Planning Department

PO Box 14941, London W5 2YP

www.ealing.gov.uk

Application for removal or variation of a condition following grant of planning permission. Town and Country Planning Act 1990. Planning (Listed Buildings and Conservation Areas) Act 1990

Publication of applications on planning authority websites.
Please note that the information provided on this application form and in supporting documents may be published on the Authority's website.
If you require any further clarification, please contact the Authority's planning department.

1. Applicant Name, Address and Contact Details

Title: Mr | First name: . | Surname: .

Company name: National Grid Property

Street address: .

Town/City:

County:

Country: .

Postcode: .

	Country Code	National Number	Extension Number
Telephone number:			
Mobile number:			
Fax number:			

Email address:

Are you an agent acting on behalf of the applicant? (•) Yes ( ) No

2. Agent Name, Address and Contact Details

Title [redacted] | First Name: [redacted] | Surname: [redacted]

Company name: Salisbury Jones Planning

Street address: 33 Bassein Park Road

Town/City: London

County:

Country: England

Postcode: W12 9RW

	Country Code	National Number	Extension Number
Telephone number:		[redacted]	
Mobile number:			
Fax number:			

Email address: .

3. Site Address Details

Full postal address of the site (including full postcode where available)

House: 3 Suffix:

House name:

Street address: THE STRAIGHT

Town/City: SOUTHALL

County: MIDDLESEX

Postcode: UB1 1QX

Description of location or a grid reference
(must be completed if postcode is not known):

Easting: 512399

Northing: 179808

Description:

4. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application? (•) Yes ( ) No

If Yes, please complete the following information about the advice you were given (this will help the authority to deal with this application more efficiently):

Officer name:

Title: [redacted] First name: [redacted] Surname: [redacted]

Reference: P/2008/3981-S

Date (DD/MM/YYYY): 12/10/2011 (Must be pre-application submission)

Details of the pre-application advice received:

Advice on information to be submitted.

5. Description of Proposal

Please provide a description of the approved development as shown on the decision letter:

Variation of planning condition 17 pursuant to outline planning permission No. P/2008/3981-S for Southall Gasworks, Southall, Middlesex, UB1 1QX.
Outline Application
Demolition of 22 houses, the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavillion, an energy centre, multi-storey car park and associated car and cycel parking, landscaping, public realm, open space and children's play space.
Full Application. New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union Canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

Application reference number: P/2008/3981-S Date of decision: 29/09/2010

Please state the condition number(s) to which this application relates:

Condition number(s):

Condition 17

Has the development already started? ( ) Yes (•) No

6. Condition(s) - Removal

Please state why you wish the condition(s) to be removed or changed:

See attached Letter

If you wish the existing condition to be changed, please state how you wish the condition to be varied:

See attached Letter

7. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land? ( ) Yes (•) No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact? (Please select only one)

(•) The agent ( ) The applicant ( ) Other person

8. Certificates (Certificate A)

Certificate of Ownership - Certificate A

Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/ the applicant was the owner (owner is a person with a freehold interest or leasehold interest with at least 7 years left to run) of any part of the land or building to which the application relates.

Title: [redacted] First name: [redacted] Surname: [redacted]

Person role: Agent Declaration date: 01/11/2011 ☒ Declaration made

8. Certificates (Agricultural Land Declaration)

Agricultural Land Declaration

Town and Country Planning (Development Management Procedure) (England) Order 2010 Certificate under Article 12

Agricultural Land Declaration - You Must Complete Either A or B

(A) None of the land to which the application relates is, or is part of an agricultural holding. ◉

(B) I have/The applicant has given the requisite notice to every person other than myself/the applicant who, on the day 21 days before the date of this application, was a tenant of an agricultural holding on all or part of the land to which this application relates, as listed below: ○

If any part of the land is an agricultural holding, of which the applicant is the sole tenant, the applicant should complete part (B) of the form by writing 'sole tenant - not applicable' in the first column of the table below

Title: [redacted] First Name: [redacted] Surname: [redacted]

Person role: Agent Declaration date: 01/11/2011 ☒ Declaration Made

9. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. ☒

Date 01/11/2011

Salisbury Jones Planning

Head of Planning
Planning Department
London Borough of Ealing
PO Box 14941
London W5 2HL

FAO: [redacted]

EALING C[illegible] [illegible]RVICES
-2 NOV 2011

1 November 2011

Dear Sir,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

VARIATION OF PLANNING CONDITION 17 PURSUANT TO OUTLINE PLANNING PERMISSION NO. P/2008/3981-S FOR SOUTHALL GASWORKS, SOUTHALL, MIDDLESEX, UB1 1QX

On behalf of our client, National Grid Property Ltd, we enclose an application to vary Planning Condition 17 pursuant to the outline planning permission for the mixed use redevelopment of the former Southall Gasworks site granted on 29 September 2010 and Reference No. P/2008/3981-S.

Planning Condition 17 states:

"No remediation, preparatory works or construction will take place on site prior to the bringing into use for construction traffic of the Pump Lane Access works as shown on Drawing No 52212/B/51, and HGV construction traffic will not use any other access to the site unless otherwise agreed in writing by the London Borough of Ealing as the local planning authority in consultation with Transport for London. Suitable control measures will be put in place prior to first use of the Pump Lane access to ensure that it is only used by construction traffic prior to its opening to general traffic."

National Grid Property wants to commence the remediation of the Southall Gasworks site in order to prepare the site for redevelopment pursuant to the outline planning permission granted in September 2010. At the time of the planning permission it was intended that all HGV construction traffic would enter the site from the new Pump Lane Access to the west but, due to landownership issues, it has not been possible at the present time to construct this access.

It is likely to be several years before the Pump Lane Access is able to be constructed which would delay bringing forward this major site for regeneration.

33 Bassein Park Road, London W12 9RW
[redacted]
Associate Consultant G.P. House MRTPI

We are also applying to discharge Planning Conditions 12, 77 and 78 which relate to the submission of details relating to a Site Wide Construction Management Plan and a programme of archaeological work and method statement and the partial discharge of Conditions 36 and 63 to allow Phase 1A of the remediation to commence and approval to the ecological mitigation of Phases 1A and 1B. It is anticipated that this area will be the first phase of housing on the site.

In order to progress the remediation of the site, it is proposed to use the existing access on Beaconsfield Road. Therefore, National Grid Property is seeking a variation to Condition 17 to allow the use of the Beaconsfield Road as the access for remediation instead of the Pump Lane Access.

It is proposed that HGV's will access the site from the west via the Hayes By Pass and Uxbridge Road/The Broadway and then by means of specified roads from The Broadway to Beaconsfield Road. The inbound and outbound movements will take place on different roads and the preferred route is for the use of Woodlands Road and Ranelagh Road.

This route was used for construction vehicles during the recent construction of a new pipeline from Minet Country Park across the Southall Gasworks site to the gasholder. This construction took place over a period of nearly a year and involved a similar number of daily construction vehicle movements and caused no objections during this time.

There will be very low levels of traffic generated by the remediation works with an average of just over one vehicle an hour on each road. An assessment has been undertaken of local road conditions and it is considered that there are no traffic and transport related reasons why the proposed vehicular route and the Beaconsfield Road site access cannot be used for the remediation of the site.

4 copies of the Southall Gasworks Site Remediation Construction Traffic Statement dated October 2011 produced by Vectos transport consultants on behalf of National Grid Property are attached and the requisite fee of £170.

Yours faithfully

[redacted]

Partner

vectos
transport planning specialists

National Grid

Southall Gas Works Site Remediation
Construction Traffic Assessment

Highway Statement

October 2011

Vectos, 85 Tottenham Court Road, London W1T 4TQ www.vectos.co.uk
Registered address: Vectos (South) Limited, Hardwick House, Prospect Place, Swindon SN1 3LJ. Company no. 7591661

REPORT CONTROL

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Review By	[redacted]	**Initialled:**

Issue	Date	Status	Checked for Issue
1			
2			
3			
4			

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1 INTRODUCTION

1.1 Vectos has been commissioned by National Grid Property (NGP) Ltd to advise on the traffic implications of proposed remediation works at the National Grid Property site, located in Southall, in the London Borough of Ealing.

1.2 Planning permission exists for the re-development of the Southall Gasworks site for a residential led, mixed use development. National Grid Property (NGP) now wish to commence remediation works on the site to facilitate implementation of this permission.

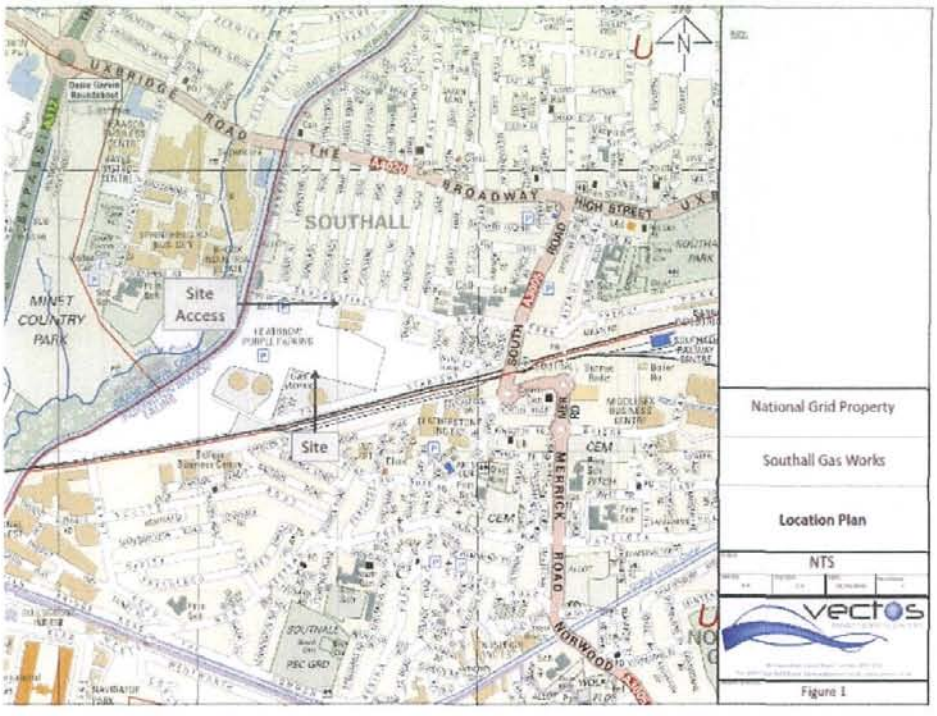
1.3 This report sets out the routes to be taken by construction traffic and the volumes of vehicles that are anticipated. The objective is to control the effects on local residents and maintain acceptable levels of highway safety.

1.4 Condition 17 of the planning permission states: *"No remediation, preparatory works or construction will take place prior to the bringing into use for construction traffic the Pump Lane Access Works as shown on Drawing No 52212/B/51, and HGV construction traffic will not use any other access to the site unless otherwise agreed in writing by the London Borough of Ealing as the local planning authority in consultation with Transport for London. Suitable control measures will be put in place prior to first use of the Pump Lane access to ensure that it is only used by construction traffic prior to its opening to general traffic."*

1.5 However, due to landownership issues, it is unlikely that the land required for the Pump Lane access will be available for several years. Therefore, in order to facilitate the first phase of housing on the site, NGP propose to undertake the remediation using existing local roads.

1.6 The site access to be utilised by construction traffic will be the existing access on Beaconsfield Road as shown at **Figure 1.**

Figure 1 – Location Plan & Construction Site Access



1.7 The alternative of using the canal for remediation activities has been investigated. However, there are a limited number of tips where contaminated materials can be taken and these are not located within close proximity of the canal. Therefore double handling would be required which would pose potential environmental risks. .

1.8 At a meeting held on Wednesday 12th October 2011 with London Borough of Ealing (LBE), the Remediation Works Traffic Scoping Note prepared by Vectos, setting out how HGV and other construction site traffic would access the site and the assessment required was discussed with LBE. A copy of the Scoping Note is included at **Appendix A.** The scope of the assessment required was agreed by LBE. It should be noted that the estimates of HGV movements have been refined since the scoping note was prepared leading to a small reduction in traffic movements.

1.9 The information that it was agreed would be provided within this report is as follows:

- Assessment of access routes to/from the site via A4020 Broadway, Beaconsfield Rd and connecting roads including swept path analysis ;
- The size, quantity and type of vehicles to be used;
- Proposals for accommodating large loads to/from the site;

- Anticipated hours of operation; and
- Safety assessment including consideration of the Blair Peach primary school on Beaconsfield Road and Townsend Street Mosque.

1.10 It was agreed that traffic capacity assessments were not required due to the small number of HGV movements.

2 DESCRIPTION OF REMEDIATION STRATEGY

Vehicular Movements

2.1 It is proposed that the remediation works will be undertaken in 4 phases, utilising the Beaconsfield Road site access. Although some contaminated material will have to be disposed off-site and there will be the importation of clean material to the site, the remediation strategy seeks to use on-site treatment techniques and stockpile management to minimise the vehicle movements to/from the site.

2.2 The vehicles being used for the import and export of the material to the site will be 10.2m long large tippers. However, there will also be a requirement for the use of 4 lowloaders over two two week periods to bring in machinery.

2.3 **Table 2.1** below provides a summary of the anticipated quantities of material to be transported from the site, the estimated duration and estimated vehicle movements required.

Table 2.1: Summary of Phased Disposal of Material from Site

Phase	Volume Disposed	Estimated Vehicle Movements Per Phase	Estimated Duration (wks)	Vehicle Movements per week
1a	10,925	1,457	21	69
1b	4,660	621	15	42
2	3,800	507	20	25
3	3,150	420	20	21
4	3,843	512	22	23
Total	26,378	3,517	98	

2.4 The import of clean material to the site will comprise two elements as follows:

- Granular Fill: This will take place throughout the 98 weeks of remediation and will generate 14 movements per week.
- Clay: This will take 52 weeks and generate 51 vehicles per week.

2.5 Therefore the total vehicular movements during each phase will be as follows:

Table 2.2: Summary Estimated Vehicle Movements per week

Phase	Export	Import	Total Weekly	Approx. Average Daily	Approx. Peak Daily
1a	69	65	134	24	32
1b	42	65	107	20	26
2	25	65	85	16	22
3	21	14	35	8	10
4	23	14	37	8	10

2.6 It is clear from Table 2.2 above that phase 1a will involve the greatest level of activity, generating approximately 134 movements per week. For a five and a half day working week this will equate to approximately 24 movements per day. These are two way movements i.e. 12 IN and 12 OUT. Due to the one way nature of the roads connecting The Broadway and Beaconsfield Road, entering vehicles will use one road and exiting vehicles will use another road.

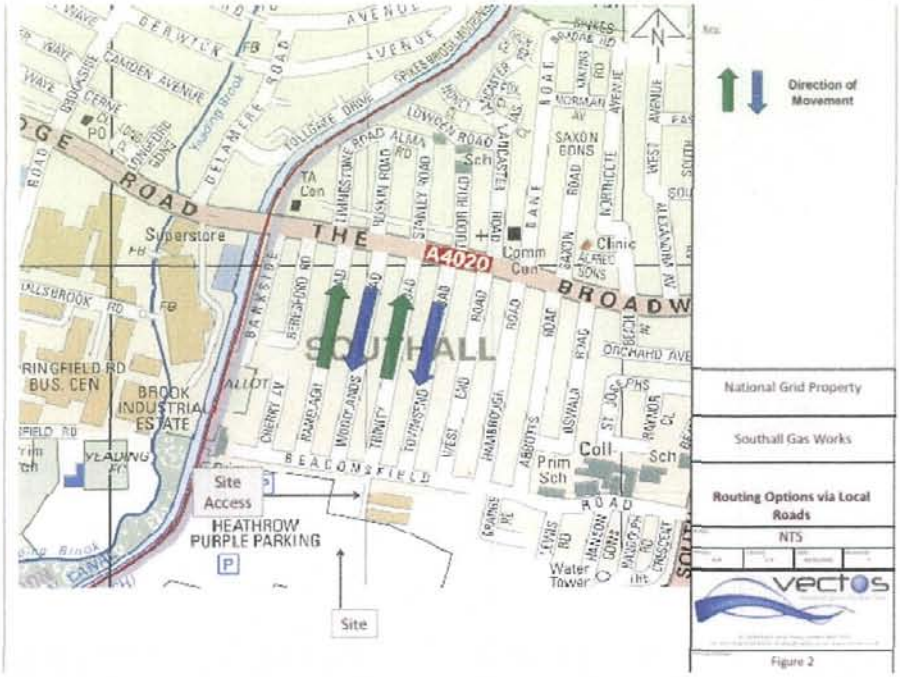
2.7 As with any remediation project there will be daily variations in flow. Therefore, for assessment purposes it has been assumed that a peak day would be up to 30% greater than an average day. This therefore leads to a peak day of 16 movements IN and 16 OUT.

HGV Routes

2.8 The proposal is that HGVs will access the site from the west via the Hayes By Pass and the A4020 The Broadway and then two of the roads that link The Broadway to Beaconsfield Road (one for inbound traffic and one for outbound). The potential routes from The Broadway to Beaconsfield Road are: Woodlands Road or Townsend Road for inbound and Ranelagh Road or Trinity Road for outbound. This is illustrated **in Figure 2**.

2.9 The next section of this report considers the appropriate routes to use between The Broadway and Beaconsfield Road.

Figure 2 – Proposed Vehicle Routing



Operating Hours

2.10 Working hours will be from 08.00 to 18.00, Monday to Friday and 08.00 to 13.00 on a Saturday. Operations at other times will need to be agreed with the council by special arrangement.

2.11 Therefore during the operating hours on an average weekday there will be just over one HGV per hour using each road (12 movements over 10 hours) and on a peak weekday under two vehicles per hour using each road (16 movements over 10 hours).

2.12 These are very low flows and will make no material difference to the operation or amenities along the roads. After Phase 1a flows will reduce.

2.13 In addition to the main movement of materials there will be a small number of vehicles bringing in plant and machinery. Staff will be encouraged to use public transport. Those who do travel to the site by car will use the Brent Road access to the south of the site.

3 APPRAISAL OF PROPOSED ROUTING STRATEGY

Site History

3.1 A new gas pipeline was recently constructed across the Southall gasworks site from Minet Country Park to link to the gasholder. The route utilised by the HGV's for this project was from the west via the A312 Hayes By Pass and then along Uxbridge Road/The Broadway. Woodlands Road and Ranelagh Road were used as a construction vehicle route between The Broadway and Beaconsfield Road.

3.2 The construction took place over a period of nearly a year and was undertaken by a contractor on behalf of National Grid and involved a similar number of daily construction vehicle movements as is anticipated for the remediation works. There were no objections from local residents during this period.

Audit of Existing Local Road Conditions

3.3 In order to ensure that the local road network can be deemed suitable to permit the movements of HGV construction vehicles, an audit of the potential haul routes has been undertaken.

Broadway

3.4 The A4020 Broadway is a busy two-way single carriageway strategic road which forms part of the TLRN road network. The Broadway has a continuous bus lane operating adjacent to the eastbound lane. There is central hatching that creates right turn lanes into the roads passing down to Beaconsfield Road.

Townsend Road

3.5 There is a pedestrian crossing immediately west of the junction of Townsend Road with The Broadway. The junction has a dedicated right turn ghost-island into Townsend Road to assist right turning vehicles entering from the west, allowing straight ahead (eastbound) traffic to flow unobstructed.

3.6 Townsend Road operates as a 20mph one-way road in a southbound direction. Speed humps are situated on the carriageway to enforce the 20mph speed limit. Double

yellow lines are marked within proximity of the junctions with The Broadway and Beaconsfield Road respectively. A loading bay is situated on the west-side of the carriageway with on-street parking spaces marked out to the east-side of the road on the northern section. Further south of the junction with The Broadway, there is on-street parking on both sides of the road. Towards the junction with Beaconsfield Road, the overall carriageway width along Townsend Road increases slightly. A mosque is located at 103-105 Townsend Road.

3.7 There is a controlled parking zone in operation on Townsend Road from 10am-8pm Monday-Saturday and from 2pm-8pm Sunday. There is a mixture of pay and display parking and residents permit parking.

Woodlands Road

3.8 Woodlands Road operates as a one-way road (southbound), with a loading bay and pay & display parking within the northern section (close to the junction with The Broadway). There are double yellow lines present close to the junction with The Broadway. There is on-street parking present on both sides of the road in the southern section with speed hump traffic calming also present to enforce the 20mph speed limit.

Trinity Road

3.9 Trinity Road operates as a one-way road (northbound), with a loading bay on the north-west section (close to the junction with The Broadway). There are double yellow lines present close to the junction with The Broadway. There is on-street parking present on both sides of the road and speed humps present. Trinity Road also operates under a controlled parking zone (zone L) and operates under a 20mph speed limit.

Ranelagh Road

3.10 There is no controlled parking zone (CPZ) in operation along Ranelagh Road. There is on-street parking on both sides of the road along with off street parking for some properties. The road is subject to a 20mph speed limit.

Beaconsfield Road

3.11 Beaconsfield Road has a speed limit of 30mph,with on-street parking adjacent to the southern carriageway, with double yellow lines present along some sections of the northern carriageway. Some of the on-street parking utilises sections of the pavement.

Accident Analysis

3.12 Accident data was obtained from the London borough of Ealing Council for the local roads listed above, Beaconsfield Road, The A4020 Broadway/Uxbridge Road and the junctions with Beaconsfield Road and The Broadway for a 3 year period from 1st January 2008 to 31st December 2010. The accident data is contained within **Appendix B.**

3.13 A review of the personal injury accident (PIA) data revealed a total of 36 accidents, of which 32 were deemed slight and 4 were deemed serious. Of the casualties, 12 involved vehicle drivers, 8 involved vehicle passengers, 18 involved pedestrians, 2 involving cyclists and a further 1 casualty involving motorcyclists.

3.14 All 4 of the serious accidents involved pedestrians. One of the serious accidents occurred at the junction of Ranelagh Road with A4020, two accidents occurred close to the junction of Woodlands Road with A4020 and a further serious accident involving a pedestrian occurred on Woodlands Road.

3.15 One serious accident close to the junction of Ranelagh Road with Broadway occurred at 2am on a Saturday night and was the result of the vehicle driver travelling at excessive speed. The two serious accidents occurring at the junction of The Broadway/Woodlands Road involved a small goods vehicle driver failing to look properly and a pedestrian failing to look properly as they crossed the road. On Woodlands Road, the serious injury to a pedestrian was caused by a >3.5t van reversing from a stationary position without undertaking the necessary observations.

3.16 There were no recorded accidents on Ranelagh Road, or Trinity Road and only one slight accident occurred on Beaconsfield Road over this period. A total of two slight accidents occurred on Townsend Road.

3.17 The majority of slight injuries involving pedestrians were caused by pedestrians failing to look properly. The majority of accidents involving vehicle occupants involved rear end shunt type collisions as a result of driver error from failing to look properly.

3.18 The small increase in HGV movements associated with the remediation works is not sufficient to impact on the number of accidents occurring on The Broadway and the junctions with Trinity Road, Woodlands Road, Ranelagh Road or Townsend Road.

3.19 The HGV drivers will be advised to drive slowly and vigilantly, particularly at the junctions with The Broadway when performing entering/exiting manoeuvres to/from The Broadway . A banksman will be used to ensure that low loader vehicles can perform all manoeuvres without representing a risk to highway safety.

3.20 The Blair Peach Primary School is situated to the west of the National Grid site on Beaconsfield Road. It should be noted that there have not been any recorded accidents on Beaconsfield Road involving pupils from the primary school. The site will generate one HGV entering and exiting the site per hour. A banksman will be located at the site entrance to coincide with the peak school hours (8-9am and 3-4pm) to ensure there is no conflict between school children walking along Beaconsfield Road and construction vehicles entering or exiting from the site access. Furthermore, when the works are underway National Grid will liaise with school staff over publicising the decontamination activity to children.

Vehicle Swept Path Analysis

Overview

3.21 Vehicle swept path analysis has been undertaken to ascertain whether any physical limitations currently exist which may restrict or prevent a proposed route being utilised for the movement of HGV construction vehicles to and from the site. Larger tipper vehicles will typically be used for the removal and importation of soil at the site. Low loaders will also be used for transporting plant equipment on an infrequent basis. Analysis has taken into account yellow line restrictions and parking bays. **Appendix C** contains swept path analysis of the relevant HGV routes.

Large Tippers

3.22 The proposed route options involve northbound movements via either Ranelagh Road or Trinity Road and southbound movements via either Woodlands Road or Townsend Road.

Woodlands Road

3.23 Drawing 11002-AR-01 demonstrates that a large tipper vehicle measuring 10.2 metres in length can effectively negotiate The Broadway/Woodlands Road junction from both directions. From the west, the vehicle would enter the right turn ghost island before turning into Woodlands Road. The presence of double yellow lines ensures that the vehicle has sufficient time to perform the manoeuvre without any conflict between on-street parked vehicles.

3.24 The drawing also demonstrates that the vehicle can perform the left turn manoeuvre onto Beaconsfield Road adequately.

Ranelagh Road

3.25 Drawing 11002-AR-01 demonstrates that a large tipper vehicle can effectively exit The Broadway/Uxbridge Road junction for both eastbound and westbound movements. The central hatching on A4020 ensures that turning vehicles do not encroach onto the oncoming carriageway. The right turn onto Ranelagh Road from Beaconsfield Road can also be undertaken adequately.

Townsend Road

3.26 Drawing 110022–AR–02 demonstrates how a large tipper vehicle would turn right into Townsend Road from The Broadway via the right turn ghost island junction arrangement. Vehicles turning left into Townsend Road would potentially encounter conflict if parked on-street vehicles were positioned close to the end of the double yellow line markings. A loading bay is situated at this location. The vehicle swept path shows that the bulk tipper would require a further straightening distance to complete this manoeuvre. If a vehicle was parked within the loading bay, and cars were positioned within the on-street parking bays on the east side of the road, the bulk tipper vehicle would be unable to negotiate the parked vehicles without being required to

perform reversing manoeuvres. This manoeuvre is shown within drawing 110022–AR–04.

3.27 As the route to the site will be from the west, large tipper vehicles could physically access the site via this road. However, there is a mosque on Townsend Road that could cause issues during arrival and departure times if they coincide with the times of HGV movements. Drawing 110022–AR–02 demonstrates that HGV vehicles can perform the right turn manoeuvre adequately from Townsend Road to Beaconsfield Road.

Trinity Road

3.28 Drawing 110022–AR–02 demonstrates that a large tipper can easily perform a right turn manoeuvre from Trinity Road onto The Broadway.

3.29 For vehicles turning left out of the junction, a bus stop on The Broadway is situated approximately 60 metres to the west of the junction with Trinity Road. Drawing 110022–AR–02 demonstrates how a large tipper vehicle would negotiate around a bus stopped at this bus stop. The vehicle track plot shows that the HGV would encroach slightly onto the eastbound carriageway. However, the width of the carriageway at this location would permit the large tipper to overtake a stationary bus without conflicting with oncoming traffic and represents the existing situation. From the accident analysis, there have not been any accidents involving vehicles manoeuvring around stationary buses from the 3 year period assessed (January 2008 – December 2010).

3.30 Drawing 110022–AR–02 also demonstrates that a large tipper can access/egress the site access junction with Beaconsfield Road.

Summary

3.31 From the vehicle swept path analysis, Woodlands Road and Ranelagh Road represent the preferred haul routes for large tipper vehicles. These roads permit all movements at the junctions with The Broadway, albeit access will be from the west, and Beaconsfield Road without requiring traffic management or temporary parking restrictions to be implemented.

3.32 Townsend Road could also be utilised to accommodate vehicles accessing the site, but the mosque is a disincentive to use this road. The use of Trinity Road could also be used

as an egress but proximity to the bus stop on The Broadway makes Ranelagh Road the preferred route.

Low Loaders

3.33 Drawing 110022–AR–05 demonstrates the swept path for the low loader negotiating the junction of Townsend Road with The Broadway and entering into the site. The vehicle can perform this manoeuvre adequately. In order for vehicles to turn into the site, a section of on-street parking bays will need to be temporarily suspended during the two week periods to which the low loaders will be required. The area of suspended parking is shown within 110022–AR–05 and involves an area of 24 metres, equivalent to 4 parking bays.

3.34 Drawing 110022-AR-06 provides the swept path of a low loader accessing the site via Woodlands Road. This routing option would also involve the suspension of parking on the southern section of Beaconsfield Road of 20 metres. Drawing 110022-AR-06 shows that for vehicles entering from the west (turning right from The Broadway), the low loader requires approximately 25 metres to straighten after undertaking the turning manoeuvre, which would require the removal/suspension of one parking space to the south of the double yellow lines on the eastern side of Woodlands Road.

3.35 For low loader vehicles exiting the site, it would be preferable to route via Trinity Road which removes the requirement for vehicles to perform turning manoeuvres onto Beaconsfield Road as shown in drawing 110022-AR-07. The swept path analysis demonstrates that low loader vehicles can turn in both directions (eastbound and westbound) from Trinity Road onto A4020 Broadway adequately without any mitigation works required. However, they will be turning left and this movement from Trinity Road can be undertaken, although the vehicle would encroach slightly into the oncoming traffic lane. However, a total of only four low loaders would be required over a two week period and therefore this manoeuvre is considered acceptable.

3.36 Drawing 110022-AR-06 shows the turning movement from Ranelagh Road onto Beaconsfield Road, indicating that the swept path of this vehicle would conflict with any vehicles parked on the southern carriageway of Beaconsfield Road and on the western side of Ranelagh Road. It will be necessary to suspend parking along both of these

sections of road and it is for this reason that the use of Ranelagh Road would not be deemed the most appropriate route choice for transporting low loader vehicles.

3.37 For the temporary use of low loader vehicles, Trinity Road (exiting) and Woodlands Road (entering) represent the preferred haul routes, albeit requiring the temporary suspension of parking on Beaconsfield Road.

4 RECOMMENDATIONS & CONCLUSIONS

Summary

4.1 This note sets out the proposed traffic implications of the proposed remediation of the National Grid Property site, Southall.

4.2 It is proposed that the remediation works will be undertaken in 4 phases, utilising the Beaconsfield Road site access. HGV's will access the site from the west via the Hayes By Pass and The Broadway and then by means of specified roads from The Broadway to Beaconsfield Road.

4.3 Working hours will be from 08.00 to 18.00, Monday to Friday and 08.00 to 13.00 on a Saturday. It is anticipated that large tipper vehicles will be used for the general transportation of soil and other materials in the remediation of the site. Low loaders will also be used to transport heavy plant equipment over a total of four weeks (2 x 2 week periods).

4.4 It is anticipated that the highest volumes of traffic will be generated during Phase 1a which lasts for 21 weeks. The estimated average number of two-way HGV movements is 24 per weekday, comprising 12 vehicle arrivals and 12 vehicle departures. A peak day would involve a total of 32 movements i.e. 16 vehicle arrivals and 16 vehicle departures.

4.5 The inbound and outbound movements will take place on different roads. Therefore each road will experience an average of just over one vehicle movement an hour and even on a peak day there will be less than two movements per day.

4.6 These are very low levels of traffic and will make little or no material difference to the operations or amenities along the roads used.

4.7 From the vehicle swept path analysis, it has been concluded that Woodlands Road and Ranelagh Road represent the preferred haul routes for large tipper vehicles, permitting all movements at the junctions with A4020 The Broadway and Beaconsfield Road without requiring additional traffic management or temporary parking restrictions to be implemented.

4.8 For the short periods of time when low loader vehicles are being used to transport machinery to the site, Trinity Road (exiting) and Woodlands Road (entering) represent the preferred haul routes, requiring the temporary suspension of parking on Beaconsfield Road.

4.9 It is therefore concluded that the required HGV manoeuvres can be undertaken safely without any suspension of parking during the main remediation works. Only minor suspensions are required when low loader vehicles are being used. Furthermore, the number of vehicles generated by the works is very small and will make little or no material difference to conditions in the roads to be used.

4.10 Therefore it is considered that there are no traffic and transport related reasons why the proposed vehicle routes and the Beaconsfield Road site access cannot be used for the remediation of the site.

APPENDIX A

Scoping Note

06 October 2011

Southall Gas Works

Remediation Works – Traffic Scoping Note

1. Planning permission exists for redevelopment of the Southall Gasworks site for a mixed use development. National Grid Property (NGP) now wish to commence remediation works on the site to facilitate future development.

2. Vectos have been commissioned to prepare a transport statement dealing with the traffic generated by the remediation works. This Scoping Note sets out the approach to assessment.

3. Condition 17 of the planning permission states: *"No remediation, preparatory works or construction will take place prior to the bringing into use for construction traffic the Pump Lane Access Works as shown on Drawing No 52212/B/51, and HGV construction traffic will not use any other access to the site unless otherwise agreed in writing by the London Borough of Ealing as the local planning authority in consultation with Transport for London. Suitable control measures will be put in place prior to first use of the Pump Lane access to ensure that it is only used by construction traffic prior to its opening to general traffic."*

4. However, for a number of reasons the Pump Lane access is unlikely to be available for some time. Therefore, in order to facilitate the first stage of regeneration of the site, NGP propose to undertake the remediation using existing local roads.

5. The proposal is that HGVs use Uxbridge Road and then two of the roads that link Uxbridge Road to Beaconsfield Road (one for inbound traffic and one for outbound). The exact roads to be used will be determined following a comparative analysis but will be either Woodlands Road or Townsend Road for inbound and Ranelagh Road or Trinity Road for outbound. See **Figure 1** attached.

6. Based on the quantities of materials to be imported and exported from the site, an estimate has been made of the number of HGV movements that will be required.

7. There are 4 phases of remediation with all the work taking a total of 98 weeks. The highest volumes of traffic are generated during Phase 1 which lasts for 36 weeks.

8. Figures have been estimated for an average day during Phase 1. However flows will vary from day to day. Therefore a peak day could have flows of up to 30% greater than the average. Similarly other days will have less than the average.

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9. The estimated average number of HGV movements is 28 per weekday ie 14 vehicles IN and 14 OUT. A peak day would be 36 movements ie 18 In and 18 OUT.

10. Therefore on the inbound road there would be on average 14 movements and a peak of 18 movements. Similarly on the outbound road. NGP will be prepared to be capped at the peak figure.

11. In addition there will be a small number of vehicles bringing in plant and machinery. Staff will be encouraged to use public transport. Those who do come by car will use the Brent Road access.

12. It is expected that working hours will be from 07.00to 19.00, Monday to Friday and 07.00 to 13.00 on Saturday.

13. Therefore during the week there will be on an average day just over one HGV per hour using each road.

14. The remaining phases will generate approximately the following maximum HGV movements per day:

- Phase 2 (20 weeks): 24
- Phase 3 (20 weeks): 9
- Phase 4 (22 weeks): 10

15. It is considered that there are 3 key aspects to consider in the transport assessment of this proposals:

- The physical suitability of the access routes;
- Traffic capacity impacts;
- Traffic environmental impacts

16. The physical suitability will be checked by use of the TRACK programme using the largest vehicle that will be permitted to use the site. Parked cars etc will be simulated in the test. Consideration will be given to introduction of temporary parking restrictions to create passing places if necessary.

17. Traffic capacity is not expected to be an issue given the number of vehicles and therefore it is not intended to undertake any detailed capacity analysis.

18. Turning to the traffic environmental impacts, The Institute of Environmental Management and Assessment (IEMA) 'Guidelines for the Environmental Assessment of Road Traffic' will be used to assess the likely impacts.

19. The guidelines advise the use of a 'check-list' of potential effects. This note deals only with the transport related ones which are: severance, driver delay, pedestrian delay, pedestrian amenity and accidents and safety.

20. Two broad rules are suggested within the guidelines which can be used as a screening process to limit the scale and extent of the assessment:

21. Rule 1: include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and

22. Rule 2: include any other specifically sensitive areas where traffic flows have increased by 10% or more.

23. Surveys of existing flows will be undertaken to allow the changes as a result of the proposed remediation to be assessed. It is unlikely that the overall traffic flows will increase by over 30% although HGV numbers will.

24. It is considered that the key elements for assessment will be severance, pedestrian amenity and accidents and safety. Severance and pedestrian amenity will be assessed by considering the changes in vehicles and the sensitivity of the receptor ie the people who are likely to be affected. For example there will be school children in the area as well as residents.

25. The accident records for the area will be collected to determine if there are any existing safety issues that could be exacerbated.

26. Mitigation will be considered. This could include restrictions on some parking areas, use of banksmen, certain driver instructions etc.

27. The above analysis will be reported in a Transport Statement.

APPENDIX B

Accident Data

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT: National Grid

PROJECT: Southall Gas Works

DRAWING TITLE: Extent of Accident Data

SCALE: NTS

DRAWN	CHECKED	DATE
AH	CS	24/10/11

vectos
transport planning specialists
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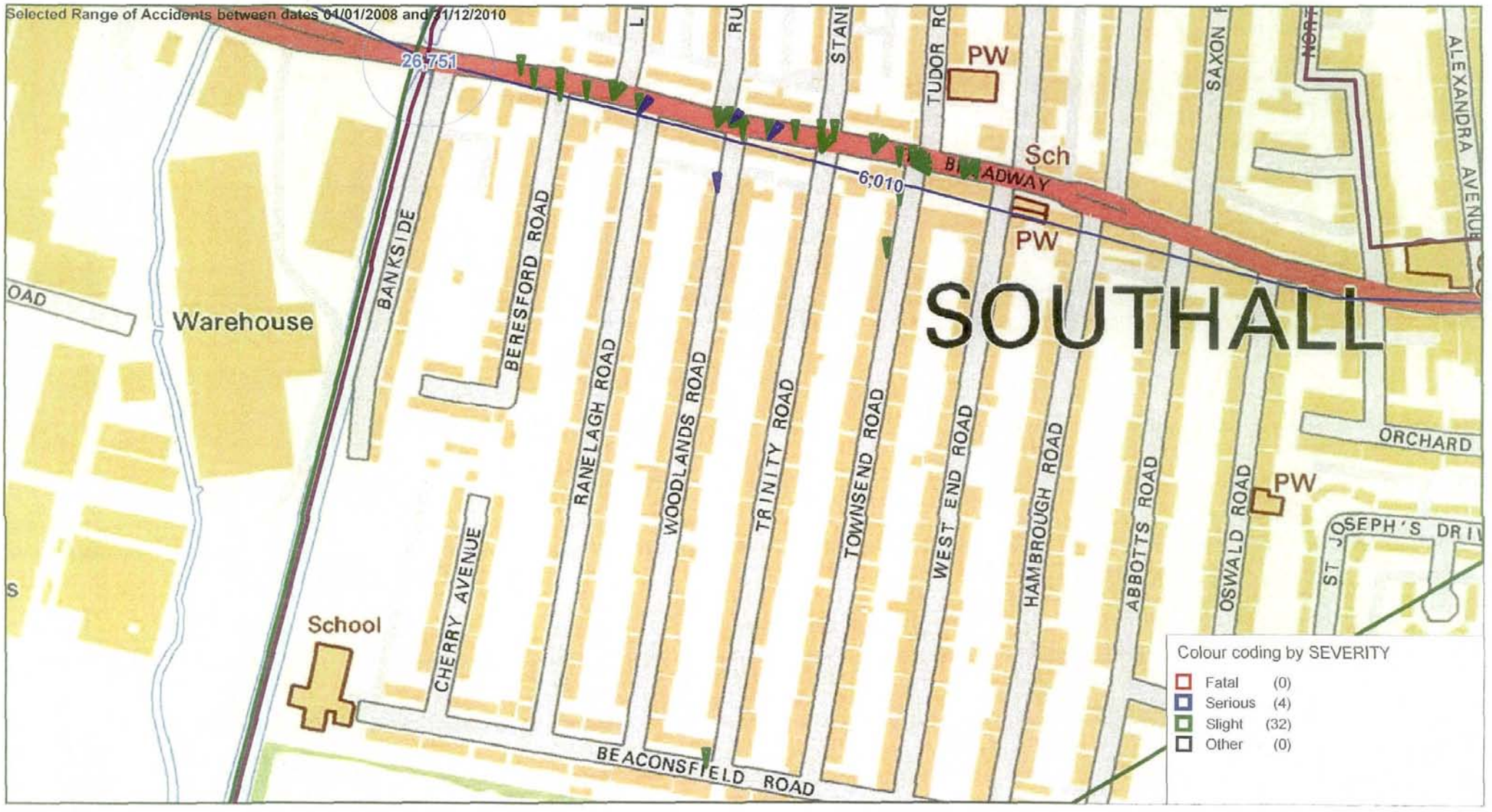
t: 020 7268 3020 e: enquiries@vectos.co.uk

DRAWING NUMBER: 110022-A-01 REVISION: -



Ealing

Southall Gas Works

SCALE	1 : 4000
DATE	26/10/2011
DRAWING No.	London Borough of Ealing
DRAWN BY	Dwayne Scotland

[redacted]

APPENDIX C

Vehicle Swept Path Analysis

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT
National Grid

PROJECT
Southall Gas Works

DRAWING TITLE
Swept Path - 10.2m Large Tipper

SCALES
1:500 at A3

DRAWN	CHECKED	DATE
AH	CS	21/10/11

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DRAWING NUMBER
110022-AR-01

REVISION
-

Notes:

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REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT: National Grid

PROJECT: Southall Gas Works

DRAWING TITLE: Swept Path - 10.2m Large Tipper

SCALE: 1:500 at A3

DRAWN	CHECKED	DATE
AH	CS	21/10/11

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REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT
National Grid

PROJECT
Southall Gas Works

DRAWING TITLE
Swept Path - 10.2m Large Tipper
Woodlands Road

SCALES
1:500 at A3

DRAWN	CHECKED	DATE
AH	CS	21/10/11

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DRAWING NUMBER
110022-AR-03

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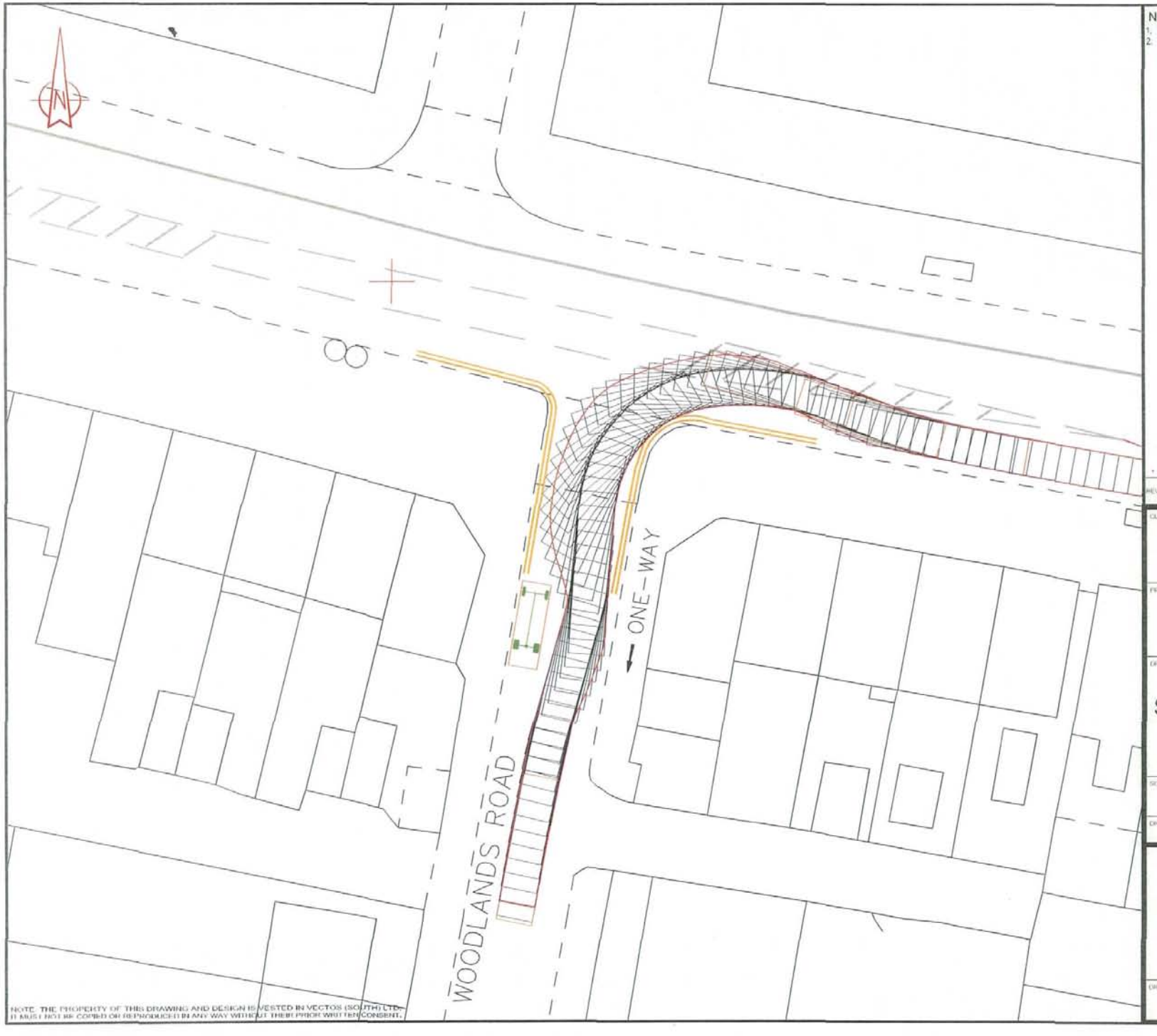

Notes:
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REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT
National Grid

PROJECT
Southall Gas Works

DRAWING TITLE
Swept Path - 10.2m Large Tipper
Woodlands Road

SCALES
1:500 at A3

DRAWN	CHECKED	DATE
AH	CS	21/10/11

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DRAWING NUMBER
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REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT
National Grid

PROJECT
Southall Gas Works

DRAWING TITLE
Townsend Road
Swept Path - Low Loader

SCALES
1:500 at A3

DRAWN	CHECKED	DATE
AH	CS	27/10/11

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CLIENT
National Grid

PROJECT
Southall Gas Works

DRAWING TITLE
Woodlands Road
Swept Path - Low Loader

SCALES
1:500 at A3

DRAWN	CHECKED	DATE
AH	CS	27/10/11

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REVISION
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REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT
National Grid

PROJECT
Southall Gas Works

DRAWING TITLE
Trinity Road
Swept Path - Low Loader

SCALES
1:500 at A3

DRAWN	CHECKED	DATE
AH	CS	27/10/11

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DRAWING NUMBER
110022-AR-07

REVISION
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Notes:

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REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT

National Grid

PROJECT

Southall Gas Works

DRAWING TITLE

Ranelagh Road
Swept Path - Low Loader

SCALES

1:500 at A3

DRAWN	CHECKED	DATE
AH	CS	27/10/11

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DRAWING NUMBER

110022-AR-08

REVISION

-

National Grid

Southall Gas Works Site Remediation
Construction Traffic Assessment

Highway Statement

October 2011

Vectos, 85 Tottenham Court Road, London W1T 4TQ www.vectos.co.uk
Registered address: Vectos (South) Limited, Hardwick House, Prospect Place, Swindon SN1 3LJ. Company no. 7591661

REPORT CONTROL

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Project:	Southall Gas works
Client:	National Grid Properties
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Primary Author	■	**Initialled:**
Contributor		**Initialled:**
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Issue	Date	Status	Checked for Issue
1			
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Contents

Figures

Appendices

1 INTRODUCTION

1.1 Vectos has been commissioned by National Grid Property (NGP) Ltd to advise on the traffic implications of proposed remediation works at the National Grid Property site, located in Southall, in the London Borough of Ealing (LBE).

1.2 Planning permission exists for the re-development of the Southall Gasworks site for a residential led, mixed use development. National Grid Property (NGP) now wish to commence remediation works on the site to facilitate implementation of this permission.

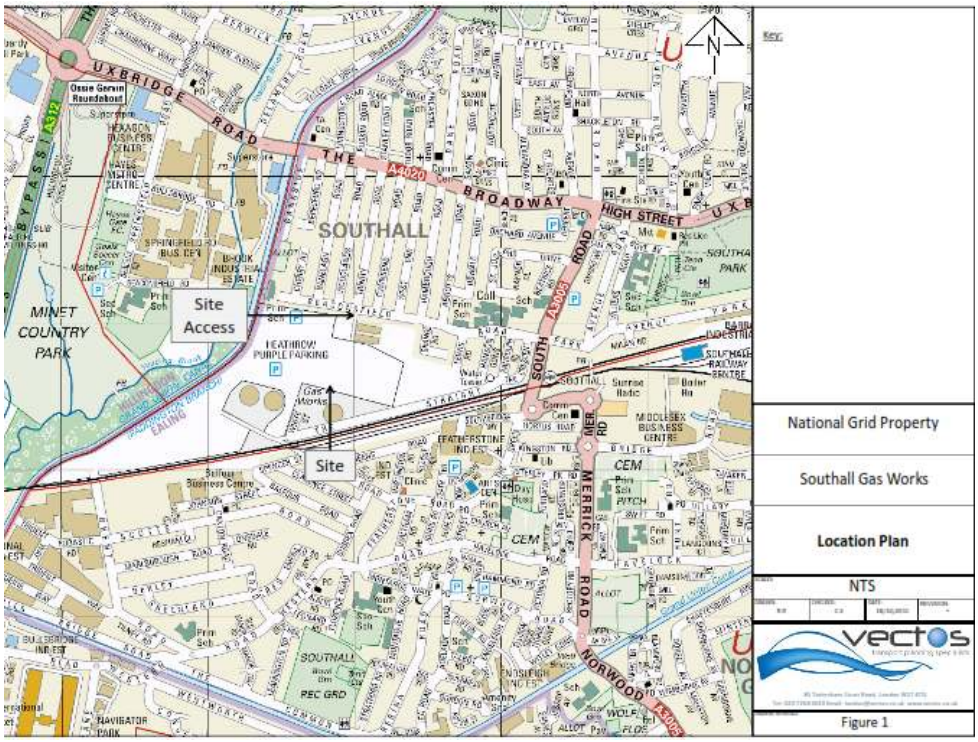
1.3 This report sets out the routes to be taken by construction traffic and the volumes of vehicles that are anticipated. The objective is to control the effects on local residents and maintain acceptable levels of highway safety.

1.4 Condition 17 of the planning permission states: *"No remediation, preparatory works or construction will take place prior to the bringing into use for construction traffic the Pump Lane Access Works as shown on Drawing No 52212/B/51, and HGV construction traffic will not use any other access to the site unless otherwise agreed in writing by the London Borough of Ealing as the local planning authority in consultation with Transport for London. Suitable control measures will be put in place prior to first use of the Pump Lane access to ensure that it is only used by construction traffic prior to its opening to general traffic."*

1.5 However, due to land ownership issues, it is unlikely that the land required for the Pump Lane access will be available for several years. Therefore, in order to facilitate the first phase of housing on the site, NGP propose to undertake the remediation using existing local roads.

1.6 The site access to be utilised by construction traffic will be the existing access on Beaconsfield Road as shown at **Figure 1.**

Figure 1 – Location Plan & Construction Site Access



1.7 The alternative of using the canal for remediation activities has been investigated. However, there are a limited number of tips where contaminated materials can be taken and these are not located within close proximity of the canal. Therefore double handling would be required which would pose potential environmental risks. Furthermore the set up costs would be prohibitive for the remediation phase of the project. A separate note has been produced as requested by LBE which assesses the potential for using the canal for remediation works. This is contained within **Appendix D.**

1.8 At a meeting held on Wednesday 12th October 2011 with London Borough of Ealing (LBE), the Remediation Works Traffic Scoping Note prepared by Vectos, setting out how HGV and other construction site traffic would access the site and the assessment required was discussed with LBE. A copy of the Scoping Note is included at **Appendix A.** The scope of the assessment required was agreed by LBE. It should be noted that the estimates of HGV movements have been refined since the scoping note was prepared leading to a small reduction in traffic movements.

1.9 The information that it was agreed would be provided within this report is as follows:

- Assessment of access routes to/from the site via A4020 Broadway, Beaconsfield Rd and connecting roads including swept path analysis;
- The size, quantity and type of vehicles to be used;
- Proposals for accommodating large loads to/from the site;
- Anticipated hours of operation; and
- Safety assessment including consideration of the Blair Peach primary school on Beaconsfield Road and Townsend Street Mosque.

1.10 It was agreed that traffic capacity assessments were not required due to the small number of HGV movements.

2 DESCRIPTION OF REMEDIATION STRATEGY

Vehicular Movements

2.1 It is proposed that the remediation works will be undertaken in 5 phases, utilising the Beaconsfield Road site access. Although some contaminated material will have to be disposed off-site and there will be the importation of clean material to the site, the remediation strategy seeks to use on-site treatment techniques and stockpile management to minimise the vehicle movements to/from the site.

2.2 The vehicles being used for the import and export of the material to the site will be 10.2m long large tippers. However, there will also be a requirement for the use of 4 low-loaders over two, two week periods to bring in machinery.

2.3 **Table 2.1** below provides a summary of the anticipated quantities of material to be transported from the site, the estimated duration and estimated vehicle movements required.

Table 2.1: Summary of Phased Disposal of Material from Site

Phase	Volume Disposed	Estimated Vehicle Movements Per Phase	Estimated Duration (wks)	Vehicle Movements per week
1a	10,925	1,457	32	46
1b	4,660	621	15	42
2	3,800	507	20	25
3	3,150	420	20	21
4	3,843	512	22	23
Total	26,378	3,517	109	

2.4 The import of clean material to the site will comprise two elements as follows:

- Granular Fill: This will take place throughout the 109 weeks of remediation and will generate up to 13 movements per week.
- Clay: This will take 63 weeks and generate 42 vehicles per week.

2.5 Therefore the total vehicular movements during each phase will be as follows:

Table 2.2: Summary Estimated Vehicle Movements per week

Phase	Export	Import	Total Weekly	Approx. Average Daily
1a	46	55	101	18
1b	42	55	97	18
2	25	55	80	15
3	21	13	34	8
4	23	13	36	8

2.6 It is clear from Table 2.2 above that phase 1a will involve the greatest level of activity, generating approximately 101 movements per week. For a five and a half day working week this will equate to an average of approximately 18 movements per day. These are two way movements i.e. 9 IN and 9 OUT. Due to the one way nature of the roads connecting The Broadway and Beaconsfield Road, entering vehicles will use one road and exiting vehicles will use another road.

Operating Hours

2.7 Hours during which movements will be permitted are from 07:00 to 08:00 and from 09:30 to 15:00, Monday to Friday and 09:00 to 13:00 on a Saturday. No movements will be permitted on a Sunday. Permission for movements at other times will need to be agreed with the council in writing.

2.8 It is necessary for movements to be permitted between 07:00 and 08:00 to enable HGV vehicles to undertake two return journeys per day. In removing hazardous/contaminated waste from the site, the locations for landfill are a considerable distance from the site, including locations such as Peterborough. It is therefore necessary for HGV's to gain access to the site between 07:00 and 08:00 to allow two return journeys to Peterborough to be undertaken within the same day. If the start of movements was delayed until 9.30 and therefore only one movement per day was feasible this would add considerably to the overall remediation works duration and costs.

2.9 During the operating hours there will be 9 movements in each direction over 6.5 hours i.e. an average of 1.4 movements per hour). No more than 2 movements per hour in each direction will be permitted unless otherwise agreed with LBE.

2.10 These are very low flows and will make no material difference to the operation or amenities along the roads. After Phases 1a & 1b, the flows will reduce.

2.11 In addition to the main movement of materials there will be a small number of vehicles bringing in plant and machinery.

2.12 Staff will be encouraged to use public transport. Those who do travel to the site by car will use the Brent Road access to the south of the site.

2.13 It is proposed that a construction traffic highway impact review mechanism will be submitted and agreed in writing by the local planning authority prior to the commencement of remediation. This mechanism will be a process where the impact of the remediation works will be monitored, with the implementation of measures to mitigate the impact of the works applied if deemed necessary by LBE.

3 APPRAISAL OF PROPOSED ROUTING STRATEGY

Site History

3.1 A new gas pipeline was recently constructed across the Southall gasworks site from Minet Country Park to link to the gasholder. The route utilised by the HGV's for this project was from the west via the A312 Hayes By Pass and then along Uxbridge Road/The Broadway. Woodlands Road and Ranelagh Road were used as a construction vehicle route between The Broadway and Beaconsfield Road.

3.2 The construction took place over a period of nearly a year (January 2009 to December 2009) and was undertaken by two contractors, Erith and Murphy's on behalf of National Grid and involved a wide variation in the number of daily construction vehicle movements, with a peak of 68 movements per day.

3.3 The hours of operation on the site were from 7.30am to 6.30pm. Low loaders were used at the beginning and end of the contract to bring in pipes and plant to the site. During the first and last 2 weeks of the contract there were a total of 16 to 20 movements of low loaders during each 2 week period, with 8-10 movements in to the site and 8-10 movements out of the site.

3.4 In addition to this, a 100 ton crane and a big pipe laying machine were brought to the site. The crane and large machine were brought to the site using Trinity Road. On one day there was a parking suspension down one side of the road and the machinery was brought into the site by changing the one way working to allow the ingress to the site. The large vehicles went out via Trinity Road too. We understand all traffic movements were agreed with LB Ealing.

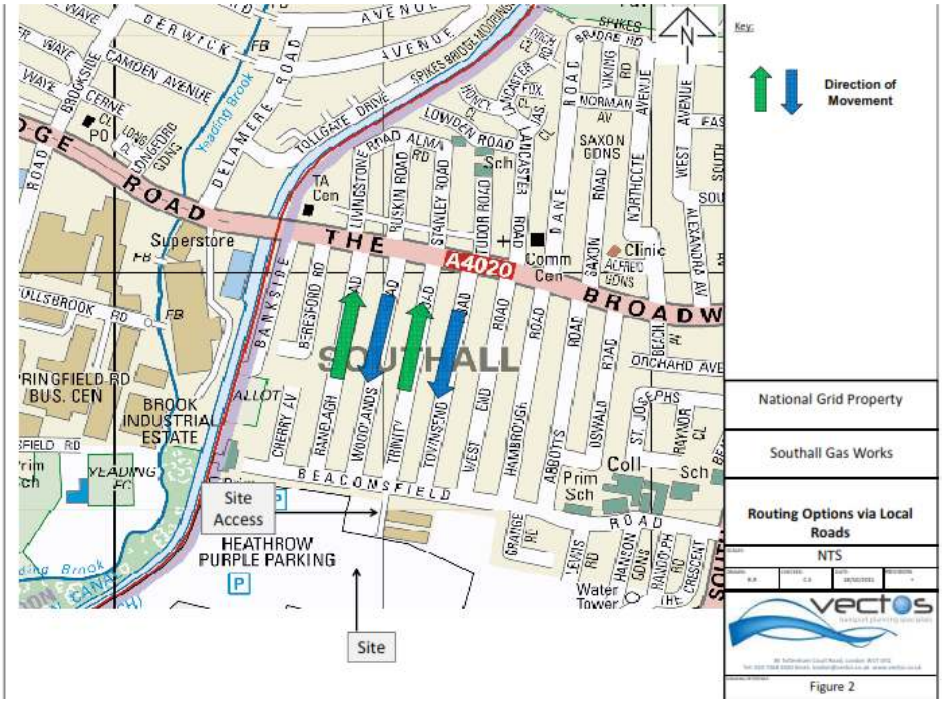
3.5 We are not aware of any objections from local residents during this period.

Potential HGV Routes

3.6 The proposal is that HGVs will access the site from the west via the Hayes By Pass and the A4020 The Broadway and then two of the roads that link The Broadway to Beaconsfield Road (one for inbound traffic and one for outbound). The potential routes

from The Broadway to Beaconsfield Road are: Woodlands Road or Townsend Road for inbound and Ranelagh Road or Trinity Road for outbound. This is illustrated **in Figure 2**.

Figure 2 – Proposed Vehicle Routing



Audit of Existing Local Road Conditions

3.7 In order to ensure that the local road network can be deemed suitable to permit the movements of HGV construction vehicles, an audit of the potential haul routes has been undertaken.

Broadway

3.8 The A4020 Broadway is a busy two-way single carriageway strategic road which forms part of the TLRN road network. The Broadway has a continuous bus lane operating adjacent to the eastbound lane. There is central hatching that creates right turn lanes into the roads passing down to Beaconsfield Road.

Townsend Road

3.9 There is a pedestrian crossing immediately west of the junction of Townsend Road with The Broadway. The junction has a dedicated right turn ghost-island into Townsend Road

to assist right turning vehicles entering from the west, allowing straight ahead (eastbound) traffic to flow unobstructed.

3.10 Townsend Road operates as a 20mph one-way road in a southbound direction. Speed humps are situated on the carriageway to enforce the 20mph speed limit. Double yellow lines are marked within proximity of the junctions with The Broadway and Beaconsfield Road respectively. A loading bay is situated on the west-side of the carriageway with on-street parking spaces marked out to the east-side of the road on the northern section. Further south of the junction with The Broadway, there is on-street parking on both sides of the road. Towards the junction with Beaconsfield Road, the overall carriageway width along Townsend Road increases slightly. A mosque is located at 103-105 Townsend Road.

3.11 There is a controlled parking zone in operation on Townsend Road from 10am-8pm Monday-Saturday and from 2pm-8pm Sunday. There is a mixture of pay and display parking and residents permit parking.

Woodlands Road

3.12 Woodlands Road operates as a one-way road (southbound), with a loading bay and pay & display parking within the northern section (close to the junction with The Broadway). There are double yellow lines present close to the junction with The Broadway. There is on-street parking present on both sides of the road in the southern section with speed hump traffic calming also present to enforce the 20mph speed limit.

Trinity Road

3.13 Trinity Road operates as a one-way road (northbound), with a loading bay on the north-west section (close to the junction with The Broadway). There are double yellow lines present close to the junction with The Broadway. There is on-street parking present on both sides of the road and speed humps present. Trinity Road also operates under a controlled parking zone (zone L) and operates under a 20mph speed limit.

Ranelagh Road

3.14 There is no controlled parking zone (CPZ) in operation along Ranelagh Road. There is on-street parking on both sides of the road along with off street parking for some properties. The road is subject to a 20mph speed limit.

Beaconsfield Road

3.15 Beaconsfield Road has a speed limit of 30mph,with on-street parking adjacent to the southern carriageway, with double yellow lines present along some sections of the northern carriageway. Some of the on-street parking utilises sections of the pavement.

Accident Analysis

3.16 Accident data was obtained from the London borough of Ealing Council for the local roads listed above, Beaconsfield Road, The A4020 Broadway/Uxbridge Road and the junctions with Beaconsfield Road and The Broadway for a 3 year period from 1st January 2008 to 31st December 2010. The accident data is contained within **Appendix B.**

3.17 A review of the personal injury accident (PIA) data revealed a total of 36 accidents, of which 32 were deemed slight and 4 were deemed serious. Of the casualties, 12 involved vehicle drivers, 8 involved vehicle passengers, 18 involved pedestrians, 2 involving cyclists and a further 1 casualty involving motorcyclists.

3.18 All 4 of the serious accidents involved pedestrians. One of the serious accidents occurred at the junction of Ranelagh Road with A4020, two accidents occurred close to the junction of Woodlands Road with A4020 and a further serious accident involving a pedestrian occurred on Woodlands Road.

3.19 One serious accident close to the junction of Ranelagh Road with Broadway occurred at 2am on a Saturday night and was the result of the vehicle driver travelling at excessive speed. The two serious accidents occurring at the junction of The Broadway/Woodlands Road involved a small goods vehicle driver failing to look properly and a pedestrian failing to look properly as they crossed the road. On Woodlands Road, the serious injury to a pedestrian was caused by a >3.5t van reversing from a stationary position without undertaking the necessary observations.

3.20 There were no recorded accidents on Ranelagh Road, or Trinity Road and only one slight accident occurred on Beaconsfield Road over this period. A total of two slight accidents occurred on Townsend Road.

3.21 The majority of slight injuries involving pedestrians were caused by pedestrians failing to look properly. The majority of accidents involving vehicle occupants involved rear end shunt type collisions as a result of driver error from failing to look properly.

3.22 The small increase in HGV movements associated with the remediation works is not sufficient to impact on the number of accidents occurring on The Broadway and the junctions with Trinity Road, Woodlands Road, Ranelagh Road or Townsend Road.

3.23 The HGV drivers will be advised to drive slowly and vigilantly, particularly at the junctions with The Broadway when performing entering/exiting manoeuvres to/from The Broadway.

3.24 The Blair Peach Primary School is situated to the west of the National Grid site on Beaconsfield Road. It should be noted that there have not been any recorded accidents on Beaconsfield Road involving pupils from the primary school. HGV vehicle movements will not be permitted between 08:00 and 09:30 or after 15:00 Monday to Friday to avoid conflict with school pupils.

Vehicle Swept Path Analysis

Overview

3.25 Vehicle swept path analysis has been undertaken to ascertain whether any physical limitations currently exist which may restrict or prevent a proposed route being utilised for the movement of HGV construction vehicles to and from the site. Larger tipper vehicles will typically be used for the removal and importation of soil at the site. Low loaders will also be used for transporting plant equipment on an infrequent basis. Analysis has taken into account yellow line restrictions and parking bays. **Appendix C** contains swept path analysis of the relevant HGV routes.

3.26 The proposed route options involve northbound movements via either Ranelagh Road or Trinity Road and southbound movements via either Woodlands Road or Townsend Road.

Summary

Large Tippers

3.27 From the vehicle swept path analysis, Woodlands Road and Ranelagh Road represent the preferred haul routes for large tipper vehicles. These roads permit all movements at the junctions with The Broadway, albeit access will be from the west, and Beaconsfield Road without requiring traffic management or temporary parking restrictions to be implemented.

3.28 Townsend Road could also be utilised to accommodate vehicles accessing the site, but the mosque is a disincentive to use this road. The use of Trinity Road could also be used as an egress. It has been agreed with LBE that both Trinity and Ranelagh will be used for egressing the site, and that Woodlands Road will be used by large tipper vehicles for entering the site.

3.29 It has been subsequently agreed with LBE that there will be a maximum of 18 vehicle movements per day (9 IN and 9 OUT)..

Low Loaders

3.30 Drawing 110022–AR–09 & 10 demonstrates the swept path for the low loader negotiating the junction of South Road with Beaconsfield Road and entering into the site. The vehicle can perform this manoeuvre adequately.

3.31 It has been agreed with LBE that a total of 16 low loader movements will be permitted across the remediation period, accessing the site via South Road/Beaconsfield Road, unless otherwise agreed in writing by the planning authority.

4 RECOMMENDATIONS & CONCLUSIONS

Summary

4.1 This note sets out the proposed traffic implications of the proposed remediation of the National Grid Property site, Southall.

4.2 It is proposed that the remediation works will be undertaken in 5 phases, utilising the Beaconsfield Road site access. HGV's will access the site from the west via the Hayes By Pass and The Broadway and then by means of specified roads from The Broadway to Beaconsfield Road.

4.3 Working hours will be from 07:00 to 08.00 and from 09:30 to 15.00, Monday to Friday and 09.00 to 13.00 on a Saturday. It is anticipated that large tipper vehicles will be used for the general transportation of soil and other materials in the remediation of the site. Low loaders will also be used to transport heavy plant equipment over a total of four weeks (2 x 2 week periods), resulting in a maximum of 16 vehicle movements.

4.4 It is anticipated that the highest volumes of traffic will be generated during Phase 1a & Phase 1b which will lasts for 32 and 15 weeks respectively. The estimated average maximum number of two-way HGV movements is 18 per weekday, comprising 9 vehicle arrivals and 9 vehicle departures. NGP will accept this as the maximum permitted movements unless otherwise agreed in writing by London Borough of Ealing.

4.5 It has been agreed that both Trinity Road and Ranelagh Road will be used for egressing the site, and that Woodlands Road will be used by large tipper vehicles for entering the site.

4.6 These are very low levels of traffic and will make little or no material difference to the operations or amenities along the roads used.

4.7 From the vehicle swept path analysis, it has been concluded that Woodlands Road and Ranelagh Road/Trinity Road represent the preferred haul routes for large tipper vehicles, permitting all movements at the junctions with A4020 The Broadway and Beaconsfield Road without requiring additional traffic management or temporary parking restrictions to be implemented.

4.8 For the short periods of time when low loader vehicles are being used to transport machinery to the site, the junction of South Road with Beaconsfield Road will be used.

4.9 It is therefore concluded that the required HGV manoeuvres can be undertaken safely without any suspension of parking during the main remediation works. Furthermore, the number of vehicles generated by the works is very small and will make no material difference to conditions in the roads to be used.

4.10 Therefore it is considered that there are no traffic and transport related reasons why the proposed vehicle routes and the Beaconsfield Road site access cannot be used for the remediation of the site.

APPENDIX A

Scoping Note

06 October 2011

Southall Gas Works

Remediation Works – Traffic Scoping Note

1. Planning permission exists for redevelopment of the Southall Gasworks site for a mixed use development. National Grid Property (NGP) now wish to commence remediation works on the site to facilitate future development.

2. Vectos have been commissioned to prepare a transport statement dealing with the traffic generated by the remediation works. This Scoping Note sets out the approach to assessment.

3. Condition 17 of the planning permission states: *"No remediation, preparatory works or construction will take place prior to the bringing into use for construction traffic the Pump Lane Access Works as shown on Drawing No 52212/B/51, and HGV construction traffic will not use any other access to the site unless otherwise agreed in writing by the London Borough of Ealing as the local planning authority in consultation with Transport for London. Suitable control measures will be put in place prior to first use of the Pump Lane access to ensure that it is only used by construction traffic prior to its opening to general traffic."*

4. However, for a number of reasons the Pump Lane access is unlikely to be available for some time. Therefore, in order to facilitate the first stage of regeneration of the site, NGP propose to undertake the remediation using existing local roads.

5. The proposal is that HGVs use Uxbridge Road and then two of the roads that link Uxbridge Road to Beaconsfield Road (one for inbound traffic and one for outbound). The exact roads to be used will be determined following a comparative analysis but will be either Woodlands Road or Townsend Road for inbound and Ranelagh Road or Trinity Road for outbound. See **Figure 1** attached.

6. Based on the quantities of materials to be imported and exported from the site, an estimate has been made of the number of HGV movements that will be required.

7. There are 4 phases of remediation with all the work taking a total of 98 weeks. The highest volumes of traffic are generated during Phase 1 which lasts for 36 weeks.

8. Figures have been estimated for an average day during Phase 1. However flows will vary from day to day. Therefore a peak day could have flows of up to 30% greater than the average. Similarly other days will have less than the average.

9. The estimated average number of HGV movements is 28 per weekday ie 14 vehicles IN and 14 OUT. A peak day would be 36 movements ie 18 In and 18 OUT.

10. Therefore on the inbound road there would be on average 14 movements and a peak of 18 movements. Similarly on the outbound road. NGP will be prepared to be capped at the peak figure.

11. In addition there will be a small number of vehicles bringing in plant and machinery. Staff will be encouraged to use public transport. Those who do come by car will use the Brent Road access.

12. It is expected that working hours will be from 07.00to 19.00, Monday to Friday and 07.00 to 13.00 on Saturday.

13. Therefore during the week there will be on an average day just over one HGV per hour using each road.

14. The remaining phases will generate approximately the following maximum HGV movements per day:

- Phase 2 (20 weeks): 24
- Phase 3 (20 weeks): 9
- Phase 4 (22 weeks): 10

15. It is considered that there are 3 key aspects to consider in the transport assessment of this proposals:

- The physical suitability of the access routes;
- Traffic capacity impacts;
- Traffic environmental impacts

16. The physical suitability will be checked by use of the TRACK programme using the largest vehicle that will be permitted to use the site. Parked cars etc will be simulated in the test. Consideration will be given to introduction of temporary parking restrictions to create passing places if necessary.

17. Traffic capacity is not expected to be an issue given the number of vehicles and therefore it is not intended to undertake any detailed capacity analysis.

18. Turning to the traffic environmental impacts, The Institute of Environmental Management and Assessment (IEMA) 'Guidelines for the Environmental Assessment of Road Traffic' will be used to assess the likely impacts.

19. The guidelines advise the use of a ‘check-list’ of potential effects. This note deals only with the transport related ones which are: severance, driver delay, pedestrian delay, pedestrian amenity and accidents and safety.

20. Two broad rules are suggested within the guidelines which can be used as a screening process to limit the scale and extent of the assessment:

21. Rule 1: include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and

22. Rule 2: include any other specifically sensitive areas where traffic flows have increased by 10% or more.

23. Surveys of existing flows will be undertaken to allow the changes as a result of the proposed remediation to be assessed. It is unlikely that the overall traffic flows will increase by over 30% although HGV numbers will.

24. It is considered that the key elements for assessment will be severance, pedestrian amenity and accidents and safety. Severance and pedestrian amenity will be assessed by considering the changes in vehicles and the sensitivity of the receptor ie the people who are likely to be affected. For example there will be school children in the area as well as residents.

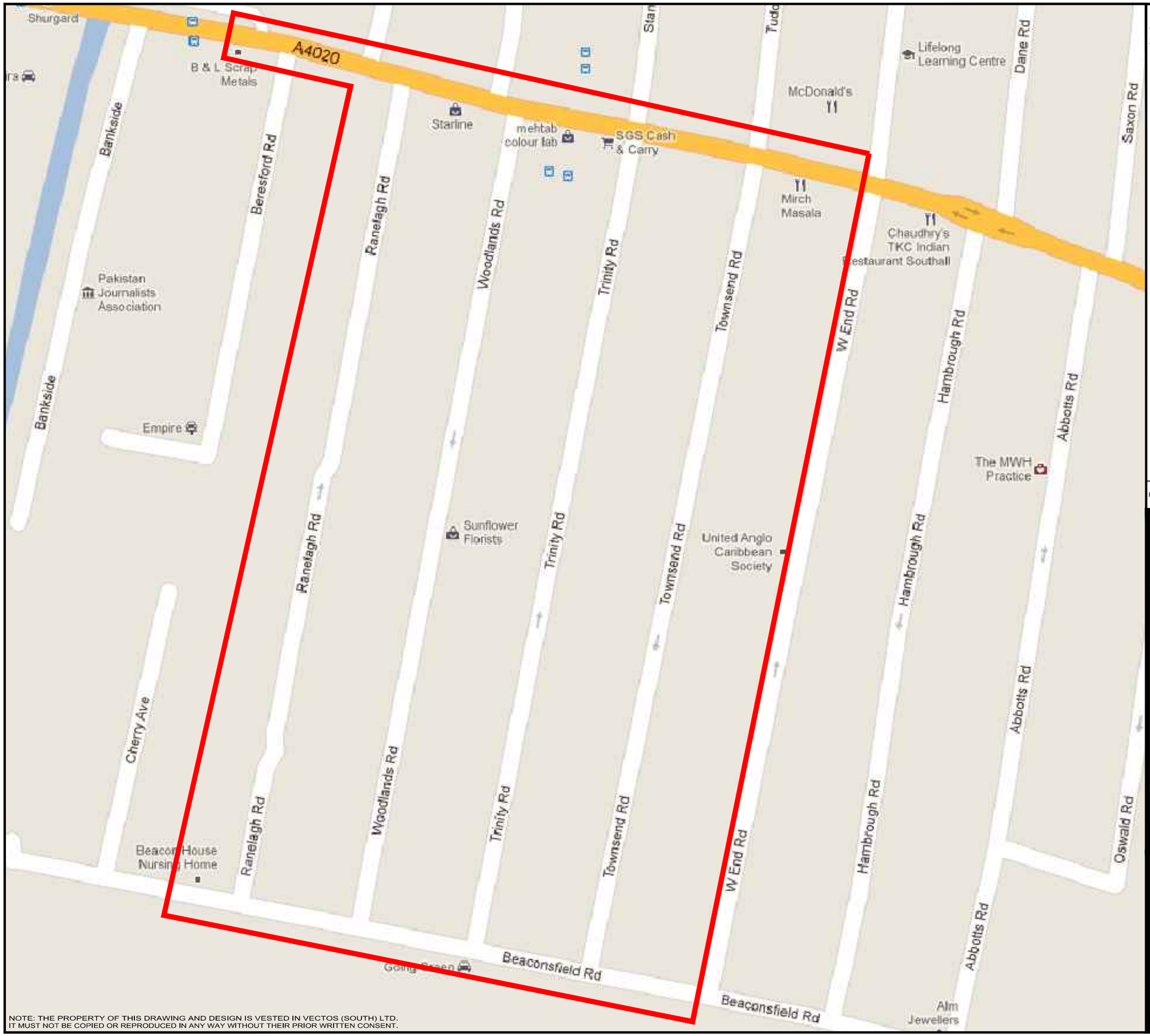
25. The accident records for the area will be collected to determine if there are any existing safety issues that could be exacerbated.

26. Mitigation will be considered. This could include restrictions on some parking areas, use of banksmen, certain driver instructions etc.

27. The above analysis will be reported in a Transport Statement.

APPENDIX B

Accident Data



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT: National Grid

PROJECT: Southall Gas Works

DRAWING TITLE: Extent of Accident Data

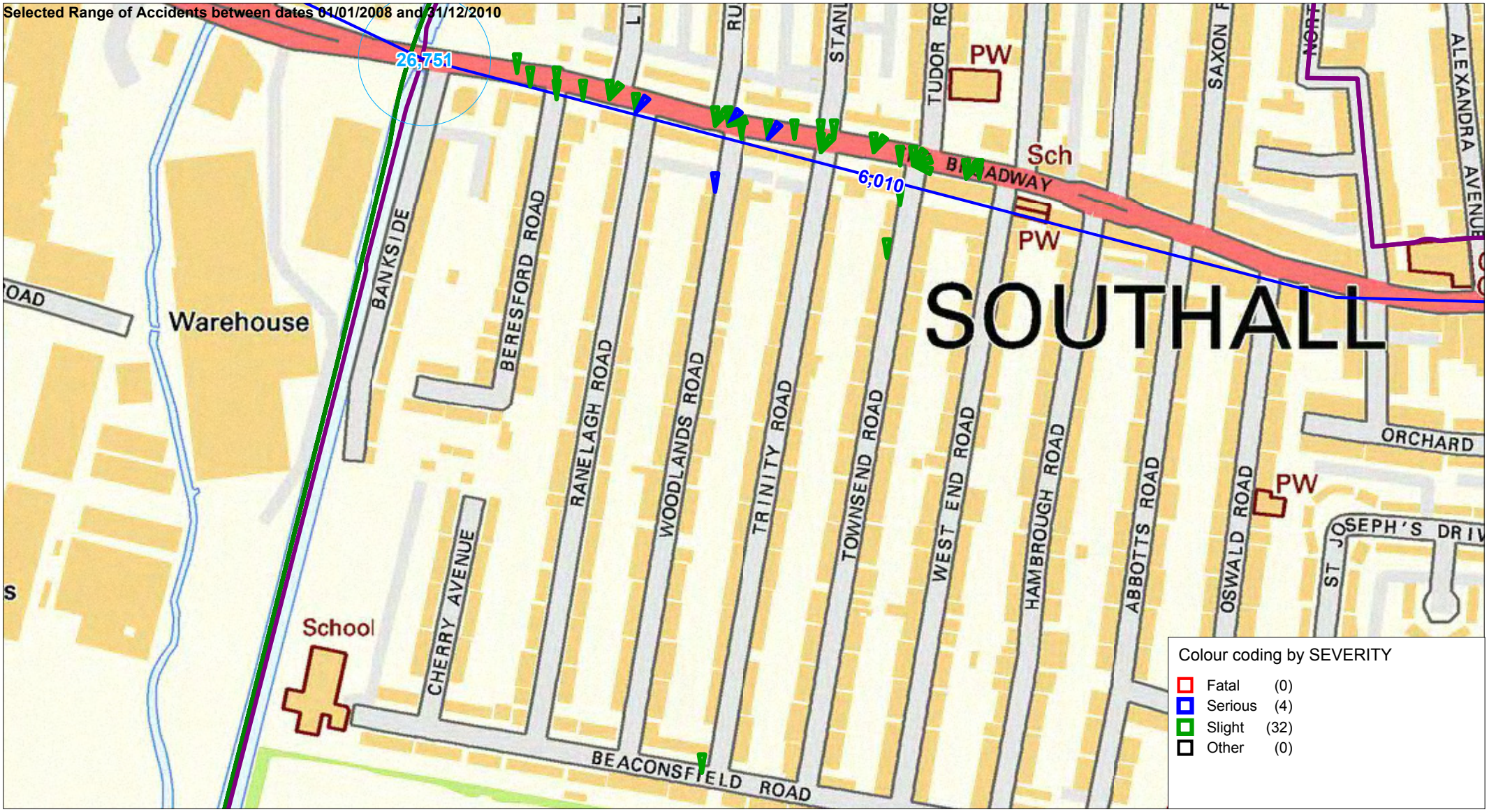
SCALES: NTS

DRAWN:	CHECKED:	DATE:
AH	CS	24/10/11

vectos transport planning specialists
85 Tottenham Court Road, London W1T 4TQ
t: 020 7268 3020 e: enquiries@vectos.co.uk

DRAWING NUMBER: 110022-A-01

REVISION: .



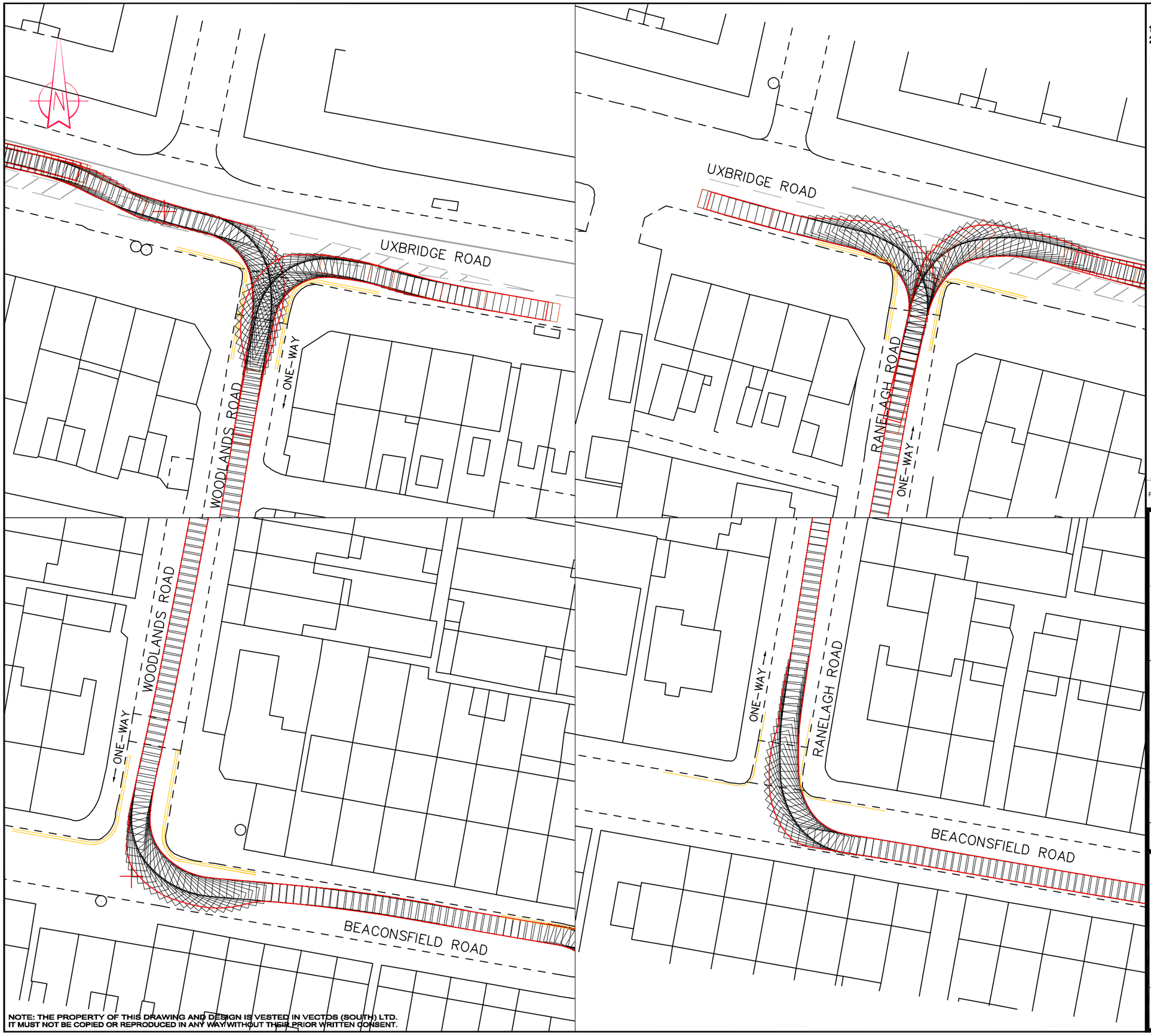
Ealing	Southall Gas Works	SCALE	1 : 4000
		DATE	26/10/2011
		DRAWING No.	London Borough of Ealing
		DRAWN BY	Dwayne Scotland

Accidents between dates **01/01/2008** **and** **31/12/2010** (36) months
Selection:
Selected using Manual Selection

Notes:
Southall Gas Works

APPENDIX C

Vehicle Swept Path Analysis



Notes:

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CLIENT:

National Grid

PROJECT:

Southall Gas Works

DRAWING TITLE:

Swept Path - 10.2m Large Tipper

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
AH	CS	21/10/11

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CLIENT:

National Grid

PROJECT:

Southall Gas Works

DRAWING TITLE:

Swept Path - 10.2m Large Tipper

SCALES:

1:500 at A3

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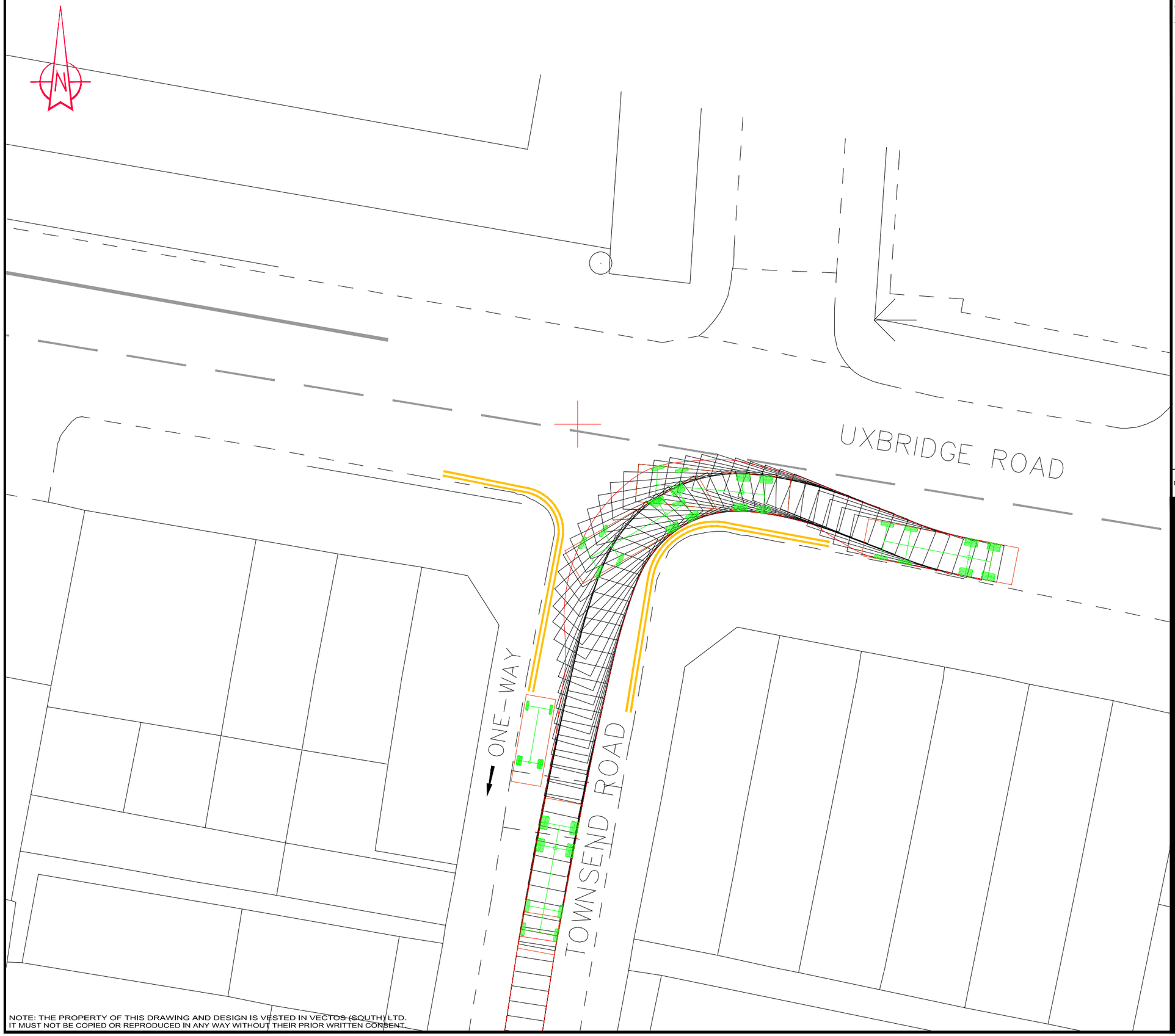

Notes:

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CLIENT:

National Grid

PROJECT:

Southall Gas Works

DRAWING TITLE:

Swept Path - 10.2m Large Tipper
Woodlands Road

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
AH	CS	21/10/11

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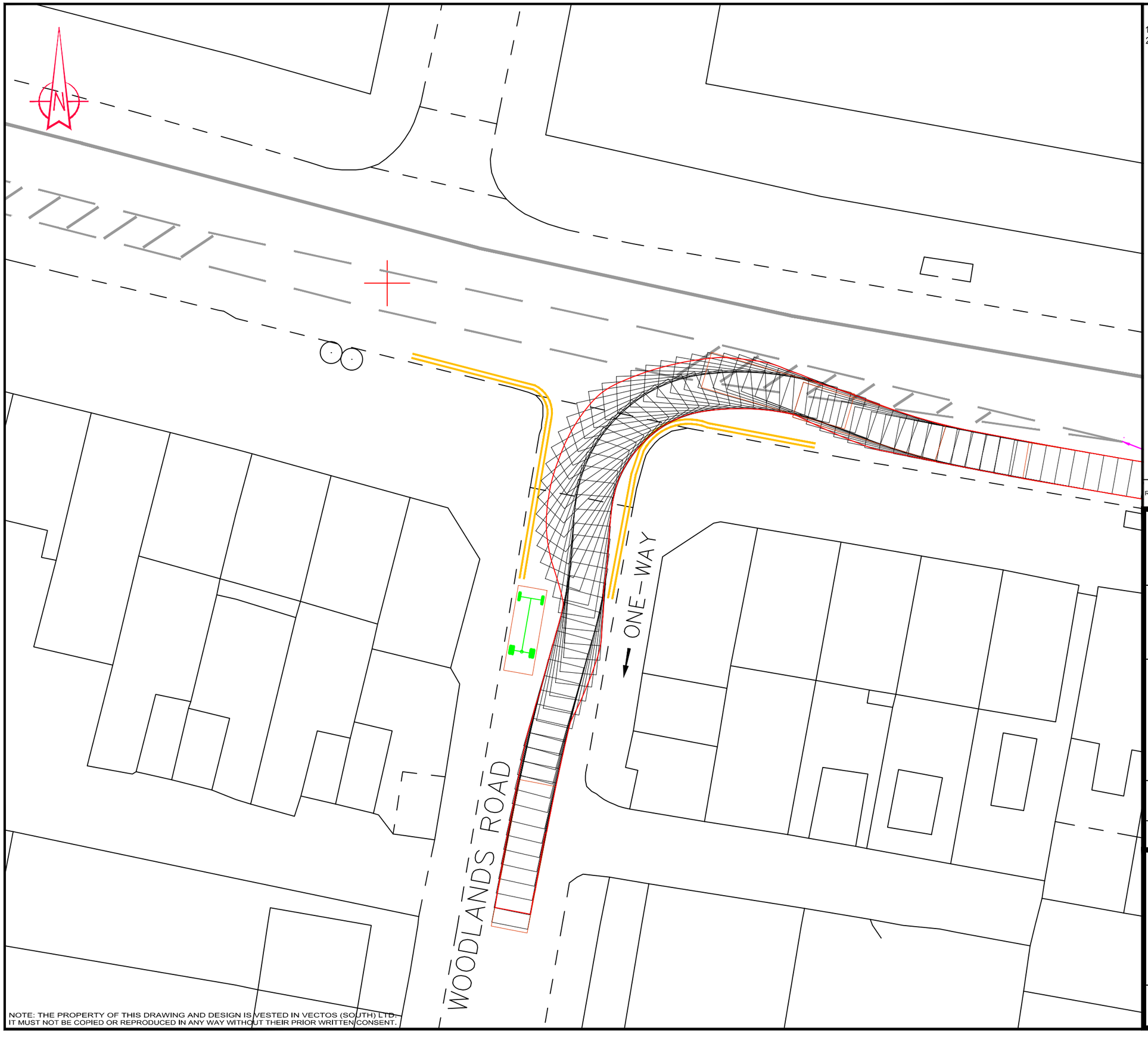

Notes:

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CLIENT:

National Grid

PROJECT:

Southall Gas Works

DRAWING TITLE:

Swept Path - 10.2m Large Tipper
Woodlands Road

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
AH	CS	21/10/11

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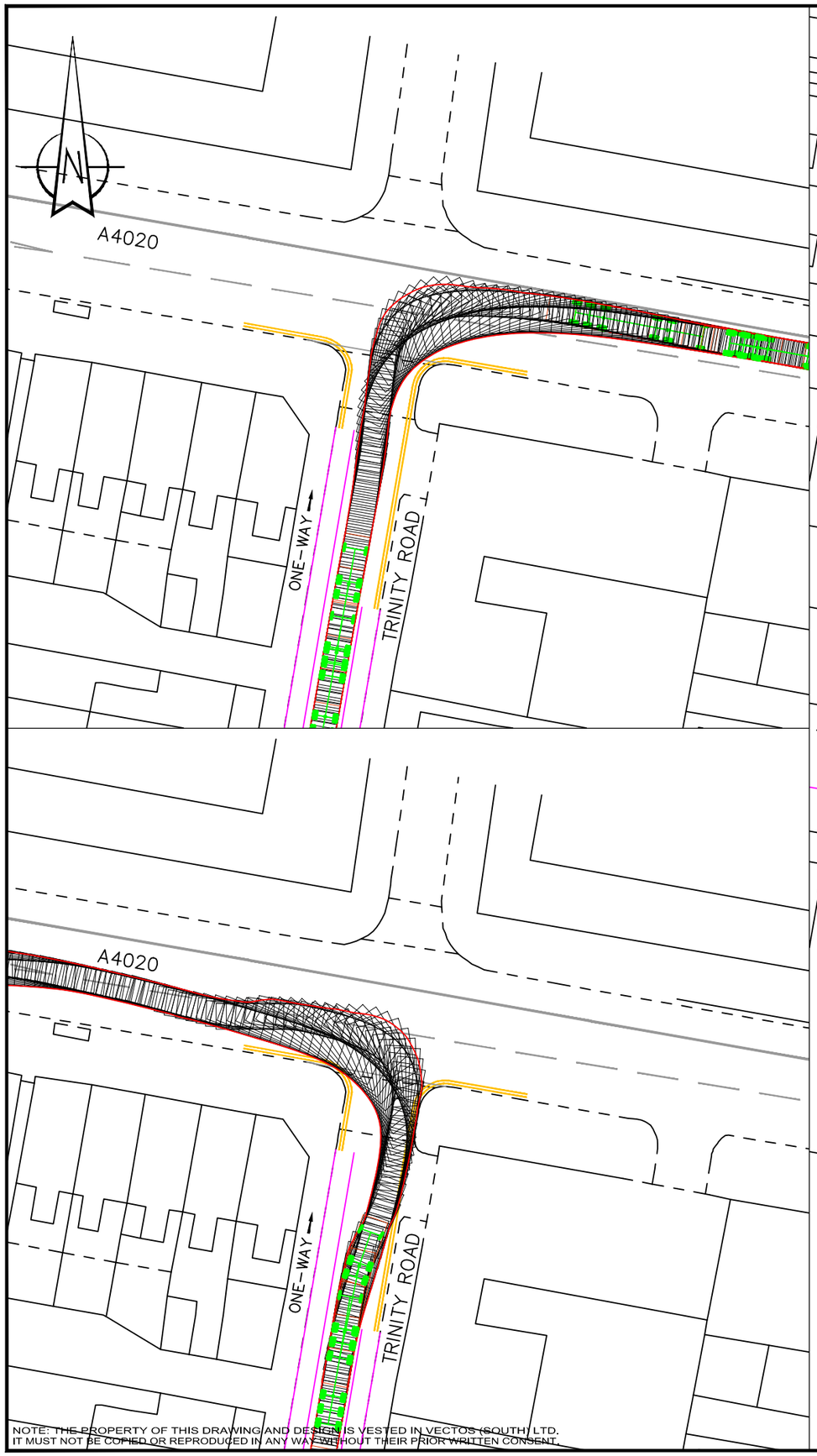

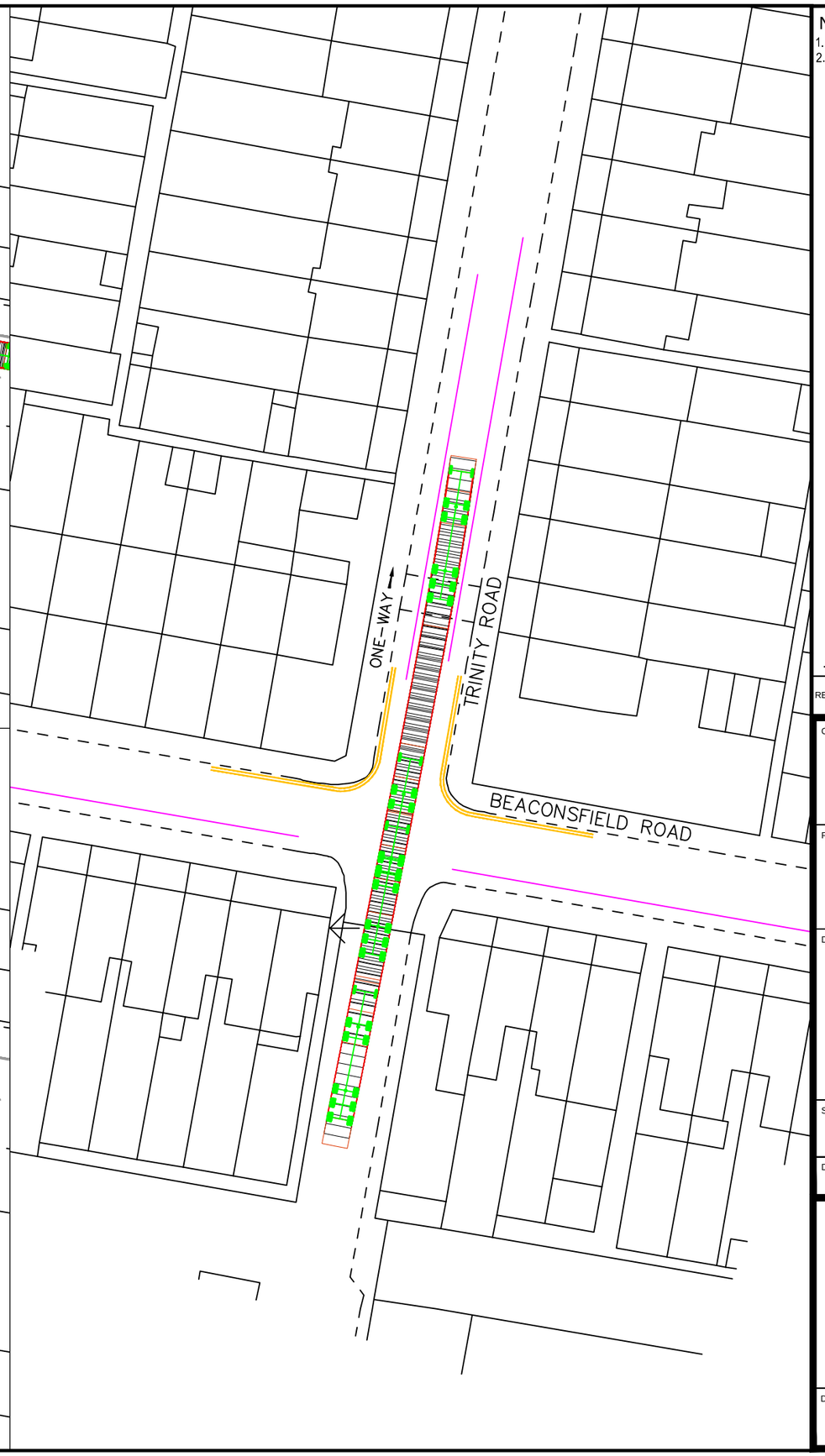

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CLIENT:

National Grid

PROJECT:

Southall Gas Works

DRAWING TITLE:

Trinity Road
Swept Path - Low Loader

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
AH	CS	27/10/11

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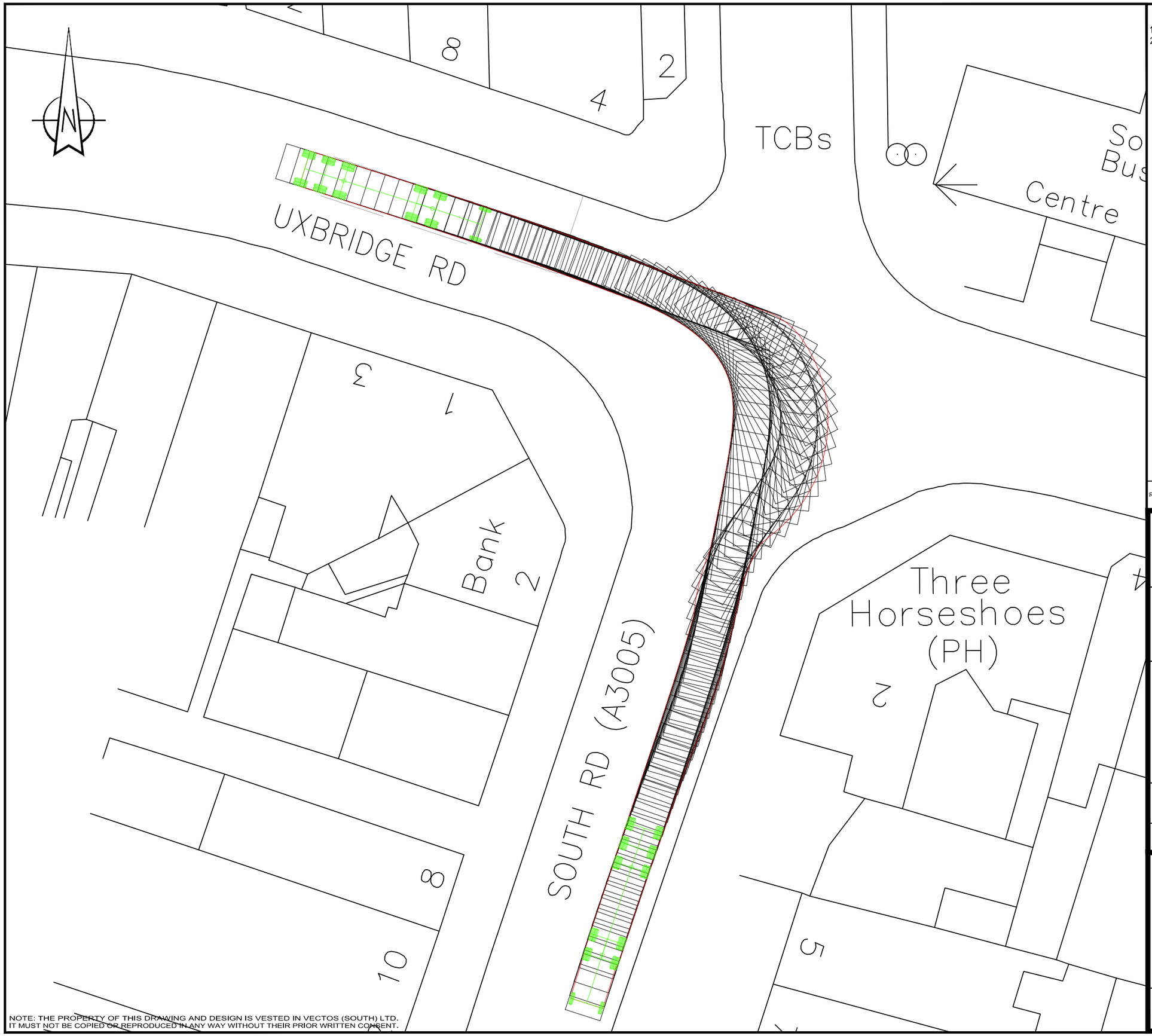
DRAWING NUMBER: 110022-AR-07

REVISION: .



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CLIENT:

National Grid

PROJECT:

Southall Gas Works

DRAWING TITLE:

Uxbridge Road / South Road
Swept Path - Low Loader

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
AH	CS	21.12.11

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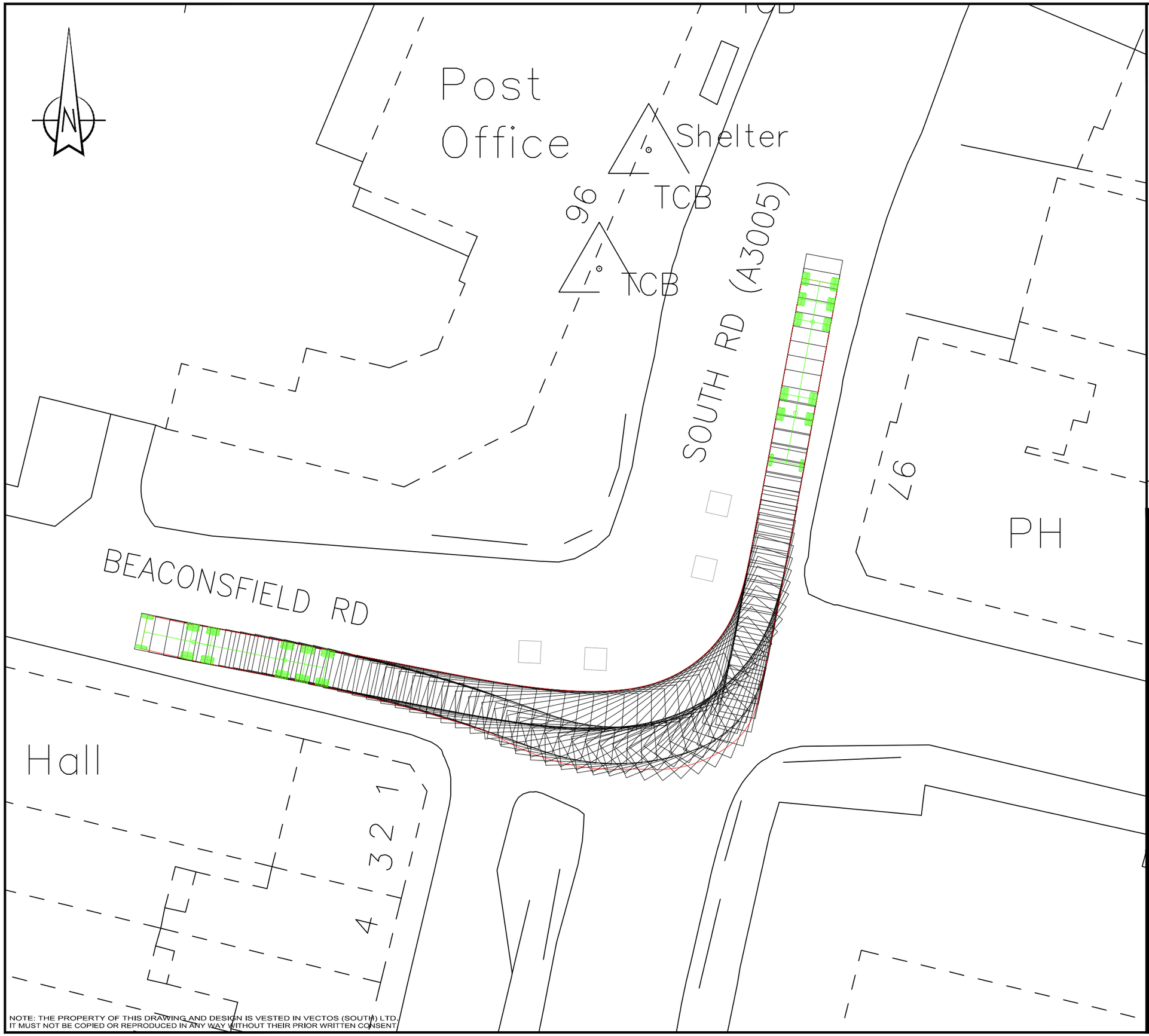

Notes:

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REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT: National Grid

PROJECT: Southall Gas Works

DRAWING TITLE: South Road / Beaconsfild Road Swept Path - Low Loader

SCALES: 1:250 at A3

DRAWN:	CHECKED:	DATE:
AH	CS	21.12.11

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Appendix D

Assessment of Grand Union Canal for remediation works

Southall Gas Works Site Remediation

Potential Use of the Grand Union Canal to Transport Materials

11022/N04

15 December 2012

Introduction

1. Vectos has been commissioned by National Grid Property (NGP) Ltd to advise on the traffic implications of proposed remediation works at the National Grid Property site, located in Southall, in the London Borough of Ealing.

2. Planning permission exists for the re-development of the Southall Gasworks site for a residential led, mixed use development. NGP now wishes to commence remediation works on the site to facilitate implementation of this permission.

3. Vectos prepared a Construction Traffic Assessment which was submitted to the London Borough of Ealing (LBE) and Transport for London (TfL), setting out the highway routes to be taken by construction traffic and the volume of vehicles that are anticipated. Within their comments on the Construction Traffic Assessment, LBE requested that Vectos assess the feasibility of using the adjacent Grand Union Canal to transport materials as an alternative to the highway.

4. The Grand Union Canal forms part of the British canal system that connects London and Birmingham. Within London itself, Southall Gas Works is on a 26 mile, lock-free section.

5. In preparing this report we have referred to TfL and Peter Brett Associates report produced in 2005 entitled: *West London Canal Study – Phase Two, Developing Water Bourne Freight on the West London Canal Network Volume 1*.

Study Findings

6. The study considered a number of case studies. It was concluded that use of the canal for transporting some materials is feasible but is dependent on the circumstances. Wharf facilities would be required at any site that was planning on using the canal. The cost of such facilities is an important factor in determining the financial viability of using the canal.

Use of the Canal for Remediation at Southall Gasworks

7. There are two elements to the remediation works. First, removal of contaminated material and secondly, import of granular and clay materials.

8. In relation to removal of contaminated material, it is not considered feasible to transport this by canal because of the risk of contamination. When the material is transferred onto and off the barge there is a risk of spillage and therefore contamination of the canal.

9. Turning to the import of materials, it is currently proposed that granular fill for the site will be sourced from pits surrounding Heathrow, whilst clay is likely to be sourced from a number of locations. If the canal is considered for the transportation of materials, new sources for material will have to be considered that are situated alongside the canal. If the source of material is not next to a canal, then road vehicles will need to be used to transport materials from the source to the waterway.

10. To import any material by canal a wharf and loading/unloading facilities (including a crane) will need to be constructed. Based on the Peter Brett report, the cost of such facilities could be in the region of £500,000. Such a level of expenditure would not be economic for the remediation works.

11. Furthermore, there a number of ecological constraints which will have to be considered before the construction of a wharf can take place. These include the removal of trees and shrubs that are presently on the bank of the canal, the potential disturbance to water vole burrows and bat roosts, as well as the potential disturbance to reptile habitats along the canal. To properly assess these matters surveys and assessment would be required.

12. The land which would be required to construct a wharf is owned by British Waterways and so any new facility would need the approval of British Waterways. Additionally any new facility is also likely to need the approval of Natural England.

13. To undertake surveys, assessment and construction of the facilities could take around 2 years and therefore delay the remediation and regeneration of the site by a similar time.

Conclusions

14. In conclusion, it is not considered feasible to use the canal for the remediation stage of the project for the following reasons:

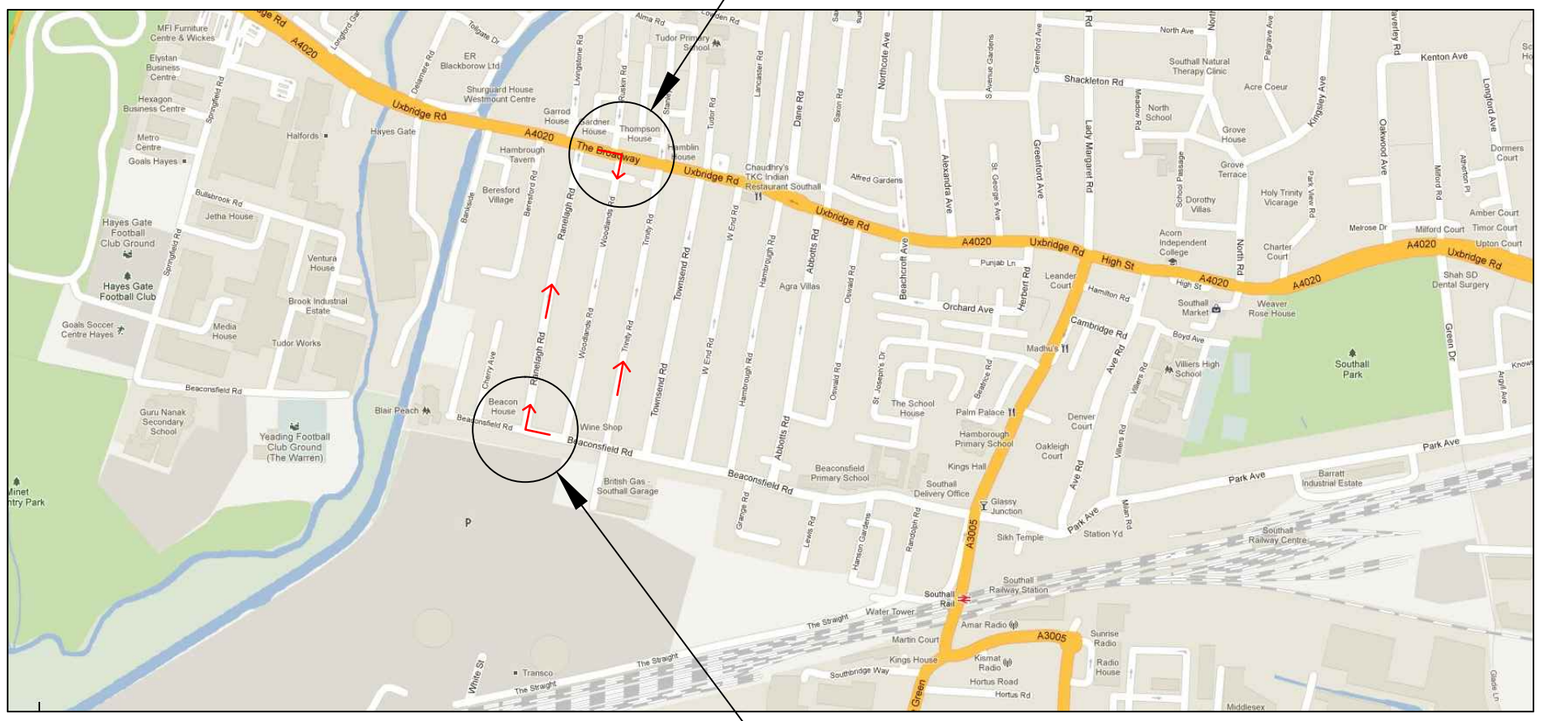
- It is not feasible to export contaminated material by canal due to the risk of contaminating the canal;
- Sources for materials to be imported would need to be found close to or adjacent to the canal;
- A wharf would be required that would make use of the canal uneconomic for the remediation stage;
- Assessment and construction of a wharf would take around 2 years, thus delaying the project.

15. It is therefore concluded that it is not feasible to use the canal for the remediation works. However, this does not prejudice any consideration of the use of the canal for the main construction works in due course.

Appendix E

Proposed HGV Haul Route Signage

HGV
Haul Route



HGV
Haul Route

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REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
National Grid Properties Limited

PROJECT:
Southall Gasworks

DRAWING TITLE:
Proposed Temporary Signage Strategy

SCALES:
NTS

DRAWN:	CHECKED:	DATE:
JM	CS	22/11/2011

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DRAWING NUMBER: 110022A-SK-01

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