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# CAR PARK MANAGEMENT PLAN

## The Charter, Bank Street, Gravesend

October 2025

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## 1. Purpose & Scope

This document has been prepared to satisfy Planning Condition 32 (Planning ref:20200343), setting out the arrangement and management of public and private car parking spaces within the multi-storey car park.

## 2. Car Park Provision & Allocation

The multi-storey car park, which is being delivered as part of the Charter residential development in Gravesend, will consist of 186 car parking spaces and 6 motorcycle bays arranged over 6 floors (split-level).

Parking provision within the car park is split between public, residential and medical centre users with controls in place for each. The breakdown of these is as follows:

Public Parking (floors 0A to 3A)

- 101 car parking bays (including 8 accessible bays)
- 2 motorcycle parking bays

Residential Parking (floors 3B to 5B)

- 76 car parking bays (including 8 accessible bays)
- 4 motorcycle parking bays

Medical Centre Parking (floor 0A)

- 9 car parking bays

Car parking layout plans are provided in Appendix 4 for reference

## 3. Management Systems

Access controls and payment systems will be provided by Sagoss. This will include an entry flow plate, roller shutters for out-of-hours use, ANPR cameras, payment provision and an exit barrier. To control access to the residential parking areas (located on the upper floors of the car park) there will be a barrier with ANPR recognition on the up ramp and a one-way flow plate on the down ramp.

Refer to Appendix 1 for Sagoss system details.

## 4. Public Car Park Management

The public car park will be managed by Gravesham Borough Council in line with their town centre parking management strategy.

The ANPR system will record car registration plates upon entry and parking bays are provided on levels 0A, 0B, 1A, 1B, 2A, 2B and 3A. Payment methods are paperless and will include 2 payment machines located at ground floor level or via the online portal or app. When payment has been made the ANPR camera will recognise the car registration and lift the exit barrier. Alternatively, payment can be made at the exit barrier by a contactless payment point or call to the management centre.

### Hours of operation

The car park will be open for public use 24/7 and charges will apply at all times.

### Tariffs

**Charges apply at all times**

| | |
|---|---|
| Up to 1 hour | £2.00 |
| Up to 2 hours | £3.00 |
| Up to 3 hours | £4.00 |
| Up to 4 hours | £5.00 |
| Over 4 hours (up to 24 hours) | £8.50 |

**Disabled Persons Badge Holders**

| | |
|---|---|
| Up to 3 hours | Zero charge |
| Up to 4 hours | £5.00 |
| Over 4 hours (up to 24 hours) | £8.50 |

**Season Permits**

| | |
|---|---|
| 1 month | £155 |
| 3 months | £440 |
| 6 months | £831 |
| 12 months | £1564 |

**Payment Methods**

Pay at pay station by coin or card, pay via autopay or by season permit.

## 5. Residential Car Park Management

The allocation and management of residential parking bays will be overseen by the residential management company, Touchstone. This will be done on a parking permit basis (managed by Touchstone) and logging the registration details onto the Sagoss system for ANPR access recognition.

The 76 residential car parking bays are provided on levels 3B, 4A, 4B, 5A and 5B with independent barrier / ANPR access provision on the up-ramp from the public car parking levels. This will prevent non-resident permit holders from accessing the upper floor residential parking levels. To prevent any unauthorised access up the down-ramp from the residential parking levels a one-way flow plate will be installed.

Residents with parking permits that are registered on the ANPR system will have 24 hour access to the car park along with access control cards to gain entry and egress from the pedestrian stair cores.

Refer to Appendix 2 for Touchstone's parking policy document.

## 6. Medical Centre Car Park Management

Nine car parking spaces are being provided in the multi-storey car park to replace dedicated surface level car parking spaces which were leased to the Medical Centre by Gravesham Borough Council and removed to enable the development.

These 9 spaces will be provided on the entry ground level 0A so that they are in close proximity to the Medical Centre on New Swan Yard. A lockable drop-bollard will be positioned in front of each parking bay which can be unlocked by the registered user.

Registered vehicles will gain automatic entry to the car park, free parking and automatic egress at the exit barrier. The system also allows access out of hours.

## **Appendix 1:** Sagoss Management System

# The Charter (Gravesend)

**Multi Story Car Park Management System.**

**Re: CC 1087-CUR-GD Car Park Works.**

**June 11, 2025 – R5**



Mr Ken Denning,
Senior Quantity Surveyor,
Curo Construction Limited,
3-4 New Street,
London,
EC2M 4TP.

Dear Ken,

**Reference: The Charter Car Park – Gravesend, Kent.**

Please find below a revised proposal which has a high-speed roller shutter instead of a conventional roller shutter. Curo Construction now has a proposal which includes for two off high-speed shutters and two off conventional shutters.

The prices shown include for 2.5% M.C.D. on the CAPEX items.

Please contact me if you have any questions or would like additional information.

Yours sincerely,



Richard Parsons.

# Requirements.

Sagoss understands that the car park will feature the following.

- Allow 24hr access for residential parking.
- Ability to close the car park to public between set times (will require the lowering of the entry shutter as the site has flow plates.
- Prevent public parking in medical centre spaces (outside of main car park on roadside).
- This car park will accommodate 4 different user types.
    - 76 **Residential** only parking bays on levels 5A, 5B, 6A, 6B (8/76 bays are accessible)
    - 101 Town centre parking (**Public parking**) on levels 0A, 0B, 1A, 1B, 2A, 2B, 3A, 4A, 4B (8/101 bays are accessible)
    - Gravesend **Medical centre** designated spaces (9 spaces)
    - 6 **motorcycle** bays

# Proposed solution

**Entry.**

There will be flow-plates on entry and a roller shutter (no barrier). The ANPR camera will record the VRM (and associated data) of all vehicles entering the car park. The ANPR camera will send the date to the local Car Park Management Server which will synchronise the data with the cloud-based back office service.  The operation of the ANPR camera will be via a buried inductive loop and an associated control circuit.

There will be no rising arm barrier on the entry lane.

The roller shutter will be raised during peak times for example 08:00 to 20:00. The shutter will be lower during the other times. The shutter will feature a safety beam so that it will not lower onto a vehicle.

When the shutter is in operation, the final method of control will be agreed and configured by Sagoss. Below are some examples of possible conigurations.

1.
Raise for residents vehicles that have been registered on the whitelist.
2.

Raise for other vehicles that have been registered on the whitelist. For example a service vehicle that regularly visits the site.

3.
Raise for all vehicles and a charging operation will be maintained during the evening/night.

**Motorcycles.**

Sagoss notes that the site has a number of motorcycle bays. Motorcycles do not have a front facing VRM's. If the client is looking to charge motorcycles to park, then the system will require some additional features (second ANPR cameras at the entry and exit to capture the rear mounted VRM) to enable motorcycle charging.

If the motorcycle bays are for residents, then consideration must be given to the operation of the roller shutter during those time windows when the shutter will lowered as well as motorcycles that may have parking in the car park at say 16:00 but wish to leave at 21:00 when the shutters have lowered.

For residents, Sagoss could install a radio FOB system. The issue and return of the FOB's will require some form of management control. The FOB system could automatically operate the shutter at the entry and exit. The price of the control unit fitted to the entry and exit will be £774.00 (per shutter – Ex. VAT.). The FOB units are charged at £14.00 each. If a FOB is lost or stolen, then the FOB number can be deleted from the system. Sagoss will provide instruction on how to do this. This function cannot be done remotely. FOB holders (residents) will therefore be able to enter and exit the car park at anytime of their choosing. The FOB unit can also operate the barrier or sufficient room provided for motorcycles to drive past the exit barrier system.

Consideration should be given when a motorcycle (non-resident) need to exit the car park after the exit shutter has lowered. If the intercom system is to be attended at all times, the the riders of motorcycles could be requested to use the intercom service and the shutter can be remotely raised from the intercom's central desk station.

A push button could be provided which will raise the exit shutter. Vehicles (with parking fees) will still require the operation of the rising arm barrier to exit. It is often possible to provide enough room for a motorcycle to pass by the barrier (if free parking applies) and use an exit button to operate the shutter.

If motorcycles are required to pay then Sagoss could configure the exit ITSME station so that motorcycles are required to input their time of entry into the car park. The fee will be calculated and the rider can pay for their parking via a credit/debit card. Sagoss will be most happy to discuss this matter in more detail.

**Method of operation – Residents**

The Charter multistorey car park will include 76 'Residential only' parking bays. These are located on levels 5A, 5B, 6A, 6B (8/76 bays are accessible/Blue Badge bays).

Entry and exit of the residential levels will be enforced by a barrier on entry to level 4. To prevent vehicles attempting to gain unauthorised access to residential floors by driving up the 'down ramp', we will supply a 'one way' flow plate solution.

1) Driver approaches car park

- In hours – Entry Barrier will open automatically as Resident VRM details will be registered on a 'white-list'
- During out of hours times – the shutter door will be opened on capture of resident VRM via an external ANPR camera.

2) Driver goes to level 3-4. Internal ANPR camera captures resident vehicle, and raises barrier to level 4+

**3)** To exit the car park, driver will approach the exit barrier. This will automatically open on ANPR capture of resident VRM. This is because the resident is on the whitelist and/or has a valid visitor permit. If the shutter is in the down position then this will also raise.

**Method of operation – Medical Centre allotted parking spaces.**

As part of the aims of the car park is to help prevent parking near the medical centre. There will be 9 designated spaces for use by medical centre workers on level -1.

1) Medical centre vehicle approaches car park.
2) There is no entry barrier and so the vehicle will be able to enter the car park. The VRM of the vehicle will be recorded by the system.
3) Driver enters car park and parks within one of the 9 designated spaces for the medical centre on level -1 (these spaces are signposted)
4) There is the option to include a pole/bollard in front of each of the 9 designated medical centre parking spaces – these can be unlocked/dropped
5) If the vehicle is NOT registered on the medical centre whitelist, the medical centre will need to either whitelist the vehicle to receive free parking OR the vehicle user will have to pay at exit or at a kiosk.

**<u>Payment options</u>**

- Payment method is ticketless (uses ANPR virtual ticket/image) to handle payments

- 2 x payment machines located on ground-level lobby/entrance level
- Alternative payment (ITSME) at exit barrier to avoid need for non-payment bay
- Online portal and App to enable alternative payment / control of residential VRM via app

Payment options include:

- Pay station – 2 off.
- ITSME (exit station)
- Customer Portal.
- Mobile App.
- Whitelist registration.
- Resident/visitor Permit registration.

Visitors can pay in the following methods.

- At pay stations/Kiosks (coins, notes, cards, contactless).
- On exit via the ITSME terminal (Card/Contactless).
- Online portal.
- Mobile App.

**Exit.**

Drivers will be able to make payment at the ITSME payment kiosk. This is not normally a desired situation, and so signs should encourage drivers to pay at either of the payment kiosks located within the car park or via one of the alternative payment solutions (for example online).

An ANPR camera will view the VRM of the vehicle at the exit and refer the date to the C.P.M.S./BlinkEnterprise system. If the vehicle has paid for their vehicle or is on a whitelist, then the barrier (and shutter when in operation) will raise and allow the vehicle to exit.

An intercom will be provided so that drivers can contact a support service should there be any issues.

The barrier will lower after the vehicle has passed.

# Hardware - Electrical & Civil requirements.

**Mains Power.**

Sagoss will provide details of the mains power requirements for each item of equipment. All items will require a single-phase supply (neutral and earth). The items that will require mains power will be.

Payment Kiosks (2 off).

ITSME exit kiosk (1 off).

Roller shutters high-speed (2 off).

Networking hardware.

Rising arm barrier (1 off).

Networking hardware for the ANPR cameras (POE).

Entry lane stand-alone loop detector.

Electrical/data cabinets.

Pedestrian access units.

**Networking and data.**

Sagoss will provide details of the networking requirements. The system architecture will be provided. The networking is normally provided via CAT6 cables with one or more cables running to each item of equipment. For example, the pay station will require 2 x CAT6 cables (one for the kiosk and one for the credit card unit).

The location of the networking hardware will require discussion and confirmation.

**Buried inductive loops.**

These are specialist items, and the supply and installation of these items will need to be discussed and agreed. The timing of the installation of the induction loops will require discussion and confirmation.

**Pedestrian Access Units.**

Access for pedestrians will be via an access door adjacent to the vehicle exit area. Sagoss can provide a VRM (numberplate) input pad which controls door access.

During after hours, when the car park is closed, access to parked cars will be available for residents and/or customers who are running late (including medical centre staff etc). Drivers will be required to enter the VRM of their vehicle, they will have access to their vehicle and be allowed to exit the car park, with the shutter door being triggered to open from the ANPR and payment of car park stay (or whitelist).

The solution is powered from a single-phase power supply and uses Volt 3 contact to close/open the door lock. We will also include an intercom if required.

## **Appendix 2:** Touchstone Car Parking Policy

Touchstone

# Car Park Management Policy

## 1. Purpose

This policy outlines the rules and procedures for managing the car park facilities to ensure safety, fairness, and efficient use of parking spaces for all residents, staff, and visitors.

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## 2. Parking Permits

- Parking permits are required for all vehicles using the car park, except for designated visitor bays or short-term parking areas.
- All permits are e-permits and are issued virtually.
- Residents may apply for permits by providing proof of residency and vehicle registration details upon reserving a car parking space.
- Permits are non-transferable and must be surrendered upon termination of tenancy or change of vehicle.
- Vehicle registrations are logged to specific permits and should a different vehicle require a space this will need to be communicated to the management team, or the vehicle will not be recognised by the ANPR/Barrier system, and as such the barrier system will not allow access to the residential section of the car park.
- Visitor permits can be issued upon request, subject to availability and time restrictions.

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## 3. Parking Bays

- Each parking bay is allocated on a first-come, first-served basis unless otherwise assigned.
- Assigned parking bays will be clearly marked with the corresponding permit number or resident name.
- Vehicles must be parked wholly within a marked bay and should not obstruct driveways, fire lanes, restricted areas or access points.

- Oversized vehicles, commercial vehicles, and motorcycles must only park in designated bays as specified by management.
- Any vehicles parked out of bay, in restricted areas, or in a bay not designated for that type of vehicle may receive a penalty charge notice. Unauthorised parking in reserved bays may also result in a penalty charge notice being issued.

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**4. Parking Enforcement**

- Civil Enforcement Officers responsible for the parking enforcement within the car park are employed by Gravesham Borough Council.
- Civil Enforcement Officers are responsible for monitoring the car park to ensure compliance with this policy. The current Gravesham Borough Council off-street Parking Order applies in the resident section of The Charter car park and Civil Enforcement Officers can an issue penalty charge notices if a vehicle is seen contravening the restrictions in place. However, the self-enforcing nature of the car park management system should negate the need for regular patrols.
- Gravesham Borough Council will be responsible for all collection of Penalty Charge Notices and will manage the appeals process.
- Neither the Landlord nor Touchstone make any profits from enforcement. This is purely a protection for residents and to ensure that that the car park is managed effectively.

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**5. ANPR (Automatic Number Plate Recognition) System**

- The car park is equipped with an ANPR/barrier system to monitor and control vehicle access.
- All vehicles entering the car park are recorded by the ANPR system and checked against the approved permit database. If the vehicle is registered on the approved permit database, the entrance barrier to the residential car park will open to allow access.
- The barrier will not open to vehicles without valid permits or unauthorised vehicles.
- ANPR data will be stored securely and used solely for car park management, in compliance with privacy regulations.

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**6. General Rules**

- The speed limit within the car park is 10 mph.
- All drivers must adhere to signage and directions within the car park.
- Any damage to the car park or facilities caused by vehicles should be reported immediately to management.
- Management reserves the right to amend this policy and enforce any additional rules as necessary to ensure safety and order.
- Any fuel or hazardous substance spillages must be reported to the management team immediately.
- Vehicles are parked at the owner's risk and the property owner is not liable for any damage, theft, or loss of vehicle or its contents while parked in the car park.

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**7. Contact Information**

For any queries or to apply for parking permits, please contact:
Touchstone office team or your site representative.

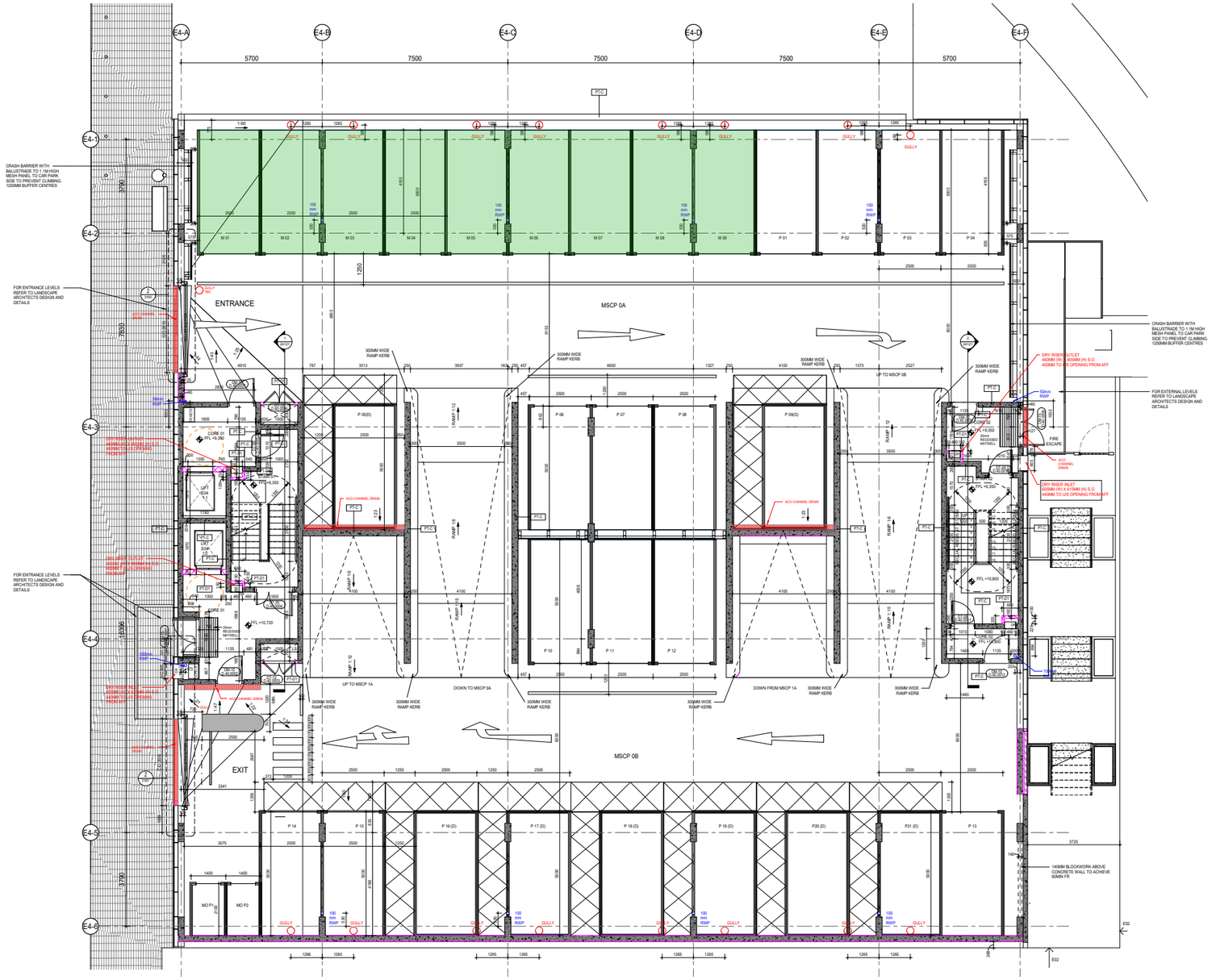
The Charter, New Swan Yard, Gravesend, Kent DA12 2EN

01474 526786

**Appendix 3:** Medical Centre Car Parking Provision Plan

**9x multi-storey car park parking bays**

**For Medical Centre use only**




N

MSCP Ground Level Plan



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**Appendix 4:** Multi-Storey Car Park Plans

DRAWINGS RECORD

| REVISION | DATE | COMMENTS | REVBY | CHKBY |
|---|---|---|---|---|
| C01 | 03/08/2023 | DRAINAGE REVISED & DOUBLE RWP ADDED | D | LGP |
| C04 | 03/10/2023 | DRAINAGE SETTING OUT DIMS. ADDED | D | LGP |
| C05 | 23/02/2023 | UPDATED AS C3 ISSUED | D | LGP |
| C06 | 01/06/2023 | DR INLET AND ROLLER SHUTTERS ADDED | D | MC |
| C07 | 14/08/2023 | EXT GL AND BARRIER ADDED. CAR PARKING SET P1-3 SWAPPED WITH MD P1 & P2 SPACES | D | LGP |
| C08 | 31/08/2023 | DRAINAGE SETTING OUT ADJUSTED TO SASDIS REQUIREMENTS | D | LGP |
| C09 | 13/11/2023 | DRY RISER INLET SETTING OUT INFO ADDED | D | LGP |
| C10 | 05/03/2024 | DRY RISER INLET SIZE AND SETTING OUT REVISED | D | LGP |
| C11 | 21/11/2024 | FIRE PROTECTION ADDED TO WALL AS FIRE CONSULTANT COMMENTS | D | LGP |
| C12 | 18/02/2025 | RAMP SLOPES REVISED | M | T |
| C13 | 01/05/2025 | DISABLED REFUGE AREA ADDED TO MAIN CORE | D | LGP |
| C14 | 19/05/2025 | CRASH BARRIERS REINSTATED | D | LGP |




INTERNAL WALL TYPES

| | | | | | |
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| PT-A | PT-B1 | PT-C2 | PT-C5 | PT-S | LN-A |
| PT-A1 | | PT-C3 | PT-D1 | | LN-B |
| PT-A2 | PT-B2 | | PT-D2 | SW-A | LN-C |
| PT-A3 | PT-C | | | SW-B | LN-D |
| PT-B | PT-C1 | PT-C4 | PT-D3 | | |

KEY PLAN

SIGNIFICANT HEALTH AND SAFETY RISKS (UNUSUAL AND DIFFICULT TO MANAGE ONLY)

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement; in addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

DO NOT SCALE OFF THIS DRAWING

This scheme is subject to town planning and all other necessary consents.

Dimensions, area and levels where given are only approximate and subject to site survey. All dimensions are to be checked on site. Any discrepancies or variations are to be reported to the architect before work commences. Figured dimensions only are to be taken from this drawing.

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STAGE 4 / 5 ISSUE

Client
REEF ESTATES LTD

Contractor
CURO LIVING LTD

Consultants
G&T, EDC, MANHIRE, WATERMAN, HED, BB7


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Job Title
THE CHARTER
RIBA STAGE 4/5

Project Number 3732

Drawing Title
PROPOSED MSCP E04 LEVEL 00 GA PLAN

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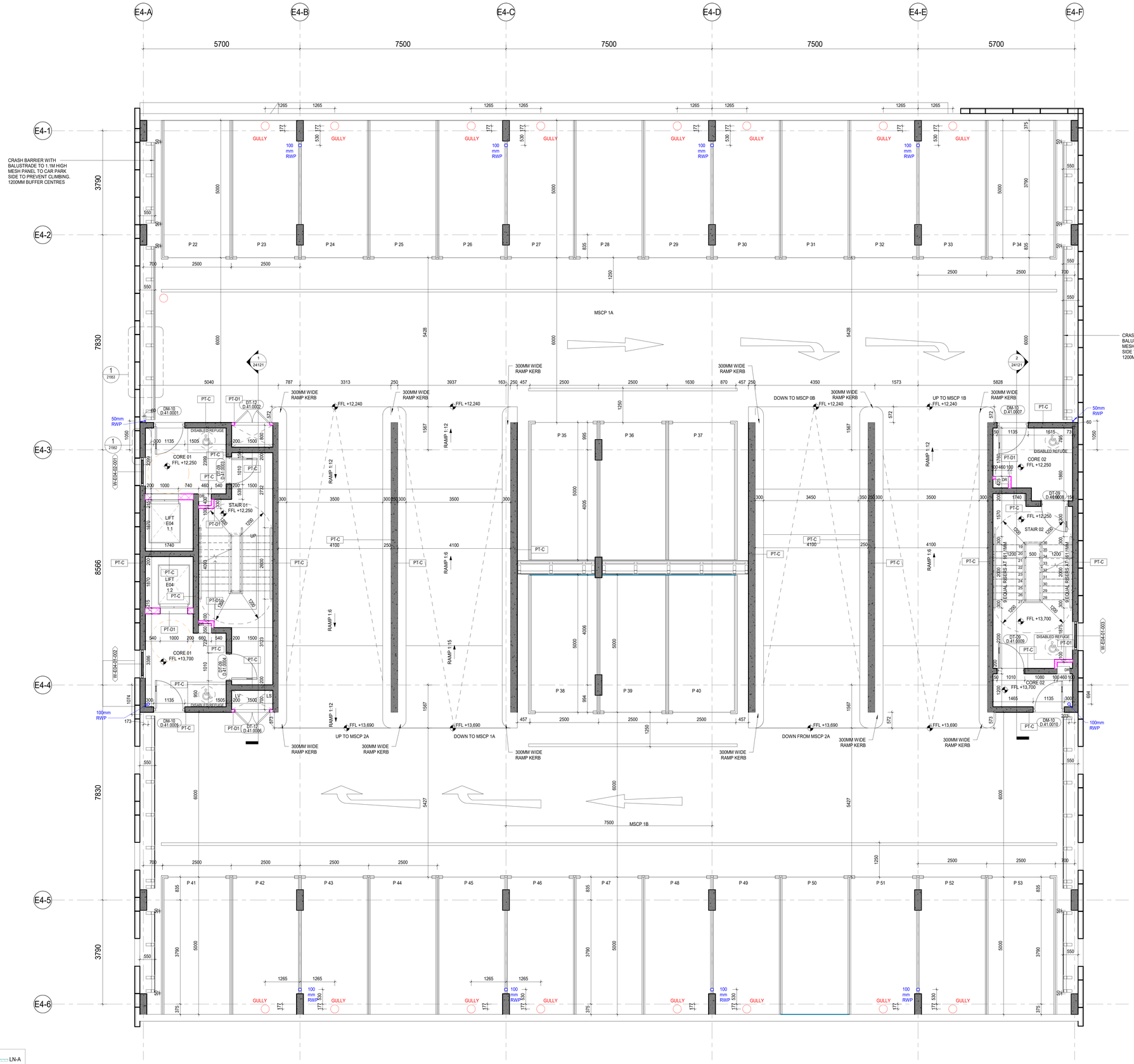
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suitability: A5 CONTRACTUAL ISSUE

revision: C14 — note: CRASH BARRIERS REINSTATED

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K. Joynel.Ifran@leslie-jones.co.uk.rvt

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INTERNAL WALL TYPES

| | | | | | |
|---|---|---|---|---|---|
| PT-A | PT-B1 | PT-C2 | PT-C5 | PT-S | LN-A |
| PT-A1 | | | PT-D1 | | LN-B |
| PT-A2 | PT-B2 | PT-C3 | PT-D2 | SW-A | LN-C |
| PT-A3 | PT-C | | | SW-B | LN-D |
| PT-B | PT-C1 | PT-C4 | PT-D3 | | |

DRAWINGS RECORD

| REVISION: | DATE | COMMENTS | REV BY | CHK BY |
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| P1 | 31/07/2020 | STAGE 4 PRELIMINARY | AC | MT |
| P2 | 28/08/2020 | STAGE 4 PRELIMINARY | AJC | MT |
| C01 | 15/12/2020 | CONSTRUCTION ISSUE | LP | MT |
| C02 | 14/04/2021 | CAR PARK BAYS LAYOUT AMENDED TO SUIT MEP PLANNING. PROTECTION BARRIERS ADDED. DOOR POSITION ADJUSTED. | JS | LGP |
| C03 | 23/08/2021 | DRAINAGE AMENDED | TL | LGP |
| C04 | 01/10/2021 | DRAINAGE SETTING OUT DIMS ADDED | JS | LGP |
| C05 | 23/02/2022 | DETAIL REFS ADDED | JS | LGP |
| C06 | 19/12/2024 | REMOVED DRAWING | JS | LGP |
| C07 | 15/03/2025 | DOOR TYPES REVISED | MI | LGP |
| C08 | 31/05/2025 | DISABLED REFUGE AREA ADDED TO MAIN CORE 2 | JS | LGP |
| C09 | 19/05/2025 | CRASH BARRIERS REINSTATED | JS | LGP |

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Job Title
THE CHARTER
RIBA STAGE 4/5

Project Number 3732

Drawing Title
PROPOSED MSCP E04 LEVEL 01 GA PLAN

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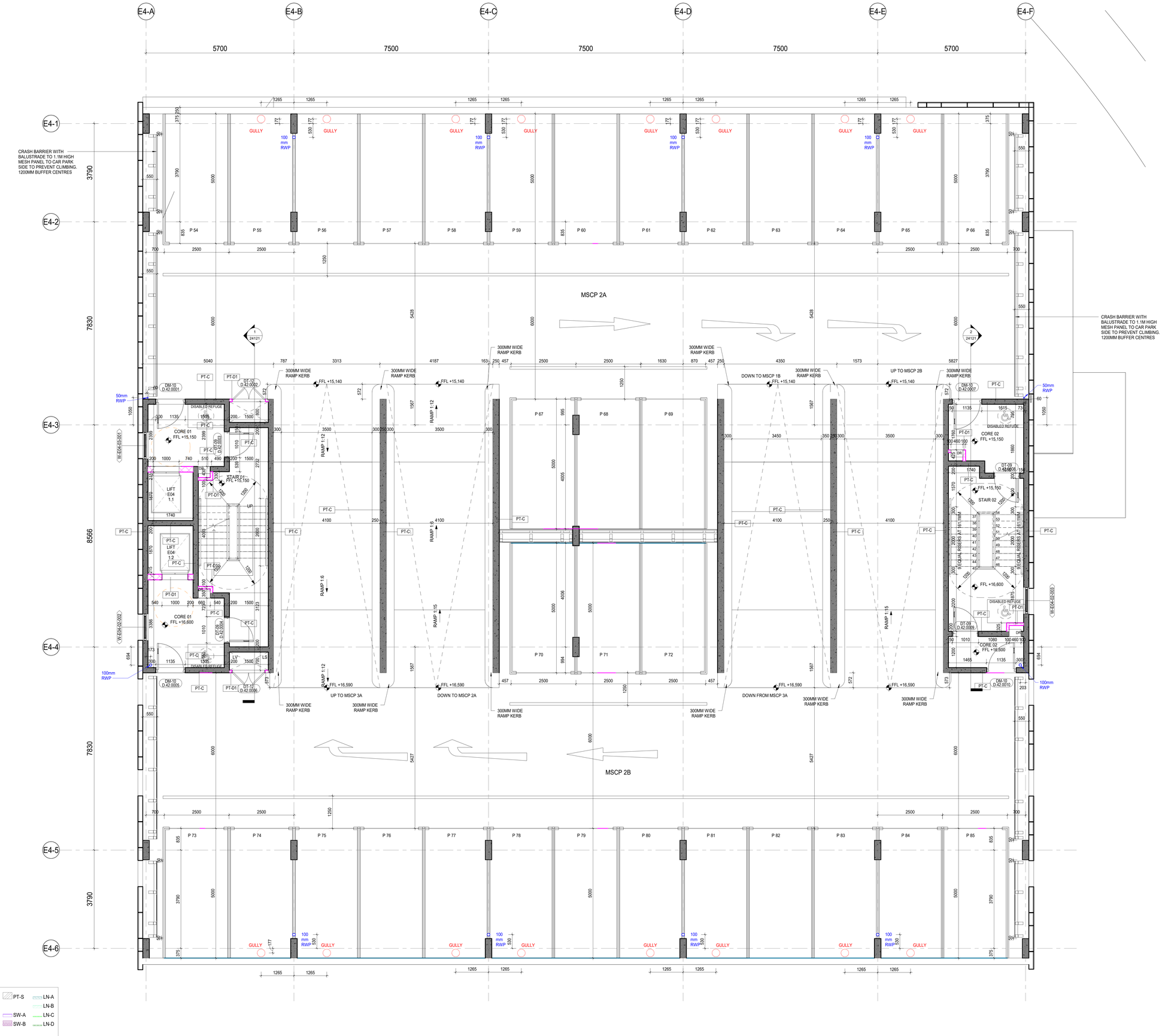
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suitability code: A5 description: CONTRACTUAL ISSUE

revision code: C09 description: CRASH BARRIERS REINSTATED

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INTERNAL WALL TYPES

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DRAWINGS RECORD

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|---|---|---|---|---|
| P1 | 31/07/2020 | STAGE 4 PRELIMINARY | JC | MT |
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| C05 | 19/12/2024 | REBADGED DRAWING | JS | GP |
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STAGE 4 / 5 ISSUE

Client
REEF ESTATES LTD

Contractor
CURO LIVING LTD

Consultants
G&T, EDC, MANHIRE, WATERMAN, HED, BB7

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T: 020 7255 1150
E: admin@leslie-jones.co.uk
W: www.lesliejones.co.uk

Job Title
THE CHARTER
RIBA STAGE 4/5

Project Number 3732

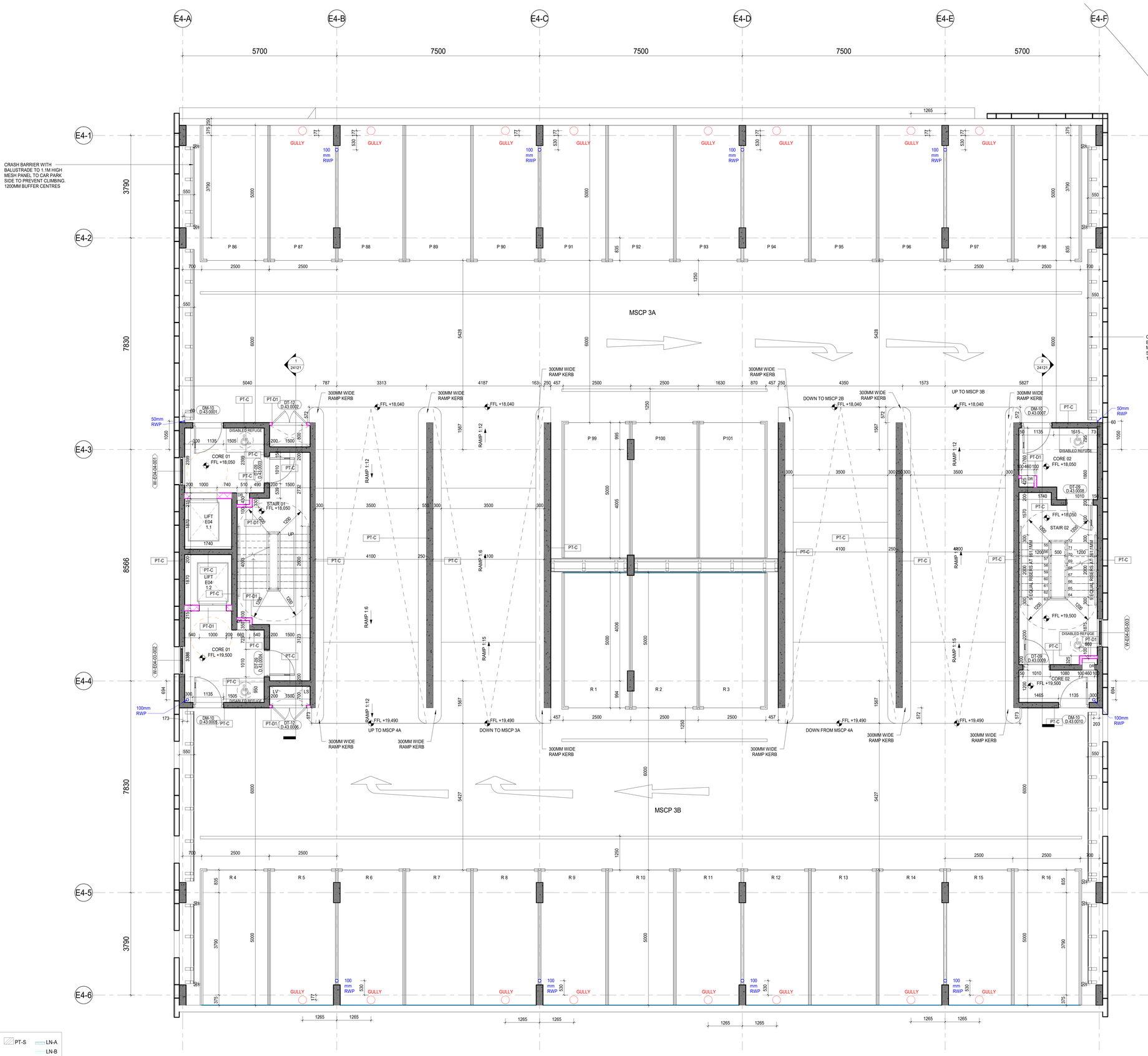
Drawing Title
PROPOSED MSCP E04 LEVEL 02 GA PLAN

1 : 50 @A0 09/05/18 MMA LP

| project | originator | volume | level | type | role | number |
|---|---|---|---|---|---|---|
| 3732 | LJA | E04 | 02 | DR | A | 04053 |

suitability: A5 CONTRACTUAL ISSUE
revision: C08 CRASH BARRIERS REINSTATED

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INTERNAL WALL TYPES

DRAWINGS RECORD

| REVISION | DATE | COMMENTS | REV BY | CHK BY |
|---|---|---|---|---|
| P1 | 31/07/2020 | STAGE 4 PRELIMINARY | AC | MT |
| P2 | 28/08/2020 | STAGE 4 PRELIMINARY | AJC | MT |
| C01 | 19/12/2020 | CONSTRUCTION ISSUE | LP | MT |
| C02 | 14/04/2021 | CAR PARK BAYS LAYOUT AMENDED TO SUIT MEP PLUMBING. PROTECTION BARRIERS ADDED. DOOR POSITION ADJUSTED. | D | LGP |
| C03 | 23/08/2021 | DRAINAGE SETTING OUT ADDED | D | LGP |
| C04 | 01/10/2021 | DRAINAGE SETTING OUT DIMS ADDED | D | LGP |
| C05 | 16/12/2024 | EV CHARGING BAYS (16NO.) LIMITED & REMOVED DRAWING | D | LGP |
| C06 | 18/02/2025 | DOOR TYPES REVISED | MF | D |
| C07 | 30/05/2025 | DISABLED REFUGE AREA ADDED TO MAIN CORE | D | LGP |
| C08 | 19/05/2025 | CRASH BARRIERS REINSTATED | D | LGP |

KEY PLAN

SIGNIFICANT HEALTH AND SAFETY RISKS (UNUSUAL AND DIFFICULT TO MANAGE ONLY)

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Job Title
THE CHARTER
RIBA STAGE 4/5

Project Number 3732

Drawing Title
PROPOSED MSCP E04 LEVEL 03 GA PLAN

1 : 50 @A0 09/05/18 MMA LP

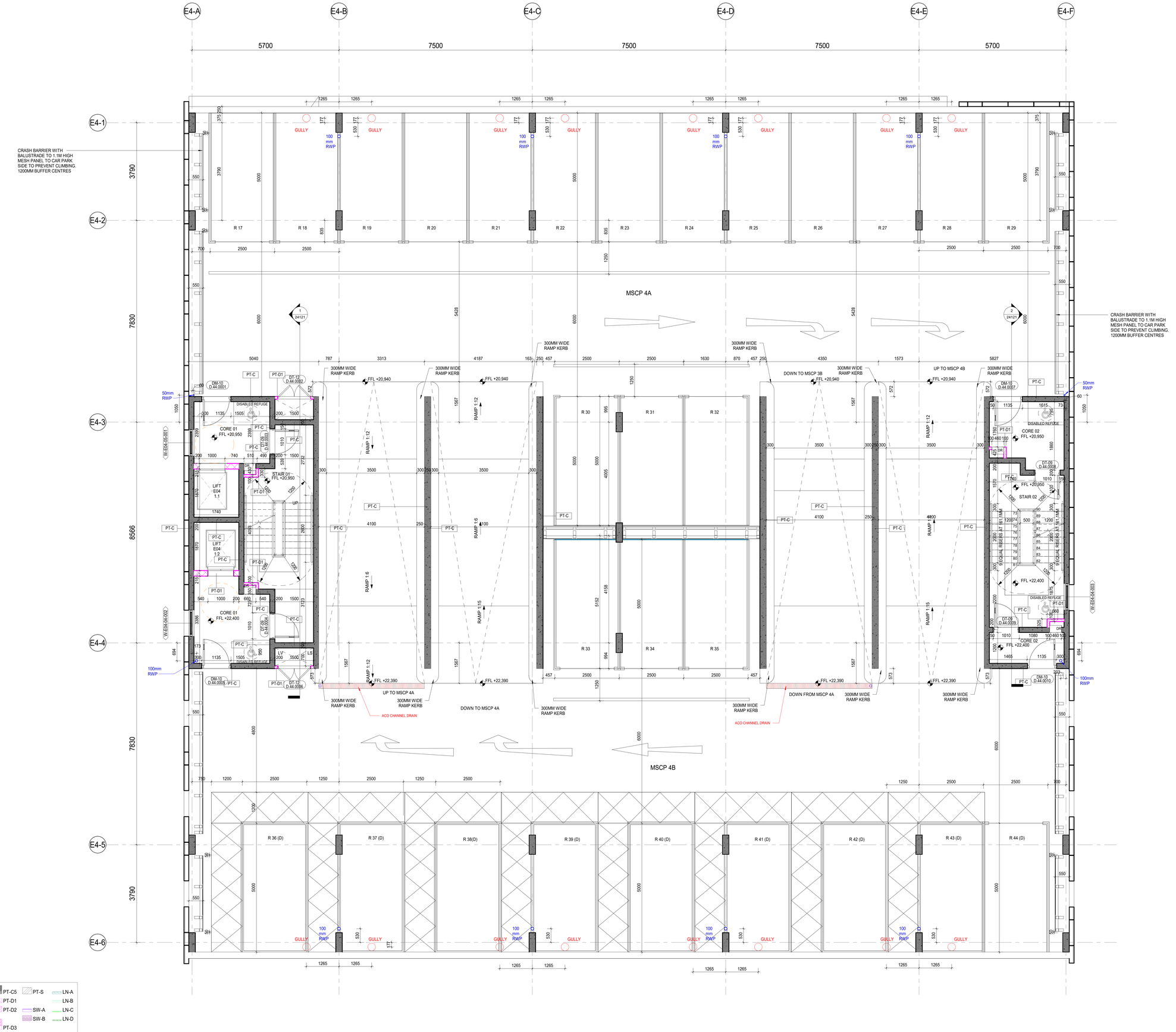
project originator volume level type role number
3732 - LJA - E04 - 03 - DR - A - 04054

suitability code description:
A5 CONTRACTUAL ISSUE

revision code description:
C08 CRASH BARRIERS REINSTATED

09/05/2025 16:36:34

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INTERNAL WALL TYPES

DRAWINGS RECORD

| REVISION | DATE | COMMENTS | REV BY | CHK BY |
|---|---|---|---|---|
| P1 | 31/07/2020 | STAGE 4 PRELIMINARY | AC | MT |
| P2 | 28/08/2020 | STAGE 4 PRELIMINARY | AJC | MT |
| C01 | 19/12/2020 | CONSTRUCTION ISSUE | LP | MT |
| C02 | 14/04/2021 | CAR PARK BAYS LAYOUT AMENDED TO SUIT MEP PLUMBING, PROTECTION BARRIERS ADDED. DOOR POSITION ADJUSTED. | D | LGP |
| C03 | 23/09/2021 | DRAINAGE SETTING OUT DIMS ADDED | D | LGP |
| C04 | 01/10/2021 | DRAINAGE SETTING OUT DIMS ADDED | D | LGP |
| C05 | 18/12/2024 | EV CHARGING BAYS (ONE) LIMITED & REENDED DRAWING | D | LGP |
| C06 | 18/02/2025 | DOOR TYPES REVISED | MF | D |
| C07 | 30/05/2025 | DISABLED REFUGE AREA ADDED TO MAIN CORE | D | LGP |
| C08 | 19/05/2025 | CRASH BARRIERS REINSTATED | D | LGP |

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STAGE 4 / 5 ISSUE

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Job Title
THE CHARTER
RIBA STAGE 4/5

Project Number 3732

Drawing Title
PROPOSED MSCP E04 LEVEL 04 GA PLAN

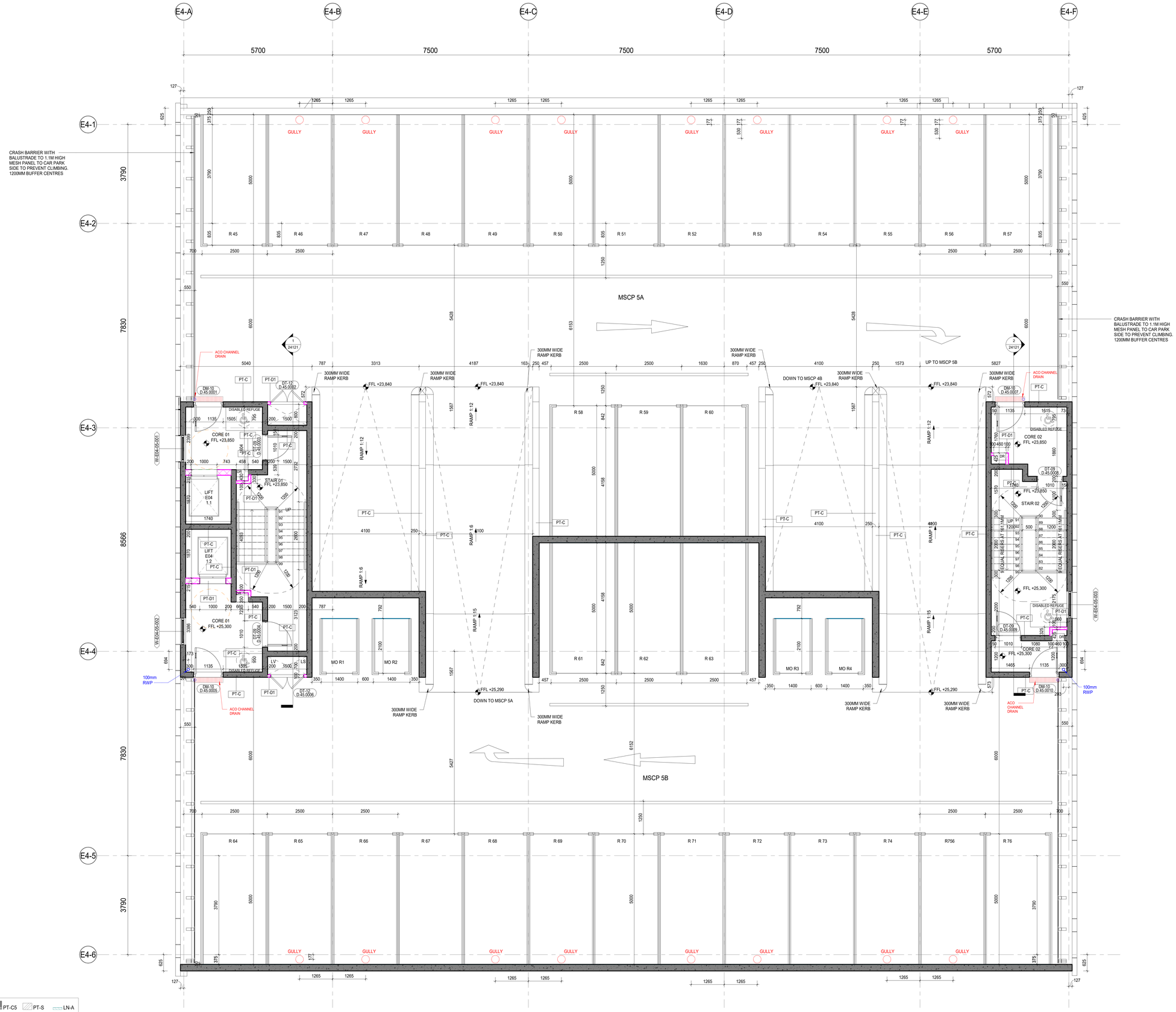
1 : 50 @A0 09/05/18 MMA LP

| project | originator | volume | level | type | role | number |
|---|---|---|---|---|---|---|
| 3732 | LJA | E04 | 04 | DR | A | 04055 |

suitability: code A5 description: CONTRACTUAL ISSUE
revision: code C08 description: CRASH BARRIERS REINSTATED

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190.000 / 9.913




INTERNAL WALL TYPES

DRAWINGS RECORD

| REVISION: | DATE | COMMENTS | REV BY | CHK BY |
|---|---|---|---|---|
| P1 | 31/07/2020 | STAGE 4 PRELIMINARY | JC | ST |
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| C03 | 23/08/2021 | DRAINAGE ADDED | JS | CGP |
| C04 | 01/10/2021 | DRAINAGE SETTING OUT DIMS ADDED | JS | CGP |
| C05 | 19/12/2024 | REBADGED DRAWING | JS | CGP |
| C06 | 19/02/2025 | DOOR TYPES REVISED | AK | JS |
| C07 | 01/05/2025 | DISABLED REFUGE AREA ADDED TO MAIN CORE | JS | CGP |
| C08 | 19/05/2025 | CRASH BARRIERS REINSTATED | JS | CGP |

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Job Title
THE CHARTER
RIBA STAGE 4/5

Project Number 3732

Drawing Title
PROPOSED MSCP E04 LEVEL 05 GA PLAN

1 : 50 @A0 09/05/18 MMA LP

| project | originator | volume | level | type | role | number |
|---|---|---|---|---|---|---|
| 3732 - | LJA - | E04 - | 05 - | DR - | A - | 04056 |

suitability: code description
A5 CONTRACTUAL ISSUE

revision: code description
C08 CRASH BARRIERS REINSTATED

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