

LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

**BEACONSFIELD CLOSE, CHISWICK,
W4 4EL**

Highways Due Diligence Report

NOVEMBER 2019



Beaconsfield Close, Chiswick, W4 4EL

Highways Due Diligence Report

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This report dated 22 November 2019 has been prepared for London Borough of Hounslow (the "Client") in accordance with the terms and conditions of appointment dated 25 October 2019 (the "Appointment") between the Client and **Arcadis (UK) Limited** ("Arcadis") for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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PTAL Report

1 Introduction

1.1 Terms of Reference

Arcadis Consulting (UK) Limited (Arcadis) has been commissioned by the London Borough of Hounslow (LBH) 'the Client' to undertake a due diligence study for three Garage Blocks adjacent to Beaconsfield Close, Chiswick W4 4EL. These are referred to as Site 20A, Site 20B and Site 20C and are located as shown in Figure 1.

LBH is aiming to dispose of a number of small sites to enable positive regeneration. The objective of this review is to identify potential transport and highways constraints and opportunities and identify accesses to the three Sites for future development.

The objectives of this report are to:

- Review existing transport, highway, access and movement related information regarding the Site and its surrounding area;
- Provide outline information on potential transport and highway constraints which may impact on the land value or redevelopment potential for the Site; and
- Identify potential development opportunities based upon local characteristics and risks.

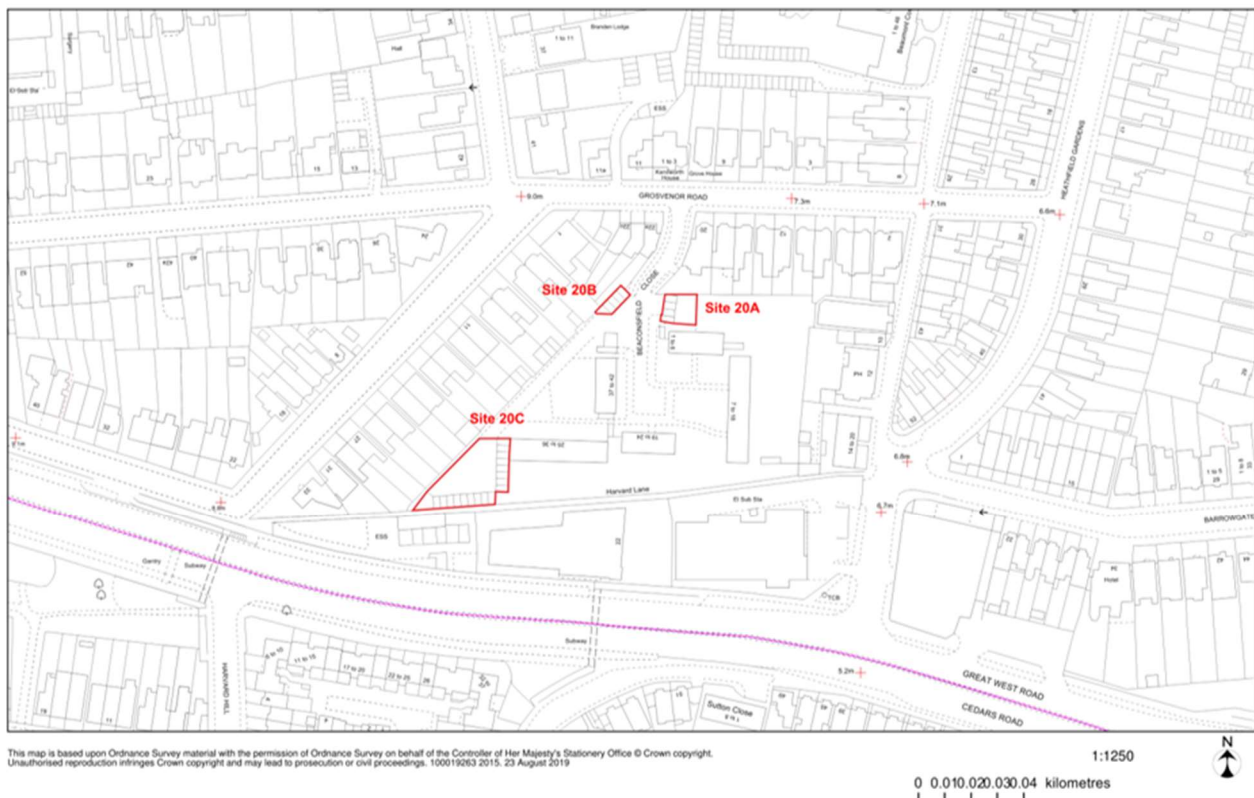


Figure 1: Site Location Plan

1.2 Sources of Information

As part of this desk study report various sources of information have been used and are detailed below:

- Crash Map (www.crashmap.co.uk)
- Transport for London WebCAT (www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat)
- LBH Highways Register Interactive Map (https://maps.hounslow.gov.uk/map/Aurora.svc/run?script=%5cAurora%5cFind_your_nearest_Highways_Register.AuroraScript%24&nocache=1720418021&resize=always)
- Geofabrik (<https://download.geofabrik.de/europe/great-britain/england.html>)

1.3 Limitations and Expectations

This report has been prepared for the Client in accordance with the terms and conditions of appointment. Arcadis cannot accept any responsibility for any use of or reliance on the contents of this report by any third party. The copyright of this document, including the electronic format shall remain the property of Arcadis.

This report has been compiled from a number of sources, which Arcadis believes to be trustworthy. However, Arcadis is unable to guarantee the accuracy of information provided by others. The report is based on information available at the time. Consequently, there is a potential for further information to become available, which may change this report's conclusion and for which Arcadis cannot be responsible.

2 Site Setting and History

2.1 Site Location and Land Use

Table 1: Details relating to Site Location

Site Location / Address	Beaconsfield Close, Chiswick, W4 4EL
National Grid Reference	<p>Site 20A - 520126,178121</p> <p>Site 20B - 520105,178123</p> <p>Site 20C - 520056,178056</p>
Approximate Site Area	The Site consists of three adjacent parcels of land referred as Site 20A, Site 20B and Site 20C as shown in Figure 1, with approximate areas 0.01 Ha (hectares), 0.01 Ha and 0.06 Ha respectively.
Description of Site	<p>Site 20A is currently occupied by 3 no. garages with spaces for car parking at the front. The garage block is of brick construction and the roof is felted. The door frames are timber and in good condition while the doors are of a powder coated metal construction. The northern and southern site boundaries comprise a close board fence and a brick-built bin area which separate the Site and the properties to the north and south. The brick-built bin area also provides access to the rear of the garages and the garden area to the east. The hardstanding in front of the Site is asphalt which is in reasonably good condition, although there is a scar running north-south in line with the pavement. There is paved hardstanding to the rear (east) of the garages which is used as clothes drying area. The Site is in an urban residential area.</p> <p>Site 20B is currently occupied by 4 no. garages with spaces for car parking at the front with an adjoining storage area to the south-west. The garage is of brick construction and the roof is corrugated and may be made from an asbestos type material. The door frames are timber and in good condition while the doors are of a powder coated metal construction. There is a large crack through the brickwork on the south-east corner of the building. The hardstanding in front of the Site is asphalt which is in good condition. The Site is in an urban residential area.</p> <p>Site 20C is currently occupied by 18 no. garages comprising of one run of 10 and another perpendicular to it of 8 with spaces for car parking at the front. The garage is of brick construction. The door frames are timber and in good condition while the doors are of a powder coated metal construction. There is guttering running along the front of the building with the downpipes discharging into surface drains although this is badly damaged at the north end. Also, at the north end are what appear to be 5 storerooms with individual locking doors. The hardstanding in front of the Site is asphalt which is in good condition with some scarring but no holes or cracks. This Site is in an urban residential area.</p>
Topography	<p>The topography of the Site 20A is generally flat at approximately 6 m Above Ordnance Datum (AOD). The topography of the immediate area is also generally flat, with the hardstanding slightly sloping down towards Beaconsfield Close to the west.</p> <p>The topography of the Site 20 B is generally flat at approximately 6 m Above Ordnance Datum (AOD). The topography of the immediate area is also generally flat, with the hardstanding slightly sloping down towards Beaconsfield Close to the south-east.</p>

	The topography of the Site 20 C is generally flat at approximately 7 m Above Ordnance Datum (AOD).
Surrounding Area	The Site lies within an urban setting, surrounded predominantly by residential homes comprising houses with gardens and flats with landscaping. To the south of Site 20C, a set of transformers are noted with the Great West Road and commercial buildings beyond. The River Thames is approximately 700m to the south-west of Site 20C.

2.2 Site and Planning History

It is not the intention of this report to provide a full history, but to identify those past uses, or planning applications, on or near the Site that are related to changes to the highway and access.

The sites appear to be undeveloped until 1915 when Site 20A was developed into a building and Site 20B partially developed as a roadway; Site 20C remained undeveloped. Later by 1965, the present-day configuration of the Sites comprising of garages and car parking were established.

Planning applications submitted in the surrounding area that are comparable to the three sites and its proposals are summarised in Table 2.

Table 2: History of Site and Surrounding Area

Planning Application Reference	Description
Approved 04/09/2008 P/2008/2297 27 Grosvenor Road Chiswick London W4 4EQ	Conversion of the existing garage into 2 habitable rooms.
Approved 09/03/2017 P/2016/4750 42 Burlington Road Chiswick London W4 4BE	Demolishing an existing garage and erection of a two-storey side extension from a lower ground level to create a granny annexe attached to the house and widening of a front gate.
Approved 23/12/2015 P/2015/4936 Land Adjacent To 124 Barrowgate Road Chiswick London W4 4QP	Erection of a three-storey house with basement and off-street parking following demolition of the garages

The above approved planning applications within neighbouring site suggests a trend towards redeveloping garages into residential uses.

2.3 Highways Register - Highway Boundary

LBH's Highways Register online map provides information regarding the highway boundary within Hounslow. According to LBH's Highways Register, the three Sites are categorised as shown in Figure 2.

Site 20A is partly categorised as 'Unadopted Private'.

Site 20B and Site 20C are entirely 'Unadopted Private'.

Beaconsfield Close, which provides main access to all the three sites is categorised as 'Adopted Carriageway', with the footways on either side of the carriageway also being adopted.

The lane that diverges from Beaconsfield Close to the south-west and provides access into Site 20C is categorised as 'Unadopted Private'.

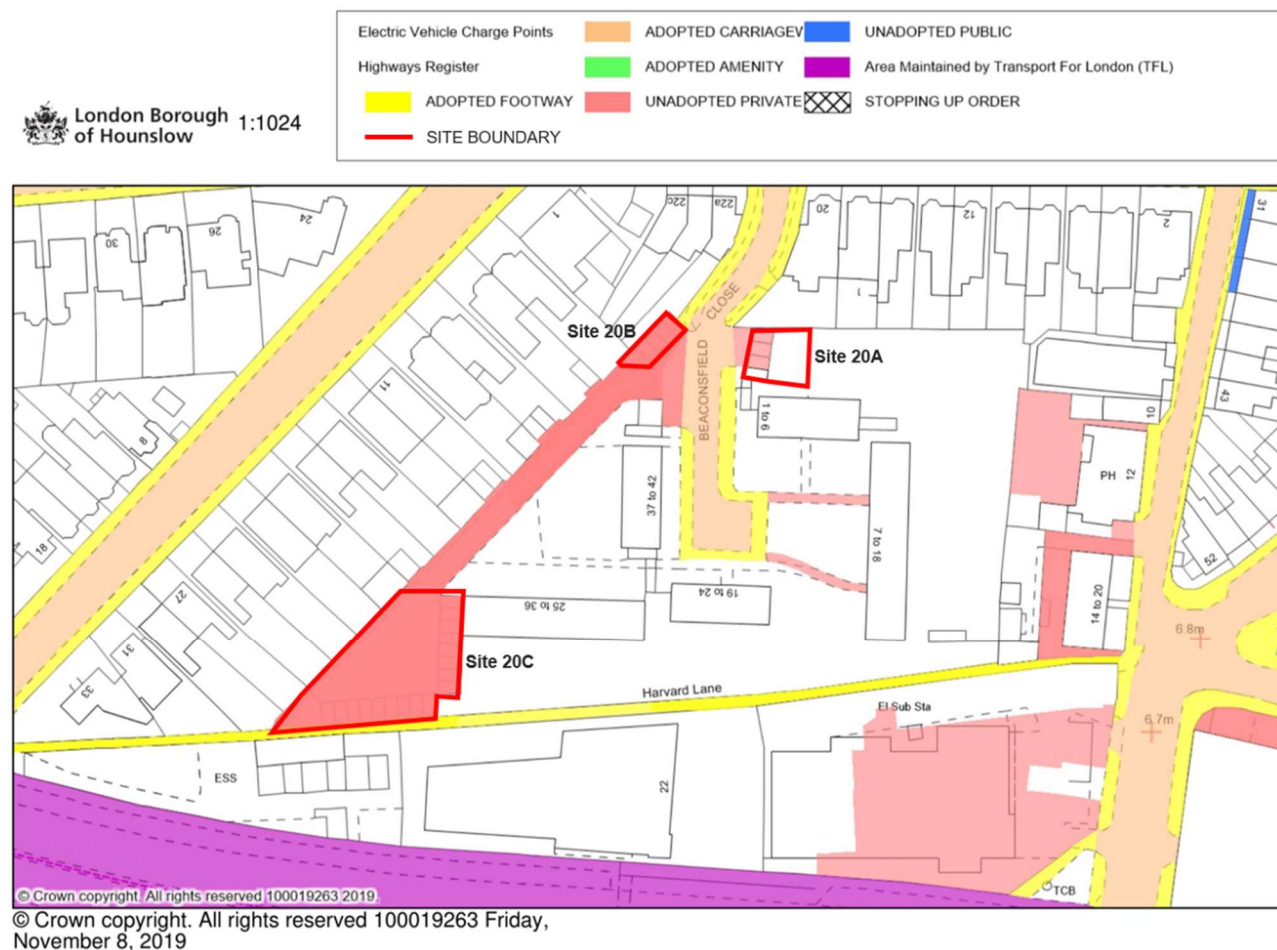


Figure 2: Highway Status

2.4 Planning Policy

Local Plan 2015 – 2030 – Sustainable Transport

Policy TC2 – Ensuring the future vitality of town centres:

This policy has been created to promote the regeneration of town centres with a particular emphasis on Hounslow and Brentford, linked to the broader regeneration in these locations. To achieve this, in regard to sustainable transport, it is stated within Section A, that enhanced links to sustainable transport nodes and hubs will be encouraged, particularly to Hounslow mainline station to the south and Hounslow Central and Hounslow East London Underground stations to the north.

Policy GB4 – The green infrastructure network

The approach for this policy is to protect and enhance the green infrastructure networks throughout the borough. Under Section C, sustainable travel plays a role in achieving this policy; this is through *“Promoting projects to improve access to the green infrastructure network and accessibility between open spaces, and to form a network for sustainable travel, consistent with the council’s Greenways and Quietways initiatives.”*

Policy EC2 – Developing a sustainable local transport network

It is emphasised that with *“the growing number of people coming to Hounslow to live or work means the delivery of a sustainable transport network is crucial.”*

It is stated that with the proposals of new jobs and homes set out in the Local Plan this will lead to more frequent traffic congestion unless development includes travel management considerations.

Furthermore, the Policy explains that new developments will play an essential role in achieving sustainable movement. This therefore will involve a range of considerations for the outcome of successful planning applications. This will *“include preparing transport assessments and travel plans”*, to ensure that the scheme *“promotes walking and cycling, managing car parking and improving the public realm, including through developer contributions.”* Through these measures a better environment for sustainable movement will be created.

It is noted that *“even where cars still have a dominant role, the promotion of car sharing, electric vehicles and improvements to the highway network will improve efficiency and environmental outcomes.”*

Under the section for Notes, for Policy EC2, the key following points have been identified:

- *“‘Car-free’ and ‘low car’ development will be encouraged in locations of high public transport accessibility and locations where there are Controlled Parking Zones (CPZs).;*
- *“The London Plan includes cycle and car parking standards, plus standards for motorcycles, coaches, parking for persons with disabilities and electric vehicle charging. and*
- *“In addition to meeting minimum cycle parking standards, all cycle parking should be of high quality, covered, secure and integral to building design. It should also be easily accessible, by being located at ground floor level, close to entrances and/or building cores, having internal and external access, and avoiding vertical or semi-vertical stands which are not fully accessible. The size of cycle stores should be as small as is practical and ideally accommodate fewer than 50 cycles.”.*

Local Implementation Plan 2019 (LIP) – Sustainable Transport:

The LIP’s overarching objective regarding transport is to *“enable all those who live in or visit the area to travel safely and conveniently, whilst supporting environmentally sustainable economic growth and improving health.”*

The LIP sets out Hounslow Borough’s outcomes and objectives. Outcome 8: Active, efficient and sustainable travel will be the best option in new developments, as it sets out what is required for new developments to mitigate an increase in the existing congestion and air quality issues.

Under the sub-section ‘Designing New Developments for Sustainable Travel’ continues to detail that *“developers will need to play an essential role in delivering sustainable and active travel by contributing towards infrastructure both within and around their sites, ensuring they are linked to cycle routes, public transport nodes, and essential services. This will include, where appropriate, reducing the severing effect of existing transport infrastructure such as major roads and railway lines.”*

It is stated that it would not be enough to just promote active and sustainable travel, but developments will need to be designed so that they promote walking and cycling. It is suggested that the healthy streets principles can also be used to plan a new development around walking and cycling.

Objectives under outcome 8 can be seen below:

- | | |
|-----|---|
| 08a | To use the planning system to ensure new developments incorporate the healthy streets principles into their designs, in line with policy T2 of the London Plan. |
| 08b | To use the planning system to promote car-free and low-car developments. |
| 08c | To use the planning system to ensure new developments provide high quality cycle parking in line with London Plan standards. |
| 08d | To secure s106 and CIL42 contributions so that developers mitigate any significant impacts on the transport network and contribute to LIP objectives. |
| 08e | To ensure developer Travel Plans are prepared in accordance with latest guidance from Transport for London and the council’s ‘10 Point Guide’. |

- 08f To support businesses and developers with implementing and monitoring their travel plan commitments.
- 08g To use developer funding to minimise any increase in noise or reduction in air quality as a result of new development.
- 08h To promote increased surface access provision to Heathrow Airport by working with partners to improve public transport connections and cycle infrastructure.
- 08i To work with Heathrow Airport to avoid increased levels of noise and air pollution as a result of aircraft movements.

Local Plan 2015 - 2030 – Car Parking for New Development

Within the Local Plan, it is expected that development proposals will consist of an “*appropriate maximum number of car parking spaces consistent with the standards in the London Plan.*”

The Draft New London Plan, published in December 2017, outlines the Mayor’s environmental, economic, social and transport strategic policy framework which is aimed to improve London as a region over the next 20-25 years. Chapter 10 of this document sets out the Transport policy including the maximum car parking standards.

The Draft New London Plan, version with Minor Suggested Changes was published on 13 August 2018. Although this document is still in draft, it provides an indication to the direction of future policies and hence is advisable to adhere to this strategy for upcoming developments. The Draft New London Plan maximum car parking standards are shown in Table 3.

Table 3: Maximum residential parking standards in accordance to the Draft London Plan 2017

Location	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	Car free ~
Inner London PTAL 3	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per dwelling
Outer London PTAL 2	Up to 1 space per dwelling
Outer London PTAL 0 - 1	Up to 1.5 spaces per dwelling ^
* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.	

Location	Maximum parking provision*
~ With the exception of disabled persons parking, see Policy T6.1 G	
^ Where small units (generally studios and one-bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the Site is less than 1.5 spaces per unit.	

The PTAL rating for Site 20A and Site 20B have been observed to be 4 and that of Site 20C is 3 and all of them are located in outer London, therefore the maximum provision of 0.5 spaces per dwelling in case of Site 20A and Site 20B and 0.75 spaces per dwelling for Site 20C would be applicable for any future residential development on the sites.

3 Access and Movement Overview

3.1 Existing Access Arrangements

Site 20A can be accessed directly via Beaconsfield Close. Site 20B is located at and is accessible via a private lane that diverges from Beaconsfield Close towards south-west. Beaconsfield Close forms the eastern border of Site 20B. Site 20C is located at the end of the private lane, approximately 70m from Site 20B and 85m from Site 20A in the south-west direction. Site 20C can be directly accessed via the private lane.

3.2 Adjacent Land Uses and Amenities

The surrounding neighbourhoods to the north, east, south and west of the three sites are predominantly of residential land use and there are a few amenities present in the vicinity. The residential dwellings generally consist of three storeys blocks of flats and two storeys semi-detached houses.

The nearest primary school is Grove Park Primary School, located south of the sites at a walking distance of approximately 900m from Site 20A and Site 20B and about 1km from Site 20C.

Chiswick Town Hall is situated north-east of the sites, at a walking distance of 550m from Site 20A and Site 20B and 650m from Site 20C. A self-storage, a car dealer and an electricity sub-station border the site 20C to the south. The self-storage and the car dealer can be accessed via Suttons Lane North, the electricity sub-station can be accessed via Harvard Road via a gated access.

Chiswick (G37) Fire Station is located at a walking distance of circa 280m from Site 20A and Site 20B and 350m from Site 20C, in the north-east direction on Heathfield Gardens. Harvard Hill Recreation Ground is located, south-west of the sites, across the A4 Great West Road / Cedars Road, at a walking distance of approximately 450m from Site 20A and Site 20B and 550m from Site 20C. The recreation Ground can be accessed via Harvard Hill Road by a pedestrian subway.

Figure 3 illustrates the mixture of land use and amenities surrounding the Site. The source of the data is derived from Geofabrik which consists of OpenStreetMap (OSM) data (downloaded on 21st November 2019). It should be noted that OSM data is not 100% accurate and therefore certain amenities may not appear in the coverage area in question.

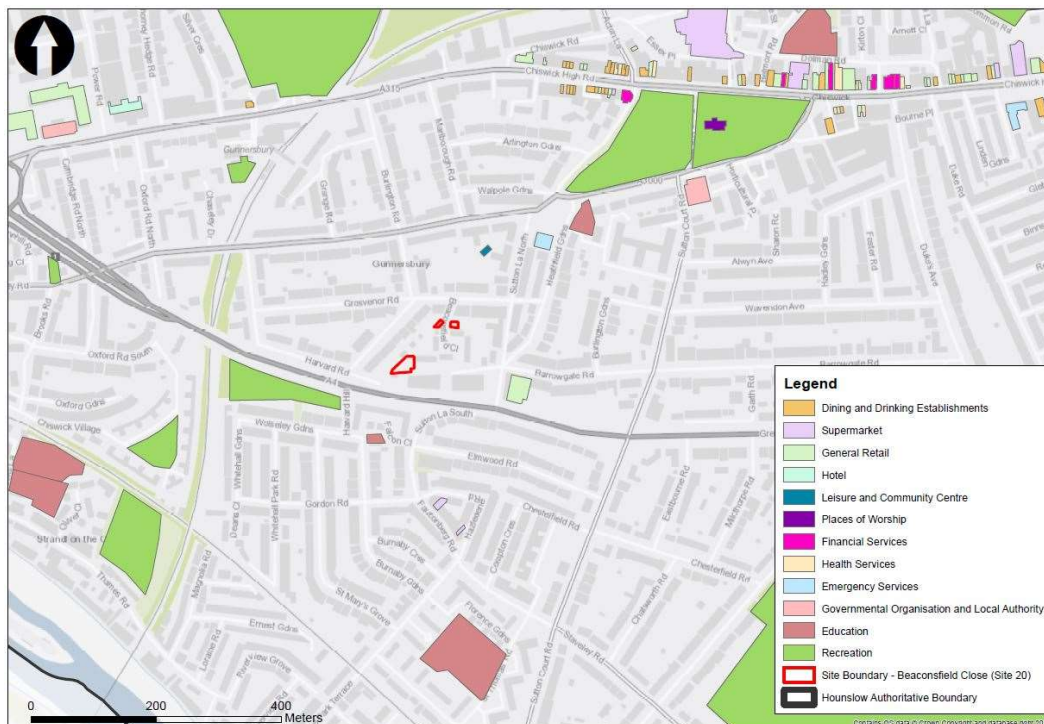


Figure 3: Indicative Amenities Surrounding the Site

3.3 Pedestrian Accessibility

Beaconsfield Close, that provides access to all the three sites, has footpaths on both the sides of the carriageway. All the other roads in the vicinity of the sites also have continuous footways running on both the sides of the carriageway, except for the Private Lane that provides access to Site 20C. Also, there are dropped kerbs and tactile paving at various crossing points along these roads.

Harvard Lane, that makes the southern boundary of Site 20C, is a pedestrian pathway connecting Harvard Road in the west with Suttons Lane North. It has a 'riding of pedal cycles prohibited' signage posted at its entrance from Suttons Lane North.

A zebra crossing with Belisha Beacons is present at the T-junction where Harvard Road meets Wellesley Road, to the north-west of the site. A pedestrian pathway can be accessed from this crossing which provides connection to the Gunnersbury Rail Station.

There is a pedestrian subway with ramps, for inclusivity purposes, providing access to either side of the A4 Cedars Road. This subway can be accessed near the self-storage from the north side of the A4 and across from Suttons Lane on the South. cyclist have to dismount to use the subway.

Another subway under the A4, with staircase, is located south-west of the sites and can be accessed from Harvard Road to the north and from Harvard Hill from the south.

A signalised pedestrian crossing is present at the junction of Sutton Court Road with Ellesmere Road and Cedars Road signalised junction, located south east of the site. This provides road level pedestrian connectivity across A4 Ellesmere Road / Cedars Road.

3.4 Cycle Infrastructure

There are no National Cycle Routes (NCR) within the vicinity of the sites.

A local cycle route runs on the Sutton Lane North, this will connect to the proposed Cycleway 9 that will run along the A3000 Wellesley Road, north of the sites. The proposed Cycleway 9 will connect Chiswick Highroad in east to Kew Bridge Road in west.

The Local Cycle Route 44 runs along the A4 Cedars Road / Ellesmere Road, which connects Chiswick Roundabout in west to Hogarth Roundabout in east.

There are two Sheffield type cycle stands present at A3000 Wellesley Road / Burlington Road four-arm priority junction.

3.5 Public Transport Accessibility

Public Transport Accessibility Level (PTAL) reports have been produced using TfL's WebCat Planning tool which provides a ranking of a location regarding its distance from frequent public transport services. The full report can be found in Appendix A.

The PTAL report findings show that Site 20A and Site 20B fall under a PTAL rating of 4 which represents a good level of accessibility. Site 20C has been identified to have a PTAL rating of 3 which represents a moderate level of accessibility

Table 4 illustrates the bus services and bus stops in proximity to the Site, providing route details and the frequency of the service per hour per direction. The closest bus stop is located circa 350m walking distance from Site 20A and Site 20B and about 400m from Site 20C. It is located on the A3000 Wellesley Road north-west of the Sites.

A number of bus services can be accessed from bus stops located at A315 Chiswick High Road in the north and Sutton Court Road in east. These are also shown in Table 4.

Table 4: Bus Services

Bus Stop	Distance to site (m)	Bus Service No.	Route	No. per hour per direction
Gunnelsbury Station, Stop D/C	320/350m (Site 20A & 20B) 400/430m (Site 20C)	440	Turnham Green Church – Stonebridge Park Station	4
Chiswick Road, Stop S/T	600m (Site 20A & 20B) 650m (Site 20C)	237	Frampton Road - White City Bus Station	6-8
		267	Hammersmith - Fulwell Bus Garage	6
		391	George Street - Sands End / Sainsbury's	5-7
		H91	Hounslow Station - Hammersmith Bus Station	5-9
		N9	Aldwych / Somerset House - Heathrow Terminal 5	3
Barrowgate Road, Stop F/H	500m (Site 20A & Site 20B) 600m (Site 20C)	272	Cavendish Road – Shepherd's Bush Station	4
		E3	Clifton Road – Edensor Road/New Chiswick Pool	9-10
Total				42-51

In addition to the bus services available, rail services can be accessed from Gunnersbury Rail Station which is located approximately 700m from Site 20A and Site 20B and 750m from Site 20C, equivalent to about 9-10 minutes of walking from all the three Sites. Gunnersbury Rail Station provides London Underground and Overground Services which can be seen in Table 5 which also includes the number of services per hour per direction. This station acts as an interchange for District Line and London Overground.

Chiswick Park Underground Station which is located approximately at a distance of 750m from Site 20A and Site 20B and about 850m from Site 20C, also provides District Line services and can be used to access services to Ealing Broadway.

More services can be accessed from Chiswick Rail Station, which is located at an approximate walking distance of 1.3km from Site 20A and Site 20B and 1.4km from Site 20C, equivalent to about 16-17 minutes of walk from the three sites. It provides South Western Rail services to a number of destinations shown in the Table 5.

Table 5: Services from Gunnersbury and Chiswick Rail Stations and Chiswick Park Underground Station

Rail Station	Route	No. per hour per direction
Gunnersbury Rail Station	District (Underground) Richmond to Upminster	6
	District (Underground) Richmond to Edgware Road (Circle Line)	6 (Saturday and Sunday only in one direction)
	London Overground Stratford (London) to Richmond (London)	5
Chiswick Park Underground Station	District (Underground) Ealing Broadway to Upminster	6-7
Chiswick Rail Station	Hounslow Loop to London Waterloo	4
	Weybridge via Staines to London Waterloo	4
Total		31-32

Figure 4 shows the location of the bus stops and Rail Station in relation to the Sites.

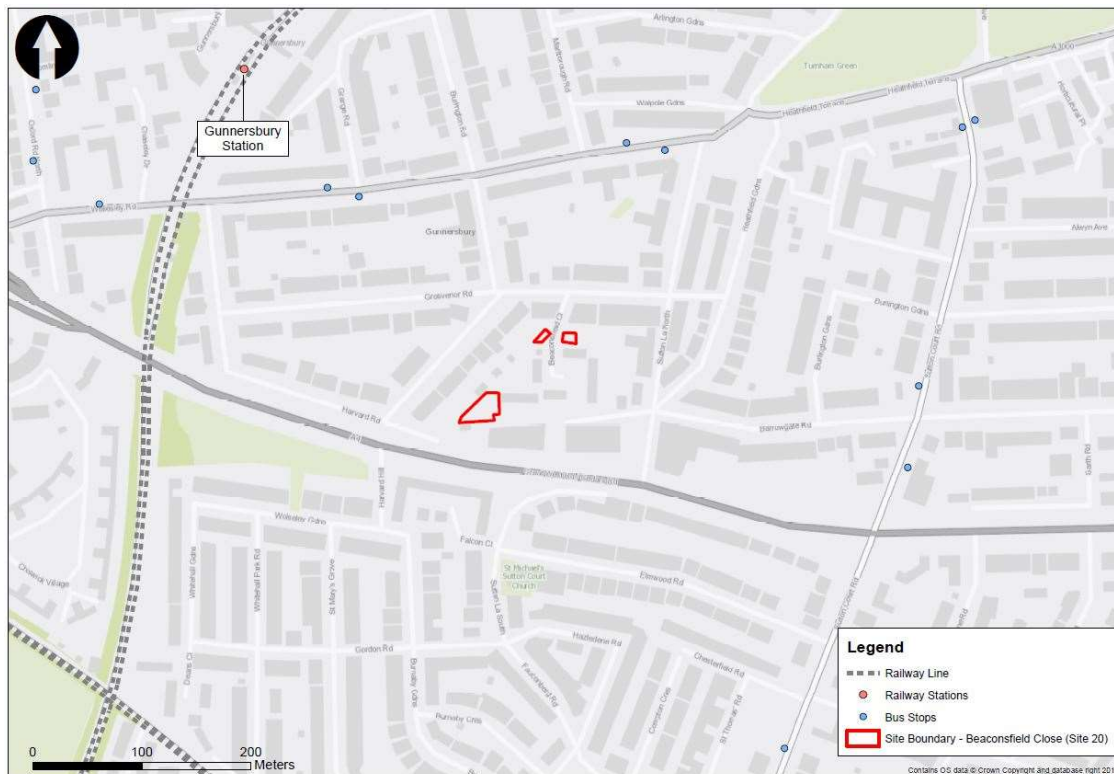


Figure 4: Public Transport Infrastructure Surrounding the Site

3.6 Road Infrastructure

The main access to all the three sites is directly provided via Beaconsfield Close. A private lane diverges to south-west from Beaconsfield Close to give access to Site 20C, which is located at the end of the lane.

Beaconsfield Close meets Grosvenor Road in the north. Grosvenor Road runs to the east of the site to meet Sutton Lane North at a four-arm priority junction and ends at a priority T-junction with Heathfield Gardens further east. Sutton Lane Road, which forms the northern and southern arm of the four-arm junction, does not have an entry from Grosvenor Road on both the arms and is a one-way road, unsuitable for heavy vehicles.

Harvard Road, forms the southern arm of a four-arm junction, located east of the site on Grosvenor Road. Burlington Road makes the northern arm of this junction and provides connectivity to the A3000 Wellesley Road in the north.

All these roads are single carriageway and are primarily residential streets with marked parking bays on at least one side of the carriageway.

A four-arm mini roundabout is located east of the site. Sutton Lane North forms the northern and southern arm, Heathfield Gardens the north-eastern arm, Barrowgate Road the eastern arm. Sutton Lane North which forms the northern arm of this roundabout, is a one-way road and can only be used by exiting vehicles.

A4 Cedars Road, a three-lane dual carriageway, runs south of the sites. It can be accessed from the site via Heathfield Gardens, which connects to Sutton Lane North at the mini roundabout to finally meet A4 Cedars Road at a T-junction in south. Goods vehicles over 18 tonnes of gross weight are prohibited to enter from the priority T junction of Suttons Lane North with A4 Cedars Road from Monday to Friday between Midnight - 07:00 and 21:00 – Midnight, on Saturday between Midnight -07:00 and 13:00 – Midnight and on Sundays at any time with exception for permit holders.

Harvard Lane is a pedestrian pathway forming the southern boundary of Site 20C, it connects Harvard Road in the west to Sutton Lane North in the east.

3.7 Parking

The Sites are located within Chiswick West (CW) Control Parking Zone (CPZ) which has parking restriction between 09:00 to 18:00 on Monday to Friday. All the roads in the vicinity of the sites have marked parking bays on either both sides and/or one side of the carriageway.

Beaconsfield Close, Grosvenor Road, Harvard Road and Sutton Lane North have parking bays for resident permit holders only with restrictions between the aforementioned time periods. Also, there are waiting restrictions for goods vehicles over the maximum gross weight of 5 tonnes and buses over 8 passenger seats between 18:30 to 08:00. There are also parking bays which are for Permit holders or are Pay and display bays with a maximum stay of 4 hours on Grosvenor Road, Harvard Road and Sutton Lane North along with Pay and Display machines located at various locations. A Car Club Only Parking Bay is located on Grosvenor Road and a few two-wheeler parking spaces on Harvard Road and Sutton Lane North. There is also a dedicated disabled badge holders parking bay near Harvard Lane at the mini roundabout on Sutton Lane North.

There is 'No loading allowed' restriction Monday to Friday between 08:00 – 09:30 and 16:30 – 18:30 on the roads forming the mini roundabout.

3.8 Analysis of Collision Data

An indicative analysis of the most up to date five-year period of collision data has been undertaken using the DfT registration of collisions accessible via [Crashmap.co.uk](https://crashmap.co.uk). Please note, no details of collisions have been requested, only statistics.

No collisions have been identified in the immediate vicinity of the three Sites. One collision of serious severity was recorded near the Sutton Lane North and Cedars Road T-junction.

An extract from Crashmap showing the exact locations of the incidents can be viewed in Figure 5.

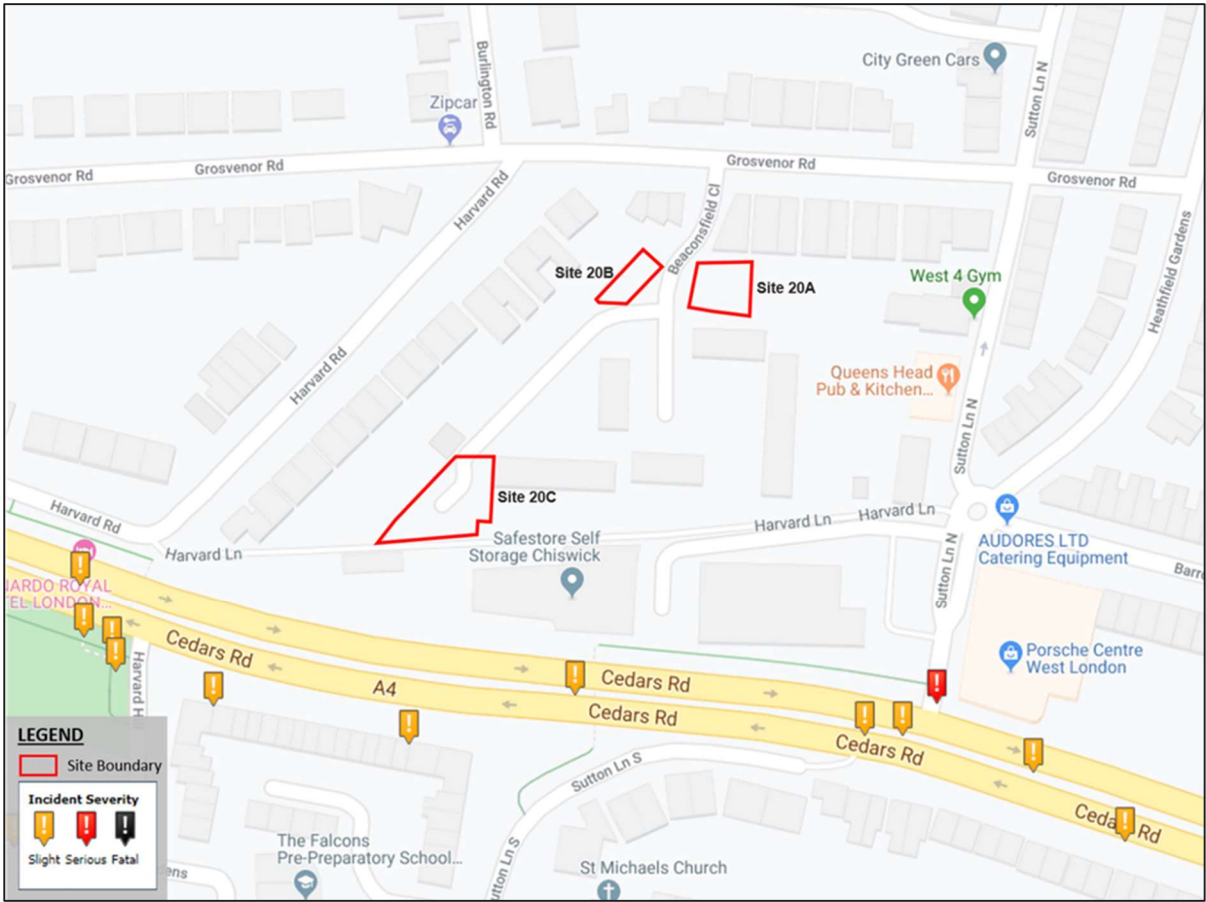


Figure 5: Crashmap Extract of the Local Highway Network

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it is assumed that the Sites would be considered for future residential development. In the context of the surrounding area, this would be deemed appropriate due to the surrounding residential development and nearby planning history.

Considering the existing neighbouring sites and the planning applications in surrounding areas the Site would be suitable for residential development. This could take the form of flats of a similar height to the neighbouring buildings. A single vehicle access for each individual site would have the capacity to support this scale of development.

Site 20A and Site 20B currently have direct vehicle access from Beaconsfield Close. Site 20C has its vehicular access from a Private Lane that diverges south-west from Beaconsfield Close. These locations are considered suitable, as access to all three individual sites is already established, meaning that future use as vehicle access and pedestrian access is unlikely to raise any concerns from a highway perspective.

The viability of the vehicular access would therefore unlikely be disputed and the land surrounding the area, both the carriageway and the footways on both the sides of the carriageway have been identified as adopted, therefore there are no land ownership issues with regards to the access of the site. Visibility from the Site is currently considered to have no issues as the existing Sites and the access roads are on a flat terrain and allows sufficient visibility for drivers and existing users of the three Sites.

The sites are connected to existing pedestrian footways and a number of bus services as well as Railway Stations. These connections provide the opportunity for any future development of the three sites to promote trips by sustainable travel modes, which will have environmental benefits.

There is a potential for a secondary pedestrian access only the sites onto Harvard Lane, which is a pedestrian footway, south of Site 20C. This access will reduce the walking distance from the three sites to various public transport services. This will, in turn add to the promotion of sustainable travel modes.

The existing and proposed access options to the three sites are illustrated in Figure 6.



Figure 6: Access Option (Background Source – Google)

5 Conclusions and Recommendations

5.1 Conclusions

The Site is considered to be suitable for residential use, with comparable land uses of a similarly sized sites nearby being redeveloped into residential purposes. Existing access arrangements for the Site have the potential to be maintained. However, the feasibility of this would need to be assessed as part of any design.

Table 6: Summary

Current Access	Main vehicular access currently to all the three sites is achieved via Beaconsfield Close. A Private Lane diverges south west from Beaconsfield Close to provide access to Site 20C located at the end of the lane. Pedestrian and cyclist access is also provided by the same.
Surrounding Area	Predominantly formed by a mix of residential dwellings, consisting of terrace housing and three storey blocks of flats. Site 20A and 20B are located at walking distance of circa 320m and Site 20C 400m from the nearest bus stop, and approximately at a walking distance of 700m and 750m respectively to Gunnersbury Rail Station. Site 20A and Site 20B are also approximately 900m and Site 20C at 1km walking distance to the Grove Park Primary School.
Current Visibility	Visibility from the existing site accesses do not create any issues, as the existing accesses and the three sites are on a flat terrain, which allows sufficient visibility for drivers and existing users of the sites.
Current Restrictions	The visibility of any future access will have to meet the visibility splay standards such that it would not prejudice highway safety for all highway users.
Access Solutions	<p>Accesses to the three sites could be maintained at the established points of access, as they are established and currently considered viable for its purpose.</p> <p>A secondary access for Site 20C for pedestrians can be considered in the future from its southern boundary, connecting the sites to Harvard Lane.</p>
Parking Availability	The redevelopment of the site into residential use would displace the existing availability and there is a possibility of increasing the demand for parking.
Risks	<p>Footway and highway surrounding the Site have been identified as adopted, therefore there would be no risk associated with land ownership and access. Except for the private lane which is considered 'unadopted'.</p> <p>The visibility of the access will be no worse than the existing situation, analysis to be undertaken during the design process in the future stages of the Site development.</p>

5.2 Recommended Works to De-Risk Site

Further investigation into access options for all modes is required and an access strategy for all modes should be established prior to commencement of any detailed work. Visibility from the existing accesses will need to be considered in development designs to mitigate highway safety concerns such that they are not compromised.

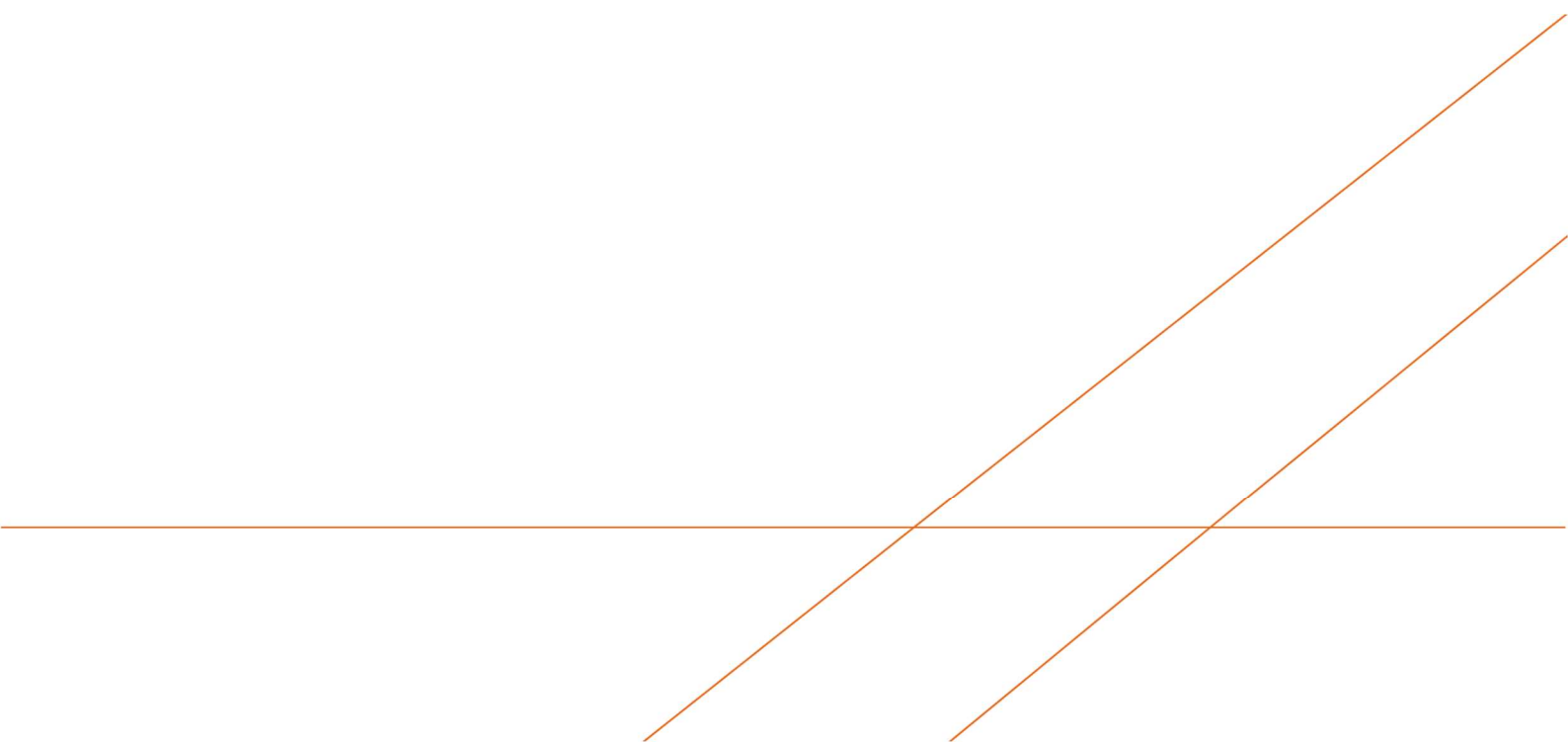
Depending on the scale of proposed development, it would be useful to undertake a high-level trip generation as a comparison to the existing use of the three Sites to provide an indication of the impact on the surrounding highways due to the change of use of the sites.

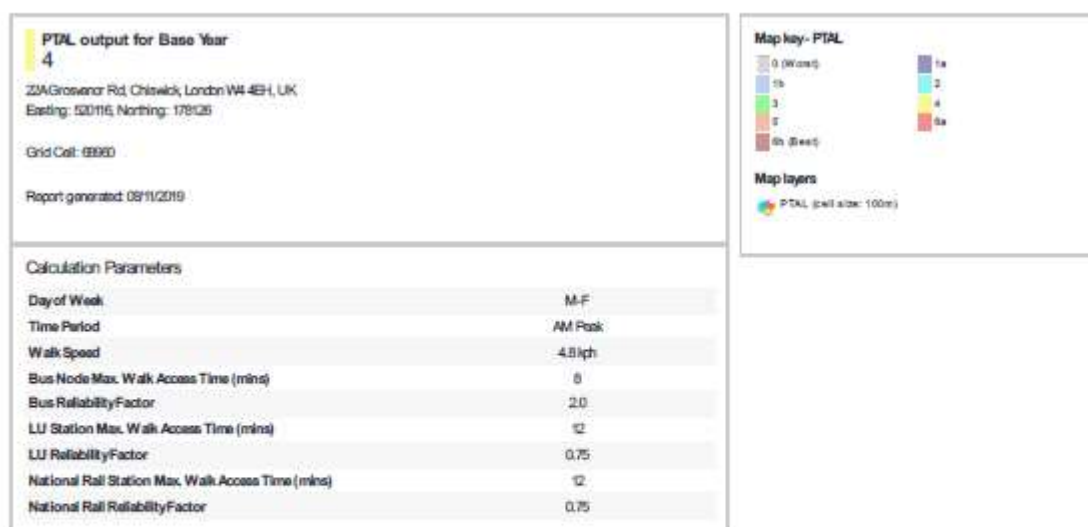
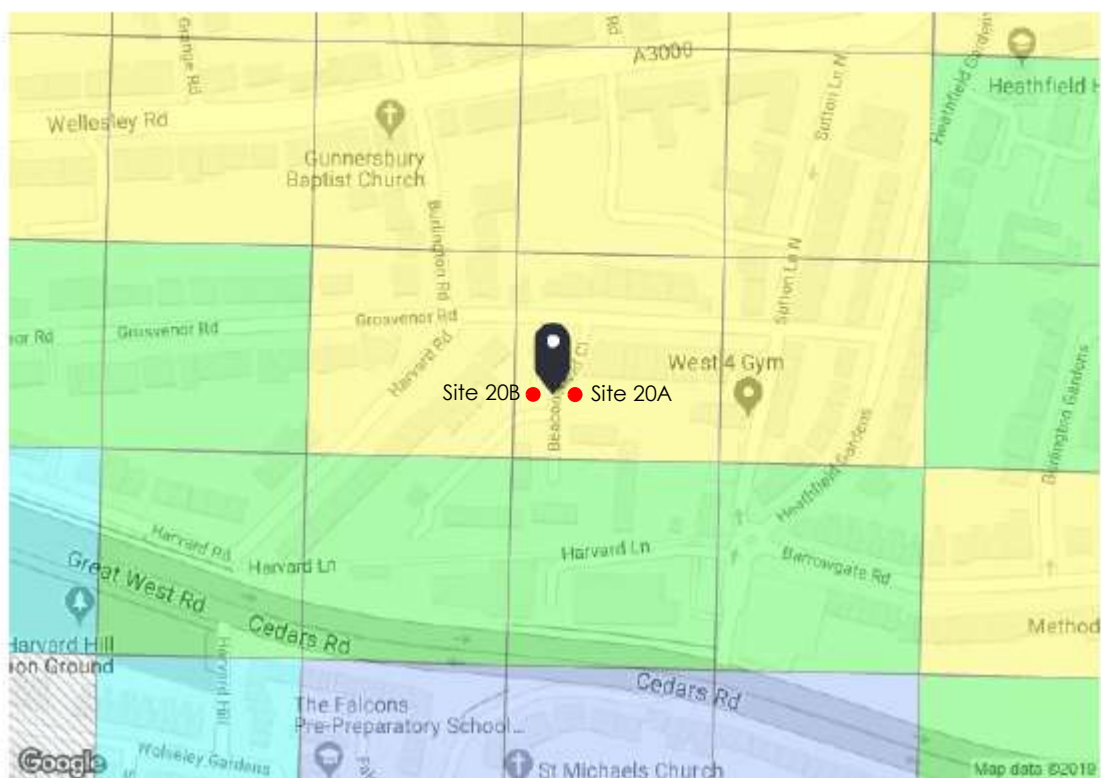
The redevelopment of the garages into residential use will probably result in loss of 25 existing parking spaces and possibly the creation of new additional parking demand, therefore, the possible displacement of car parking into the local external highway network should be considered.

To establish the full requirements for planning application submission, discussions with colleagues at Hounslow council will need to be undertaken.

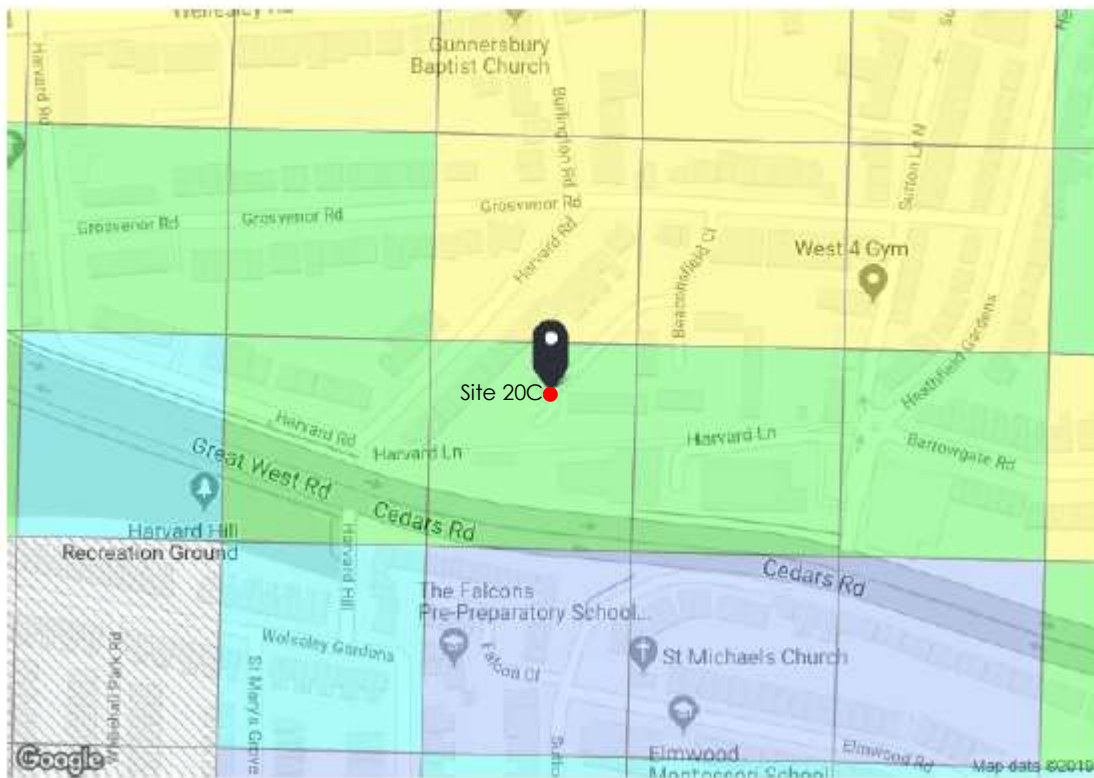
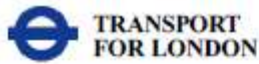
APPENDIX A

PTAL Report





Calculation data									
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF Weight	AI
Bus	GUNNERSBURY STATION	391	992.22	6	7.28	7	14.28	2.1 0.5	1.05
Bus	GUNNERSBURY STATION	257	992.22	6	7.28	7	14.28	2.1 0.5	1.05
Bus	GUNNERSBURY STATION	H91	992.22	6	7.28	7	14.28	2.1 0.5	1.05
Bus	GUNNERSBURY STATION, CHISWICK HIGH ROAD	237	448.5	7.5	5.61	6	11.61	2.59 0.5	1.29
Bus	GUNNERSBURY STATION, CHISWICK HIGH ROAD	27	448.5	8	5.61	5.75	11.36	2.64 0.5	1.32
Bus	MARLBOROUGH ROAD	440	296.36	4	3.7	9.5	13.2	2.27 0.5	1.54
Bus	BARROWGATE ROAD	272	400.91	4	5.64	9.5	15.14	1.99 0.5	0.99
Bus	BARROWGATE ROAD	E3	400.91	10	5.64	5	10.64	2.92 1	2.92
LUL	Chiswick Park	"Upminster-EalingBwy"	698.7	5	8.73	6.75	15.48	1.94 0.5	0.97
LUL	Chiswick Park	"EalingBwy-TowerHill"	698.7	0.33	8.73	91.66	100.39	0.3 0.5	0.15
LUL	Chiswick Park	"EalingBwy-Barking"	698.7	1.33	8.73	23.31	32.04	0.94 0.5	0.47
LUL	Chiswick Park	"DagEast-EalingBwy"	698.7	0.67	8.73	45.53	54.26	0.55 0.5	0.28
LUL	Chiswick Park	"EalingBwy-HighStriker"	698.7	0.33	8.73	91.66	100.39	0.3 0.5	0.15
LUL	Gunnensbury	"Upminster-Richmond"	954.39	6	7.05	5.75	12.8	2.34 1	2.34
LUL	Gunnensbury	"Richmond DagEast"	954.39	0.67	7.05	45.53	52.58	0.57 0.5	0.29
								Total Grid Cell AI	15.36



PTAL output for Base Year
3

17 Harvard Rd, Chiswick, London W4 4EA, UK
Easting: 500055, Northing: 178071

Grid Cell: 6B452

Report generated: 09/11/2019

Map key- PTAL

1a	2
3	4
5a	5b

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data									
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF Weight	AI
Bus	WELLESLEY ROAD GRANGER RD	440	445.02	4	5.56	9.5	15.06	1.99 0.5	1
Bus	GUNNERSBURY STATION, CHISWICK HIGH ROAD	237	957.13	7.5	7.09	6	13.09	2.29 0.5	1.15
Bus	GUNNERSBURY STATION, CHISWICK HIGH ROAD	27	957.13	8	7.09	5.75	12.84	2.34 0.5	1.17
Bus	BARROWGATE ROAD	272	602.43	4	7.53	9.5	17.03	1.75 0.5	0.88
Bus	BARROWGATE ROAD	E3	602.43	10	7.53	5	12.53	2.39 1	2.39
LUL	Chiswick Park	'Upminster-EalingBwy'	850.22	5	10.63	6.75	17.38	1.73 0.5	0.86
LUL	Chiswick Park	'EalingBwy-TownHill'	850.22	0.33	10.63	91.66	102.29	0.29 0.5	0.15
LUL	Chiswick Park	'EalingBwy-Barking'	850.22	1.33	10.63	23.31	33.93	0.88 0.5	0.44
LUL	Chiswick Park	'DagEast-EalingBwy'	850.22	0.67	10.63	45.53	56.15	0.53 0.5	0.27
LUL	Chiswick Park	'EalingBwy HighStrKen'	850.22	0.33	10.63	91.66	102.29	0.29 0.5	0.15
LUL	Gunnelsbury	'Upminster-Richmond'	893.02	6	8.54	5.75	14.29	2.1 1	2.1
LUL	Gunnelsbury	'Richmond DagEast'	893.02	0.67	8.54	45.53	54.06	0.55 0.5	0.28
								Total Grid Cell AI:	10.84

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