

**Proposed Residential Development  
Land at Malden Road, Worcester Park, KT4 7NR**

**Transport Statement**

**Mr Shahid Ahmad**

January 2022



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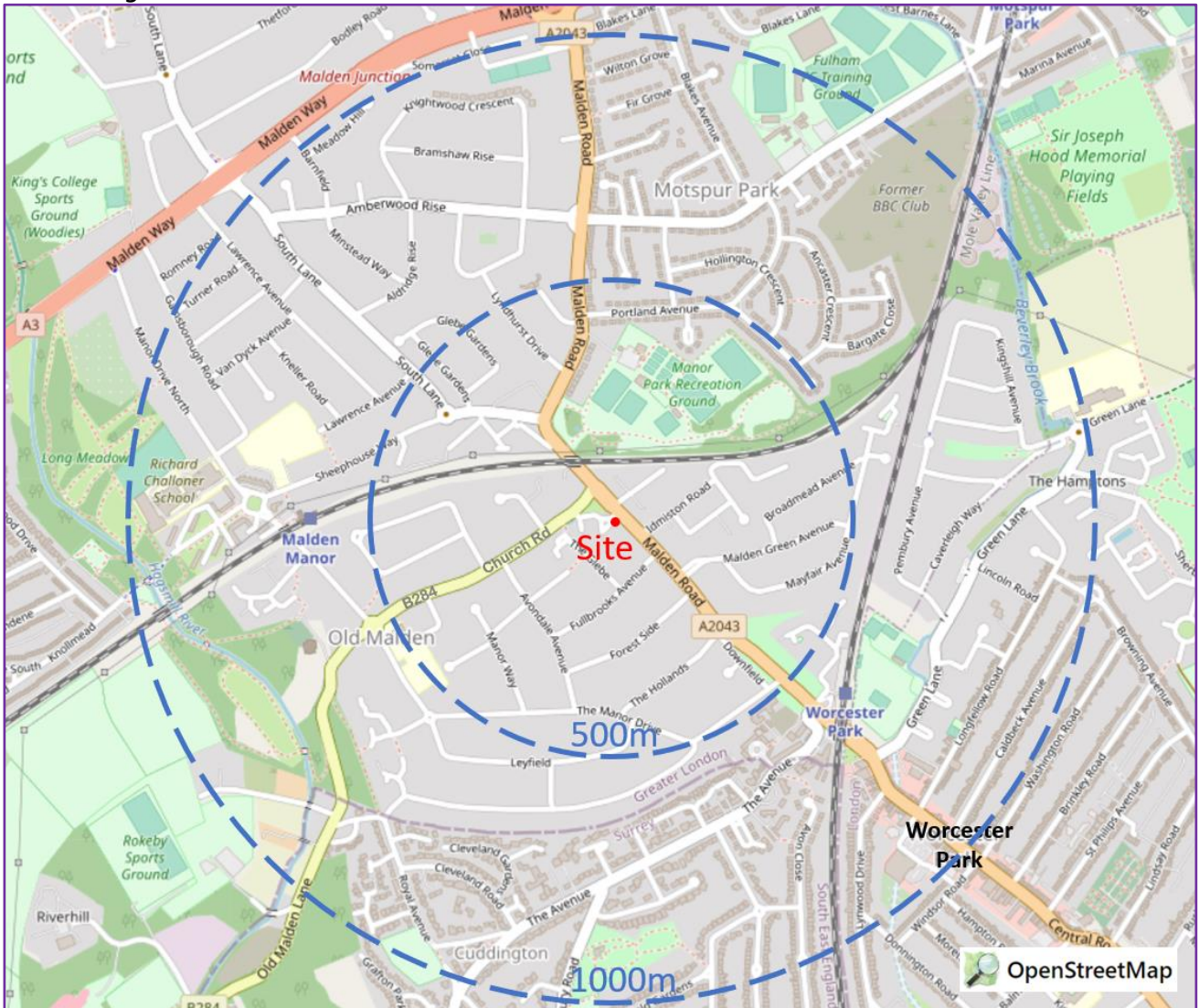
## Appendices

- Appendix A Site Plan
- Appendix B Parking Survey

# 1. Introduction

1.1 This Transport Statement has been prepared in support of a planning application for the construction of a new two-bedroom house on land adjoining the A2043 Malden Road, Worcester Park, KT4 7NR. The site is located 600m northwest of Worcester Park railway station and 1,000m from the centre of Worcester Park, as illustrated in Figure 1.

Figure 1: Location Plan



- 1.2 The site is currently occupied by a disused, former public convenience building.
- 1.3 This report considers the highways and transport aspects of the proposals having regard to the accessibility of the site and the scale and nature of the proposed development.

## 2. Transport Baseline

### 2.1 Site Location and Description

2.1.1 The site is located on the west side of Malden Road, approximately 90m south of the junction with Church Road, as shown in Figure 2.

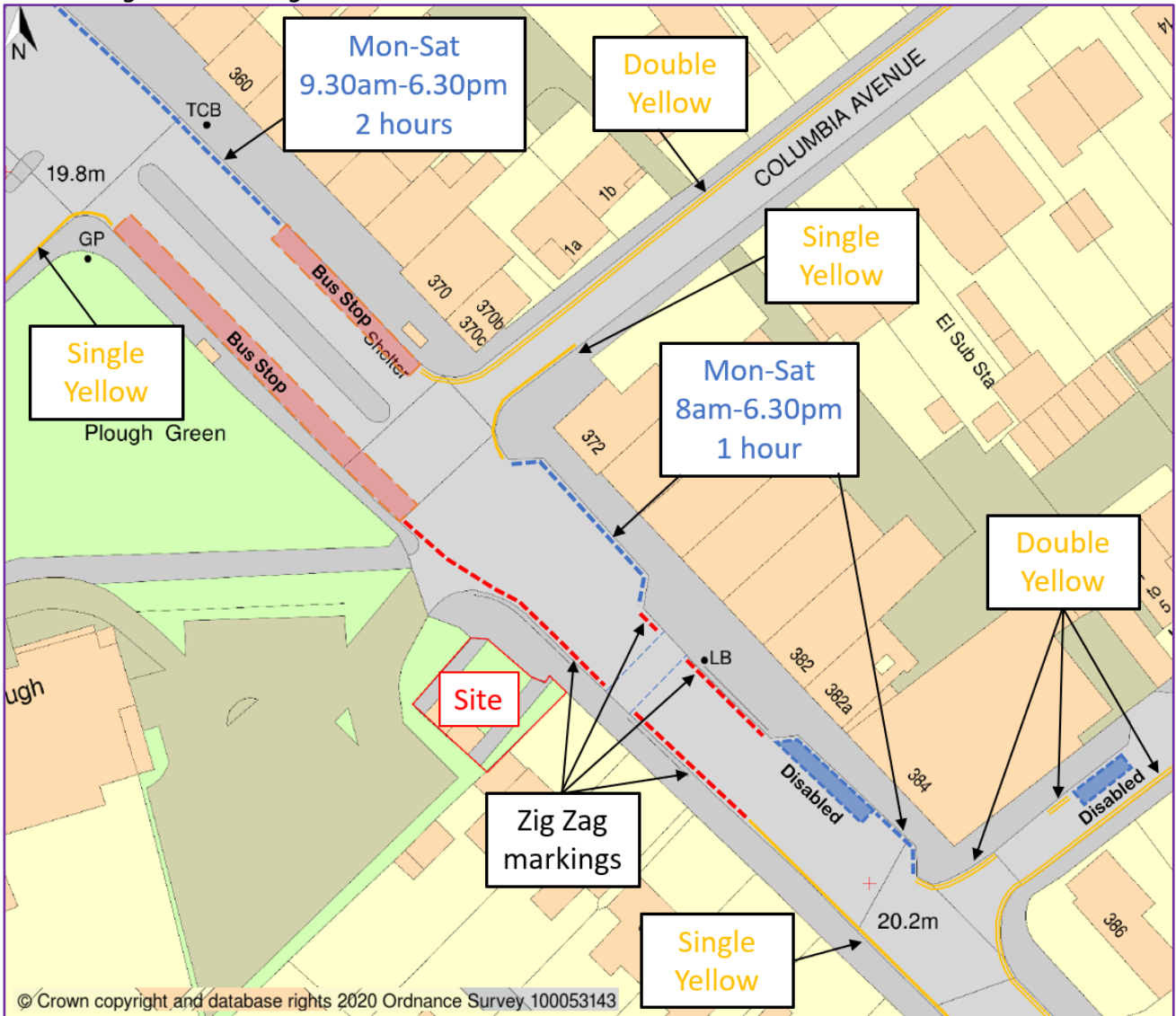
Figure 2 – Site Location



2.1.2 Malden Road is subject to a 30mph speed limit and has a carriageway width of approximately 10m. Street lighting is provided and footways are present on both sides of the road. There is a pelican crossing adjoining the site, to the south and pedestrian guard railing is present throughout the site frontage.

2.1.3 A range of waiting and loading restrictions are in force in the vicinity of the site. These are indicated in Figure 3 and include the zig-zag markings linked to the pelican crossing adjoining the site, the nearby bus stops and a range of double and single yellow line waiting restrictions.

Figure 3 – Waiting Restrictions



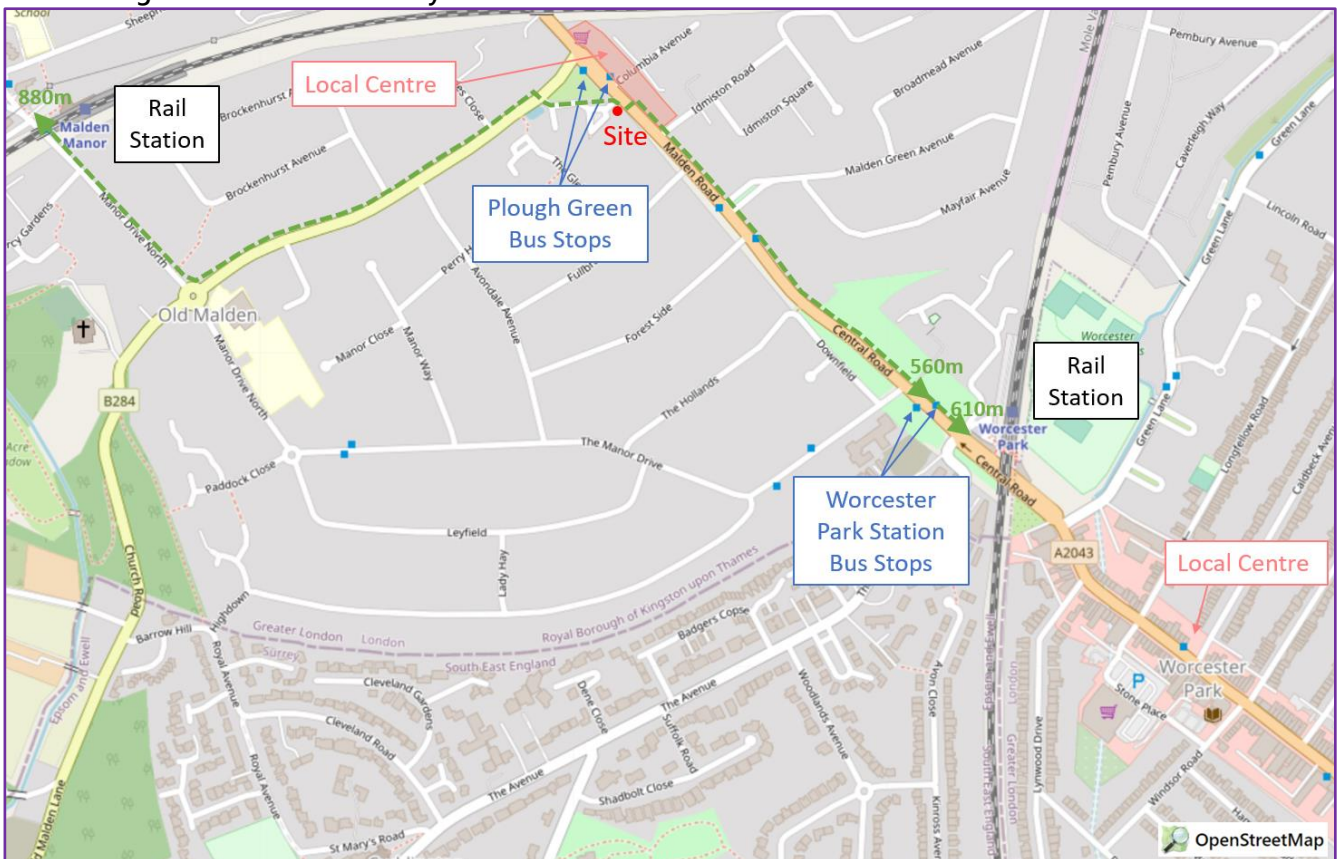
2.1.4 In addition to the above restrictions, Malden Road operates as a 'Clearway' from Monday to Friday between the hours of 8am to 9.30am and from 4.30pm to 6.30pm. A loading ban is also in force during the same time periods.

2.1.5 Malden Road forms part of the London Cycle Network, Route 75, which runs from Brentford to Shooters Hill. At a local level, it connects the site with Kingston and Richmond to the west, with Worcester Park and Sutton to the east. Advisory cycle lane road markings are present along both sides of Malden Road.

## 2.2 Site Accessibility

2.2.1 The site is highly accessible by walking, cycling and public transport. Local services including convenience shopping (Tesco Express); a pharmacy; dine-in and take-away food; and non-food retail are available on Malden Road adjacent to the site (and all within 100m). A larger range of facilities is available at Worcester Park within 1000m walking /cycling distance; and also accessible by buses using the stop outside the site.

Figure 4 – Site Accessibility



2.2.2 The site has a PTAL rating of 3 (moderate). However, the site has easy access to a number of bus stops at Plough Green (45m to 75m walk distance) and Worcester Park Station (520 to 600m walk distance). The frequent, 24-hour, 213 service operates from the Plough Green bus stops, with additional services operating from Worcester Park Station stops (within a 6 to 8 minute walk).

2.2.3 Details of the routes and frequencies of local bus services are set out in Table 1.

**Table 1: Bus Services and Frequencies (Plough Green and Worcester Park Station Bus Stops)**

No	ROUTE	Monday to Saturday	Sunday
213	Fairfield bus station – New Malden – Worcester Park – Sutton bus garage	Every 8 – 12 mins (operates 24 hrs)	Every 11 – 13 mins (operates 24 hrs)
S3	Malden – Worcester Park – Sutton – Carshalton – Belmont Station	Every 20 mins (operates 06:15 - 21:08)	No service
X26	Croydon – Worcester Park – Heathrow Central	Every 20 - 30 mins (operates 06:35 - 01:14)	Every 30 mins (operates 06:29 - 01:13)
151	Worcester Park – Cheam – Sutton – Carshalton - Shotfield	Every 7 – 12 mins (operates 05:05 to 00:10)	Every 20mins (operates 06:15 to 00:10)
E16	Epsom – Stoneleigh – Worcester Park – Ewell - Epsom	Every 2hrs (operates 07:50 to 18:13)	No service

2.2.4 The site also has easy access to two rail stations at Worcester Park (610m walk distance) and Malden Manor (880m walk distance), as indicated in Figure 4. Worcester Park provides half-hourly services northbound towards Clapham Junction and London Waterloo; and southbound towards Dorking and Guildford. Malden Manor station offers half-hourly services between London Waterloo and Chessington. Both stations lie within Travelcard Zone 4.

2.2.5 It is evident from the above that the site is highly accessible to local facilities within easy walking and cycling distance and has good access to bus and rail services.

## 2.3 Parking Surveys

2.3.1 To understand current street parking patterns and parking stress levels surrounding the site, a series of parking beat surveys were undertaken on 15<sup>th</sup> and 16<sup>th</sup> December 2021.

2.3.2 The surveys were undertaken in accordance with the “Lambeth” methodology and covered all streets within 200m walking distance of the site. Given the predominately residential nature of the surrounding area, the surveys captured overnight parking conditions and were repeated on two consecutive weekdays (in accordance with the Lambeth guidance).

2.3.3 The geographical scope of the surveys is indicated in Figure 5 and the full survey results are included in Appendix B.

Figure 5 – Parking Survey Area



2.3.4 Results for the two surveys are set out in Tables 2 and 3 (next page).



Table 2 – Wednesday 15 December 21 (00:30 - 05:30)

LOCATION	SPACES	PARKED	STRESS
MALDEN ROAD - parking bays	15	9	60%
MALDEN ROAD - single yellow lines	61	0	0%
COLUMBIA AVENUE – unrestricted kerbside	8	9	113%
COLUMBIA AVENUE – single yellow lines	4	0	0%
IDMISTON ROAD - unrestricted kerbside	17	21	124%
IDMISTON SQUARE - unrestricted kerbside	4	4	100%
CHURCH ROAD - unrestricted kerbside	2	2	100%
CHURCH ROAD - single yellow lines	19	0	0%
STROUDS CLOSE - unrestricted kerbside	6	4	67%
FULBROOKS AVENUE - unrestricted kerbside	16	11	69%
FULBROOKS AVENUE – double yellow lines	0	1	-
THE GLEBE - unrestricted kerbside	36	18	50%
All Zones	188	79	42%

Table 3 – Thursday 16 December 21 (00:30 - 05:30)

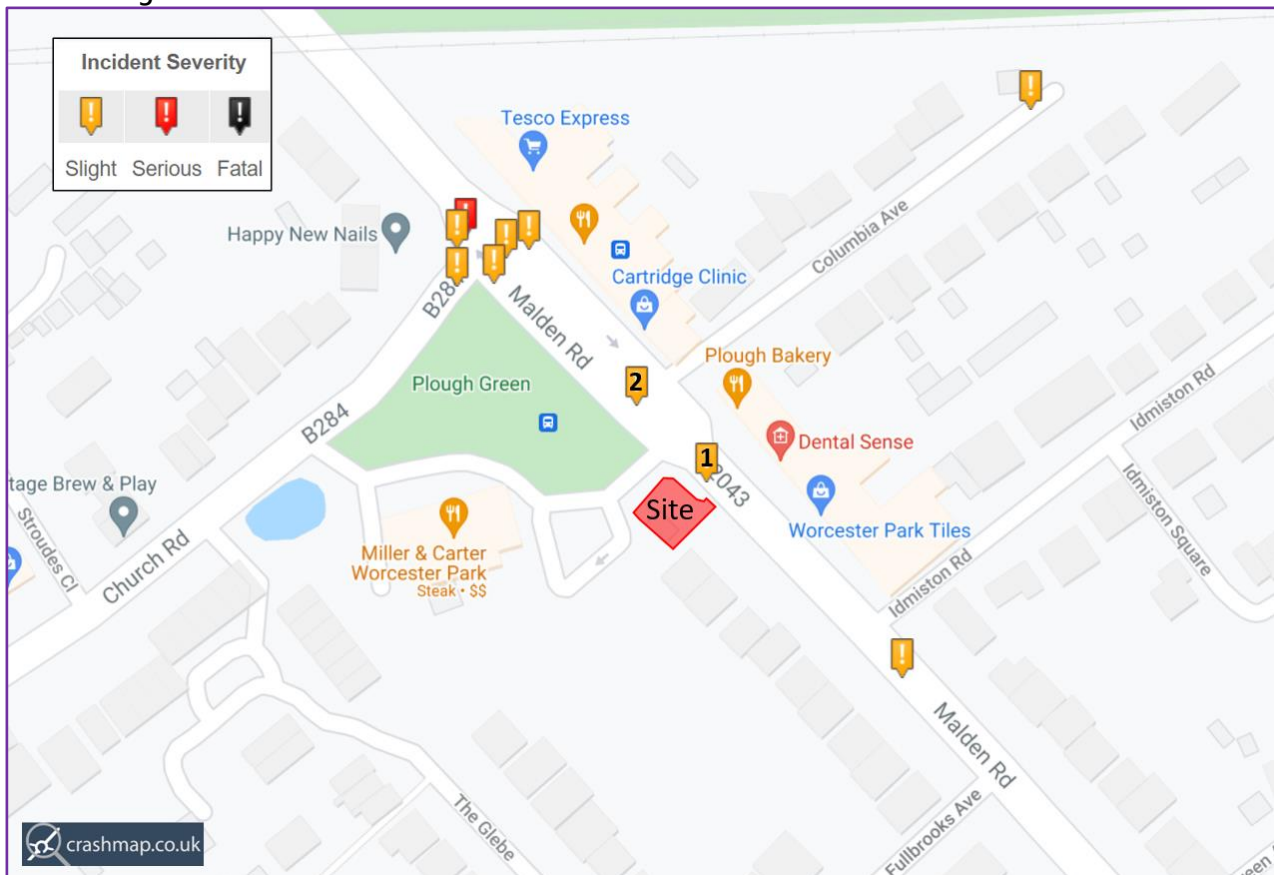
LOCATION	SPACES	PARKED	STRESS
MALDEN ROAD - parking bays	15	9	60%
MALDEN ROAD - single yellow lines	61	1	2%
COLUMBIA AVENUE – unrestricted kerbside	8	10	125%
COLUMBIA AVENUE – single yellow lines	4	0	0%
IDMISTON ROAD - unrestricted kerbside	17	19	112%
IDMISTON SQUARE - unrestricted kerbside	4	5	125%
CHURCH ROAD - unrestricted kerbside	2	3	150%
CHURCH ROAD - single yellow lines	19	0	0%
STROUDS CLOSE - unrestricted kerbside	6	4	67%
FULBROOKS AVENUE - unrestricted kerbside	16	10	63%
FULBROOKS AVENUE – double yellow lines	0	0	0%
THE GLEBE - unrestricted kerbside	36	21	58%
All Zones	188	82	44%

- 2.3.5 The results show varying levels of parking stress in the streets adjacent to the site. There is spare capacity in the parking bays in Malden Road and significant overnight spare capacity on the single yellow lines.
- 2.3.6 Columbia Avenue, Idmiston Road and Church Road are the busiest streets in terms of parking on unrestricted kerbside, with stress values at or over 100% on both survey dates. Note that a stress level in excess of 100% is mathematically possible because the methodology for determining capacity is based on the assumption that each parked vehicle requires 5m of kerbspace and sections of kerb shorter than 5m are discounted from the capacity calculation. This tends to underestimate the actual capacity as in practice some small cars require less than 5m kerb space, hence the numbers of cars parked in a street can exceed the theoretical capacity. Again, there is significant overnight spare capacity on the single yellow lines (in Columbia Avenue and Church Road).
- 2.3.7 There is significant spare capacity in Strouds Close, Fullbrooks Avenue and The Glebe with typical stress levels of 50% to 70%.
- 2.3.8 Overall, the results confirm there are moderate to high levels of parking stress across the survey catchment area but a significant number of spare spaces remain available.

## 2.4 Traffic Accident Data

- 2.4.1 Accident data for the five-year period from 2016 to 2020 inclusive, has been obtained from CrashMap. The locations and severity of accidents in the area surrounding the site are shown in Figure 6 (next page).

Figure 6 – Traffic Accident Data



2.4.2 The data shows a small cluster of slight accidents in the vicinity of the site over the last five years. Accident No1, outside the site, occurred in wet conditions on Saturday 30 November at 1.15pm and resulted from a shunt accident involving two cars at the pelican crossing. Accident No2 took place on Wednesday 27 January 2016 at 4.40pm, in wet conditions during darkness and involved a car performing a U-turn in Malden Road being struck by a van. Neither accident involved parked vehicles or vehicles entering or leaving Malden Road.

2.4.3 The overall frequency, distribution and severity of traffic accidents is typical of a busy urban highway network and does not indicate any abnormal safety concerns.

## 3. Transport Considerations

### 3.1 Description of Development

- 3.1.1 The proposed development comprises the demolition of the present public convenience building and its' replacement with a new two-bedroom house.
- 3.1.2 The proposed layout for the development is shown on the site plan prepared by K.B Architectural Service, Drawing Number P-2 (copy included in Appendix A).

### 3.2 Access and Parking

- 3.2.1 There is no vehicular access serving the current building and none is proposed for the new dwelling. It will be a car-free development with no vehicular access or on-plot car parking.
- 3.2.2 Secure and covered cycle parking for 4 bicycles will be provided within the boundary of the site as shown on the site plan. This level of provision exceeds the requirements set out in The London Plan.
- 3.2.3 As noted in Section 2, the site is readily accessible by walking, cycling and public transport to a wide range of services and facilities, capable of meeting the day to day needs of future occupants, without the need for car ownership.
- 3.2.4 The parking surveys confirm that parking stress levels are variable within in the area surrounding the site, but significant spare capacity remains available within 200m of the site. In addition, public on-street parking and loading is available close to the site, within the parameters of the permitted waiting restrictions in force in the area.

### 3.3 Servicing

- 3.3.1 Consistent with adjoining properties fronting onto Malden Road all servicing, including refuse and recycling collections, will take place from the highway. Such operations will be limited to the permissible operating periods as regulated by the current waiting restrictions.

## 3.4 Transport Impacts

- 3.4.1 A described above, the site has good access to a wide range of local facilities and services by walking, cycling and public transport; and as a car-free development, it will not generate vehicle trips to or from the site. The small scale of the development will mean that any vehicle trips generated by service and delivery vehicles will be low in number and can be accommodated on the surrounding highway. In view of these considerations, the proposed development will not result in any significant adverse transport impacts.

## 3.5 Policy Appraisal

### National Planning Policy Framework (July 2021)

- 3.5.1 The key themes running through the NPPF are the need to encourage sustainable travel choices and promote well designed developments with accessible services. Paragraph 112(a) states that applications for development should ***“give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport”***.
- 3.5.2 The proposed development is car-free with good access to local facilities and services by walking, cycling and public transport. It is therefore fully consistent with NPPF principles.
- 3.5.3 Paragraph 111 of the NPPF states that ***“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”***.
- 3.5.4 Given the small scale of development and the fact that no vehicle trips will be generated into or out of the site; and taking account of the parking controls in force to preclude indiscriminate street parking; the development will not lead to unacceptable safety or highway capacity impacts.

### Kingston LDF Core Strategy (2012)

- 3.5.5 Policy DM9 deals with managing vehicle use for new development. Paragraph (b) states that the Council will ***“require new development to comply with car parking standards and implement parking management schemes”***. Guidance on the Councils parking standards is set out in the “Sustainable Transport SPD (May 2013), which guides developers to use the standards set out in The London Plan.
- 3.5.6 The SPD does however allow scope for variations from adopted parking standards. Paragraph 2.55 states that ***“although applicants should seek to satisfy adopted regional and local parking standards, each development proposal is considered on a case-by-case basis to ensure these standards are suited to the local circumstances”***.

- 3.5.7 When considering reduced parking provision, paragraph 2.58 of the SPD notes that *“the provision of reduced parking spaces (below adopted regional or local standards) will not normally be acceptable on sites with PTALs of 1 to 3, but in higher PTAL areas (4-6) reduced parking provision, or car free development, may be appropriate in exceptional circumstances”*. Paragraph 2.59 continues *“where reduced parking spaces are proposed, the applicant will need to demonstrate and justify that it will not result in an increase of on-street parking or loading activities which would adversely affect road safety, emergency access traffic flows, bus movement, the amenity of local residents or street scene in the surrounding area”*.
- 3.5.8 Policy T6 of The London Plan (2012) notes (at paragraph B) that *“Car free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport”*. Paragraph A of Policy T6.1 states that *“New residential development should not exceed the maximum parking standards set out in table 10.3”*. Table 10.3 states the maximum parking standard for 2-bedroom dwellings in PTAL 2-3 as 0.75 spaces. The provision of zero parking spaces at the proposed development is below the maximum permitted standard and therefore compliant with London Plan guidance.
- 3.5.9 In this case, it has been demonstrated that although the site lies within PTAL 3, it has good access to local services, sufficient to meet the day-to-day needs of occupiers, by walking and cycling. Public transport by bus and rail is also readily available, meaning that occupiers will not be reliant on car ownership. Parking restrictions are in force at the site to control loading and public parking and the presence of the pelican crossing and associated guard railing and road markings will prevent indiscriminate parking/loading adjacent to the site. In addition, the parking beat surveys confirm that significant spare capacity exists within 200m of the site, sufficient to cater for any abnormal parking demand that might occur from time to time. It is therefore concluded that the proposed development will not lead to any material adverse impacts in terms of highway safety, the movement of traffic, the amenities of local residents or the street scene. Hence there is no conflict with LDF Policy DM9 or the Sustainable Transport SPD.
- 3.5.10 Policy DM10 of the LDF deals with design requirements for new developments. Paragraph (l) states that development proposals should *“have regard to local traffic conditions and highway safety and ensure they are not adversely affected”*. Paragraph (n) states that developments should *“provide parking in accordance with the standards in the London Plan”*.
- 3.5.11 For the reasons set out in paragraph 3.5.9 above, the proposals will not adversely affect highway safety or traffic conditions, nor is there any conflict with the London Plan parking standards. Therefore, the proposal is compliant with Policy DM10.

## 4. Summary and Conclusion

- 4.1 This report considers the transport aspects of the proposal to construct a new two-bedroom house on land adjoining the A2043 Malden Road, Worcester Park, KT4 7NR. It will be a car-free development with no vehicular access or on-plot car parking. Cycle parking will be provided in excess of London Plan standards.
- 4.2 The site is readily accessible by walking, cycling and public transport to a wide range of facilities and services. Convenience shopping and other local services are available in Malden Road within 100m of the site. Additional facilities are available at Worcester Park, within 1,000m. Regular bus services are available from bus stops within 75m walking distance. Worcester Park and Malden Manor railway stations lie within a walking/cycling distance of 610m and 880m respectively.
- 4.3 The wide range of local facilities and public transport services adjoining the site will ensure that the day to day needs of future occupants can be met without the need for car ownership.
- 4.4 Parking restrictions are in force at the site to control loading and public parking and the presence of the pelican crossing and its associated guard railing and road markings will prevent indiscriminate parking/loading adjacent to the site. In addition, parking beat surveys confirm that significant spare capacity exists within 200m of the site, sufficient to cater for any abnormal parking demand that might occur from time to time. It is therefore concluded that the proposed development will not lead to any material adverse impacts in terms of highway safety, the movement of traffic, or the amenities of local residents.
- 4.5 The proposal will provide sustainable development in an accessible location. The transport needs of the development can be easily accommodated within the surrounding walking, cycling, public transport and highway networks and as such, will not result in any material adverse transport impacts.

# Appendix A

# Site Plan





NUMBER	DATE	REVISION BY	DESCRIPTION

SHEET TITLE:  
**Proposed floor plan**

PROJECT DESCRIPTION:  
Mr Shahid Ahmad  
9 Hillcroft Crescent  
Wembley Park  
Middlesex  
HA9 8EE

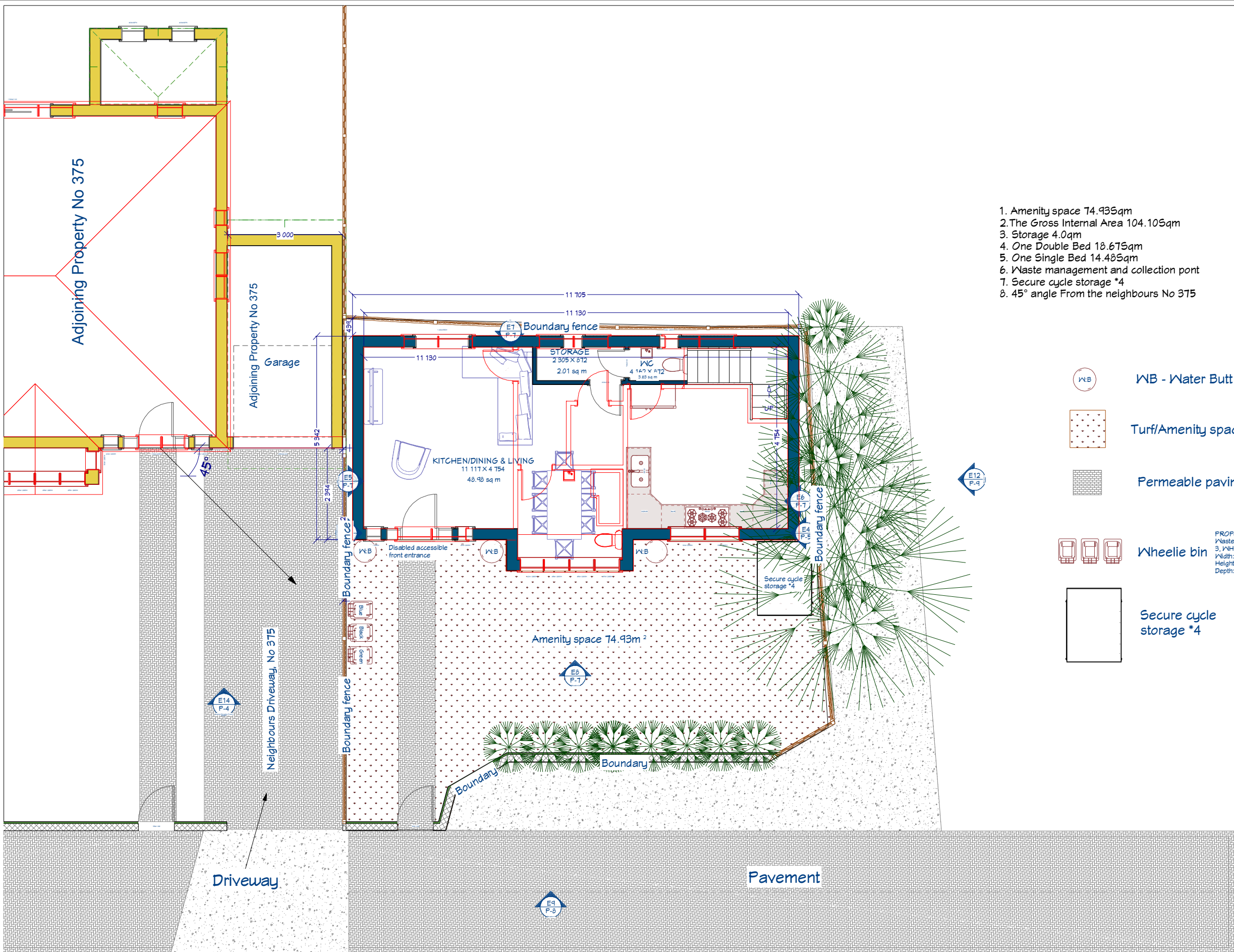
DRAWINGS PROVIDED BY:  
K.B Architectural Service  
Kasun Bandara  
http://www.kba-service.co.uk  
kasun@kba-service.co.uk  
T/P-07701071883

DATE:  
18/08/2021

SCALE:  
1:100

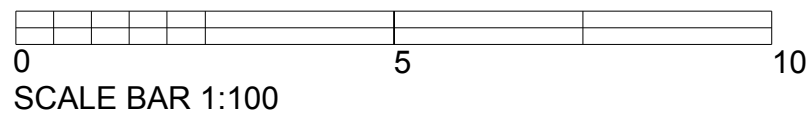
SHEET:  
P-2

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1. Amenity space 74.93sqm
2. The Gross Internal Area 104.105sqm
3. Storage 4.0qm
4. One Double Bed 18.675qm
5. One Single Bed 14.485qm
6. Waste management and collection pont
7. Secure cycle storage \*4
8. 45° angle From the neighbours No 375

- WB - Water Butt 210Ltr
  - Turf/Amenity space
  - Permeable paving
  - Wheelie bin
  - Secure cycle storage \*4
- PROPOSED, Allocated Space for Waste management  
3, WHEELIE BIN GREEN, BLACK AND BLUE  
Width: 550.00 (cm)  
Height: 108.00 (cm)  
Depth: 650.00 (cm)



ISO A3 (297 mm x 420 mm)

Printing instruction - set scale to 100%

**GENERAL NOTES:**

1. The contractor must check all dimensions On site before commencing work
2. Any discrepancy must be immediately Brought to the attention of the designer
3. Do not commence work without Structural engineers calculation

Floor below/Above =

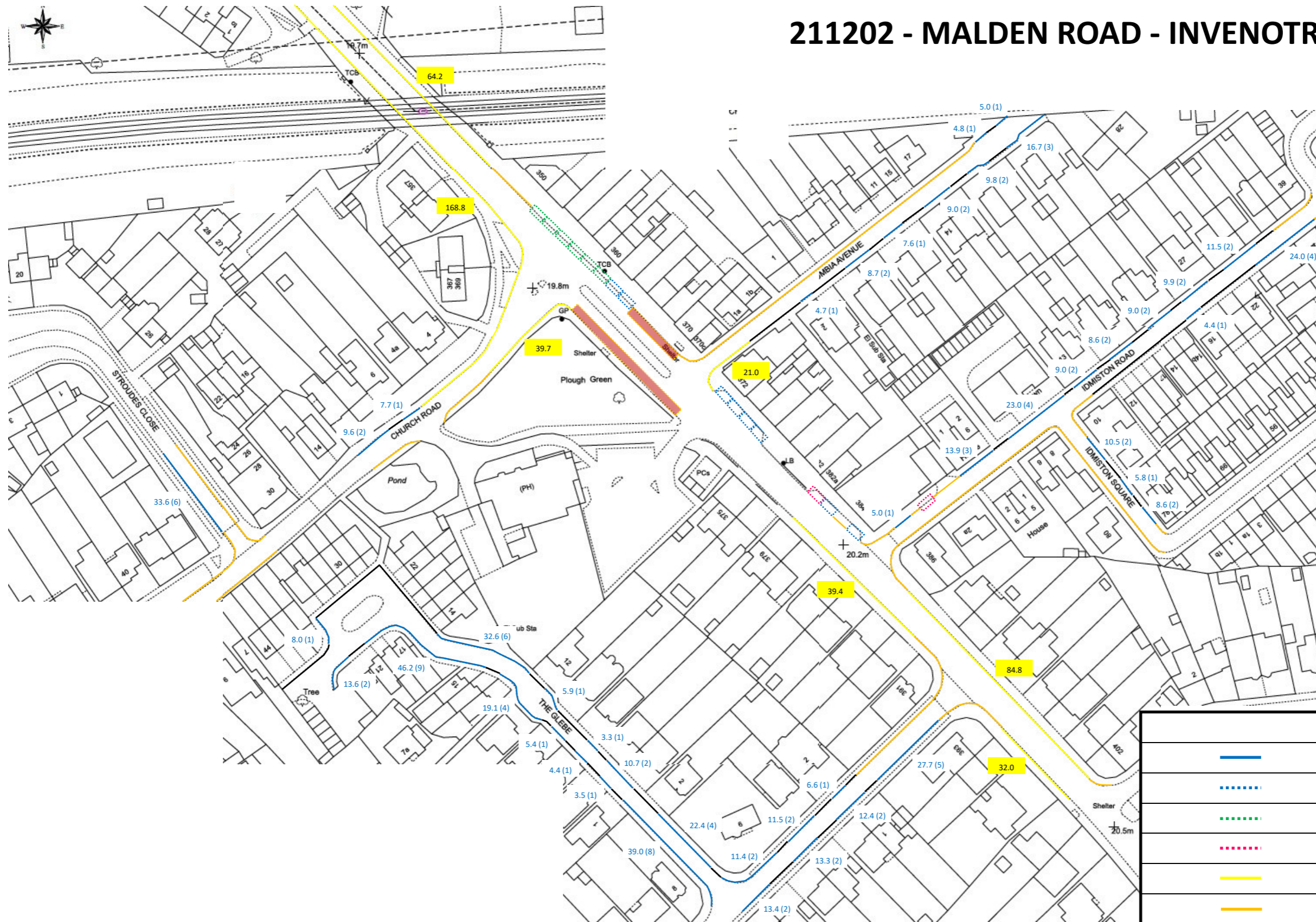
Proposed =

Existing =

# Appendix B

# Parking Survey

# 211202 - MALDEN ROAD - INVENOTRY DATA - 2022



KEY	
	UNRESTRICTED KERBSIDE
	PARKING BAY
	PARKING/LOADING BAY
	DISABLED BAY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	BUS STOP
	WHITE ZIG-ZAG
	DROPPED KERBSIDE



CLIENT:

PROJECT NUMBER: 211202

PROJECT MANAGER: JOSH DALY

DATE: 15TH & 16TH DEC 2021

PROJECT DESCRIPTION: MALDEN ROAD - PARKING BEAT DATA - SITE PLAN





CLIENT:

PROJECT NUMBER: 211202

PROJECT MANAGER: JOSH DALY

DATE: 15/12/2021

PROJECT DESCRIPTION: MALDEN ROAD - PARKING BEAT DATA - NIGHT BEAT 1

Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Parking Bay		Parking Bay/Loading Bay		Disabled Bay		Single Yellow Line		Double Yellow Used	Bus Stop Used	White Zig-Zag Used	Drop Kerb Used	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used						
MALDEN RD	East	43	0	0	8	5	6	4	1	0	28	0					9	21%
00:30 - 05:30	West	33	0	0	0	0	0	0	0	0	33	0					0	0%
COLUMBIA AVE	North	1	1	1	0	0	0	0	0	0	0	0					1	100%
00:30 - 05:30	South	11	7	8	0	0	0	0	0	0	4	0					8	73%
IDMISTON RD	North	13	13	16	0	0	0	0	0	0	0	0					16	123%
00:30 - 05:30	South	4	4	5	0	0	0	0	0	0	0	0					5	125%
IDMISTON SQ	East	4	4	4	0	0	0	0	0	0	0	0					4	100%
00:30 - 05:30	West	0	0	0	0	0	0	0	0	0	0	0					0	N/A
CHURCH RD	North	14	2	2	0	0	0	0	0	0	12	0					2	14%
00:30 - 05:30	South	7	0	0	0	0	0	0	0	0	7	0					0	0%
STROUDES CL	East	0	0	0	0	0	0	0	0	0	0	0					0	N/A
00:30 - 05:30	West	6	6	4	0	0	0	0	0	0	0	0					4	67%
FULLBROOKS AVE	North	5	5	0	0	0	0	0	0	0	0	0					0	0%
00:30 - 05:30	South	11	11	11	0	0	0	0	0	0	0	0	1				12	100%
THE GLEBE	East	13	13	3	0	0	0	0	0	0	0	0					3	23%
00:30 - 05:30	West	23	23	15	0	0	0	0	0	0	0	0					15	65%
<b>Total</b>		<b>188</b>	89	69	8	5	6	4	1	0	84	0	1	0	0	0	<b>79</b>	<b>41%</b>



CLIENT:

PROJECT NUMBER: 211202

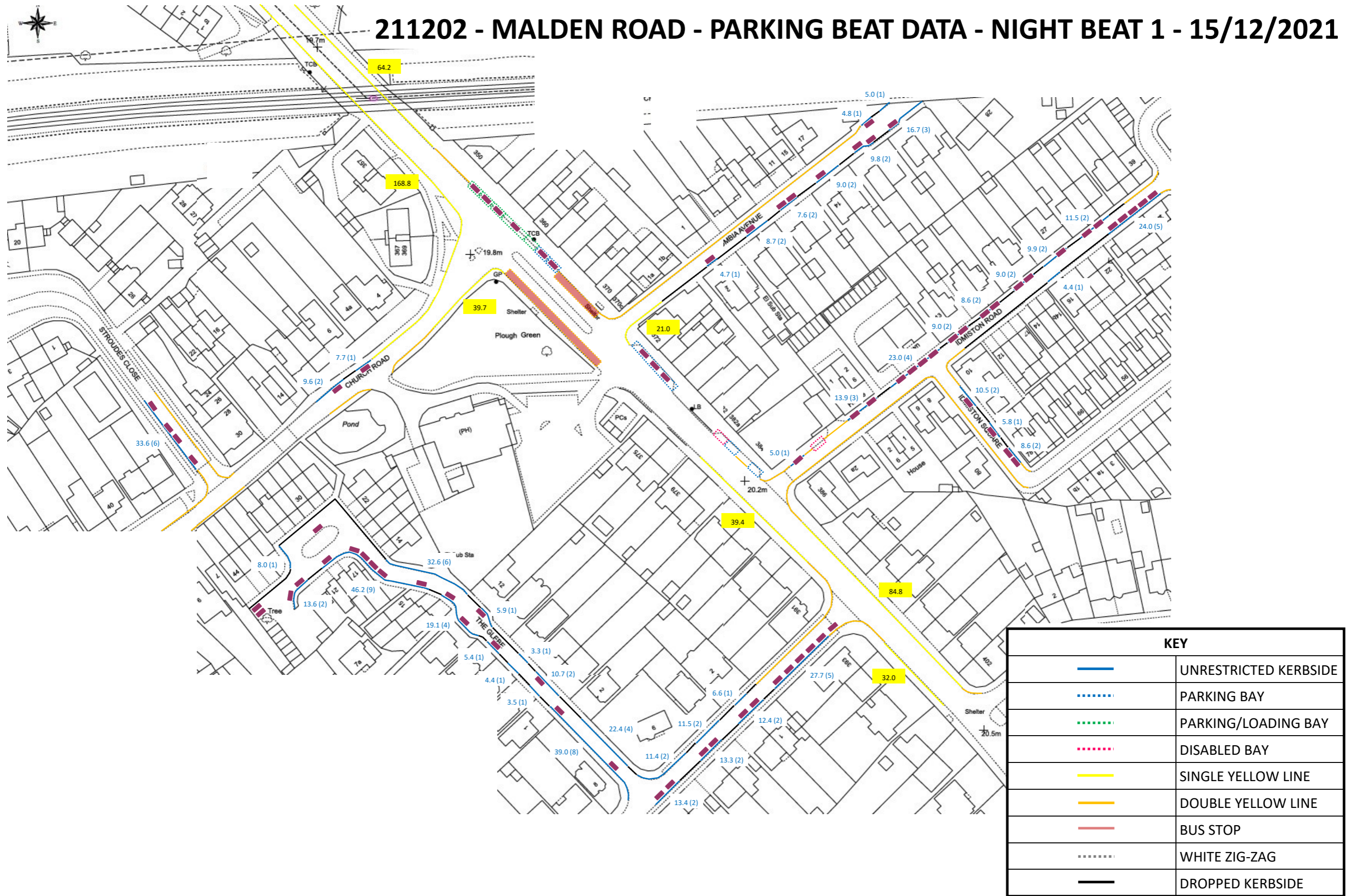
PROJECT MANAGER: JOSH DALY

DATE: 16/12/2021

PROJECT DESCRIPTION: MALDEN ROAD - PARKING BEAT DATA - NIGHT BEAT 2

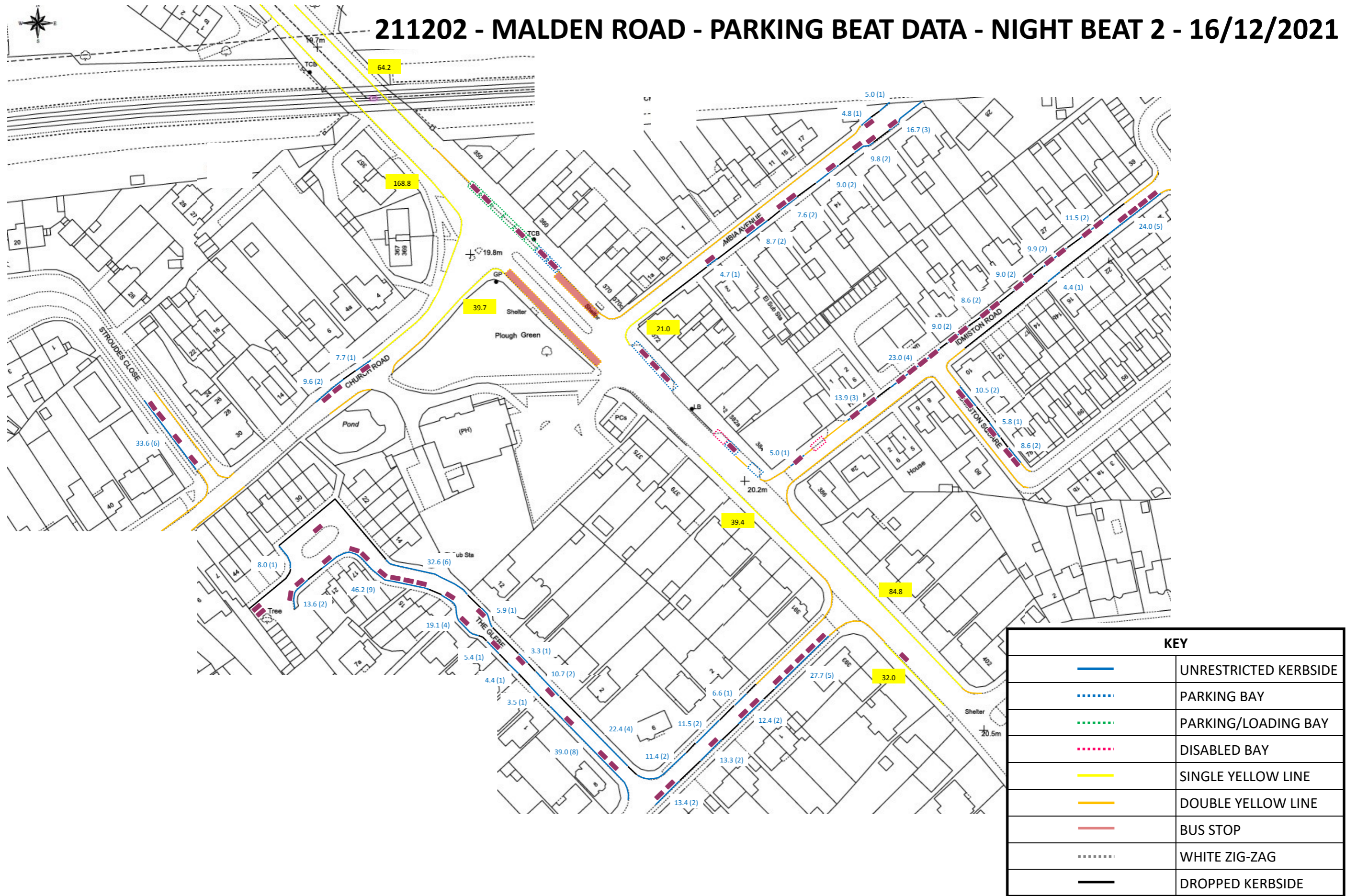
Road Name/Time of Beat	Roadside	Total Spaces	Unrestricted Kerbside		Parking Bay		Parking Bay/Loading Bay		Disabled Bay		Single Yellow Line		Double Yellow Used	Bus Stop Used	White Zig-Zag Used	Drop Kerb Used	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used						
MALDEN RD	East	43	0	0	8	6	6	3	1	0	28	0					9	21%
00:30 - 05:30	West	33	0	0	0	0	0	0	0	0	33	1					1	3%
COLUMBIA AVE	North	1	1	1	0	0	0	0	0	0	0	0					1	100%
00:30 - 05:30	South	11	7	9	0	0	0	0	0	0	4	0					9	82%
IDMISTON RD	North	13	13	15	0	0	0	0	0	0	0	0					15	115%
00:30 - 05:30	South	4	4	4	0	0	0	0	0	0	0	0					4	100%
IDMISTON SQ	East	4	4	5	0	0	0	0	0	0	0	0					5	125%
00:30 - 05:30	West	0	0	0	0	0	0	0	0	0	0	0					0	N/A
CHURCH RD	North	14	2	3	0	0	0	0	0	0	12	0					3	21%
00:30 - 05:30	South	7	0	0	0	0	0	0	0	0	7	0					0	0%
STROUDES CL	East	0	0	0	0	0	0	0	0	0	0	0					0	N/A
00:30 - 05:30	West	6	6	4	0	0	0	0	0	0	0	0					4	67%
FULLBROOKS AVE	North	5	5	0	0	0	0	0	0	0	0	0					0	0%
00:30 - 05:30	South	11	11	10	0	0	0	0	0	0	0	0					10	91%
THE GLEBE	East	13	13	4	0	0	0	0	0	0	0	0					4	31%
00:30 - 05:30	West	23	23	17	0	0	0	0	0	0	0	0					17	74%
<b>Total</b>		<b>188</b>	89	72	8	6	6	3	1	0	84	1	0	0	0	0	<b>82</b>	<b>44%</b>

# 211202 - MALDEN ROAD - PARKING BEAT DATA - NIGHT BEAT 1 - 15/12/2021



KEY	
	UNRESTRICTED KERBSIDE
	PARKING BAY
	PARKING/LOADING BAY
	DISABLED BAY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	BUS STOP
	WHITE ZIG-ZAG
	DROPPED KERBSIDE

# 211202 - MALDEN ROAD - PARKING BEAT DATA - NIGHT BEAT 2 - 16/12/2021



KEY	
	UNRESTRICTED KERBSIDE
	PARKING BAY
	PARKING/LOADING BAY
	DISABLED BAY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	BUS STOP
	WHITE ZIG-ZAG
	DROPPED KERBSIDE





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