

**Sharpe Refinery Service  
(Hydro-Carbons) Ltd**

**Arlington Works**

Proof of Evidence / Traffic &  
Transport

By Mark Turner

BA (Hons), MA, MSc, MCIHT

Public Inquiry

Caneparo Associates Limited  
21 Little Portland Street  
London W1W 8BT  
Tel: 020 3617 8200

[www.caneparoassociates.com](http://www.caneparoassociates.com)

Registered in England: 9930032

## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>3</b>
	Background.....	3
<b>2</b>	<b>EXISTING CONDITIONS.....</b>	<b>5</b>
	Appeal Site Location .....	5
	Local Highway Network .....	5
	Controlled Parking Zone.....	6
	Parking Beat Survey .....	6
	Car Clubs .....	7
	Existing Vehicle Activity .....	8
<b>3</b>	<b>ACCESSIBILITY.....</b>	<b>10</b>
	Walking.....	10
	Bus Services .....	11
	Rail Services.....	11
	Public Transport Accessibility Level (PTAL).....	12
<b>4</b>	<b>APPEAL PROPOSALS .....</b>	<b>13</b>
	Parking.....	13
	Servicing and Refuse Collection.....	14
<b>5</b>	<b>RELEVANT POLICY .....</b>	<b>15</b>
	National Planning Policy Framework (2019) .....	15
	Local Policy .....	19
<b>6</b>	<b>REASONS FOR REFUSAL.....</b>	<b>21</b>
	London Borough of Richmond upon Thames .....	21
	Twickenham Studios (Rule 6 Objector) .....	25
	Twickenham Park Residents Association (Rule 6 Objector).....	27
<b>7</b>	<b>SUMMARY AND CONCLUSION.....</b>	<b>29</b>



## **Appendices**

- Appendix A - Parking Survey**
- Appendix B - Zipcar Proposal Pack**
- Appendix C - PTAL Output**
- Appendix D - Layout Plan**
- Appendix E - Parking Easement**
- Appendix F - CPZ Plan**
- Appendix G - Land Registry Title**

# 1 INTRODUCTION

1.1 My name is Mark Turner. I hold a Bachelor of Arts degree with honours in Geography, a Master of Arts degree in Urban Economy and a Master of Science degree in Transportation Planning and Engineering. I am a member of the Chartered Institution of Highways and Transportation.

1.2 I am an Associate at Caneparo Associates, a company which specialises in providing transport planning advice to the development industry. I have 13 years of experience working in the industry.

## **Background**

1.3 I have been retained by Sharpe Refinery Service (Hydro-Carbons) Ltd ("the Appellant") to provide traffic and transport advice in relation to the proposed redevelopment of a plot of land bound by Arlington Road to the east, railway tracks to the west and residential properties to the north and south ("the Appeal site") in the London Borough of Richmond upon Thames (LBRuT) since 2018.

1.4 The Appeal site currently comprises contains a number of commercial / industrial tenants including an oil recycling plant. Existing vehicular access to / from the site is provided via Arlington Road. The proposals seeks the demolition of the existing buildings except the Victorian cottages as they are Buildings of Townscape Merit (BTM) and the redevelopment of the site to provide 24 residential units and 610 sqm of flexible office / commercial floorspace.

1.5 The site is located in St Margarets, within a 7-minute walk of St Margarets railway station and six bus routes that operate in the vicinity of the site. The closest eastbound and westbound bus stops are located on St Margarets Road approximately 460 metres south of the site. The site is also located within Controlled Parking Zone (CPZ) F – East Twickenham. The CPZ is operational Monday to Friday between 10:00 and 16:30. The site also borders CPZ S – St. Margarets South which is also operational Monday to Friday between 10:00 and 16:30

1.6 Planning application ref 18/2714/FUL was refused at Planning Committee in September 2019.

1.7 This Proof of Evidence sets out the accessibility and sustainability aspects of the Appeal site and proposals, it also addresses the traffic and transport reasons for refusal raised by the Council and the traffic and transport concerns of the Rule 6 Objectors (Twickenham Park Resident's Association and Twickenham Studios) as set out in their (separate) Statement of Case.

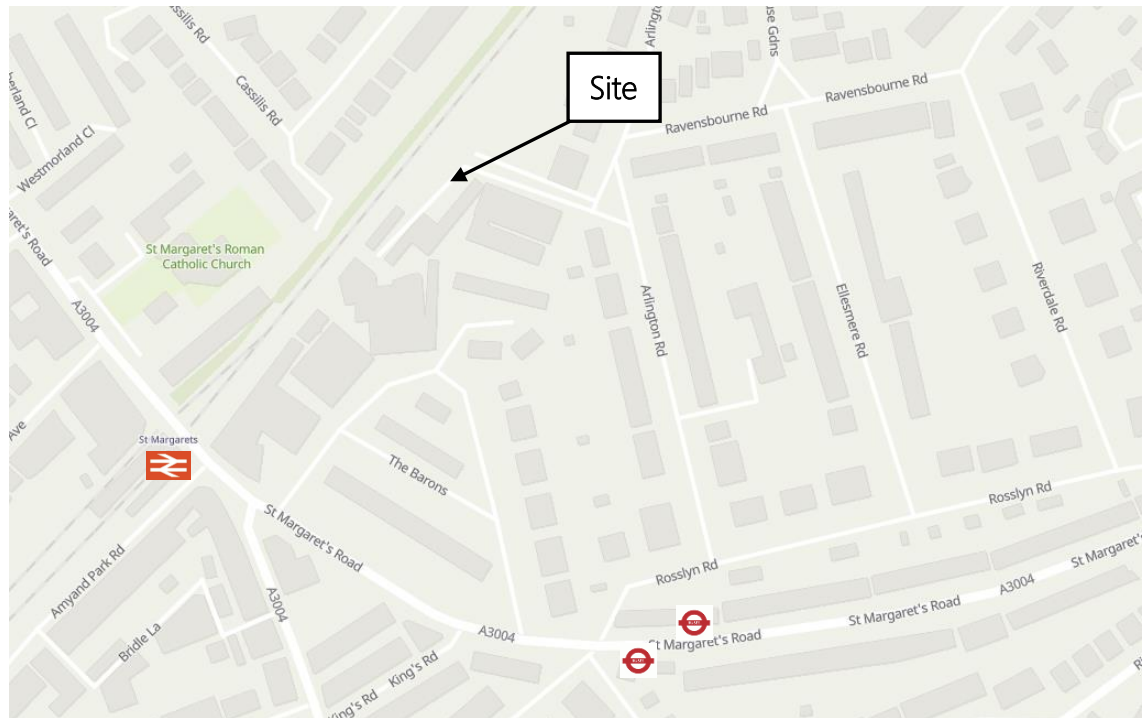
1.8 The remainder of this Report is set out as follows:

- Section 2 summarises the existing transport conditions;
- Section 3 summarises the accessibility of the Appeal site;
- Section 4 provides a summary of the Appeal proposals;
- Section 5 describes the transport policy context;
- Section 6 appraises the reasons for refusal, and;
- Section 7 summarises and concludes.

## 2 EXISTING CONDITIONS

### Appeal Site Location

- 2.1 The site is located in St Margarets, within a 7-minute walk of St Margarets railway station, and is bound by Arlington Road to the east, railway tracks to the west and residential properties to the north and south. The location of the site is shown below at **Figure 1**.



**Figure One: Site Location**

- 2.2 The site currently contains a number of commercial / industrial tenants including an oil recycling plant. Existing vehicular access to / from the site is provided via Arlington Road.

### Local Highway Network

- 2.3 Arlington Road is a residential two-way single carriageway road located between Ravensbourne Road to the north and Rosslyn Road to the south. Near the site, Arlington Road contains a combination of Resident Permit Holder parking bays, combined Voucher Parking and Resident Permit Holder parking bays and single yellow line parking / waiting restrictions.
- 2.4 Rosslyn Road is a residential two-way carriageway that runs parallel and connects to St Margarets Road to the east and west. Rosslyn Road contains a combination of Resident Permit Holder

parking bays, combined Voucher Parking and Resident Permit Holder parking bays and single yellow line parking / waiting restrictions.

- 2.5 St Margarets Road forms part of the A3004 and is a two-way carriageway located between Richmond Road / Talbot Road to the north and Richmond Road (A305) to the south.

### Controlled Parking Zone

- 2.6 The site is located within Controlled Parking Zone (CPZ) F – East Twickenham. The CPZ is operational Monday to Friday between 10:00 and 16:30. The site also borders CPZ S – St. Margarets South which is also operational Monday to Friday between 10:00 and 16:30.

### Parking Beat Survey

- 2.7 An on-street overnight parking beat survey was undertaken in accordance with the Richmond Methodology, to understand the residential parking characteristics on local roads surrounding the site.
- 2.8 The survey includes Arlington Close, Ravensbourne Road, Ellesmere Road and Arlington Road. Surveys were undertaken in 2018 on Wednesday 13<sup>th</sup> June, Friday 15<sup>th</sup> June and Sunday 17<sup>th</sup> June at 01:45, 02:45 and 05:00 respectively. A summary of the results is provided in **Table 2.1** while the full survey results are included at **Appendix A**.

Table 2.1: Summary of Parking Beat Survey			
Location	Vehicles Parked	Observed Spaces	Parking Demand
Wednesday 13 <sup>th</sup> June 2018			
Arlington Road	56	9	86%
200m Catchment	99	30	77%
Friday 15 <sup>th</sup> June 2018			
Arlington Road	59	9	87%
200m Catchment	111	22	84%
Sunday 17 <sup>th</sup> June 2018			
Arlington Road	56	10	85%
200m Catchment	97	32	75%

- 2.9 The parking demand has been assessed by taking into consideration the actual number of observed available spaces on-street, as opposed to the calculated available space on street. This approach is considered to provide a robust assessment of parking demand in the local area and a true representation of on-street parking availability. For instance, on Wednesday 13<sup>th</sup> June 2018

on Ellesmere Road, the survey sets out that there is 35.7m of resident permit holder parking. Based on a calculation whereby 5m equates to 1 on-street parking space there are 7 spaces available or 6 spaces if 5.5m for 1 on-street parking space is used. This survey used observed available spaces on-street, as opposed to the calculated available space and concluded that there were four cars parked and two observed spaces (6 spaces in total – a parking demand of 67%).

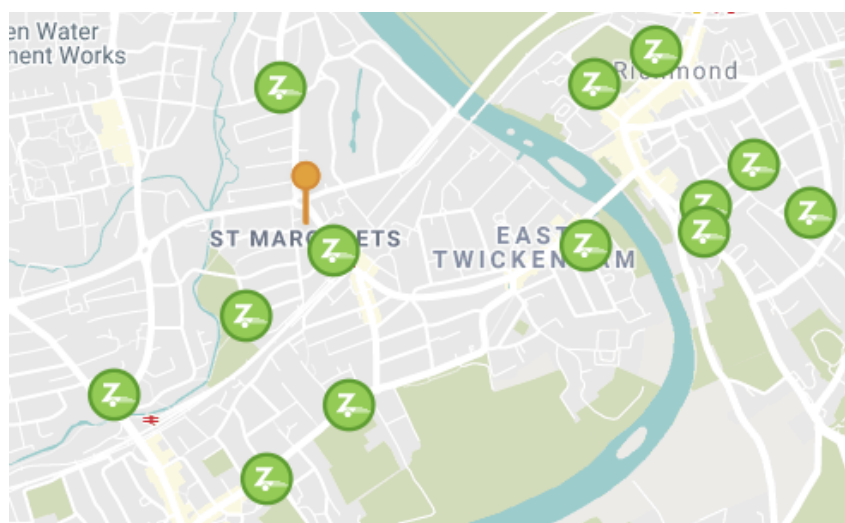
2.10 It is also pertinent to note that many parking surveys measure the total length of resident permit holder parking on a street and then divide by 5 or 5.5 to calculate how many vehicles can park. This method does not allow for bad parking or residential footway crossovers (etc.). For instance, although there may theoretically be 5.5m of remaining space, this may be split geographically between a footway crossover.

2.11 Table 2.1 illustrates that Parking demand was comparable for all three survey periods within the survey range with 77% of spaces occupied on Wednesday, 84% of spaces occupied on Friday and 75% of spaces occupied on Sunday. The number of actual available spaces remaining was recorded as 30 spaces, 22 spaces and 32 spaces respectively.

2.12 The results demonstrate that even when demand was highest (on Friday) there was still an acceptable level of available spaces, with 22 remaining spaces.

## Car Clubs

2.13 Car clubs provide the flexibility of using a private vehicle without the financial and logistic constraints of owning a car. There are several Zipcar car club vehicles in the vicinity of the site, the closest are shown in Figure 2, below.



**Figure Two: Zipcar Location Plan**



- 2.14 Additionally, other providers have vehicles in the area including Enterprise who have a vehicle near St Margarets station (Bridge Road).
- 2.15 Car clubs offer a viable alternative to owning a car for people living / working in the vicinity, particularly for those that require the use of a car infrequently.
- 2.16 Caneparo Associates have been in communication with Zipcar about this site who have confirmed that the additional residential units this proposal seeks permission for would not necessitate a need for an additional car club vehicle (either on or off the site). This is because car club vehicles need to be economically viable and the existing vehicles in the area (shown in Figure Two) are not currently oversubscribed. Instead, Zipcar have recommended that each residential unit is provided with free membership to Zipcar to encourage the use of car club vehicles rather than individual vehicle ownership. The Zipcar proposal pack is provided at **Appendix B**.

### Existing / Previous Vehicle Activity at the Site

- 2.17 In order to understand vehicle activity associated with the existing use, a CCTV camera was installed at the site entrance on Tuesday 19<sup>th</sup> June 2018 from 00:00-24:00.
- 2.18 A summary of the vehicle activity generated by the existing use is consequently summarised in **Table 2.2**. It is pertinent to note that the Appellant has confirmed that the site once generated significantly more vehicle trips than what was recorded in this survey.
- 2.19 The results demonstrate that the site has two peak hours, with the AM peak at 08:00-09:00 and the PM peak hour at 16:00-17:00. A total of 9 vehicles were recorded entering or exiting the site during the AM peak and 8 vehicles during the PM peak.

Table 2.2: Existing Hourly Vehicle Activity (Two-way)						
Time	Vehicles	LGV	OGV1	OGV2	PSV & MTB	Cycle
06:00-07:00	4	1	0	0	0	0
07:00-08:00	2	1	2	0	0	0
<b>08:00-09:00</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>
09:00-10:00	2	4	1	1	0	2
10:00-11:00	6	3	0	1	0	0
11:00-12:00	2	3	0	1	0	0
12:00-13:00	1	1	0	2	0	0
13:00-14:00	3	2	0	0	0	0
14:00-15:00	4	3	0	0	0	0



15:00-16:00	0	2	0	0	0	0
16:00-17:00	6	2	0	0	0	0
17:00-18:00	0	0	0	0	0	0
<b>18:00-19:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
19:00-20:00	0	0	0	0	0	0
Daily	33	22	8	6	0	2

### 3 ACCESSIBILITY

#### Walking

- 3.1 A person's willingness to walk is dependent on many factors including: access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 10 minutes' walk time, walking is an appropriate mode to replace car trips and this is set out in the Chartered Institute of Highways and Transport (CIHT) Guidelines.
- 3.2 In the vicinity of the site, there is a good network of footpaths that benefit from having street lighting columns that are located at regular intervals.
- 3.3 A summary of the local amenity and public transport services available within convenient walking distances of the site is provided at **Table 3.1**. Walking duration is calculated assuming a walk speed of 80 metres per minute.

Table 3.1: Approximate Distances to Local Amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Bus stops	St Margarets Road, Sandycombe Road (westbound)	450	6
	St Margarets Road, Rosslyn Road (eastbound)	470	6
St Margarets Rail Station	St Margarets Road, Amyand Park Road	660	8
Local Amenities			
Pharmacy	Crown Road	500	6
Public House	St Margarets Road	500	6
Post Office	St Margarets Road	550	7
Tesco Express	St Margarets Road	650	8

- 3.4 It is generally accepted that 8km (or 5 miles) is an acceptable cycling distance, representing a journey time on average of 30 minutes ("TfL Analysis of Cycling Potential" 2010), although in London, longer journeys are commonplace. Much of southwest London is located within 5 miles of the site, including Richmond, Teddington, Kingston upon Thames and Hampton Court.

- 3.5 Transport for London (TfL) provides cycle route guidance in the form of cycle maps for different areas. Local Cycling Guide 9 provides information on the cycle routes in the vicinity of the site. Arlington Road, Rosslyn Road, Beaconsfield Road and Park House Gardens are identified by TfL as 'routes signed or marked for use by cyclists on a mixture of quiet or busier roads'. Additionally, part of St Margarets Road is marked as local 'roads that are recommended by cyclists'.

## Bus Services

- 3.6 There are six bus routes that operate in the vicinity of the site, with the closest eastbound and westbound bus stops located on St Margarets Road approximately 450 metres and 470 metres south of the site respectively.
- 3.7 A list of these bus routes, alongside a summary of the frequency of service, is provided in **Table 3.2**.

Table 3.2 Local Bus Services				
Route Number	Route	Frequency (in minutes)		
		Weekday Frequency	Saturday Frequency	Saturday Frequency
33	Fulwell – Hammersmith	6-10	7-10	13-17
490	Heathrow T5 – Richmond	8-14	9-13	18-32
H22	Hounslow – North Sheen	11-13	12-13	18-22
H37	Hounslow – Richmond	5-10	6-10	7-17
R68	Hampton Court – Kew	13-17	13-17	13-17
R70	Hampton – North Sheen	9-12	6-10	13-17

## Rail Services

- 3.8 St Margaret's railway station is located approximately 660m from the site (an approximate 8-minute walk). The station is located in Travelcard Zone 4. The typical off-peak service of eight trains per hour all terminating at London Waterloo comprises of:
- 4 direct via Richmond and Clapham Junction
  - 2 circuitously via Kingston and Wimbledon
  - 2 circuitously via Hounslow.

## **Public Transport Accessibility Level (PTAL)**

- 3.9 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 3.10 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.
- 3.11 According to TfL's web based PTAL calculator, the site has a PTAL of 3 meaning it has an 'average' accessibility to public transport when compared to other London sites. A copy of the site's PTAL Assessment is provided at **Appendix C**.

## 4 APPEAL PROPOSALS

4.1 The Appeal proposal involves the demolition of the existing buildings and the redevelopment of the site to provide 24 residential units and 610sqm (NSA) of replacement commercial floorspace.

4.2 It is worth noting that the proposal seeks to retain the existing terrace style buildings located to the rear of the site which have been identified as 'buildings of townscape merit (BTM)'. The buildings of townscape merit will be refurbished for use as the site's commercial floor space. In keeping with the terrace buildings, an additional commercial unit will be constructed to the south of the site.

4.3 **Table 4.1** sets out the type of residential unit.

Table 4.1 Residential Units Summary	
No. of Beds	Units
1 bed	5
2 bed	12
3 bed	7
Total	24

4.4 A copy of the architect's ground floor layout plan has been included at **Appendix D**.

### Parking

#### Car Parking

4.5 A total of 23 on-site car parking spaces (including three disabled spaces) are proposed to be provided on-site; 21 spaces for the residential units and two spaces for the commercial units.

4.6 The 21 car parking spaces for the 24 residential equates to 0.87 spaces per unit.

#### Cycle Parking

4.7 On-site cycle parking will be provided in accordance with current policy standards for both the commercial floor space and the residential units.

### **Parking Changes to the Site Access Road**

- 4.8 The proposal includes changing the parking layout on the site access road, as shown on the architects plans provided at **Appendix D**.
- 4.9 The changes facilitate seven parking spaces for the residential element and five spaces that will be provided to the adjacent site (Twickenham Studios).

### **Access**

- 4.10 Vehicle and pedestrian access to the site would be via Arlington Road, as per the existing situation. The proposed vehicle access arrangements and layout enables all deliveries and refuse collection to be undertaken off-street.

### **Servicing and Refuse Collection**

- 4.11 Commercial and residential refuse and recycling will be stored in separate designated storage areas.
- 4.12 All refuse collection and deliveries will be accommodated off-street within the confines of the Appeal site, with vehicles entering and exiting the development site in forward gear, in accordance with best practice guidance.
- 4.13 In order to ensure an efficient servicing regime, the Appellant confirms that it is willing to set up and implement a Delivery Servicing Management Plan (DSMP). The DSMP sets out how deliveries and servicing to the site will be managed in order to ensure the successful operation of servicing including refuse storage and collection. Effective management will ensure that the potential for vehicle conflicts is avoided and that the proposals have no impact on the surrounding highway network.

## 5 RELEVANT POLICY

- 5.1 This section summarises the relevant transport policies at national, regional and local level and these are considered in the context of the Appeal proposal at the site and how it complies with these policies.

### National Planning Policy Framework (2019)

- 5.2 The third National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.
- 5.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy. The Chapter notes at Paragraph 102 that transport issues should be considered from the earliest stages of plan-making and Development proposals, so that:
- a) *"The potential impacts of Development on transport networks can be addressed*
  - b) *Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of Development that can be accommodated*
  - c) *Opportunities to promote walking, cycling and public transport use are identified and pursued*
  - d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains*
  - e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*
- 5.4 The Chapter continues at Paragraph 103 by stating *"the planning system should actively manage patterns of growth in support of these objectives. Significant Development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*



- 5.5 Paragraph 108 notes that *"in assessing Sites that may be allocated for Development in plans, or specific applications for Development, it should be ensured that:*
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of Development and its location*
  - b) Safe and suitable access to the Site can be achieved for all users*
  - c) Any significant impacts from the Development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 5.6 Paragraphs 109 and 110 of the Promoting Sustainable Transport Chapter states: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context applications for Development should:*
- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second –so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use*
  - b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport*
  - c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards*
  - d) Allow for the efficient delivery of goods, and access by service and emergency service vehicles*
  - e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 5.7 The Chapter concludes at Paragraph 111 that *"all Developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

## **The Adopted London Plan (2016)**

- 5.8 The London Plan, updated in March 2016, is a Spatial Development Strategy which sets out the framework for the Development of London over the next 20-25 years.
- 5.9 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:
- "Ensuring London is a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."*
- 5.10 Chapter 6 (Transport) states that:
- "The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effect – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport"*
- 5.11 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:
- a) *"encouraging patterns and nodes of Development that reduce the need to travel, especially by car;*
  - b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
  - c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
  - d) *promoting walking by ensuring an improved urban realm."*
- 5.12 Policy 6.9 addresses cycling and presents measures to increase cycling in London to 5% by 2026. To support increases in cycling, Developments should provide cycle parking to the minimum

policy standards and provide showers and changing facilities to encourage uptake of this sustainable mode of travel.

### **The Intend to Publish London Plan (2019)**

5.13 Though currently in draft format, the new London Plan has been considered within this report. A revised version of the document showing the Mayor's intended publication was submitted to the Secretary of State in December 2019.

5.14 Six core 'good growth' policies are identified and state the following with regards to transport:

*"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.*

*Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.*

*Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."*

5.15 Policy T2 relates to Healthy Streets and seeks Development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making Developments permeable and highly connected by foot and cycle with reduced vehicle dominance.

5.16 Policy T4 – Assessing and mitigating transport impacts - provides the following advice:

*"b) When required in accordance with national or local guidance, transport assessments / statements should be submitted with Development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new Development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance."*

## Local Policy

### Development Management Plan (DMP) (2011)

- 5.17 The DMP includes the detailed policies which will be used when new developments are considered. The DMP takes forward the Core Strategy's three inter-related themes:
- A Sustainable Future;
  - Protecting Local Character; and
  - Meeting People's Needs.
- 5.18 Policy DM TP 2: Transport and New Development requires that the impact of new development on the transport network is assessed against other plan policies and transport standards. Planning applications for smaller developments should be accompanied by a Transport Statement and prepared using DfT and TfL guidance.
- 5.19 Policy DM TP 8: Off Street Parking, notes that developments 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.
- 5.20 Appendix Four sets out parking standards and states that for sites located within CPZs, 1 to 2-bedroom units should have a maximum of 1 parking space per unit and 3+ bedroom units should have a maximum of 1.5 parking spaces per unit.

### Local Plan

- 5.21 The Local Plan was adopted in July 2018.
- 5.22 Policy LP 45 discusses car parking, and includes the following statement:

*'The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:*

1. *Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.*

2. *Resisting the provision of front garden car parking unless it can be demonstrated that: a. there would be no material impact on road or pedestrian safety; b. there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and c. the existing on-street demand is less than available capacity.*
3. *Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to: a. the provision of disabled parking; b. appropriate servicing arrangements; and c. demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality.*

*All proposals for car free housing will need to be supported by the submission of a Travel Plan.*

4. *Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.*

5.23 Appendix 3 states that 1 to 2-bedroom units should have a maximum of 1 parking space per unit and 3+ bedroom units should have a maximum of 2 parking spaces per unit.

## 6 REASONS FOR REFUSAL

### London Borough of Richmond upon Thames

#### Reason for Refusal 5

6.1 This reason for refusal relates to the proposed mix of uses and states:

*The proposed development, by reason of its lack of segregated pedestrian/cycle access into/throughout the site and unsatisfactory siting and layout, would result in an unacceptable co-location of uses which gives rise to inappropriate conflict between users, to the detriment of the proposed commercial use operation and the safety/amenity of proposed residential occupants.*

6.2 It is common now especially in London for sites to have shared space between vehicles, pedestrians, and cyclists. Given the speed and number of vehicles, the proposed shared space in my view would not create a conflict between users (particularly as there is sufficient space for a vehicle to pass a pedestrian safely).

6.3 There are a number of examples of sites across London including in the LBRuT which have or propose shared space – a recent example is Indigo House in Richmond (a recent application Ref: 20/0946/FUL sought two car parking spaces for use by the office floorspace on land that is shared use between modes, including pedestrians, cyclists and servicing vehicles). Across London, I am working on a number of sites with shared space including Nine Elms Square in the London Borough of Wandsworth which will introduce around 1,500 residential units and >2000sqm of commercial floor space with external space around the site shared between modes (i.e., vehicles, pedestrians and cyclists).

6.4 In addition, it is pertinent to note that the original Transport Statement was supported by appropriate swept path analysis illustrating all vehicle movements would occur in forward gear. To ensure servicing is well managed, the Appellant confirms that it is willing to set up and implement a Delivery Servicing Management Plan (DSMP). The DSMP sets out how deliveries and servicing to the site will be managed in order to ensure the successful operation of servicing including refuse storage and collection. Effective management will ensure that the potential for vehicle conflicts is avoided and that the proposals have no impact on the surrounding highway network. The draft conditions prepared by the LBRuT includes the DSMP (11).

## **Reason for Refusal 6**

6.5 This reason for refusal relates to the proposed level of parking and states:

*Whether or not the scheme would provide adequate off-street parking, and including any associated implications arising from the scheme for the free and safe movement of vehicles, pedestrians and other road users in the vicinity:*

- *Point One: Whether the scheme would lead to vehicle overspill parking on surrounding streets contrary to policy LP 45.*
- *Point Two: Whether the proposal would lead to vehicles that currently park south of the proposed access road from being displaced and whether a vehicular parking stress survey has been submitted to show that these vehicles can be parked on streets within 500m walking distance of the site.*
- *Point Three: Whether the appellant has demonstrated that they have control of the land south of the access road outside of their red line to enable them to make motorists using the area to park to do so parallel to the carriageway.*

*Point One: Whether the scheme would lead to vehicle overspill parking on surrounding streets contrary to policy LP 45.*

6.6 A total of 23 on-site car parking spaces (including three disabled spaces) are proposed to be provided on-site; 21 spaces for the residential units and two spaces for the commercial units.

6.7 The 21 car parking spaces for the 24 residential equates to 0.87 spaces per unit. The number of spaces, in my view, provides an appropriate balance between enabling adequate parking provision whilst not undermining the use of alternative transport modes, given the sites location in a CPZ and with regards accessibility to local amenities and public transport / cycling and walking opportunities.

6.8 Nevertheless, the proposed level of parking at the Appeal site takes into account parking standards set out in LBRuT's Development Management Plan (2011) which was the adopted policy document setting out parking standards when the scheme was designed / went through the pre-application process as well as the London Plan at the time (London Plan, 2016).

- 6.9 LBRuT's Development Management Plan (2011) sets out that within CPZs, 1 to 2-bedroom units should have a maximum of 1 parking space per unit and 3+ bedroom units should have a maximum of 1.5 parking spaces per unit. The Development Management Plan standards therefore allowed up to 27 car parking spaces (maximum standard). As previously noted, in my view, the provision of 21 car parking spaces for 24 residential units complied with both local planning policy and also the parking standards set in the London Plan at the time of submission (London Plan, 2016) which stipulated up to 1.5 spaces per unit for 3-bedroom dwellings and less than 1 space per unit for 1- & 2-bedroom dwellings.
- 6.10 It is however noted that the reason for refusal is given because the site would lead to vehicle overspill parking on surrounding streets contrary to policy LP 45 of LBRuT's Local Plan which supersedes the Development Management Plan. It should however be noted that LBRuT's Local Plan was only adopted in July 2018 and the application submitted in August 2018.
- 6.11 LBRuT Local Plan Policy 45 states that 1 to 2-bedroom units should have a maximum of 1 parking space per unit and 3+ bedroom units should have a maximum of 2 parking spaces per unit. In contrast therefore with both the Development Management Plan (2011) and London Plan (2016), the Local Plan (2018) allows up to a maximum of 31 residential car parking spaces on the site.
- 6.12 LBRuT's adopted Local Plan contradicts current London Plan policy with regards sustainable transport and the Borough's latest policy stance on climate change. For instance, the Intend to Publish London Plan states that for outer London sites with a PTAL of 3, the maximum parking provision should be 0.75 spaces per unit. Consequently, the provision of 0.87 spaces per residential unit for this site does not now comply with current / latest London Plan Policy.
- 6.13 Note the Secretary of State has recently (10<sup>th</sup> December 2020) recommended some amendments to the Intend to Publish London Plan which includes changing parking standards for 3 bed residential units in areas with a PTAL of 3 to up to one space per unit (from 0.75 spaces per unit). Even if these standards were applied / adopted, the provision of 0.87 spaces per residential unit for this site still does not comply with these standards (i.e., the proposals include an over provision of on-site parking when the latest standards are applied).
- 6.14 In addition, the LBRuT is now starting to prepare a new Local Plan for the borough which will replace the current Local Plan. The Direction of Travel Consultation document states '*Richmond's Climate Emergency Strategy (2020) recognises that transport was the largest emitting sector of UK greenhouse gas emissions in 2017. The Council has a role to play in influencing the behaviour of*



*residents in the borough and encouraging 'modal shift' away from the highest emitting forms of transport towards the lower emitting forms of transport where possible... where opportunities arise, particularly in major development schemes, we want to embed car-free or car-lite lifestyles from the outset."* This stance is also supported in the adopted Local Implementation Plan (LIP3) which has a target that 75% of all trips should be undertaken by sustainable modes, a shift from a baseline position of 61%.

- 6.15 In my view, LBRuT will not achieve this target if development sites coming forward overprovide car parking on sites such as this, especially when provision does not comply with current London Plan policy.
- 6.16 In addition, it should be noted that all local roads surrounding the site are subject to on-street parking controls, restricting parking to residential permit holders / pay and display bays. The applicant is willing to accept a legal agreement that will restrict all future residents from applying for an on-street parking permit to park a vehicle on the public highway.
- 6.17 The controlled on-street parking surrounding the site is operational Monday to Friday between 10:00 and 16:30 and, therefore, it is very unlikely that a resident living at the site could park a car on the adjacent streets and work around the restricted hours (i.e. own a car over a long period of time). However, the parking beat survey set out at Section 2, illustrates that there is sufficient overnight capacity to accommodate overspill parking if this did on occasion occur.
- 6.18 In addition, it is pertinent to note that the proposed scheme is not reliant on on-street parking and the Appellant would welcome the council extending the hours of operation of the CPZ, if there was a concern about residents working around the restricted hours.
- 6.19 Finally, a Travel Plan can be secured to promote sustainable transport modes and also to ensure that the development is air quality neutral from transport emissions. The draft conditions (26) prepared by the LBRuT includes a Travel Plan requirement.

*Point Two: Whether the proposal would lead to vehicles that currently park south of the proposed access road from being displaced and whether a vehicular parking stress survey has been submitted to show that these vehicles can be parked on streets within 500m walking distance of the site.*

- 6.20 Parking for both Arlington Works and Twickenham Studios currently occurs on the access road on land that is part owned by Twickenham Studios and the Appellant via a formal legal easement, which is provided at **Appendix E**.

- 6.21 The Legal Easement currently allows parking for seven vehicles associated with Twickenham Studios and 11 vehicles associated with Arlington Works to park on the access road. The proposals include illustrating how five parking spaces on the access road could be introduced on land owned by Twickenham Studios for use only by Twickenham Studios i.e., if Twickenham Studios were minded to introduce these spaces there would be a theoretical reduction of two spaces when compared to the existing situation.
- 6.22 In our view, no detrimental impact will occur as a result on the theoretical reduction of two spaces on the access road because of the site's location within a controlled parking zone. The Controlled Parking Zone only allows residents to park near the site (or visitors in a select number of Voucher bays – with a four hour limit). There are no spaces that facilitate business permit holders to park near the site in Zone F – refer to the CPZ map at **Appendix F**.
- 6.23 It is also pertinent to note that Twickenham Studios currently have a significant number of on-site car parking spaces including a large, enclosed car park that at the time of a midweek site visit both in 2020 and 2016 had a significant number of free parking spaces. It is also important to note that if the Twickenham Studios site came forward today, planning policy (both local and regional) suggests that the site and use would be encouraged to be car free (apart from parking required operationally) – i.e., the site currently provides more on-site parking than current policy standards would allow.

*Point Three: Whether the appellant has demonstrated that they have control of the land south of the access road outside of their red line to enable them to make motorists using the area to park to do so parallel to the carriageway.*

- 6.24 The land registry title is provided at **Appendix G** which illustrates that the five parallel bays which could be introduced by Twickenham Studios would be provided on land in their ownership. The Appellant owns the rest of the access road and confirms access would be granted so the Studios could access the five bays, if introduced.

### **Twickenham Studios (Rule 6 Objector)**

- 6.25 Twickenham Studios has been granted Rule 6 Objector Status in relation to this Appeal and have raised one concern in relation to traffic and transport.

## Concern

*"The Studios are concerned by the rearrangement of existing parking spaces serving Twickenham Film Studios which run alongside the access road to the appeal site. The proposed alterations would result in an unacceptable loss of approximately 21 spaces comprising 14 within the site and 7 along the access road below the overhang, which currently serve the Studios and which are in high demand. The result will be the displacement of 21 cars without any thought to mitigation".*

- 6.26 At the time of a number of site visits, both at the time of the original application and in November / December 2020, there appears to be a significant number of available parking spaces on the Twickenham Studios site and therefore "high demand" is in my view subjective.
- 6.27 It is correct that parking for both Arlington Works (11 spaces) and Twickenham Studios (7 spaces) currently occurs on the access road on land that is part owned by Twickenham Studios and the Appellant via a formal legal easement and also 14 spaces for Twickenham Studios provided to the rear of the Arlington Works site on land owned by the Appellant.
- 6.28 The proposals include illustrating how the Studios could re-provide five parking spaces on land in their ownership for use only by them on the access road i.e., a theoretical reduction of two spaces when compared to the existing situation on the access road.
- 6.29 In our view, no detrimental impact will occur as a result on the theoretical reduction of sixteen spaces because of the site's location within a controlled parking zone. The Controlled Parking Zone only allows residents to park near the site (or visitors in a select number of Voucher bays – with a four-hour limit). There are no spaces that facilitate business permit holders to park near the site in Zone F – refer to the CPZ map at **Appendix F**.
- 6.30 As previously noted, it is also important to note that if the Twickenham Studios site came forward today, planning policy (both local and regional) suggests that the site and use would be encouraged to be car free (apart from parking required operationally) – i.e. the site currently provides parking in excess of current policy standards.
- 6.31 In addition, the sixteen spaces are all currently provided either fully or partly on land owned by the appellant and only used under agreement.

## **Twickenham Park Residents Association (Rule 6 Objector)**

6.32 Twickenham Park Residents Association has been granted Rule 6 Objector Status in relation to this Appeal and have raised two concerns in relation to traffic and transport, as set out below:

### **Concern 1**

*"The traffic for the development of the proposed 24 residential development would adversely affect Twickenham Park residents in Arlington Road and doubtless Ellesmere Road and some of Ravensbourne Road, as would the noise and disruption inherent in the decontamination, pile driving and actual building of the site. All this would pale into insignificance were the whole studio site to be turned into flats".*

It is pertinent to note that the existing use of this site generated a number of commercial vehicle movements, including a number by HGVs with four or more axles. To ascertain the number, a survey was undertaken at the time of the planning application (as set out in Section 2). The survey recorded 33 two-way vehicle movements including 14 HGV movements. The proposed scheme would generate a similar number in total but by significantly smaller vehicles.

Additionally, whatever the site is used for in the future, the land will need to be decontaminated and will involve a period of construction.

### **Concern 2**

*"An additional residential development would negatively impact the residents in Arlington Road and The Barons (the latter being part of the TBRA) where parking facilities are already under pressure and where additional residential development would greatly exacerbate the problem. Even if no permits were allowed, every residential area has its visitors, many of whom will be seeking somewhere to park. The "S" parking zone has been under pressure for some time, as the council are aware, as they kindly moved lamp posts to squeeze additional parking spaces in to try and ease the pressure".*

6.33 As previously noted, all local roads surrounding the site are subject to on-street parking controls, restricting parking to residential permit holders. The applicant is willing to accept a legal agreement that will restrict all future residents from applying for an on-street parking permit to park a vehicle on the public highway.

- 6.34 The controlled on-street parking surrounding the site is operational Monday to Friday between 10:00 and 16:30 and, therefore, it is very unlikely that a resident living at the site could park a car on the adjacent streets and work around the restricted hours (i.e. own a car over a long period of time). However, the parking beat survey set out at Section 2, undertaken at night when residential parking demand peaks, illustrates that there is sufficient capacity to accommodate overspill parking if this did occasionally occur.
- 6.35 In addition, it is pertinent to note that the proposed scheme is not reliant on on-street parking and the Appellant would welcome the council extending the hours of operation of the CPZ, if there was a concern about on-street parking.

## 7 SUMMARY AND CONCLUSION

7.1 In my view, the proposal is not in conflict with Local Plan Policy 42 and in line with paragraph 109 of the NPPF this “development should not be prevented or refused on transport grounds because the residual cumulative impacts of the development proposal are not severe.

7.2 The traffic and transport reasons were:

- *Point One: Whether the scheme would lead to vehicle overspill parking on surrounding streets contrary to policy LP 45.*

This report has sought to illustrate that no overspill parking would occur on the surrounding streets – this will be enforced by entering into a legal agreement restricting future residents and employees based at the site from applying for a on-street parking permit (i.e., the site is surrounded by a controlled parking zone).

Draft conditions have been prepared by the LBRuT that set out this restriction.

- *Point Two: Whether the proposal would lead to vehicles that currently park south of the proposed access road from being displaced and whether a vehicular parking stress survey has been submitted to show that these vehicles can be parked on streets within 500m walking distance of the site.*

In our view, no detrimental impact will occur as a result on the theoretical reduction of two spaces on the access road because of the site’s location within a controlled parking zone. The Controlled Parking Zone only allows residents to park near the site (or visitors in a select number of Voucher bays – with a four hour limit). Even if an employee had a business permit, there are no spaces that facilitate business permit holders to park near the site in Zone F.

It is also pertinent to note that Twickenham Studios currently have a significant number of on-site car parking spaces including a large, enclosed car park that at the time of a midweek site visit both in 2020 and 2016 had a significant number of free parking spaces. It is also important to note that if the Twickenham Studios site came forward today, planning policy (both local and regional) suggests that the site and use would be encouraged to be car free (apart from parking required operationally) – i.e., the site currently provides more on-site parking than current policy standards would allow.

- *Point Three: Whether the appellant has demonstrated that they have control of the land south of the access road outside of their red line to enable them to make motorists using the area to park to do so parallel to the carriageway.*

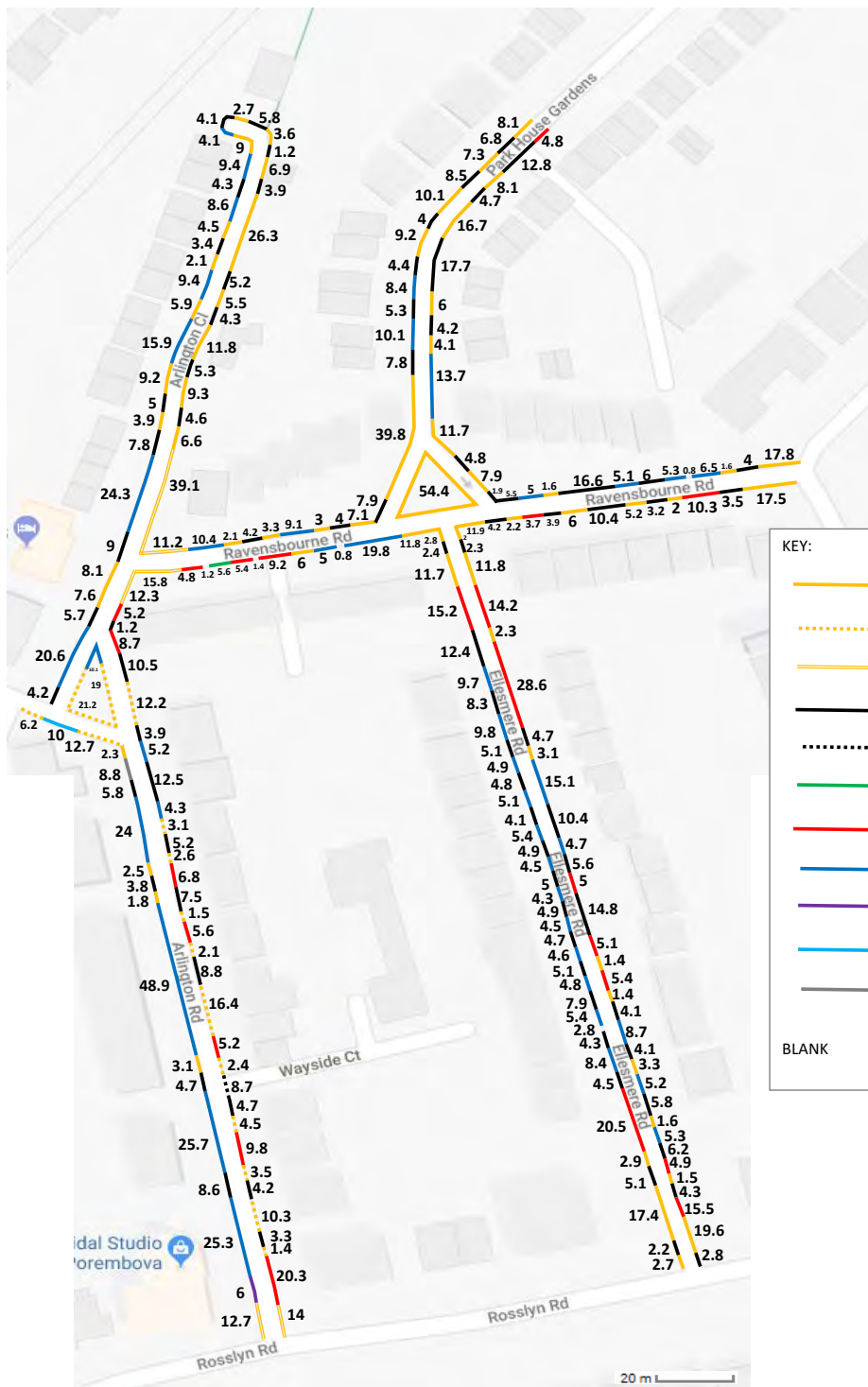
The land registry title is provided at Appendix F which illustrates that the five parallel bays which could be introduced by Twickenham Studios would be provided on land in their ownership.

## **Appendix A**

### **Parking Survey**







#### KEY:

- = SINGLE YELLOW LINE
- ... = SINGLE YELLOW LINE MON-FRI 0700-1900 SAT 0700-1300
- = = DOUBLE YELLOW LINE
- = DROPPED KERB
- ... = DROPPED KERB ACCESS
- = DISABLED BAY
- = VOUCHER PARKING 4 HOUR & RESIDENT PERMIT HOLDER ONLY MON-FRI 1000-1630 BUY VOUCHER FROM SHOPS
- = RESIDENT PERMIT HOLDER
- = CAR CLUB RESIDENT PERMIT HOLDER ONLY AT ANY TIME
- = RESIDENT PERMIT HOLDER MON-FRI 1000-1630
- = RESIDENT PERMIT HOLDER ONLY ON PATH
- BLANK = UNRESTRICTED

**K&M TRAFFIC SURVEYS**

DATE : 13th & 15th & 17th JUNE 2018

DAY : WEDNESDAY, FRIDAY AND SUNDAY

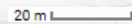
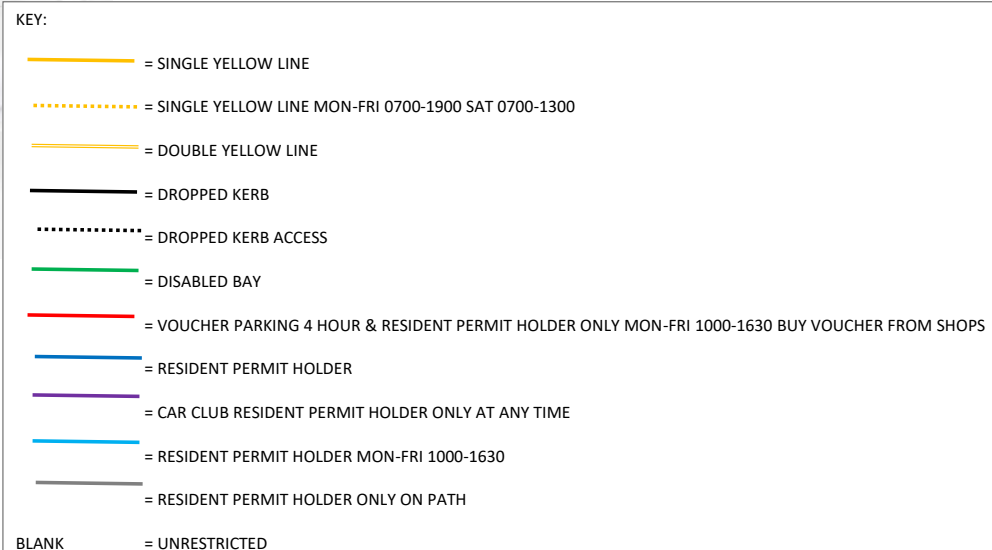
LOCATION : RAVENSBOURNE RD. ST MARGARETS. TWICKENHAM.

LOCATION : RAVENSBOURNE RD, ST MARGARETS, TWICKENHAM.					WEDNESDAY 13th JUNE 2018		
					TIME : 0145		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE (includes marked bays of less than 5metres)	PARKED	OBSERVED SPACES	%STREET STRESS
ELLESMERE RD	1	SINGLE YELLOW LINES	42.9				
		DROP KERB	85.7				
		A) MON-FRI 1000-1630 VOUCHER PARKING 4HR& RESIDENT PERMIT HOLDER ONLY-BUY VOUCHER FROM SHOPS	35.7	7	4	2	66.7%
		B) RESIDENT PERMIT HOLDER ONLY	66	11	5	8	38.5%
		UNRESTRICTED	2.8				
RAVENSBOURNE RD	2	SINGLE YELLOW LINES	17.8				
		B) RESIDENT PERMIT HOLDER ONLY	24.8	4	4	0	100.0%
		UNRESTRICTED	3.4				
		DISABLED BAY	5.6	1	1	0	100.0%
		DOUBLE YELLOW LINES	15.8				
ARLINGTON RD	3	A) MON-FRI 1000-1630 VOUCHER PARKING 4HR& RESIDENT PERMIT HOLDER ONLY-BUY VOUCHER FROM SHOPS	19.4	3	3	0	100.0%
		DOUBLE YELLOW LINES	26.3				
		A) MON-FRI 1000-1630 VOUCHER PARKING 4HR& RESIDENT PERMIT HOLDER ONLY-BUY VOUCHER FROM SHOPS	61.6	10	8	3	72.7%
		MON-FRI 7-7 SAT 7-1PM SINGLE YELLOW LINES	61.2				
		B) RESIDENT PERMIT HOLDER ONLY	9.5	2	2	0	100.0%
		DROP KERB	60.6				
		ACCESS DROP KERB	8.7				
		DOUBLE YELLOW LINES	12.7				
	4	C)CAR CLUB PERMIT HOLDER ONLY AT ANY TIME	6	1	1	0	100.0%
		B) RESIDENT PERMIT HOLDER ONLY	123.9	23+6 on path	25	3	89.3%
		DROP KERB	22.9				
		SINGLE YELLOW LINES	9.7				
	5	MON-FRI 7-7 SAT 7-1PM SINGLE YELLOW LINES	18.9				
		D) RESIDENT PERMIT HOLDER MON-FRI 10-1630	10	2	2	0	100.0%
	6	MON-FRI 7-7 SAT 7-1PM SINGLE YELLOW LINES	23.1				
		B) RESIDENT PERMIT HOLDER ONLY	10.1	2	1	1	50.0%
	7	DROP KERB	9.9				
		B) RESIDENT PERMIT HOLDER ONLY	20.6	4	4	0	100.0%
		SINGLE YELLOW LINES	7.6		1		
		SINGLE YELLOW LINES	33.7				
	8	DROP KERB	29.5				
		B) RESIDENT PERMIT HOLDER ONLY	67.6	10	12	1	92.3%
	9	NOSE IN PARKING-RESIDENT PERMIT HOLDER ONLY	4.1	1	0	1	0.0%
		DROP KERB	11.1				
		SINGLE YELLOW LINES	15.3				
		SINGLE YELLOW LINES	66.4				
	10	DROP KERB	23.3				
		DOUBLE YELLOW LINES	39.1				
RAVENSBOURNE RD	11	DOUBLE YELLOW LINES	11.2				
		B) RESIDENT PERMIT HOLDER ONLY	19.5	3	4	0	100.0%
		SINGLE YELLOW LINES	15.5				
		DROP KERB	8.2		1		
PARK HOUSE GARDENS	12	DROP KERB	44.7				
		SINGLE YELLOW LINES	74.5				
		B) RESIDENT PERMIT HOLDER ONLY	18.5	3	4	0	100.0%
	13	A) MON-FRI 1000-1630 VOUCHER PARKING 4HR& RESIDENT PERMIT HOLDER ONLY-BUY VOUCHER FROM SHOPS	4.8	1	1	0	100.0%
		DROP KERB	46.1				
		SINGLE YELLOW LINES	54.5				
	14	B) RESIDENT PERMIT HOLDER ONLY	13.7	2	1	1	50.0%
RAVENSBOURNE RD	15	SINGLE YELLOW LINES	54.4				
		DROP KERB	32.1				
		B) RESIDENT PERMIT HOLDER ONLY	21.9	4	4	0	100.0%
	16	SINGLE YELLOW LINES	21				
		UNRESTRICTED	0.8				
		SINGLE YELLOW LINES	44.8				
ELLESMERE RD	17	DROP KERB	25.2				
		A) MON-FRI 1000-1630 VOUCHER PARKING 4HR& RESIDENT PERMIT HOLDER ONLY-BUY VOUCHER FROM SHOPS	14	3	3	0	100.0%
		SINGLE YELLOW LINES	48				
		DROP KERB	65.1				
		A) MON-FRI 1000-1630 VOUCHER PARKING 4HR& RESIDENT PERMIT HOLDER ONLY-BUY VOUCHER FROM SHOPS	78.7	14	5	8	38.5%
B) RESIDENT PERMIT HOLDER ONLY	39	7	4	2	66.7%		

FRIDAY 15th JUNE 2018		
TIME : 0245		
PARKED	OBSERVED SPACES	%STREET STRESS
4	2	66.7%
8	4	66.7%
4	0	100.0%
1	0	100.0%
3	1	75.0%
1		
8	3	72.7%
2	0	100.0%
1	0	100.0%
27	2	93.1%
2	0	100.0%
2	0	100.0%
3	1	75.0%
1		
11	2	84.6%
1	0	100.0%
4	0	100.0%
1		
4	0	100.0%
1	0	100.0%
2	0	100.0%
4	0	100.0%
2	1	66.7%
10	4	71.4%
4	2	66.7%

SUNDAY 17th JUNE 2018		
TIME : 0500		
PARKED	OBSERVED SPACES	%STREET STRESS
2	4	33.3%
7	6	53.8%
4	0	100.0%
1	0	100.0%
2	2	50.0%
8	3	72.7%
2	0	100.0%
0	1	0.0%
26	3	89.7%
2	0	100.0%
2	0	100.0%
4	0	100.0%
1		
11	0	100.0%
0	1	0.0%
4	0	100.0%
4	0	100.0%
1	0	100.0%
2	0	100.0%
4	0	100.0%
3	0	100.0%
5	8	38.5%
2	4	33.3%







## **Appendix B**

### **Zipcar Proposal Pack**





# **Arlington Works** **Richmond upon Thames** **Caneparo Associates**

**Proposal: December 2020**

David Lang  
UK Property Developments

DD: 0203 004 7860  
[dlang@zipcar.co.uk](mailto:dlang@zipcar.co.uk)



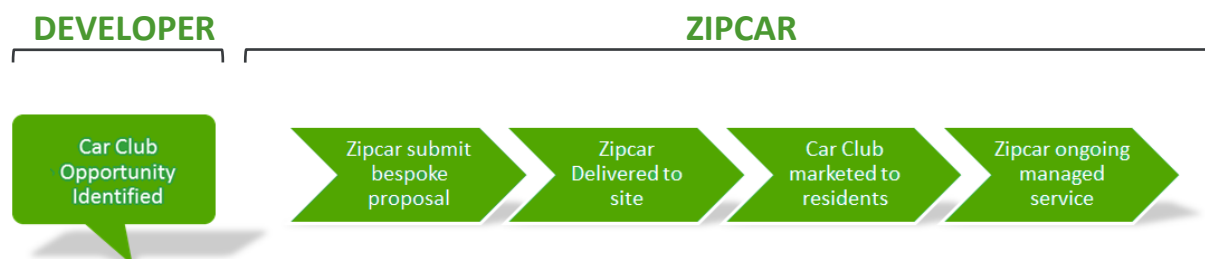


## Zipcar & Property Developments

Zipcar works with an ever increasing number of Property Developers, Transport Consultants and Housing Associations across the UK to:

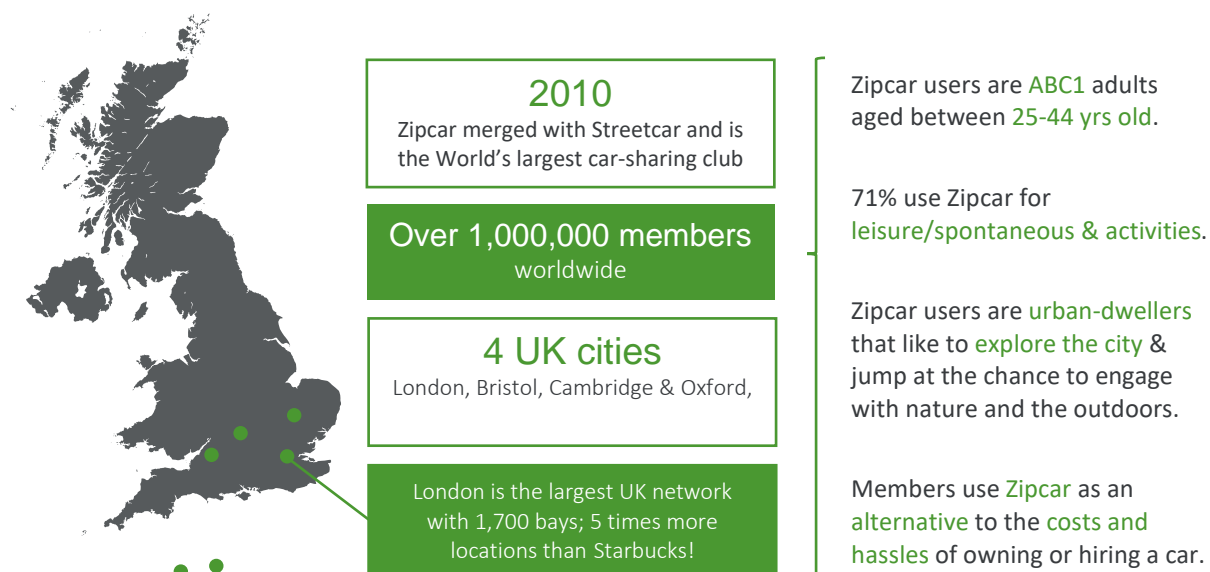
- ✓ Increase the likelihood of gaining planning permission on a site.
- ✓ Addressing specific Section 106 or Travel Plan requirements.
- ✓ Reducing the need to provide costly private parking.
- ✓ Act as a useful marketing tool to help sell properties with a limited parking provision.

## Working with Zipcar – 5 Simple Steps



## What is Zipcar?

Zipcar is a pay-as-you-go car club designed to provide members with access to cars and vans as quickly and conveniently as possible with the least amount of hassle. Our team is passionate about bringing this innovative concept to every urban street as a simpler, more efficient, more sustainable way to use a car.



## Best of both worlds

Zipcar is the only operator that give residents access to both a flexible per minute hire and long term hourly and daily model. Residents can just pick and choose whichever suits their trip. The Flex model has launched in 13 boroughs and we are looking to roll this across the city over the next 18 months.

### Roundtrip

Perfect for longer trips that go full circle. Need to lug some flat-pack back from Ikea? Or escaping to the country for a weekend? A Roundtrip is the easy way to do it. Book a vehicle, drive and return to the bay you picked it up from.

### Flex

Ideal for spontaneous one-way journeys. Pick up a Flex vehicle from the home zone and your friends enroute. Dashing to a meeting across town? Flex it in no time.

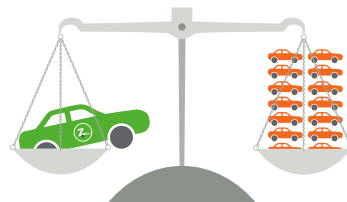
## Current Flex Home Zone



## A Sustainable Transport Solution

A large proportion of your future residents may have a private vehicle, but may not really need one. They may commute to work using public transport and just have a car for occasional use. A relationship with the world's largest car sharing club would definitely assist in reducing the carbon footprint of your residents, provide a convenient and easily-used service, and save them a substantial amount of money.

Every Zipcar takes an average of 10-14 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join.



Zipcar is a service that benefits the whole community. We have found that car club members choose to drive a car less after joining Zipcar; the average car club member only actually clocks up between 403 and 414 miles a year which is significantly less than private vehicle owners. This is because they both make better use of public transport and think much harder about their transport options according to what they need to achieve and the cost associated with that decision.

Not only this but car club vehicles are typically between 10% and 33% more efficient in terms of carbon dioxide emissions per KM travelled, in comparison to the average car, because operators chose new and fuel efficient models.



## Using Zipcar

The Zipcar process has been designed to provide simplicity and little administration – there are no depots or deposits involved (headaches typically found with regular car hire). Once the person has become a member there is no further form filling required to hire a vehicle anywhere in the world.



join



reserve



unlock



drive

## Development Viability

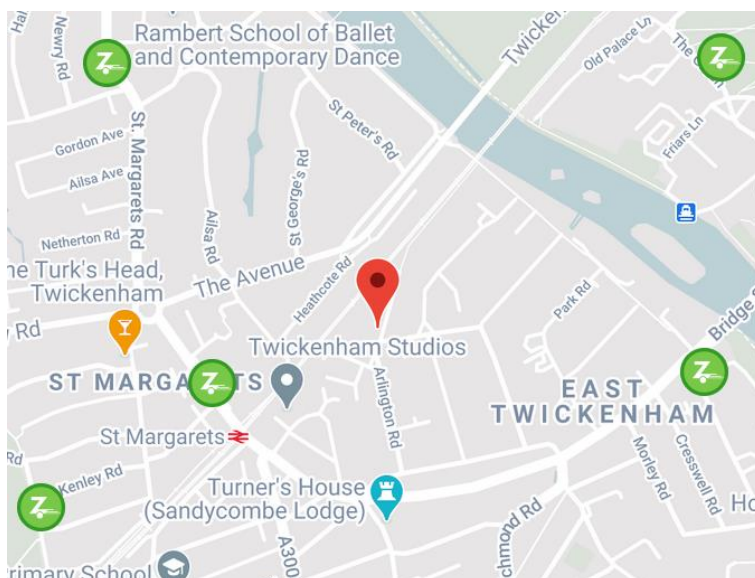
Zipcar has been operating in the borough of Richmond since 2006 and is now working in partnership with the council to provide car clubs on-street to residents. We currently have 61 locations in the borough and over 8,600 members. The cars are performing well, being used approximately 8-10 hours a day.

In our opinion a car club could work well at this location given support from the developer in the early phases of the development. The current proximity to local transport links is very good (approximately PTAL 3) which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance. This makes it likely that the residents of this development will not need a car for work – essential to the success of the scheme.

The low parking on site should ultimately ensure good uptake of the car club. We normally rely on a parking ratio of less than 0.7 to guarantee car club success.

A developer funded marketing package will help ensure demand for the car club on site; the more we are able to incentivise people to try the service, the more people will use it and consequently use other green mobility options. As the map below indicates, there is a very strong network of Zipcar vehicles in the vicinity of the development and as a result, Zipcar would not seek to immediately add further vehicles on site, the existing network is more than sufficient to meet the car club needs of residents. However, as demand grows, we would evaluate the necessity to install a vehicle near the development when required.

## Existing Network



## Arlington Works Proposal

Zipcar recommends that residents use the existing network. Zipcar will provide a fully managed service, which includes the following:

- Offering three years' membership to all 6 homes
- Designing all marketing collateral for the development communications team
- Managing the sign-up process (including licence and insurance eligibility processes)
- Monitoring resident and development queries and providing reports (if required as part of S106 requirements) post launch

This comes to a total contribution of **£1,800 +VAT**. This sum is to be paid prior to the date of first occupation.

In exchange Zipcar would commit to a contractual obligation to run the car club operation at the development for a minimum of three years. Each resident that signs up during the three years will receive three years' free membership and Zipcar will offer £50+VAT driving credit per unit at no further cost to the developer. A contribution of **£1,200 +VAT from Zipcar**.

Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.

## The Zipcar development product

Zipcar have over 15 years of experience working with developers, travel planners and local authorities and have met the car club commitment on over 600 sites, ranging from ten to thousands of new homes. You will have dedicated support from our London based development specialists and we will support you from planning stage, through to installation and activation at the development.

Zipcar will create bespoke marketing collateral for the development managers and residents and work with our marketing partners to deliver a package that will create awareness of the car club on-site. Where required, Zipcar's operation team will install signage and branding for the Zipcar bays at no further cost to the developer.

Post launch, Zipcar will ensure that there are vehicles in the area to support development trip requests, not a feature of the standard product. We will also provide any necessary reporting data that is required to discharge any reporting clauses of the S106.

## Marketing Proposal

A free membership to Zipcar is an excellent marketing tool to utilise with prospective buyers who, due to low parking ratios and parking restrictions, are unable to have their own vehicle on site. We would market the free memberships as a benefit paid for by the developer that provides residents with a cheaper, greener more convenient alternative to private car ownership. In this way Zipcar adds real value to the development and is an excellent solution to the recurring problem of prospective residents not being able to have their own vehicle on site due to a lack of space.

### Developer communication

It is vital that the development's communications team promotes and supports the growth of the car club on site. Having a presence online either on the development website or through the residents' portal will ensure that all residents are aware of the transport modes and offers available to them and speed up uptake. Historically we have found most residents will use the service either to move into the property or for the subsequent furniture run within the first three months of occupation. Our marketing team will be able to provide copy or banners for the site, all of which will direct residents to a bespoke landing page educating them about the service.

**Bespoke marketing material:** This would outline the offers your residents are entitled to. We find that this is crucial in generating early interest in the scheme; these would be part of each residents welcome pack. Additionally we would recommend that a mail shot is sent at a later date reminding residents of the service.

### The Zipcar Fleet

Zipcar has a vehicle type for every occasion. This will ensure that your residents get the best possible service, and can find a vehicle to suit their needs. Zipcar membership also includes Zipvan membership – providing our members with convenient access to larger vehicles when required.

Our vehicles are best in class from an emissions perspective. A Zipcar lives in the fleet for a maximum of eight months, ensuring our members are driving the most modern and efficient fleet in any car club across the world.

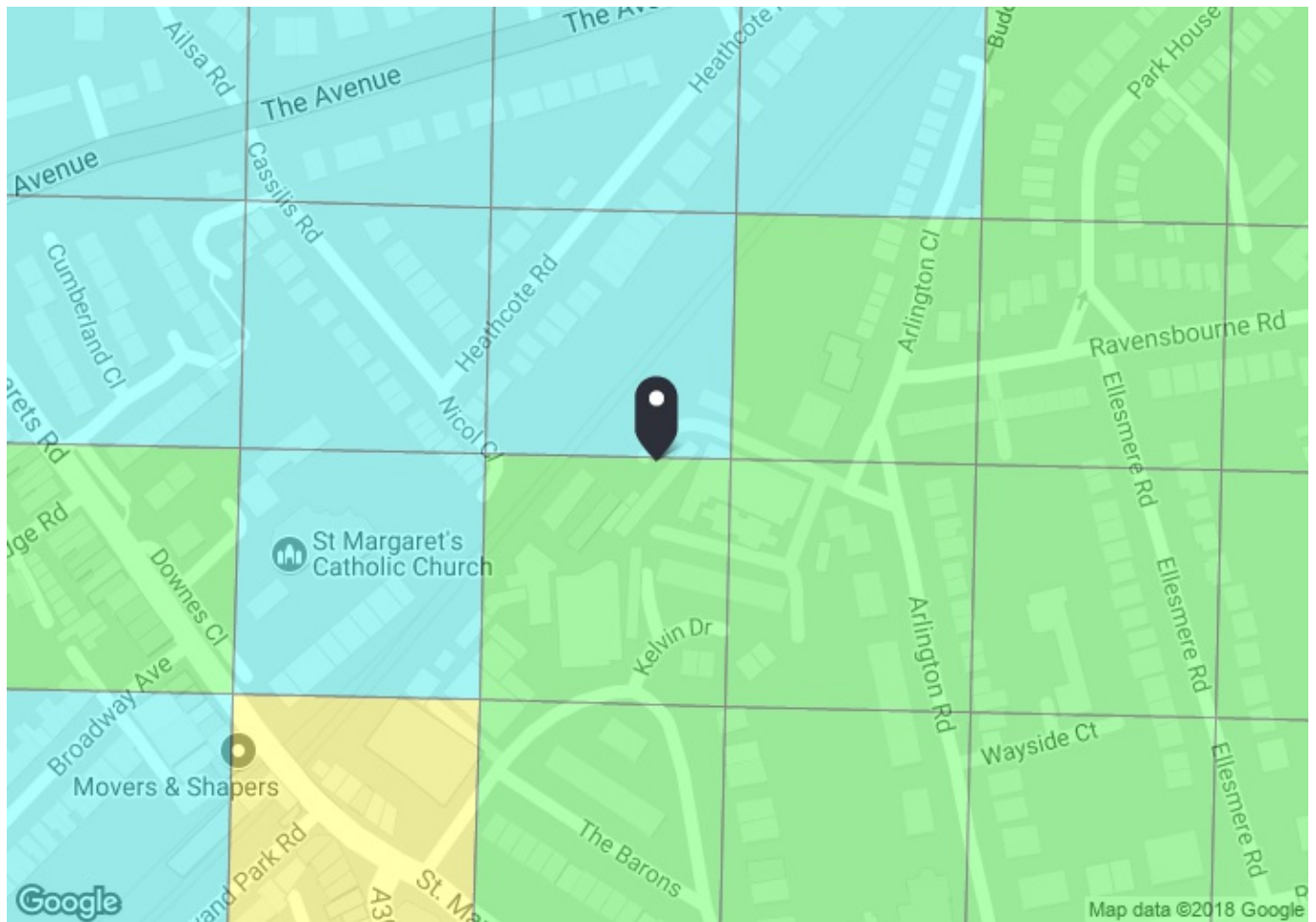
Model	Weekday	Weekend
	Hourly / Daily	Hourly / Daily
Hyundai i20 / Ford Fiesta	£6 / £54	£7.50 / £65
VW Golf / Ford Focus	£7 / £64	£8.50 / £75
VW GTE (PHEV)	£7 / £64	£8.50 / £75
Audi A3	£8 / £74	£9.50 / £85
Ford CMAX (7 Seater)	£10 / £94	£11.50 / £105
VW Transporter	£10 / £89	£11.50 / £105

*Fuel, insurance and 60 free miles per 24 hours are included. Additional miles are 25p per mile (29p for premium vehicles and vans).*

## **Appendix C**

### **PTAL Output**





### PTAL output for Base Year

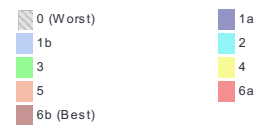
3

23 Arlington Rd, Twickenham, Richmond TW1, UK  
Easting: 516967, Northing: 174393

Grid Cell: 50290

Report generated: 07/06/2018

### Map key - PTAL



### Map layers

PTAL (cell size: 100m)

### Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75



Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAI (mins)	EDF	Weight	AI
Bus	ST MARGARETS STATION	H37	269.44	10	3.37	5	8.37	3.59	1	3.59
Bus	RICHMOND RD SANDY COOMBE RD	33	549.56	7.5	6.87	6	12.87	2.33	0.5	1.17
Bus	RICHMOND RD SANDY COOMBE RD	490	549.56	5	6.87	8	14.87	2.02	0.5	1.01
Bus	RICHMOND RD SANDY COOMBE RD	R68	549.56	4	6.87	9.5	16.37	1.83	0.5	0.92
Bus	RICHMOND RD SANDY COOMBE RD	R70	549.56	6	6.87	7	13.87	2.16	0.5	1.08
Bus	RICHMOND RD SANDY COOMBE RD	H22	549.56	5	6.87	8	14.87	2.02	0.5	1.01
Rail	St Margarets	'SHEPRTN-WATRLMN 2H92'	264.74	1	3.31	30.75	34.06	0.88	0.5	0.44
Rail	St Margarets	'WDON-WATRLMN 2K03'	264.74	0.33	3.31	91.66	94.97	0.32	0.5	0.16
Rail	St Margarets	'WATRLMN-WATRLMN 2K09'	264.74	2	3.31	15.75	19.06	1.57	1	1.57
Rail	St Margarets	'WATRLMN-WATRLMN 2O09'	264.74	2	3.31	15.75	19.06	1.57	0.5	0.79
Rail	St Margarets	'WATRLMN-WATRLMN 2R09'	264.74	2	3.31	15.75	19.06	1.57	0.5	0.79
Rail	St Margarets	'HOUNSLW-WATRLMN 2V05'	264.74	0.33	3.31	91.66	94.97	0.32	0.5	0.16
									<b>Total Grid Cell AI:</b>	<b>12.68</b>

## **Appendix D**

### **Architects Ground Floor Plan**



Area Schedule - Commercial			
Level	Type	GIA (m²)	GIA (ft²)
<b>C1</b>			
00 - Ground Floor	Office / Commercial	67 m²	716 ft²
01 - First Floor	Office / Commercial	67 m²	716 ft²
<b>C2</b>			
00 - Ground Floor	Office / Commercial	67 m²	720 ft²
01 - First Floor	Office / Commercial	67 m²	720 ft²
<b>C3</b>			
01 - First Floor	Office / Commercial	67 m²	716 ft²
00 - Ground Floor	Office / Commercial	67 m²	716 ft²
<b>C4</b>			
00 - Ground Floor	Office / Commercial	67 m²	725 ft²
01 - First Floor	Office / Commercial	67 m²	725 ft²
<b>C5</b>			
00 - Ground Floor	Office / Commercial	38 m²	405 ft²
01 - First Floor	Office / Commercial	38 m²	405 ft²
<b>Total</b>		<b>610 m²</b>	<b>6566 ft²</b>

Area Schedule - Residential						
Number	Type	No beds	No persons	NSA (m²)	NSA (ft²)	
Unit 1	Residential	2	3	74 m²	797 ft²	
Unit 2	Residential	2	3	62 m²	667 ft²	
Unit 3	Residential	2	3	62 m²	667 ft²	
Unit 4	Residential	1	2	51 m²	545 ft²	
Unit 5	Residential	3	4	76 m²	819 ft²	
Unit 6	Residential	3	4	76 m²	822 ft²	
Unit 7	Residential	1	2	51 m²	545 ft²	
Unit 8	Residential	2	4	76 m²	822 ft²	
Unit 9	Residential	2	4	76 m²	822 ft²	
Unit 10	Residential	1	2	51 m²	545 ft²	
Unit 11	Residential	3	4	76 m²	819 ft²	
Unit 12	Residential	3	4	76 m²	822 ft²	
Unit 13	Residential	1	2	51 m²	545 ft²	
Unit 14	Residential	2	4	76 m²	822 ft²	
Unit 15	Residential	2	4	76 m²	822 ft²	
Unit 16	Residential	2	3	51 m²	545 ft²	
Unit 17	Residential	3	4	76 m²	819 ft²	
Unit 18	Residential	2	3	72 m²	776 ft²	
Unit 19	Residential	2	3	71 m²	769 ft²	
Unit 20	Residential	2	4	78 m²	840 ft²	
Unit 21	Residential	2	3	62 m²	672 ft²	
Unit 22	Residential	2	3	62 m²	672 ft²	
Unit 23	Residential	3	4	101 m²	1086 ft²	
Unit 24	Residential	3	4	101 m²	1086 ft²	
Total Units: 24				1686 m²	18149 ft²	

Area Schedule (Total Residential GIA)		
GIA (m²)		GIA (ft²)
2109 m²		22701 ft²

All areas are approximate

# PLANNING

A	Planning Issue	30/07/2018	PF	CH
Rev	Description	Issued	Dwn	Chk

Project

Redevelopment of:  
Arlington Works  
Twickenham TW1 2BB

Drawing

PROPOSED  
Mixed Use Scheme  
Ground Floor Site Plan

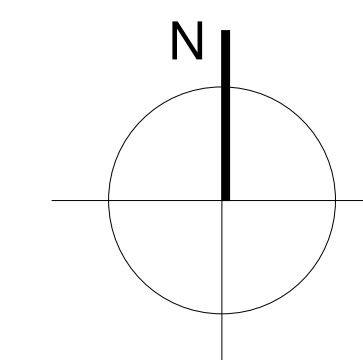
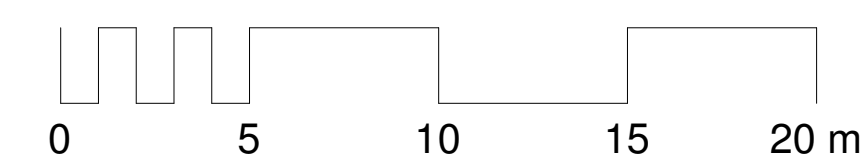
Scale	Date	Drawn	Checked
1 : 200@A1	30/07/18	PF	CH

BrookesArchitects

Upstairs at The Grange  
Bank Lane, London SW15 5JT  
T 020 8487 1223  
F 020 8876 4172  
E [info@brookesarchitects.co.uk](mailto:info@brookesarchitects.co.uk)  
[www.brookesarchitects.co.uk](http://www.brookesarchitects.co.uk)

4786	3	10	Rev. No. A
------	---	----	---------------

1 Proposed - Ground Floor Site Plan  
1 : 200





## **Appendix E**

### **Parking Easement**

LAND REGISTRY

LAND REGISTRATION ACT 2002

**Administrative area** : Richmond upon Thames  
**Title numbers out of which rights are granted** : TGL110887 and SGL280384  
**Title numbers for the benefit of which rights are granted** : As above  
**Properties** :Arlington Works, Arlington Road and Twickenham Studios, The Barons Twickenham

THIS DEED is made on *4TH October* 2017 BETWEEN:

- (1) **SHARPE REFINERY SERVICE (HYDRO CARBONS) LIMITED** the registered office of which is at Arlington Works, Arlington Road, Company Registration no 1393706 (**Sharpe**) and
- (2) **TWICKENHAM STUDIOS LIMITED** the registered office of which is at Twickenham Studios, The Barons, Twickenham TW1 2AW, Company Registration no 08094817 (**Twickenham**)

**1 DEFINITIONS AND INTERPRETATION**

In this deed, unless the context otherwise requires:

- 1.1 **Blue Land** means the part of the Twickenham Property shown for identification purposes coloured blue on Plan 3 and whose approximate dimensions are shown on Plan 4
- 1.2 **Plan 1, Plan 2, Plan 3 and Plan 4** means the plans annexed to this deed and numbered accordingly

- 1.3 **Red Land** means the part of the Sharpe Property shown for identification purposes coloured red on Plan 3 and whose approximate dimensions are shown on Plan 4
- 1.4 **Sharpe Property** means the land owned by Sharpe outlined in red on Plan 1 being the land comprised in title number SGL280384 and each and every part of it;
- 1.5 **Twickenham Property** means the land owned by Twickenham outlined in blue on Plan 2 being the land comprised in title number TGL110887 and each and every part of it.
- 1.6 The expressions **Sharpe** and **Twickenham** include their respective successors in title.
- 1.7 Rights granted to Twickenham and Sharpe include their respective employees licensees servants agents and invitees, and are granted for the benefit of and for all purposes connected with the use of the Twickenham Property and the Sharpe Property (as appropriate)
- 1.8 The clause headings do not form part of this deed and shall not be taken into account in its construction or interpretation

## **2 GRANT OF RIGHTS**

### **2.1 Grant by Sharpe**

In consideration of the grant by Twickenham in clause 2.2 Sharpe grants to Twickenham the following rights over the Red Land for a period of 5 years starting on the date of this Deed, but subject to the provisions for early termination below and subject to the observance and performance of the covenants contained in clause 4.2:

2.1.1 The right to park 7 private motor vehicles or commercial vehicles in the parking spaces that are partly on the Red Land numbered 1 to 7 on Plan 3 and the right to park commercial vehicles temporarily with Sharpe's consent (which shall not be unreasonably withheld) within the area described above

2.1.2 The right to pass and repass over the Red Land for access to and from the car parking spaces allocated to Twickenham under clause 2.1.1

### **2.2 Grant by Twickenham**

In consideration of the grant by Sharpe in clause 2.1 Twickenham grants to Sharpe the following rights over the Blue Land for a period of 5 years starting on the date of this Deed, but subject to the provisions for early termination below and subject to the observance and performance of the covenants contained in clause 4.1:

2.2.1 The right to park 11 private motor vehicles in the car parking spaces that are partly on the Blue Land numbered 8 to 18 on Plan 3

2.2.2 The right to pass and repass over the Blue Land for access to and from the car parking spaces allocated to Sharpe under clause 2.2.1

### **3. AGREEMENTS AND DECLARATIONS**

Sharpe and Twickenham agreed and declare as follows:-

3.1 No relationship of landlord and tenant is created by this deed or by any prior use of the Red Land or the Blue Land

3.2 This Deed shall not confer or impose on either party any rights and obligations save those expressed or implied by this Deed

3.3 Sharpe or Twickenham may end the rights granted by this deed at any time by giving not less than 3 months written notice to the other, and on the expiry of such notice the rights granted by this deed shall immediately end, but without prejudice to the rights and remedies of each party for any earlier breach by the other party.

3.4 The provisions of section 196 of the Law of Property Act 1925 shall apply to the giving of any notice under this deed

### **4 POSITIVE COVENANTS**

#### **4.1 Positive covenants by Sharpe**

Sharpe covenants with Twickenham to observe and perform the requirements of this clause 4.1 during the period that the rights granted to it exist:-

4.1.1 To exercise the rights granted to it by this Deed in a proper peaceful and reasonable manner



- 4.1.2 To keep the car parking spaces referred to in clause 2.2.1 in a clean and tidy condition free from any offensive or harmful matter or thing.
- 4.1.3 To indemnify Twickenham against any costs and expenses incurred by Twickenham in making good any damage caused by Sharpe's exercise of the rights granted to it by this Deed
- 4.1.4 To pay and indemnify Twickenham against any business rates that may be assessed on the car parking spaces allocated to Sharpe under clause 2.2.1

#### **4.2 Positive covenants by Twickenham**

Twickenham covenants with Sharpe to observe and perform the requirements of this clause 4.2 during the period that the rights granted to it exist:-

- 4.2.1 To exercise the rights granted to it by this Deed in a proper peaceful and reasonable manner
- 4.2.2 To keep the car parking spaces referred to in clause 2.1.1 in a clean and tidy condition free from any offensive or harmful matter or thing.
- 4.2.3 To indemnify Sharpe against any costs and expenses incurred by Sharpe in making good any damage caused by Twickenham's exercise of the rights granted to it by this Deed
- 4.2.4 To pay and indemnify Sharpe against any business rates that may be assessed on the car parking spaces allocated to Twickenham under clause 2.1.1

### **5. RESTRICTIVE COVENANTS**

#### **5.1 Restrictive covenants by Sharpe**

Sharpe covenants with Twickenham to observe and perform the restrictions contained in clause 5.2 during the period that the rights granted to it exist and it is agreed and declared that:



- 5.1.1 The benefit of this covenant is to be attached to and enure for each and every part of the Twickenham Property;
- 5.1.2 The burden of this covenant is intended to bind and binds each and every part of the Sharpe Property into whosoever hands it may come but not so as to render Sharpe Refinery Service (Hydro Carbons) Limited personally liable for any breach of this covenant arising after it has parted with all interest in the Sharpe Property or the part of it on which such breach is committed; and
- 5.1.3 An obligation in the restrictions not to do any act or thing includes an obligation not to permit or suffer that act or thing to be done by another person.

## **5.2 Restrictions**

The restrictions are the following:

- 5.2.1 Not to use the Blue Land other than for parking private motor vehicles and access to and from the car parking spaces allocated to Sharpe under clause 2.2.1
- 5.2.2 Not to obstruct the land coloured brown on Plan 3
- 5.2.3 Not to do anything on or about the Blue Land or the land coloured brown on Plan 3 which may be or become a nuisance, disturbance or inconvenience or cause damage to Twickenham or to the owners tenants and occupiers of any adjoining or neighbouring property
- 5.2.4 Not to do any thing in respect of the Blue Land that may breach any law or other statutory regulation in force from time to time.
- 5.2.5 Not to create any relationship of landlord and tenant in connection with the use of any of the car parking spaces by a third party

## **5.3 Restrictive covenants by Twickenham**

Twickenham covenants with Sharpe to observe and perform the restrictions contained in clause 5.4 during the period that the rights granted to it exist and it is agreed and declared that:

- 5.3.1 The benefit of this covenant is to be attached to and enure for each and every part of the Sharpe Property;
- 5.3.2 The burden of this covenant is intended to bind and binds each and every part of the Twickenham Property into whosoever hands it may come but not so as to render Twickenham Studios Limited personally liable for any breach of this covenant arising after it has parted with all interest in the Twickenham Property or the part of it on which such breach is committed; and
- 5.3.3 An obligation in the restrictions not to do any act or thing includes an obligation not to permit or suffer that act or thing to be done by another person.

#### **5.4 Restrictions**

The restrictions are the following:

- 5.4.1 Not to use the Red Land other than for parking private motor vehicles or commercial vehicles and access to and from the car parking spaces allocated to Twickenham under clause 2.1.1
- 5.4.2 Not to obstruct the land coloured brown on Plan 3
- 5.4.3 Not to do anything on or about the Red Land or the land coloured brown on Plan 3 which may be or become a nuisance, disturbance or inconvenience or cause damage or annoyance to Sharpe or to the owners tenants and occupiers of any adjoining or neighbouring property
- 5.4.4 Not to do any thing in respect of the Red Land that may breach any law or other statutory regulation in force from time to time.
- 5.4.5 Not to create any relationship of landlord and tenant in connection with the use of any of the car parking spaces by a third party

#### **6. NOTING AND REMOVAL OF RIGHTS AND COVENANT**

##### **6.1 Noting**

Sharpe and Twickenham each consent to notice of the relevant rights and the burden of the relevant restrictions being noted against the registered title to the relevant property.

## **6.2 Removal of notices**

Sharpe and Twickenham each consent to other applying to the Land Registry for the removal of the relevant rights and the burden of the relevant restrictions from the relevant registered title as soon as the rights granted by this deed have ended.

**EXECUTED AS A DEED** (but not delivered until  
the date inserted above) by  
**SHARPE REFINERY SERVICE (HYDRO  
CARBONS) LIMITED** acting by:-

Director



Director/Secretary



**EXECUTED AS A DEED** (but not delivered until  
the date inserted above) by  
**TWICKENHAM STUDIOS LIMITED** acting by:-

Director



Director/Secretary

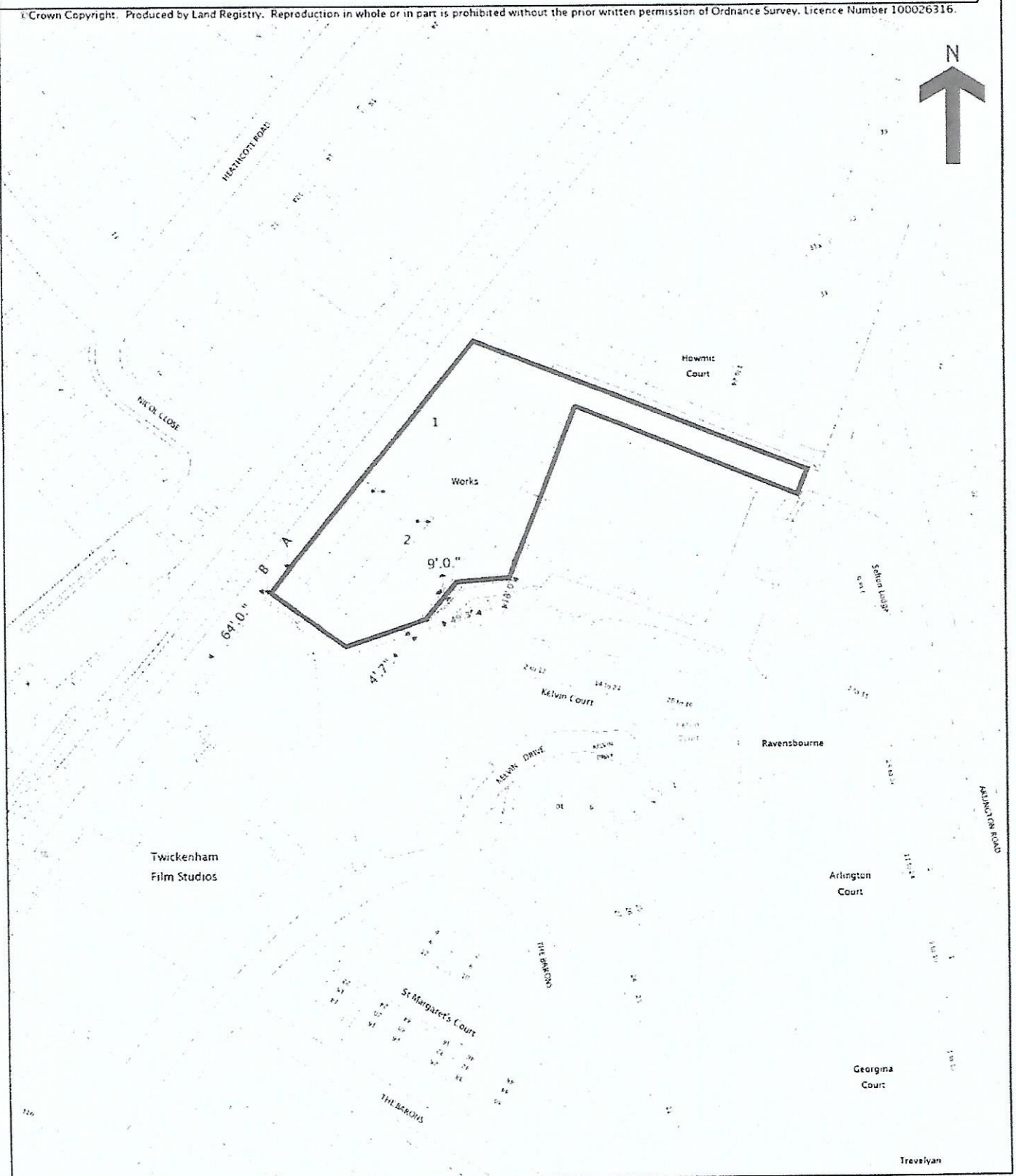


Land Registry  
Official copy of  
title plan

Title number **SGL280384**  
Ordnance Survey map reference **TQ1674SE**  
Scale **1:1250**  
Administrative area **RICHMOND UPON THAMES**



© Crown Copyright. Produced by Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number 100026316.





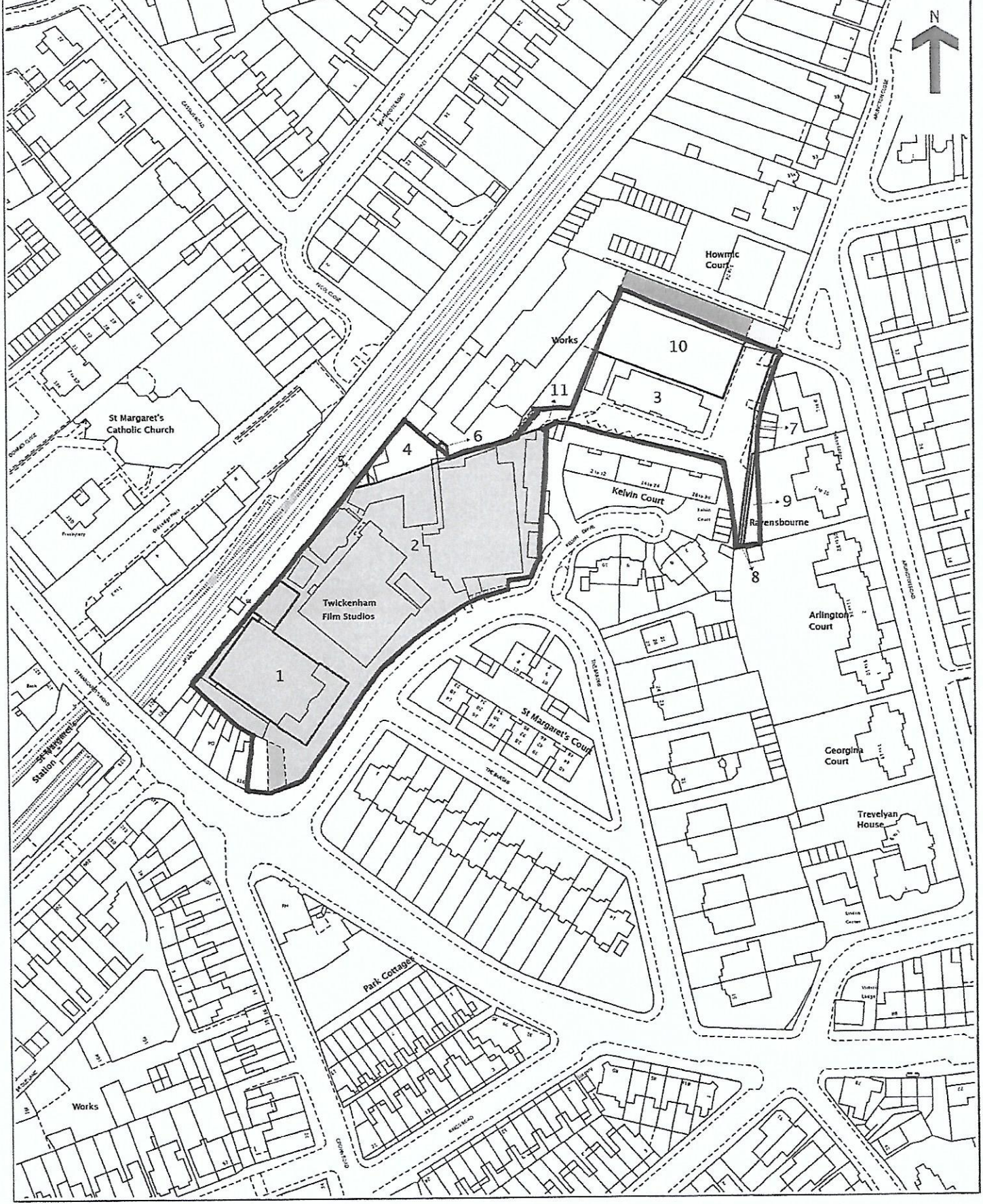
PLAN 2

Land Registry  
Official copy of  
title plan

Title number TGL110887  
Ordnance Survey map reference TQ1674SE  
Scale 1:1250  
Administrative area Richmond upon Thames



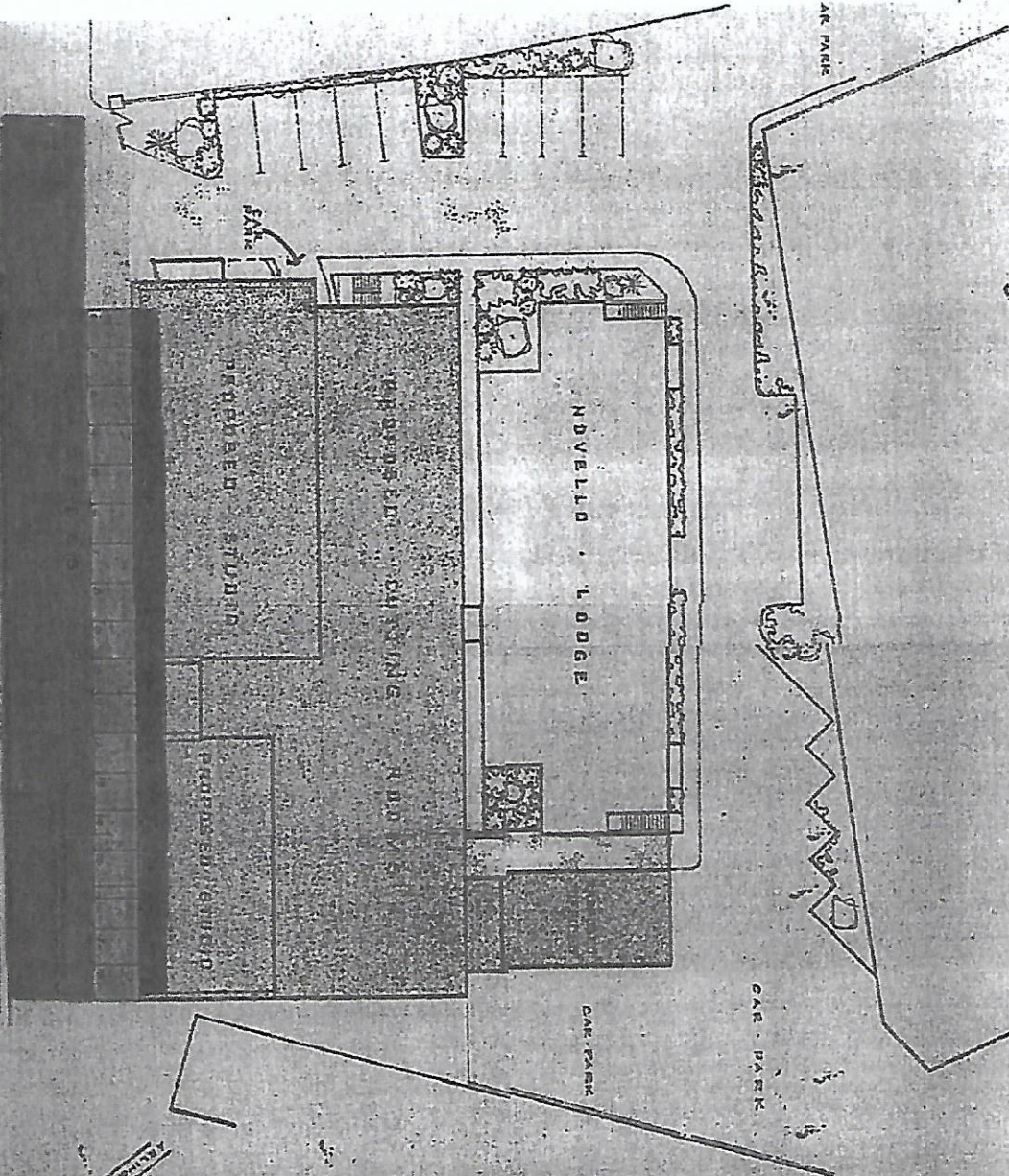
© Crown copyright and database rights 2013 Ordnance Survey 100026316. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.



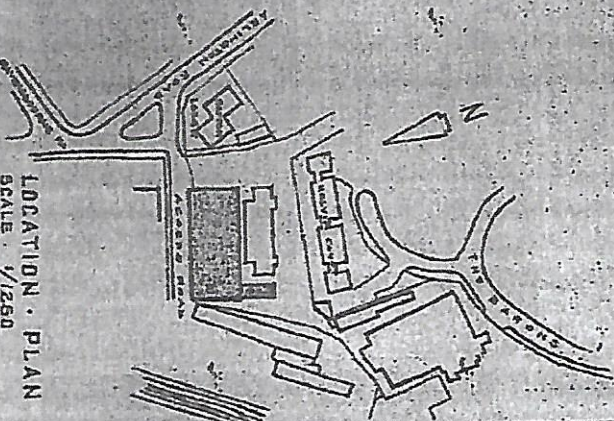


PLAN 3

SITE PLAN



LOCATION PLAN  
SCALE: 1/250



NOTES

Approved by the  
Local Planning Authority

1/250

LEGEND

1/250

J.W. Blackmore Architects  
8, BRIDGE AVENUE  
WICKHAM  
SURREY

WICKHAM, GU24 0JN

PROPOSED: SOUND  
STUDIOS / CUTTING  
ROOMS - TWICKENHAM  
FILM STUDIOS

SITE PLAN

J.W.B.

SCALE: 1:200  
MAY 1984

1/250



Plan 4

Drive Way

42.2m.

SRS

TS.

2.3m

2.25m

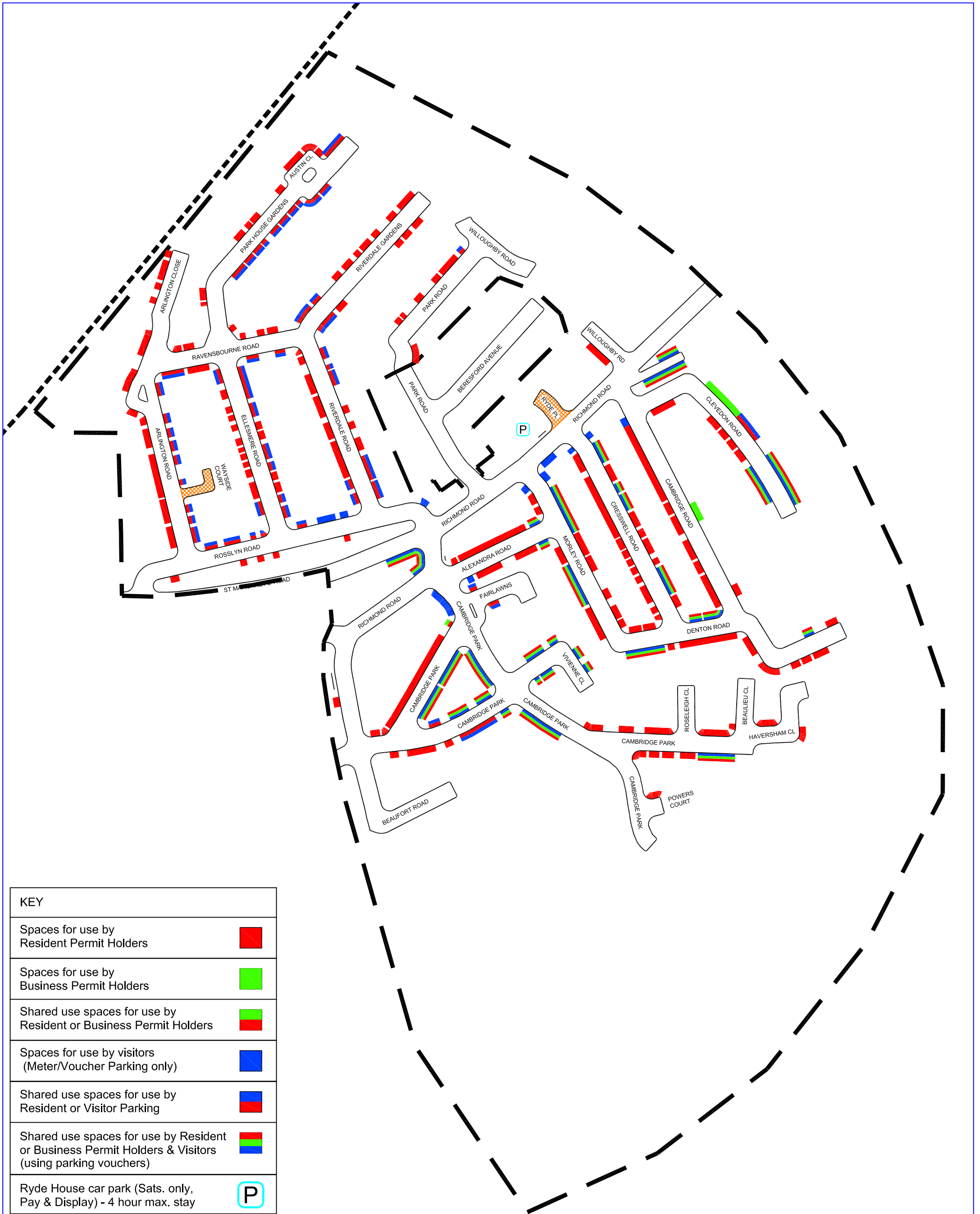
4.55m


TS Building.



## **Appendix F**

### **CPZ Plan**



 <div>LONDON BOROUGH OF RICHMOND UPON THAMES ENVIRONMENT DIRECTORATE</div>		Job title  EAST TWICKENHAM CPZ  (ZONE F)	Hours of Operation: Monday-Friday 10.00am - 4.30pm		
CIVIC CENTRE, 44 YORK STREET, TWICKENHAM, TW1 3BZ TEL: 020-8891 1411 FAX: 020-8891 7702		Mervyn Bartlett BSc MSc CMILT MIHT HEAD OF TRANSPORT PLANNING SERVICE ENVIRONMENT DIRECTORATE	Drawing no.		Revision
"Reproduced from the 1998 Ordnance Survey 1:1250 scale map with the permission of the The Controller of Her Majesty's Stationary Office Crown Copyright" London Borough of Richmond upon Thames Licence No. LA086533			Scale	Date SEPT-04	Section PARKING
			Drawn	Checked	

## **Appendix G**

### **Land Registry Title**

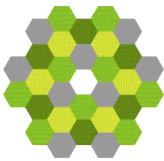
**These are the notes referred to on the following official copy**

The electronic official copy of the title plan follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.

This official copy was delivered electronically and when printed will not be to scale. You can obtain a paper official copy by ordering one from HM Land Registry.

This official copy is issued on 14 May 2018 shows the state of this title plan on 14 May 2018 at 19:36:24. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002). This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. This title is dealt with by the HM Land Registry, Telford Office .



© Crown copyright and database rights 2017 Ordnance Survey 100026316. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

