


LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

GARAGE BLOCK AT GARTH COURT, CHISWICK, W4 4QL

Highways Due Diligence Report

APRIL 2019

A large, solid orange geometric shape, resembling a stylized triangle or a section of a larger triangle, is positioned in the bottom right corner of the page. It is composed of two overlapping triangular areas, creating a subtle internal line. A thin horizontal line extends from the left edge of the page, passing behind the orange shape.

Garage block at garth Court, Chiswick, W4 4QI

Highways Due Diligence Report

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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 number of technical surveys for a garage block at Garth Court, Chiswick, London ('the Site').

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.

The Site location is shown in **Error! Reference source not found.** below.

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)

Garage block at garth Court, Chiswick, W4 4QI

- 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

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This report has been compiled from a number of publicly available 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 potential for further information which is not in the public domain, 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	Garth Court, Ellesmere Rd, Chiswick, London W4 4QH
National Grid Reference	520587, 177982
Approximate Site Area	The Site is roughly rectangular in shape and covers an area of approximately 0.0373 hectares
Description of Site	The Site consists of twelve parking garages arranged in two blocks of six separated by an asphalt area of hardstanding and a grassy verge with a mature tree located at the corner of Garth Court and Garth Road. Vehicular and pedestrian access is currently provided via Garth Court to the south of Site.
Topography	The Topography of the Site is generally flat at approximately 10 m Above Ordnance Datum (AOD). The immediately surrounding area is also generally flat.
Surrounding Area	<p>The Site lies within a residential area with apartments or houses with gardens in all directions. On street parking is provided for residents on bordering roads. Chiswick House and Gardens historical estate lie 270m to the southeast.</p> <p>The A4 is located to the south of the Site spanning east-west.</p>

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 was agricultural land which was developed into a residential building in the year 1962. It was later redeveloped into current configuration of parking garages associated with adjacent apartment buildings in 1965.

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

Table 2: Comparable Planning Applications to the Site in the Surrounding Area

Planning Application Reference	Description
<p>March 2018</p> <p>Ref: P/2017/2493</p> <p>31 Barrowgate Road Chiswick London W4 4QX</p>	<p>Erection of a two storey house with habitable rooms within the roof space with associated parking, cycle and bin storage to the rear of 31 Barrowgate Road following demolition of existing ancillary building.</p> <p>The application proposed one car parking space for the development.</p> <p>Located northwest to the Site.</p>
<p>December 2015</p> <p>Ref: P/2015/4936</p> <p>Land adjacent to 124 Barrowgate Road Chiswick London W4 4QP</p>	<p>Erection of a three storey house with basement and off-street parking following demolition of garages.</p> <p>Located northeast to the Site.</p>

The above planning applications close to the Site suggests a trend towards residential development in the surrounding area.

2.3 Highways Register - Highway Boundary

LBH's Highways Register online map provides information regarding the highway boundary within Chiswick. As shown in Figure 2, the Site is categorised as unadopted private in Highways Register. The Site is bordered by adopted footway and adopted carriageway (Garth Court and Garth Road) to south and east. Adopted amenity is present to the south of the Site on Garth Court. A4 Ellesmere Road is located to south of the Site, is mentioned as Area Maintained by Transport for London (TfL) according to the Highways Register.

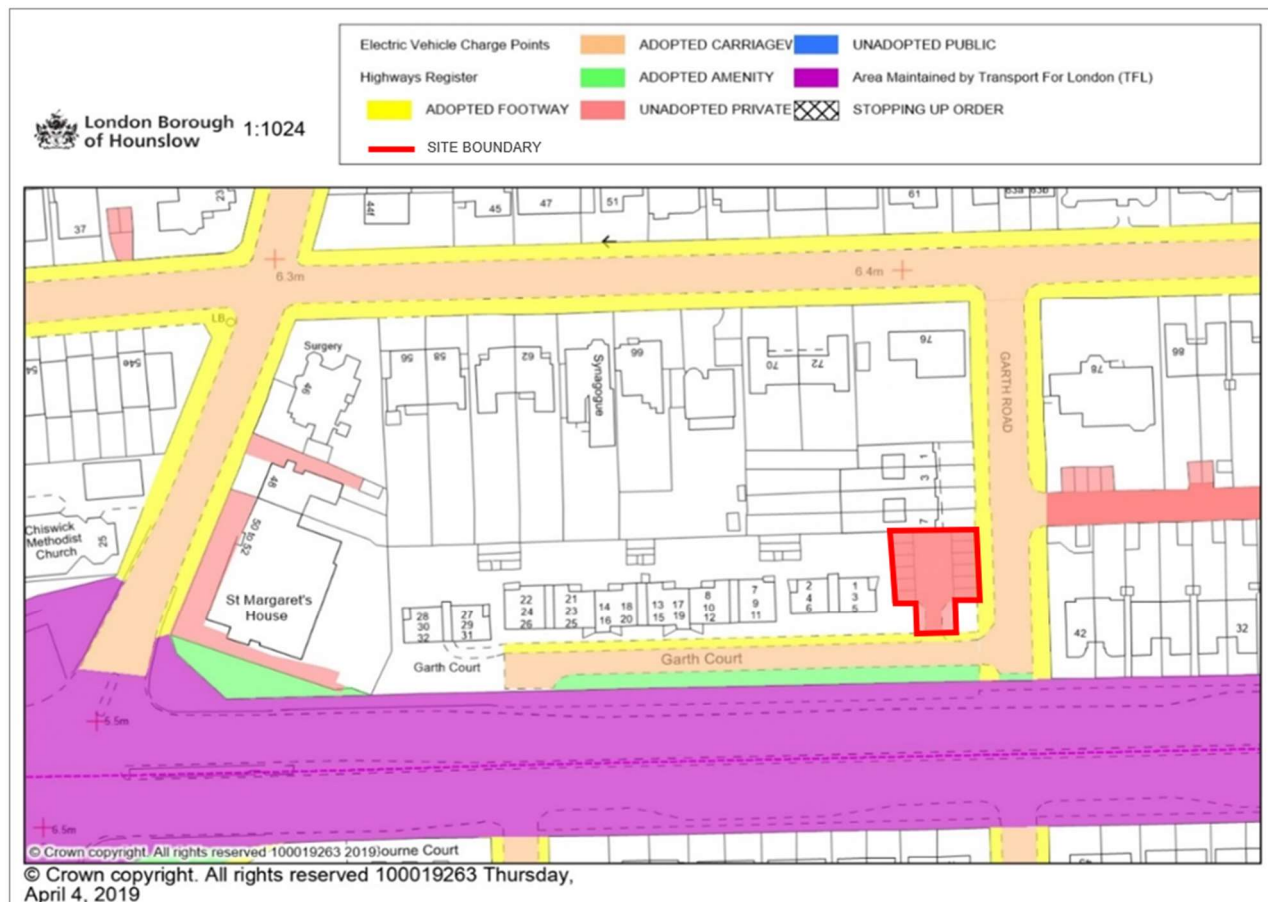


Figure 2: Highways Status

2.4 Hounslow 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 carries on to explain 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, 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
<p>* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.</p> <p>~ With the exception of disabled persons parking, see Policy T6.1 G</p> <p>^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.</p>	

The Site has a PTAL rating of 1b and is located in outer London, therefore the maximum provision of 1.5 spaces per dwelling would be applicable for any future residential development on the Site. However, it is located immediately east and south of areas with a PTAL rating of 4, which should be taken into consideration.

3 Access and Movement Overview

3.1 Existing Access Arrangements

The existing access to Garth Court is situated to the south of the Site and provides vehicular and pedestrian access into the Site. Garth Court is a dead end road to the west and dwellings to the north. There is a foot path on the northern side of the road only.

3.2 Adjacent Land Uses and Amenities

The Site is surrounded by residential development in all directions. The residential development consists of apartment buildings or housing with gardens. St. Margaret's House, supports accommodation for young people, is situated at approximately 150m to east of the Site. Chiswick House and Gardens historical estate lies 270m to the southeast.

Chiswick Town Hall is situated 600m to northwest. The closest convenience store is located 750m to northeast of site. There is a primary school, St Mary's RC Primary School, located 1.4 km, to east of the Site. An electric charging station is located a driving distance of 1.3km to the southeast.

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 that is updated daily. The last update has been dated 14th April 2019 (the time the data had been downloaded). It should be noted that OSM data is not 100% accurate and therefore certain amenities may not appear in the coverage area in question.

3.3 Pedestrian Accessibility

Garth Court provides pedestrian accessibility to site. It has a footway approximately 2m wide on the northern side of the road, whilst there is a strip of grass and trees on the southern side of the road (approximately 3.5m wide) to separate itself from the A4. Footways of approximately 1.5m width, together with with a 4m wide grass verges are present on east side of Garth Court. The Site can be accessed from A4 Ellesmere Road via a pedestrian access just south of the Garth Road/Garth Court junction.

Garth Road surrounds the Site to east, has footways and a grass verge on both sides of the road.

3.4 Cycle Infrastructure

Local cycle route 44 is located to south of the Site on A4 Ellesmere Road. The local cycle route 44 is a radial route in the west of London that connects Slough to Central London (Hyde Park) via Hammersmith.

The proposed Cycle Superhighway 9 is located 600m north of the Site. There are no other advisory, signed routes, or on-carriageway lanes in the direct vicinity of the Site, aside from route 44.

3.5 Public Transport Accessibility

In consideration of the Site location within a London Borough, the overall accessibility level can be determined using the Transport for London's Public Transport Accessibility Level (PTAL) calculation available on the WebCAT website. The PTAL rating at the main entrance of the Site is 1b, which is considered as very poor level of accessibility. Notwithstanding this, the Site lies in close proximity to areas with ratings of 4 just north and west bordering the Site, which should be taken into consideration. The full PTAL output report is available within Appendix A of this report.

The closest bus stop, Barrowgate Road (Stop H and Stop F) located 240m/270m from the Site, is on Sutton Court Road, northwest of the Site. Table 4 below describes the services at this stop.

Figure 4 shows the public transport infrastructure close to the Site.

Table 4: Bus Services

Bus Stop	Distance to site (m)	Bus Service No.	Route	No. per hour per direction
Barrowgate Road, Stop H/F	240m/ 270m	272	Shepherd's Bush Green - Cavendish Road	4
		E3	Clifton Road – Edensor Road/ New Chiswick Pool	6-10
Total				10--14

Chiswick Town Hall bus stop, 500m northwest to site and Chesterfield Road bus stop, 600m southwest to site provides bus services similar to the Barrowgate Road bus stop.

The nearest rail station is Chiswick Park, 1.2km northwest of the Site. Chiswick Park Station is an underground station served by the District line.

Table 5: Rail Services from Chiswick Park Rail Station

Route	No. per hour per direction
Ealing Broadway – Upminster	6 - 9

Chiswick Park Station also serves another route on District Line, Ealing Broadway to Edgware Road. The station provides services only on Saturday and public holidays for this route.

3.6 Road Infrastructure

Garth Court located to south of site, provides access to the Site and surrounding residential development. It has approximately a 5m wide carriageway. Garth Road has a 7m wide carriageway, located east of the Site. There are entry restrictions from 18:30 to 08:00 for buses and goods vehicles on Garth Road.

A4 Ellesmere Road is situated to south of the Site. It is a 40mph dual carriageway. The A4 Ellesmere Road is also a red route, therefore, loading unloading, and stoppage restrictions exists on the road. There is no direct vehicle access between Garth Court, where the Site is located and the A4 Ellesmere Road.

Barrowgate Road, a single carriageway road, provides vehicle access to site from A4 Ellesmere Road via Sutton Court Road. Barrowgate Road also provides vehicle access to most of the surrounding services and transport infrastructure from the Site.

3.7 Parking

On-street parking spaces are allocated for the residential development around the Site. Garth Court and Garth Road falls under the CC Controlled Parking Zone where parking for the resident permit holders is permitted from Monday to Saturday 09:30–12:30, Monday to Friday 16:30–18:30 and at any time on Sunday.

Pay and Park facility is provided for non-permit holders, maximum stay for 4 hours, on either side of Garth Road near Barrowgate Road/Garth Road junction.

There is provision of a number of garages to the east of Garth Road in addition to the on-street parking spaces, it is not known whether these are associated with the residential dwellings on Garth Court.

3.8 Analysis of Collision Data

An Indicative analysis 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.

A total 13 accidents have been identified in the vicinity of site. A cluster of eight accidents has occurred at A4 Ellesmere Road/ Sutton Court Road junction. Out of the total eight, seven accidents were slight, and one was serious in severity of collision.

Near the A4 Ellesmere Road/Eastbourne Road junction, three accidents were identified out of which two were serious. One accident near Sutton Court Road/ Barrowgate Road junction and A4 Ellesmere Road/ Milnthorpe Road was identified.

One accident out of the total identified involved pedal cycle casualty. No accident involved pedestrian casualty.

There are no accidents identified in the immediate vicinity of the Site. Most of the accidents are on the A4 Ellesmere Road which has no direct vehicle access to the Site. The exact locations of the collisions can be viewed within Appendix B.

Garage block at garth Court, Chiswick, W4 4QI

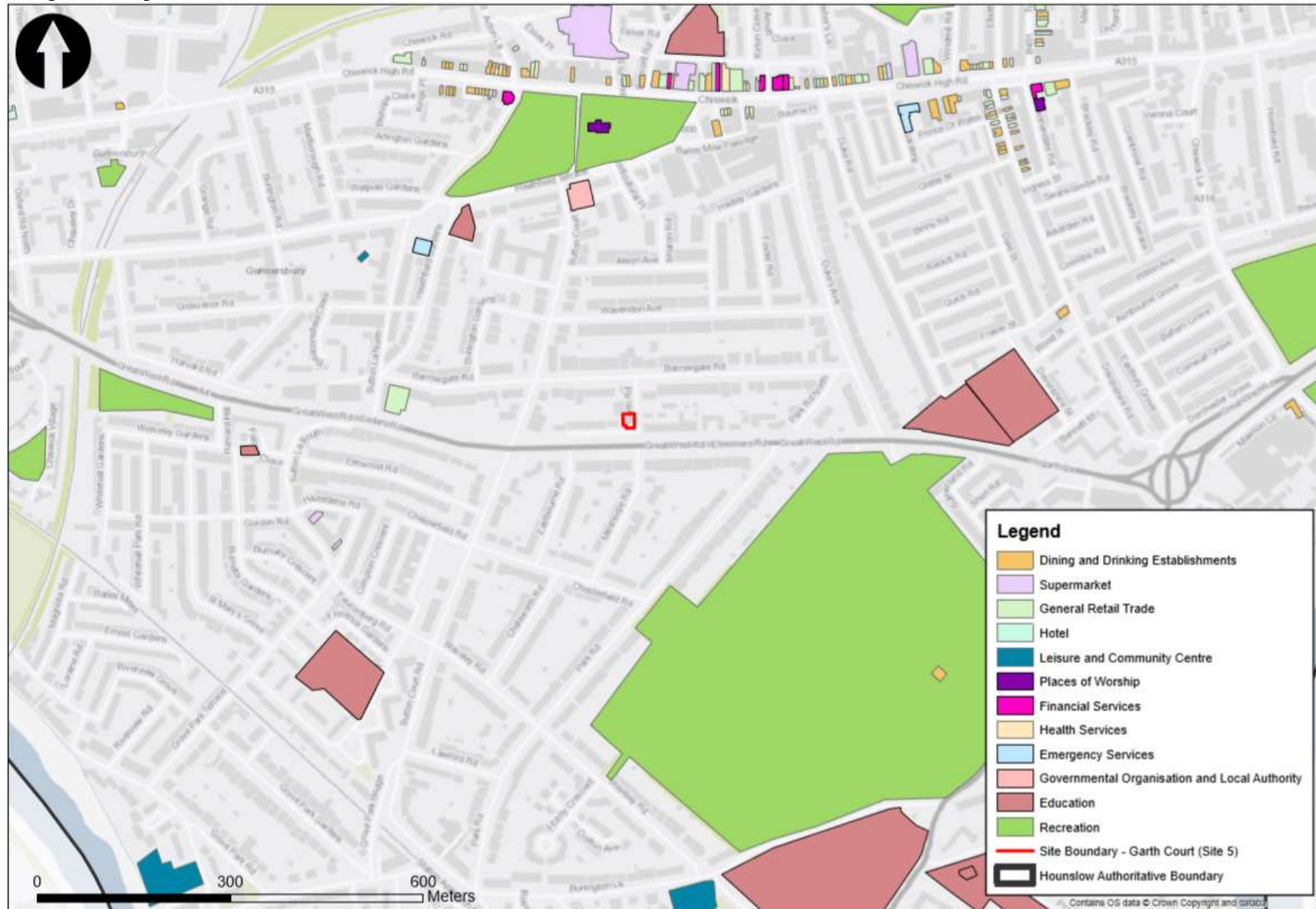


Figure 3: Indicative Amenities Surrounding the Site

Garage block at garth Court, Chiswick, W4 4QJ

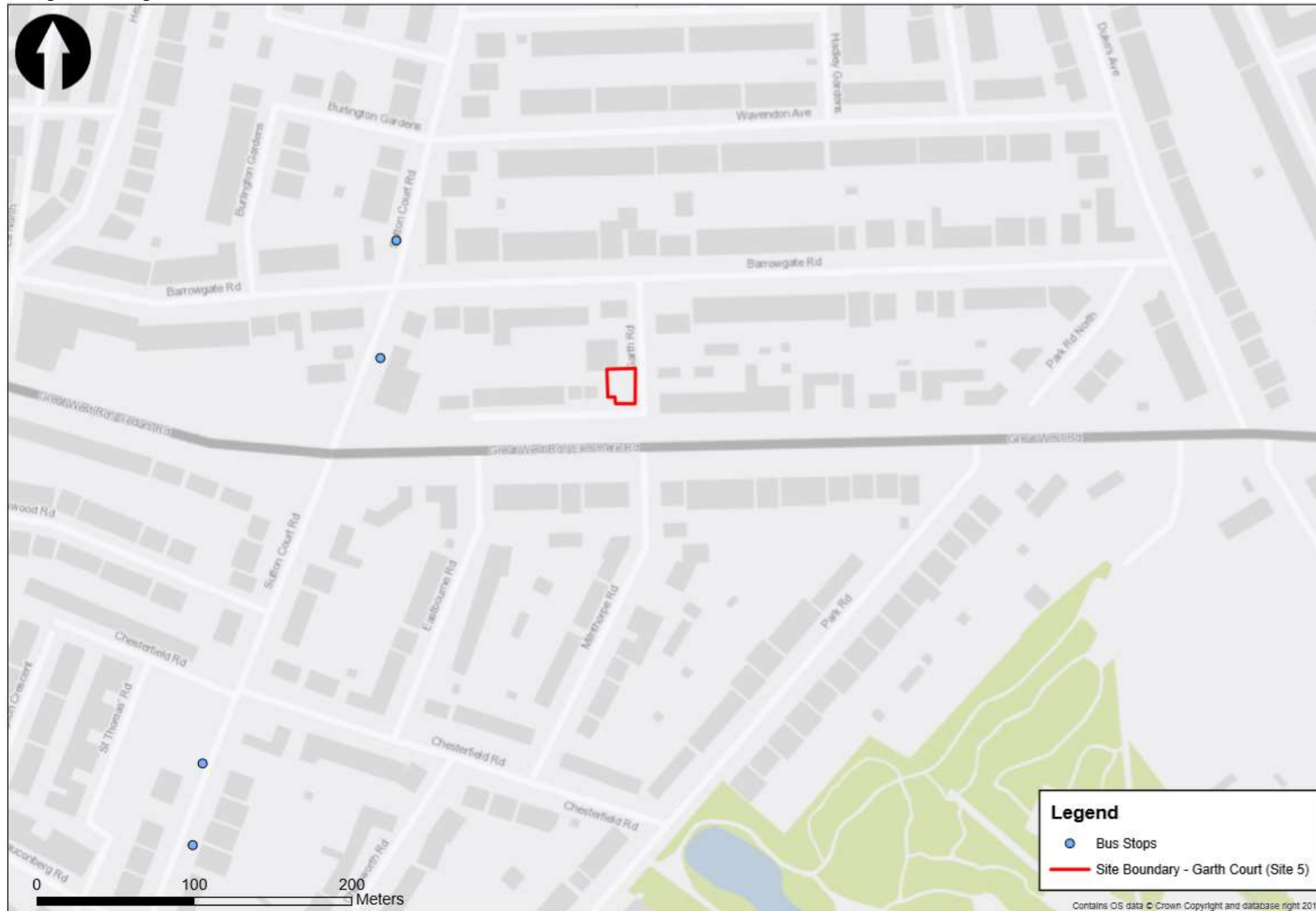


Figure 4: Public Transport Infrastructure Surrounding the Site

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it is assumed that the Garth Court site would be considered for future residential development. In the context of the surrounding area, this would be deemed appropriate.

It is considered that a site of this size and with the neighbouring buildings being no more than 3 storeys in height, a residential development of similar height could be supported.

There are two potential options for future access into site. The Site currently has a direct vehicle access from Garth Court. A vehicle access directly into the Site can be provided which retains the current arrangement. The second option could be to not provide any vehicular access for the Site, as per the neighbouring residential block to the west. This would be achieved by closing the existing vehicle access and extending the existing on-street parking on Garth Court towards the east, along the front of the Site. The developable area of the Site for residential dwellings could increase in this scenario. This option would require further investigation into the existing parking occupancy of the Garth Court on-street facility, as any future development will need to ensure that this amenity is not significantly impacted. Consideration of managing potential displaced car parking or controlling future resident car ownership would be needed should the no access option be developed.

The current access from Garth Court is considered suitable for a future residential development. As surrounding developments are residential, no safety related risks are identified for vehicle and pedestrian movement to the Site. The retention of the Site access onto Garth Court is unlikely to raise any concerns from highway perspectives as the access is established. The land surrounding the area, both carriage way and footway have been identified as adopted, therefore there are no land ownership issues with regards to the access of the Site.

The PTAL rating of the current site is 1b which is considered very poor in the level of accessibility, although the immediate area to the west and north is rated 4, which is fair. As a result, a lower car parking provision compared to the maximum for the rating of 1b could be considered.

The access constraints are summarised in the following figure.



Figure 5: Access Constraints (Background Source – Google)

5 Conclusions and Recommendations

5.1 Conclusions

The Site is considered to be appropriate for residential use, with a comparison of a similar size plot nearby being utilised for residential purposes. Existing access arrangements have the potential to be maintained though the feasibility of this would need to be assessed within the design stage.

Table 6: Summary

Current Access	Vehicular and pedestrian access currently achieved directly onto Garth Court to the south of the plot.
Surrounding Area	Primarily residential, consisting of apartment buildings and housing with gardens. The Site is located within 270m of Barrowgate bus stop.
Current Visibility	Visibility from the Site is currently considered to have no issues as the access road directly inside the Site enables fair visibility for the turning vehicle movement from Garth Road to Garth Court.
Current Restrictions	There are no identified restrictions currently.
Access Solutions	Access could be maintained at the established point of access, as it is currently considered viable for its purpose.
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 current PTAL rating of the Site is 1b, although it is immediately east and south of areas with a PTAL rating of 4, hence future car parking provision for the Site may be negotiable. Sustainable travel options can be encouraged through lower car parking ratios.</p> <p>An option to close the existing vehicular access and extend the existing on-street car parking provision can be investigated, although there may not be sufficient spare capacity to meet future parking demand.</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. The difference in the PTAL rating of the Site and the immediate surrounding area to the west and north suggest that the car parking provision for a future residential development could be further discussed with the local authority during the progression of any scheme. Consideration of the requirement to include a vehicular access into the Site or not.

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.

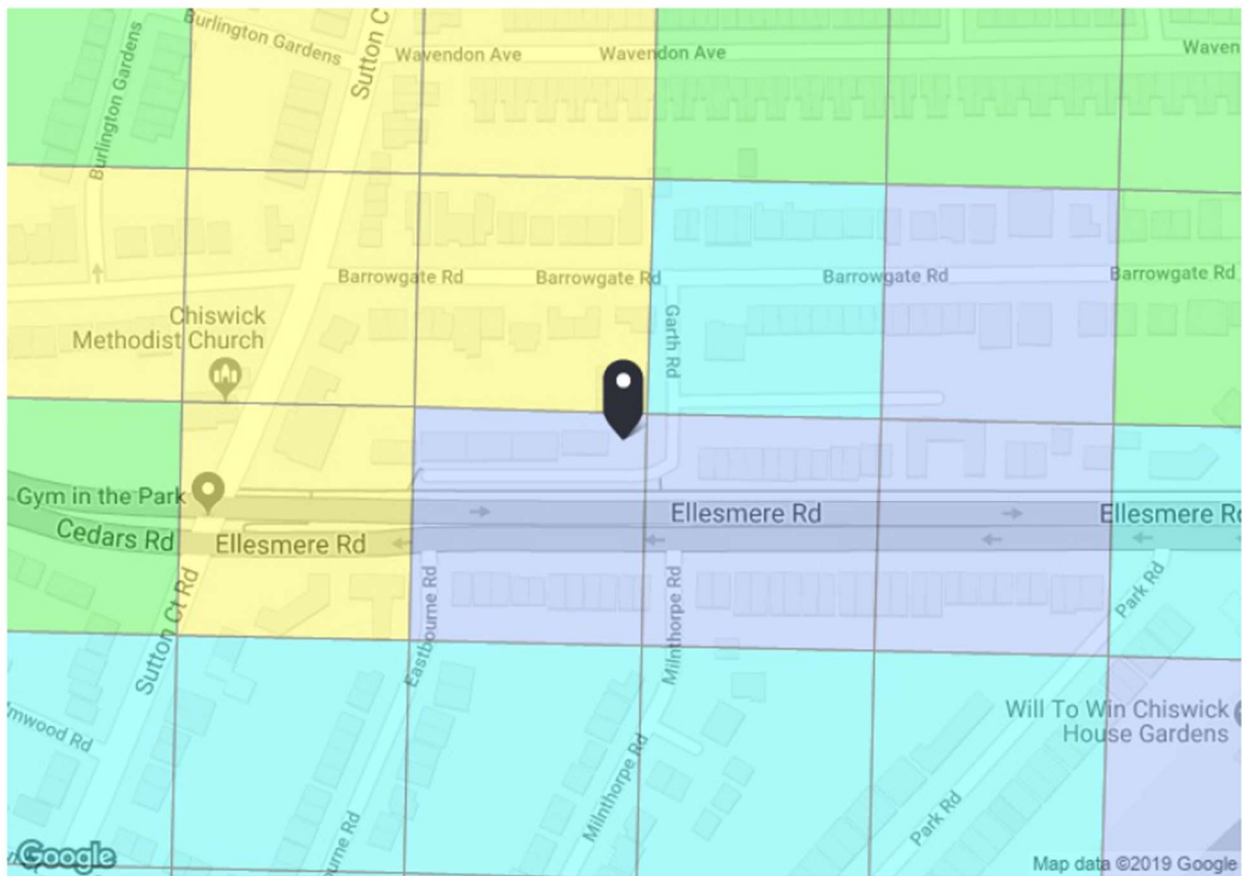
Engagement with colleagues at Hounslow is required to establish the full requirements for planning application submission.

Garage block at garth Court, Chiswick, W4 4QI

APPENDIX A

PTAL Report

Garage block at garth Court, Chiswick, W4 4QI



PTAL output for Base Year 1b

7 Garth Rd, Chiswick, London W4 4QN, UK
Easting: 520587, Northing: 177982

Grid Cell: 67973

Report generated: 05/04/2019

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

Map key - PTAL

0 (Worst)
1b
3
5
6b (Best)

1a
2
4
6a

Map layers

PTAL (cell size: 100m)

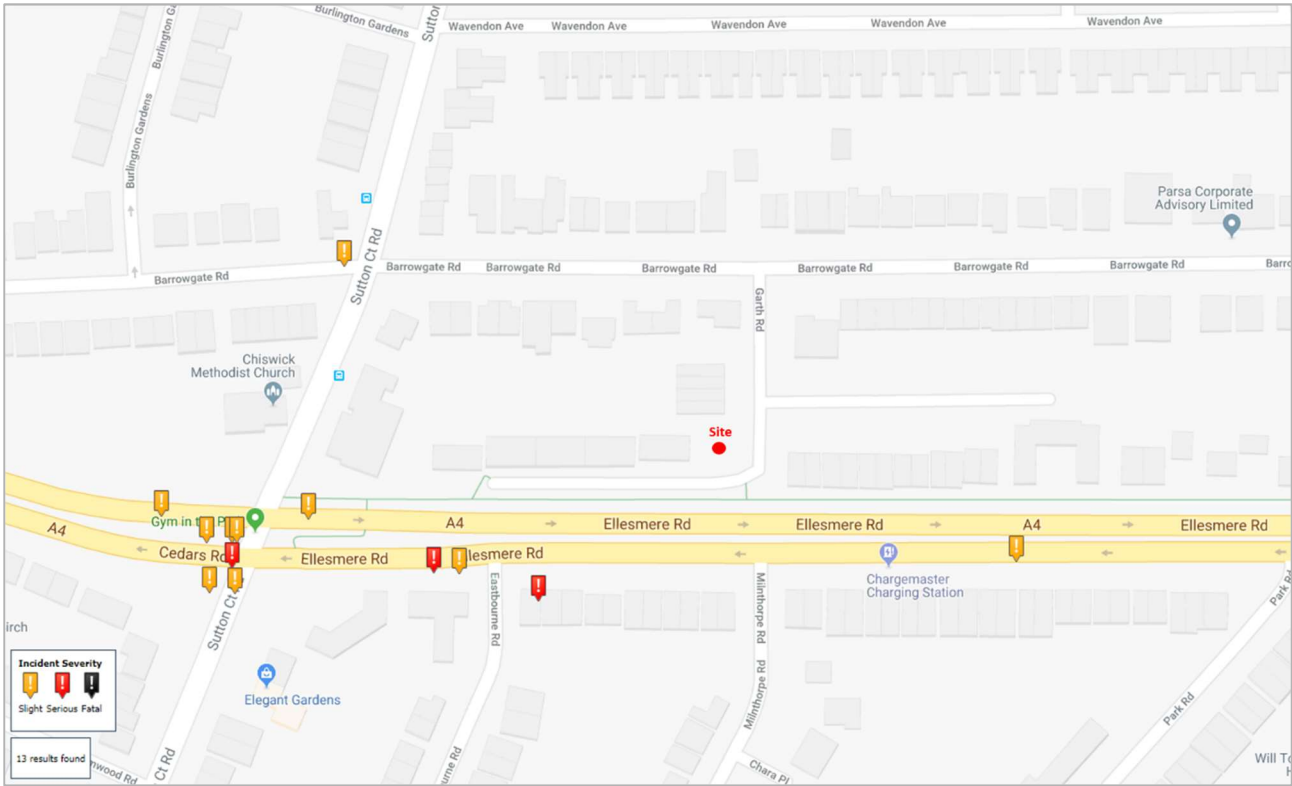
Garage block at garth Court, Chiswick, W4 4QI

Calculation data											
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAF (mins)	EDF	Weight	AI	
Bus	BARROWGATEROAD	272	240.63	4	3.01	9.5	12.51	24	0.5	1.2	
Bus	BARROWGATEROAD	E3	240.63	10	3.01	5	8.01	3.75	1	3.75	
Total Grid Cell AI:										4.95	

Garage block at garth Court, Chiswick, W4 4QI

APPENDIX B

Crashmap Figure



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