

CIRC Management LLP

CHURCHAM HOUSE, 1 BRIDGEMAN ROAD,
TEDDINGTON, TW11 9AJ

PARKING ASSESSMENT REPORT

March 2015

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Ref: File path P:\ P1225 Churcham House Parking Assessment March 2015

1.0 INTRODUCTION

- 1.1 Paul Mew Associates has been instructed by CIRC Management LLP to carry out a parking survey in relation to the proposed Prior Notification application for Churcham House, 1 Bridgeman Road, Teddington, TW11 9AJ. The application site's location is presented on a map in Figure 1 of this report (PTAL 3); the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- 1.2 The site, which has an overall area of 506m², comprises a four storey building fronting Bridgeman Road. The current and lawful use is office, Class B1 (a).
- 1.3 The proposal is for the change of use of the four storey building from offices (Use Class B1: Business) to ten self contained residential units (Use Class C3: Dwelling Houses) including minor internal alterations and associated works.
- 1.4 The proposed ten residential units will be a mix of studios (x1), one bed flats (x4) and two bed flats (x5). Off street parking is not provided. As part of the development the land to the front of the building will be reconfigured to provide a communal bin store with cycle storage accommodated within the building shell.
- 1.5 This report is in support of the application (under Schedule 2, Part 3, Class J of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 (GDPO)), which seeks Prior Notification for development consisting of a change of use of a building and any land within its curtilage to use falling within Class C3 (Dwelling Houses) of the Schedule to the Use Classes Order from a use falling within Class B1 (a) (Offices) of that schedule.
- 1.6 Planning permission is not needed when both the present and proposed uses fall within the same 'class', or if the Town and Country Planning (General Permitted Development) Order says that a change of use is permitted to another specified class.

- I.7 In this case, reliance is placed upon the additional change of use permitted development rights applying from 30 May 2013 which state that *“Premises in B1(a) office use can change to C3 residential use, subject to prior approval covering flooding, highways and transport issues and contamination”*.

Parking Survey

- I.8 As part of the prior approval process, a parking survey in accordance with Richmond Council's methodology has been carried out to support the proposed development.
- I.9 The Richmond Parking Survey Methodology is detailed below:

“The Council has set maximum parking standards for developments in DM DPD Appendix Four - Car and bicycle parking standards; however these are expected to be met in lower PTAL's (1-4) unless it can be shown that on street parking will not be compromised by the anticipated shortfall.

Where there is a shortfall of parking on site, a parking survey of the surrounding streets will be required. The Council use an independent survey company; however applicants may provide their own surveys as long as they follow the methodology outlined below.

Extent of survey area

The area to be surveyed must cover a 200m / 2 minute walking distance around the site. This area can be extended/amended in the following ways:

- 1 If the survey at reaches the middle of a street at 200m the survey area must be extended to the next junction*
- 2 If there are areas within 200m where parking is restricted due to on street restrictions or undesirable (for which justification must be given) the area is to be curtailed*
- 3 Areas outside of Richmond will be excluded*
- 4 Roads in CPZ's adjacent to the site, which the site would not be able to access parking permits for must be excluded.*

The Council may require amending surveys which reveal anomalies or require further investigation once scrutinised.

Survey times

Surveys must only be undertaken during term time and not within public/school holidays/half term or the week before/after to take into account independent school holidays. It is best to contact the Council to confirm acceptable survey dates and dates which coincide with an event in the area, which must also be avoided as these could impact on the results.

For residential surveys 2 x weekday surveys between 01h00 and 05h30 (Mon to Thurs) are required. This will capture the residential peak parking time.

Commercial and other land use applications will require surveys at other times which are to be agreed with the Council in advance of the survey being undertaken. Similarly, times may be amended for residential surveys where the site is within close proximity to commercial uses or a town centre in which case morning and early evening surveys may also be requested. More detailed surveys may be required if the operational times clash with nearby restaurants, in which case 15 minute interval surveys between 18h00 and 21h00 will also be required. In order to assess commuter parking morning and evening peak hour surveys will be required for sites within close proximity to railway stations. These should be undertaken between 06h30 – 08h00 and 17h30 – 19h00.

Required information

Surveys must be provided in map form on which 'x's show parked cars and 's's show empty spaces exactly where they are parked on the night. This will give us a snapshot of exactly how cars are parked in that area, rather than a calculated assumption, which is often incorrect.

Noted on the survey map should be the date and time the survey was undertaken as well as whether the area is within a Community Parking Zone (CPZ) or not. All parking restrictions on street must be noted Double/Single Yellow Lines (D/SYL's), bus lay-by's, kerb build outs, legal footway parking, dropped kerbs, disabled/doctors/loading bays, suspensions/temporary restrictions, skips and road works, narrow roads, where parking is not possible or subject to flooding etc. If there are marked bays on street these must be shown and dimensioned on the map. The space between crossovers should also be dimensioned although areas of less than 5.5m should not be included in the calculations. For highways safety the 1st

7.5m of a junction is to be omitted, but cars parked within will be considered in the calculations as contributing to on street stress. Illegally parked cars must be shown on the plan and these will be included in the stress calculation.

Surveys undertaken within CPZ's during CPZ hours will need to clearly define various types of bays (Resident permit holders/shared use bays/Business Bays etc).

Where restrictions start in the morning we may not consider these areas for overnight parking if we feel residents may not wish to park there as they will have to move their cars before the restriction commences.

The above information can be tabulated, but this table must reflect the information on the map rather than a measured calculation of cars parked against bay lengths divisible by 5.5m. Tabulated results should be by road and include a 'Total' column.

Results

In order to assess the survey the Council will calculate the current on street stress of parked cars against total available space and add the shortfall to calculate the anticipated stress as a result of the development. LBRuT will consider appropriate extant planning permissions in the area and if stress levels are calculated at 90% stress or more LBRuT will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity."

- I.10 The remainder of this report sets out the results of our parking survey assessment.

2.0 CURRENT ON-STREET PARKING CONDITIONS

- 2.1 The application site is Churcham House, 1 Bridgeman Road, Teddington, TW11 9AJ. The proposal is for the change of use from B1 office to provide ten one and two-bedroom residential dwellings.
- 2.2 The site is lies at the corner of Bridgeman Road and Station Road across from the Teddington Business Park and close to the High Street.
- 2.3 Within the surrounding area, Bridgeman Road is mainly residential while Station Road has a mix of commercial and residential developments.
- 2.4 There are numerous bus stops in close proximity, and is within walking distance of Teddington Railway Station (150 metres).
- 2.5 The site has a Public Transport Accessibility Level Rating of 3, which is moderate and is located within Controlled Parking Zone T which is in operation Monday to Friday (8:30am – 10:30am).
- 2.6 There is no off street parking linked to the site but current office users hold 16 on-street business parking permits which are mainly used on the Resident / Business Permit bays located on Bridgeman Road.
- 2.7 The first stage of assessing the parking impact of the proposal is to survey the existing baseline conditions on the adjoining road network.
- 2.8 The first stage of the parking assessment is to map out the parking survey area. As agreed with Lindi Louw (Senior Transport Planner, Highways and Transport, London Borough of Richmond upon Thames), all kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded onto OS mapping.
- 2.9 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would

simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The parking survey area is shown in Figure 2.

2.10 The survey area has been split into individual streets comprising the following:

- Bridgeman Road;
- Field Lane;
- Gomer Place (outside CPZ T);
- Blackmore's Grove;
- Cedar Road;
- Station Road;
- Christchurch Avenue;
- Elmfield Avenue (outside CPZ T);
- Waldegrave Road (no suitable parking within study area); and
- High Street (no suitable parking within study area).

2.11 All vehicle crossovers, kerb space within 7.5 metres of junctions, and kerb space where it is too narrow to park on both sides of a road has been eliminated from the surveys.

2.12 The remainder of the parkable kerb space within the survey area has been measured on-site; the total distance of kerb space between crossovers, junctions or other obstructions has been recorded and split into increments of 5.5 metres in accordance with the Richmond parking survey methodology.

2.13 In some instances surveyor and consultant discretion has been applied when calculating the parking inventory.

2.14 For example where a standalone parking bay is 9/10 metres in length, and two cars have been observed to be comfortably and legally parked in the bay, we have calculated the bay to have a capacity for two cars whereas strictly in accordance with the Richmond methodology the bay would have capacity for only one car. Examples of this can be found throughout the parking study area.

- 2.15 If we did not base this study, to a degree, on observed parking practices and our own discretion then it would result in an inaccurate parking survey inventory and would distort the results of the surveys.
- 2.16 The parking survey inventory is presented in Table I. A to-scale set of drawings presenting the parking survey inventory on an OS map base is shown in Figure 3 (A to K) - Inventory.

Table I. Parking Survey Inventory

Street	KERB SIDE INVENTORY									
	Permit Holder		Pay & Display / 1hr Parking		No restrictions (ie outside CPZ)		Single Yellow Line		Blue Badge Holders Only	
	Metres	Spaces	Metres	Spaces	Metres	Spaces	Metres	Spaces	Metres	Spaces
Bridgeman Road	257.8	43								
Field Lane	92.2	16								
Blackmore's Grove	173.5	29								
Cedar Road	209.6	38							4.9	1
Station Road	160.2	27	148.2	24			230.6	32	13.3	2
Christchurch Avenue	126.9	21							4.9	1
Elmfield Avenue (outside CPZ)			13		67.3	11				
Gomer Place (outside CPZ)					105.1	17				
Total	1020.2	174	161.2	24	172.4	28	230.6	32	23.1	4

Notes:

Resident / Business Permit Holder Only: CPZ Zone T, Monday -Friday 08:30am - 10:30am

1 Hour parking: Applicable Monday – Saturday 08:00am - 06:30pm

Pay & Display: Applicable Monday – Friday 08:30am - 10.30am, 2 hours max, 25p for 15 minutes

No Restrictions apply for Elmfield Avenue and Gomer Place which are outside the CPZ

Single Yellow Line restrictions apply Monday - Saturday 08:30am - 06:30pm

Blue Badge holders only: Disabled bays have been marked separately and excluded from the parking surveys.

Taxi Bays: 2 bays near the station entrance – Applicable daily 7am-Midnight. These have been excluded from the parking surveys.

Source: PMA Survey

2.17 The majority of the study area is located within CPZ T and the parking survey inventory demonstrates that there are 262 parking opportunities within the study area comprising of:

- 174 parking opportunities on kerb space whereby residents and business can legally park for 24 hours with a valid parking permit;
- 24 Pay & Display spaces that can be used by visitors;
- 28 parking opportunities with no parking regulations (outside CPZ T) which can be used at anytime;
- 32 parking opportunities on Single Yellow Lines available outside restriction hours; and
- Four parking bays for disabled residents.

2.18 For the purpose of this Parking Survey Report, the parking stress calculations have been conducted separately for parking opportunities within the CPZ and outside the CPZ. Other parking opportunities (1 hour Parking, Pay & Display, Single Yellow Line, disabled parking and taxi bays) have not been taken into account in the stress calculations.

2.19 Based on the Richmond Methodology, the parking inventory represents 202 parking opportunities usable 24 hours (Permit Holder + No Restrictions Parking) and an additional 56 parking opportunities usable overnight (Pay & Display + Single Yellow Line).

2.20 In accordance with Richmond Council's requirements, one overnight parking survey on two separate typical weekday nights between the hours of 01h00 and 05h30 (Monday to Thursday) has been carried out to determine the current parking uptake on the streets within the study area.

2.21 The surveys are carried out at this time so as to capture the peak demand for parking by local residents as it is expected that the majority of people would be at home and parked for the night.

- 2.22 The surveys were carried out on Tuesday 17th and Thursday 19th June 2014 at approximately 05h00.
- 2.23 Full details including the number of cars parked during each individual overnight survey is presented in Appendix B. In addition, a series of maps from the surveys detailing where cars have been observed to be parked (marked with an 'x') and where there have been observed to be free spaces (marked with an 's') are presented in Appendix C.
- 2.24 The average results of the two overnight on-street parking surveys are presented in Table 2 for Permit Holder Parking and Pay & Display parking and in Table 3 for Parking outside the CPZ and Single Yellow Line Parking and are displayed in the format generally required.

Table 2. On-Street Parking Survey Results; Overnight Average (PH and P&D)

Street Name	OVERNIGHT PARKING STRESS AVERAGE							
	Permit Holder Parking (24h)				Pay & Display / 1 hr Parking			
	Number of parking spaces	Number of cars parked	Number of free spaces	Unrestricted parking stress (%)	Number of parking spaces	Number of cars parked	Number of free spaces	Unrestricted parking stress (%)
Bridgeman Road	49	41	8	84%				
Field Lane	19	18	1	95%				
Blackmore's Grove	33	27	6	82%				
Cedar Road	36	28	8	77%				
Station Road	26	14	12	53%	26	8	18	31%
Christchurch Avenue	23	14	9	60%				
Elmfield Avenue (outside CPZ)								
Gomer Place (outside CPZ)								
Total	184	140	44	76%	26	8	18	31%

Table 3. On-Street Parking Survey Results; Overnight Average (Outside CPZ and SYL)

Street Name	OVERNIGHT PARKING STRESS AVERAGE							
	No restrictions (24h)				Single Yellow Line (in operation 8:00am - 6.30pm)			
	Number of parking spaces	Number of cars parked	Number of free spaces	Unrestricted parking stress (%)	Number of parking spaces	Number of cars parked	Number of free spaces	Unrestricted parking stress (%)
Bridgeman Road								
Field Lane								
Blackmore's Grove								
Cedar Road								
Station Road					32	0	32	0%
Christchurch Avenue								
Elmfield Avenue (outside CPZ)	13	12	1	96%				
Gomer Place (outside CPZ)	19	19	0	100%				
Total	32	31	1	97%	32	0	32	0%

2.25 A total of 202 parking opportunities usable 24 hours and an additional 56 parking opportunities usable overnight were identified using the Richmond methodology in the parking inventory. This number tends to be conservative in comparison to day to day parking as people tend to park in smaller spaces than the 5.5m average set in the methodology. Vehicles parked across dropped kerbs have been discounted.

2.26 Actual on-site surveys identified an average of 171 cars parked and 45 free spaces usable 24 hours using the 'x' and 's' parking survey set by the Richmond methodology.

- 2.27 The results in Table 2 demonstrate that the average overnight parking 'stress' of kerb side parking space within the CPZ in the identified survey area where local residents can legally park for 24 hours is 76%.
- 2.28 The results in Table 3 demonstrate that the average overnight parking 'stress' of kerb side parking space outside the CPZ in the identified survey area where local residents can legally park for 24 hours is 97%.
- 2.29 Results also show overnight parking 'stress' of kerbside along Station Road where local residents can park legally overnight of :
- 31 % over 26 Pay & Display / 1 hour parking spaces; and
 - No stress (0%) at all over 32 possible parking opportunities on single yellow lines.
- 2.30 The parking opportunities over Pay & Display / 1 hour Parking bays and single yellow lines along Station Road therefore represents 58 spaces with a combined overnight 'stress' of 14%.
- 2.31 To put the observed parking stress into context, Richmond use a 90% stress as a threshold for 'heavily parked' conditions (p. 15, Front Garden and Other Off Street Parking Standards supplementary planning document, LB Richmond upon Thames, 2006):
- "... heavily parked is where 90% of the available kerbside parking space is already used for vehicle parking"*
- 2.32 The results of the parking surveys set out herein demonstrate that parking on the roads in proximity to the application site is within its maximum capacity within the CPZ. No parking problems were reported on either of the overnight surveys apart from one skip occupying 2 parking spaces on Cedar Road.

3.0 THE PROPOSALS, PARKING PROVISION & PARKING IMPACT

3.1 The proposal is for the change of use of Churcham House from BI(a) to provide ten residential dwellings under a prior approval process.

3.2 The residential units mix will be as follows, with no off street parking provided:

- 1x studios (1 person);
- 4x one bed flat (2 persons);
- 1x two bed flat (3 persons); and
- 4x two bed flat (4 persons).

3.3 Bins and cycle storage (secure and weatherproof) for at least 22 bicycles will also be provided to the front and side of the building for use by the residents.

3.4 It is proposed to surrender the 16 existing commercial permits which will, in effect, free up 16 spaces in the surrounding parking network.

Parking Policy

3.5 The local development framework (LDF) has been researched to assess parking standards for new developments.

3.6 Policy DM TP 8 of LDF 'Adopted Development Management Plan' sets out the parking requirements for developments and is as follows (LB Richmond, 2011):

"Policy DM TP 8

Off Street Parking - Retention and New Provision

Developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.

A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as local highway and traffic conditions including demand for on-street parking. These standards will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking."

3.7 Appendix Four of the LDF 'Adopted Development Management Plan' (LB Richmond, 2011) sets out maximum vehicle parking standards, the relevant section of Appendix Four is as follows:

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
(a) Residential Care Homes or Nursing Homes	1 space per 5 residents plus 0.5 spaces per unit of staff accommodation	as CPZ	0.5 spaces per unit of staff accommodation
(b) Hospitals	0.5-1.0 spaces per bed	as CPZ	1 per 200sqm
(c) Residential Colleges or Educational Centres	0.5 spaces per bedroom	as CPZ	0.5 spaces per bedroom
NOTE: Each case will be considered on its merits having regard to the nature of services being provided.			
USE CLASS C3			
STANDARD RESIDENTIAL	In CPZs occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high. (Blue Badge holders exempt) There are exceptions to this rule which are detailed in Policy DM TP 8. Garages will be treated as parking spaces.		
	1- 2 bedrooms 1 space	1-2 bedrooms 1 space	1 space
	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	1 space
	4+ bedrooms 2 spaces	4+ bedrooms 2 spaces (negotiable)	2 spaces
Conversion and/or extension of existing residential units	Parking will be assessed in accordance with the standard for each size of unit	As CPZ	To be assessed in accordance with the standards as specified above

3.8 In accordance with the Council's maximum car parking standards the proposed development would require ten spaces as all proposed residential dwellings are studio/one bedroom/two bedrooms.

3.9 Annex 3 "Car Parking Provision Guidance" of the Housing Supplementary Planning Guidance (SPG) published in November 2012 states that the level of accessibility by private car of a development should be consistent with the overall balance of the transport system at local level. The following section is an extract from the SPG:

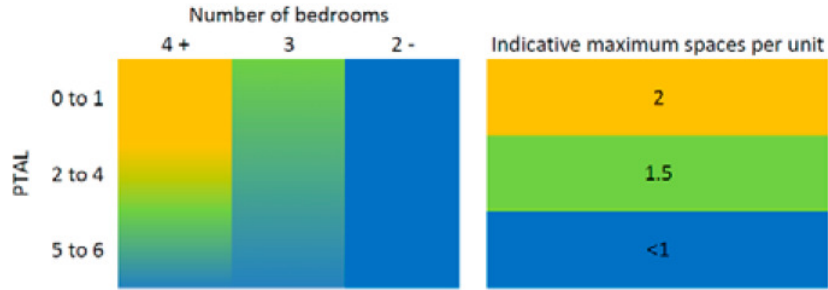
"Compared to inner and central London, outer London displays much more variation in the factors underlying NPPF parking policy - accessibility; type, mix and use of development; availability of, and opportunities for, public transport; and local car ownership levels. Greater flexibility is therefore required in implementing pan London parking policy there, and in particular, its associated parking standards.

LP Table 6.2 on car parking standards above relates dwelling size (in terms of bedrooms) to car parking provision.

A footnote to the Table indicates that this Housing SPG "will include a table setting out a matrix of residential parking standards that reflect PTAL levels."

LP Table 6.2 "Maximum residential parking standards"

Number of beds	4 or more	3	1-2
Parking Spaces	2 – 1.5 per unit	1.5 – 1 per unit	Less than 1 per unit



3.10 The guidance states that 'less than 1 space per unit' is interpreted as being as far below 1 as possible which means that the potential parking needed for the development would be between no parking to nine parking spaces in accordance with the SPG guidance.

Census Data

3.11 The 2011 Census data for Car or Van availability (KS404EW) has also been analysed for the output area the site lies in (Richmond upon Thames 021) as it provides a more accurate insight for the likely parking demand generated by the development. It is shown in Table 4 below:

Table 4. Car or Van Availability, Census 2011

	Super Output Area Middle Layer	London Borough
	Richmond upon Thames 021	Richmond upon Thames
No Cars or Vans in Household (%)	25.1	24.7
1 Car or Van in Household (%)	50.9	50.2
2 Cars or Vans in Household (%)	20.5	20.4
3 Cars or Vans in Household (%)	3.1	3.7
4 or More Cars or Vans in Household (%)	0.4	1

3.12 Based on the car ownership data for the local output area detailed in Table 4, the worst case scenario for ten residential units is a generated demand for an additional nine cars parked on the adjoining highway.

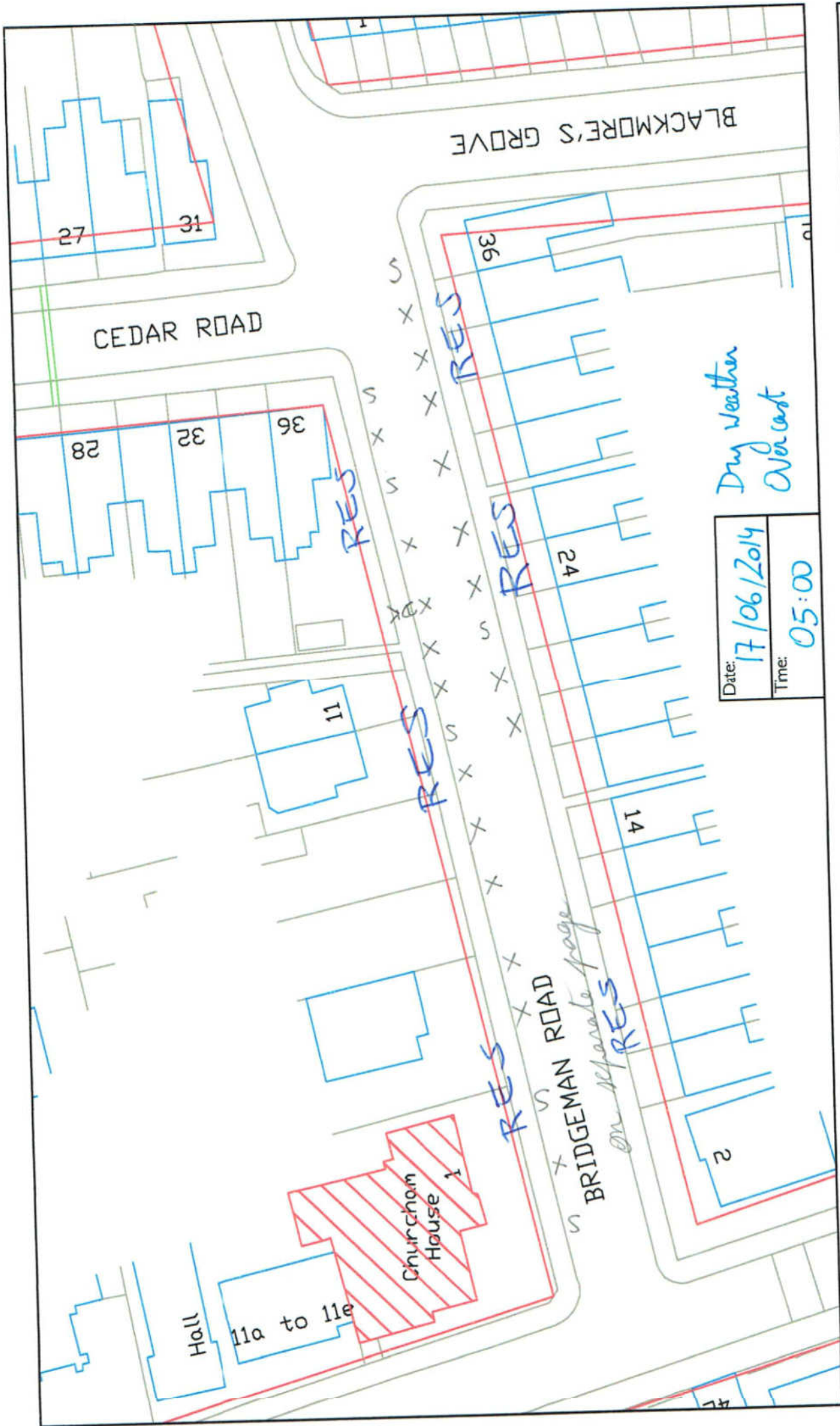
- 3.13 The census analysis does not take into account the size of the units and the proximity to the train station. It is extremely likely that the smaller units (studios and one bedroom flats) will only be using sustainable transport modes.

Residential Development Impact

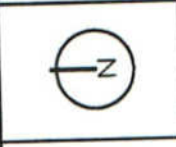
- 3.14 The site has a public transport accessibility (PTAL) rating of 3 which is a moderate accessibility level as defined by TfL.
- 3.15 By using the likely parking demand obtained from the census data analysis for ten residential units while taking into account the existing 16 business parking permits (which represent a maximum of 16 vehicles parked on the highway), there will be a net decrease of cars parked on the adjoining highway.
- 3.16 If the existing business permits are not taken into account, there would be a maximum increase of nine cars on the adjoining highway.
- 3.17 The results in the preceding chapter demonstrate that the average overnight parking 'stress' of kerb side parking space within the identified survey area where local residents can legally park for 24 hours is currently at 76% within CPZ T.
- 3.18 The parking stress of Permit Holder kerb space would increase by 5% from 76% to 81% for the CPZ within the study area.
- 3.19 The parking 'stress' over Pay & Display / 1 hour Parking bays and single yellow lines along Station Road is 14% and would increase to 29% if nine additional vehicles were to park overnight outside restricted hours.
- 3.20 Due to the existing 16 business permits associated to the current site and the relatively small size to the proposed units, an additional few cars parked on the adjoining road network would have no material impact on existing parking capacity, it is expected that any future occupiers of the new dwellings would be able to park on street without a detrimental impact on the highway access, parking, safety or free flow of traffic.

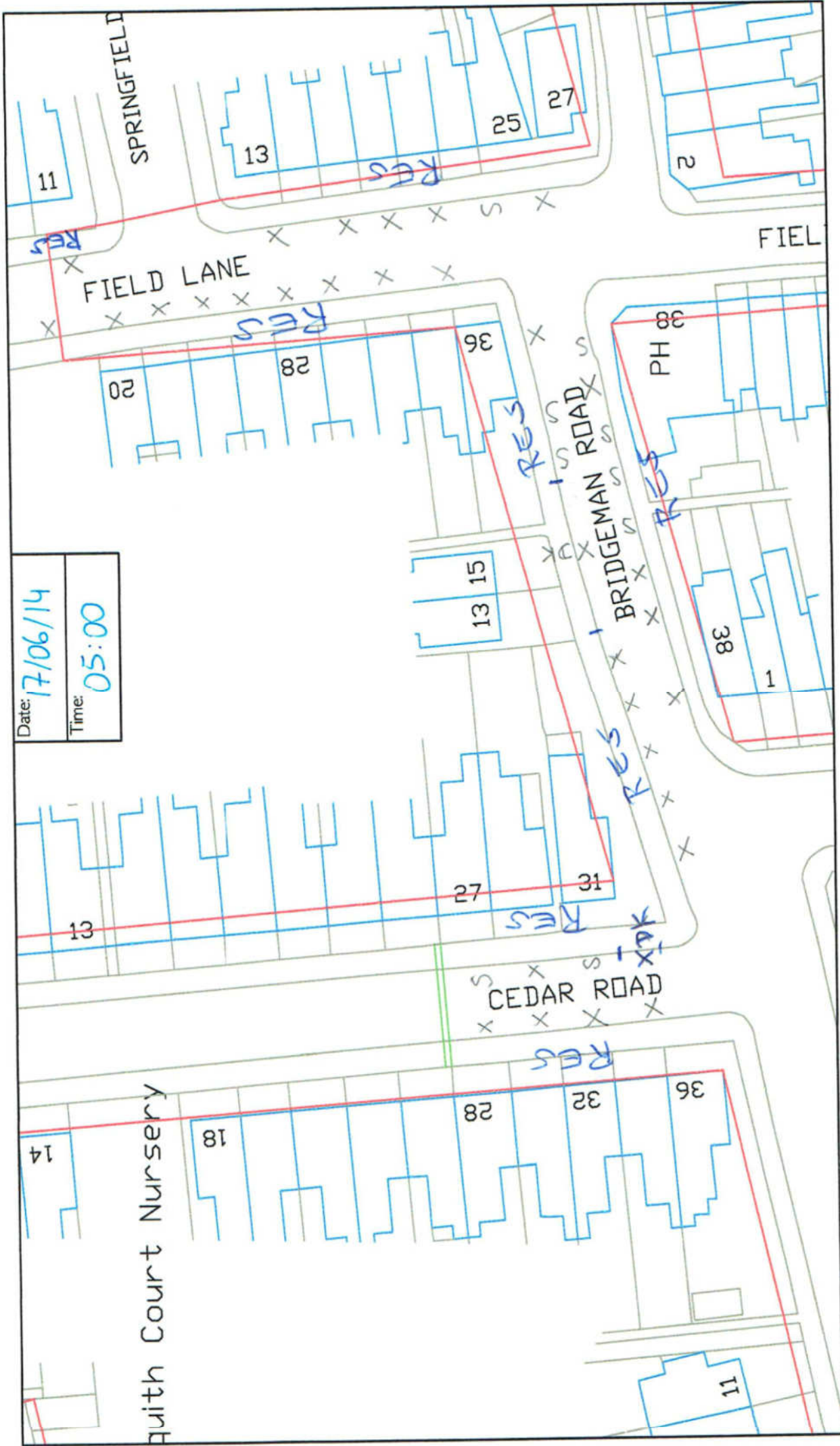
4.0 SUMMARY

- 4.1 The proposal is for the change of use of Churcham House from BI(a) to provide ten residential dwellings under a prior approval process.
- 4.2 As part of the prior approval process, a parking survey to assess the impact of the development has been commissioned.
- 4.3 The results of the parking surveys set out herein demonstrate that parking on the roads in proximity to the application site is within maximum capacity. No parking problems were reported on either of the overnight surveys, apart from one skip occupying two parking spaces on Cedar Road.
- 4.4 In accordance with the 2011 Car Ownership Census analysis, the proposed ten dwellings would require up to nine parking spaces.
- 4.5 The site currently has 16 business parking permits which will be surrendered as part of the application process and would effectively reduce the number of vehicles parking in the surrounding area.
- 4.6 Without taking into account the Business Parking Permits, an additional ten cars parked on the streets included within CPZ T assessment would increase the observed parking stress of resident/permit holder parking by 5% from 76% to 81% for the CPZ within the study area.
- 4.7 The proposal will therefore have a minimal and insignificant impact on the adjoining highway in terms of capacity, safety and neighbouring amenity.



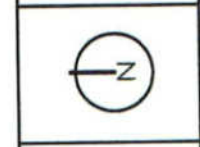
P1225 Churcham House, | Bridgeman Road, Teddington TW11 9AJ
 Appendix C
 Parking Survey - Bridgeman Road Section 1/2



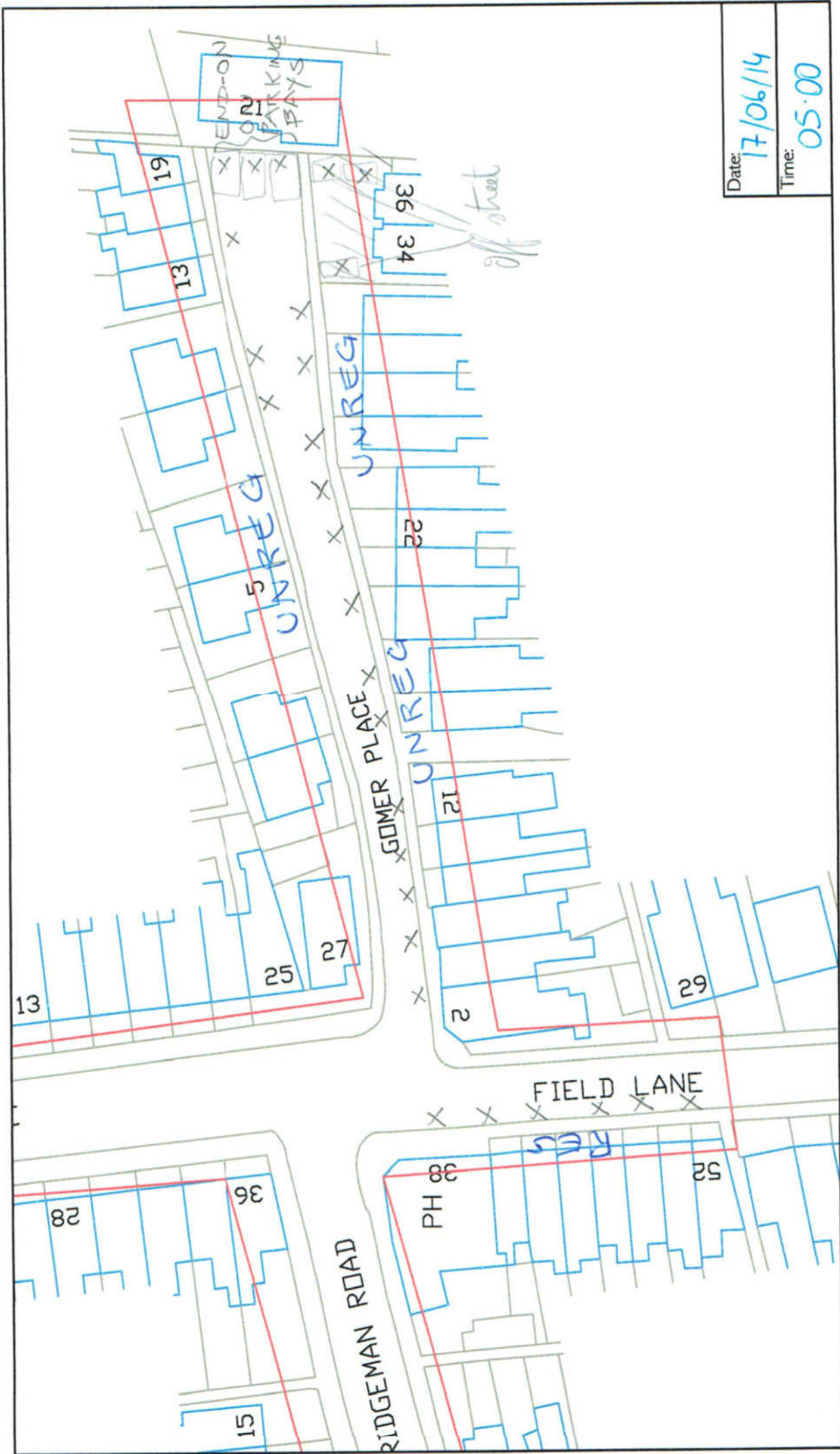


Date: 17/06/14
 Time: 05:00

PI225 Churcham House, 1 Bridgeman Road, Teddington TW11 9AJ
 Appendix C
 Parking Survey - Bridgeman Road Section 2/2 + Cedar Road South +
 Field Lane North

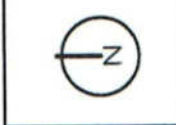


Date: June 2014
 Scale: 1/500@A4
 Source: Ordnance Survey
 Drawing No. PI225/AppC

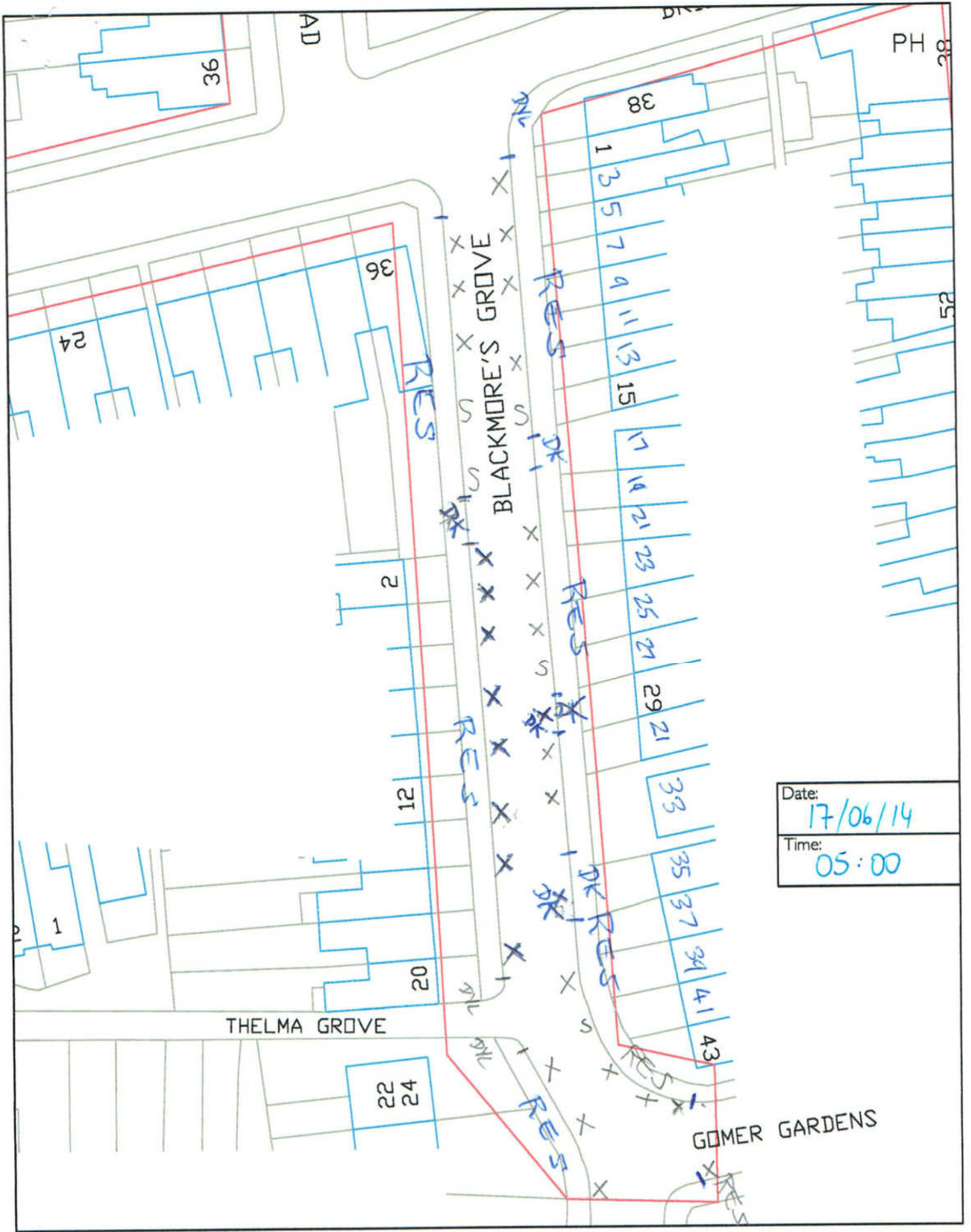


Date: 17/06/14
 Time: 05:00

P1225 Churcham House, 1 Bridgeman Road, Teddington TW11 9AJ
 Appendix C
 Parking Survey - Gomer Place & Field Lane South



Date: June- 2014
 Scale: 1/500@A4
 Source: Ordnance Survey
 Drawing No. P1225/AppC



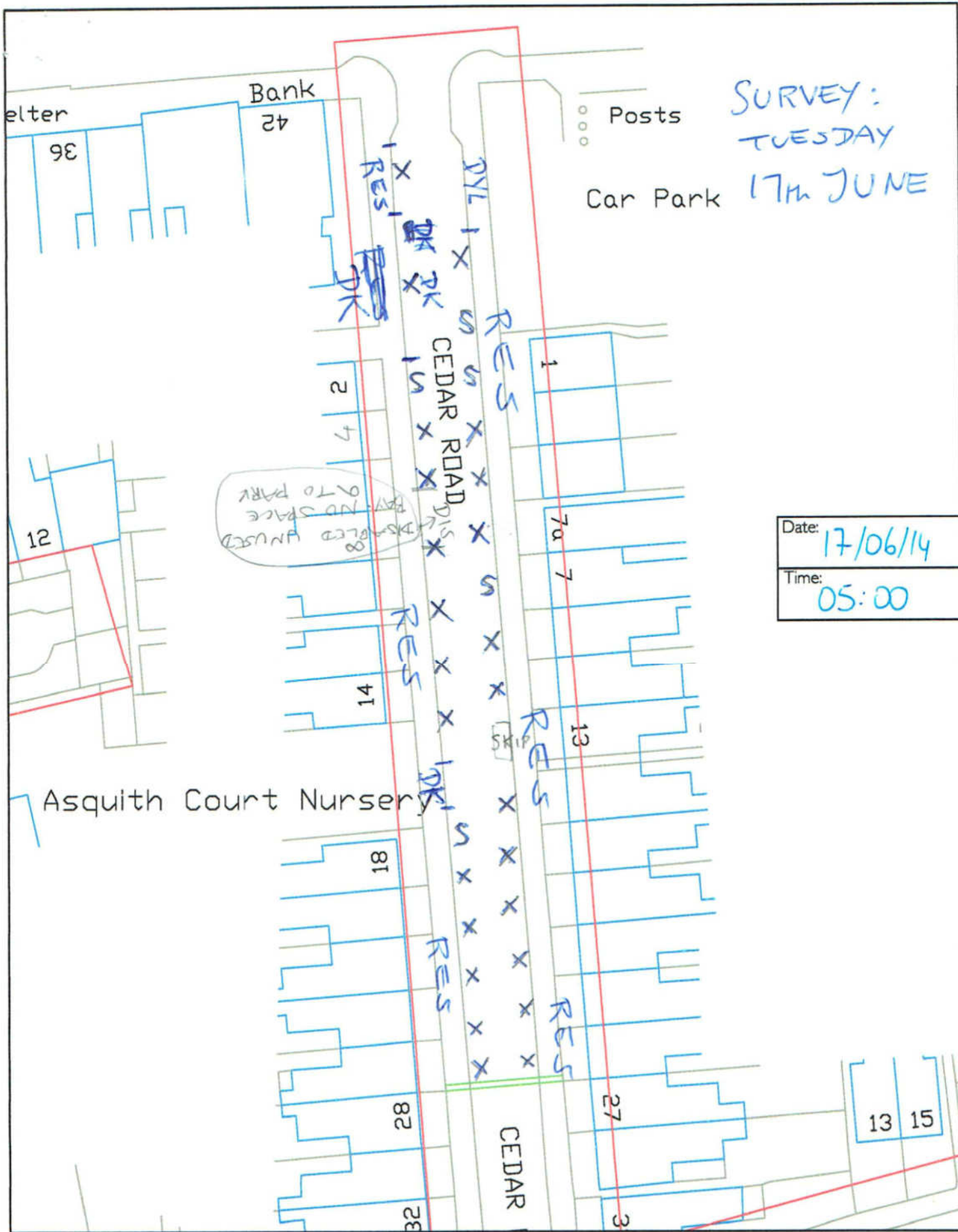
Date: 17/06/14
 Time: 05:00

Date: June 2014
 Scale: 1/500@A4
 Source: OS/PMA
 Drawing No. P1225/AppC



P1225: Churcham House, TW11 9AJ
 Appendix C
 Parking Survey - Blackmore's Grove

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SURVEY:
TUESDAY
17th JUNE

Date: 17/06/14
Time: 05:00

DISABLED UNUSED SPACE 8 TO PARK

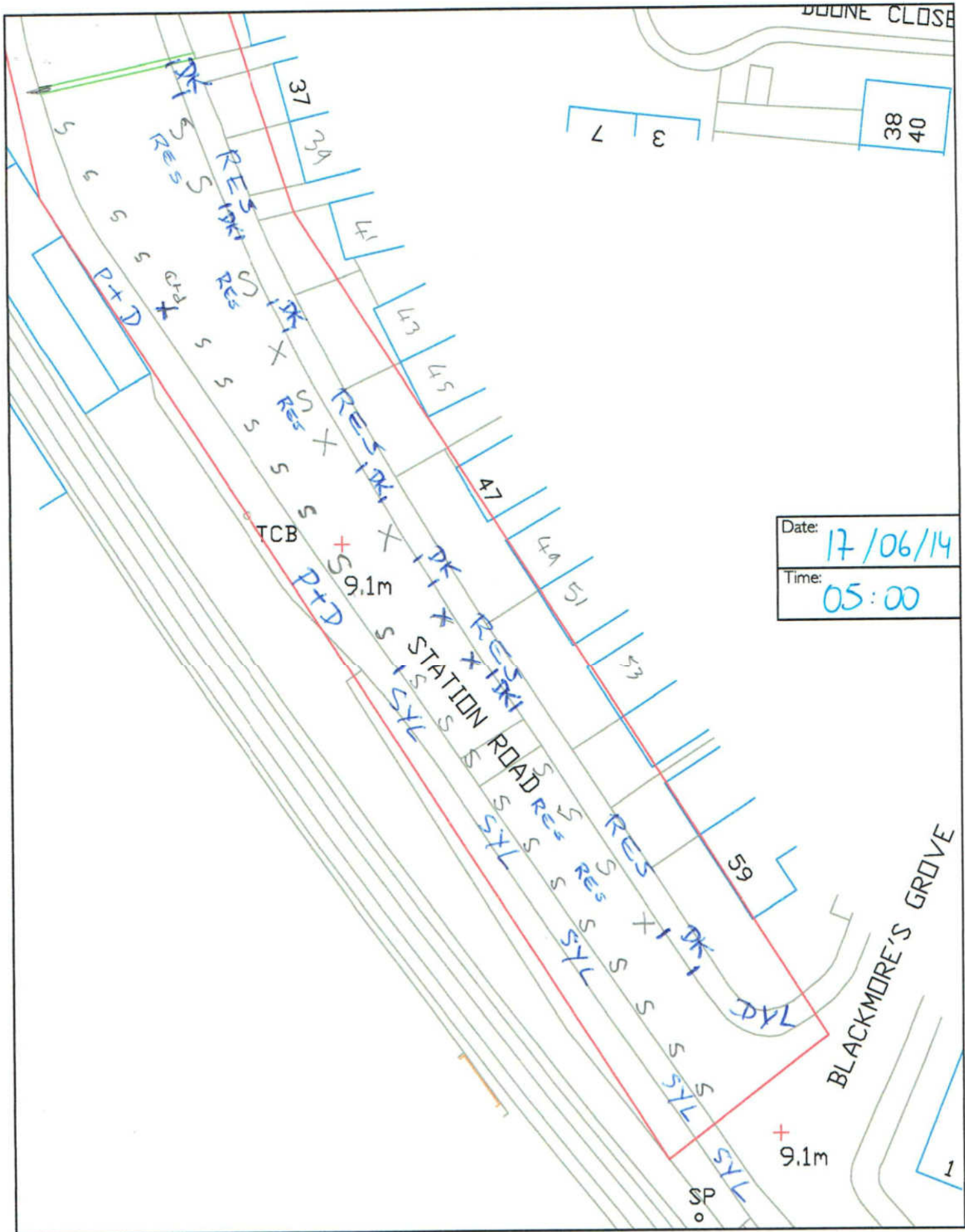
Asquith Court Nursery

Date: June 2014
Scale: 1/500@A4
Source: OS/PMA
Drawing No. P1225/AppC



P1225: Churcham House, TW11 9AJ
Appendix C
Parking Survey - Cedar Road

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Date: June 2014
 Scale: 1/500@A4
 Source: OS/PMA
 Drawing No. PI225/AppC



PI225: Churcham House, TW11 9AJ
 Appendix C
 Parking Survey - Station Road South

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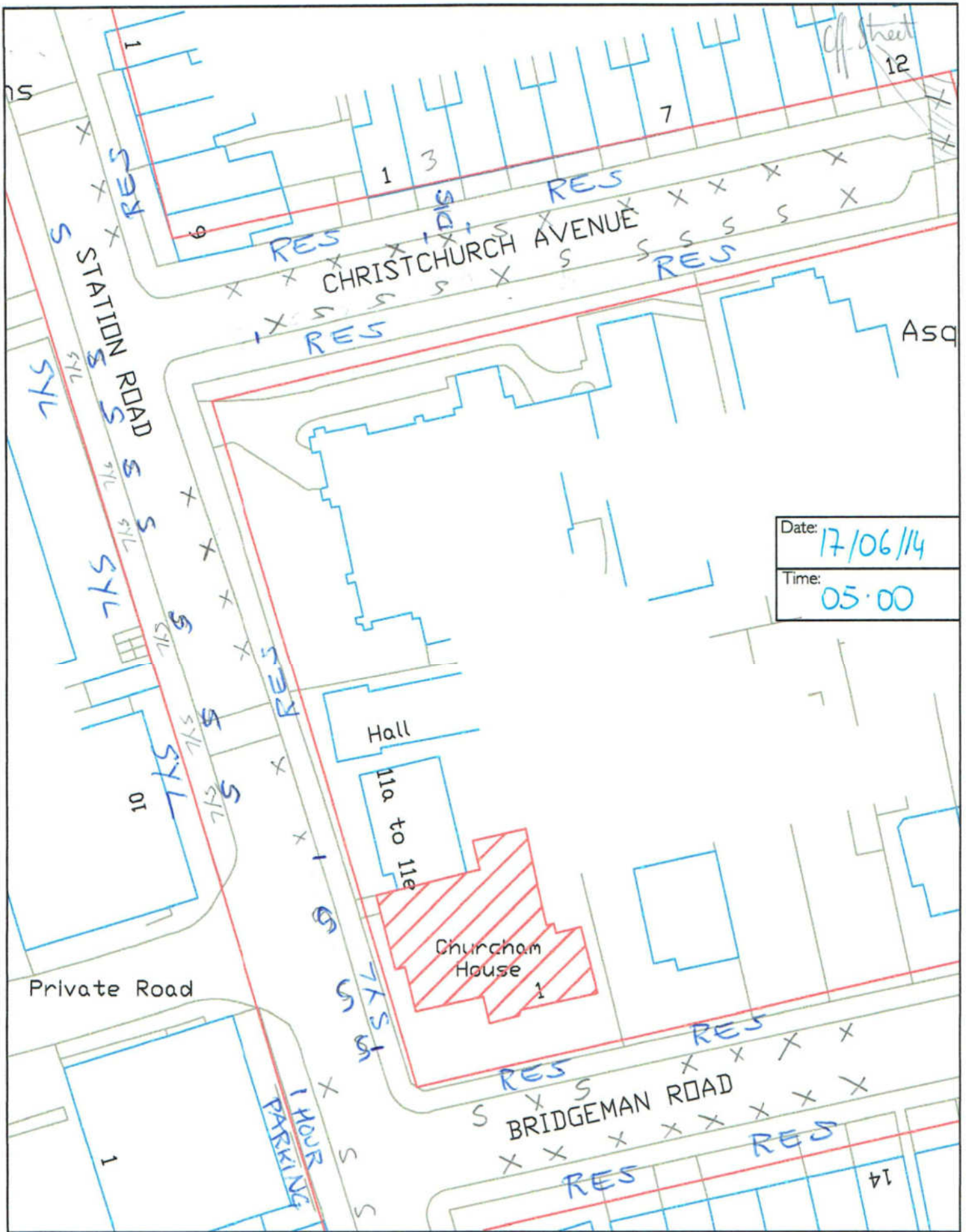
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 Time: 05:00

Date: June 2014
 Scale: 1/500@A4
 Source: OS/PMA
 Drawing No. PI225/AppC



PI225: Churcham House, TW11 9AJ
 Appendix C
 Parking Survey - Station Road Mid

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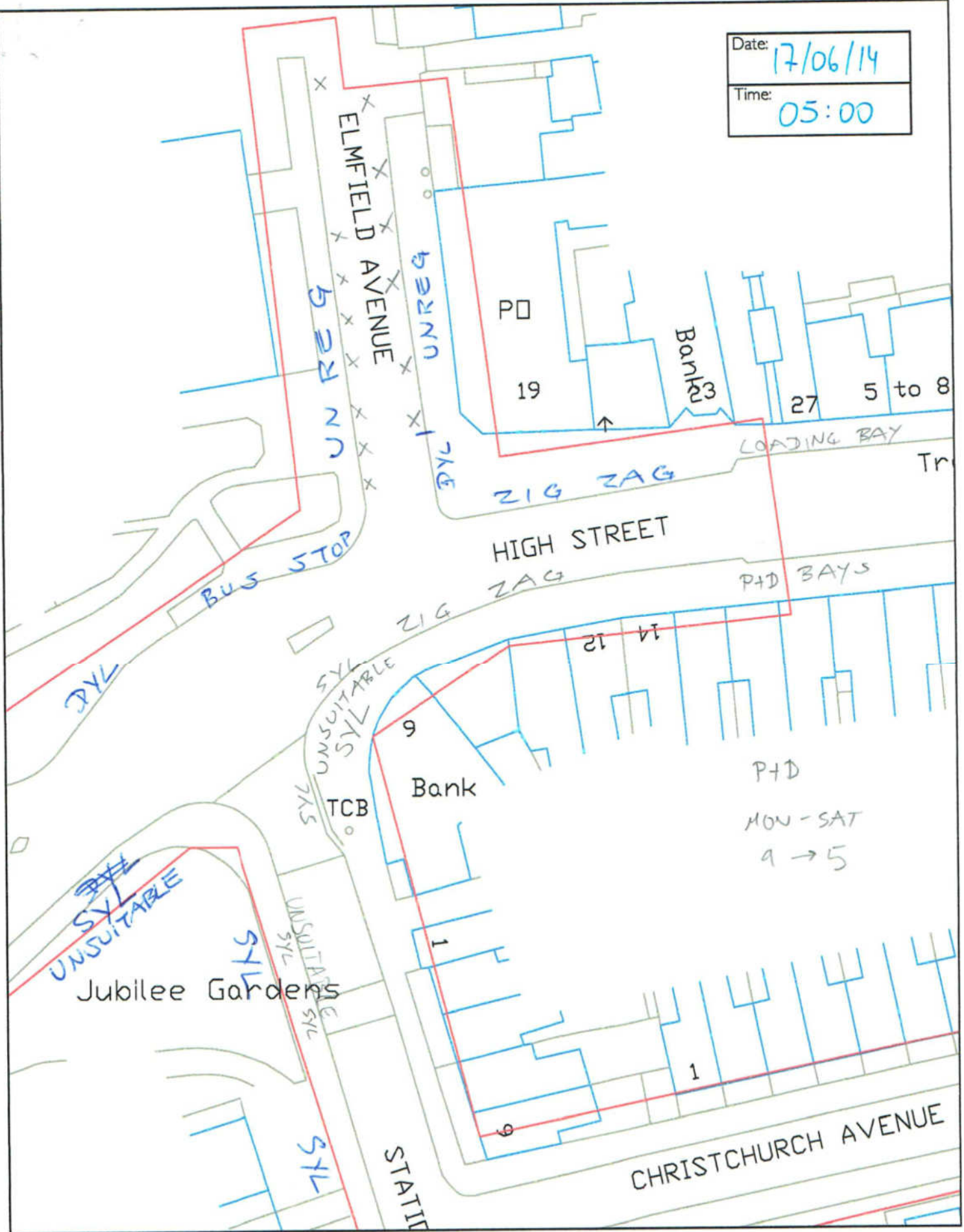
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 Source: OS/PMA
 Drawing No. P1225/AppC



P1225: Churcham House, TW11 9AJ
 Appendix C
 Parking Survey - Station Road &
 Christchurch Avenue

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Date: 17/06/14
 Time: 05:00

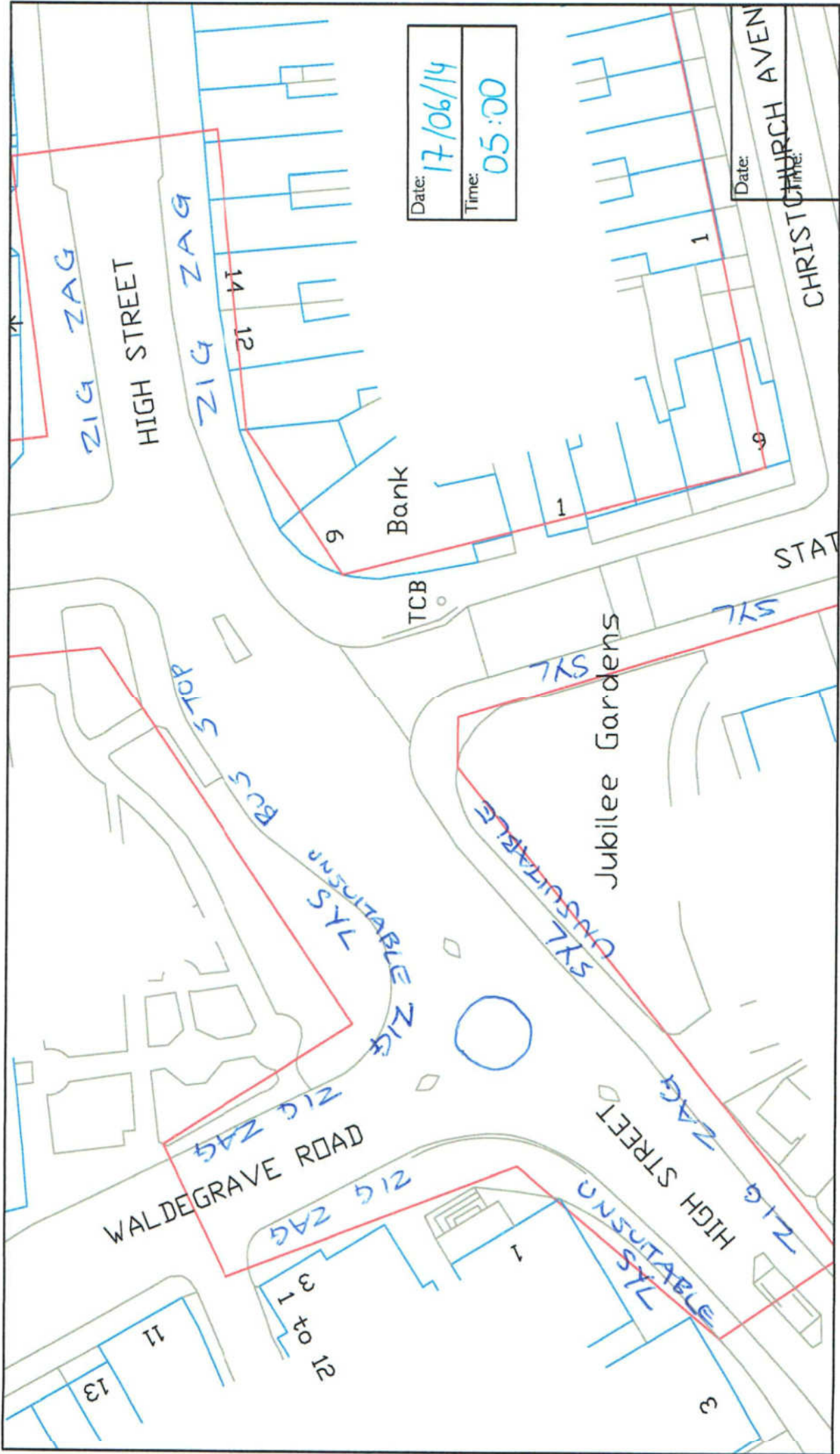


Date: June 2014
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 Drawing No. P1225/AppC



P1225: Churcham House, TW11 9AJ
 Appendix C
 Parking Survey - Station Road & Elmfield Avenue

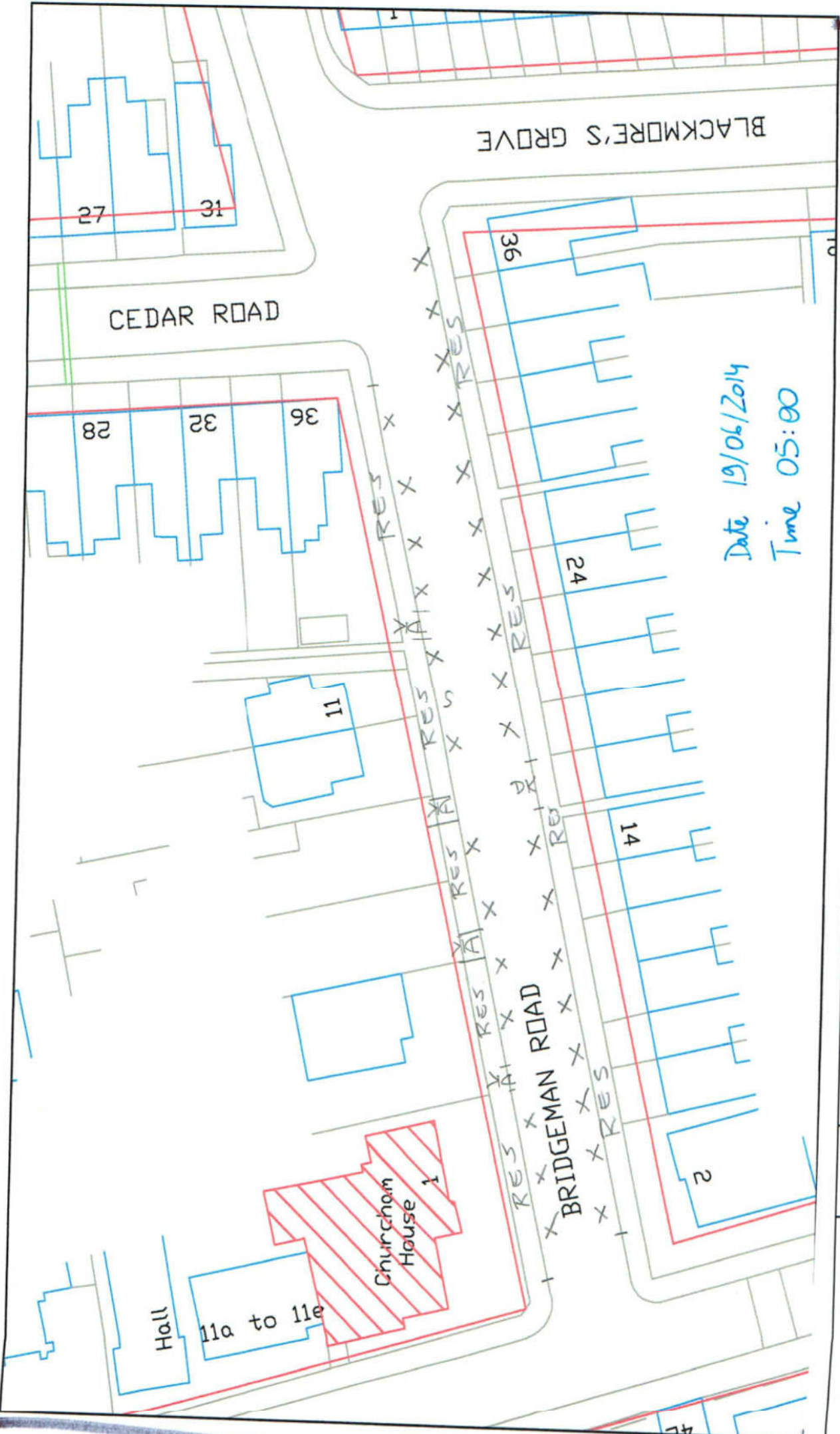
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Date: June-2014
 Scale: 1/500@A4
 Source: Ordnance Survey
 Drawing No. P1225/AppC



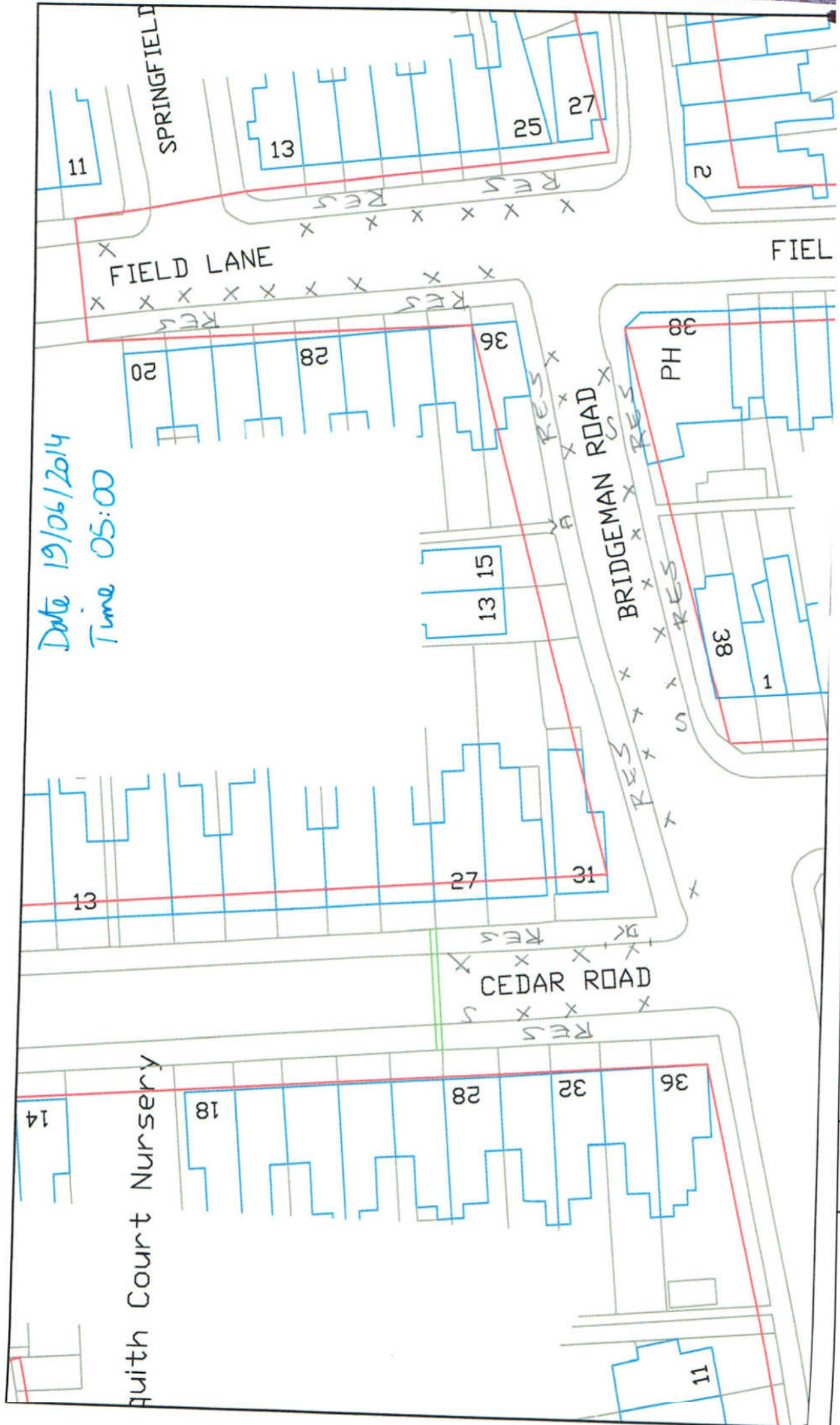
P1225 Churcham House, 1 Bridgeman Road, Teddington TW11 9AJ
 Appendix C
 Parking Survey - Gomer Place & Field Lane South



Date: June 2014
 Scale: 1/500@A4
 Source: Ordnance Survey
 Drawing No. P1225/AppC



P1225 Churcham House, 1 Bridgeman Road, Teddington TW11 9AJ
 Appendix C
 Parking Survey - Bridgeman Road Section 1/2



Date 19/06/2014
Time 05:00



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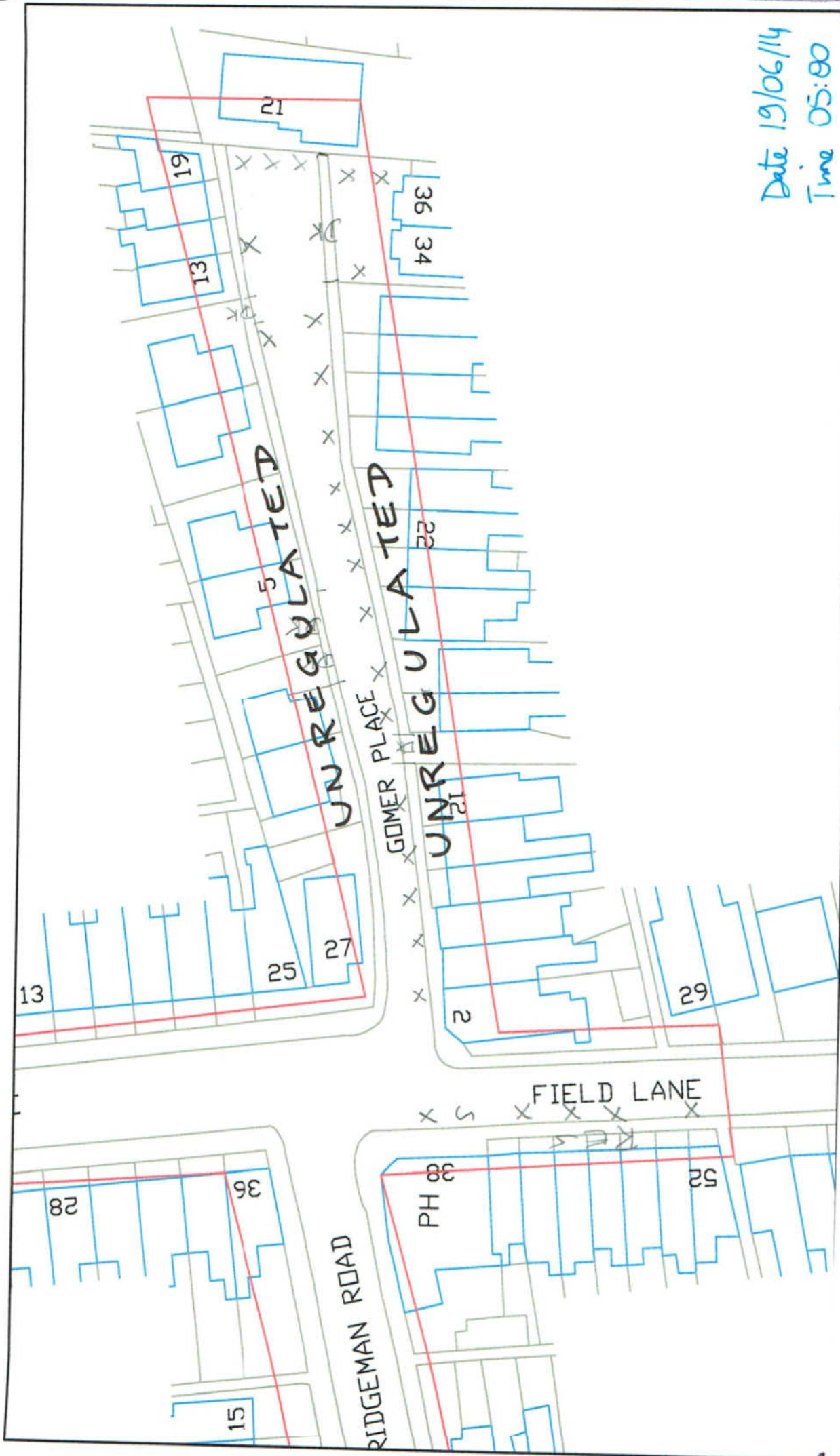
P1225 Churcham House, 1 Bridgeman Road, Teddington TW11 9AJ

Appendix C

Parking Survey - Bridgeman Road Section 2/2 + Cedar Road South +
Field Lane North

Date: June 2014
Scale: 1/500@A4
Source: Ordnance Survey
Drawing No. P1225/AppC

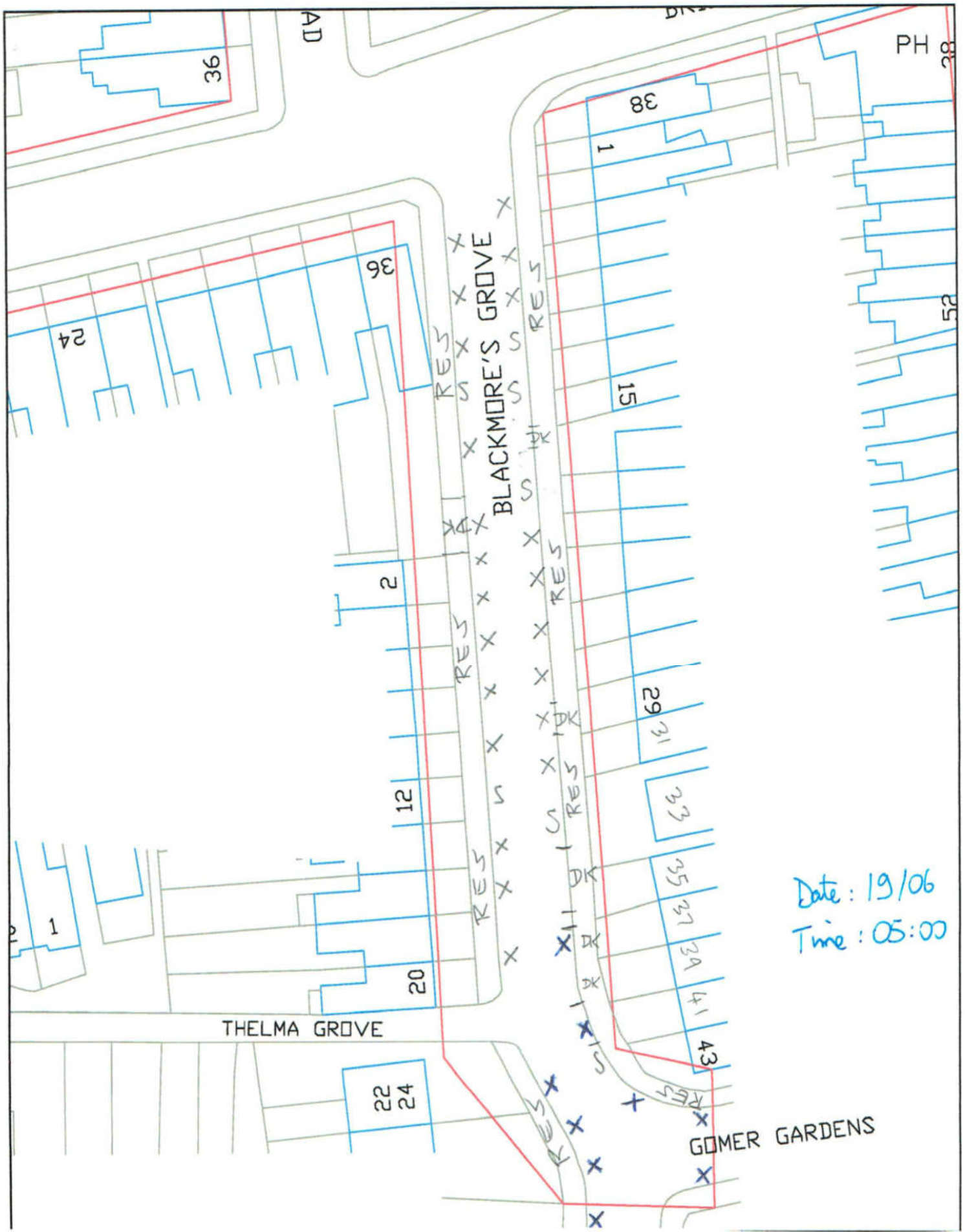




Date 19/06/14
Time 05:00

P1225 Churcham House, 1 Bridgeman Road, Teddington TW11 9AJ
 Appendix C
 Parking Survey - Gomer Place & Field Lane South





Date: 19/06
Time: 05:00

Date: June 2014
Scale: 1/500@A4
Source: OS/PMA

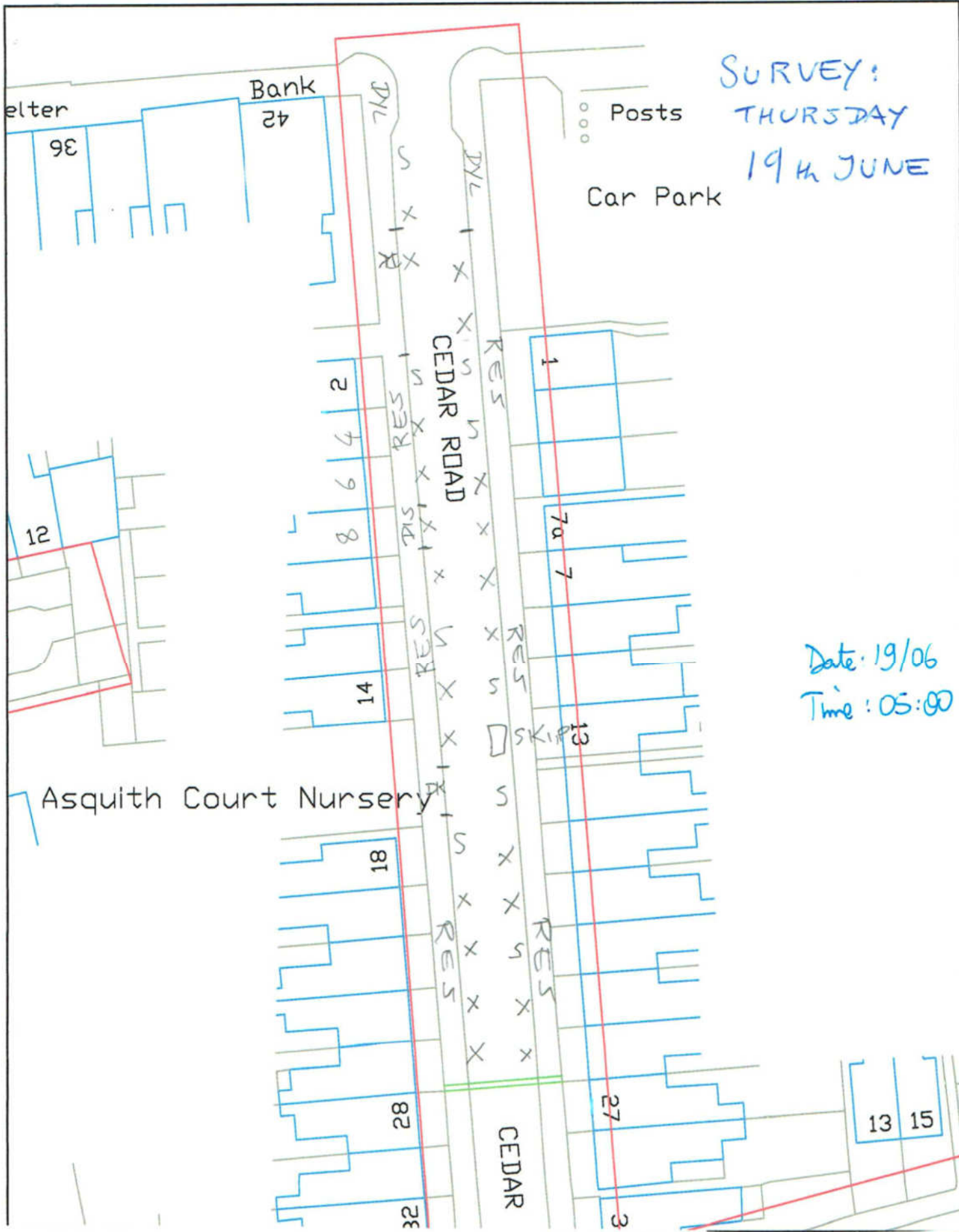


P1225: Churcham House, TW11 9AJ
Appendix C

Parking Survey - Blackmore's Grove

Drawing No. P1225/AppC

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SURVEY:
THURSDAY
19th JUNE

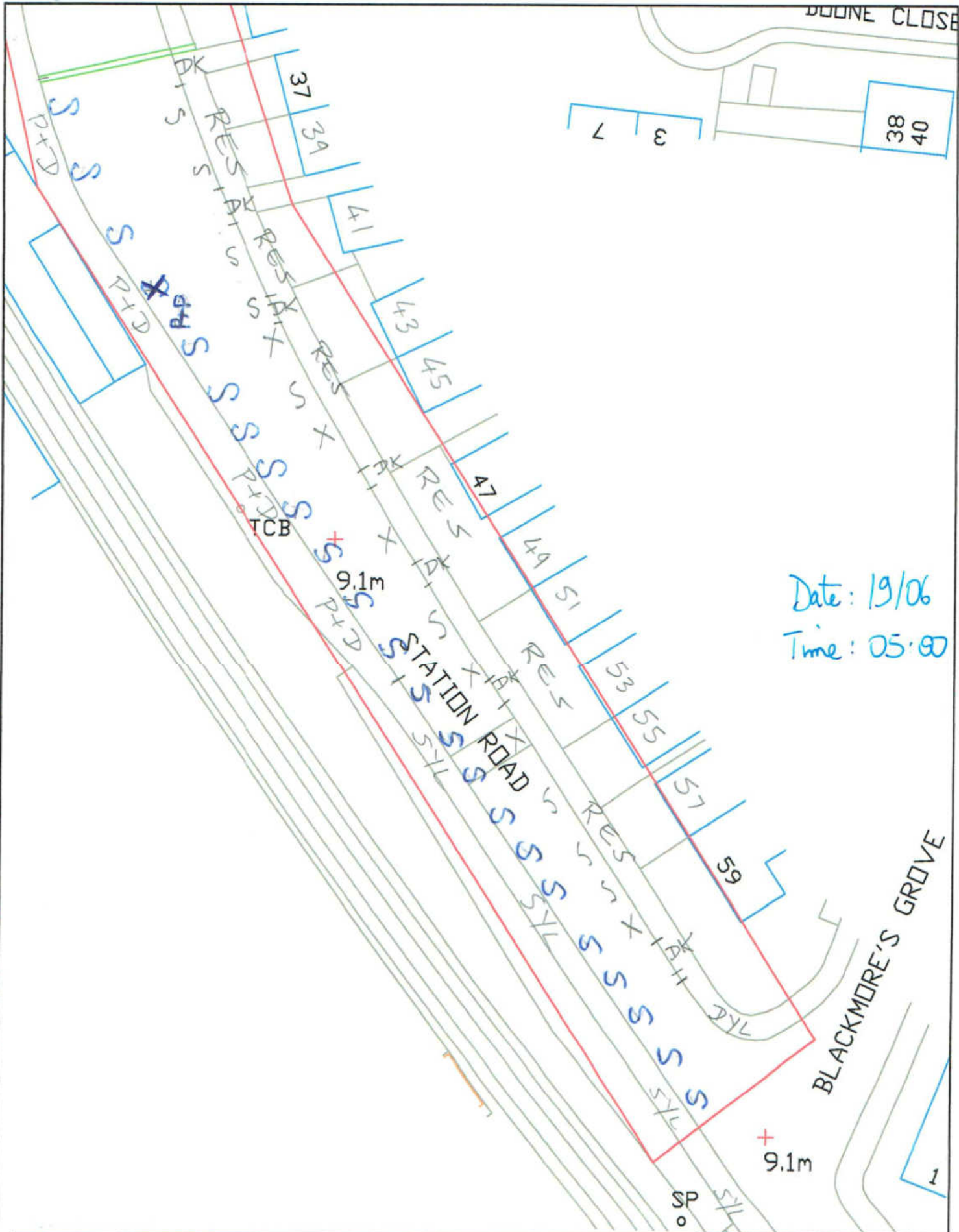
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Date: June 2014
Scale: 1/500@A4
Source: OS/PMA
Drawing No. P1225/AppC



P1225: Churcham House, TW11 9AJ
Appendix C
Parking Survey - Cedar Road


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Date: 19/06
 Time: 05:00

Date: June 2014
 Scale: 1/500@A4
 Source: OS/PMA
 Drawing No. PI225/AppC

PI225: Churcham House, TW11 9AJ
 Appendix C
 Parking Survey - Station Road South

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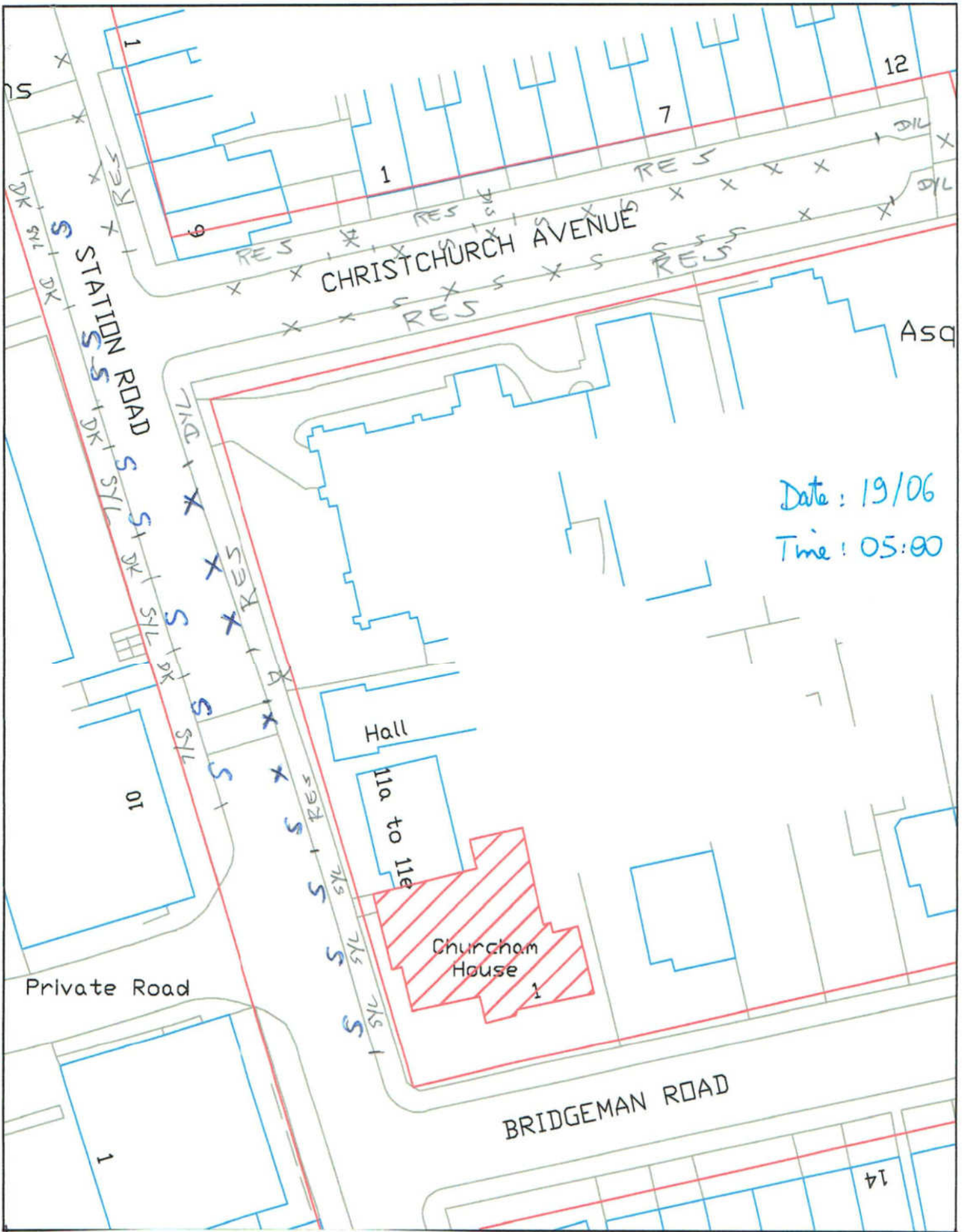
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Date: June 2014
Scale: 1/500@A4
Source: OS/PMA
Drawing No. P1225/AppC



P1225: Churcham House, TW11 9AJ
Appendix C
Parking Survey - Station Road Mid


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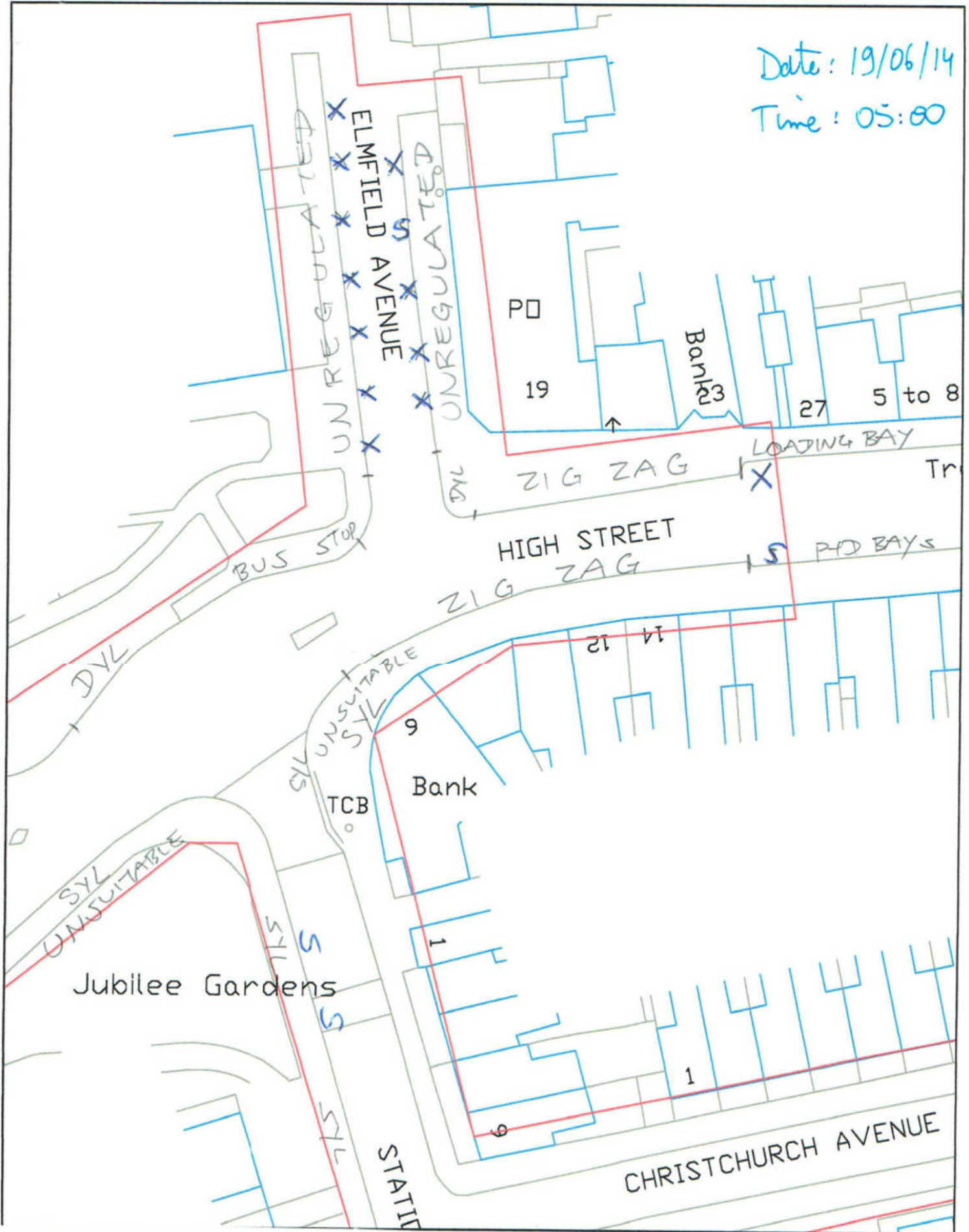
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 Scale: 1/500@A4
 Source: OS/PMA
 Drawing No. P1225/AppC



P1225: Churcham House, TW11 9AJ
 Appendix C
 Parking Survey - Station Road &
 Christchurch Avenue


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Date: 19/06/14
Time: 05:00

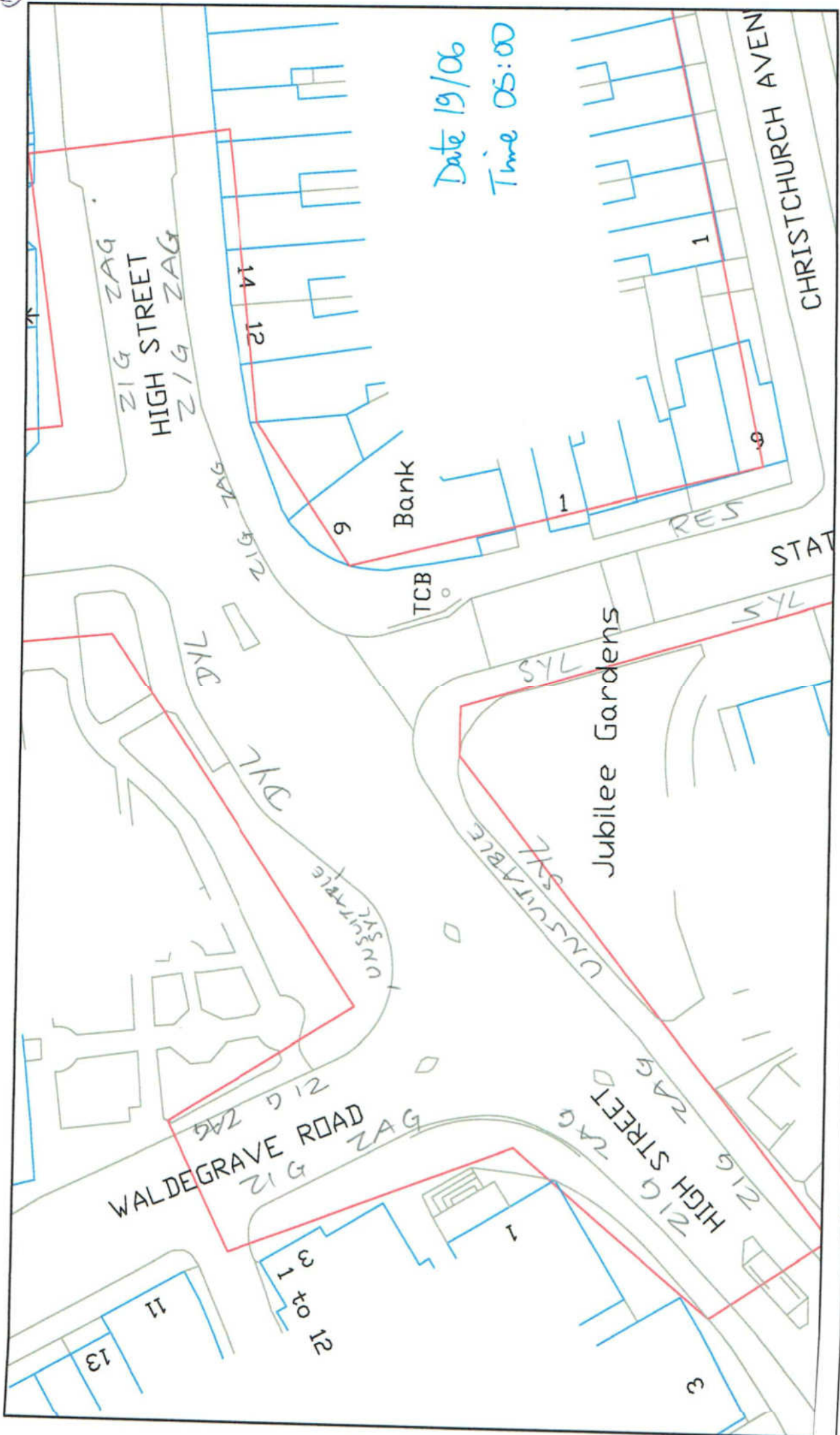


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Scale: 1/500@A4
Source: OS/PMA
Drawing No. P1225/AppC



P1225: Churcham House, TW11 9AJ
Appendix C
Parking Survey - Station Road & Elmfield Avenue


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Date 19/06
Time 05:00

P1225 Churcham House, 1 Bridgeman Road, Teddington TW11 9AJ
 Appendix C
 Parking Survey - Gomer Place & Field Lane South



Date: June- 2014
 Scale: 1/500@A4
 Source: Ordnance Survey
 Drawing No. P1225/AppC