

LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

FLORENCE GARDENS, CHISWICK, W4 3JX

Highways Due Diligence Report

NOVEMBER 2019



Florence Gardens, Chiswick, W4 3JX

Highways Due Diligence Report

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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 an extensive due diligence for a site comprising of a block of thirteen Garages located at Florence Gardens, Chiswick W4 3JX. The site location is 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 identify access to the Site for future development.

The objectives of this review 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.

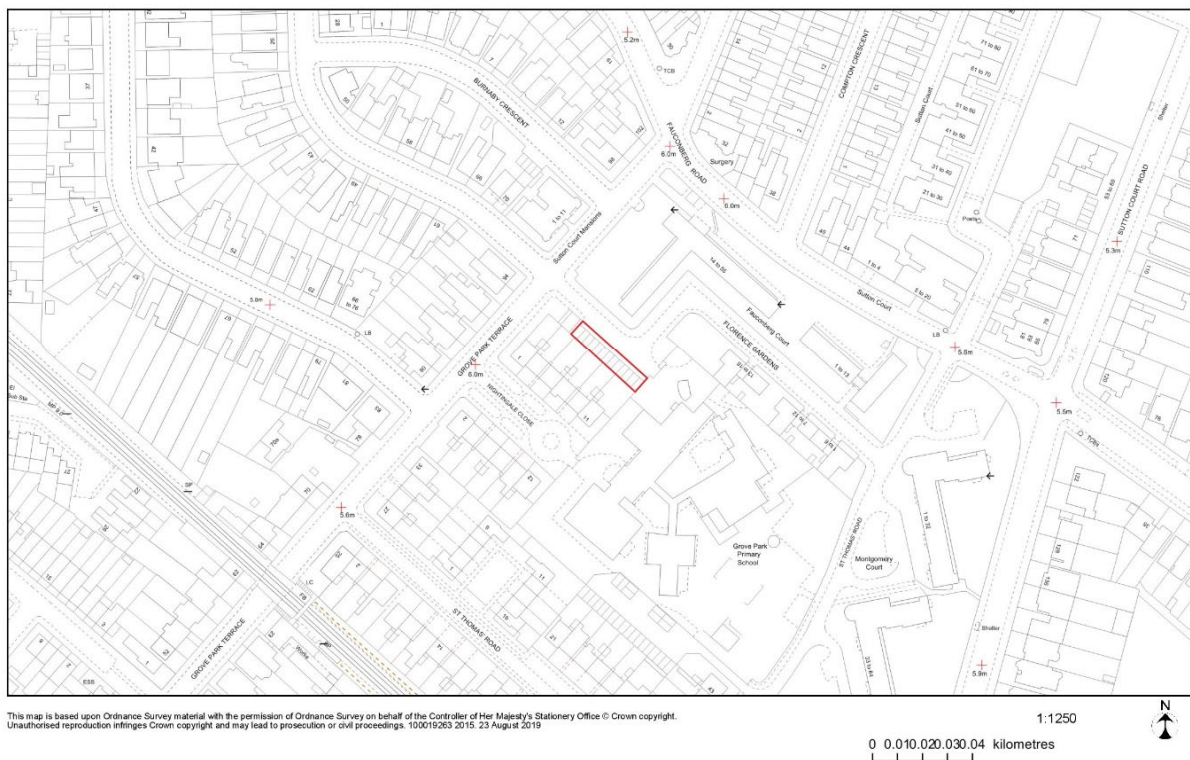


Figure 1: Site Location Plan

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	Florence Gardens, Chiswick, W4 3JX
National Grid Reference	520111,177659
Approximate Site Area	The Site is roughly rectangular in shape and covers an area of approximately 0.03 Ha (hectares).
Description of Site	The Site is currently occupied by 13 garages with spaces for car parking at the front. The garage is of brick construction. The door frames are timber and in good condition as are 11 of the doors which are probably original and made in a herring bone pattern. The other two are of a powder coated metal construction and appear to be newer replacements. The hardstanding in front of the site is asphalt which is in good condition although there is some standing water at the kerbstones that delineate the boundary between the hardstanding and Florence Gardens. The roof is of unknown construction although the central area is covered by sheeting visually similar to asbestos type. The site is in an urban residential area.
Topography	The topography of the Site is generally flat at approximately 6 m Above Ordnance Datum (AOD). The hardstanding slopes down towards Florence Gardens.
Surrounding Area	The Site lies within in urban setting, surrounded by residential homes. The Site lies directly adjacent to Grove Park Primary School. The River Thames is approximately 450m to the southwest. The Site is at a distance of circa 350m from nearest bus stop, 600m from Chiswick Rail Station and 1km from Gunnersbury Station.

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 Site is marked as a woodland until 1867, late became a part of a cricket and athletic ground. From 1951 these grounds were redeveloped and by 1965 the present-day configuration of the site comprising 13 number garages with car parking had been established. Planning applications submitted in the surrounding area that are comparable to the Site and its proposals are summarised in Table 2.

Table 2: History of Site and Surrounding Area

Planning Application Reference	Description
<p>Approved October 2002 P/2002/2673 122 Sutton Court Road Chiswick London W4 3HT</p>	<p>Demolition of existing garage and erection of detached garage and erection of two storey side and single storey rear extension to dwelling house.</p> <p>This development is located approximately 260m southeast of the Site on Sutton Court Road.</p>
<p>Approved September 1997 P/1997/1864 160 Sutton Court Road Chiswick London W4 3HR</p>	<p>Demolition of existing garage and green house and erection of two storey flank, front and part and rear extension, erection of part single storey rear extension to dwelling house.</p> <p>This development is situated 450m to the southeast of the Site on Sutton Court Road.</p>

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 Site is categorised as 'Unadopted Private' as shown in Figure 2. Florence Gardens, which provides main access to the site is categorised as 'Adopted Carriageway', with the footways on either side of the carriageway also being adopted.

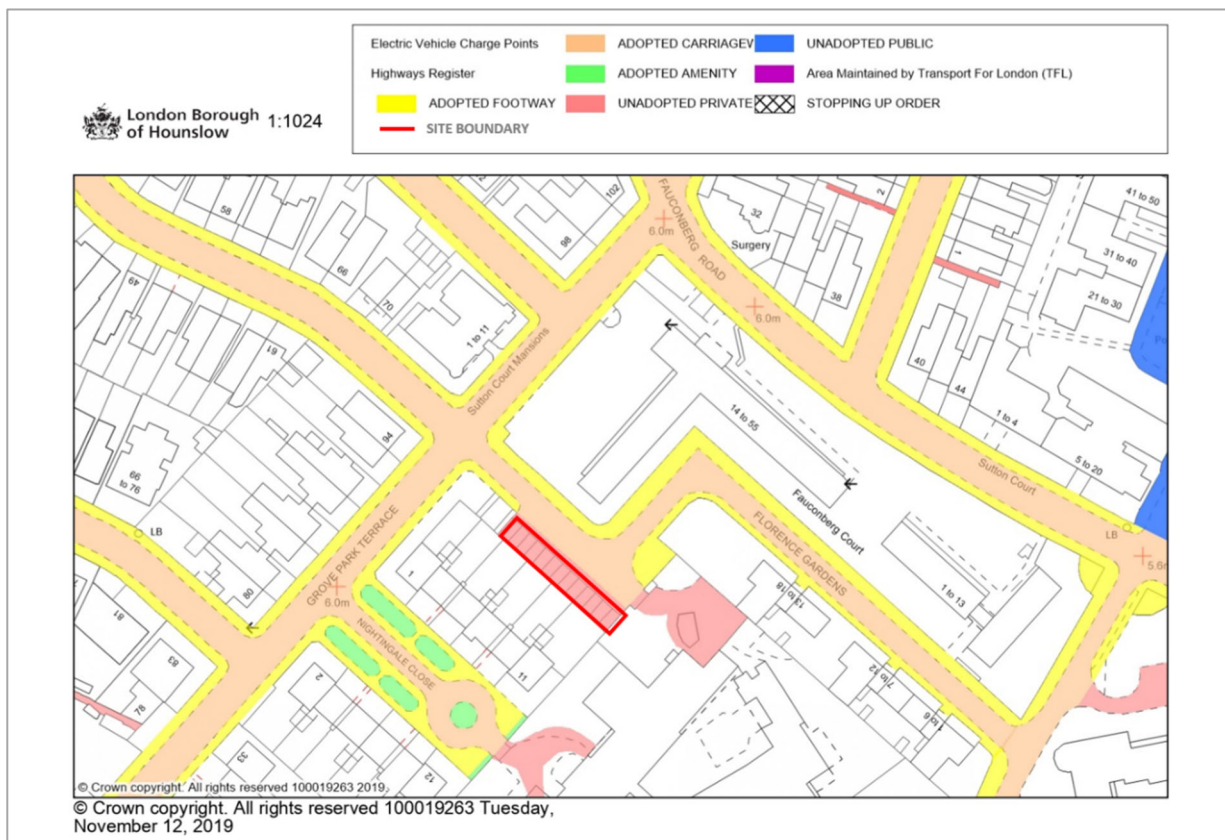


Figure 2: Highway Status

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, to and 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 Local Implementation Plan document 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 set shown in the following table.

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 ^Δ

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.

~ With the exception of disabled persons parking, see Policy T6.1 G

^Δ 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 the Site is 2, classified as Outer London, therefore the maximum provision of up to 1 space per dwelling would be applicable for any future residential development on the site.

3 Access and Movement Overview

3.1 Existing Access Arrangements

The existing access, providing vehicle and pedestrian access to the Site, is from Florence Gardens to the northeast of the site.

3.2 Adjacent Land Uses and Amenities

The Site is surrounded by residential development in all directions. The residential dwellings generally consist of three storey blocks of flats, two storey terraced housing and semi-detached houses.

Various public amenities are located within walking distance of the Site. Chiswick Town Hall is situated 1km in northeast while Chiswick House and Gardens is situated 600m east of the Site. Chiswick Hockey Club and Chiswick Football Club is 1.6km southeast of the Site.

A car dealer and a self-storage business is located 1km northeast of the Site.

There are several schools situated within 2km distance from the Site. Grove Park Primary School is situated adjacent to the Site to the southeast. Elmwood Montessori School is 275m and The Falcons Pre-Preparatory School is 350m northwest of the Site. Heathfield House School is situated 650m northeast of the Site. Strand on the Green Junior School is located 750mm west of the Site.

Grove Park Terrace Surgery, a medical centre, is located 180m southwest of the Site. Budgens Supermarket is located 210m north of the Site.

The River Thames lies 450m southwest of the Site.

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 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.

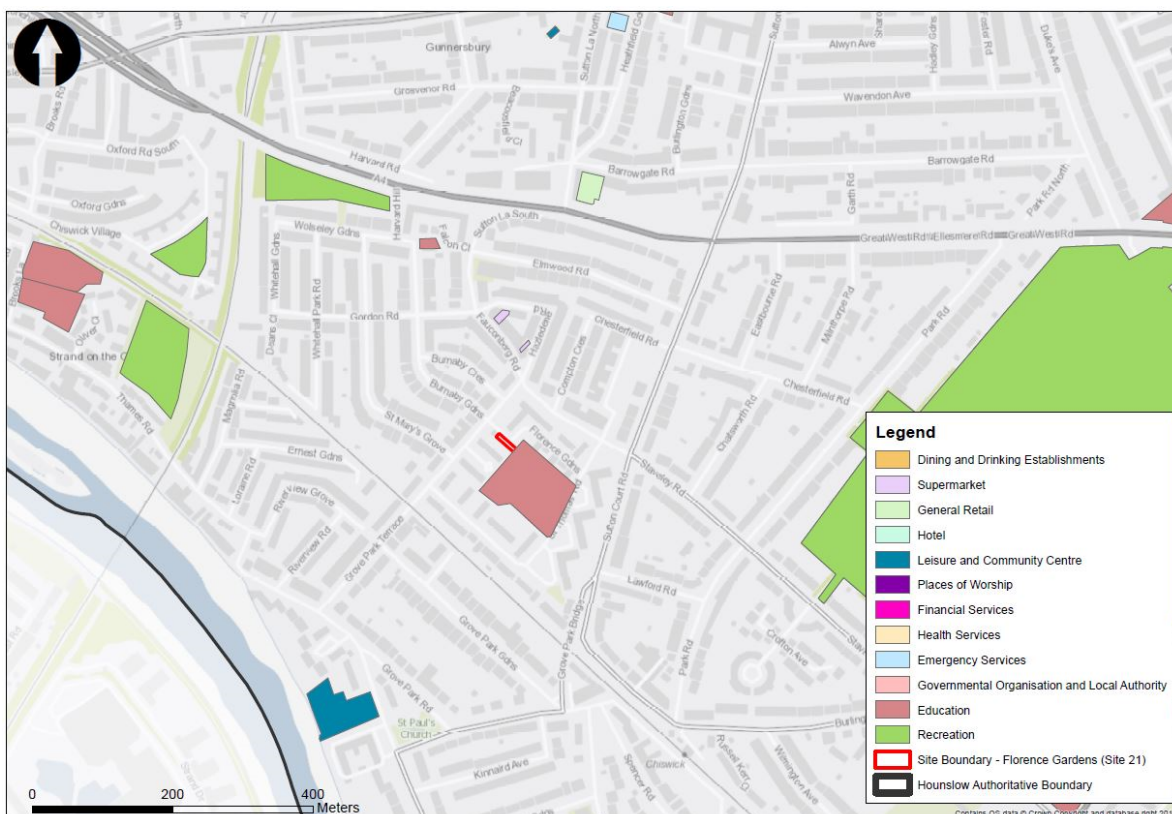


Figure 3: Indicative Amenities Surrounding the Site

3.3 Pedestrian Accessibility

Florence Gardens provide pedestrian access to site from northeast. Footways with raised kerbs are present on both sides of Florence Gardens. The road has dropped kerbs and tactile paving for pedestrian crossings at various locations along the road.

Grove Park Terrace situated to west and St Thomas' Road situated to east of the Site have footways with grass verge on both sides of road. The footways appear wide and well maintained.

Fauconberg Road located north of the Site, has footways on both sides of the carriageway. The footways appear wide and well maintained with dropped kerbs and tactical paving at various locations along the road for pedestrian crossings.

The site is well connected to nearby bus stops and rail stations by wide footways and a pedestrian subway under the A4 Cedars Road.

3.4 Cycle Infrastructure

There is no National Cycle Route (NCR) in the immediate vicinity of the Site. NCR 4 lies at a distance of circa 2.5km south of the Site. The NCR 4 connects London to Bristol.

A Local Cycle Route runs on Fauconberg Road, north of the Site, connecting to the proposed Cycleway 9 (C9), along the A3000 Wellesley Road, also to the north of the site. Cycleway 9 connects Chiswick High Road in the east to Kew Bridge Road in the west.

Local Cycle Route 44 runs along the A4 Cedars Road, to the north of the Site. The Local Cycle Route 44 connects Chiswick Roundabout in the west to Hogarth Roundabout in the east.

3.5 Public Transport Accessibility

A Public Transport Accessibility Level (PTAL) report has been produced using TfL's WebCat Planning tool which provides a ranking of a location regarding its distance from frequent public transport services. The PTAL rating of the Site is 2, which represents a low level of accessibility. The full report can be found in Appendix A.

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 the Site. It is located on the Sutton Court Road, east of the Site.

Table 4: Bus Services

Bus Stop	Distance to site	Bus Service No.	Route	No. per hour per direction
Chesterfield Road (Stop E/J), Lawford Road (Stop D/K)	350m	272	Cavendish Road – Shepherd’s Bush Station	4
		E3	Clifton Road – Edensor Road/New Chiswick Pool	9-10
Total				12-14

In addition to the bus services available, rail services can be accessed from Chiswick and Gunnersbury Rail Station which is located approximately 600m and 1km walk distance respectively southeast of the Site. Gunnersbury Rail Station provides London Underground and Overground Services. This station acts as an interchange for District Line and London Overground. Chiswick Station provides services by South Western Rail to a number of destinations

Table 5 below includes the number of services per hour per direction.

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Table 5: Rail Services from Chiswick and Gunnersbury Rail Station

Rail Station	Route	No. per hour per direction
Chiswick Rail Station	Hounslow Loop to London Waterloo	4
	Weybridge via Staines to London Waterloo	4
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
Total		25

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

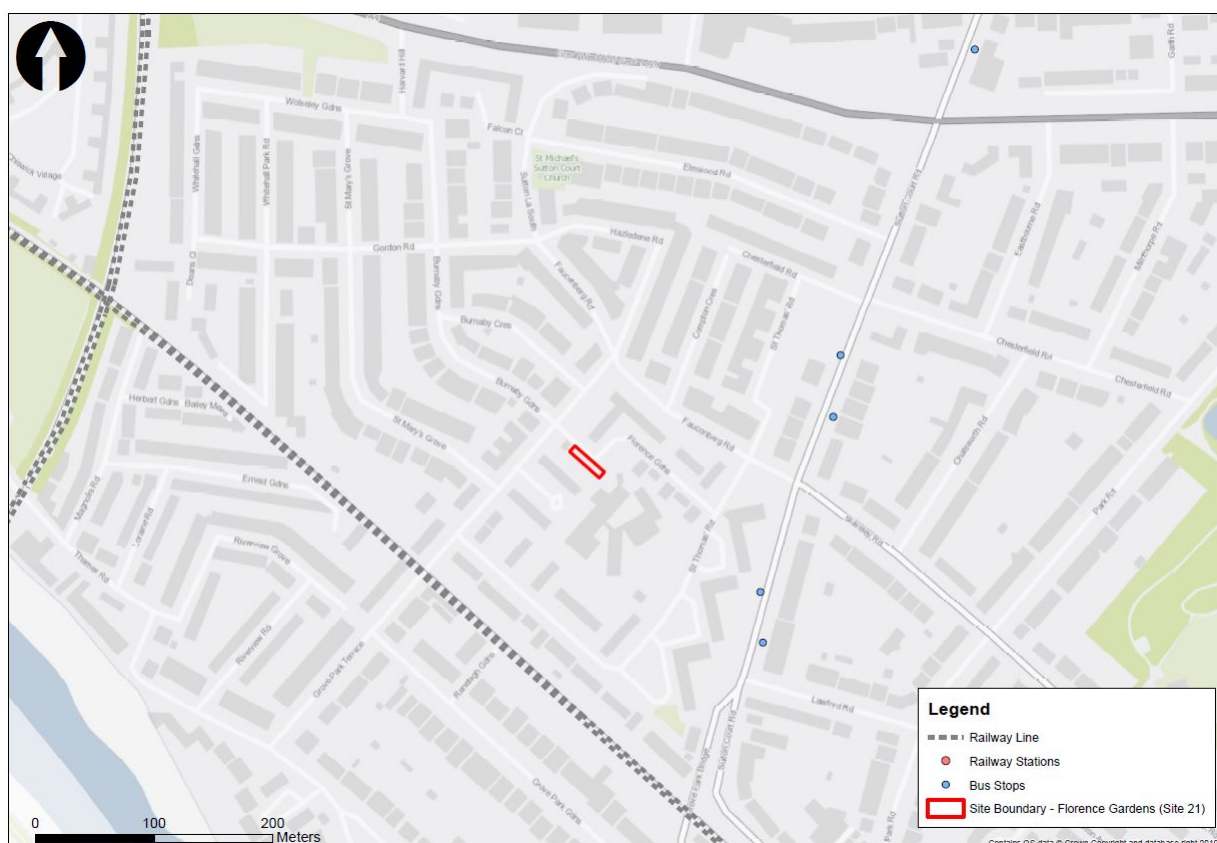


Figure 4: Public Transport Infrastructure Surrounding the Site

3.6 Road Infrastructure

Florence Gardens provides vehicle access to the Site. The road connects St Thomas' Road to the east with Grove Park Terrace to the west of the Site. Florence Gardens provides access to the residential developments opposite the Site.

Grove Park Terrace is a single carriageway and meets with Fauconberg Road towards northeast and with Grove Park Road towards southwest. Part of the road falls under 20mph zone. The speed limit changes to 30mph near the level rail crossing. St Thomas' Road is a single carriageway provides access to residential developments.

Fauconberg Road is a single carriageway providing access to surrounding residential developments. The traffic from A4 Cedars Road exits into Sutton Lane South which merges into Fauconberg Road to the south. Fauconberg Road meets Sutton Court Road to the northwest of the Site.

Sutton Court Road is a single carriageway under 20mph zone. It has entry restrictions for goods vehicles with gross weight of 18 tonnes on weekdays from 00:00 to 07:00 and 21:00 to 24:00 and from 00:00 to 07:00 and 13:00 to 24:00 on Saturday. The entry restriction exists all throughout Sunday. The restrictions are not applicable to permit holders. The goods vehicles with gross weight of 7.5 tonnes are allowed on the road for loading purposes. The road provides access to the bus stops nearest to the Site.

3.7 Parking

The Site is located within the Control Parking Zone (CPZ) Fauconberg Road (FR). St Thomas' Road, Grove Park Terrace and Fauconberg Road have parking restrictions on Monday to Friday between 10:00 to 12:00 hours for resident permit holders only. There are waiting restrictions from 18:30 to 08:00 for buses up to 8 passengers and goods vehicles with gross weight of 5 tonnes on St Thomas' Road and Florence Gardens. Also, there are stopping restrictions on weekdays from 08:15 to 16:30 on entrance markings exists on St Thomas' Road.

Sutton Court Road, from its junction with Fauconberg Road is also within the CPZ Fauconberg Road with parking restrictions from Monday to Friday between 10:00 to 12:00 hours except for permit holders or pay by phone and maximum stay up to 1 hour. Waiting restrictions from 07:00 to 19:00 also exists on the road.

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.

Eight collisions have been identified within the surrounding highway network. One serious and seven slight collisions were identified out of the total. The serious collision involved a pedal cycle while two slight collisions involved pedestrian.

Three slight and one serious collision have been identified at the junction of Sutton Court Road with Fauconberg Road. Two slight collisions occurred on St. Thomas' Road and one slight collision occurred on Grove Park Terrace.

One slight collision has been identified near Grove Park Primary School which is in the immediate vicinity of the Site.

An extract from Crashmap showing the exact locations of the incidents is showing at the figure below.

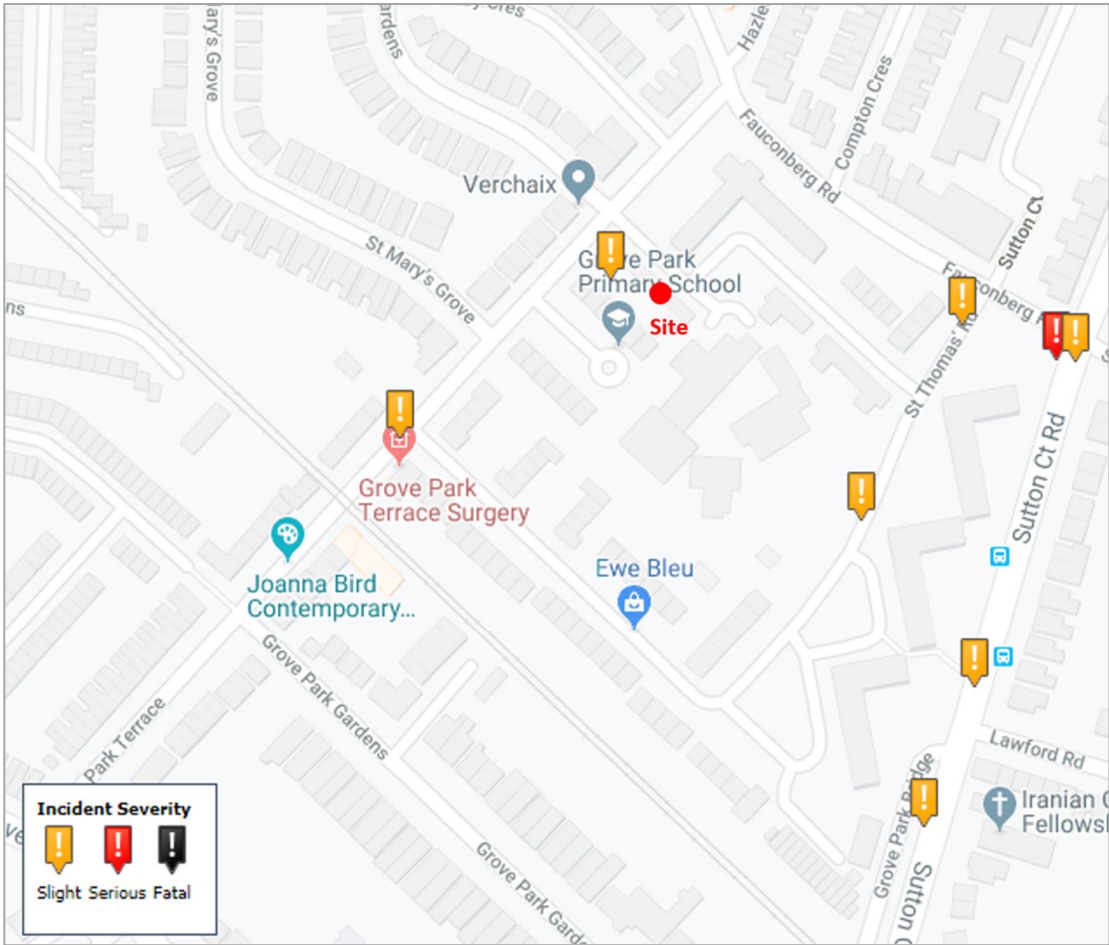


Figure 5: Crashmap Extract of the Local Highway Network

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it is assumed that the Site 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 or terraced housing or semi-detached houses of a similar height to the neighbouring buildings.

The Site currently has a direct vehicle access via Florence Gardens. The location is considered suitable, as access is already established, meaning that future use as a vehicle 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 footway 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 Site and the access road is on a flat terrain and allows sufficient visibility for drivers and existing users of the Site.

The Site is connected to existing pedestrian footways and a number of bus services as well as to Chiswick and Gunnersbury rail station (via a subway under the A4 Cedars Road). These connections provide the opportunity for any future development of the Site to promote trips by sustainable travel modes, which will have environmental benefits.

The access option is 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 a comparison of a similar sized plots nearby being utilised for 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 is achieved via Florence Gardens located northeast of the Site. Pedestrian and cyclist access are also provided by the same.
Surrounding Area	The Site lies within in urban setting, surrounded by residential homes. The Site lies directly adjacent to Grove Park Primary School. The River Thames is approximately 450m to the southwest. The Site is at a walking distance of circa 350m from nearest bus stop, 600m from Chiswick Rail Station and 1km from Gunnersbury Station. Several public amenities like Chiswick Town Hall, Chiswick House and Gardens and several schools lies within 2km.
Current Visibility	Visibility from the existing site access does not create any issues, as the existing access and the Site is on a flat terrain, it allows sufficient visibility for drivers and existing users of the site.
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	Access could be maintained at the established point of access, as it is established and currently considered viable for its purpose.
Parking Availability	The redevelopment of the site into residential use would displace the existing off-site parking availability provided by the garages and there is a possibility of increasing the demand for parking in the surrounding area as a result.
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.</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 access 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 Site to provide an indication of the impact on the surrounding highways due to the change of use of this site.

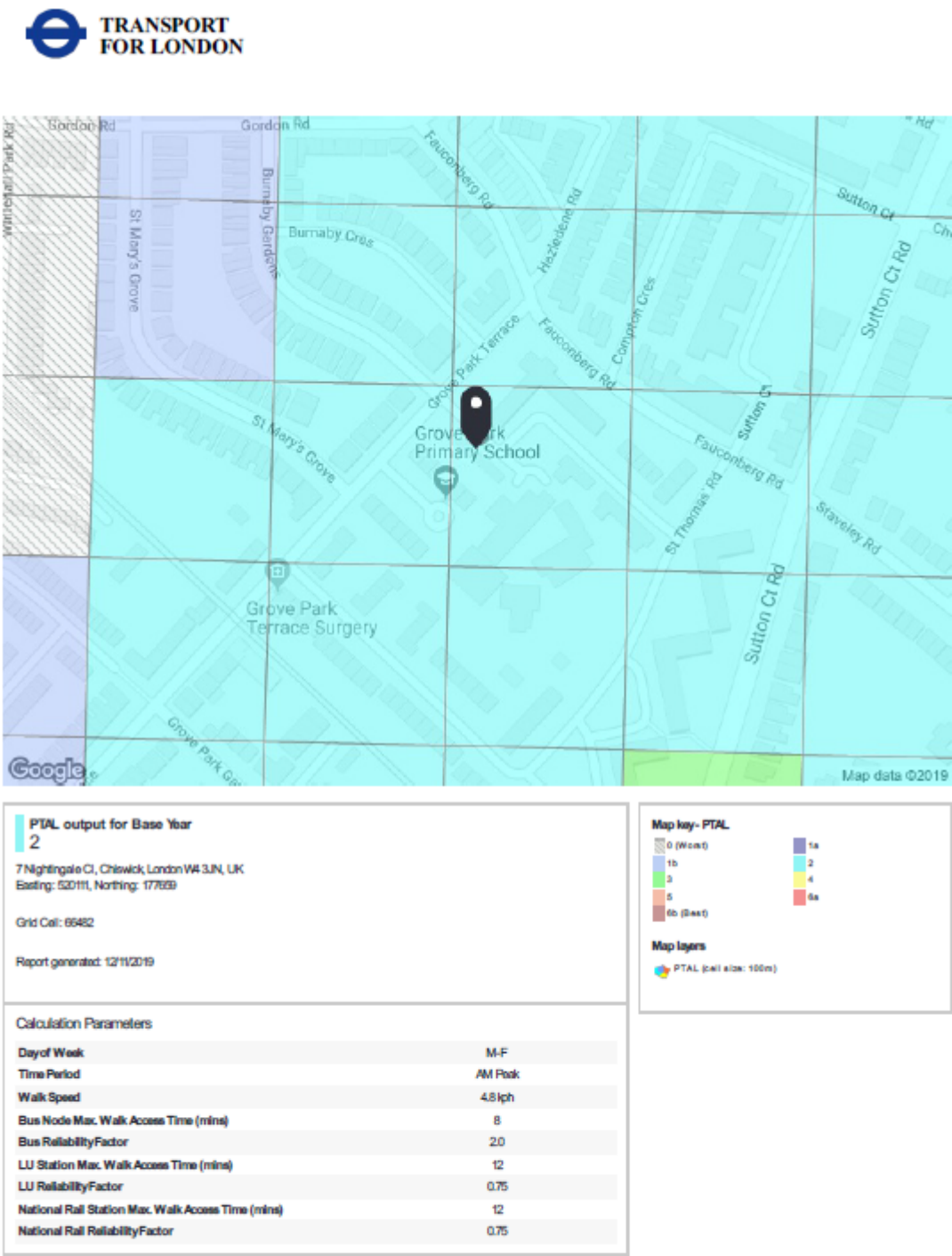
The redevelopment of the garages into residential use will probably result in loss of existing 13 off street parking spaces and possibly creation of more parking demand on surrounding streets. Therefore, the possible displacement of car parking onto the external highway network should be considered.

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

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APPENDIX A

PTAL Report



Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Wait Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	SUTTON CT RD STAMLEY RD	272	333.45	4	4.17	9.5	13.67	2.19	0.5	1.1
Bus	SUTTON CT RD STAMLEY RD	E3	333.45	10	4.17	5	9.17	3.27	1	3.27
Rail	Chiswick	*TWICKENHAM-WATRLMN 2R03	757.21	0.33	9.47	91.66	101.12	0.3	0.5	0.15
Rail	Chiswick	*WATRLMN-WATRLMN 2R09	757.21	2	9.47	15.75	25.22	1.19	1	1.19
Rail	Chiswick	*STAINES-WATRLMN 2S10	757.21	0.33	9.47	91.66	101.12	0.3	0.5	0.15
Rail	Chiswick	*WEYBODGB-WATRLMN 2S12	757.21	1.67	9.47	18.71	28.18	1.06	0.5	0.53
Rail	Chiswick	*WATRLMN-WEYBODGB 2S13	757.21	2	9.47	15.75	25.22	1.19	0.5	0.59
Rail	Chiswick	*WATRLMN-HOUNSLOW 2S91	757.21	0.33	9.47	91.66	101.12	0.3	0.5	0.15
Total Grid Cell AI:										7.13

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