') to provide traffic and transport advice in relation to the wider redevelopment of St Andrew's Park, Uxbridge within the London Borough of Hillingdon ('LBH').
- 1.2 Planning permission was granted in January 2012 for a Hybrid planning application to deliver a mixed-use development on the former RAF Uxbridge base (Ref: 585/APP/2009/2752) which is now named St. Andrew's Park. The permission was amended in March 2015 (ref. 585/APP/2015/848).
- 1.3 The Hybrid permission enabled the delivery of 1,340 dwellings, 77 retirement units, 1,200 seat theatre, 13,860sqm offices, 2,850sqm retail, a 90-bed hotel, a three form entry primary school, a local centre to accommodate 150sqm retail and a 225sqm GP surgery.
- 1.4 Since planning permission was granted, VSM Estates (Uxbridge) Ltd have been collaborating with LBH to bring forward the various parcels of land across the masterplan, with several now completed and others benefitting from planning permission.
- 1.5 On 18th March 2022 RM consent ref. 585/APP/2016/4504 was granted for the following development:
- "Reserved matters (layout, scale, appearance and landscaping) for the erection of 294 dwellings and up to 469 sq.m of retail floorspace (use classes F.2, E and Public House/Takeaway (Sui Generis), formerly A1-5) development together with associated parking and landscaping within the Town Centre Extension (West) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015".*
- 1.6 A Deed of Variation to the s106 Agreement associated with consent ref. 585/APP/2015/84 was also issued on 18th March 2023. This confirmed that the Council did not wish to accept the transfer of the former Cinema building or the theatre site. The former Cinema building and theatre site were not included within the TCW RM boundary; however, the approved scheme was historically designed to ensure that servicing and delivery access to the theatre site could be obtained from the access road which runs north from Burton Road. The access road was approved under the RM consent as was originally designed to accommodate HGVs associated with the proposed theatre use.
- 1.7 A spine road was permitted as part of the TCW scheme to connect between Burton Road to the south and Churchill Road to the north east.

- 1.8 A non-material amendment (NMA) to the TCW RM is now sought to rationalise the road layout and reflect the fact that the theatre scheme will no longer be delivered as agreed with LB Hillingdon via the S106 DoV (ref. 585/APP/2015/84). The design of the spine road approved under the TCW RM allowed for access to a turning area (located outside the TCW RM boundary) associated with the proposed theatre; which is no longer required. This NMA relates to the spine road only.
- 1.9 This report has been prepared to provide information regarding the proposed non-material alterations to the spine road. It demonstrates that the proposed alterations to the spine road are acceptable and accommodate positive changes to reflect the different access that is needed from the road.
- 1.10 The remainder of this report is structured as follows:
- Section 2 summarised the site location and the planning context for the original design of the spine road.
 - Section 3 outlines the proposed alterations of the spine road and assesses the associated impacts; and,
 - Section 4 provides a summary and conclusions.

2 SITE LOCATION AND CONTEXT

Site Location

- 2.1 The TCW development site is located approximately 500m southeast of Uxbridge Town Centre. The proposed TCW site is located to the east of St Andrews Roundabout, Park Road, and Hillingdon Road and to the south of St Andrews Road.
- 2.2 The TCW site encompasses the area of land shown in red within **Figure 2.1** below, extracted from the 2016 reserved matters application (RMA) for TCW. The TCW site encompasses the area of land across the northern side of Burton Road and the eastern side of Churchill Road.
- 2.3 It is noted that the southern portion of the TCW site, known as 'Land East of Mons' (LEM) has been subject to a separate planning application (ref: 2017/2819) which supersedes the associated land parcel shown within the 2016 RMA for TCW.

Planning Context

- 2.4 The land to the north and west of the TCW site (i.e. the land between TCW and Hillingdon Road / the B483) is the final parcel of land that remains undeveloped or without the benefit of a detailed planning permission within St Andrews Park and is known as Town Centre Extension East (TCE).
- 2.5 As part of the 2012 Hybrid consent, the TCE site was envisaged to accommodate 1,200 seat theatre, 13,860sqm offices, the retention of the Cinema building and retail uses. It is no longer proposed that a theatre and office development is brought forward for this parcel of land as agreed with LB Hillingdon via the S106 DoV (ref. 585/APP/2015/84).
- 2.6 The spine road approved under the TCW RM consent was designed to be a two-way road (5.5m wide with 1.8m footway on both sides) until the point where it was approximately opposite TCW Block 3 and the northern extent of a significant area of hardstanding that was proposed to be constructed on the western side of the road.
- 2.7 The hardstanding on the western side of the spine road was designed to accommodate 16.5m articulated lorries which would be necessary to service the theatre and enable them to turn around and exit to Burton Road to the south in forward gear.
- 2.8 To the north of the turning area, the spine road would narrow and become a one-way road (4.8m wide carriageway) permitting northbound vehicle movements only and benefit from a footway across the eastern side of the road to serve TCW.
- 2.9 The spine road was designed to provide future access to the TCE site, whilst providing pedestrian and vehicular access to the Mons building, and waste vehicle and fire vehicle (in addition to pedestrian and cyclist) access to the TCW site.
- 2.10 The General Arrangement Plan illustrating the design of the spine road approved as part of the 2016 RMA is illustrated in **Figure 2.2** below with a copy included at **Appendix A**.

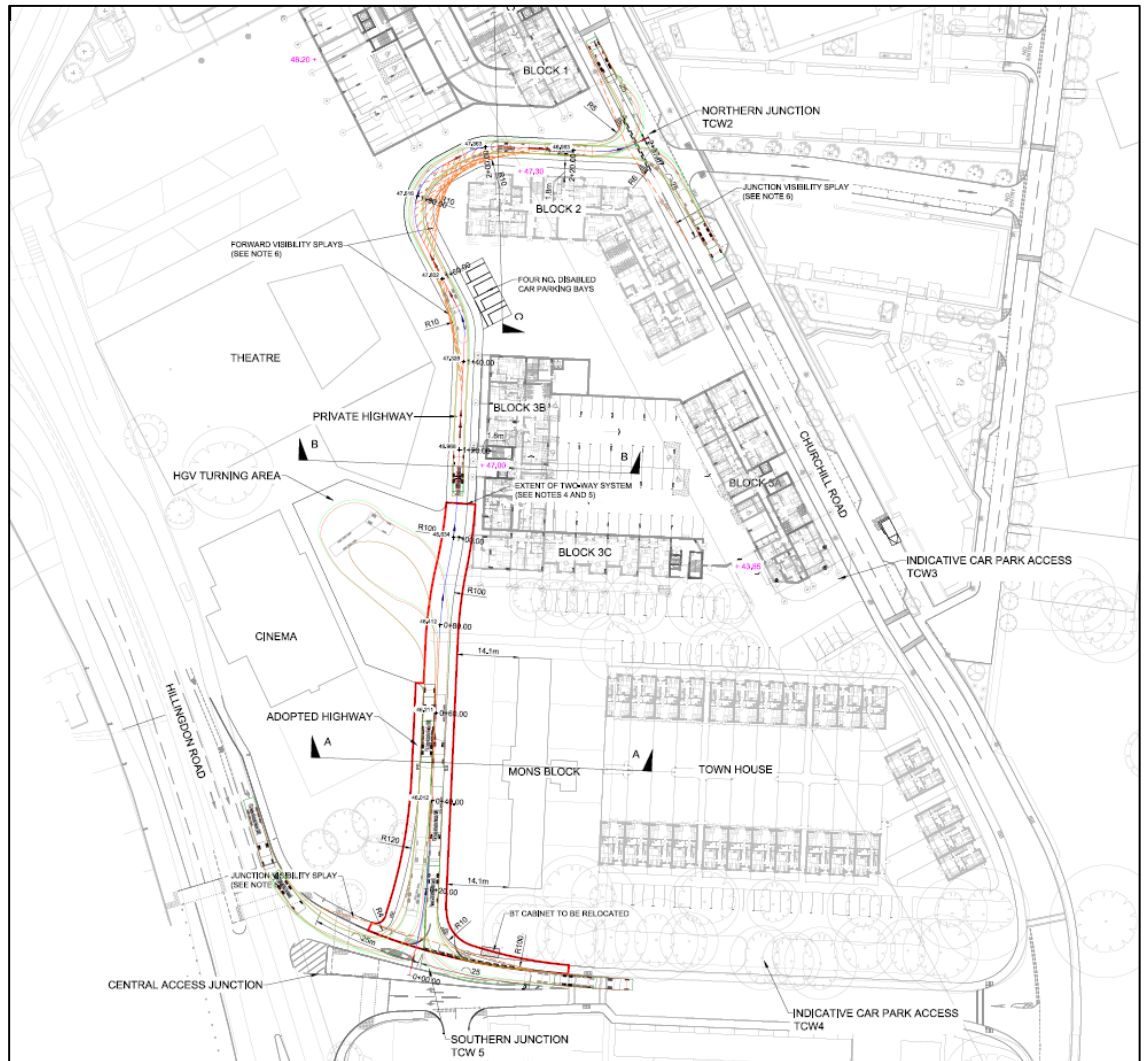


Figure 2.2: Approved Spine Road General Arrangement

3 PROPOSED AMENDMENTS AND ASSESSMENT

Proposed Amendments

- 3.1 The Applicant wishes to make non-material alterations to the spine road permitted as part of the TCW site to reflect the change in approach associated with the delivery of the TCE site as agreed with LB Hillingdon.
- 3.2 As set out previously, it was originally envisaged that the spine road would serve the existing Cinema building which would be repurposed in addition to the construction of a 1,200 seat theatre which would require a significant area of hardstanding to be constructed across the western side of the road opposite Block 3C of TCW to accommodate its servicing requirements.
- 3.3 A theatre will no longer be pursued to be delivered on the TCE site, and, as such, the spine road approved under the TCW RM consent is significantly over engineered as it was designed to accommodate two-way movements of 16.5m articulated lorries.
- 3.4 As seen in **Figure 2.2**, the need to accommodate these vehicles necessitated a very wide junction with Burton Road, measuring approximately 12m in width between the proposed tactile paving for pedestrians crossing east to west along Burton Road. Whilst the southern section of the spine road was designed to be a minimum 5.5m wide carriageway to accommodate two-way vehicle movements, it was wider than 5.5m for the first c.40m length.
- 3.5 As it is no longer necessary for the spine road to accommodate articulated lorries, the spine road has been redesigned to reduce its width to 5.5m along the entire length where two-way vehicle movements are proposed, and will return to a 4.8m wide carriageway at the northern end of the Mons Building where the road will allow one-way movements in a northbound direction only, in accordance with the principles of the original design.
- 3.6 This design approach ensures two-way vehicle movements are maintained for the Mons Building and the Cinema building in accordance with the original permission.
- 3.7 In accordance with the original design, the spine road will accommodate a 1.8m wide footway on either side of the carriageway where two-way vehicles are accommodated (5.5m wide carriageway). A 1.8m wide footway will be provided across the eastern side of the carriageway where one-way working is proposed (4.8m wide carriageway).

3.8 The alterations to the spine road are solely focussed upon the section of the road which was designed to accommodate two-way vehicle movements (i.e. the section of carriageway between Burton Road and TCW Block 3C). The proposed spine road does not amend the design of the spine road north of TCW Block 3C where the one-way working was originally anticipated to begin, and, as such, the northern section of the spine road will remain as originally designed and agreed, including the alignment of the road to ensure forward visibility along the road and junction visibility with Churchill Road is unaffected.

3.9 A copy of the General Arrangement Plan illustrating the revised spine road design is included at **Appendix B**.

Assessment of the Proposed Alterations

3.10 The proposed non-material amendments will result in the delivery of a number of benefits whilst aligning with the principles of the design as originally proposed which can be summarised as follows:

- Vehicle speeds across St Andrews Park have been a known issue which VSM are actively collaborating with LBH to address through design alterations and management. A reduced carriageway width for the southern section of the spine road will act to promote slower speeds than the original design.
- If the spine road was delivered in its original design, the excessive width of the southern section of the carriageway could act to promote unsafe and unwanted parking practices as vehicles could take advantage of the additional width for parking.
- The proposed alterations will significantly reduce the width of the spine road junction with Burton Road from 12m to 6m which will greatly reduce the crossing distance for pedestrians travelling east to west on Burton Road.
- The arrangement of the junction with Burton Road remains unaffected whereby it will remain a left-in / left-out arrangement, in accordance with the original design.
- The spine road will retain two-way working for the southern section of the road and one-way working for the northern section, in accordance with the original design.

- The proposed dimensions of the carriageway will remain in accordance with the original design with a 5.5m wide carriageway complemented by 1.8m wide footways where the road will be two-way and a 4.8m wide carriageway with an eastern 1.8m wide footway where it will operate in a one-way direction.
- The original design necessitated the relocation of a BT cabinet at the junction with Burton Road as a consequence of the width of the access. The cabinet will no longer need to be relocated and, as such, the associated disruption to existing residents will not need to occur.

3.11 The proposed alterations to the spine road are considered to align with the principals of Policy DMT1 (Managing Transport Impacts) of the Hillingdon Local Plan Part 2. The proposals will reduce the dominance of the carriageway which reduces the potential for higher vehicle speeds and unsafe parking practices whilst improving the environment for walking and cycling which directly responds to each of the five requirements of the policy which reads as follows:

“A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to: i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development; ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users; iii) provide equal access for all people, including inclusive access for disabled people; iv) adequately address delivery, servicing and drop-off requirements; and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network”.

Junction Visibility

3.12 The proposed alterations to the spine road maintain appropriate visibility splays in accordance with the original permission, complying with a design speed of 20mph and providing a junction visibility splay of 2.4m x 25m in either direction.

Swept Path Analysis

3.13 Vehicle swept path analysis has been undertaken to demonstrate the suitability of the proposed amendments to accommodate LBH waste collection vehicles. A copy of the associated drawings are included at **Appendix C**.

3.14 Vehicle swept path analysis has not been undertaken for the northern section of the spine road as it remains unchanged from that originally permitted. For completeness, a copy of the swept path analysis extracted for the General Arrangement Plan prepared by Atkins to support the 2016 RMA is included at Figure 3.1 below.

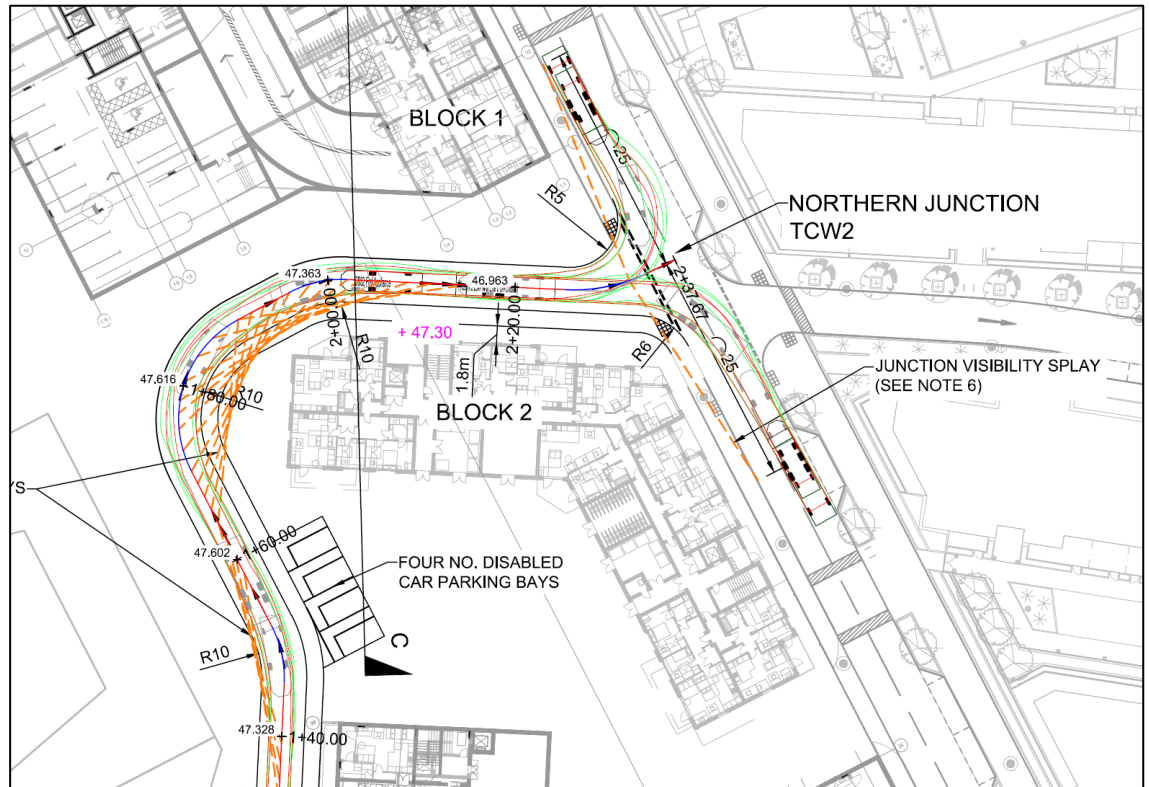


Figure 3.1: Swept Path Analysis for Northern Section of Spine Road (extracted from 2016 RMA)

4 SUMMARY AND CONCLUSION

- 4.1 Caneparo Associates is appointed by VSM Estates (Uxbridge) Ltd ('the Applicant') to provide traffic and transport advice in relation to the wider redevelopment of St Andrew's Park, Uxbridge within the London Borough of Hillingdon ('LBH').
- 4.2 Planning permission was granted in January 2012 for a Hybrid planning application to deliver a significant mixed-use development on the former RAF Uxbridge base (Ref: 585/APP/2009/2752) which is now named St. Andrew's Park. The permission was amended in March 2015 (ref. 585/APP/2015/848).
- 4.3 On 18th March 2022 RM consent ref. 585/APP/2016/4504 was granted for the following development:
- "Reserved matters (layout, scale, appearance and landscaping) for the erection of 294 dwellings and up to 469 sq.m of retail floorspace (use classes F.2, E and Public House/Takeaway (Sui Generis), formerly A1-5) development together with associated parking and landscaping within the Town Centre Extension (West) Phase of planning permission ref. 585/APP/2015/848 dated 21-12-2015".*
- 4.4 A Deed of Variation to the s106 Agreement associated with consent ref. 585/APP/2015/84 was also issued on 18th March 2023. This confirmed that the Council did not wish to accept the transfer of the former Cinema building or the theatre site. The former Cinema building and theatre site were not included within the TCW RM boundary however the approved scheme was historically designed to ensure that servicing and delivery access to the theatre site could be obtained from the access road which runs north from Burton Road. The access road was approved under the RM consent as was originally designed to accommodate HGVs associated with the proposed theatre use.
- 4.5 A spine road was permitted as part of the TCW scheme to connect between Burton Road to the south and Churchill Road to the north east, providing direct access to the TCW site, in addition to the Mons Building and the final phase of the St Andrews Park development known as Town Centre Extension East (TCE).

4.6 Non material amendments are sought as part of this planning application to make changes to the spine road prior to its construction to deliver a road that reflects the needs for TCW in addition to the aspirations for the TCE site which will not be brought forward as originally envisaged as part of the original Hybrid application approved in 2012. No changes are sought to any other element of the permitted development for TCW.

4.7 The proposed alterations to the spine road align with the principals of the original design (carriageway widths / visibility / routing) but enable the width of the road to be reduced as it is no longer designed to accommodate articulated lorries. The proposed alterations will result in a number of benefits summarised as follows:

- Reducing the potential for higher vehicle speeds along the spine road;
- Reducing the potential for unsafe parking practices to occur;
- Maintaining appropriate access for fire vehicles and waste vehicles along the length of the road;
- Reducing the dominance of the road within the urban realm;
- Reducing the crossing width for pedestrians travelling along Burton Road; and,
- Reducing the potential disruption associated with the relocation of telecommunication utilities in comparison to the original design.

Conclusion

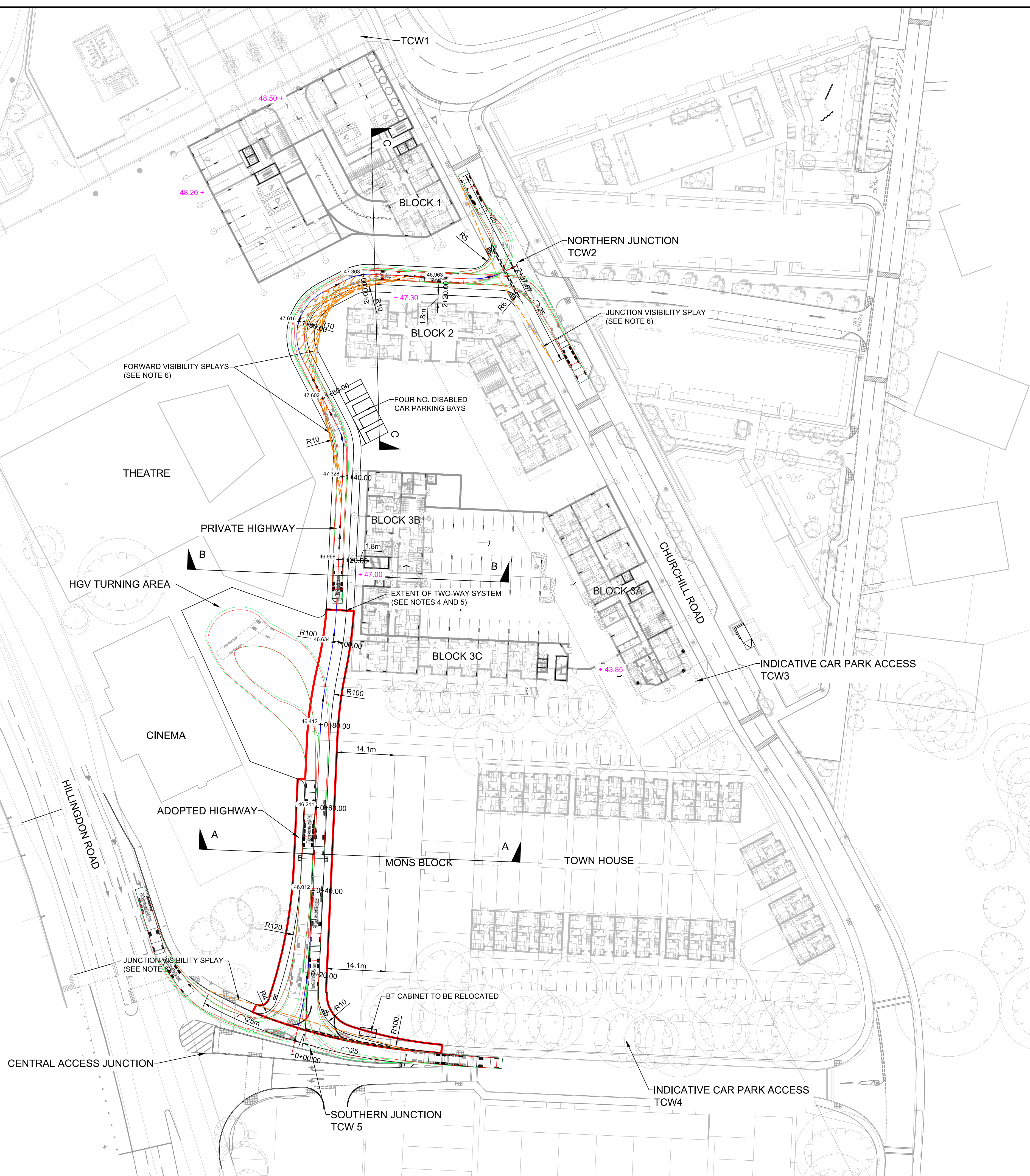
4.8 In light of the above, it is concluded that the planning application proposal is acceptable in traffic and transport terms. Taking into consideration the benefits of the development, it is considered to be consistent with relevant transport policy guidance and meets the key test of the NPPF at Paragraph 111, which states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

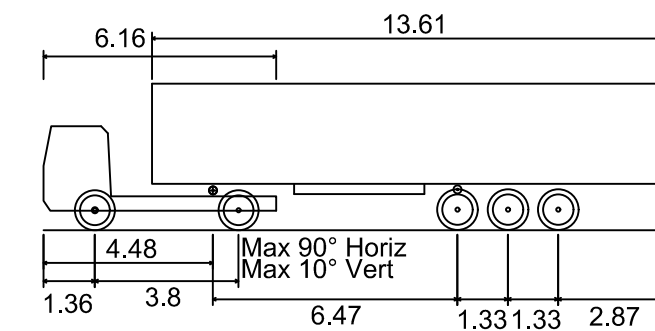
4.9 The proposed amendments will not result in any material changes to the approved development at TCW and will ensure a road layout suitable for the emerging development is delivered.

APPENDIX A

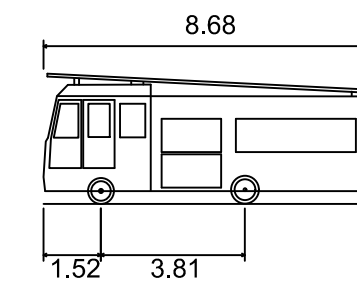
0 10 100
Metres



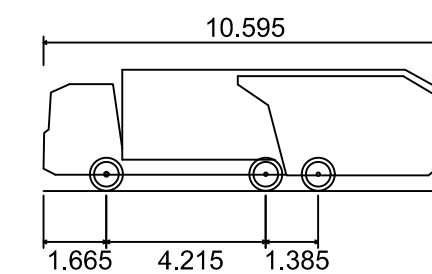
DO NOT SCALE



FTA Design Articulated Vehicle (1998)
Overall Length 13.61m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to Lock Time 3.00s
Kerb to Kerb Turning Radius 6.550m

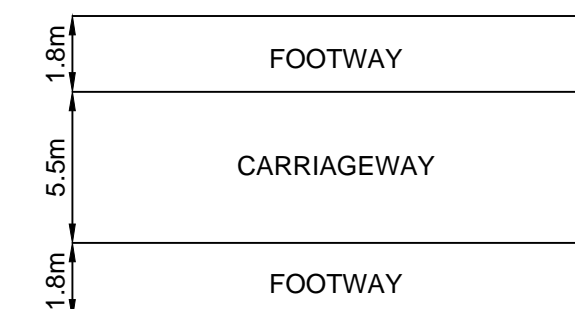


DB32 Fire Appliance
Overall Length 8.68m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to Lock Time 2.00s
Kerb to Kerb Turning Radius 7.910m

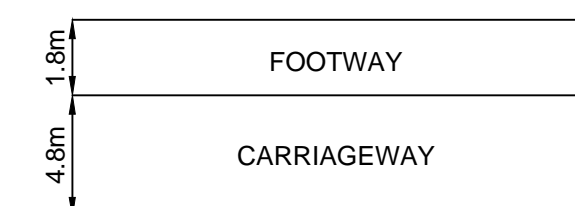


Phoenix 2-23W (with Elite 2 6x4 chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to Lock Time 2.00s
Kerb to Kerb Turning Radius 9.250m

TYPICAL TWO-WAY HIGHWAY SECTION:
(ADOPTED HIGHWAY)



TYPICAL ONE-WAY HIGHWAY SECTION:
(PRIVATE HIGHWAY)



NOTES:

- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.
- HGV ACCESS/EGRESS IS PROPOSED FROM THE SOUTHERN JUNCTION ONLY. HGVs ARE TO BE PROHIBITED TRAVELLING NORTH AS HGVs MOVEMENTS WOULD REQUIRE SIGNIFICANT HIGHWAY GEOMETRY IMPROVEMENTS ALONG THE LINK ROAD AND THE NORTHERN JUNCTION TO FACILITATE THIS. THIS IS CAUSED BY THE FORWARD VISIBILITY OBSTRUCTION FROM BLOCK 2 AND THE GIVEN HIGHWAY CORRIDOR.
- A TURNING AREA HAS BEEN PROVIDED TO ALLOW FOR A HGV TO PERFORM A TURN OR A REVERSE MANOEUVRE TO SERVE THE THEATRE AND CINEMA.
- THE NORTHERN SECTION OF HIGHWAY (NORTH OF THE TURNING AREA) IS PROPOSED AS A PRIVATE ONE-WAY SYSTEM. THE GEOMETRY OF THE HIGHWAY HAS BEEN DESIGNED SO THAT A REFUGEE VEHICLE AND FIRE TENDER CAN TRACK THE ROUTE SAFELY AND WITH EASE.
- THE SOUTHERN SECTION OF THE HIGHWAY (SOUTH OF THE TURNING AREA) IS PROPOSED AS A TWO-WAY SYSTEM WHICH IS TO BE ADOPTED UNDER A SECTION 38 AGREEMENT.
- VISIBILITY SPLAYS ARE FOR A DESIGN SPEED OF 20mph. THIS RELATES TO A JUNCTION SPLAY OF 2.4m x 25m AND FORWARD SPLAYS OF 25m.
- THE FRONTAGE OF THE MONS BLOCK (14.1m WIDTH) HAS BEEN MAINTAINED BASED ON APPROVED DRAWING NUMBER 3300-25-301 REV B DATED 24/11/2009 BY SHEPPARD ROBSON LTD.
- THE FRONTAGE OF BLOCKS 1, 2 AND 3 (1.8m WIDTH) HAS BEEN MAINTAINED BASED ON BDP DRAWING 400101-BDP-16-00-DR-A-0002 DATED 15/11/2016
- FOR SECTIONS AND VERTICAL ALIGNMENT REFER TO DRAWING 5105977-ATK-UBX-TCW-DR-5004

KEY:

PROPOSED ADOPTION BOUNDARY UNDER SECTION 38 AGREEMENT SUBJECT TO THE APPROVAL OF THE COUNCIL

+ 47.00 PROPOSED FINISHED LEVEL PROVIDED BY ARCHITECT (TCW PRIVATE GARDEN LEVELS 09.11.16)

46.012 INDICATIVE PROPOSED FINISHED ROAD CENTRELINE LEVEL

P3	02/12/16	PROPOSED ROAD LEVELS ADDED	JH	CN	KMR
P2	29/11/16	CENTRE LINE AND SECTIONS ADDED	JH	CN	KMR
P1	22/11/16	FIRST ISSUE FOR INFORMATION	HS	CN	KMR
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status	FOR INFORMATION	Suitability	S2
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ATKINS	The Axis 10 Holliday Street Birmingham B1 1TF
Copyright © Atkins Limited (2016)	Tel: +44 (0)1214 835000 Fax: +44 (0)1214 835252 www.atkinsglobal.com

Client	VSM ESTATES LTD
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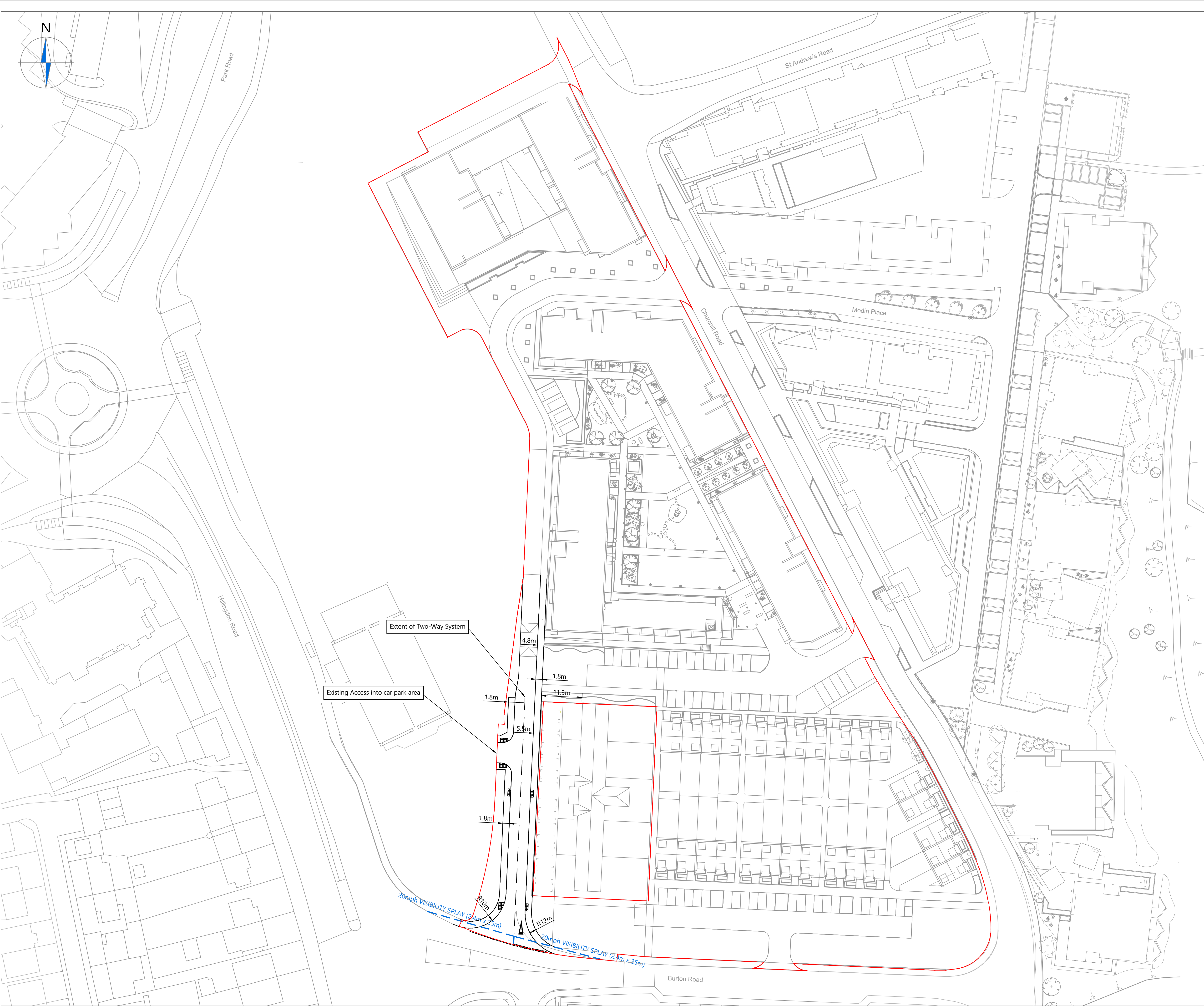
Project Title	UXBRIDGE
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Drawing Title	TOWN CENTRE WEST GENERAL ARRANGEMENT OUTLINE DESIGN
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Scale	Designed	Drawn	Checked	Authorised
1:500	HS	HS	CN	KMR
Original Size	Date	Date	Date	Date
A1	21/11/16	21/11/16	21/11/16	22/11/16

Drawing Number	Revision
5105977-ATK-UBX-TCW-DR-5000	P 3

APPENDIX B



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

SITE BOUNDARY

20mph VISIBILITY SPLAY (2.4m x 25m)

DUpdated to Client commentsAFGCC07.06.2023

CUpdated to Client commentsAFGCC07.06.2023

BUpdated to Client commentsAFGCC06.06.2023

ASite Boundary AddedAFGCC05.06.2023

RevDetails

REVISION HISTORY

DrawnCheckedDate

Status:

☒ Preliminary

☐ Detailed

☐ As Built

Client:

VSM Estates (Uxbridge) Ltd

Project:

Uxbridge

Drawing Title:

Proposed General Arrangement Plan

Scale:

1:500

Size:

A1

Drawn by:

AFG

Checked by:

CC

Approved by:

CC

Date:

30.05.2023

CANEPARO

ASSOCIATES

Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

4985

Drawing No:

001

Sheet:

1 of 1

Rev:

D

APPENDIX C

PHOENIX 2-23W WITH ELITE 6X4 CHASSIS

10.52

1.665

4.215

1.385

Overall Length

10.520m

Overall Width

2.530m

Overall Body Height

3.211m

Min Body Ground Clearance

0.416m

Track Width

2.530m

Lock to Lock Time

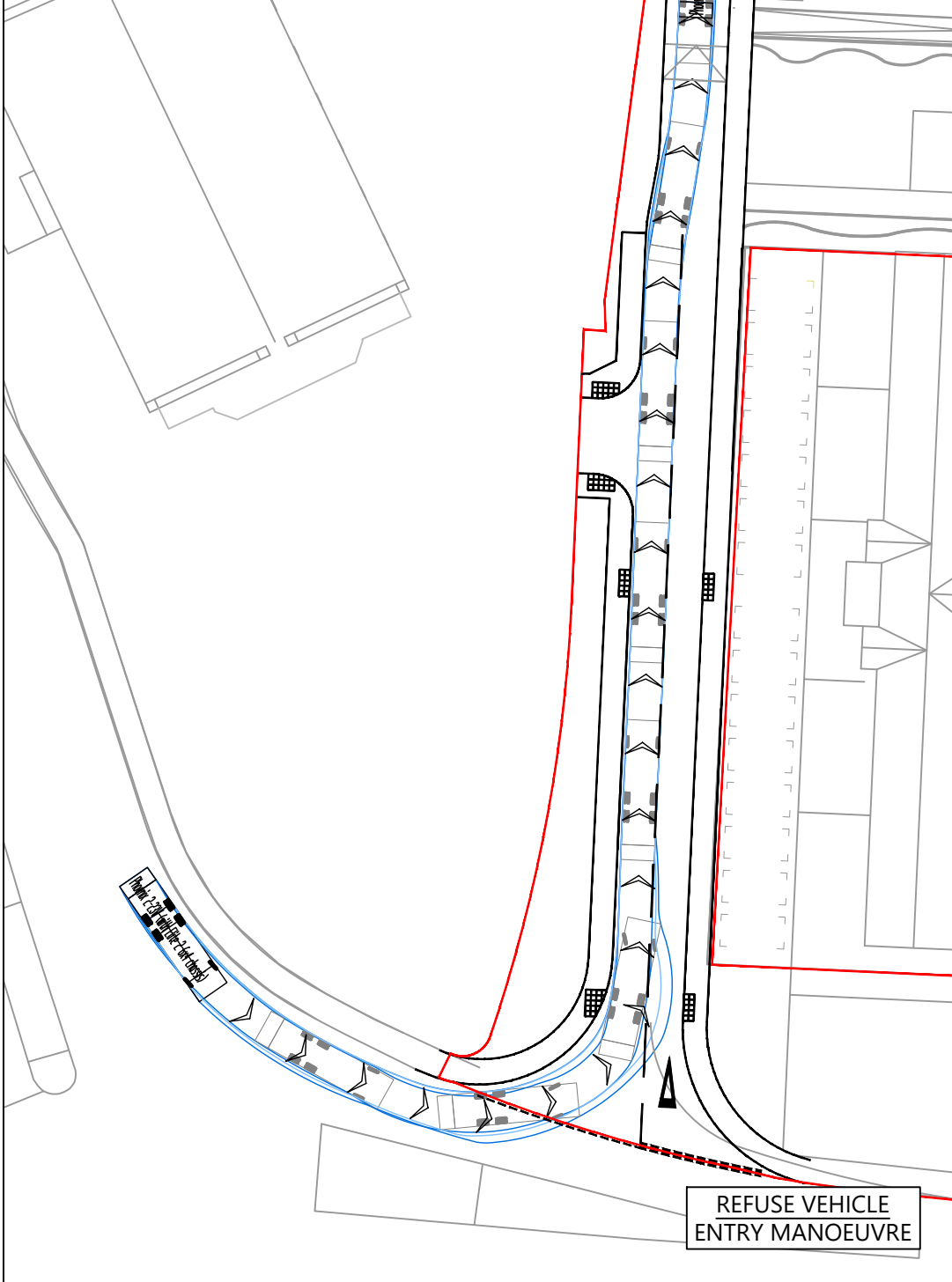
4.00s

Kerb to Kerb Turning Radius

9.950m

Forward Gear

Reverse Gear



PUMPING APPLIANCE

7.9

1.5

4.4

Overall Length

7.900m

Overall Width

2.500m

Overall Body Height

3.300m

Min Body Ground Clearance

0.140m

Track Width

2.500m

Lock to Lock Time

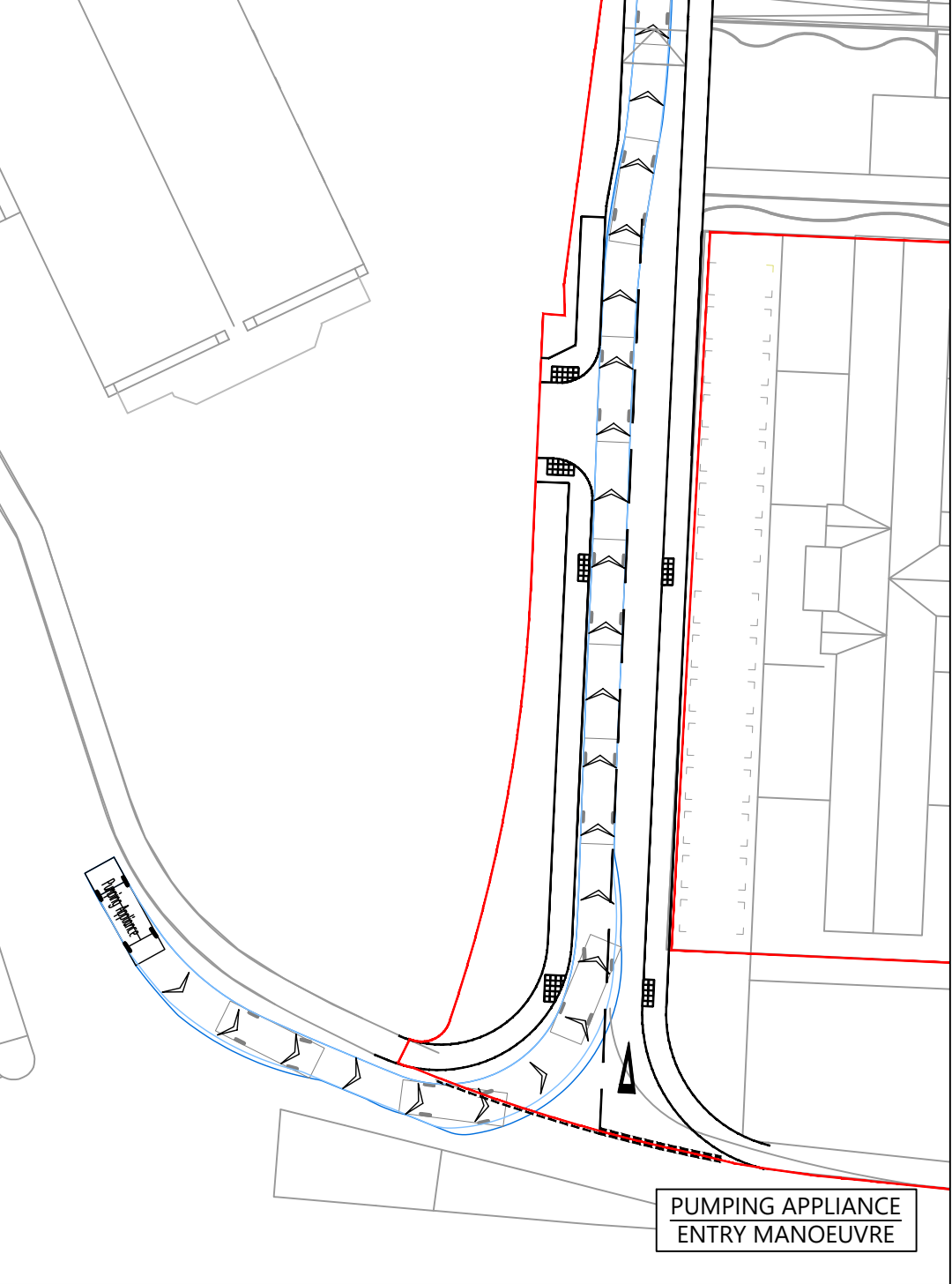
4.00s

Kerb to Kerb Turning Radius

7.750m

Forward Gear

Reverse Gear



NOTES

1. This drawing to be read & printed in colour.

2. This drawing is for illustrative purposes only.

3. Design speed for all vehicle swept paths is 5kph.

4. Stationary steering has not been used on this drawing.

KEY:

SITE BOUNDARY

C Updated to Client comments

B Updated to Client comments

A Site Boundary Added

AFG

AFG

AFG

CC

CC

CC

07.06.2023

06.06.2023

05.06.2023

Rev

Details

REVISION HISTORY

Drawn

Checked

Date

Status:

☒ Preliminary

☐ Detailed

☐ As Built

Client:

VSM Estates (Uxbridge) Ltd

Project:

Uxbridge

Drawing Title:

Vehicular Swept Path Analysis for Proposed General Arrangement

Scale:

1:500

Size:

A3

Drawn by:

JS

Checked by:

CC

Approved by:

CC

Date:

01.06.2023

CANEPARO ASSOCIATES

Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

4985

Drawing No:

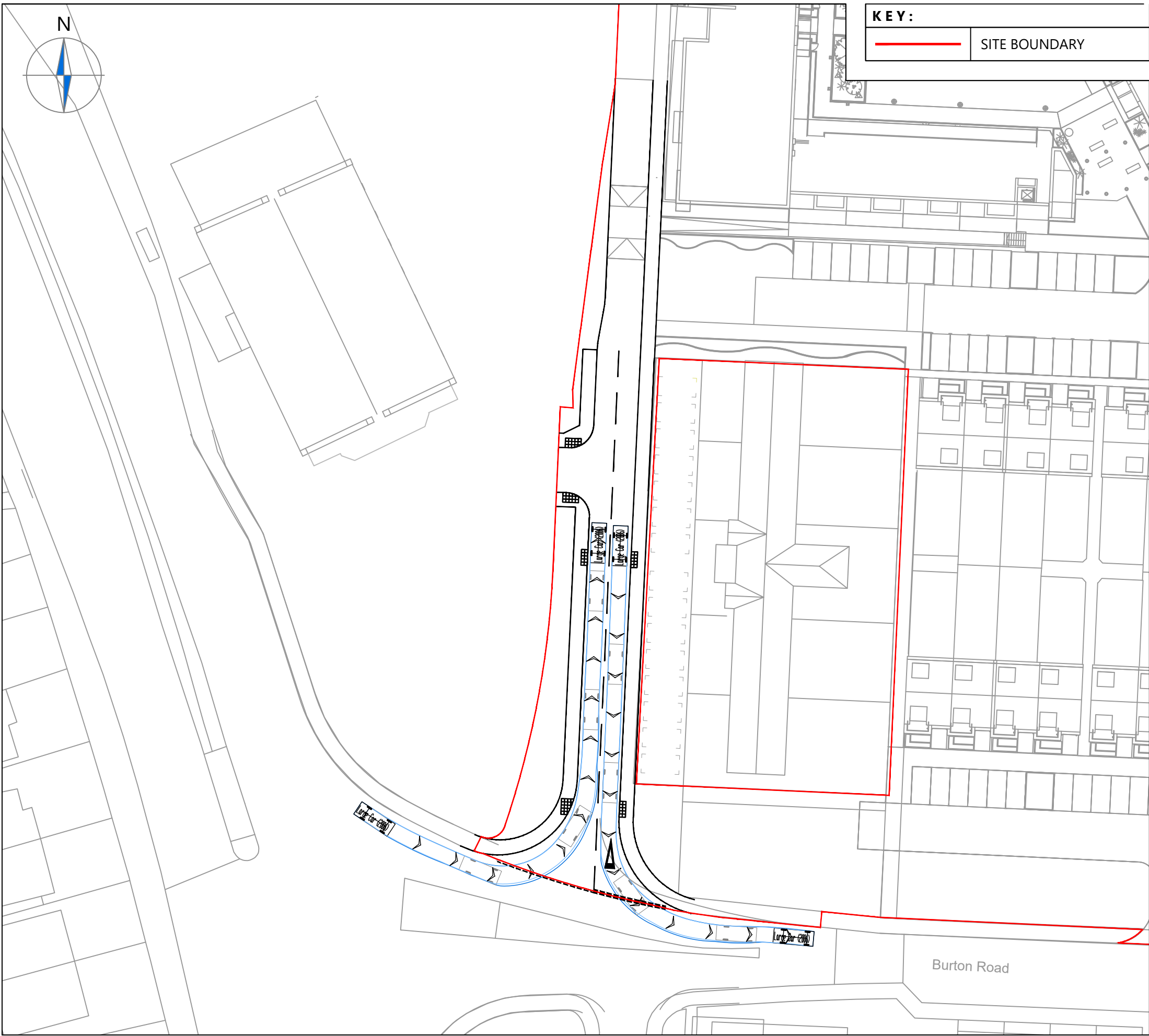
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Sheet :

1 of 2

Rev:

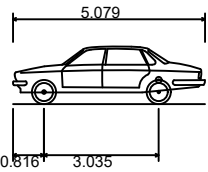
C



NOTES

- 1. This drawing to be read & printed in colour.
- 2. This drawing is for illustrative purposes only.
- 3. Design speed for all vehicle swept paths is 5kph.
- 4. Stationary steering has not been used on this drawing.

LARGE CAR



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



Forward Gear



Reverse Gear

C	Updated to Client comments	AFG	CC	07.06.2023
B	Updated to Client comments	AFG	CC	06.06.2023
A	Site Boundary Added	AFG	CC	05.06.2023

Rev	Details	Drawn	Checked	Date
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REVISION HISTORY

Status: ☒ Preliminary ☐ Detailed ☐ As Built

Client:

VSM Estates (Uxbridge) Ltd

Project:

Uxbridge

Drawing Title:

Vehicular Swept Path Analysis for
Proposed General Arrangement

Scale: 1:500 Size: A3

Drawn by: JS Checked by: CC Approved by: CC Date: 01.06.2023



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4985	TR003	2 of 2	C