

LONDON BOROUGH OF HOUNSLOW SMALL SITES SMALL BUILDERS PROGRAMME

GARAGE BLOCK AT OXFORD COURT, CHISWICK, W4 4DJ

Highways Due Diligence Report

APRIL 2019



Garage Block at Oxford Court, Chiswick, W4 4DJ

Highways Due Diligence Report

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Report No	10030800-ARC-XX-XX-RP-HE-0120-01-Highways DD Report
Date	APRIL 2019

VERSION CONTROL

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

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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 Oxford 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 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	Oxford Road North, Chiswick, London, W4 4DJ
National Grid Reference	519679, 178277
Approximate Site Area	The Site is roughly rectangular in shape and covers an area of approximately 0.1428 hectares.
Description of Site	<p>The Site is used as a car parking area for the adjacent Oxford Court apartment buildings. It consists of 23 parking garages arranged in two blocks separated by an area of concrete hardstanding with additional open-air parking spaces surrounded by a grassy verge planted with mature trees.</p> <p>To the south of the garages, the Site also includes an alleyway and storage units along the southern border of the Site. This alleyway opens into a courtyard which contains the metal waste and recycling bins for the apartment complex and is entirely covered by concrete hardstanding.</p> <p>There is a small brick building located in the northwest corner of the Site which is understood to house an electrical substation. Vehicle and pedestrian access is possible from Oxford Road North to the west.</p>
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 largely residential area with apartment building or housing with gardens in all directions. High-rise office buildings are located approximately 100m to the north and east while some light commercial activities are present approximately 100m south.</p> <p>Gunnerysbury Rail Station is located circa 160m to the east.</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 land uses, or planning applications on or near the Site that are related to changes to the highway and access.

The Site and the surrounding areas have been used for residential purposes along with gardens since 1893, with the demolition of the existing site building and rebuilt as 2 blocks of garage buildings for the newly built apartments immediately south of the Site and an electricity substation in the west part of site taking place between 1971 to 1974 from which it has maintained its current purpose. The surrounding area has seen a mixture of residential and industrial uses, with deindustrialisation of the nearby land occurring from the 1985 onwards and construction of residential and commercial properties.

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

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

Planning Application Reference	Description
July 2011 Ref: 00847/26/P5 26 Oxford Road North Chiswick London W4 4DH	Change of use from non-residential play and recreational accommodation to residential use as one detached house. The Site is located south of the proposed site.
July 2016 Ref: 01121/C/P2 70 And Land to The Rear Of 71 And 73 Thorney Hedge Road Chiswick London W4 5SB	Demolition of garages and erection of 6 two storey houses and associated landscaping, alterations and partial demolition of 70 Thorney Hedge Road. This site lies north of the Site on Thorney Hedge Road.
March 2015 Ref: 01121/71/P4 71 Thorney Hedge Road Chiswick London W4 5SB	Demolition of existing single storey garages and erection of five 3-bedroom houses. This site lies north of the Site on Thorney Hedge Road.

The above planning application on the neighbouring 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 Hounslow. According to this register, the Oxford Court Site comes under the category Unadopted Private. Oxford Road North in the immediate west, the A3000 Wellesley Road and A315 Chiswick High Road, in the vicinity of the Site are all registered as adopted carriageways, together with footways along these routes. The M4, which merges into the A4 Great West Road, lies to the south of the Site and comes under the category Area maintained by Transport for London (TfL). The extent of the highway and footway adoption within the context of the Site is shown in Figure 2.

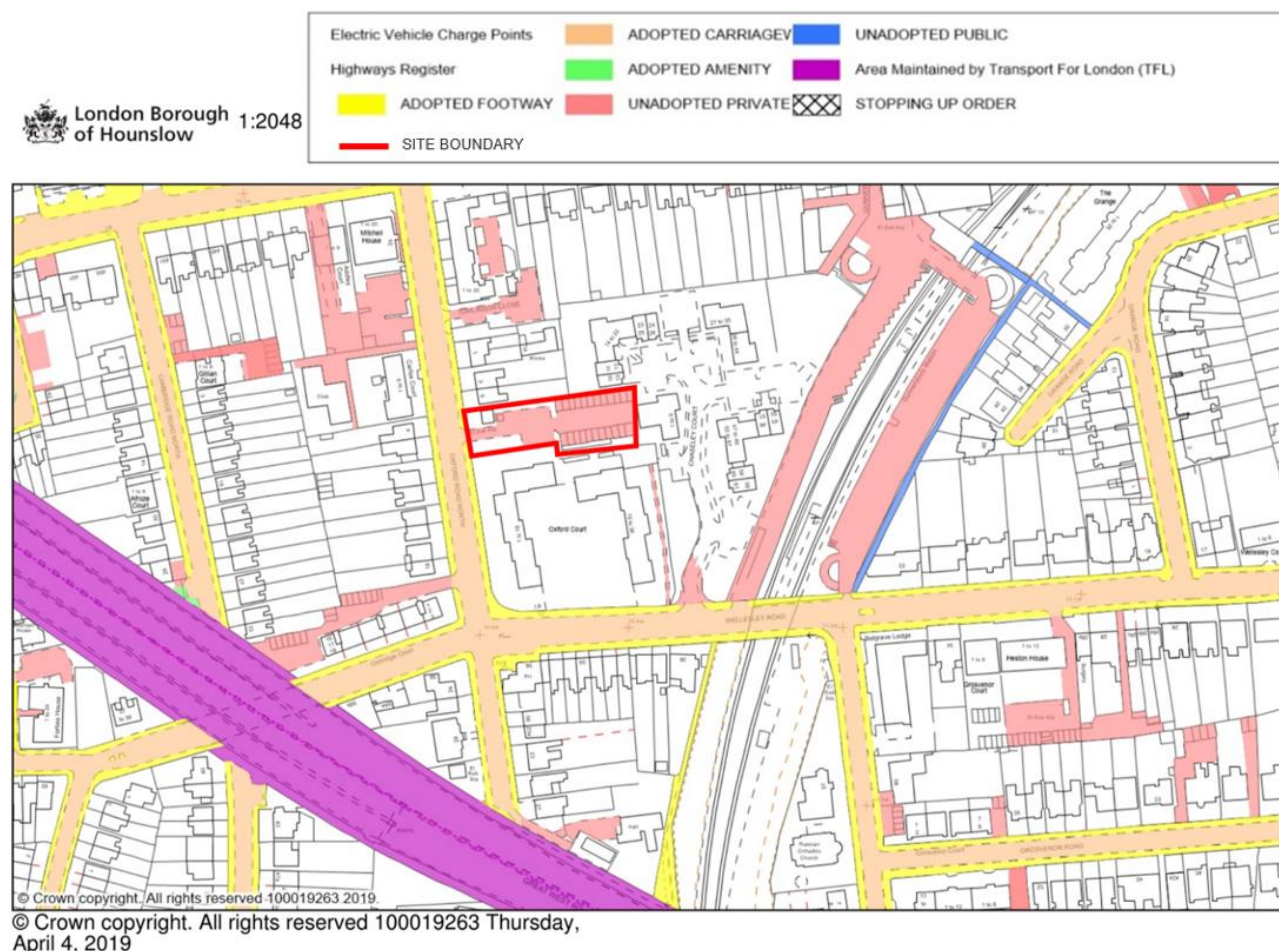


Figure 2: Highway Status

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 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 ^

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 4 and is located in outer London, therefore the provision of 0.5 spaces 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 vehicular access to the Site is from the Oxford Road North which runs west of the Site. Also, there is a pedestrian access to the Site from the Oxford Court from the south.

3.2 Adjacent Land Uses and Amenities

The Site is surrounded by residential neighbourhoods on all sides. These consist of 3 storey flats, terraced and semi-detached houses, forming medium density housing. There is a restaurant on the A3000 Wellesley Road / Oxford Road North four arm junction and some commercial properties occupying the western arm of this junction. There are further commercial properties on the A315 Chiswick High Road as well and Chiswick Park, a large business centre, is located approximately 400m from the Site access to the northeast.

There is a limited range of amenities within 800m of site. Chiswick Town Hall is located approximately 1km east of the Site. The nearest police station is Cornish House, located in Brentford approximately 1.4km from the Site. Brentford Fountain Leisure Centre is located 650m west of the Site. The nearest primary school is Green Junior School located circa 550m south of the Site and can be accessed using the foot over bridge connecting Chiswick Village and Brooks Lane. International School of London, a primary and middle school, is located 1km from the Site on A406 Gunnersbury Avenue.

The Gunnersbury Triangle Local Nature Reserve lies in the north-east of the Site at a distance of approximately 1.3kms. Another huge open space, the Gunnersbury Park is located about 1km to the north west 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 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 are controlled/signalised pedestrian crossings present at Chiswick Roundabout, near Power Road junction and Gunnersbury Rail Station in the vicinity of the Site several locations on the A315 Chiswick Road.

The A406 Gunnersbury Avenue / A315 Chiswick high Road / A4 Great West Road / A205 Chiswick High Road / A4 Great West Road five arm signalised roundabout lies to the west of the Site. It has footways present with controlled/signalised pedestrian crossings along with refuge islands.

There is a pedestrian and cycle pathway along the A4 Great West Road, which can be directly accessed from the Oxford Road North.

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. There are cycle stands available outside Gunnersbury station and Chiswick Park on the A315 Chiswick High Road.

There is a Dutch-style cycleway present at the Chiswick Roundabout. LCR 44 runs along the A406 Gunnersbury Avenue (northern arm) and A4 Great West Road (north western and south eastern arms) of the Chiswick Roundabout. All these roads have cycle paths. Gunnersbury Avenue and A4 Wellesley Road (north western arm) have dedicated cycle ways.

A shared pedestrian footpath and cycleway is present south of the Site on A4 Great West Road which provides an off road route for cyclists.

A Cycle Superhighway, CS9 is proposed south of the Site along the A3000 Wellesley Road connecting Chiswick High Road in north and Kew Bridge Road in west.

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 full report can be found in Appendix A. The PTAL rating at the main entrance of the Site is 4, which is classified as an average level of accessibility.

The closest bus stop, Oxford Road North (Stop H), is on Oxford Road North approximately 30m south of the Site on the northbound direction. The nearest stop for the opposite direction is Oxford Road North (Stop F) approximately 65m to the north of the Site. Oxford Road North (Stop K), which provides a wider range of services, is located 140m east from the Site on A315 Chiswick High Road. It is located on the eastbound direction. The bus stop serving in the opposite direction is Power Road (Stop J), approximately at a distance of 210m west of the Site.

Table 4 shows a detailed information about the nearest bus stops, service numbers provided and their frequency.

Table 4: Bus Services

Bus Stop	Distance to site (m)	Bus Service No.	Route	No. per hour per direction
Oxford Road North, Stop H/F	30m/65m	440	Turnham Green Church – Stonebridge Park Station	4
Oxford Road North/ Power Road, Stop K/J	140m/210m	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 K 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 K and J 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 Rail Station located approximately 350m away to the east. The station can be accessed by both A3000 Wellesley Road in south and A315 Chiswick High Road in north. This station acts as an interchange for District Line and London Overground.

Table 5 provides a detailed information of the routes and frequency present at this station.

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

Table 5: 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

Oxford Road North is a single lane local road providing main vehicular access to the Site. It is a residential street with a 10m wide carriageway, which includes 2m wide restricted on-street parking bays present on each side of the road.

Oxford Road North meets A3000 Wellesley Road in the south. It is a single lane carriageway and is majorly a residential street and it provides east-west connection crossing a railway line. It has restricted parking on both the sides.

In the north, Oxford Road North connects to the A315 Chiswick High Road, which forms the eastern arm of the Chiswick roundabout. It is a single lane carriageway with no parking. A dedicated bus lane runs in the westbound direction of the A315 Chiswick High Road. This lane can also be used by cycles and taxis between 07:00 and 19:00. It also provides the east-west connection crossing a railway line east of the Site.

3.7 Parking

The Site is located in the Controlled Parking Zone (CPZ) CW. There is marked on-street parking present, including dedicated motorcycle and disabled parking spaces on Oxford Road North and the A3000 Wellesley Road. This zone has parking restrictions from Monday to Friday between 09:00 and 18:00, during which time only resident permit holders can park. In addition, there are spaces which are available either for permit holders or for pay and display parking, located in the vicinity. These areas provide up to a maximum of four hours parking. Signage is present indicating these restrictions and charges.

There is 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 Oxford Road North as well as the A3000 Wellesley Road.

The western arm of the A3000 Wellesley Road / Oxford Road North four arm junction is formed by A3000 Wellesley Road and it is the part of CPZ zone SH, where there are parking restrictions from Monday to Friday between 10:00 and noon.

The Site itself acts as a private car park which appears to be associated with the Oxford Court development. The nearest car park from the Site is Brentford Fountain Car Park, located 650m west of the Site on the A315 Chiswick High Road. It has 52 paid parking bays available.

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. Please note, no details of collisions have been requested, only statistics.

There have been no collisions recorded on Oxford Road North. There was one accident slight in nature, that took place near the A3000 Wellesley Road / Oxford Road North junction. A number of collisions were recorded on A315 Chiswick High Road, all of which were slight in nature. Many of these took place near the staggered junctions formed by Power Road and Cambridge Road North when they meet the A315 Chiswick High Road.

A cluster of collisions have been identified taking place at the Chiswick Roundabout. These included 3 serious collisions – one of which involved a pedestrian.

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 in the vicinity of the existing site access.

Garage Block at Oxford Court, Chiswick, W4 4DJ

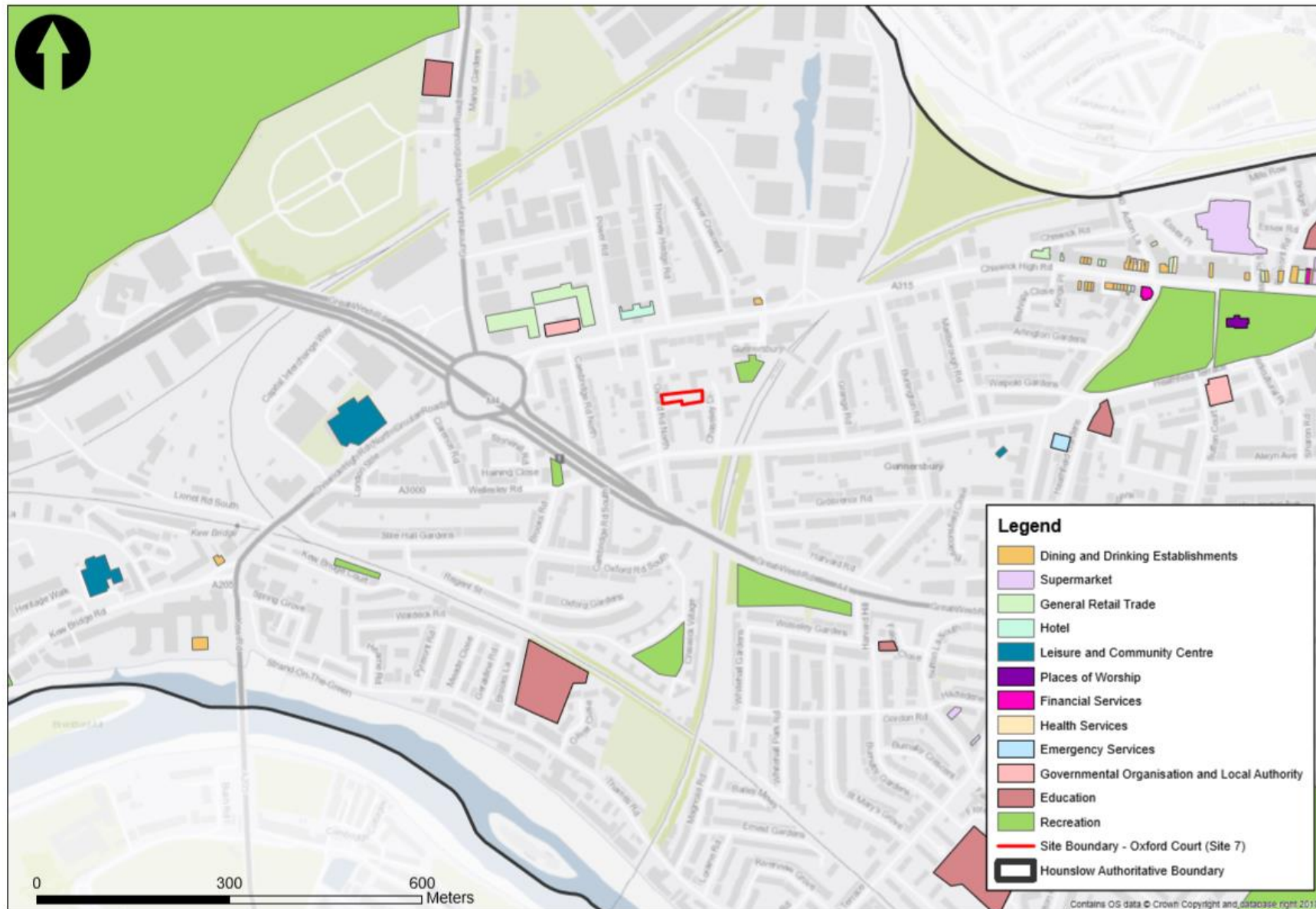


Figure 3: Indicative Amenities Surrounding the Site

Garage Block at Oxford Court, Chiswick, W4 4DJ

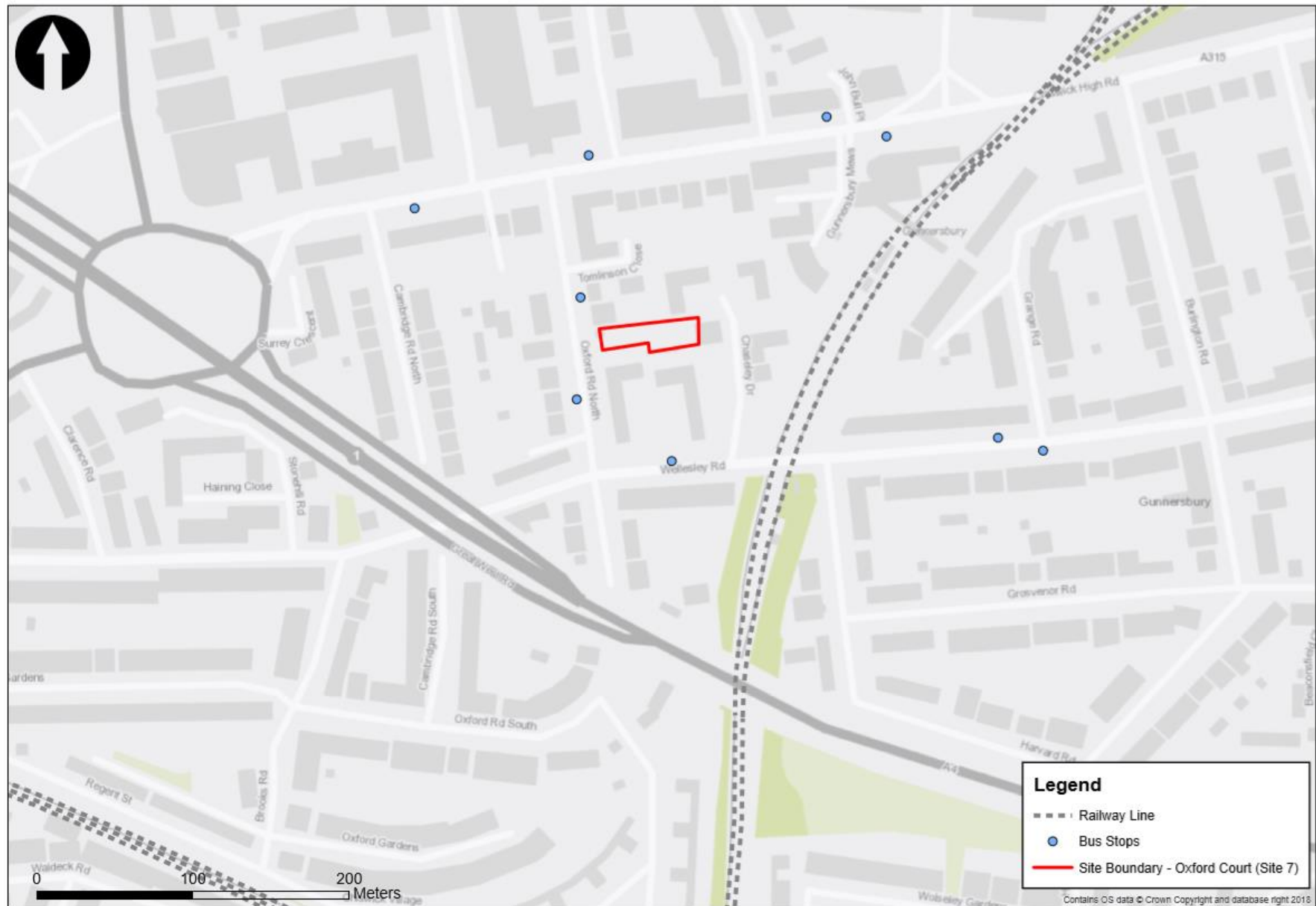


Figure 4: Public Transport Infrastructure Surrounding the Site

4 Future Site Access and Considered Risks

For the purpose of the analysis of this report, it is assumed that Oxford Court 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 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 Oxford Road North. The location is considered suitable and is already established. Therefore, it is unlikely to raise any concerns from a highway perspective for the existing access to be used in the future for a residential development.

The viability of this access would therefore unlikely be disputed and 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 well connected to existing pedestrian footways and good quality public transport links. These connections provide the opportunity for any future development of the Oxford Court Site to promote trips by sustainable travel modes, which will have environmental benefits.

The access option is illustrated in Figure 5.



Figure 5: Access Option (Background Source – Google)

5 Conclusions and Recommendations

5.1 Conclusions

The Oxford Court 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	Vehicular access currently achieved directly onto Oxford Road North to the west of the plot. Pedestrian access is taken in the same way, connected to footways on Oxford Road North Road. A second pedestrian access is present on the south of the Site which connects it directly to residential block of Oxford Court.
Surrounding Area	Primarily residential, consisting of terrace housing and blocks of flats. The Site is located circa 350m of Gunnersbury Rail Station and within 210m from numerous bus stops, with the nearest being 30m away from the Site.
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.
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

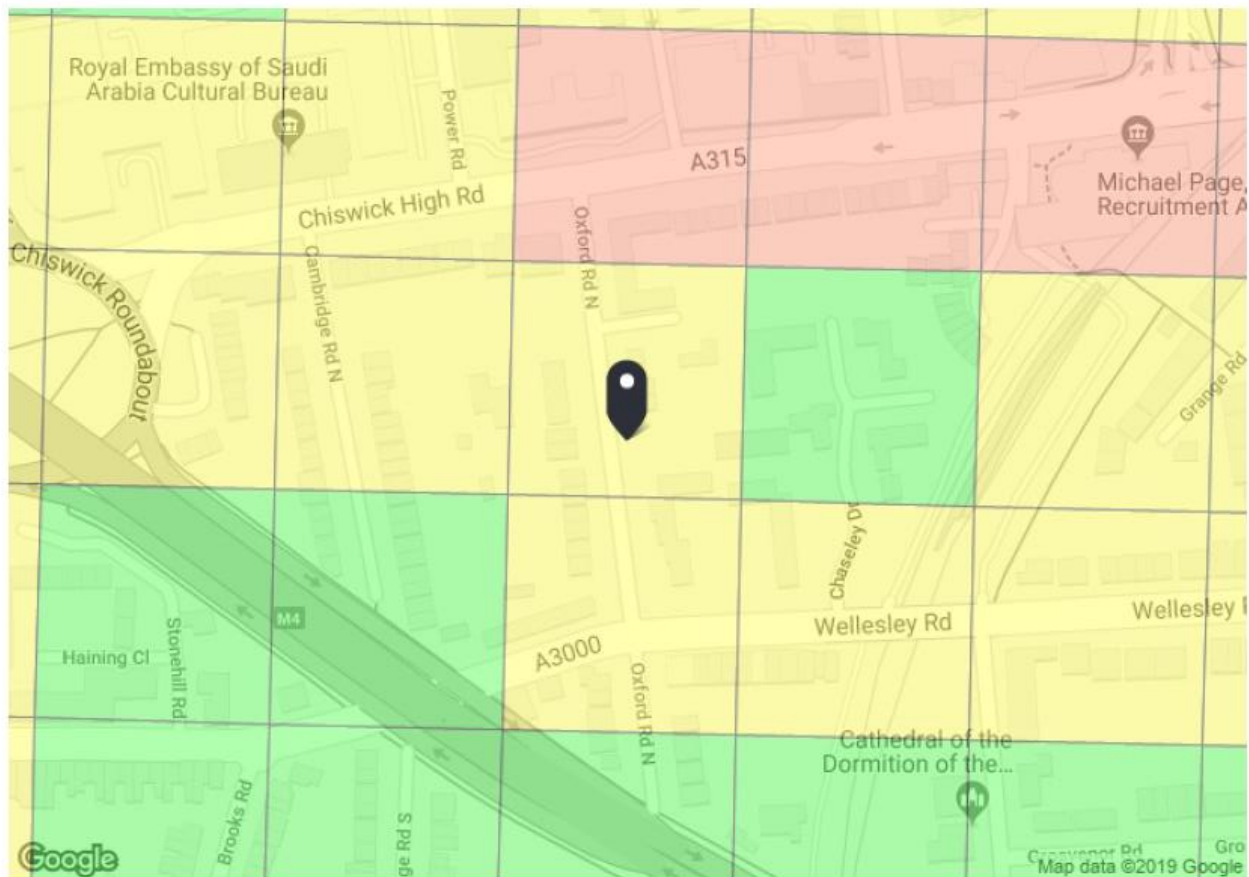
Further investigation into access options for all modes is required and an access strategy for all modes should be established prior to commencement of any detailed work. Visibility from the existing access and proposed secondary access will need to be considered in development designs to mitigate highway 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.

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

APPENDIX A

PTAL Report



PTAL output for Base Year 4

5 Oxford Rd N, Chiswick, London W4 4DL, UK
Easting: 519647, Northing: 178318

Grid Cell: 69946

Report generated: 05/04/2019

Map key- PTAL

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

1a
2
4
6a

Map layers

PTAL (cell size: 100m)

Calculation Parameters

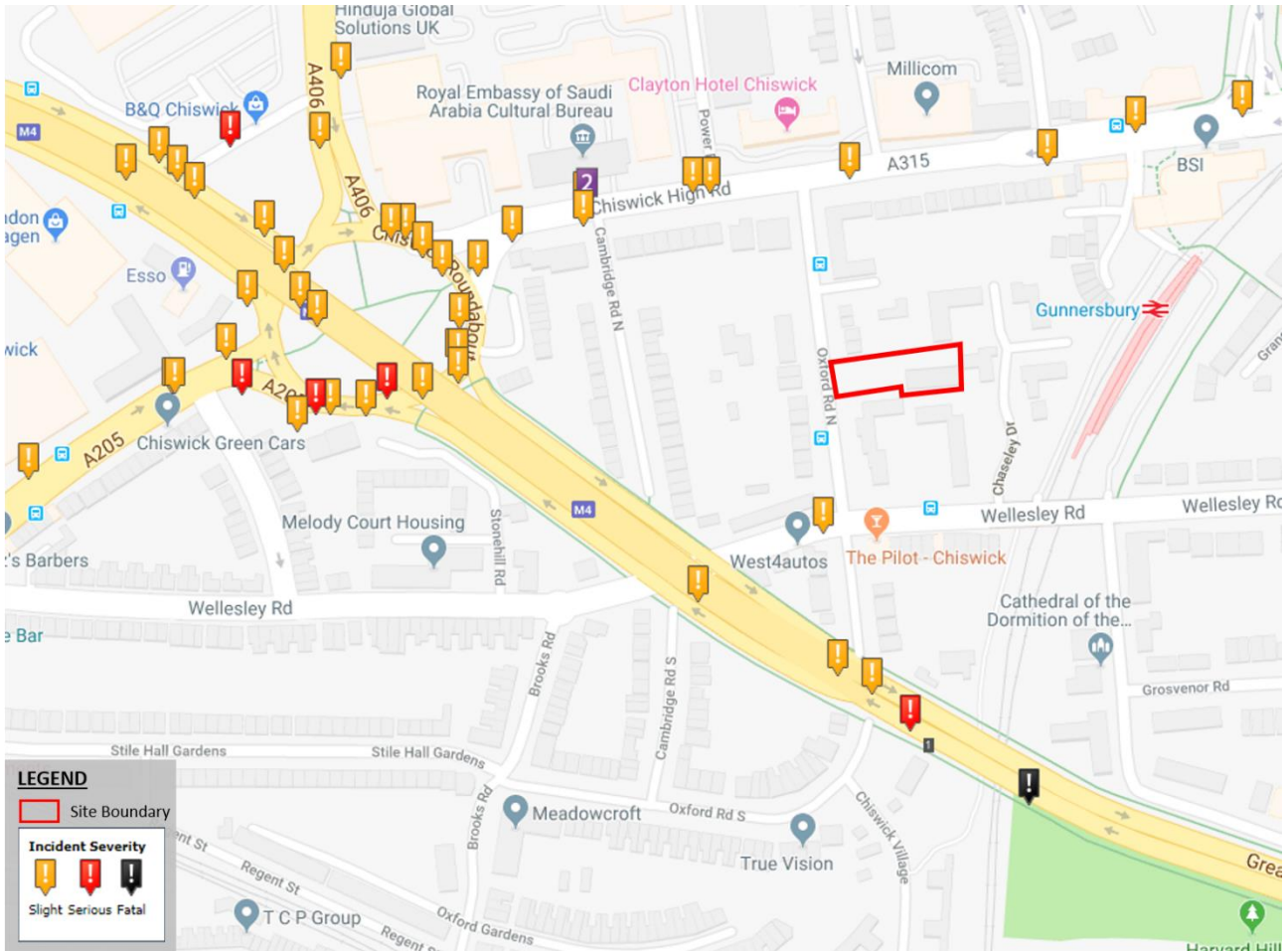
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Garage Block at Oxford Court, Chiswick, W4 4DJ

Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF Weight		AI
Bus	CHISWICK H R/OXFORD RD N	440	95.87	4	1.2	9.5	10.7	2.8	0.5	1.4
Bus	CHISWICK H R/OXFORD RD N	391	95.87	6	1.2	7	8.2	3.66	0.5	1.83
Bus	CHISWICK H R/OXFORD RD N	237	95.87	7.5	1.2	6	7.2	4.17	1	4.17
Bus	CHISWICK H R/OXFORD RD N	267	95.87	6	1.2	7	8.2	3.66	0.5	1.83
Bus	CHISWICK H R/OXFORD RD N	H91	95.87	6	1.2	7	8.2	3.66	0.5	1.83
Bus	GUNNERSBURY STATION, CHISWICK HIGH ROAD	27	454.06	8	5.68	5.75	11.43	2.63	0.5	1.31
Rail	Kew Bridge	'TWCKNHM-WATRLMN 2R03'	814.69	0.33	10.18	91.66	101.84	0.29	0.5	0.15
Rail	Kew Bridge	'WATRLMN-WATRLMN 2R09'	814.69	2	10.18	15.75	25.93	1.16	1	1.16
Rail	Kew Bridge	'STAINES-WATRLMN 2S10'	814.69	0.33	10.18	91.66	101.84	0.29	0.5	0.15
Rail	Kew Bridge	'WEYBDGB-WATRLMN 2S12'	814.69	1.67	10.18	18.71	28.9	1.04	0.5	0.52
Rail	Kew Bridge	'WATRLMN-WEYBDGB 2S13'	814.69	2	10.18	15.75	25.93	1.16	0.5	0.58
Rail	Kew Bridge	'WATRLMN-HOUNSLW 2S91'	814.69	0.33	10.18	91.66	101.84	0.29	0.5	0.15
LUL	Gunnersbury	'Upminster-Richmond'	395.29	6	4.94	5.75	10.69	2.81	1	2.81
LUL	Gunnersbury	'Richmond-Dag East'	395.29	0.67	4.94	45.53	50.47	0.59	0.5	0.3
Total Grid Cell AI:										18.19

APPENDIX B

Crashmap Figure



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