PAUL MEW ASSOCIATES

TRAFFIC CONSULTANTS 020 8780 0426

THE VICAR & CHURCHWARDENS OF ALL SAINTS' CHURCH

ALL SAINTS' CHURCH, & 44 THE AVENUE, HAMPTON, RICHMOND, TW12 3RS

TRANSPORT STATEMENT

December 2017

Contents

Figures

Appendices

Ref: File path P:\ P1599 All Saints' Church & 44 The Avenue Transport Statement December 2017

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by The Vicar and Churchwardens of All Saints' Church in relation to the proposed development at All Saints' Church, and 44 The Avenue, Hampton, TW12 3RS.

1.2 The local planning and highway authority is the London Borough of Richmond upon Thames.

1.3 The site location is presented on a map in Figure 1 of this report; the extent of the application site's boundary is displayed in Appendix A.

1.4 The site is located in the residential area of Hampton, approximately a 1km walk north of Hampton National Rail Station. The application site has a public transport accessibility level (PTAL) of 2, which is a 'poor' rating as defined by Transport for London (TfL).

1.5 Approximately a 300 metre walk to the north of the site are a range of local amenities, including a Sainsbury's supermarket and a public house.

1.6 The proposal is for the demolition of the existing church hall and dwelling at 44 The Avenue, and the construction of a new church hall with one two-bedroom flat above, a new Narthex link to the church, and the erection of four houses on the site of 44 The Avenue (consisting of one three-bedroom and three four-bedroom houses). The proposal will see the total Gross Internal Floor Area (GIFA) of the church hall increased by 123 sqm, from 346 sqm to 487 sqm.

1.7 Under the proposal the Church's car park will be downsized from 11 to eight off-street parking spaces, and the existing crossover at 44 The Avenue will be moved to more central location to provide access to four off-street parking spaces for the proposed houses.

1.8 The proposed site plan and floor plans are presented in Appendix B of this report.

1.9 Pre-application advice has been sought from Richmond Council, which has included the following comments regarding the parking and highways impacts of the proposal:

1. A Transport Statement providing information on current usage, parking requirement, surveys of parking within and outside site of users will be required. Proposed usage and parking requirement to be scoped with this office.
2. Vehicles should be able to enter and leave parking spaces for the houses in forward gear given the location close to the bend and intensification of vehicle movements by 4 houses. It is suggested that a parking court with one vehicle access point could work more successfully.
3. The Front Garden Parking Supplementary Planning Document should be referred to in order to achieve the vehicle access required with the required sightlines.
4.Please identify if there would be parking for the proposed flats above the church hall.

5. Construction Method Statement must be supplied in draft at formal application stage.
6. Refuse/recycling and cycle storage is required to be shown on the plan for houses and flats. Cycle storage should be secure, enclosed and covered with Sheffield style stands used to secure bicycles.
7. Segregated pedestrian access to all houses will be required.
8. Visitor cycle storage must be covered with Sheffield stands for church hall users. Staff cycle storage should also be enclosed, weatherproof and secure with Sheffield stands.
9. The street tree and on site Oak root protection area may prevent crossover implementation. This must be taken into account when considering the landscaping details.

1.10 This Transport Statement has been produced in response to the Council's highways related comments listed above, with the exception of number 5 which references the need for a Draft Construction Method Statement, which will be prepared and submitted as a separate document.

2.0 EXISTING ON-STREET PARKING CONDITIONS

2.1 The application site is All Saints' Church and 44 The Avenue. The proposal is for the erection of a new church hall with a two bedroom flat above, and the demolition of 44 The Avenue and the erection of four houses. Under the proposal a total of four off-street parking spaces will be provided for the four new houses, and the church's car park will be revised to accommodate eight off-street parking spaces.

2.2 Contact with Richmond Council's highways department has been made pre-planning application to discuss the extent and times of surveys required.

2.3 The streets adjoining the site are not within a Controlled Parking Zone (CPZ).

2.4 The first stage of assessing the parking impact of the proposal is to survey the existing baseline conditions on the adjoining road network. This has been done in accordance with Richmond Council's Parking Survey Methodology, a copy of which is presented in Appendix C.

2.5 The first stage of the parking assessment is to map out the parking survey area. 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.

2.6 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 study area is presented in Figure 2.

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

- Bramble Lane;
- Courtlands Avenue;
- Jonquil Gardens
- Old Farm Road;

- Partridge Road;
- The Avenue;
- Tulip Close.

2.8 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.

2.9 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 metres in accordance with the Richmond parking survey methodology.

2.10 In some instances surveyor and consultant discretion has been applied when calculating the parking inventory. For example where a standalone parking bay is say 4.5 metres or 9/10 metres in length, and one/two cars have been observed to be comfortably and legally parked in the bay, we have calculated the bay to have a capacity for one/two cars respectively whereas strictly in accordance with the Richmond methodology the bay would have less capacity. Examples of this can be found within the parking study area.

2.11 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.

2.12 The parking survey inventory is presented in Table 1. A to-scale set of drawings presenting the parking survey inventory on an OS map base is shown in Figures 3a-e.

Table 1. Parking Survey Inventory

Road	Kerb-side Inventory - Unrestricted	
	Metres	Spaces
Bramble Lane[1]	15	8
Church Car Park[2]	0	11
Courtlands Avenue	110	22
Jonquil Gardens	10	2
Old Farm Road	10	2
Partridge Road	60	12
The Avenue	215	43
Tulip Close	0	0
TOTAL	420	100

Source: PMA Survey
Notes:
[1]In addition to five parking bays
[2]In addition to 11 parking bays

2.13 The parking survey inventory demonstrates that there are 100 unrestricted kerb side parking opportunities within the study area.

2.14 In accordance with Richmond Council's Parking Survey Methodology, one overnight parking survey on two separate typical weekday mornings (Monday to Thursday) and one Sunday morning between the hours of 0100 and 0500 has been carried out to determine the current parking uptake on the streets within the study area.

2.15 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.

2.16 The surveys were carried out on Wednesday 16th, Thursday 17th and Sunday 20th November 2016 at 0215, 0345 and 0430 respectively.

2.17 Full details including the number of cars parked during each individual overnight survey is presented in Appendix D. 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 E.

2.18 Since when the parking inventory and the parking surveys were conducted, double yellow lines have been installed on The Avenue. As a result the kerb-side inventory has been re-conducted. The results of the revised kerb-side inventory are presented in Table 1 above, and Figures 3a-e.

2.19 The parking surveys are still considered to be viable as they were conducted within the last three years. The results of the parking surveys therefore present some parking on double yellow lines directly adjacent to the church, which at the time of the parking surveys being conducted would have been legal unrestricted parking opportunities.

2.20 In accordance with Richmond's methodology the location of these parked vehicles has been marked with an 'X' on the inventory. The parking stress presented below has been calculated by subtracting the number of cars that have been observed to be parked on the now double yellow lines from the available unrestricted parking spaces (marked with an 'S' on the inventory) to account for these cars being displaced within the survey area.

2.21 The average results of the three overnight on-street parking surveys are presented in Table 2 as follows and are displayed in the format generally required.

Table 2. On-Street Parking Survey Results; Overnight Average

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	0	11	3%
Courtlands Avenue	22	10	12	47%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	7	5	56%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	18	82	18%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's

2.22 Cars parked over dropped kerbs have been counted separately and excluded from the parking stress calculations.

2.23 The results in Table 2 demonstrate that the average overnight parking 'stress' of unrestricted kerb side parking space within the identified survey area where local residents can legally park for 24 hours is 18%. An average of 18 cars have been observed to be parked within the total study area leaving and 82 free spaces.

2.24 Importantly, looking specifically at The Avenue the average overnight parking stress is much lower than the wider study area at 0%, with no vehicles observed to be parked on unrestricted kerbside.

2.25 To put the observed parking stress into context, Richmond use an 85% stress as a threshold for 'heavily parked' conditions:

"LBRuT will consider appropriate extant planning permissions in the area and if stress levels are calculated at 85% stress or more LBRuT will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity." (Richmond Parking Survey Methodolgy November 2016).

2.26 The results of the parking surveys set out herein demonstrate that parking on the roads in proximity to the application site is well within its maximum capacity. No parking problems were reported on any of the overnight surveys.

2.27 In addition to the overnight surveys a series of evening surveys have also been undertaken to capture the parking demand resulting from the use of the current church hall.

2.28 The surveys were undertaken on Friday 18th and Tuesday 22nd November 2016, between the hours of 1800 and 2100 as this was considered to be the peak time for parking around the site associated with the use of the Church and Church Hall (Scouts, choir practice / club etc….).

2.29 Full details including the number of cars parked during each individual overnight survey is presented in Appendix D. 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 E.

Table 3. On-Street Parking Survey Results; Evening Average

Time	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
1800-1815	101	22	79	21%
1815-1830	101	26	75	25%
1830-1945	101	23	78	22%
1845-1900	100	20	81	20%
1900-1915	101	20	81	19%
1915-1930	101	21	80	20%
1930-1945	101	23	78	23%
1945-2000	101	26	75	25%
2000-2015	101	25	76	24%
2015-2030	101	25	76	24%
2030-2045	101	25	76	24%
2045-2100	101	24	77	23%
Average	100	23	78	23%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's

2.30 The results in Table 3 demonstrate that the average evening parking 'stress' of unrestricted kerb side parking within the identified survey area is 23%. An average of 23 cars has been observed to be parked within the total survey area leaving and 78 free spaces within any 15 minute interval. The peak period for parking occurs between 1945 and 2000 with a total of 26 cars parked and 75 free spaces within the parking survey area.

2.31 As discussed Richmond prescribes 85% parking stress to be an unacceptable parking stress. The results of the parking surveys set out herein demonstrate that parking on the roads in proximity to the application site is well within its maximum capacity. No parking problems were reported on either of the evening surveys.

3.0 DEVELOPMENT IMPACT

3.1 The application site is All Saints' Church and 44 The Avenue. The proposal is for the erection of a new church hall with one two bedroom flat above, and the demolition of 44 The Avenue and the erection of four houses. Under the proposal a total of four off-street parking spaces will be provided for the four new houses, and the church's car park will be revised to accommodate eight off-street parking spaces.

3.2 44 The Avenue currently has a crossover that serves two forecourt parking opportunities. Under the proposal the crossover will be moved to a more central location to provide access to four off-street parking opportunities for the proposed houses.

3.3 The relocation of the crossover will not contribute to local parking stress, as the current and proposed crossover is located on double yellow line kerb side.

3.4 The Richmond Local Plan has been researched to assess parking standards for new developments.

3.5 Policy DM TP 8 of LDF 'Adopted Development Management Plan' sets out the parking requirements for development 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."

3.6 Appendix Four of the LDF 'Adopted Development Management Plan' (LB Richmond, 2011) sets out maximum vehicle parking standards and minimum cycle 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

3.7 In accordance with the Council's maximum car parking standards the proposed two-bedroom flat; one three-bedroom house; and three four bedroom houses should be provided with a maximum of eight parking spaces (although this is subject to negotiation), and should be provided with at least eight secure and sheltered cycle parking spaces.

3.8 The proposed four houses, consisting of one three-bedroom and three four bedroom houses, are being provided with four off-street parking opportunities. In accordance with Richmond's parking standards the houses could generate a parking demand for seven vehicles, resulting in the overspill of up to three vehicles on-street.

3.9 No off-street parking has been proposed for the two-bedroom flat. In accordance with Richmond's parking standards the flat could generate a parking demand for up to one vehicle.

3.10 The proposed development could therefore result in the overspill of up to four vehicles on-street. An additional four vehicles parking on-street overnight would increase the observed unrestricted kerb-side parking stress by 4% from 18% to 22%.

3.11 In addition the proposed development will result in three less off-street parking spaces provided in the church's car park.

3.12 The church car park was busiest at 2000-2015 on the Tuesday survey and 1915-1945 on the Friday Survey with a total of 10 vehicles parked in the 11 spaces (refer to Appendix D). During these times 2000-2015 on the Tuesday survey had the highest parking stress within the whole survey area of 29% with an average of 29 cars parked and 72 available spaces.

3.13 The proposal will see the church's car park reduced by three spaces. At 2000-2015 on the Tuesday survey a total of one parking space was free within the church's car park. The loss of three parking spaces within the church's car park could therefore result in an overspill of up to two vehicles onto the adjoining highway. An additional two vehicles parking on the local highway 2000-2015 on a typical Tuesday increase the observed on-street parking stress by 2%, from 29% to 31%.

3.14 Under the proposal the church hall's total GIFA will increase by 123 sqm from 364 sqm to 487 sqm, which could result in additional vehicle trips to the site.

The results of the evening parking surveys have demonstrated that there is sufficient spare parking capacity on the local highway to accommodate an increase in parking demand resulting from the increased GIFA of the church hall.

3.15 Up to an additional four cars parking overnight from the proposed residential development, and up to two cars displaced in the evening on-street from the downsizing of the church's car park will therefore have a minimal and insignificant impact on the adjoining highway, and would likely fall within the nightly fluctuations in parking patterns on the local roads.

3.16 In accordance with Richmond's cycle parking standards, the residential development should be provided with a minimum of eight secured and sheltered cycle parking spaces.

3.17 The proposed houses will be provided with a garden shed which bikes will be able to be stored in. The proposed flat will be provided with a secure and covered cycle store, conveniently located adjacent to the pedestrian entrance to the flat. Refer to Appendix B for the proposed site plan.

3.18 Richmond prescribes that places of worship and public halls should provide one cycle parking space per 20 seats. The church hall will be provided with a secure and sheltered cycle store able to accommodate up to eight cycles, which given the proposed size of the church hall (487 sqm GIFA) is considered to be appropriate.

3.19 The proposed provision of cycle parking is therefore in accordance with Richmond's adopted standards and is considered to be acceptable.

3.20 Given that up to an additional four cars parked overnight from the proposed residential development, and up to two cars displaced on-street from the downsizing of the church's car park would have no material impact on existing parking capacity or neighbouring amenity, it is expected that the development accords with Policy DM TP 8 of the Council's adopted Local Plan and this prior approval application should be approved.

3.21 The proposal is considered to be a sustainable development in terms of accessibility and transport. The proposal is not considered to have any significant / "severe" transport impacts and is in accordance with 'National Planning Policy Framework' (pp. 9-10, DCLG, 2012):

> *"Plans and decisions should take account of whether:*
>
> - *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
> - *safe and suitable access to the site can be achieved for all people; and*
> - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

4.0 PARKING AND SERVICING

Refuse & Servicing

4.1 All refuse and servicing will occur as existing, from on-street.

4.2 The houses refuse stores will be located on either side of the proposed car park, and on the access path to the proposed dwellings. The church hall's and flat's bin store will be located to near the hall's pedestrian entrance.

4.3 Richmond in their Refuse and Recycling Storage Requirement, Supplementary Planning Documents (SPD) (April 2015), prescribes that '*waste collection operatives should not be required to carry waste, dustbins or move wheeled bins more than 20m in total*'.

4.4 The refuse stores which are beyond 20m from the highway will be managed by the Church and future residents so that they are placed within 20m of the public highway on the days of collection.

4.5 The proposed development will not see any changes to the existing refuse or servicing arrangement, therefore the proposal in considered to be acceptable.

Parking Layout

4.6 Under the proposed development a new four space car park will be created, accessed from the centrally relocated crossover at the 44 The Avenue site. The church's car park will also be downsized from 11 spaces to eight off-street parking spaces.

4.7 Swept path analysis has been performed on a selection of the proposed new residential and revised church hall's off-street parking opportunities to ensure they are accessible and that a vehicle can enter and exit the car parks in forward gear. The swept paths are presented in Figures 4a-c of this report which demonstrate the proposed parking bays are accessible (note the paths adjacent

to parking bays will be the same level therefore the body of a vehicle can overhang these areas when entering or exiting a parking bay).

4.8 Richmond's Front Garden and Other Off Street Parking Standards SPD (September 2006), prescribes that:

"…a single dropped kerb will be provided at a width of 2.4m with 0.5m ramps on either side. The maximum width of a dropped kerb (flat section) allowed will not exceed 3.5m. This is considered suitable to enable two vehicles to park on a forecourt, given that the additional 0.5m ramped sections either side will give an overall crossover width of 4.5m. This will standardise the size of accesses, avoid large lengths of footway being made over to dropped kerbs and minimise their visual impact on the street-scene."

4.9 The proposed new crossover will have a width of 3.1 metres with 0.5 metre ramps on either side, which is in accordance with Richmond's prescribed crossover standards.

4.10 The Front Garden and Other Off Street Parking Standards SPD also prescribes that new crossovers should provide visibility splays as follows:

"in accordance with national guidelines as described in Design Bulletin 32 or any succeeding document. As a minimum, pedestrian sightlines of 2.1m x 2.4m, as shown in Fig 4, will be required at a property boundary with the public highway. Boundary treatment and landscaping within pedestrian and vehicle sightline envelopes, should not normally exceed 0.6m in height, although a 0.6m wall with railings above may be acceptable. This will ensure that pedestrian and vehicular sightlines are unimpeded, so enabling safe entry and exit from a property."

4.11 There will be no boundary treatment above 0.6 metres in height at either of the proposed development's crossovers; therefore there will be no physical impediment for emerging vehicles vehicle to pedestrian sightlines.

4.12 In summary the proposed development accords with Richmond's Refuse and Recycling Storage Requirement and The Front Garden and Other Off Street Parking Standards SPD, and is therefore considered to be acceptable.

5.0 SUMMARY

5.1 Paul Mew Associates is instructed by The Vicar and Churchwardens of All Saints' Church in relation to the proposed development at All Saints' Church, and 44 The Avenue, Hampton, TW12 3RS.

5.2 The proposal is for the demolition of the existing church hall and dwelling at 44 The Avenue, and the construction of a new church hall with one two-bedroom flat above, a new Narthex link to the church, and the erection of four houses on the site of 44 The Avenue (consisting of one three-bedroom and three four-bedroom houses).

5.3 Under the proposal the church's car park will be reduced by three parking spaces to eight off-street spaces, and the existing crossover at 44 The Avenue will be moved to more central location to provide access to four off-street parking spaces for the proposed houses.

5.4 The proposed four houses are being provided with four off-street parking opportunities which is in accordance with Richmond's adopted maximum parking standards, but could result in the overspill of up to three vehicles on-street.

5.5 In accordance with the parking standards the proposed two-bedroom flat could generate a parking demand for up to one vehicle.

5.6 The proposed residential development could therefore result in the overspill of up to four vehicles parking on-street. An additional four vehicles parking on-street overnight would increase the observed parking stress by 4% from 18% to 22%. Four additional cars parked on the streets adjoining the site will therefore have a minimal and insignificant impact on the adjoining highway, and would likely fall within the nightly fluctuations in parking patterns on the local roads.

5.7 In addition the proposed development will result in three less off-street parking spaces provided in the church car park. The church car park was busiest at

2000-2015 on the Tuesday survey and 1915-1945 on the Friday Survey with a total of 10 vehicles parked in the 11 spaces (refer to Appendix D). During these times 2000-2015 on the Tuesday survey had the highest parking stress within the whole survey area of 29% with an average of 29 cars parked and 72 available spaces.

5.8 The proposal will see the church's car park reduced by three spaces. At 2000-2015 on the Tuesday survey a total of one parking space was free within the church's car park. The loss of three parking spaces within the church's car park could therefore result in an overspill of up to two vehicles onto the adjoining highway. An additional two vehicles parking on the local highway 2000-2015 on a typical Tuesday increase the observed on-street parking stress by 2%, from 29% to 31%.

5.9 To put the results of the parking surveys into context Richmond in their parking survey methodology prescribe a parking stress of 85% to be the threshold for heavily parked areas.

5.10 The proposed development is therefore not anticipated the result in any conditions prejudicial to the free flow of traffic or parking availability, resulting from an 'overspill' of parking onto the highway.

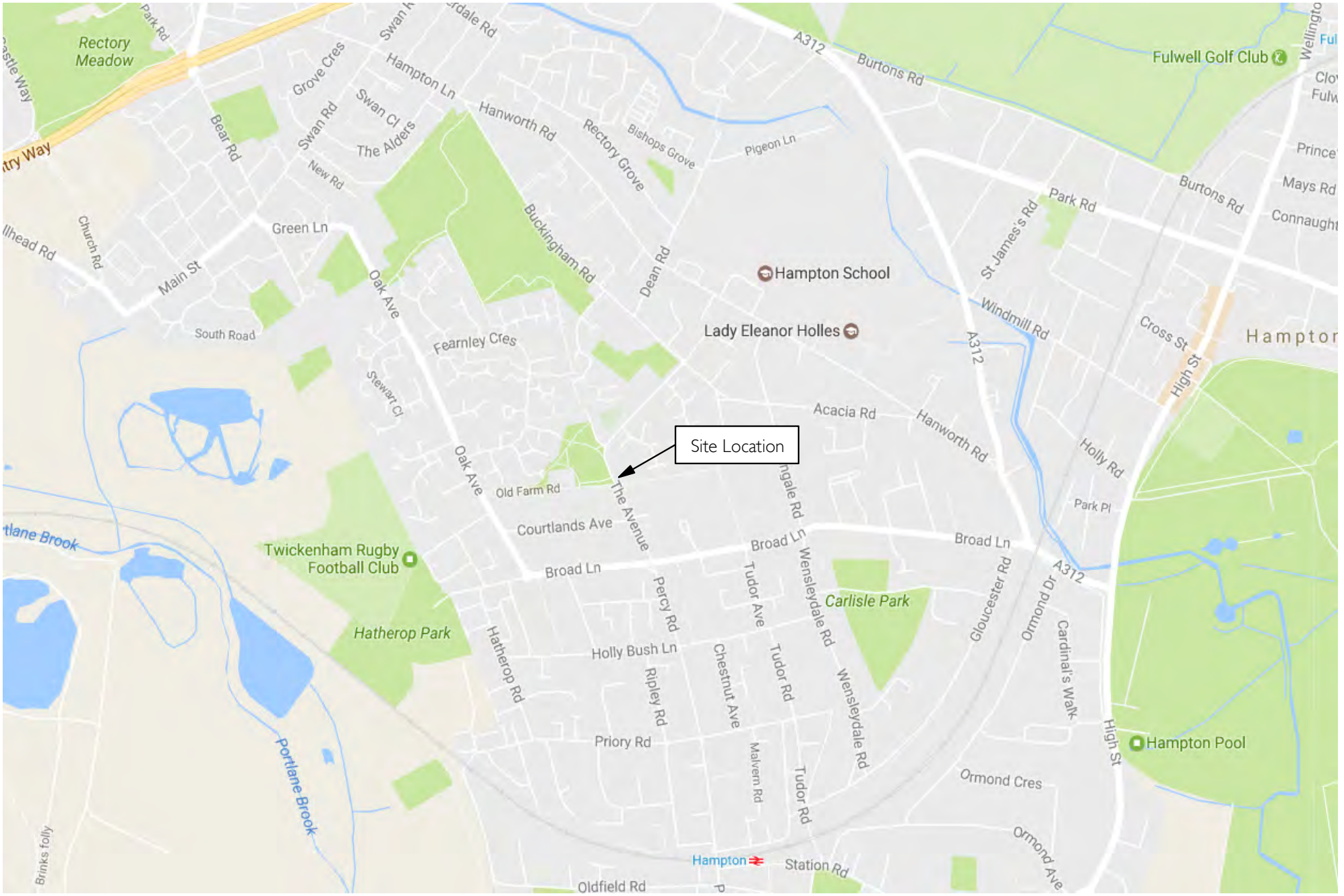
5.11 The proposed development will not see any changes to the refuse or servicing arrangement, therefore the proposal in considered to be acceptable.

5.12 Swept path analysis has been performed on a selection of the proposed off-street parking opportunities to ensure they are accessible, and that a vehicle can enter and exit the car park in forward gear. The swept paths are presented in Figures 4a-c of this report.

5.13 The proposed new crossover has a width of 3.1 metres with 0.5 metre ramps on either side. In addition there will be no boundary treatment above 0.6 metres in height at either of the proposed development's crossovers; therefore there will be no physical impediment for emerging vehicles vehicle to pedestrian

sightlines; which is in accordance with Richmond's prescribed crossover standards.

FIGURES



Date: December 2016
Scale: NTS
Source: Google Maps
Drawing No: P1599/TS/01

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 1.
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

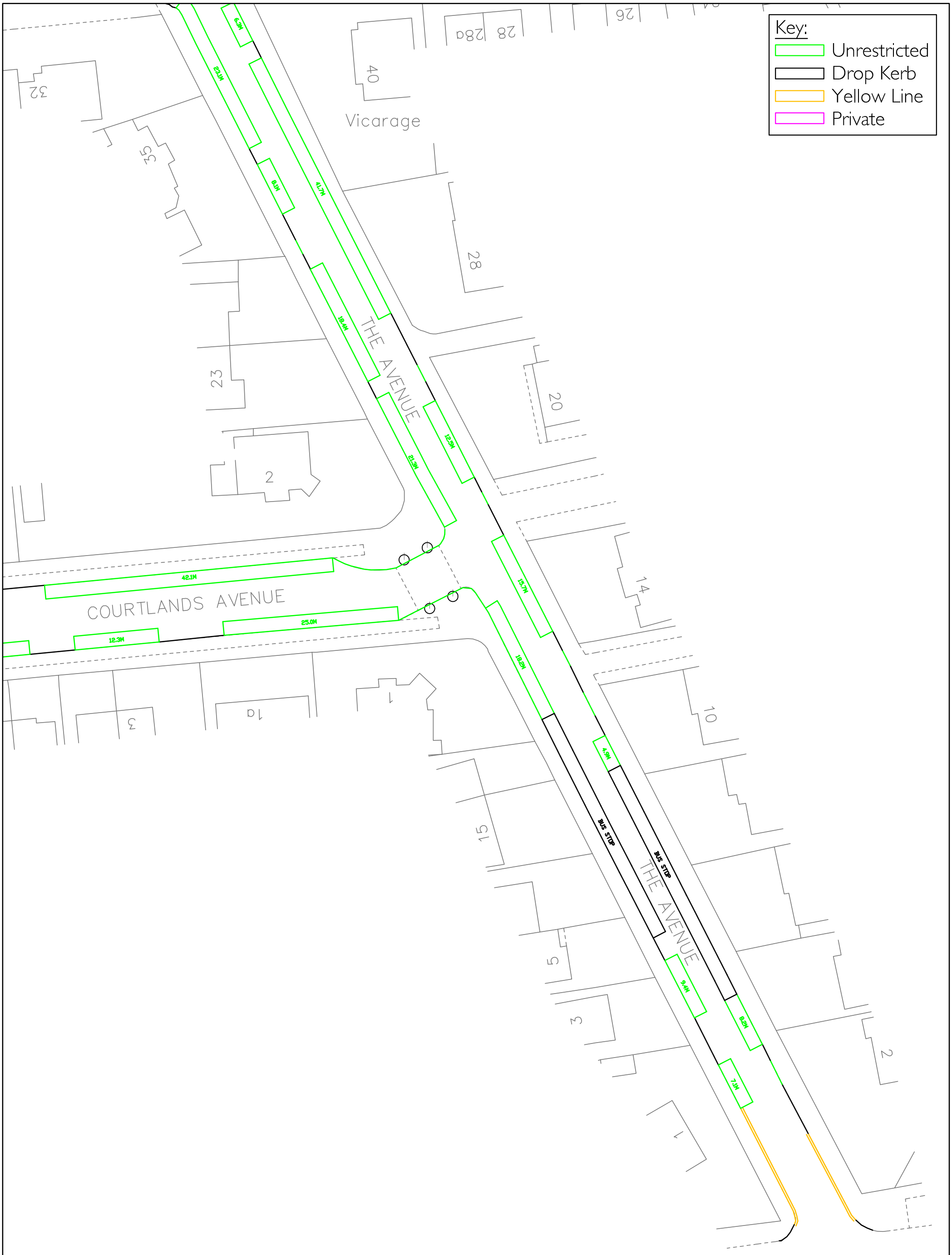
Date: December 2016
Scale: NTS
Source: Google Maps
Drawing No: P1599/TS/02

N

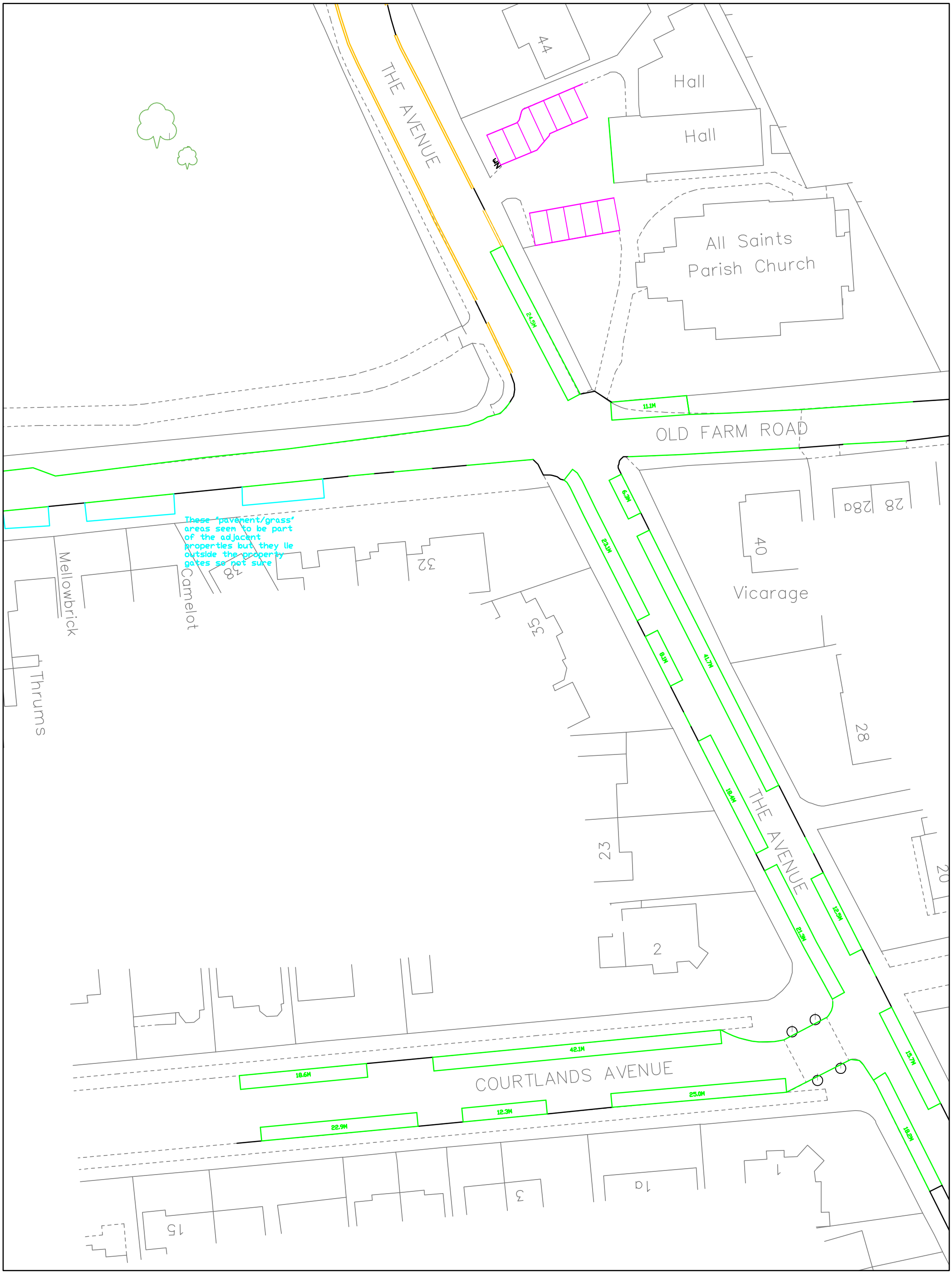
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 2.
Parking Survey Area

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: February 2017 Scale: 1:500@A3 Source: OS / PMA Drawing No. P1599/TS/03	N	P1599: All Saints' Church & 44 The Avenue Figure 3a Parking Survey Inventory	PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS Plym House, 21 Enterprise Way, London SW18 1FZ Tel: 0208 780 0426 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017
Scale: 1:500@A3
Source: OS / PMA
Drawing No. P1599/TS/03

N

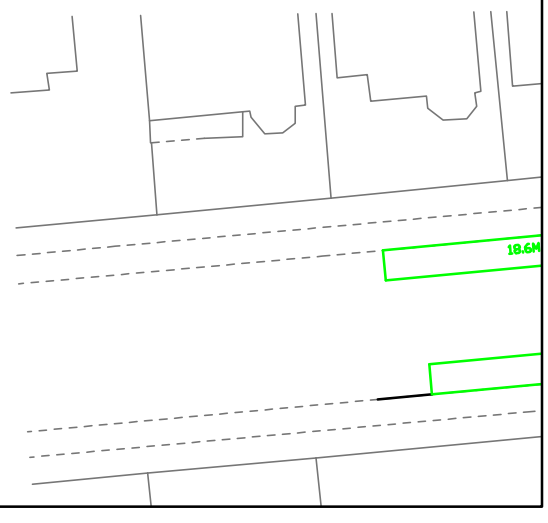
P1599: All Saints' Church & 44 The Avenue
Figure 3b
Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

OLD FARM ROAD

These 'pavement/grass' areas seem to be part of the adjacent properties but they lie outside the property gates so not sure

Wayside
Ridings
Kemarie
Redwood
Chastel
Milverton
Sutherland
Myrtleberry
Banchory
Thrums
Mellowbrick
Camelot
44
48



Date: February 2017
Scale: 1:500@A3
Source: OS / PMA
Drawing No. P1599/TS/03

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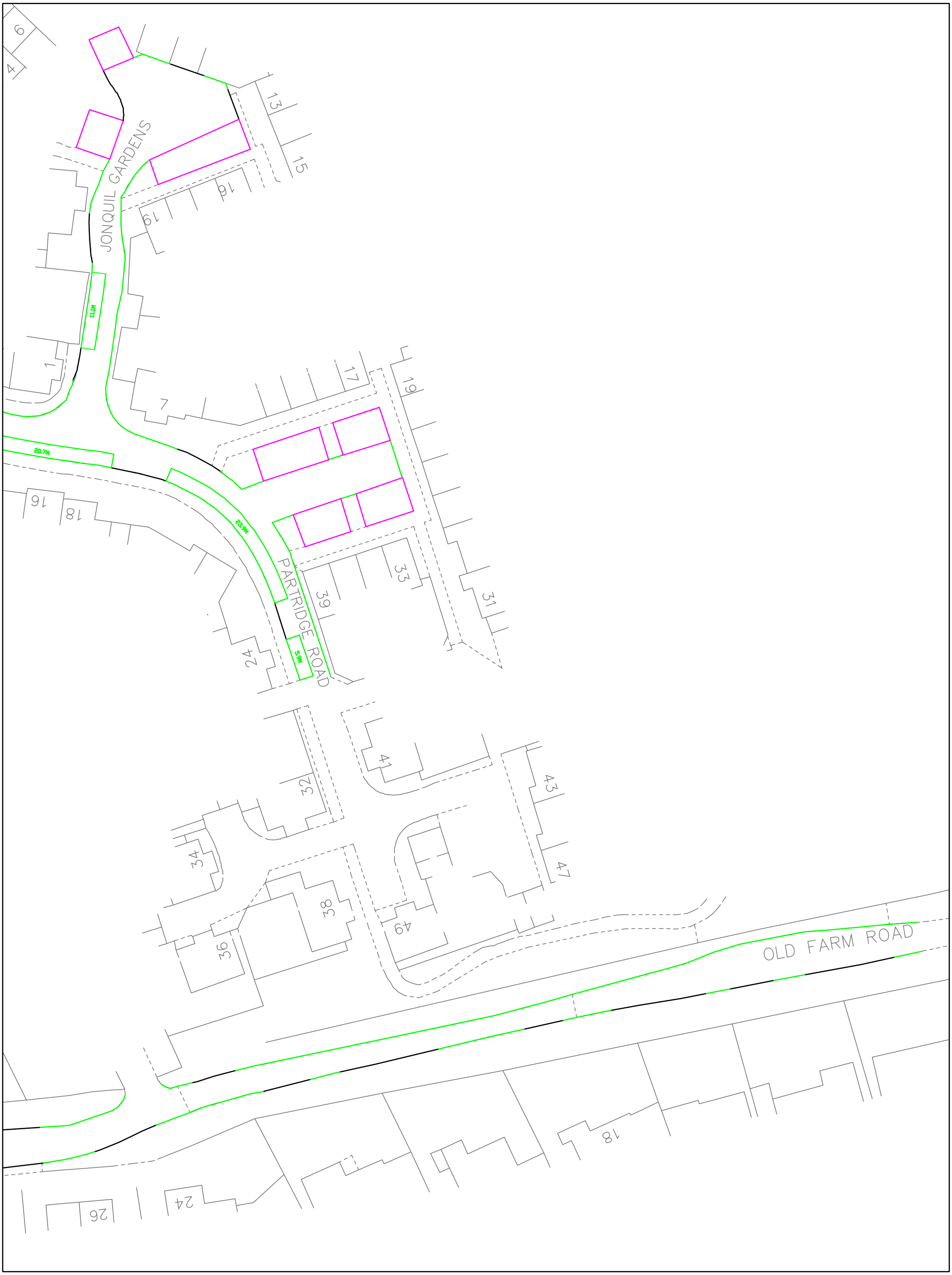
P1599: All Saints' Church & 44 The Avenue
Figure 3c
Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017 Scale: 1:500@A3 Source: OS / PMA Drawing No. P1599/TS/03	N	P1599: All Saints' Church & 44 The Avenue Figure 3d Parking Survey Inventory	PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS Plym House, 21 Enterprise Way, London SW18 1FZ Tel: 0208 780 0426 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Tangley Park Family Centre

Nm

Nm

16.7M

BRAMBLE LANE

THE AVENUE

Bus Stop

23.7M

THE AVENUE

5.9M

PARTRIDGE ROAD

8.2M

5.0M

TULIP CLOSE

1

3

4

6

5

12

9

2

14

8

15

10

13

19

11

7

9

4

3a

44

Hall

Hall

Nm

All Saints Parish Church

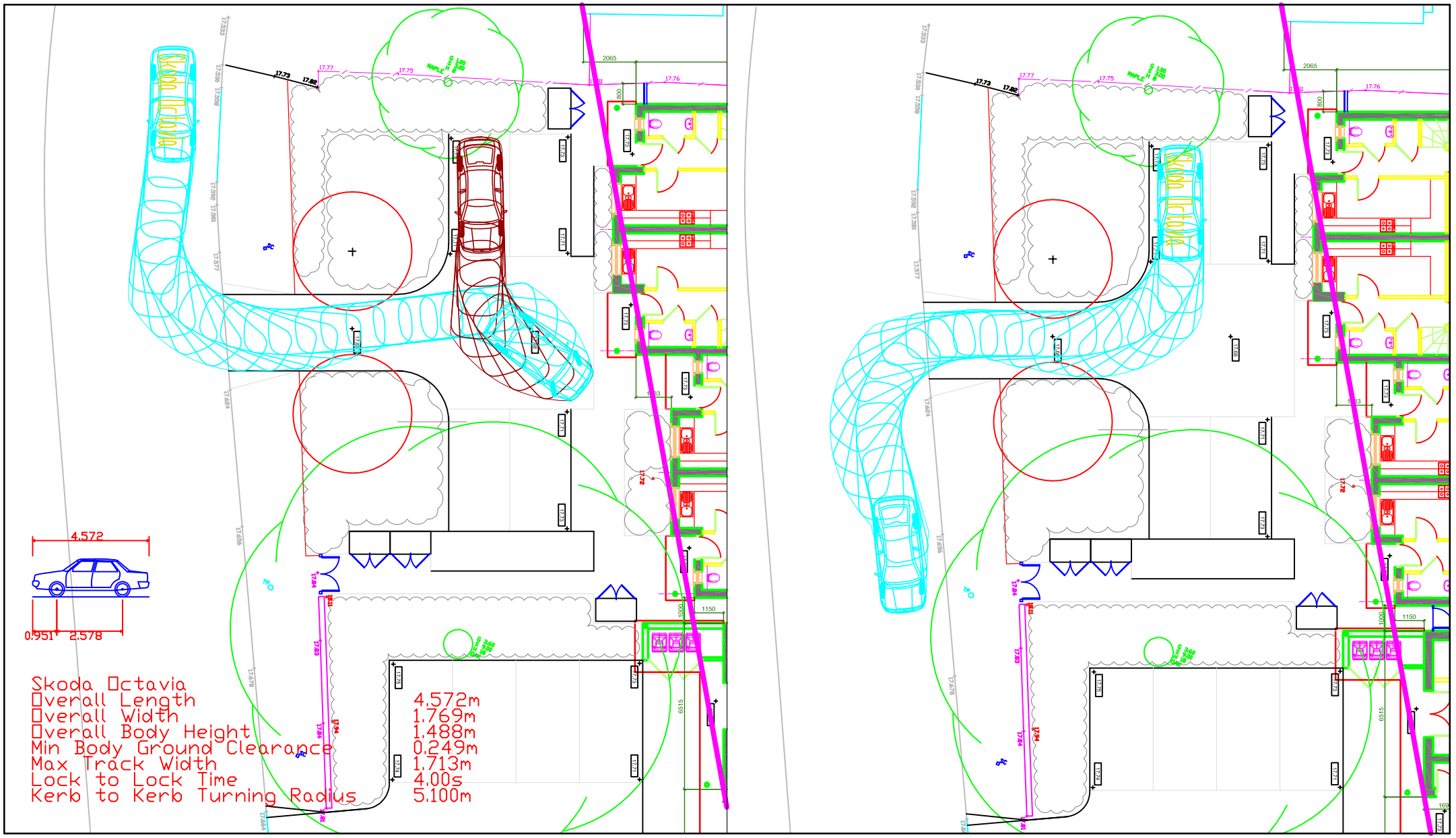
24.5M

11.1M

OLD FARM ROAD

Date: February 2017 Scale: 1:500@A3 Source: OS / PMA Drawing No. P1599/TS/03	N	P1599: All Saints' Church & 44 The Avenue Figure 3e Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: December 2017
Scale: 1:200@A4
Source: DLA / PMA
Drawing No. P1599/TS/04

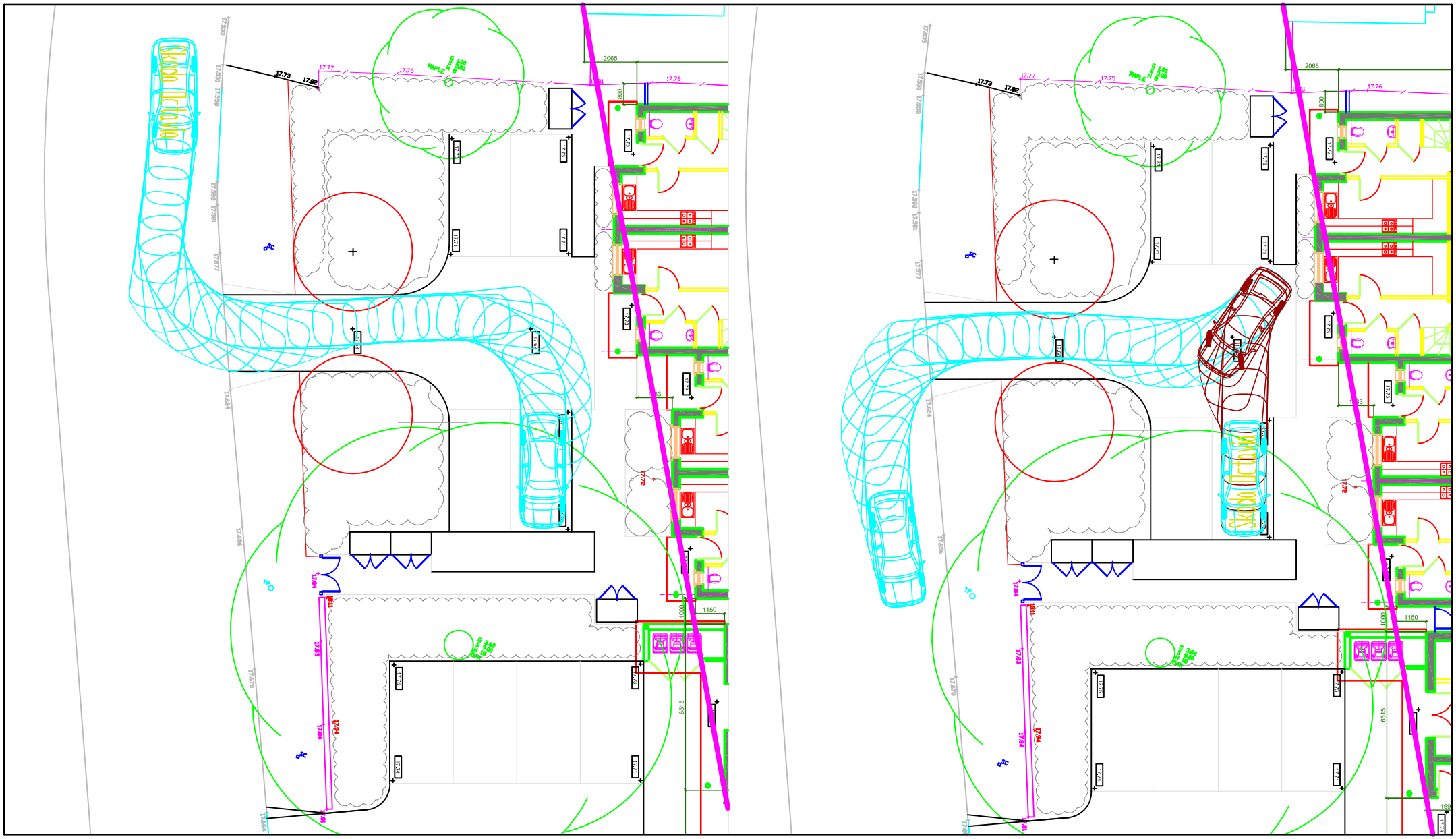
N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 4a.

Swept Path Analysis - Proposed Crossover and Car Park at 44 The Avenue

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: December 2017
Scale: 1:200@A4
Source: DLA / PMA
Drawing No. P1599/TS/04

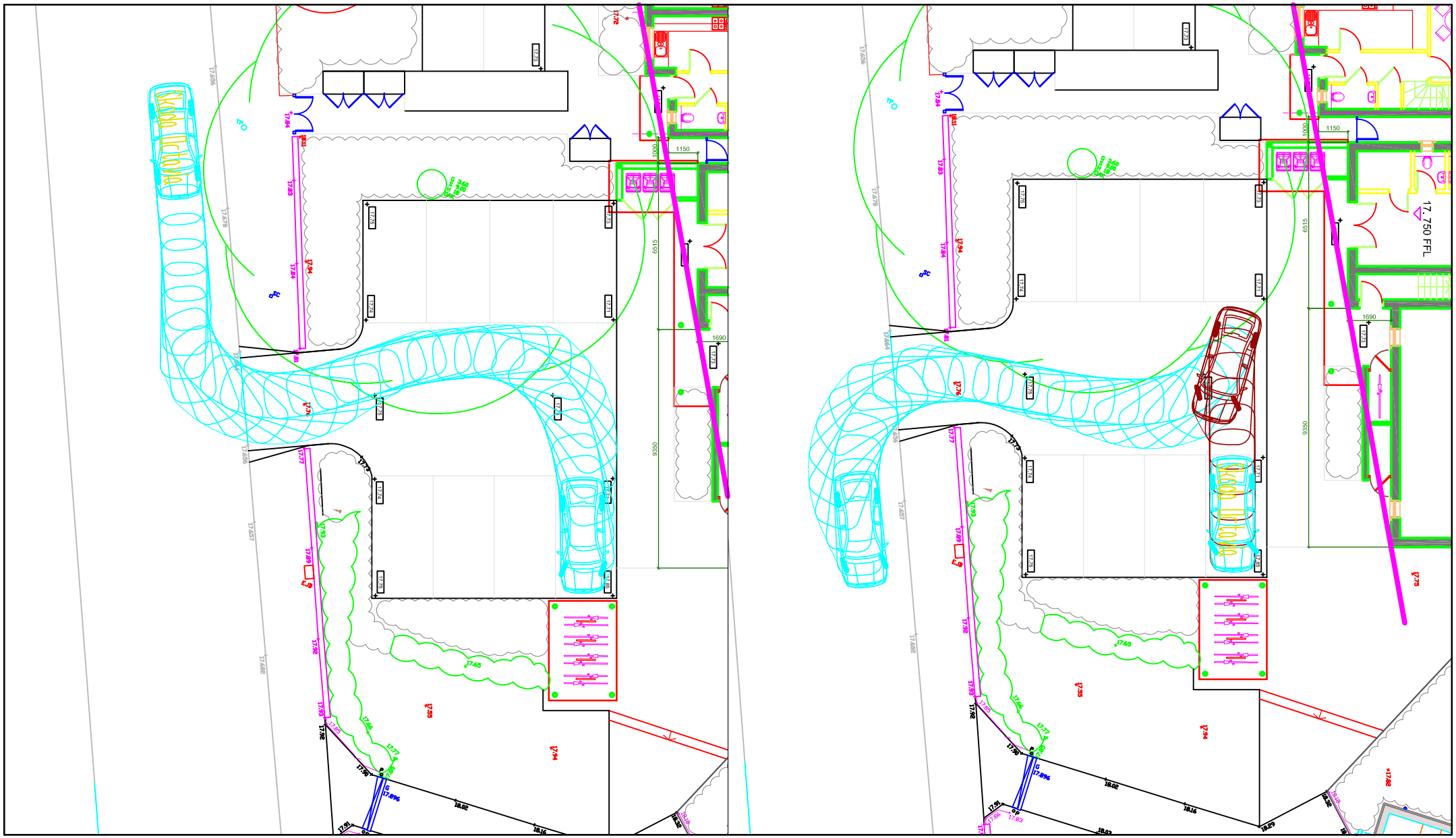
N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Figure 4b.

Swept Path Analysis - Proposed Crossover and Car Park at 44 The Avenue

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: December 2017
Scale: 1:200@A4
Source: DLA / PMA
Drawing No. P1599/TS/04

N

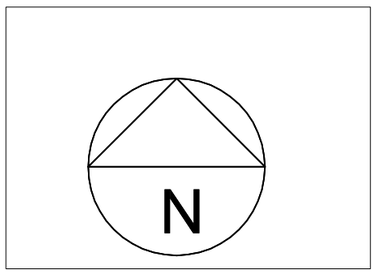
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

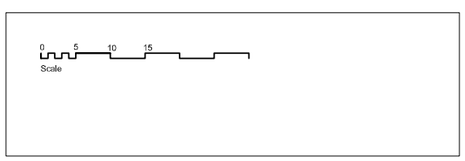
Figure 4c.

Swept Path Analysis - Proposed Crossover and Car Park at 44 The Avenue

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A
Site Boundary

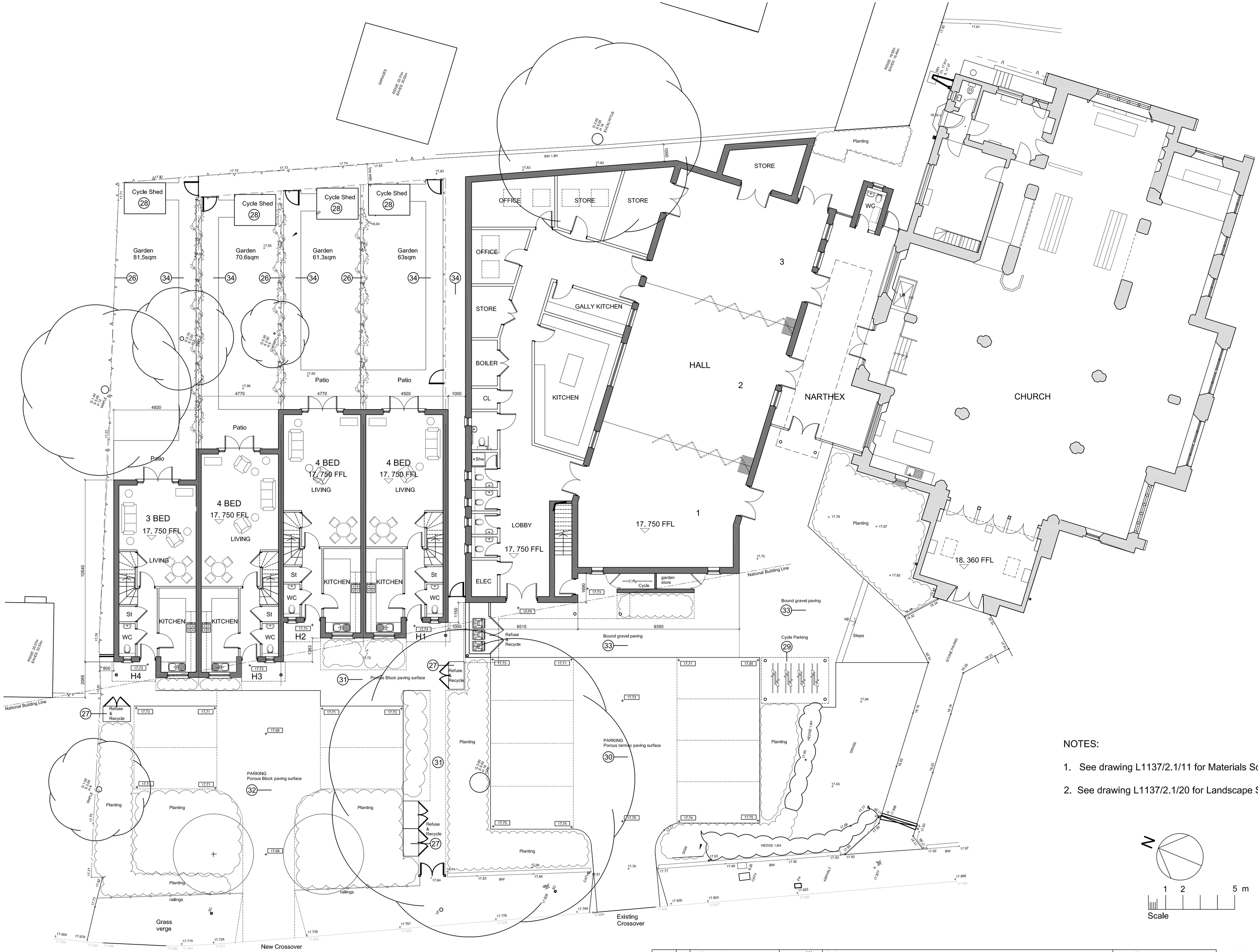




date	rev	revision/author/checker	drawn	OS	project	All Saints' Church The Avenue Hampton	purpose of issue	
-	-	-	checked					
			scale	1:1250	drawing	LOCATION PLAN	drawing no L1137/2.4/01	rev
			date	MAR 16				

Loxton & Associates 1 Morland Close Hampton Middlesex TW12 3YX T : 020 8941 5631 E : david@loxtonassociates.co.uk

APPENDIX B
Proposed Site Plan



NOTES:

1. See drawing L1137/2.1/11 for Materials Schedule
2. See drawing L1137/2.1/20 for Landscape Schedule

N

1 2 5 m

Scale

SITE & GROUND FLOOR PLAN

date	rev	revision/author/checker	drawn MA	drawing	purpose of issue
2 Dec 17	P1	Housing parking reduced. Houses enlarged	checked DL	ALL SAINTS' CHURCH THE AVENUE HAMPTON TW12 3RG	Preliminary
19 Dec 17	P2	Car parking to houses amended	scale 1:100@A1	project CHURCH HALL DEVELOPMENT - SITE PLAN, AS PROPOSED	drawing no L1137/2.1/15 rev P2
			date Oct 17		
			Loxton & Associates 1 Morland Close Hampton Middlesex TW12 3YX 020 8941 5631		

LOXTON & associates

APPENDIX C
Richmond Council Parking Survey Methodology

Richmond Parking Survey Methodology

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 could be extended to the next junction with agreement of Transport Planning officers
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 will be excluded unless surveys of these roads are agreed with Transport Planning officers.

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 (Mon to Thurs) and 1xSunday am surveys between 01h00 and 05h30 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 22h00 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/car club bays, suspensions/temporary restrictions, skips and road works, narrow roads, where parking is not possible or subject to flooding etc. An inventory sheet must be provided showing lengths of parking and restrictions must all be individually dimensioned to determine the number of bays in the area. 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 5.0m should not be included in the calculations.

The first 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 early in the morning we may not consider these areas for overnight parking if the surveys show that residents do not park there as they will have to move their cars before the restriction commences. This includes single yellow lines. The red route will not be included in the survey as this is operational between 7am and 7pm.

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 5.0m. Available bays on street must be calculated using the inventory sheet and 5.0m bay lengths. X's will be counted as parked cars. 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 on the night and add the shortfall to calculate the anticipated stress. LBRuT will consider appropriate extant planning permissions in the area and if stress levels are calculated at 85% stress or more LBRuT will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity.

APPENDIX D
Parking Survey Results (Tabulated)

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Overnight Parking Survey 1: Wednesday 16th November 2016 at 0215

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	0	11	0%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	6	6	50%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	17	83	17%

Source: PMA Survey

Overnight Parking Survey 2: Thursday 17th November 2016 at 0345

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	0	11	0%
Courtlands Avenue	22	11	11	50%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	7	5	58%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	19	81	19%

Source: PMA Survey

Overnight Parking Survey 3: Sunday 20th November 2016 at 0430

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	1	10	9%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	7	5	58%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	19	81	19%

Source: PMA Survey

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Friday 18th November 2016 1800-1815

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	4	7	36%
Courtlands Avenue	22	11	11	50%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	12	4	8	33%
The Avenue	43	2	41	5%
Tulip Close	0	0	0	-
TOTAL	100	23	77	23%

Friday 18th November 2016 1815-1830

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	8	3	73%
Courtlands Avenue	22	11	11	50%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	12	4	8	33%
The Avenue	43	7	36	16%
Tulip Close	0	0	0	-
TOTAL	100	32	68	32%

Friday 18th November 2016 1830-1845

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	8	3	73%
Courtlands Avenue	22	11	11	50%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	12	5	7	42%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	26	74	26%

Friday 18th November 2016 1845-1900

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	6	5	55%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	5	7	42%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	22	78	22%

Friday 18th November 2016 1900-1915

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	7	4	64%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	5	7	42%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	23	77	23%

Friday 18th November 2016 1915-1930

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	10	1	91%
Courtlands Avenue	22	9	13	41%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	4	8	33%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	24	76	24%

Friday 18th November 2016 1930-1945

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	10	1	91%
Courtlands Avenue	22	9	13	41%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	4	8	33%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	24	76	24%

Friday 18th November 2016 1945-2000

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	5	6	45%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	5	7	42%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	21	79	21%

Friday 18th November 2016 2000-2015

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	3	8	27%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	6	6	50%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	20	80	20%

Friday 18th November 2016 2015-2030

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	3	8	27%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	6	6	50%
The Avenue	43	1	42	2%
Tulip Close	0	0	0	-
TOTAL	100	21	79	21%

Friday 18th November 2016 2030-2045

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	2	9	18%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	6	6	50%
The Avenue	43	1	42	2%
Tulip Close	0	0	0	-
TOTAL	100	20	80	20%

Friday 18th November 2016 2045-2100

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	0	11	0%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	0	2	0%
Partridge Road	12	6	6	50%
The Avenue	43	0	43	0%
Tulip Close	0	0	0	-
TOTAL	100	17	83	17%

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG

Tuesday 22nd November 2016 1800-1815

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	2	9	18%
Courtlands Avenue	22	10	12	45%
Jonquil Gardens	2	0	2	0%
Old Farm Road	2	2	0	100%
Partridge Road	13	5	8	38%
The Avenue	43	1	42	2%
Tulip Close	0	0	0	-
TOTAL	101	20	81	20%

Tuesday 22nd November 2016 1815-1830

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	0	8	0%
Church Car Park	11	0	11	0%
Courtlands Avenue	22	9	13	41%
Jonquil Gardens	2	0	2	0%
Old Farm Road	2	2	0	100%
Partridge Road	13	5	8	38%
The Avenue	43	3	40	7%
Tulip Close	0	0	0	-
TOTAL	101	19	82	19%

Tuesday 22nd November 2016 1830-1845

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	2	6	25%
Church Car Park	11	0	11	0%
Courtlands Avenue	22	8	14	36%
Jonquil Gardens	2	0	2	0%
Old Farm Road	2	2	0	100%
Partridge Road	13	5	8	38%
The Avenue	43	2	41	5%
Tulip Close	0	0	0	-
TOTAL	101	19	82	19%

Tuesday 22nd November 2016 1845-1900

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	2	6	25%
Church Car Park	11	0	11	0%
Courtlands Avenue	22	8	14	36%
Jonquil Gardens	2	0	2	0%
Old Farm Road	2	1	1	50%
Partridge Road	12	4	8	33%
The Avenue	43	2	41	5%
Tulip Close	0	0	0	-
TOTAL	100	17	83	17%

Tuesday 22nd November 2016 1900-1915

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	2	6	25%
Church Car Park	11	0	11	0%
Courtlands Avenue	22	8	14	36%
Jonquil Gardens	2	0	2	0%
Old Farm Road	2	1	1	50%
Partridge Road	13	4	9	31%
The Avenue	43	1	42	2%
Tulip Close	0			-
TOTAL	101	16	85	16%

Tuesday 22nd November 2016 1915-1930

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	2	6	25%
Church Car Park	11	0	11	0%
Courtlands Avenue	22	8	14	36%
Jonquil Gardens	2	0	2	0%
Old Farm Road	2	1	1	50%
Partridge Road	13	5	8	38%
The Avenue	43	1	42	2%
Tulip Close	0	0	0	-
TOTAL	101	17	84	17%

Tuesday 22nd November 2016 1930-1945

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	1	7	13%
Church Car Park	11	4	7	36%
Courtlands Avenue	22	8	14	36%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	13	6	7	46%
The Avenue	43	1	42	2%
Tulip Close	0	0	0	-
TOTAL	101	22	79	22%

Tuesday 22nd November 2016 1945-2000

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	1	7	13%
Church Car Park	11	9	2	82%
Courtlands Avenue	22	7	15	32%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	13	7	6	54%
The Avenue	43	4	39	9%
Tulip Close	0	0	0	-
TOTAL	101	30	71	30%

Tuesday 22nd November 2016 2000-2015

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	1	7	13%
Church Car Park	11	10	1	91%
Courtlands Avenue	22	7	15	32%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	13	6	7	46%
The Avenue	43	3	40	7%
Tulip Close	0	0	0	-
TOTAL	101	29	72	29%

Tuesday 22nd November 2016 2015-2030

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	1	7	13%
Church Car Park	11	9	2	82%
Courtlands Avenue	22	7	15	32%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	13	6	7	46%
The Avenue	43	3	40	7%
Tulip Close	0	0	0	-
TOTAL	101	28	73	28%

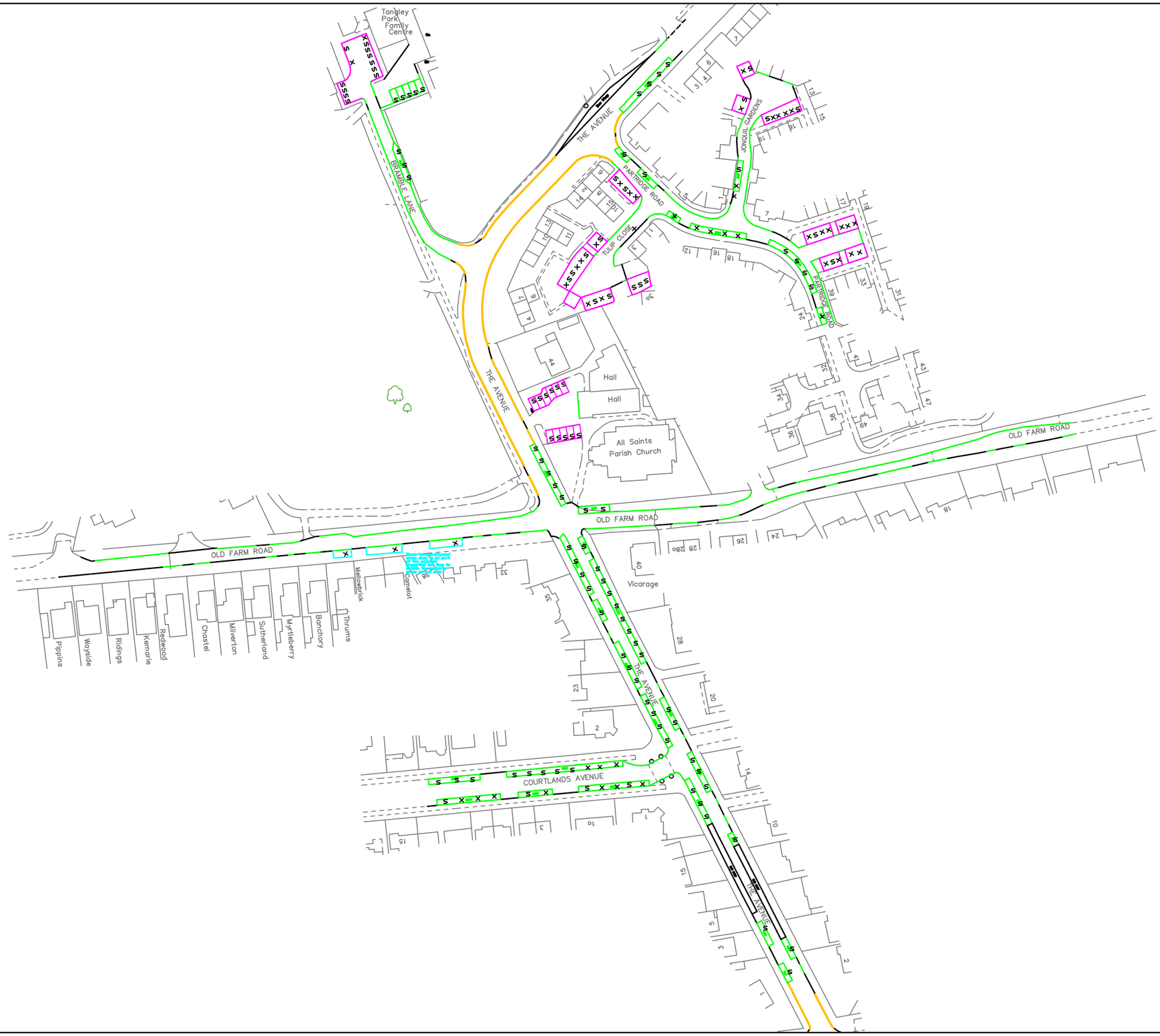
Tuesday 22nd November 2016 2030-2045

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	1	7	13%
Church Car Park	11	9	2	82%
Courtlands Avenue	22	8	14	36%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	13	6	7	46%
The Avenue	43	3	40	7%
Tulip Close	0	0	0	-
TOTAL	101	29	72	29%

Tuesday 22nd November 2016 2045-2100

Road	Unrestricted Parking Opportunities			
	Total spaces	Cars Parked 'x'	Free Spaces 's'	Parking Stress
Bramble Lane	8	1	7	13%
Church Car Park	11	9	2	82%
Courtlands Avenue	22	9	13	41%
Jonquil Gardens	2	1	1	50%
Old Farm Road	2	1	1	50%
Partridge Road	13	6	7	46%
The Avenue	43	3	40	7%
Tulip Close	0	0	0	-
TOTAL	101	30	71	30%

APPENDIX E
Parking Survey Results (Maps)

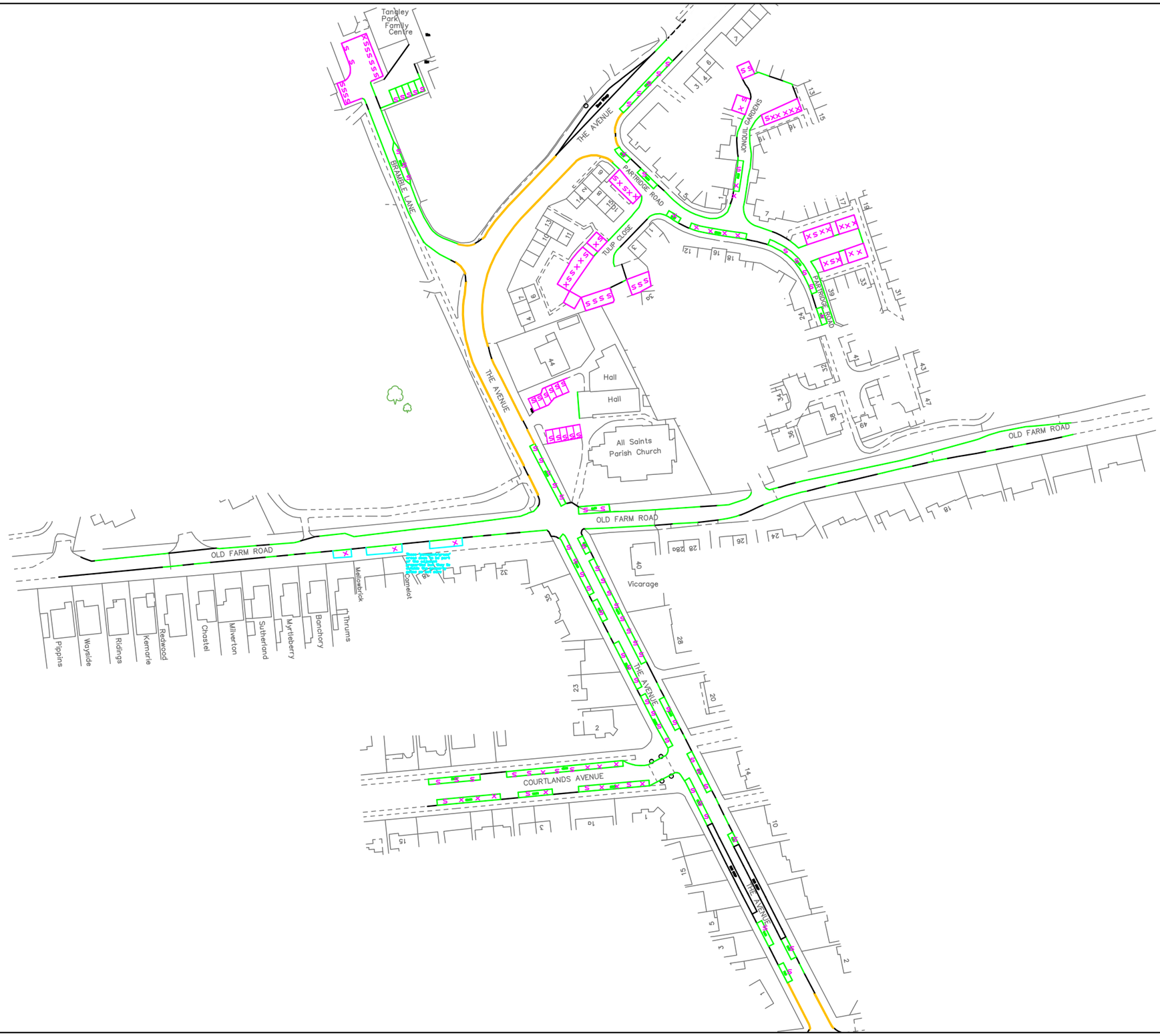


Date: February 2017
Scale: 1:1250@A3
Source: OS / PMA
Drawing No. P1599/TS/0E

N

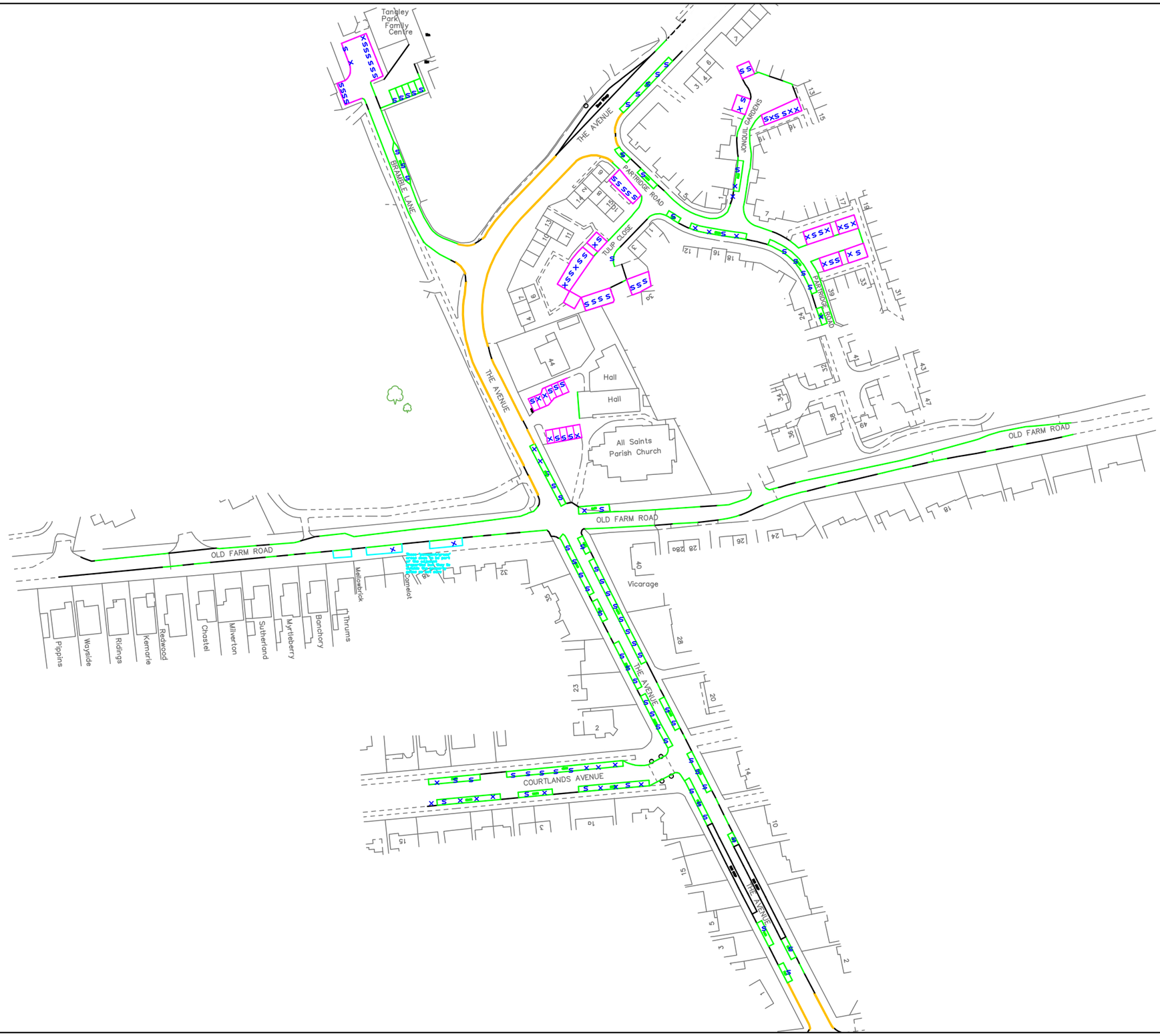
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 16/11/16 at 0215

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 17/11/16 at 0345

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017
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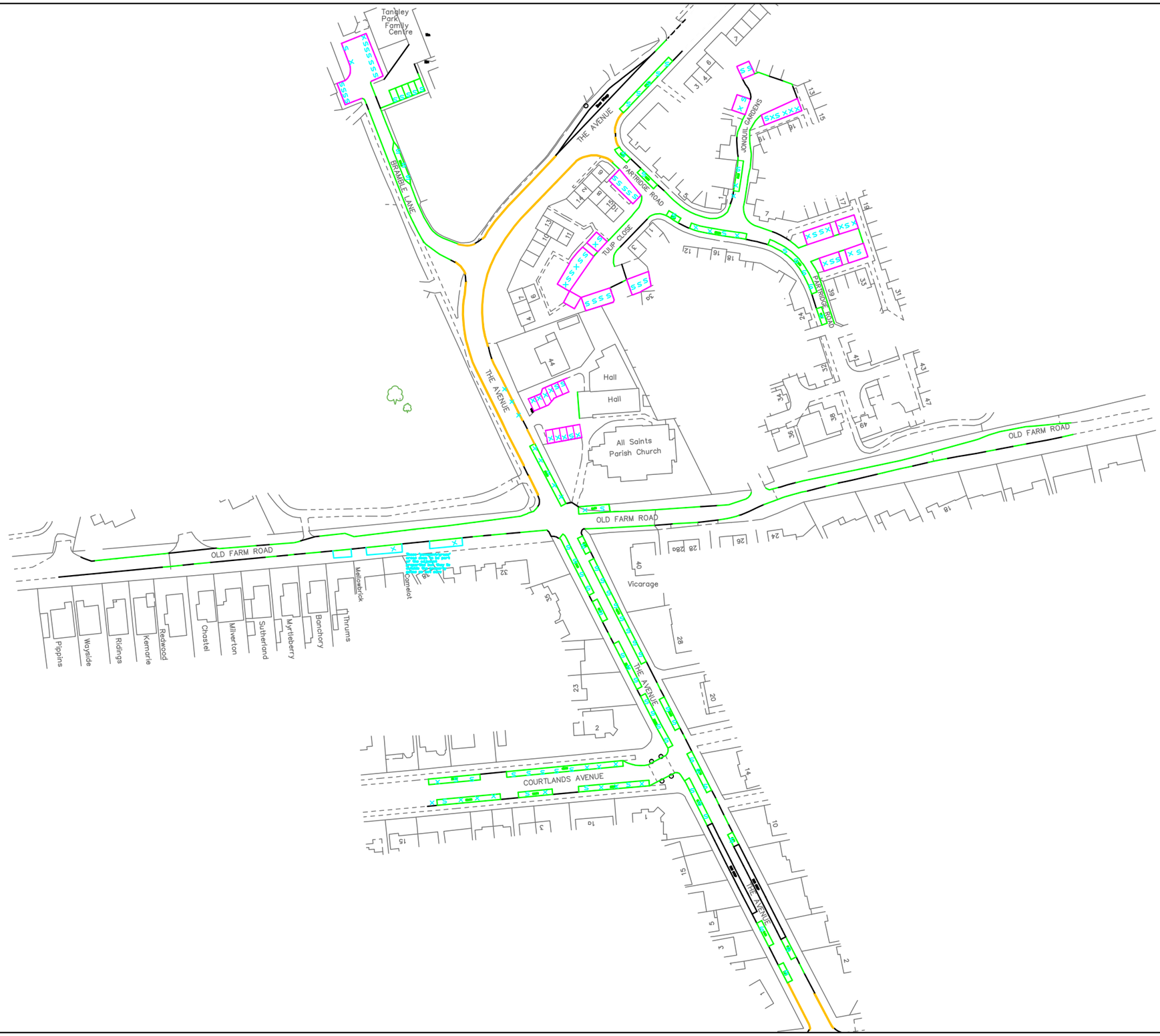
Source: OS / PMA
Drawing No. P1599/TS/0E

N

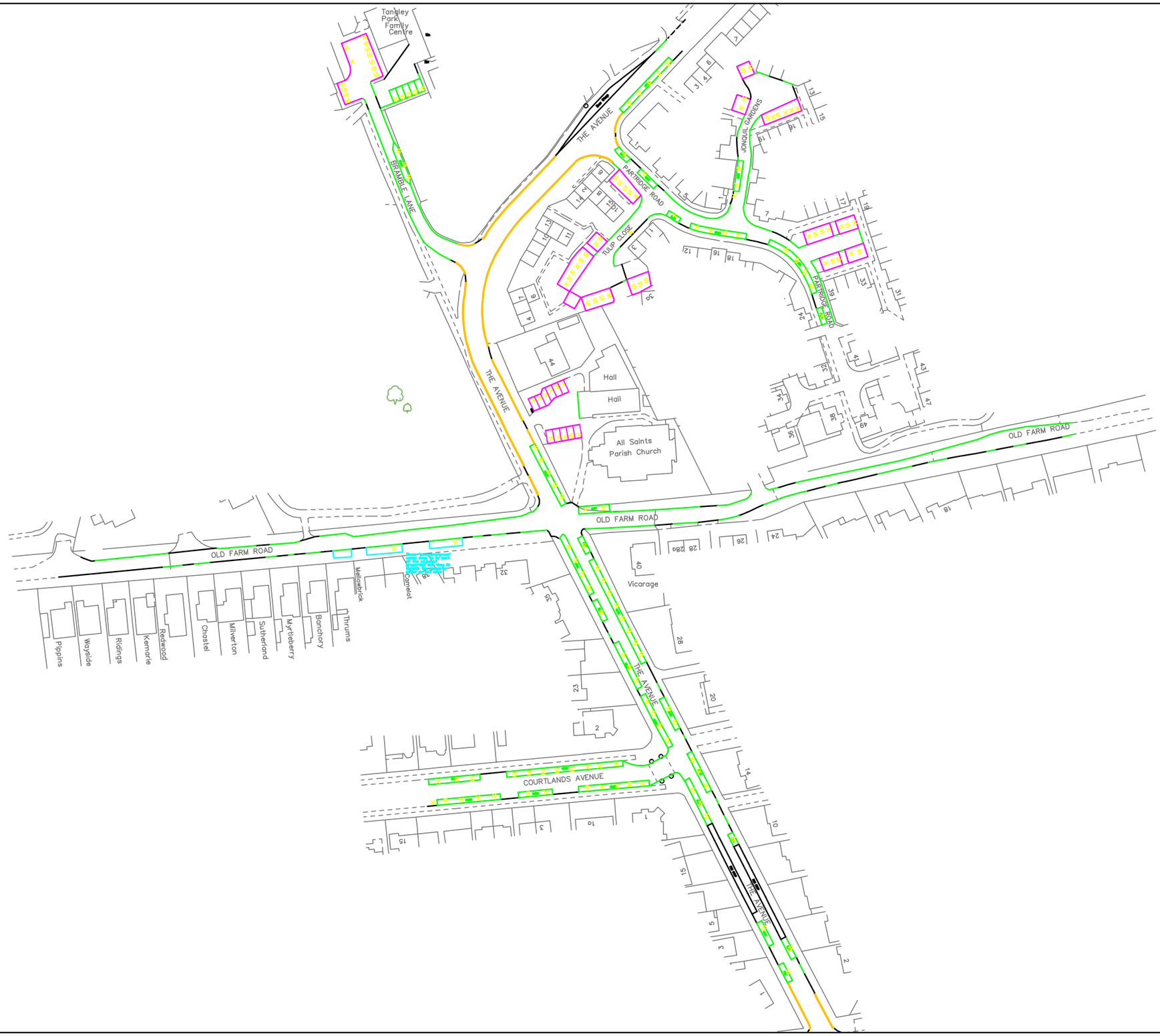
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 18/11/16 at 1800

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 18/11/16 at 1815

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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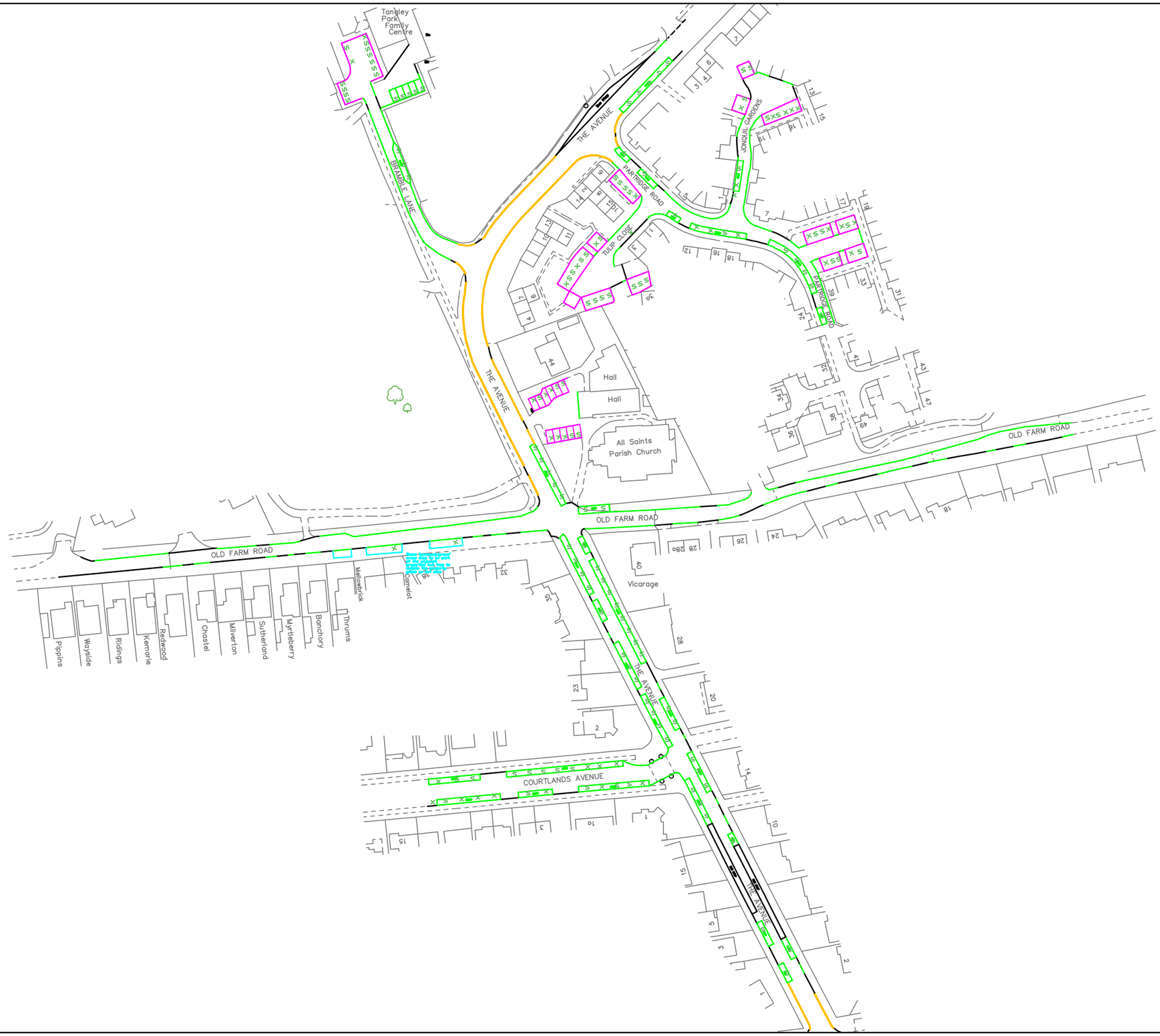
Source: OS / PMA
Drawing No. P1599/TS/0E

N

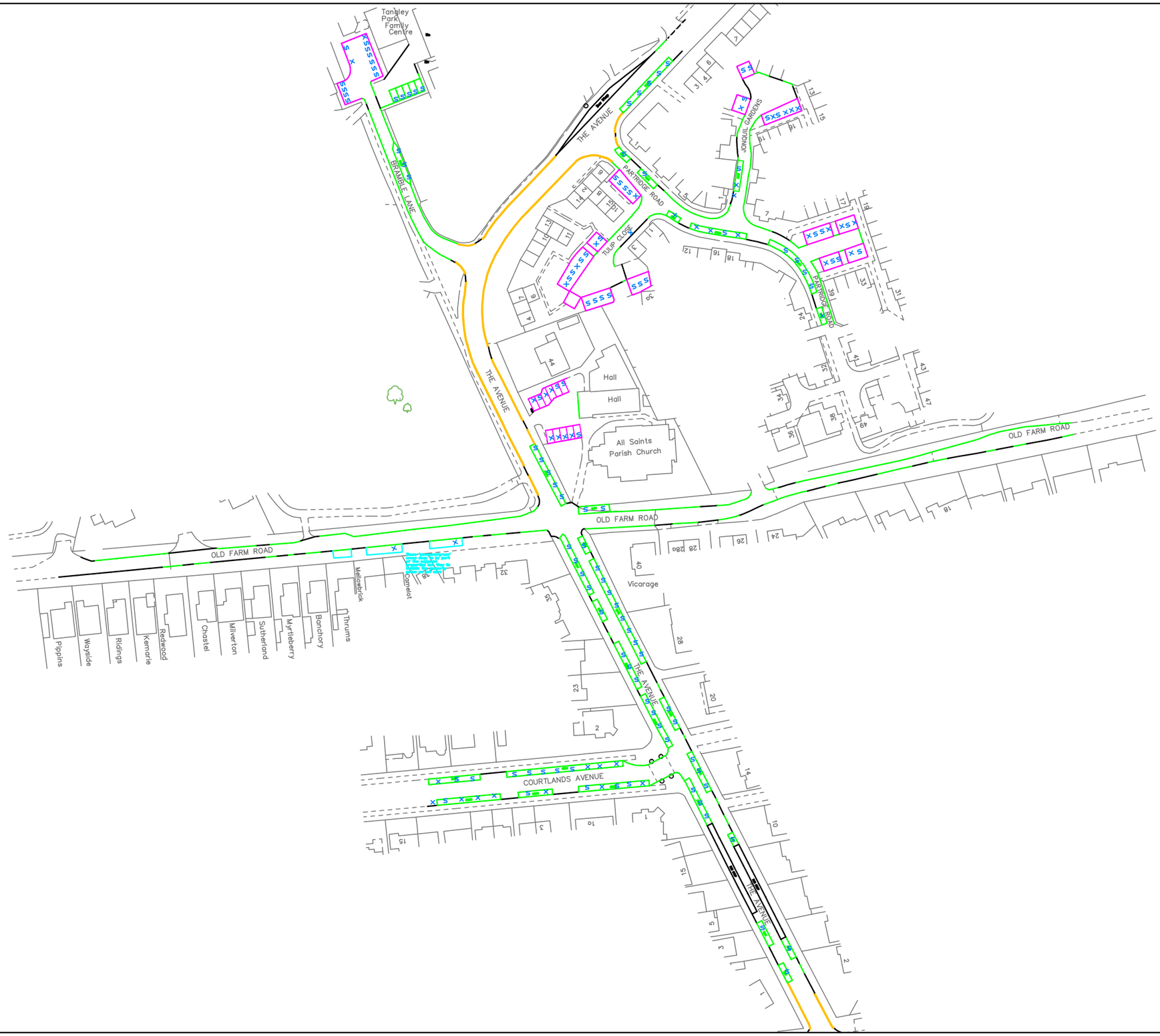
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 18/11/16 at 1830

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



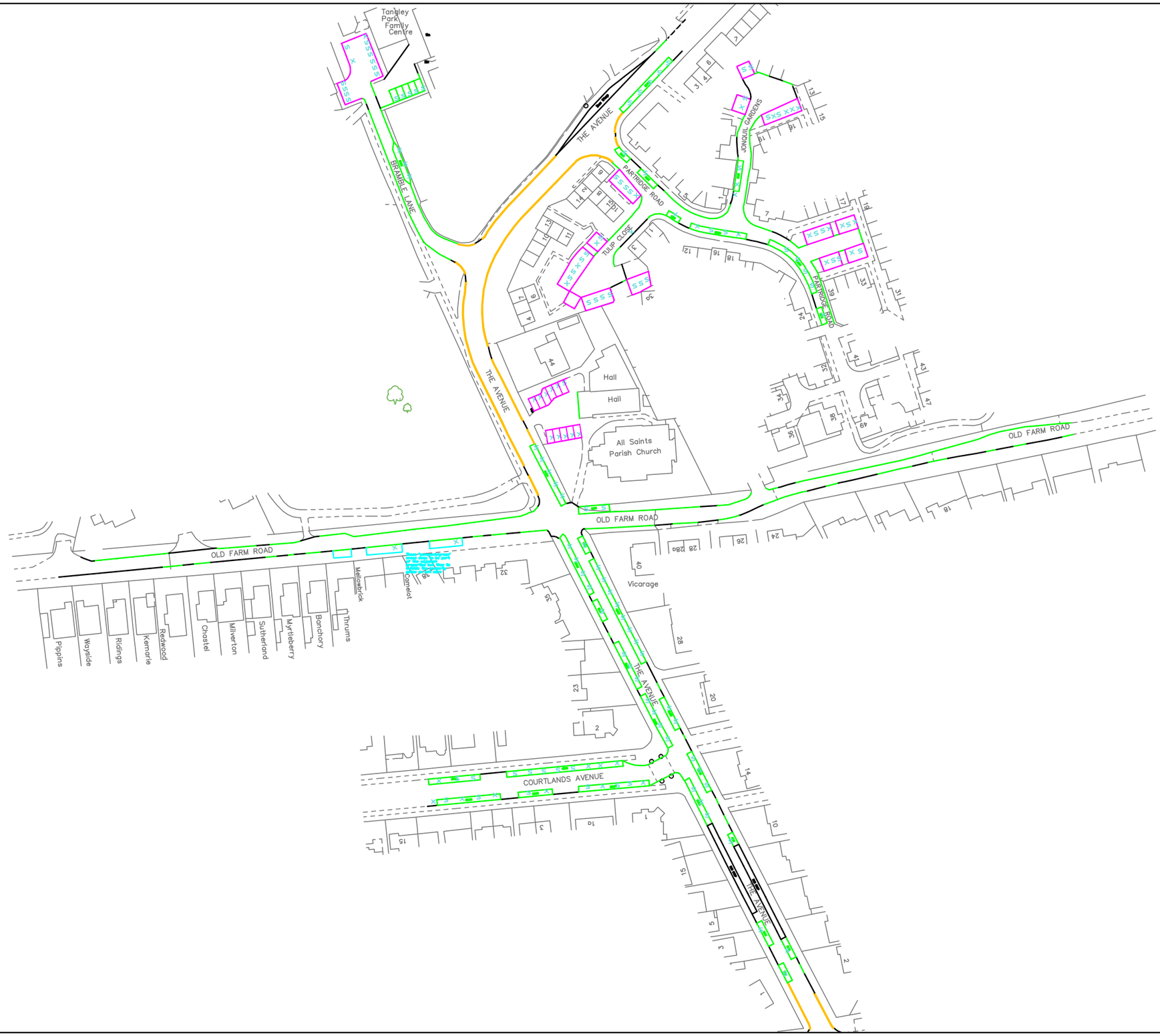
Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 18/11/16 at 1845

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 18/11/16 at 1900

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017
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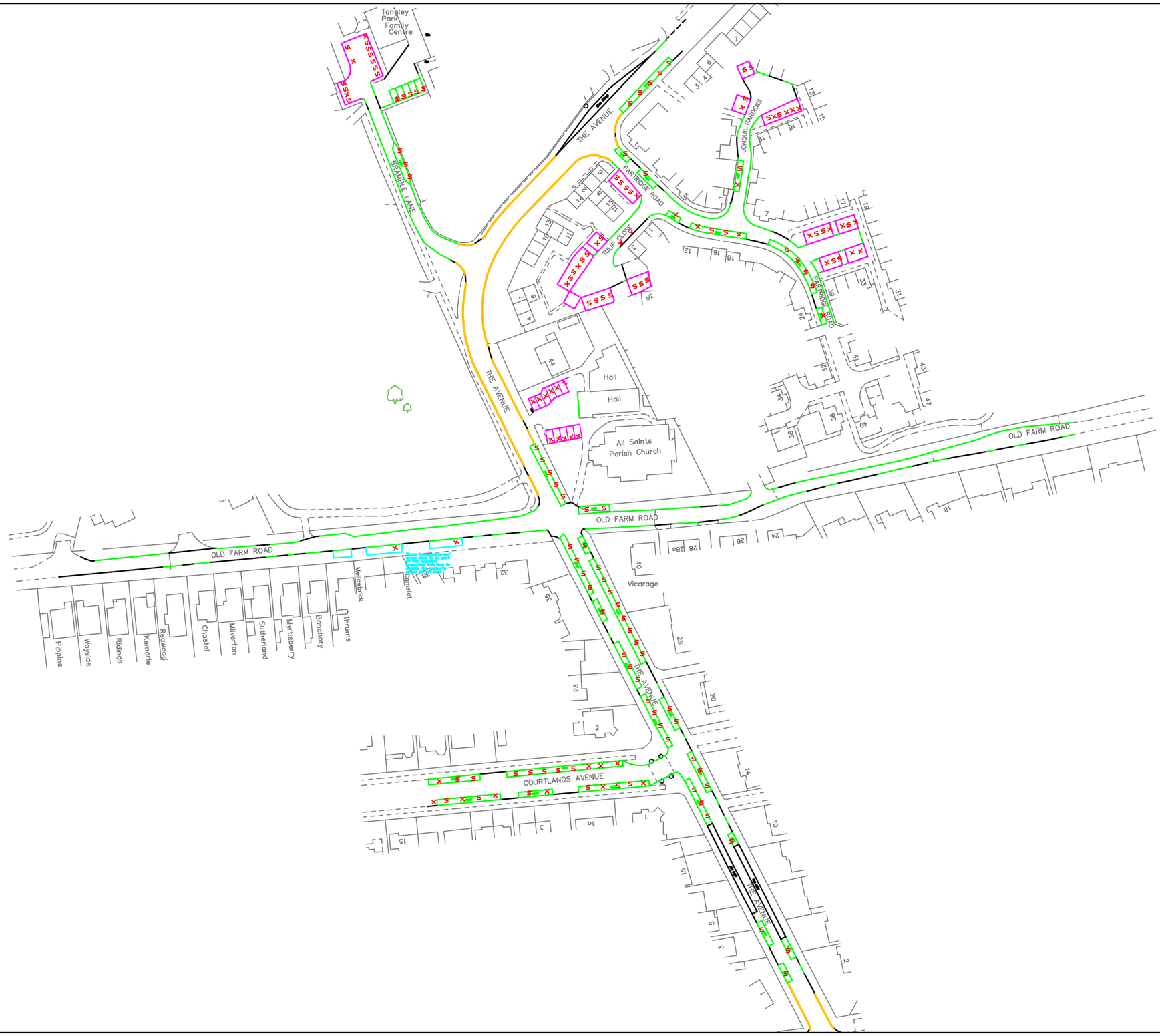
Source: OS / PMA
Drawing No. P1599/TS/0E

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 18/11/16 at 1915

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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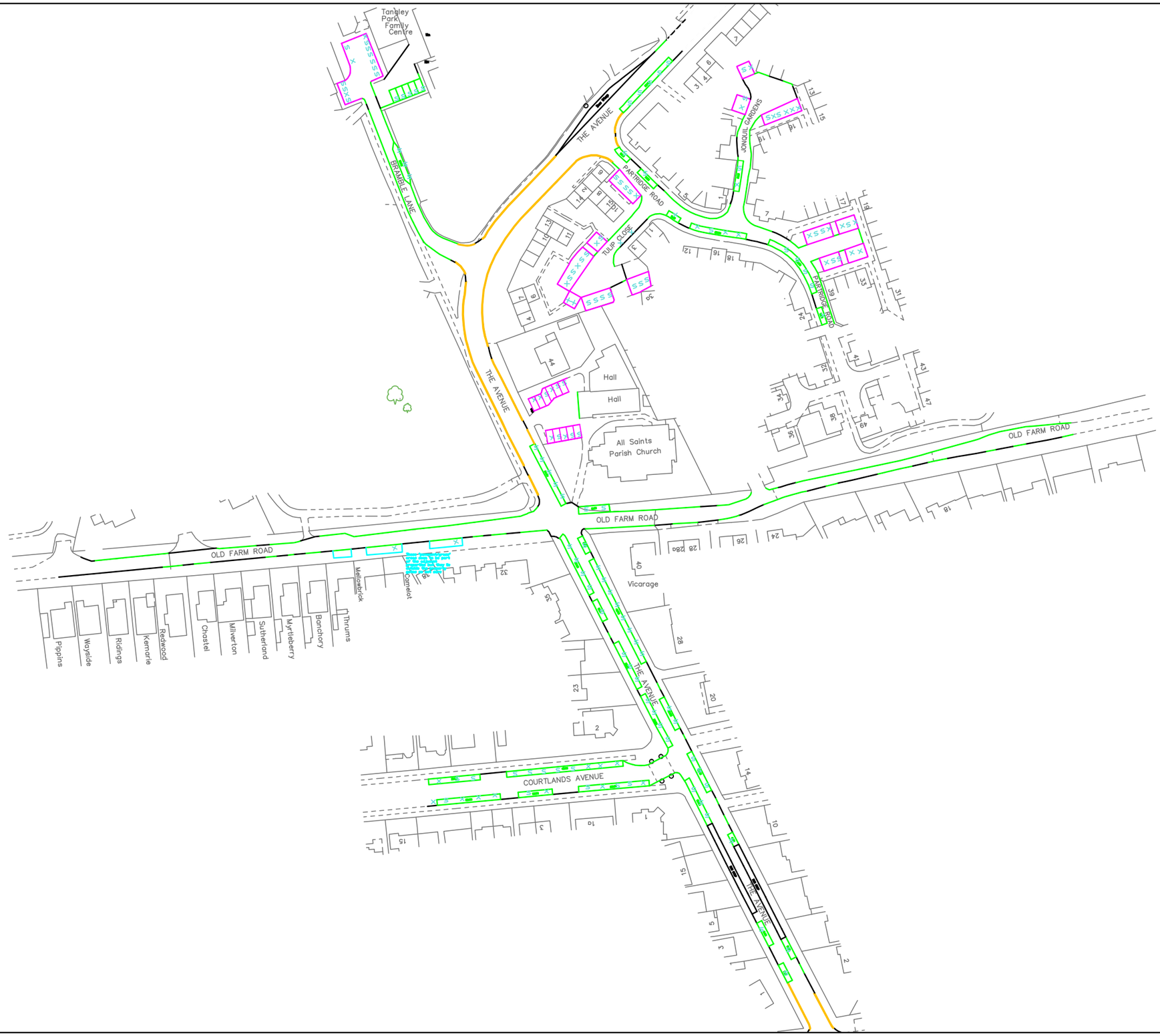
Scale: 1:1250@A3
Source: OS / PMA
Drawing No. P1599/TS/0E

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 18/11/16 at 1930

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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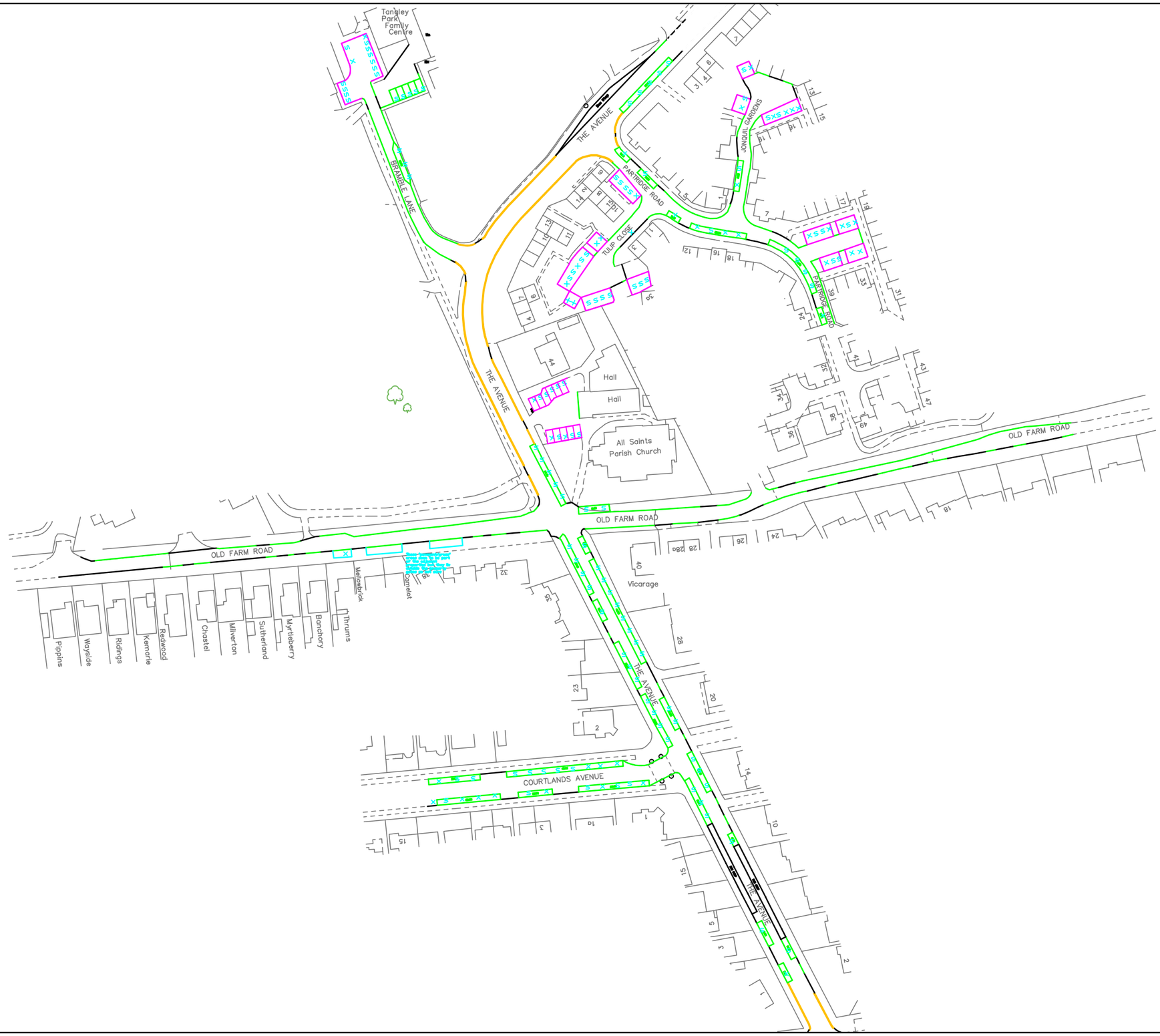
Source: OS / PMA
Drawing No. P1599/TS/0E

N

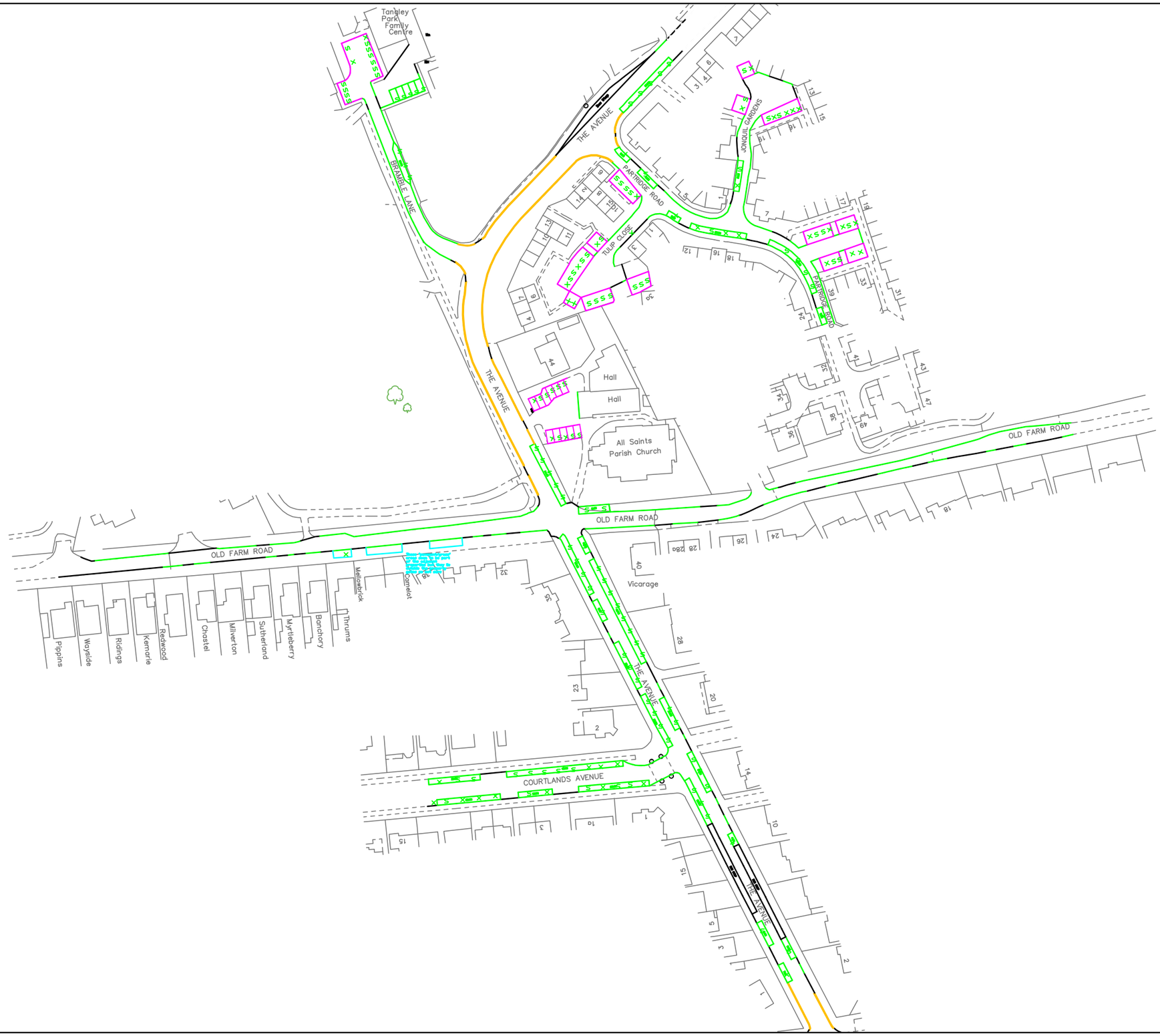
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 18/11/16 at 1945

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



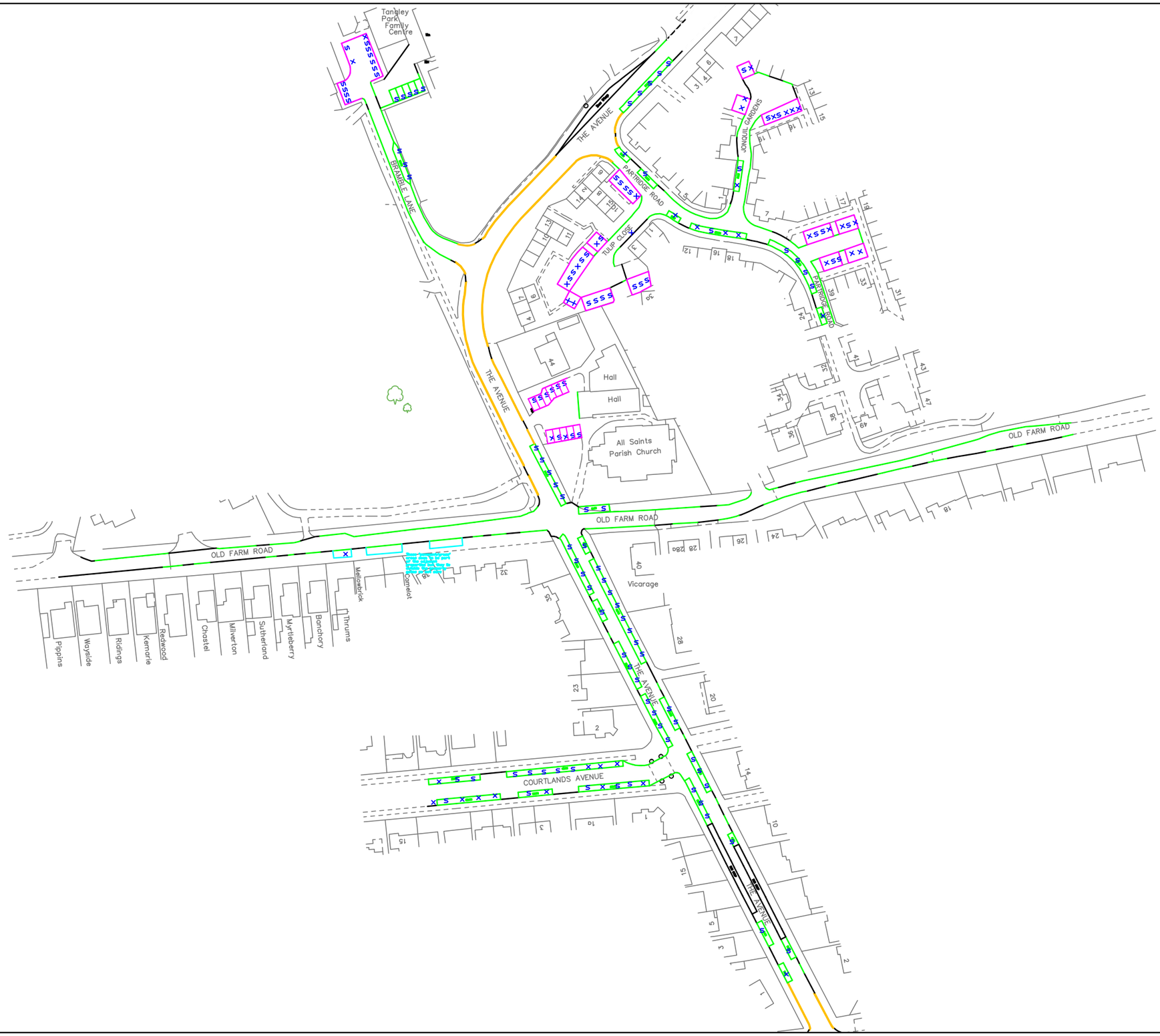
Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 18/11/16 at 2000

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



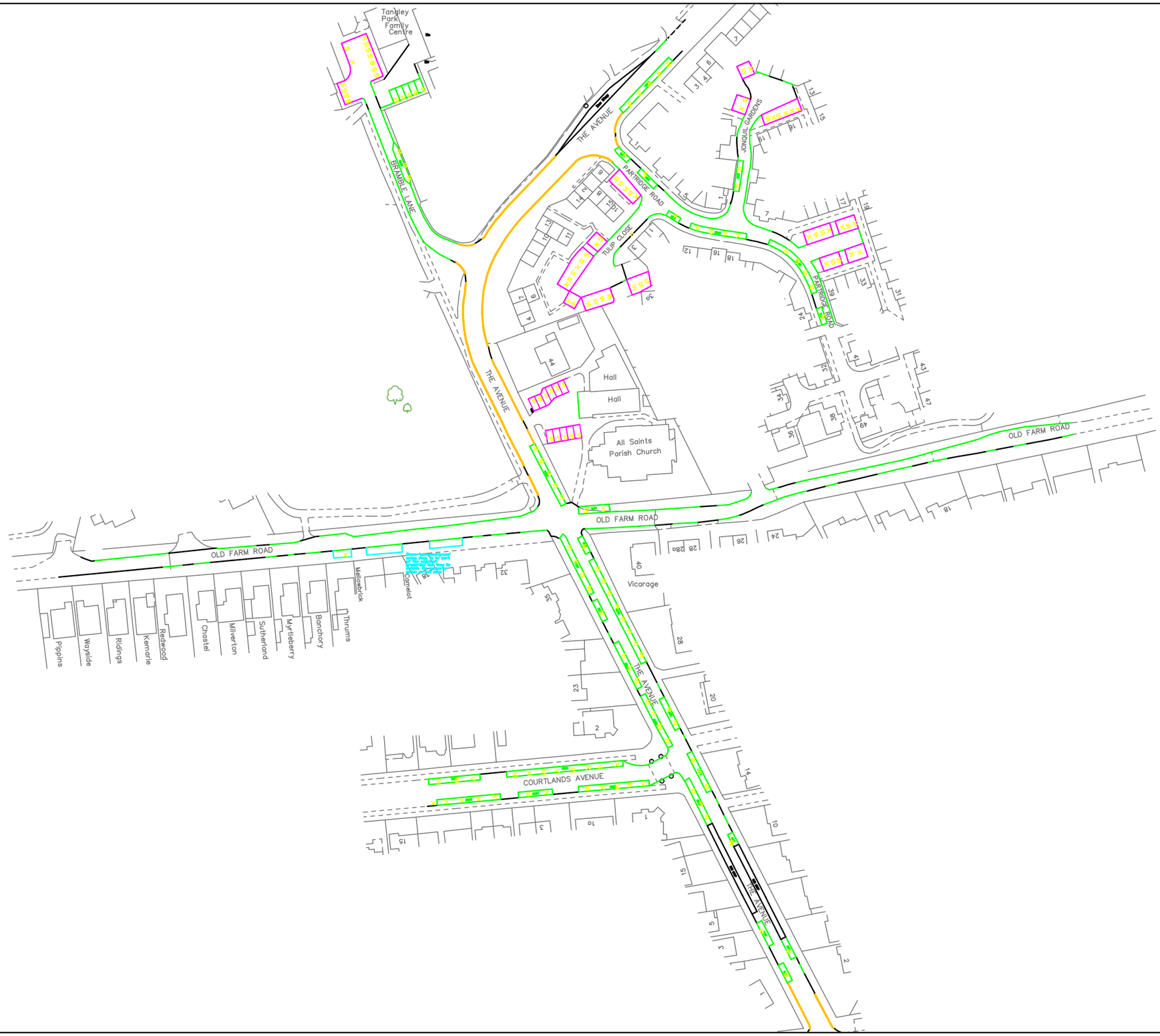
Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 18/11/16 at 2015

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 18/11/16 at 2030

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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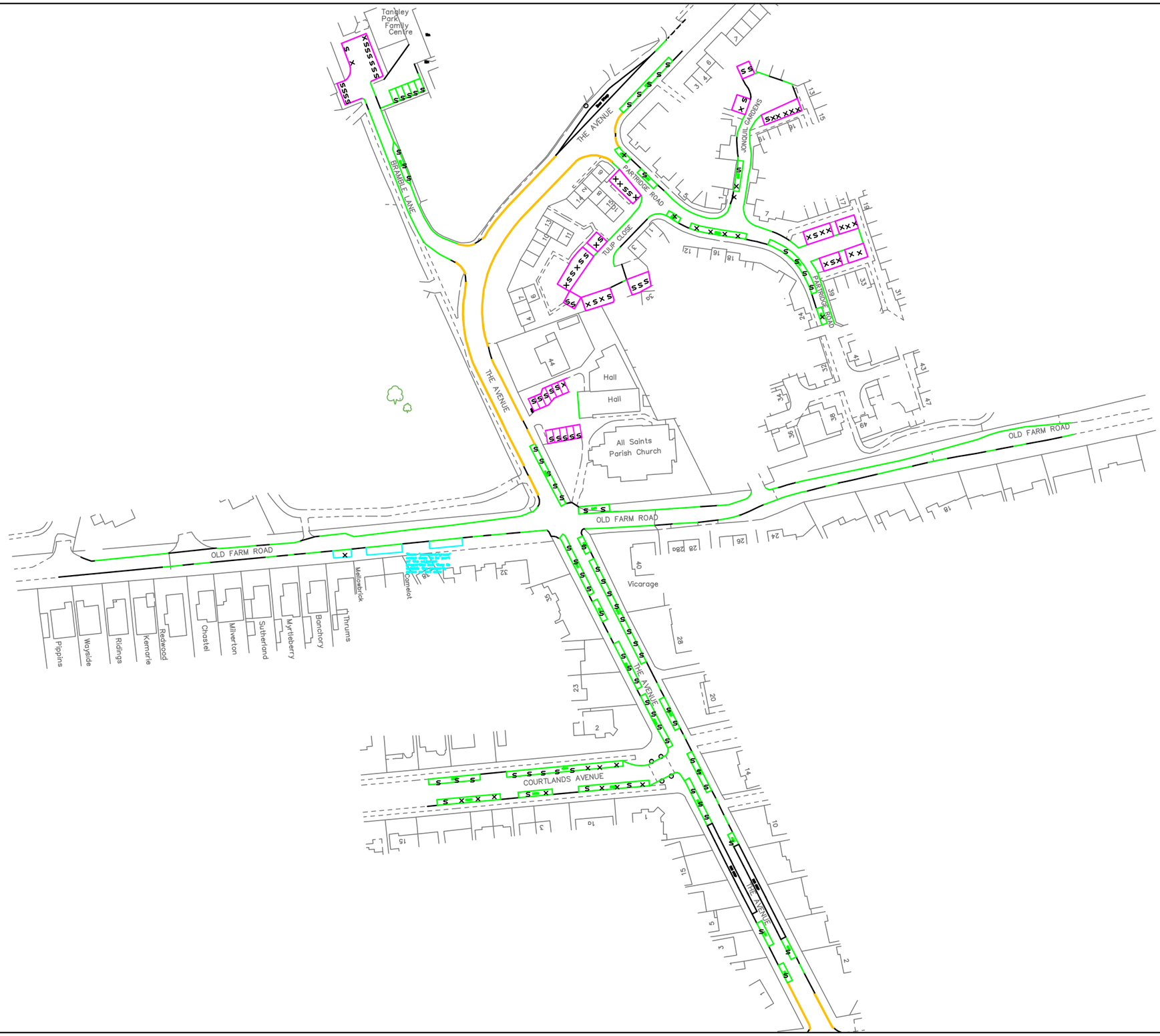
Drawing No. P1599/TS/0E

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 18/11/16 at 2045

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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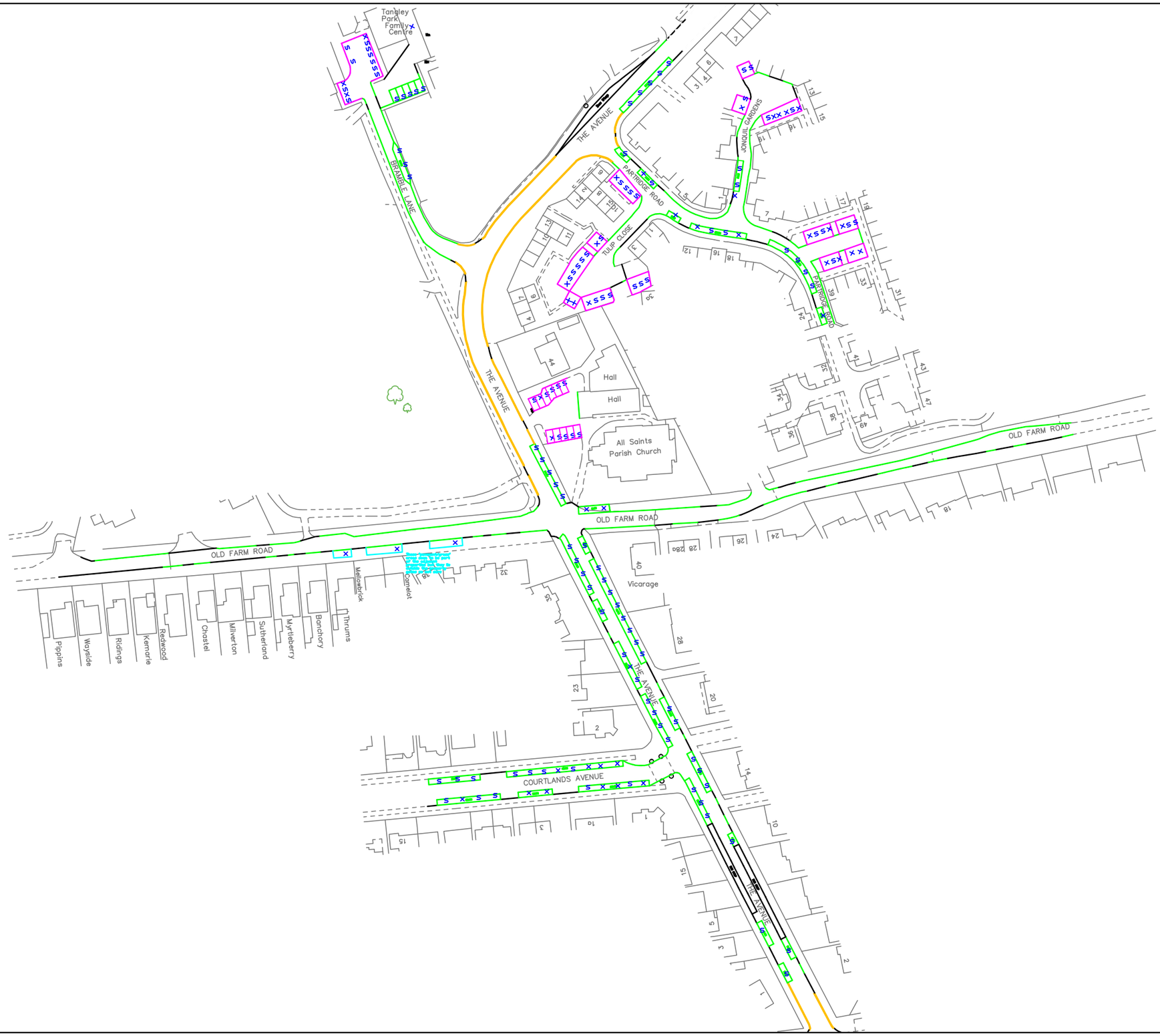
PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Source: OS / PMA
Drawing No. P1599/TS/0E

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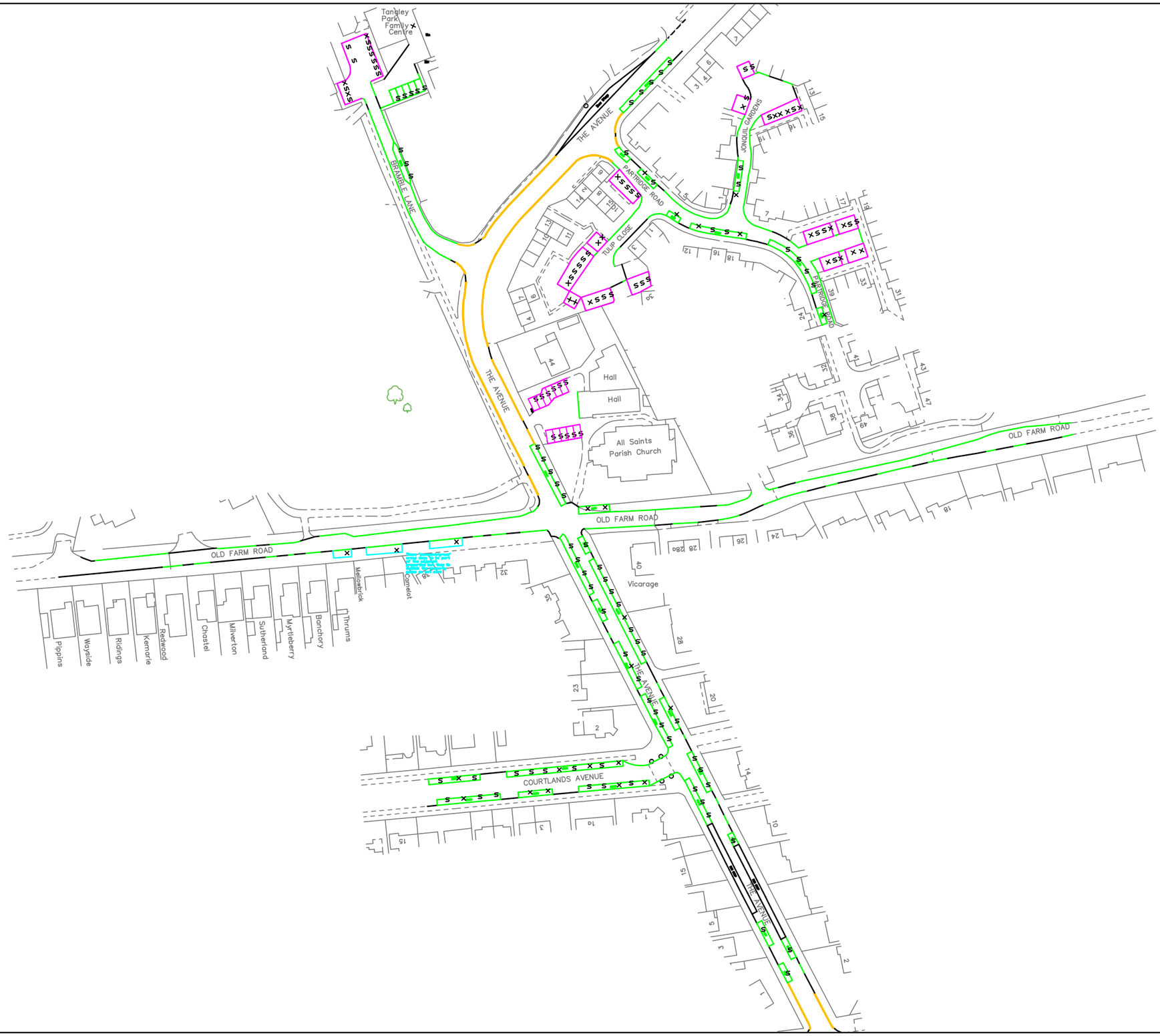
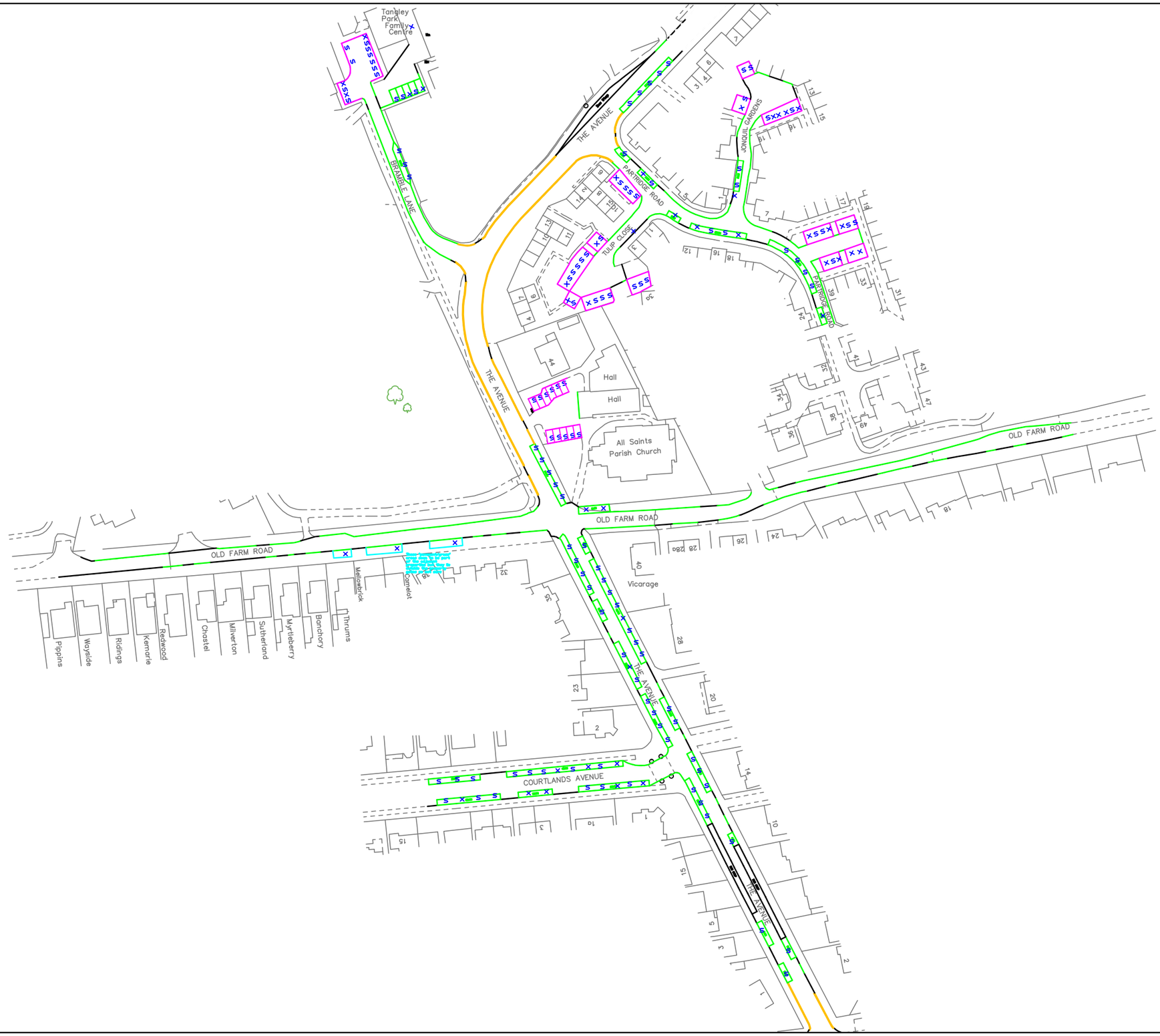
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 22/11/16 at 1800

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 22/11/16 at 1815

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: February 2017
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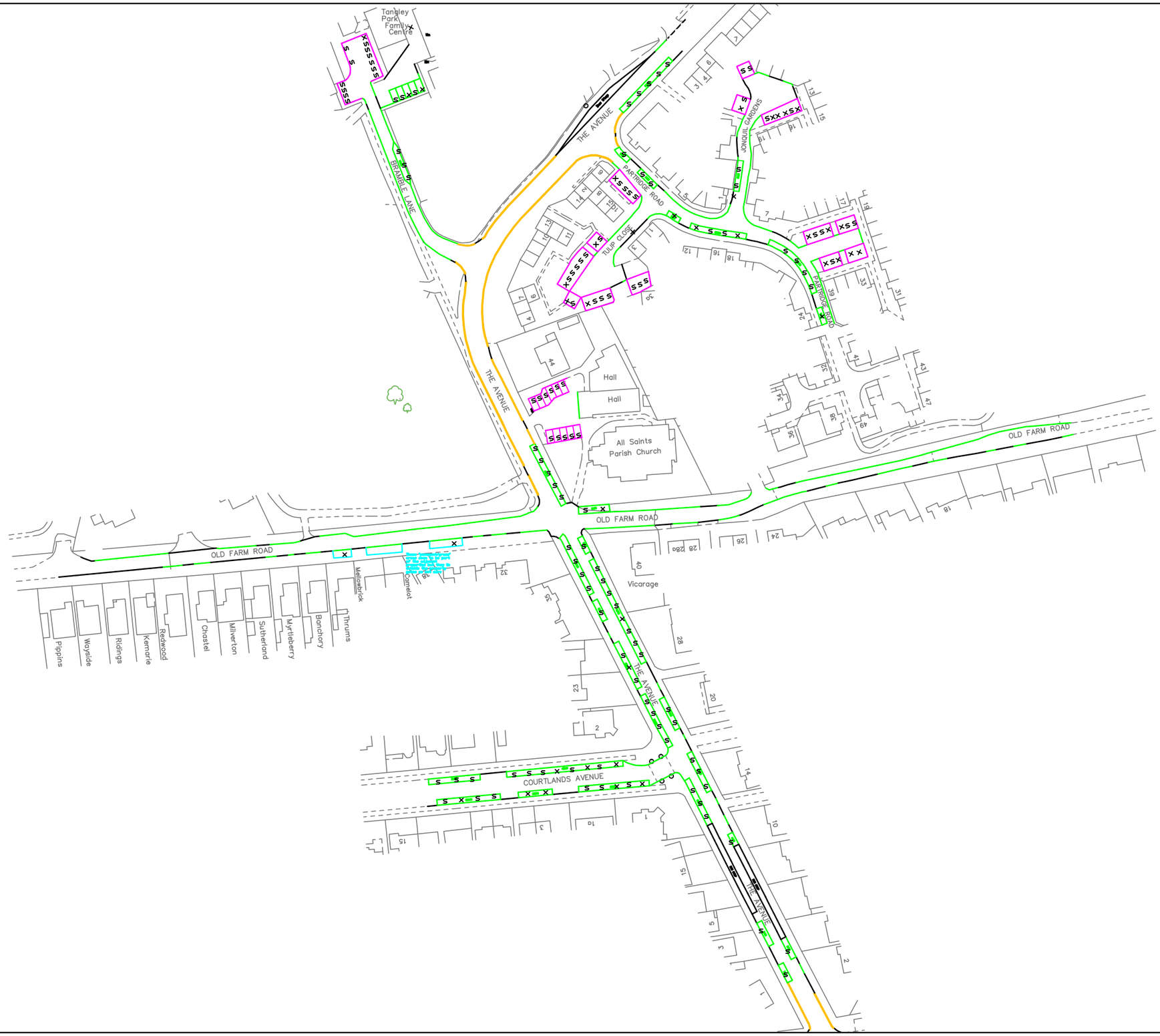
Source: OS / PMA
Drawing No. P1599/TS/0E

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 22/11/16 at 1830

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Drawing No. P1599/TS/0E

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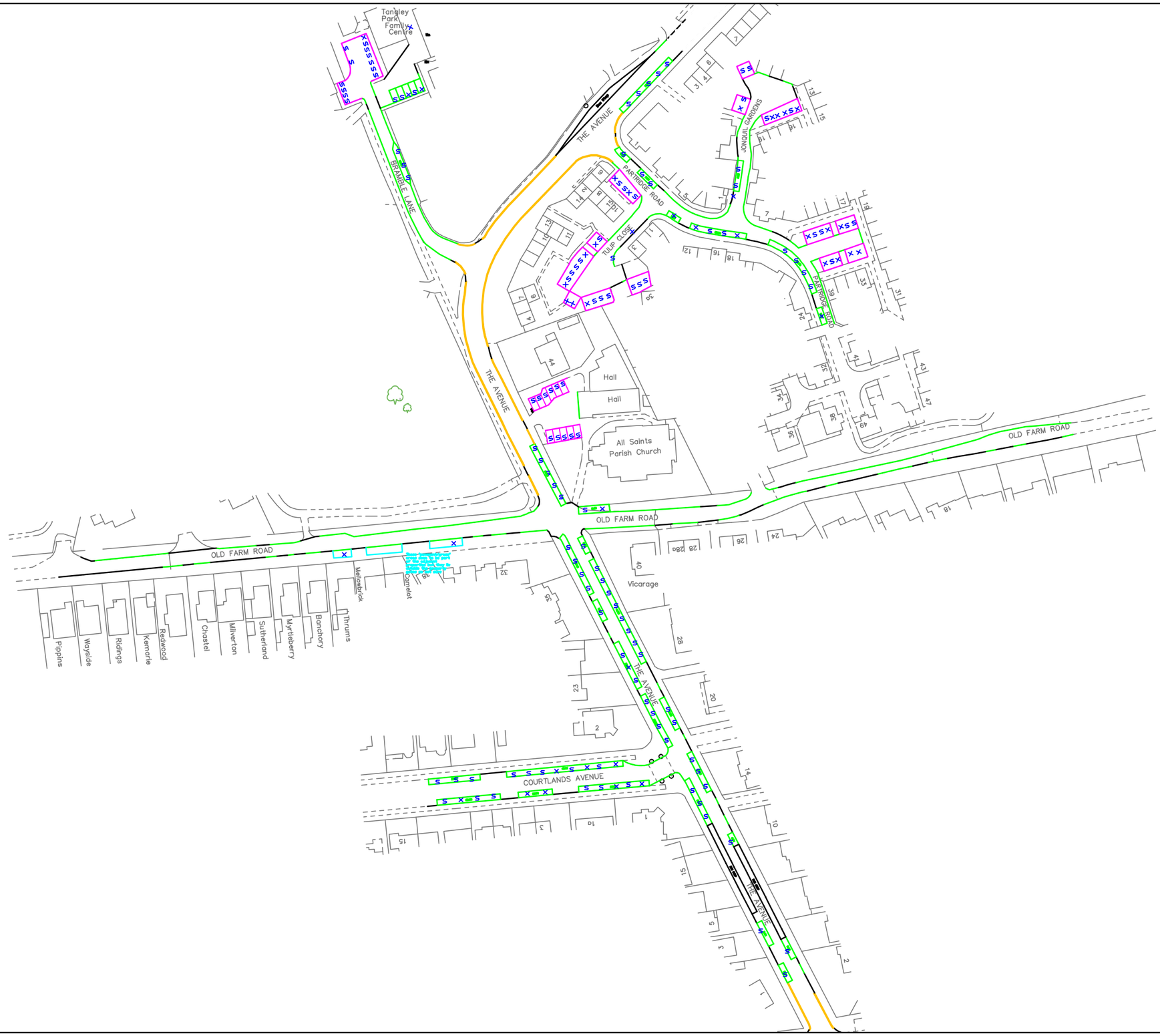
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 22/11/16 at 1845

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Source: OS / PMA
Drawing No. P1599/TS/0E

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P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 22/11/16 at 1900

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
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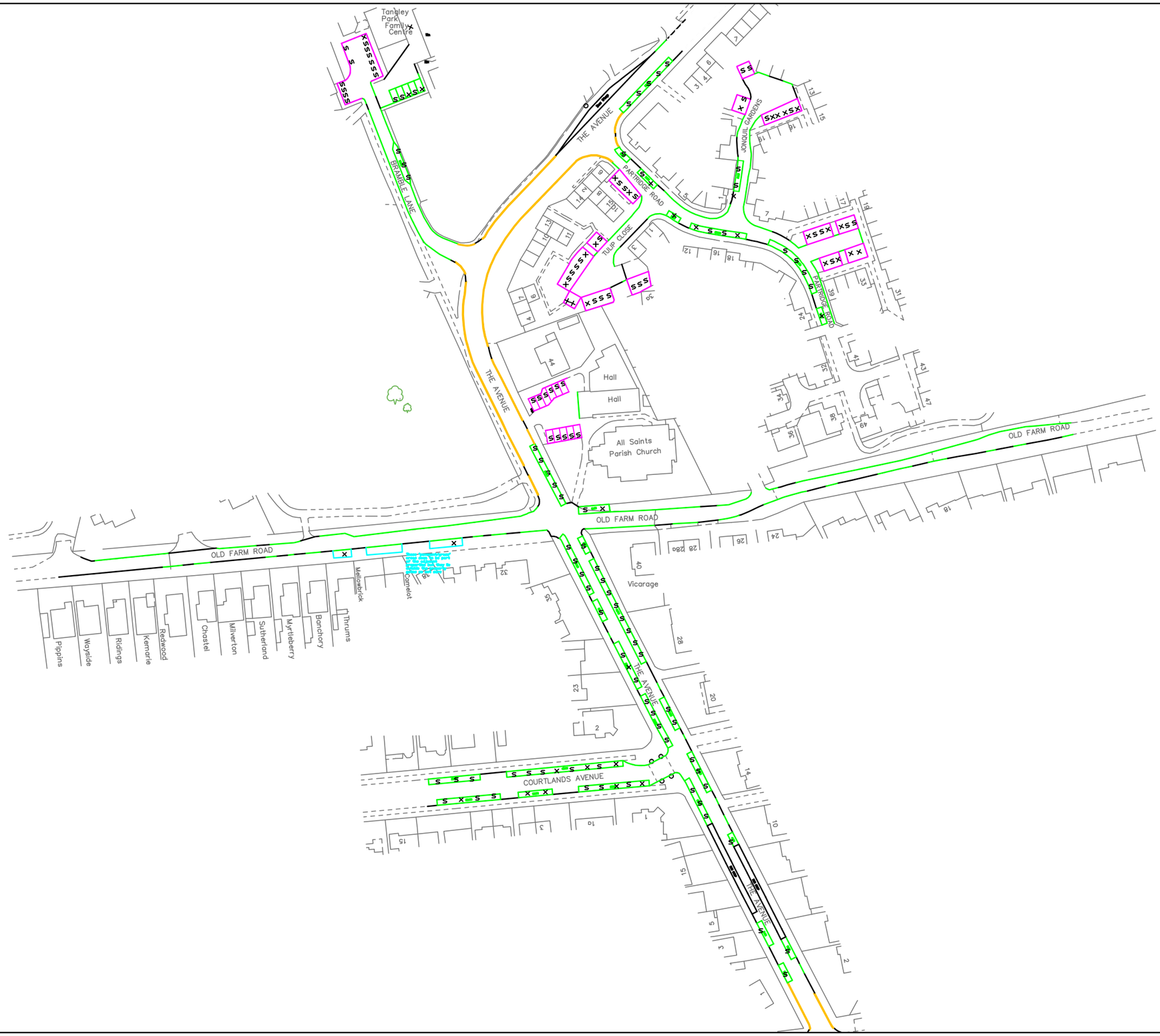

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Source: OS / PMA
Drawing No. P1599/TS/0E

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Appendix E.
Parking Survey - 22/11/16 at 1915

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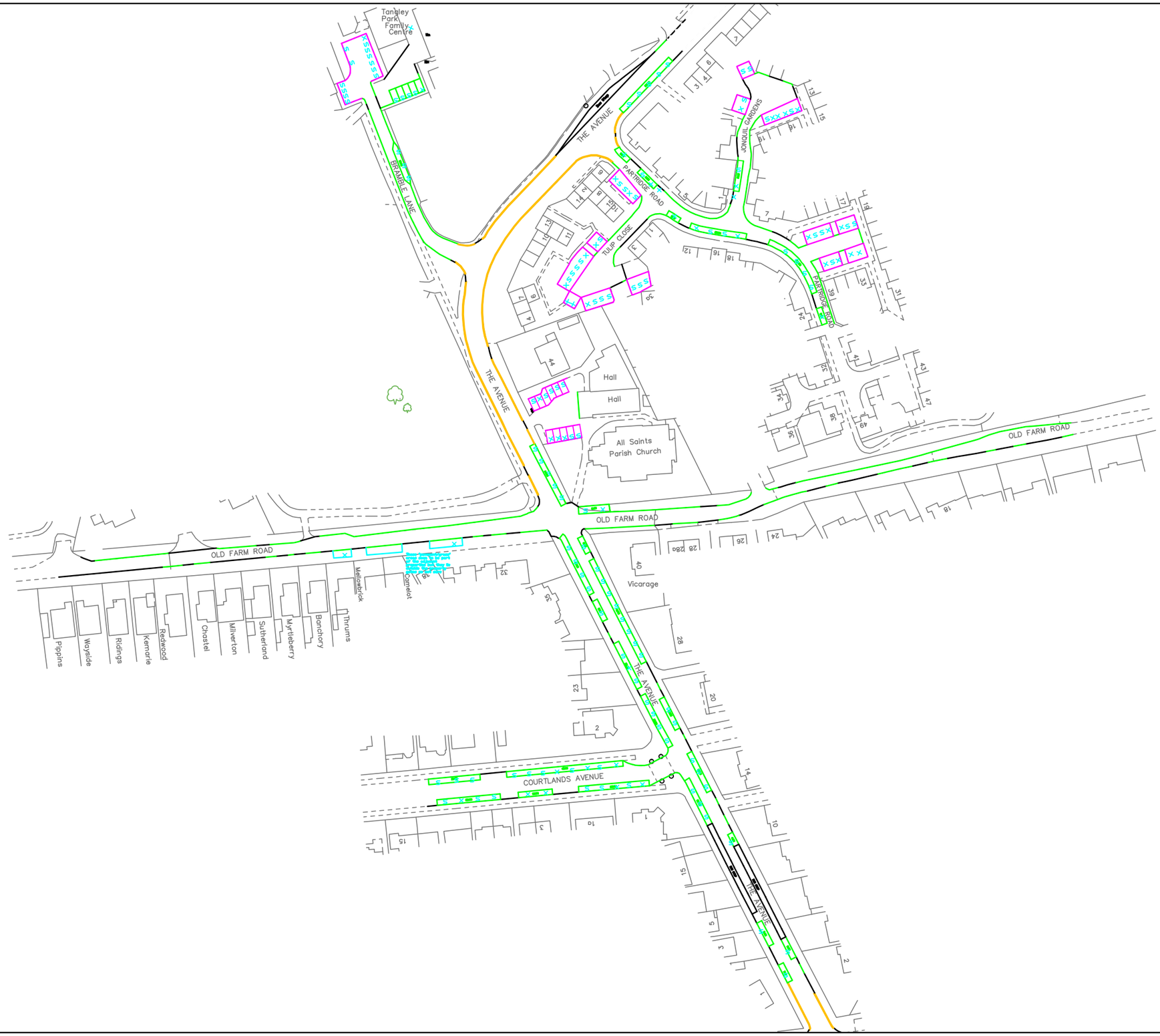

Date: February 2017 Scale: 1:1250@A3 Source: OS / PMA Drawing No. P1599/TS/0E	N	P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG Appendix E. Parking Survey - 22/11/16 at 1930

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TRAFFIC CONSULTANTS
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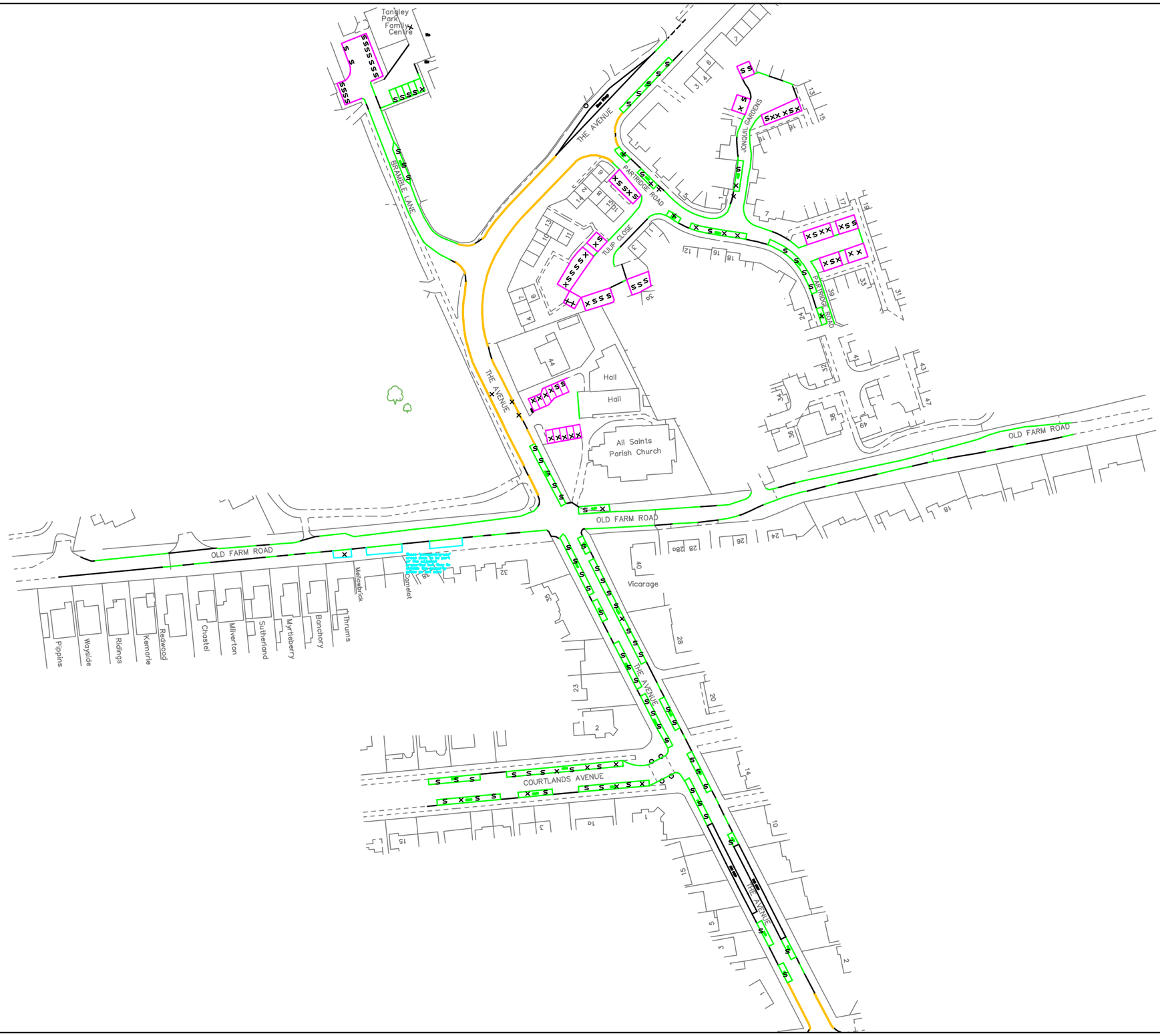

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Scale: 1:1250@A3
Source: OS / PMA
Drawing No. P1599/TS/0E

N

P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 22/11/16 at 1945

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
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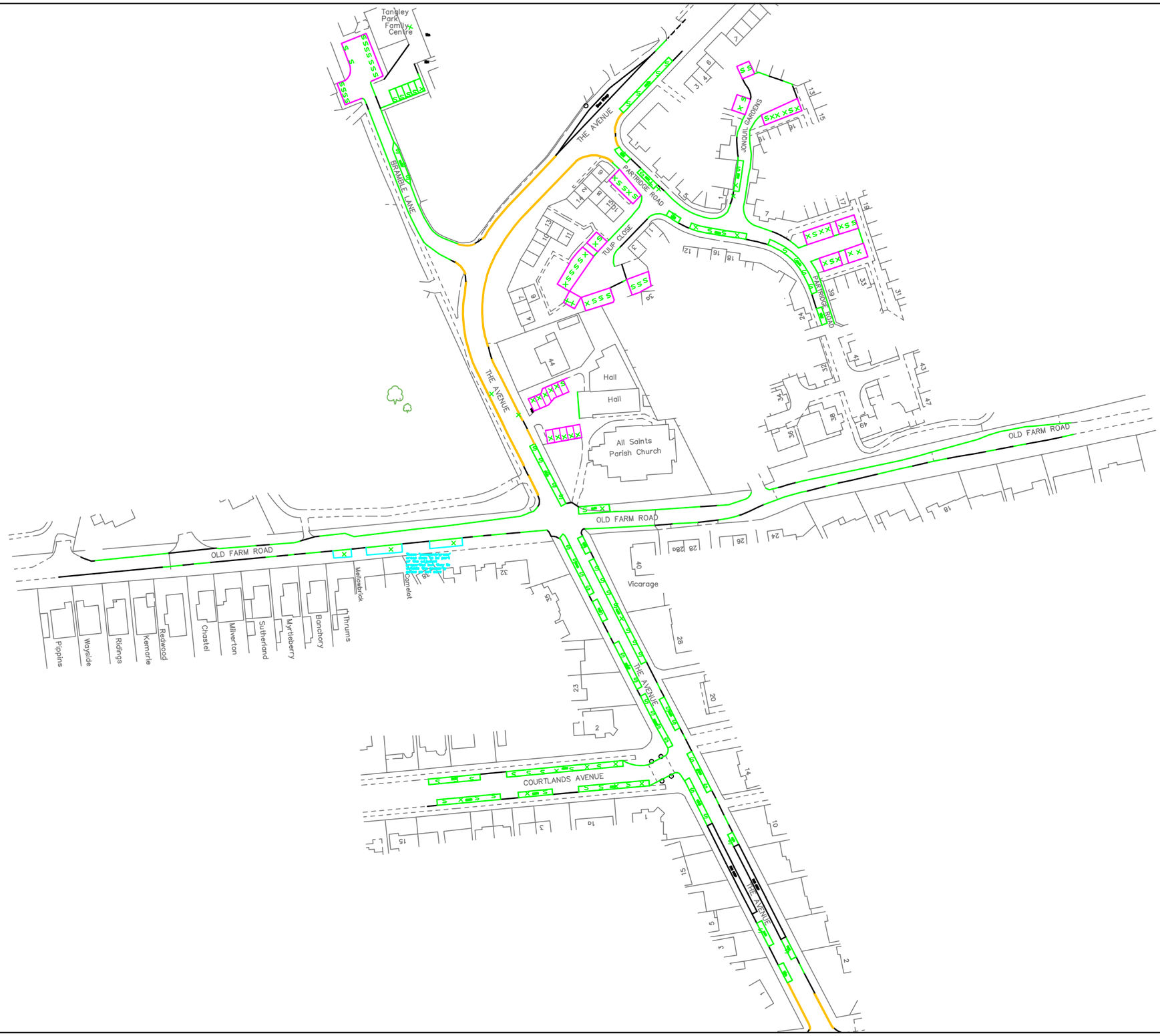

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Appendix E.
Parking Survey - 22/11/16 at 2000

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TRAFFIC CONSULTANTS
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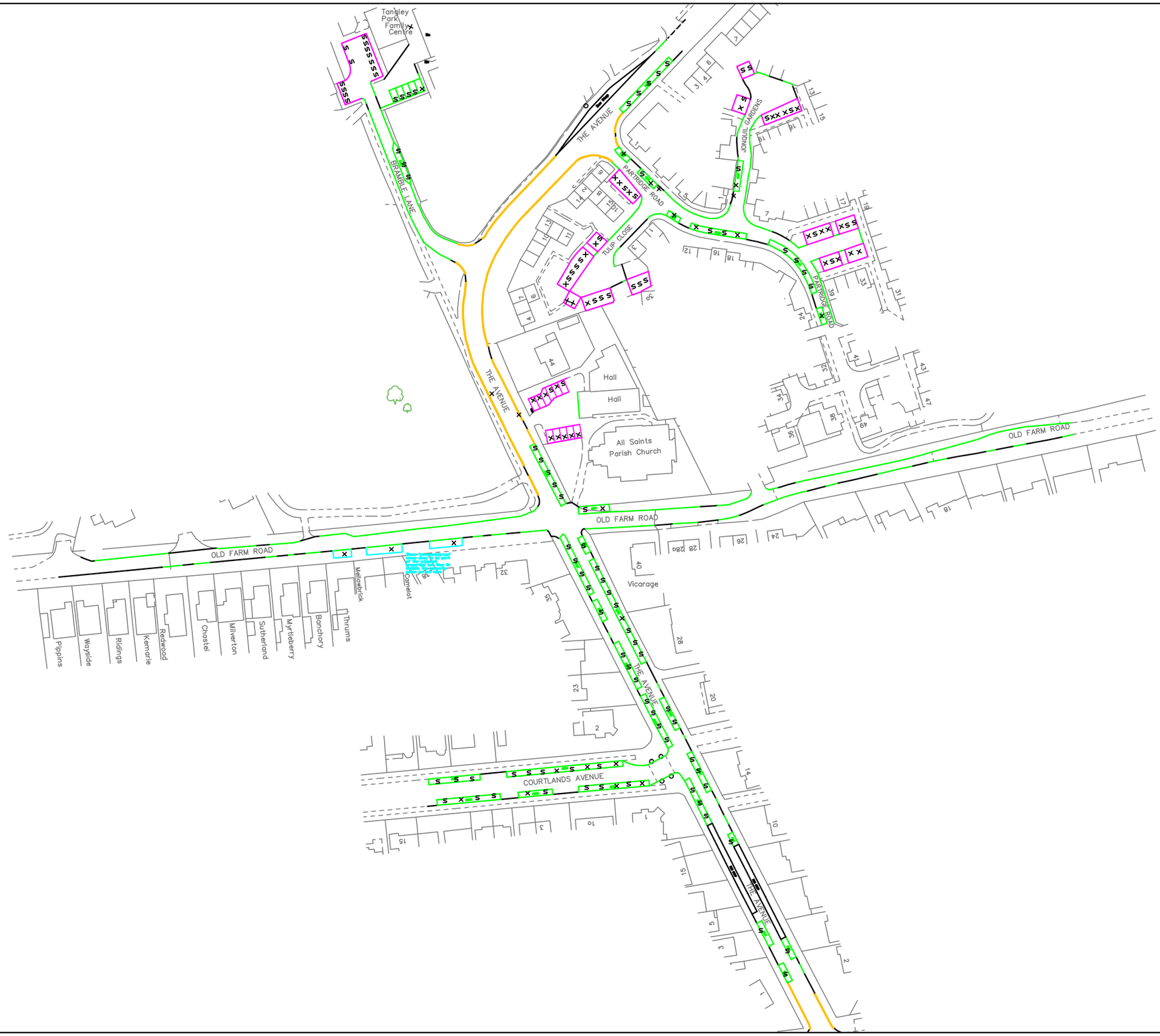

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Drawing No. P1599/TS/0E

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Appendix E.
Parking Survey - 22/11/16 at 2015

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
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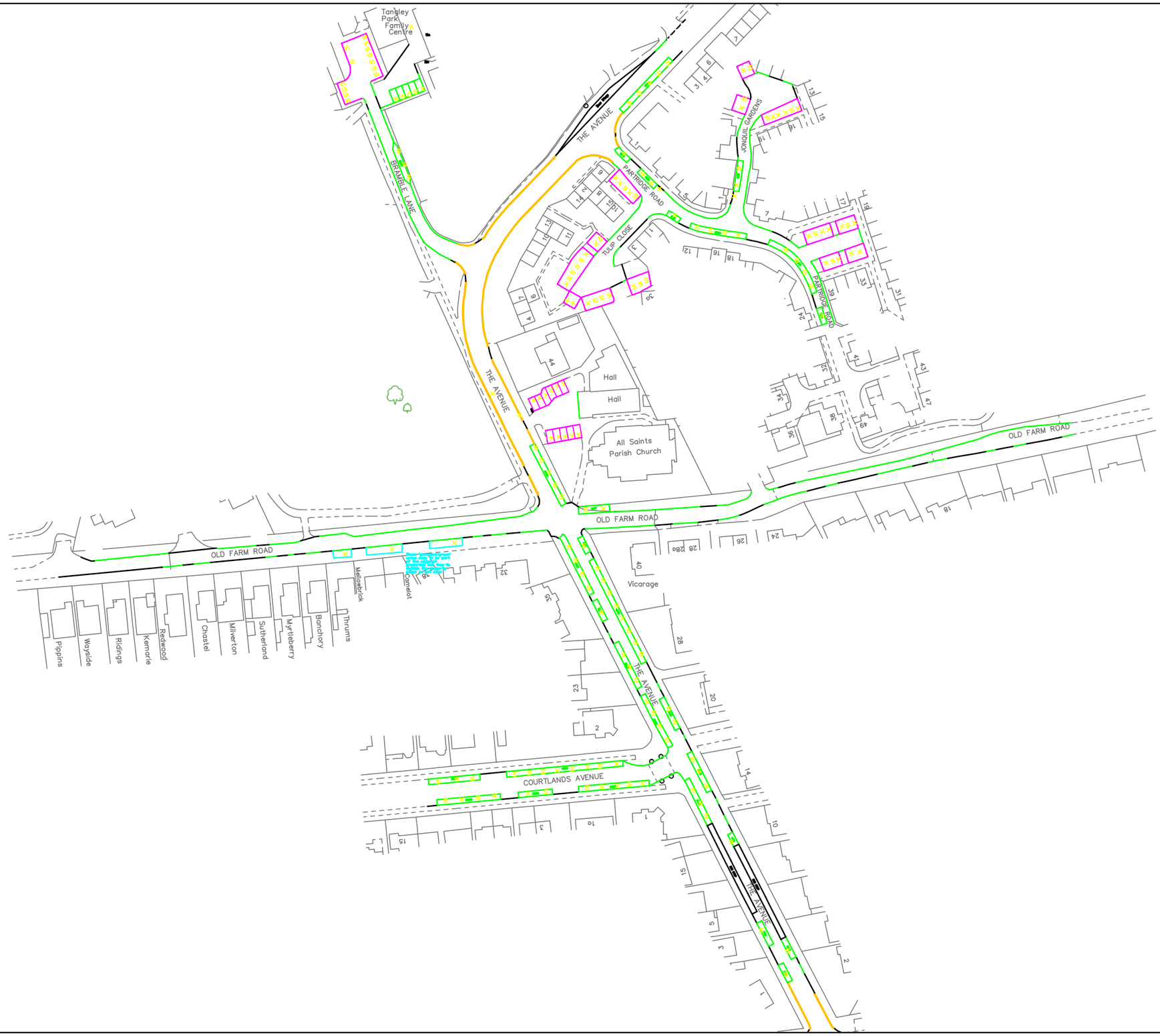
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Scale: 1:1250@A3
Source: OS / PMA
Drawing No. P1599/TS/0E

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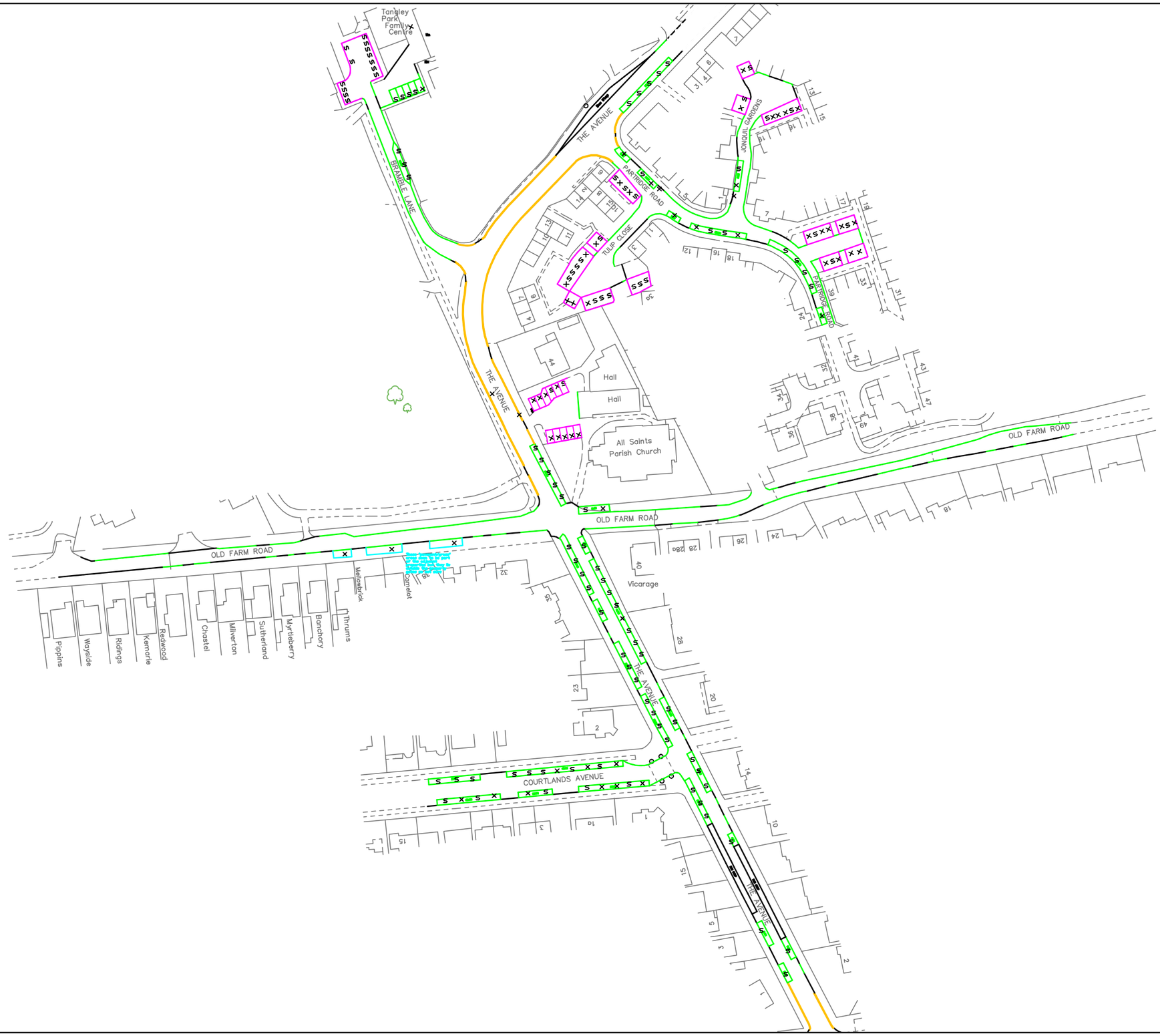
P1599: All Saints' Church & 44 The Avenue, Hampton, TW12 2RG
Appendix E.
Parking Survey - 22/11/16 at 2030

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



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Scale: 1:1250@A3
Source: OS / PMA
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Appendix E.
Parking Survey - 22/11/16 at 2045

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Plym House, 21 Enterprise Way, London SW18 1FZ
Tel: 0208 780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk