

LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

GARAGE BLOCKS AT GUNNERSBURY CLOSE, CHISWICK, W4 4AH

Highways Due Diligence Report

APRIL 2019

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

Garage Blocks at Gunnersbury Close, Chiswick, W4 4AH

Highways Due Diligence Report

Author	Paridhi Jain
Checker	Joly Chiu
Approver	Paul Casola
Report No	10030794-ARC-XX-XX-RP-HE-0122-01-Highways DD Report

VERSION CONTROL

Version	Date	Author	Checker	Approver	Changes
01	April 2019	PJ	JC	PC	First Issue

This report dated 30 April 2019 has been prepared for the London Borough of Hounslow (the "Client") in accordance with the terms and conditions of appointment dated 08 March 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.

CONTENTS

1	INTRODUCTION	1
1.1	Terms of Reference	1
1.2	Sources of Information	2
1.3	Limitations and Expectations.....	2
2	SITE SETTING AND HISTORY	3
2.1	Site Location and Land Use.....	3
2.2	Site History	3
2.3	Highways Register - Highway Boundary	3
2.4	Hounslow Planning Policy	4
3	ACCESS AND MOVEMENT OVERVIEW	8
3.1	Existing Access Arrangements.....	8
3.2	Adjacent Land Uses and Amenities.....	8
3.3	Pedestrian Accessibility	8
3.4	Cycle Infrastructure	8
3.5	Public Transport Accessibility	8
3.6	Road Infrastructure	10
3.7	Parking.....	10
3.8	Analysis of Collision Data.....	10
4	FUTURE SITE ACCESS AND CONSIDERED RISKS	13
5	CONCLUSIONS AND RECOMMENDATIONS	14
5.1	Conclusions	14
5.2	Recommended Works to De-Risk Site	14

FIGURES

Figure 1: Site Location Plan..... 1

Figure 2: Highway Status..... 4

Figure 3: Indicative Amenities Surrounding the Site 11

Figure 4: Public Transport Infrastructure Surrounding the Site 12

Figure 5: Access Options (Background Source - Google) 13

TABLES

Table 1: Details relating to Site Location 3

Table 2: Maximum residential parking standards in accordance to the Draft London Plan 2017 6

Table 3: Bus Services 9

Table 4: Rail Services from Gunnersbury Rail Station 9

Table 5: Summary 14

APPENDICES

APPENDIX A

PTAL Report

APPENDIX B

Crashmap Figure

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 garage blocks at Gunnersbury Close, 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 highway 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 Figure 1 below.

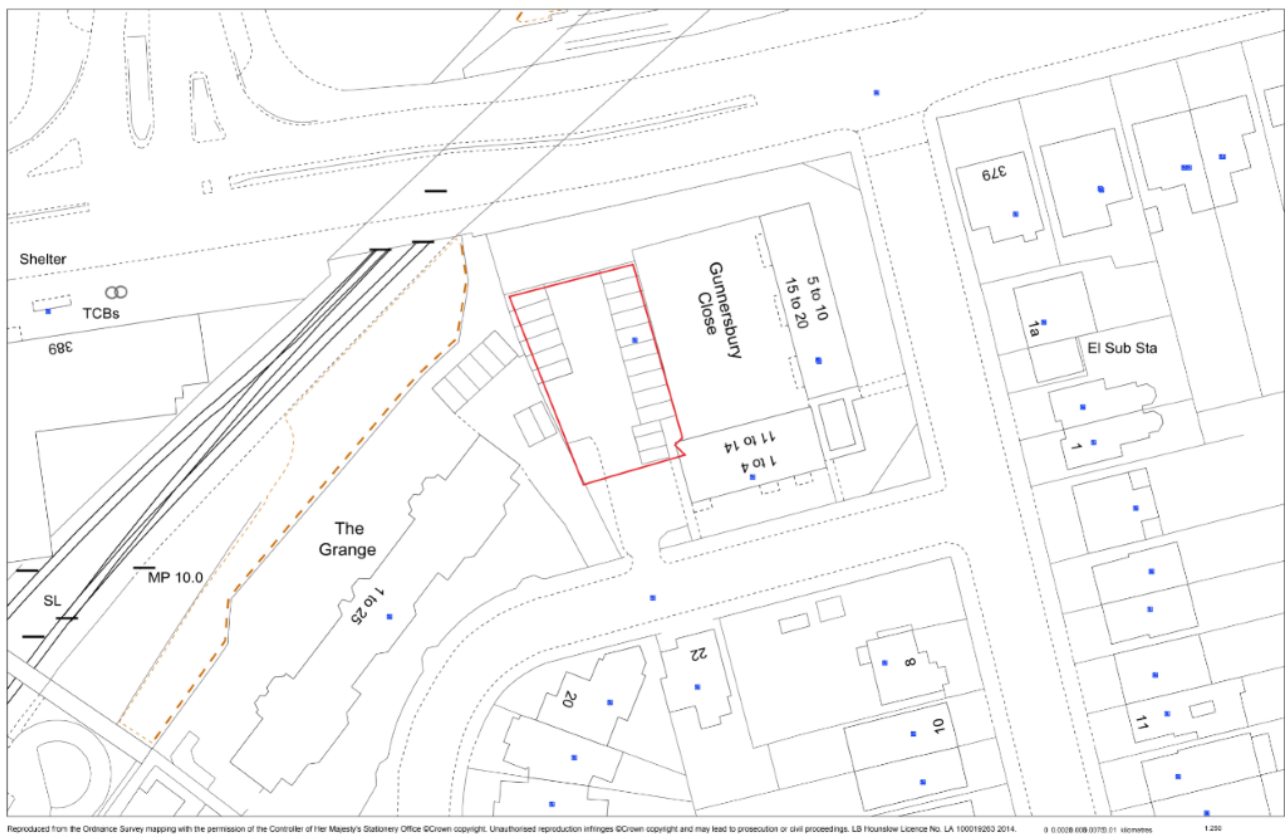


Figure 1: Site Location Plan

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)
- 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 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	Grange Road, Chiswick, London, W4 4AH
National Grid Reference	519951,1784452
Approximate Site Area	The Site is roughly rectangular in shape and covers an area of approximately 0.057 hectares.
Description of Site	The Site is predominantly a car parking area situated between Chiswick High Road (to the north) and Grange Road (to the south). The Site is bounded by brick walls along the north and west boundaries and can be accessed through a gate from Grange Road to the south and Gunnersbury close to the east. The Site comprises 16 garage buildings arranged in 2 blocks along east and west boundaries, household storage units near south east corner and also recycling bins with additional wheelie bins on opposite sides of the Site.
Topography	The Topography of the Site is generally flat at approximately 11m Above Ordnance Datum (AOD). It appears to slope gently up to the north. The immediate surrounding area is generally flat, with the local topography sloping very gently down towards the River Thames to the west.
Surrounding Area	The Site lies within a mixed development area comprising residential houses to the south and east, Chiswick Business Park to the north beyond the Chiswick High Road and Gunnersbury railway station approximately 100m to the south west.

2.2 Site History

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

A building of unknown use was present in the north-east of the Site around 1873 and the remainder of the Site was grassland with trees. The unknown building was demolished circa 1972 and site was demarcated as plots of land on west and east sides of the area (assumed to be car parking garages). The surrounding area has seen a mixture of residential and industrial uses since 1894, with deindustrialisation from 1988 onwards. Through publicly available aerial photographs in 2019, it can be seen that the Site is a car parking area and storage area for household waste and recycling bins for the nearby residential buildings. Further mixed development in the surrounding area can also be seen.

2.3 Highways Register - Highway Boundary

LBH's Highways Register online map provides information regarding the highway boundary within Hounslow. According to this register, the Gunnersbury Close Site comes under the category Unadopted Private. Grange Road, Burlington Road, A315 Chiswick High Road and A3000 Wellesley Road are all adopted carriageways with their footways also adopted. The extent of the highway and footway adoption within the context of the Site is shown in **Error! Reference source not found..**

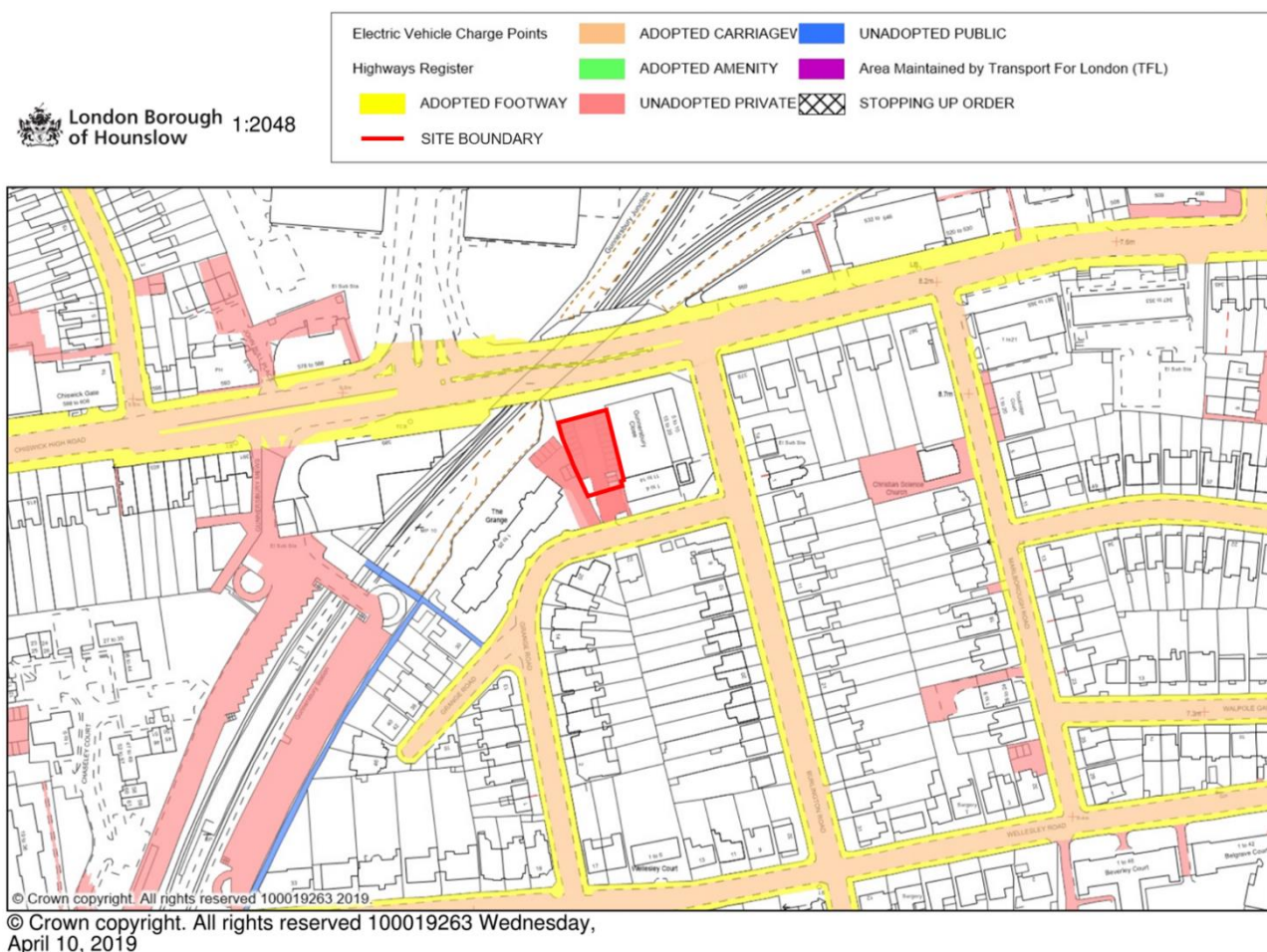


Figure 2: Highway Status

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 2: 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 ^

Garage Blocks at Gunnersbury Close, Chiswick, W4 4AH

Location	Maximum parking provision*
<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>^ 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 5 and is located in outer London, therefore according to the standards of maximum parking provision, the Site does not need to provide any car parking spaces, with the exception of disabled persons parking.

3 Access and Movement Overview

3.1 Existing Access Arrangements

The main vehicular access to the Site is from Grange Road, which forms the southern boundary of the Site. The Site also has a pedestrian access to the east, via Gunnersbury Close.

3.2 Adjacent Land Uses and Amenities

The surrounding neighbourhoods lying to the south, east and west of the Site are residential in nature, consisting of terraced and semi-detached housing. Chiswick Park, a business centre and Gunnersbury Triangle Local Nature Reserve are all located north of the Site. The A315 Chiswick High Road comprises of various commercial units. Chiswick Tower, a landmark office building, is located west of the Site along with Gunnersbury Rail Station. Turnham Green, a public park, is 550m east of the Site.

There are a limited range of amenities within 800m of the Site, the closest convenience store from the existing site access is located approximately 500m to the east. Chiswick Town Hall is located approximately 700m east of the Site. Belmont Primary School is located approximately 900m east of the Site. The nearest Leisure centre is Brentford Fountain Leisure Centre located 1km west to 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 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

All the roads in the vicinity of the Site have continuous footways which are in good condition. All these footways have dropped kerbs and tactile paving. There is also a zebra crossing present on the A3000 Wellesley Road near the public footway along Gunnersbury Rail Station. There are signalised pedestrian crossings present along the A315 Chiswick High Road along with refuge islands.

A public footway is present adjacent to the eastern edge of Gunnersbury Station connecting A3000 Wellesley Road in the south to Grange Road in the east and Gunnersbury Mews in the west.

3.4 Cycle Infrastructure

The Site has no National Cycle Routes (NCR) passing from the nearby areas.

Local Cycle Route (LCR) No. 35 runs on the A315 Chiswick High Road and connects to LCR 44 at Chiswick Roundabout which have cycle paths present. It also has marked cycle lanes and at places the bus lanes can be used by cyclists and taxis between 07:00 and 19:00. There are Sheffield style cycle stands present outside Chiswick Park, Chiswick Tower and the Gunnersbury Rail Station and at various other locations along the A315 Chiswick Road.

A Cycle Superhighway, CS9 is proposed south of the Site along the A3000 Wellesley Road, which would connect Chiswick High Road in north and Kew Bridge Road in west. There are 2 Sheffield Style cycle stands present at the A3000 Wellesley Road / Burlington Road four arm priority junction.

There are cycle stands also present at the junction between the main Grange Road and its side road also called Grange Road which is a cul-de sac to the west.

3.5 Public Transport Accessibility

The Site has been assessed for accessibility utilising the Transport for London Public Transport Accessibility Level (PTAL) planning tool. The Site achieves a PTAL rating of 5, which is classified as a good level of accessibility, with 0 being the least and 6b being the most accessible. The full PTAL output report is available within Appendix A of this report.

The closest bus stop, Gunnersbury Station (Stop C), is on A3000 Wellesley Road approximately 210m to the south of the Site. Another bus stop, Gunnersbury Station (Stop A) provides a wider range of services and is

located at a distance of 250m on the A315 Chiswick High Road. Figure 4 shows the public transport infrastructure close to the Site.

Table 3 shows a detailed information about the nearest bus stops, service numbers provided and their frequency.

Table 3: Bus Services

Bus Stop	Distance to site (m)	Bus Service No.	Route	No. per hour per direction
Gunnersbury Station, Stop C/D	210m	440	Turnham Green Church – Stonebridge Park Station	4
Gunnersbury Station, Stop A/B	250m	237	Frampton Road - White City Bus Station	5-8
		267	Hammersmith - Fulwell Bus Garage	5-8
		391	George Street - Sands End / Sainsbury's	5-6
		H91	Hounslow Station - Hammersmith Bus Station	6-9
Total				25-35

Stop B is also served by service number 440 in addition to the above-mentioned services. The night bus service N9 routing between Aldwych / Somerset House and Heathrow Terminal 5 also serves Stops A and B at 3 buses an hour per direction when it is in operation.

In addition to bus services available, London Underground and Overground services are available from Gunnersbury station located approximately at a walking distance of 180m to the west. This station acts as an interchange for District Line and London Overground.

Table 4 provides a detailed information of the routes and frequency present at this station.

Table 4: Rail Services from Gunnersbury Rail Station

Route	No. per hour per direction
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	17

3.6 Road Infrastructure

Grange Road provides the existing main access to the Site. It is a residential street with on-street restricted parking and footways present on both the sides.

Grange Road connects to Burlington Road in east and to the A3000 Wellesley Road in south. Both these roads are single lane carriageways and mainly provide access to residential units.

Burlington Road further connects to the A315 Chiswick High Road to the north and the A3000 Wellesley Road in the south. Both these roads provide east-west crossing over the Railway line. The Site is bounded by A135 Chiswick High Road, a single lane carriageway with bus and cycle lanes, in north. The bus lane can be used by cyclists and taxis between 07:00 and 19:00.

3.7 Parking

The Site is located in CPZ zone CW, which has restrictions from Monday to Friday between 09:00 to 18:00. There are stretches along Burlington Road, Grange Road and A3000 Wellesley Road, where parking is available for permit holders or as paid parking with display ticket machines present, with a restriction on stay of maximum 4 hours during the restriction hours. The remaining road is available for the resident permit holders only during the hours of restriction. There are also dedicated motorcycle parking spaces provided.

The western arm of the A315 Chiswick High Road / Burlington Road priority junction lies in CPZ zone CW and the eastern arm lies in CPZ named Chiswick Inner Core, with restrictions between 07:00 and 19:00 for 2 hours, with display ticket machines located at various locations. The majority of the A315 Chiswick High Road has double yellow lines present on both the sides of the road, indicating there is no waiting at any time. There are few parking places present and there is no loading allowed at any time, except at dedicated locations.

There is also no waiting allowed for buses over 8 passenger seats and goods vehicles over the maximum gross weight of 5 tonnes between 18:30 and 08:00 on many parts of Grange Road, Burlington Road, A315 Chiswick Road and A3000 Wellesley Road.

The nearest car park from the Site is Chiswick Town Hall Car Park, located at a distance of 750m east of the Site via the A3000 Wellesley Road with approximately 23 spaces including 2 spaces for blue badge holders. It lies in a pay and display zone with restrictions from Monday to Saturday between 07:00 and 19:00.

3.8 Analysis of Collision Data

An initial analysis of collision data for past 3 years (2016-2018) 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.

There have been no collisions recorded on Grange Road and Burlington Road in the past 3 years.

Six accidents all slight in nature, one of which involved a pedal cyclist, were recorded on A3000 Wellesley Road.

There have been a number of collisions recorded on the A315 Chiswick High Road. Most of them are slight in nature and are not clustered in any one location. Two collisions were recorded as serious and involved pedestrians, near the 4-arm signalized junction at Turnham Green.

An extract from Crash-map showing the exact locations of the incidents can be viewed within Appendix B. It can be seen that there were no collisions directly in the vicinity of the existing site access.

Garage Blocks at Gunnersbury Close, Chiswick, W4 4AH

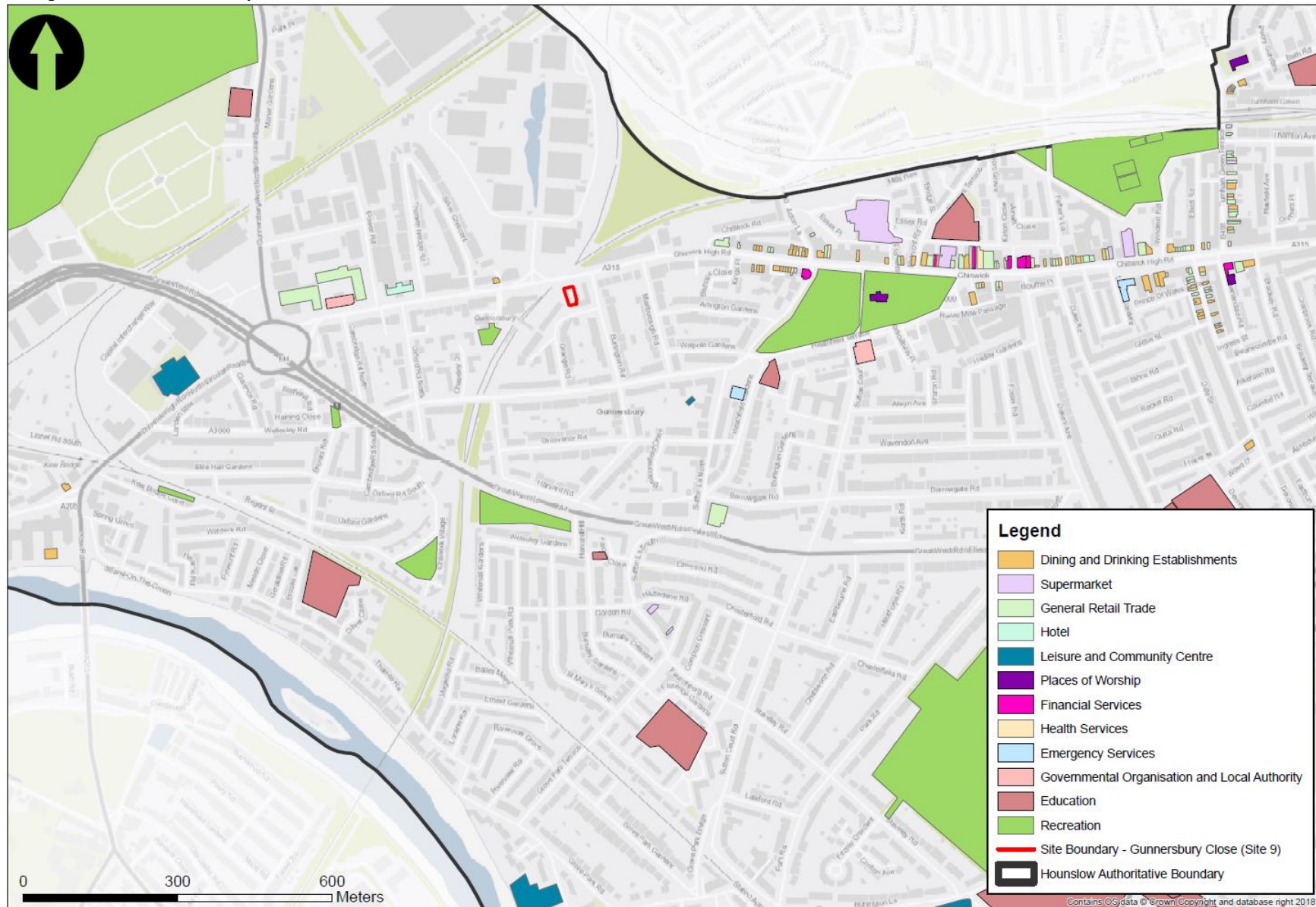


Figure 3: Indicative Amenities Surrounding the Site

Garage Blocks at Gunnersbury Close, Chiswick, W4 4AH

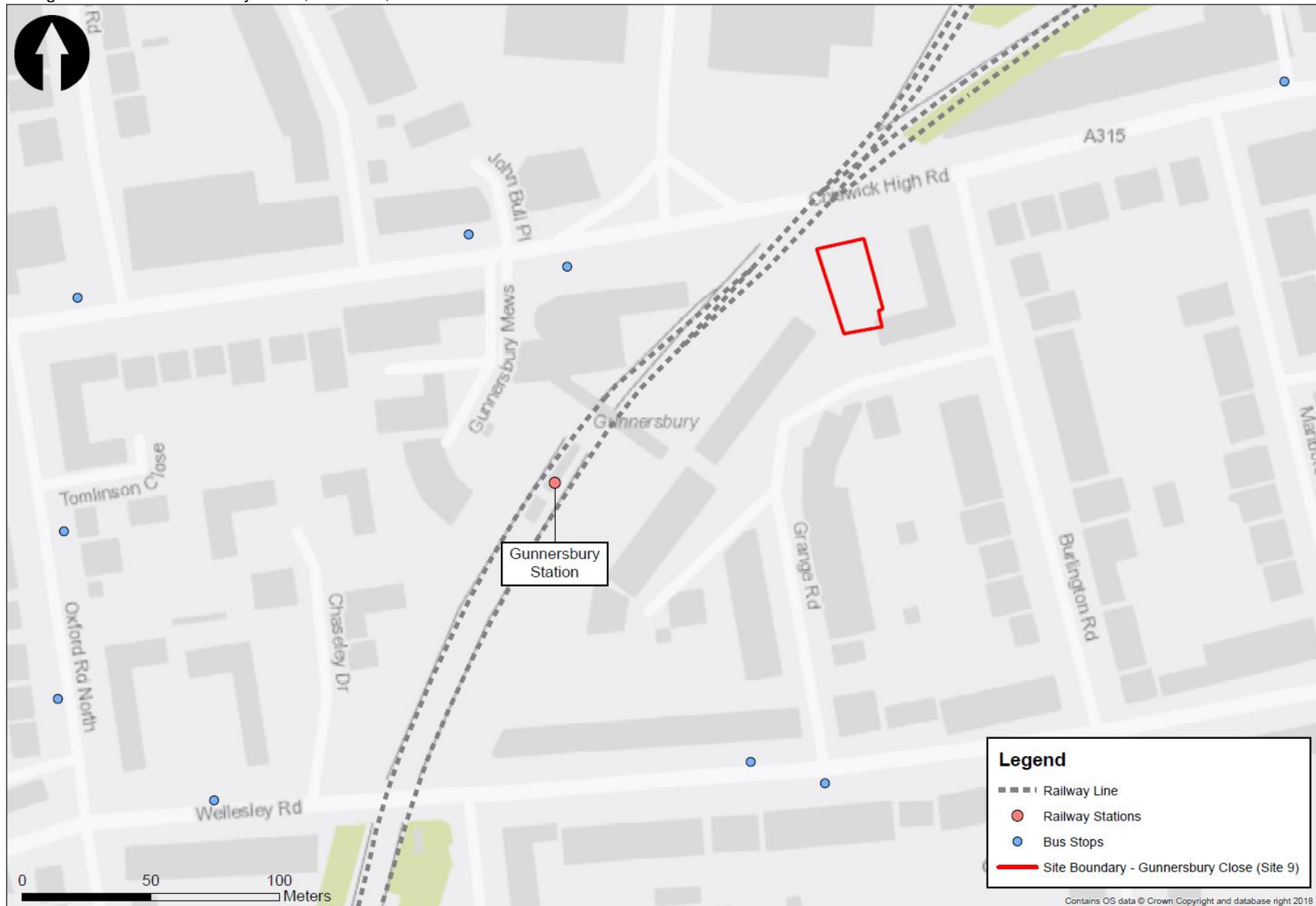


Figure 4: Public Transport Infrastructure Surrounding the Site

4 Future Site Access and Considered Risks

For the purpose of analysis of this report, it is assumed that Gunnersbury Close 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 .

Considering the existing neighbouring sites in surrounding areas the Site would be suitable for residential development, and likely in the form of flats of a similar height to the neighbouring buildings. A single vehicle access would have the capacity to support this scale of development.

The Site currently has a direct vehicle access to Grange Road in south. The location is considered suitable and is already established, therefore, it is unlikely to raise any concerns from a highway perspective for it to be used in the future for a residential development. The Site and its access being on a flat terrain would not raise visibility issues, as its existing layout.

As an existing access is established, its viability as a future access would therefore unlikely raise concerns. The land surrounding the area, both carriageway and footway have been identified as adopted, therefore there are no land ownership issues with regards to the access of the Site.

The Site is already well connected to existing pedestrian footways and has good quality public transport links. These connections provide the opportunity for any future development of the Gunnersbury Close Site to promote trips by sustainable travel modes, which will have environmental benefits.

There is also potential for a secondary access for sustainable modes such as pedestrians and cyclists on the A315 Chiswick Road, north of the Site, due to the proximity to Gunnersbury Rail Station and Gunnersbury Station Bus Stop A and B by of the existing footpath and cycle lanes. This will, in turn add to the promotion of sustainable travel modes.

The access options are illustrated in Figure 5.

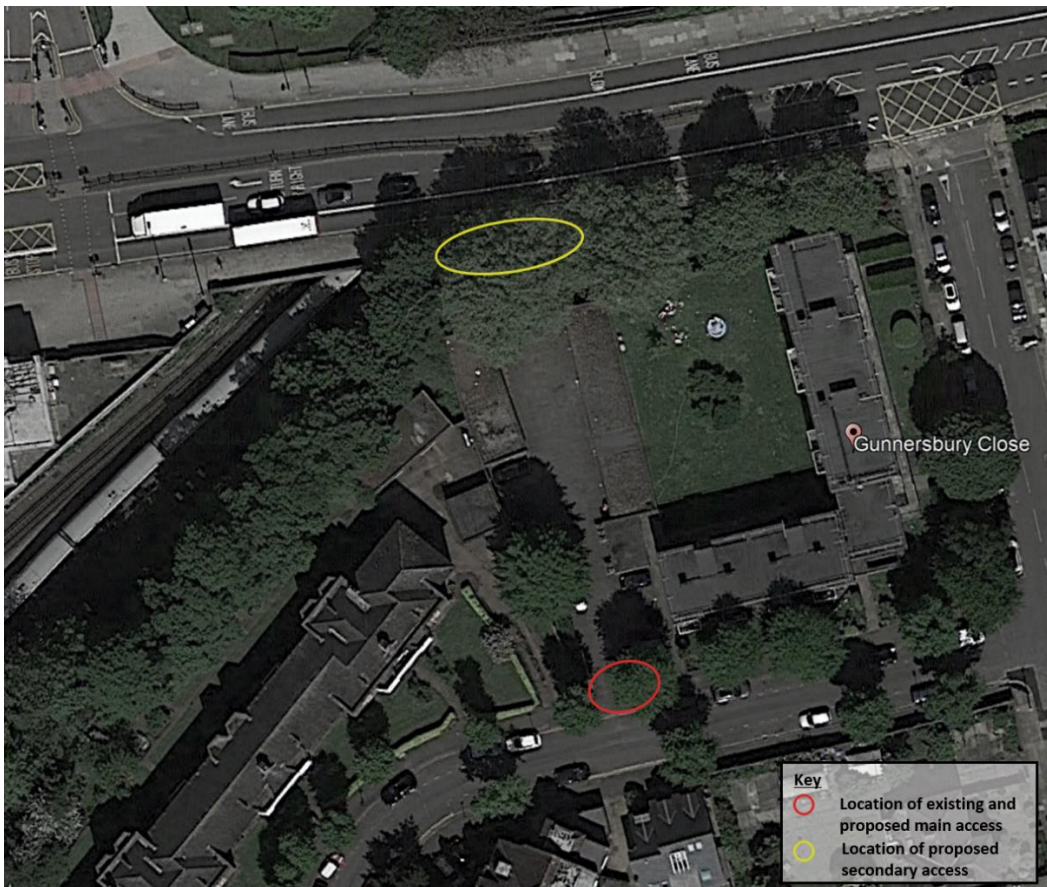


Figure 5: Access Options (Background Source - Google)

5 Conclusions and Recommendations

5.1 Conclusions

The Gunnersbury Close site is considered to be suitable for residential use, with a comparison of a similar size plots nearby being utilised for residential purposes. Existing access arrangements have the potential to be maintained. However, the feasibility of this, together with a potential pedestrian/cycle only access from the A315 Chiswick Road, would need to be assessed as part of the design stage.

Table 5: Summary

Current Access	Vehicular access currently achieved directly onto Grange Road to the south of the plot. Pedestrian access is present beside the main vehicle access, connected to footways on Grange Road. This is connected to Gunnersbury Close.
Surrounding Area	Primarily residential, consisting of terrace housing and blocks of flats. The Site is located within 180m of Gunnersbury Rail Station. A number of bus stops are located within a distance of 250m from the Site on A3000 Wellesley Road and A315 Chiswick High Road.
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 design 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 currently considered viable for its purpose. A secondary access for pedestrians and cyclists can be considered in the future from the northern boundary of the Site, connecting it to the A315 Chiswick High Road.
Risks	Footway and highway surrounding the Site have been identified as adopted, therefore there would be no risk associated with land ownership and access. The visibility of the access is to be no worse than the existing situation, analysis to be undertaken during the design process in the future stages of the Site development.

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. Viability of providing a secondary pedestrian/cycle only connection between the Site and the A315 Chiswick Road should also be explored as part of the design development process.

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.

Garage Blocks at Gunnersbury Close, Chiswick, W4 4AH

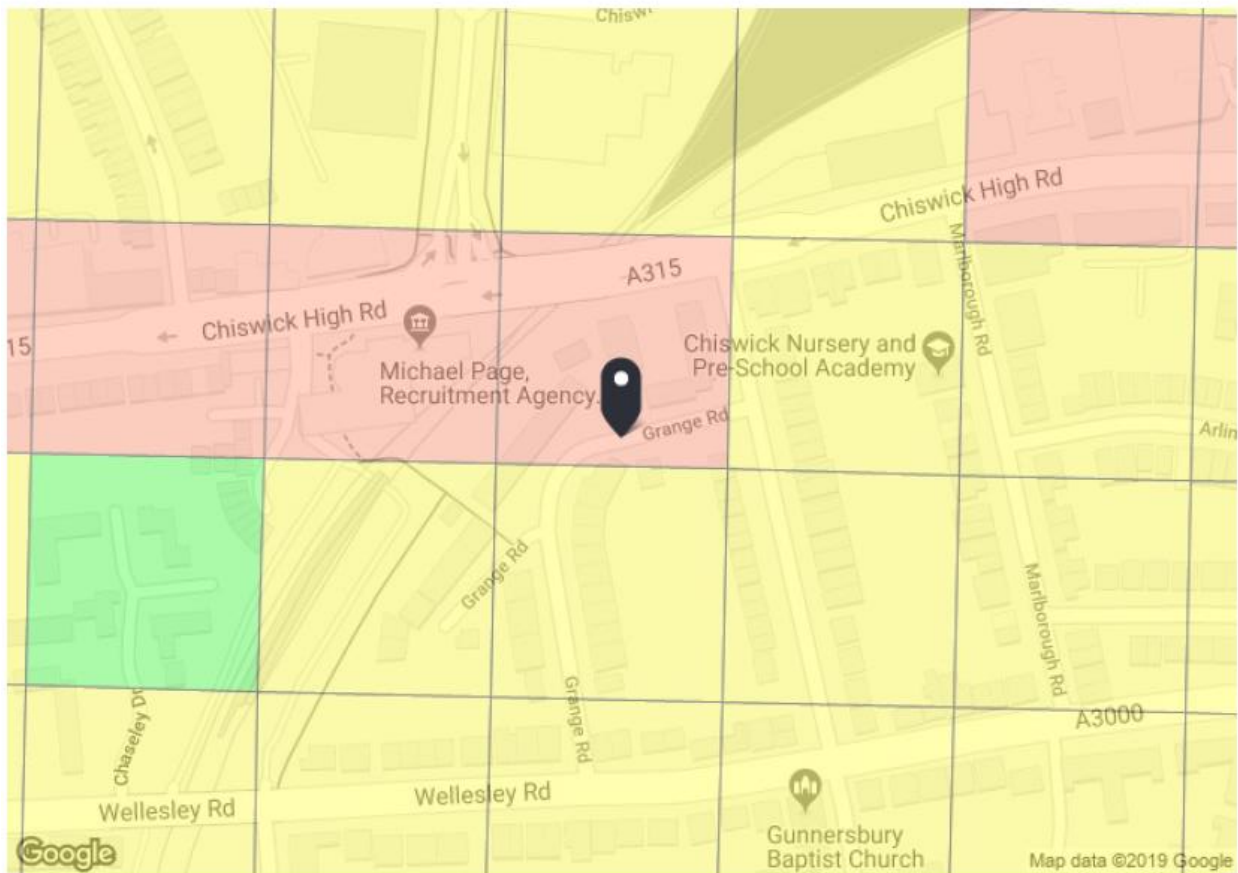
To establish the full requirements for planning application submission, discussions with colleagues at Hounslow council will need to be undertaken.

Garage Blocks at Gunnersbury Close, Chiswick, W4 4AH

APPENDIX A

PTAL Report

Garage Blocks at Gunnersbury Close, Chiswick, W4 4AH



PTAL output for Base Year 5

20 Grange Rd, Chiswick, London W4 4DA, UK
Easting: 519951, Northing: 178407

Grid Cell: 70443

Report generated: 10/04/2019

Map key - PTAL

0 (Worst)
1a
1b
2
3
4
5
6a
6b (Best)

Map layers

PTAL (cell size: 100m)

Calculation Parameters

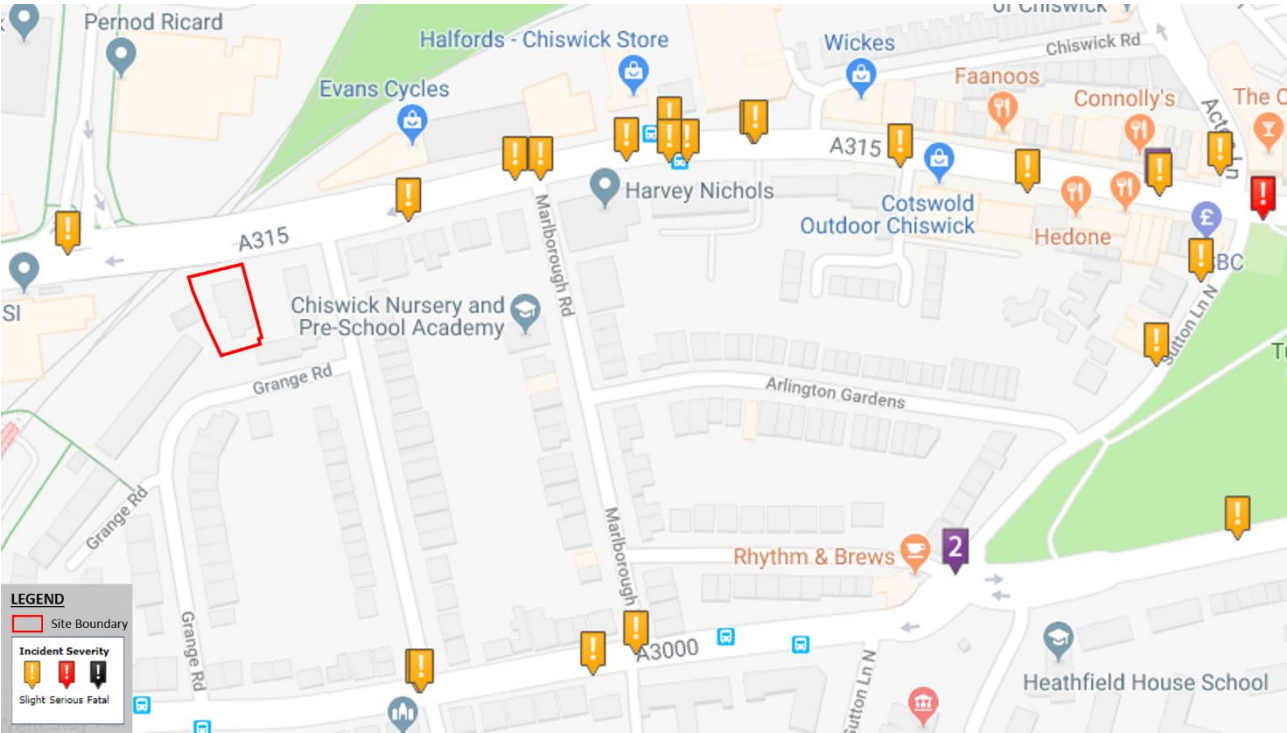
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Garage Blocks at Gunnersbury Close, Chiswick, W4 4AH

Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CHISWICK H/OXFORD RD N	440	351.18	4	4.39	9.5	13.89	2.16	0.5	1.08
Bus	GUNNERSBURY STATION	391	124.75	6	1.56	7	8.56	3.5	0.5	1.75
Bus	GUNNERSBURY STATION	267	124.75	6	1.56	7	8.56	3.5	0.5	1.75
Bus	GUNNERSBURY STATION	H91	124.75	6	1.56	7	8.56	3.5	0.5	1.75
Bus	GUNNERSBURY STATION, CHISWICK HIGH ROAD	237	58.96	7.5	0.74	6	6.74	4.45	0.5	2.23
Bus	GUNNERSBURY STATION, CHISWICK HIGH ROAD	27	58.96	8	0.74	5.75	6.49	4.62	1	4.62
Bus	TURNHAM GREEN CHURCH	E3	605.71	10	7.57	5	12.57	2.39	0.5	1.19
Bus	TURNHAM GREEN SUTTON LN	272	550.42	4	6.88	9.5	16.38	1.83	0.5	0.92
LUL	Chiswick Park	'Upminster-EalingBwy'	579.89	5	7.25	6.75	14	2.14	0.5	1.07
LUL	Chiswick Park	'EalingBwy-TowerHill'	579.89	0.33	7.25	91.66	98.91	0.3	0.5	0.15
LUL	Chiswick Park	'EalingBwy-Barking'	579.89	1.33	7.25	23.31	30.56	0.98	0.5	0.49
LUL	Chiswick Park	'DagEast-EalingBwy'	579.89	0.67	7.25	45.53	52.77	0.57	0.5	0.28
LUL	Chiswick Park	'EalingBwy-HighStrKerl'	579.89	0.33	7.25	91.66	98.91	0.3	0.5	0.15
LUL	Gunnersbury	'Upminster-Richmond'	271.88	6	3.4	5.75	9.15	3.28	1	3.28
LUL	Gunnersbury	'Richmond-DagEast'	271.88	0.67	3.4	45.53	48.92	0.61	0.5	0.31
									Total Grid Cell AI:	21.03

APPENDIX B

Crashmap Figure



Arcadis (UK) Limited

Arcadis House
34 York Way
London N1 9AB
United Kingdom
T: +44 (0)20 7812 2000

[arcadis.com](https://www.arcadis.com)