Highways Supporting Statement

Proposed Residential Redevelopment – 38 – 42 Vincam Close, Whitton

26th August 2021

Introduction

Andrew Moseley Associates (AMA) has been commissioned to prepare a Highways Supporting Statement (HSS) to review the highways impact associated with a full planning application for a proposed redevelopment of Plots 38 to 42 Vincam Close, Whitton, to a residential development comprising eight dwellings.

This Statement sets out the following elements:

- Site Location;
- Existing Site Description and Land Use;
- Description of the Local Highway Network;
- Sustainable Modes Access and Provision;
- Collision Data;
- Proposed Development, Site Access and Parking;
- Refuse Collection and Servicing;
- Net Traffic Generation & Expected Highway Impact; and
- Conclusion.

The Statement is supported by the following appended documents:

- **Figure 1** – Site Location Plan;
- **Figure 2** – 2km Walking Catchment Plan;
- **Figure 3** – 5km Cycling Catchment Plan;
- **Figure 4** – TfL Cycle Network;
- **Figure 5** – Bus Stop Location Plan;
- **Appendix A** –Site Layout; and
- **Appendix B** – Swept Path Analysis.

Site Location

The site is located on a plot of land located to the north of Vincam Close, in the residential settlement of Whitton. A site location plan is appended to this Statement in **Figure 1**.

The site currently consists of three residential dwellings; Plots 38 to 42 which are accessed via individual private drives to Vincam Close south of the site. The application site is bound to the north by residential dwellings and associated gardens accessed via Collingwood Close; to the east by residential dwellings and associated gardens accessed from Vincam Close; to the south by Vincam Close and later by residential dwellings; and to the west by Vanquish Close and later by residential dwellings.

The local planning and highway authority is London Borough of Richmond upon Thames (LBRuT).

Existing Site Description and Land Use

The application site is currently occupied by three residential dwellings on land to the north of Vincam Close, Plots 38 to 42. All three dwellings are accessed via individual private drives directly from the Vincam Close turning head to the south of the site.

Details of the Local Highway Network

It is proposed that the development will be accessed via a new combined private drive to Vincam Close to the south of the application site.

Vincam Close is a single carriageway two-way residential road which is subject to a 20mph speed restriction, is street lit and has footways present along both sides of the carriageway. Running in a general east / west alignment Vincam Close provides access to a number of residential dwellings before later forming a priority T-junction with Hospital Bridge Road.

Located approximately 160m to the east of the proposed site, Vincam Close forms a priority T-junction with Hospital Bridge Road. The junction is subject to a 20mph speed restriction, is street lit and has a continuous footway present along the southbound carriageway and sections of footway present along the northbound carriageway.

The B358 Hospital Bridge Road is a single carriageway two-way road which runs in a general north / south alignment providing access to a number of residential dwellings and residential side roads. Located approximately 100m to the north of the Vincam Close priority T-junction, the B358 Hospital Bridge Road provides access to Nelson Road and approximately 1km to the south of the Vincam Close junction the B358 provides access to the A316 Great Chertsey Road.

Located to the north of the application site, Nelson Road is a single carriageway two-way road which is subject to a 20mph speed restriction, is street lit and has footways present along both sides of the carriageway. Running in a general north west / east alignment, Nelson Road provides access to the A314 in the north east and provides access to Twickenham in the east.

Located approximately 1km to the south of the application site, the B358 Hospital Bridge Road forms a four-armed signalised roundabout junction with the A316 Great Chertsey Road. Signal controlled pedestrian and cyclist crossing are present across each arm on the junction with the exception of the A316 (E) which is equipped with a non-motorised user bridge.

The A316 is a dual carriageway two-way road which is subject to a 40mph speed restriction, is street lit and segregated footways and cycleways present along both sides of the carriageway. Running in a general north east / south west alignment, the A316 provides access to Chiswick and the A4 in the north east and to Sunbury-on-Thames and the M3 in the south east.

The site is considered to be well located to the local and regional highway networks.

Sustainable Modes Access – Walking, Cycling and Public Transport

Walking is recognised as the most important mode of travel at a local level, and it offers the greatest potential to replace short car trips, particularly under two kilometres. **Figure 2** shows a 2km walking catchment area from the centre of the site, detailed in 400m increments. Its catchment includes the

entirety of Whitton as well as extending to the southern extents of Hounslow, and the western extents of Twickenham.

The 2km catchment also provides access to a range of local facilities and amenities. The area is home to number of educational facilities including nurseries, pre-schools and primary schools, a range of convenience stores and supermarkets, a post office, areas for recreation and Whitton train station. Footways within the application site are of a good quality and crossing points are present at the local junctions, providing access to the surrounding amenities and facilities within Whitton.

Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance. **Figure 3** shows a 5km cycling catchment area from the centre of the site which extends to Heston in the north; St Margarets in the east; Fulwell in the south; and to Feltham in the west, providing access to a range of areas of employment.

A review of the cycle infrastructure within the vicinity of the application site identifies that shared pedestrian / cycleways are present on the local highway network, with provision present along the A316 Great Chertsey Road and around the B358 Hospital Bridge Road roundabout junction. The surrounding residential roads are also subject to a 20mph speed restriction which is considered to encourage journeys to be made by bicycle.

As detailed within the Transport for London (TfL) cycle route map, attached at **Figure 4**, further cycling infrastructure is present along Twickenham Road which provides a route through the centre of Isleworth and access to West Middlesex University Hospital. The site is therefore considered to be conducive to cycling with some existing infrastructure provision to encourage movements by bike.

The site is also well located in terms of access to bus services, with bus stops situated within the recommended walking distance of 400m along Hospital Bridge Road (c. 200m) and Nelson Road (c. 400m). Both bus stops can be accessed via the existing footway provision present along Vincam Close, Hospital Bridge Road and Nelson Road.

Bus stops in the vicinity of the site are shown on **Figure 5** and details of the buses which serve them are provided in **Table 1**.

Table 1: Local Bus Services

Service	Service Destinations	Daytime and Peak Frequency
481	Cromwell Road Bus Station - West London Mental Health Trust	Weekdays – Every 30 minutes (07:11 to 19:25) Saturdays – Every 30 minutes (07:25 to 19:26) Sundays – Every hour (10:27 to 19:25)

The nearest rail station is located approximately 1.1km to the east of the application site and can be accessed via the existing footway provision present along the surrounding residential streets. Whitton Station provides direct train services to Barnes Bridge, London Waterloo and Windsor & Eton Riverside with services up to every five minutes.

Both bus and rail are therefore considered to be accessible and attractive mode of transport. The site is therefore considered to be in a sustainable location for access by non-car modes in line with national planning policy guidance.

The accessibility of the development site can also be defined by using the Public Transport Accessibility Levels ("PTAL") Methodology which calculates an Accessibility Index in order to quantify how accessible a location is by public transport. PTAL is considered to be a measure of the accessibility of a point to the public transport network, taking into account walk access time and service frequency.

The Accessibility Index of the development site has been determined in accordance with Transport for London (TfIL) Transport Assessment Best Practice Guidance, this analysis is summarised in **Table 2**.

The PTAL has been taken for the front access of the site.

Table 2: Summary of PTAL Analysis for the Site

Modes	Route
Bus	481, 110, 111, H28

The Total Index Range for the site is 4.00.

The Accessibility Index can be utilised to determine the PTAL value for the development which ranges from 1 – 6, where 0 is considered low accessibility and 6 as high accessibility. This analysis is only done for outward trips as it is assumed that the services on return are equal and opposite. The range of Accessibility Index in each PTAL group is presented in **Table 3**.

Table 3: Summary of PTAL Data Scores

Range Of Accessibility Index	Accessibility Levels
0 to 5	1 (Low)
> To 10	2
>10 to 15	3
>15 to 20	4
>20 to 25	5
>25 to 40	6a
>40	6b (High)

The PTAL ratio for the site is 1, which identified the site as being relatively accessible by public transport.

Despite this PTAL ratio, the site is currently occupied by residential dwellings and is surrounded by a large residential area which is considered to currently provide access to sustainable modes of transport in accordance within recommended CIHT thresholds.

Bus stops are located within a recommended 400m walking distance and Whitton rail station is located approximately 1.1km to the east of the site providing frequent services to a range of destinations and is in a reasonable distance for commuting purposes.

The site is therefore considered to be sustainable and accessible in terms of national guidance.

Collision Data

A review of the most recent five-year period (2016 – 2020) on Crashmap identifies that zero collisions occurred along the entire length of Vincam Close.

It is therefore considered that there are no existing road safety issues within close proximity to the site and the existing situation is safe for all users. Given the quantum of development therefore it would not detrimentally impact upon highways safety.

Proposed Development, Site Access and Parking

The proposed residential redevelopment requires the demolition of three existing residential dwellings to accommodate the proposed eight residential dwellings. The proposed development also includes associated parking and access arrangements. A copy of the proposed site layout is in **Appendix A**.

It is proposed that all eight of the new dwellings will be accessed via Vincam Close to the south of the site in a similar existing private drive arrangement as the existing dwellings, with the principle remaining unchanged.

As detailed within the pre-application note from LBRuT (reference: *21/P0025/PREAPP*), the development proposes highways improvements to access the proposed dwellings and associated car parking spaces. Full details would be agreed as part of any Section 168 / 278 agreements deemed to be required by the LHA.

The three residential dwellings are currently accessed via individual private drives from the Vincam Close turning head, to the south east of the site. It is considered that the rationalisation and formalisation of the proposed access arrangements retaining a private drive to Vincam Close is an acceptable and suitable access for the new eight dwellings.

This is particularly as the principle remains unchanged and there is no evidence of any accidents occurring under the existing private drive arrangements and the proposals would not exacerbate this as people are aware of the existing road environment.

Parking for the dwellings is to be provided in line with the required LBRuT standards as detailed within the pre-application (reference: *21/P0025/PREAPP*). Details of the agreed standards are set out below:

- 1-2 bedroom dwellings - 1 parking spaces; and
- 3+ bedroom dwelling – 2 parking spaces.

In addition, cycle parking will be provided in accordance with the minimum standards set out within the London Plan 2021.

To ensure that the site can accommodate all vehicular movements to and from the proposed parking spaces, a vehicle swept path of "private car" has been undertaken, as detailed in AMA Drawing No. *21096-ATR-001 and 002* provided at **Appendix B**. The drawing demonstrates the vehicle can satisfactorily access and egress the proposed parking spaces.

The proposed development is therefore considered to provide access, internal layout and parking provision in line with policy requirements and in a safe and suitable manner.

Refuse Collection and Servicing

Servicing of the proposed site would adopt the same servicing principles as other local residential dwellings with refuse collections undertaken from Vincam Close road-side. Bin storage would be provided within the curtilage of each dwelling.

No special arrangements would be required for the proposed development, simply adopting the existing provision accepted for all other properties on Vincam Close.

Net Traffic Generation and Expected Highway Impact

The development proposes a total of eight dwellings, therefore a robust generic residential trip generation of 0.8 two-way car movements is assumed for the AM and PM peak development hours.

Table 2 outlines the anticipated number of vehicles which will arrive / depart from the proposed development in the AM and PM peaks.

Table 2: Development Trip Generation

	AM		PM	
	Arrivals	**Departures**	**Arrivals**	**Departures**
8 Residential Dwellings				
Trip Rates	0.2	0.6	0.6	0.2
Trip Generation	2	5	5	2
3 Existing Residential Dwellings				
Trip Rates	0.2	0.6	0.6	0.2
Trip Generation	1	2	2	1
Net Difference				
Trip Generation	+1	+3	+3	+1

When considering the existing trips generated by the three dwelling currently on site, the proposed residential development is anticipated to generate a net increase of 4 two-way vehicular movements during each development peak hour, equating to one vehicle every 15 minutes.

On this basis the trip generation of the proposed scheme is considered to be negligible and would have an imperceptible impact on the local highway network.

Conclusion

It is considered that the information contained in this Statement should provide sufficient detail for the highways officer to be able to make a positive recommendation on the development proposal.

The proposed development is situated in a sustainable location with a range of key facilities and services available within a 2km walking distance and a 5km cycling catchment area. Those destinations situated further afield can be accessed by local bus within the CHIT recommended walking distance of 400m and by rail which is located within the CIHTs recommended 2km walking distance for commuting purposes.

The application site is currently occupied by a three residential dwellings with vehicular access gained via private drives from Vincam Close. It is therefore considered that as the development proposals retain a similar access arrangement, and there are no existing highways safety concerns, the proposals are considered acceptable in highways terms.

In conclusion, the proposals would not result in any detrimental highways impact on capacity or road safety. Therefore there are no traffic or transportation reasons preventing planning permission being granted for the development proposal.

Appended Documents

Figure 1 – Site Location

Figure 2 – 2km Walking Catchment Plan

Figure 3 – 5km Cycling Catchment Plan

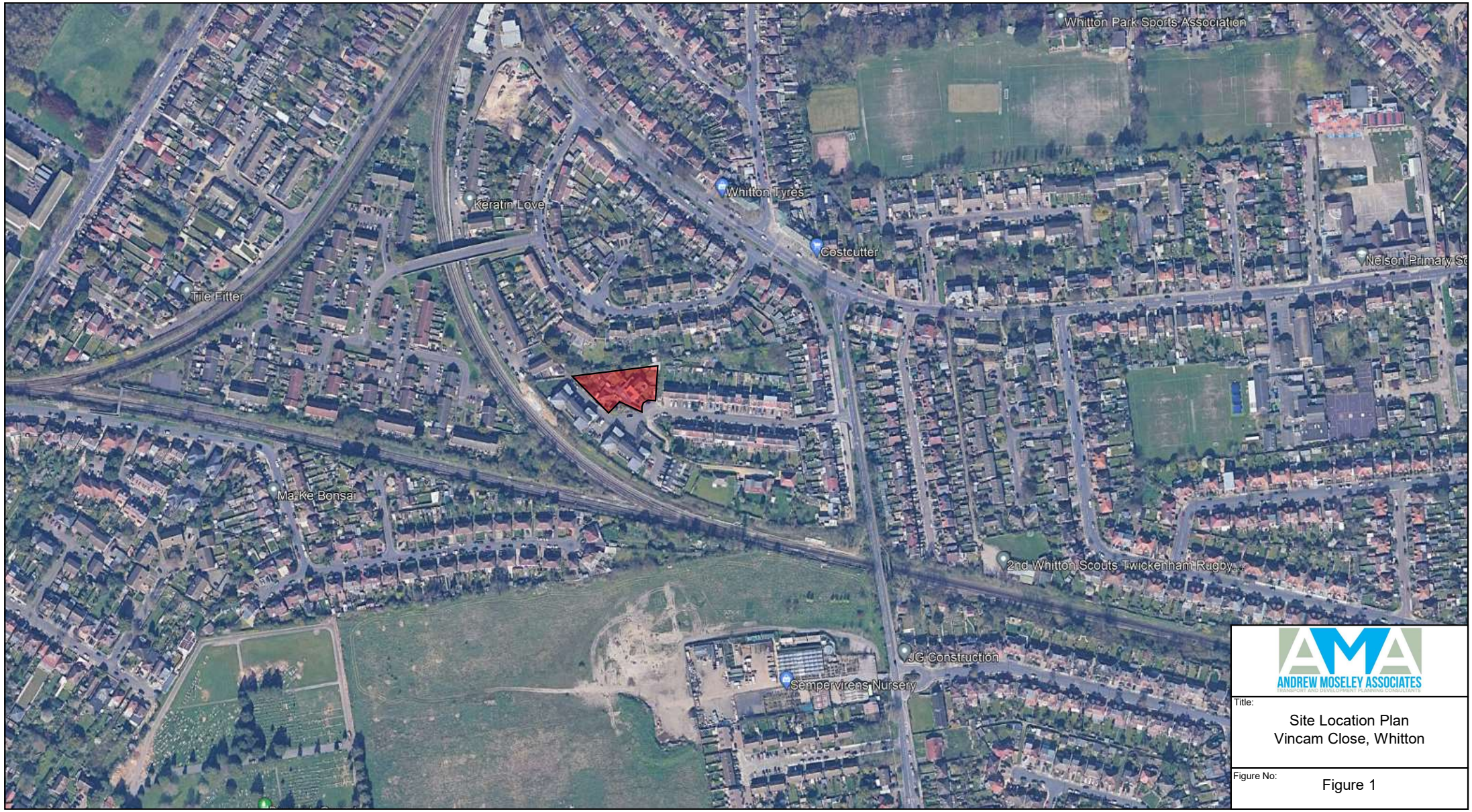
Figure 4 – TfL Cycle Network

Figure 5 – Bus Stop Location Plan

Appendix A – Indicative Site Layout

Appendix B – Swept Path Analysis

Figure 1 – Site Location

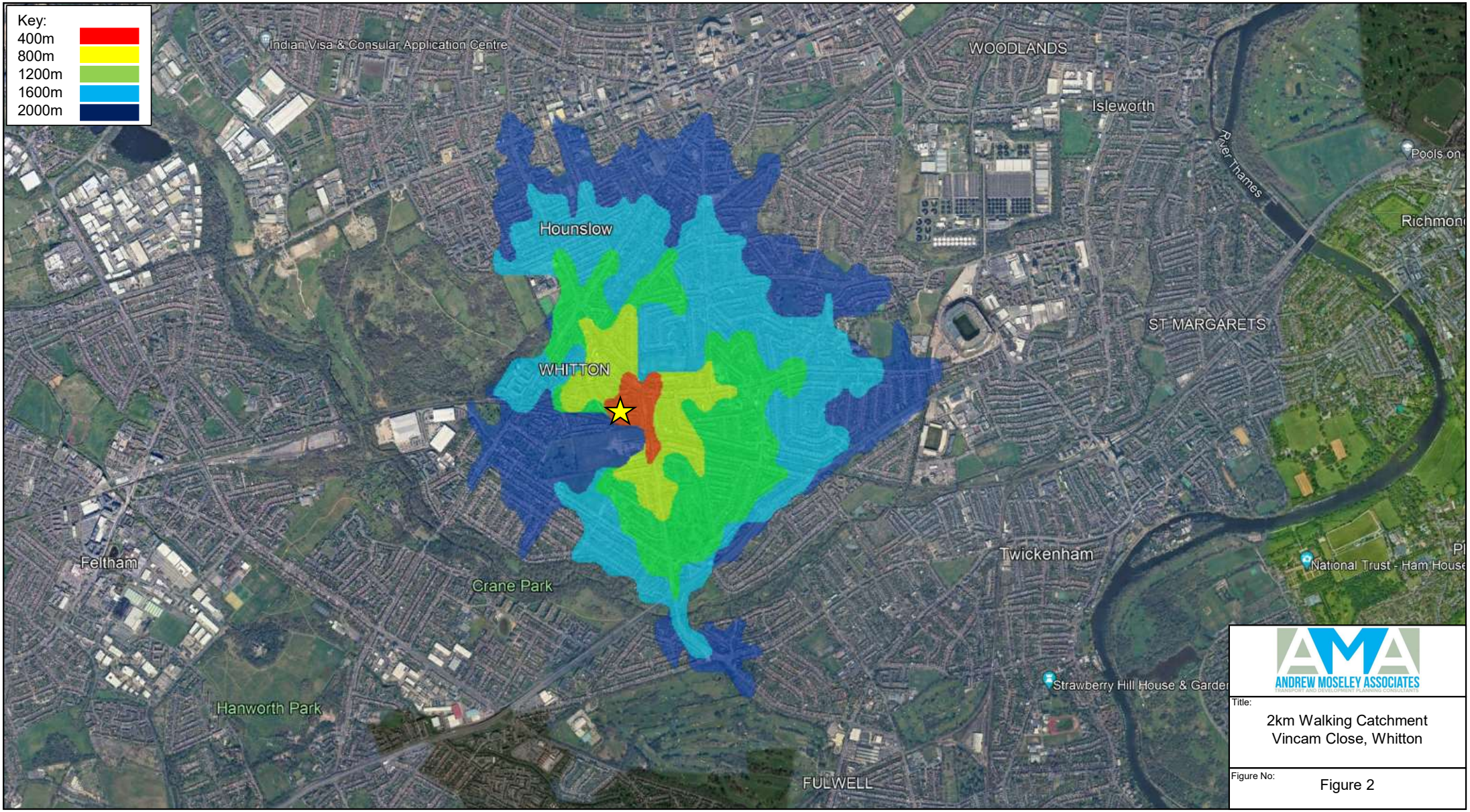


ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Title:
Site Location Plan
Vincam Close, Whitton

Figure No:
Figure 1

Figure 2 – 2km Walking Catchment Plan



ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Title:
2km Walking Catchment
Vincam Close, Whitton

Figure No:
Figure 2

Figure 3 – 5km Cycling Catchment Plan

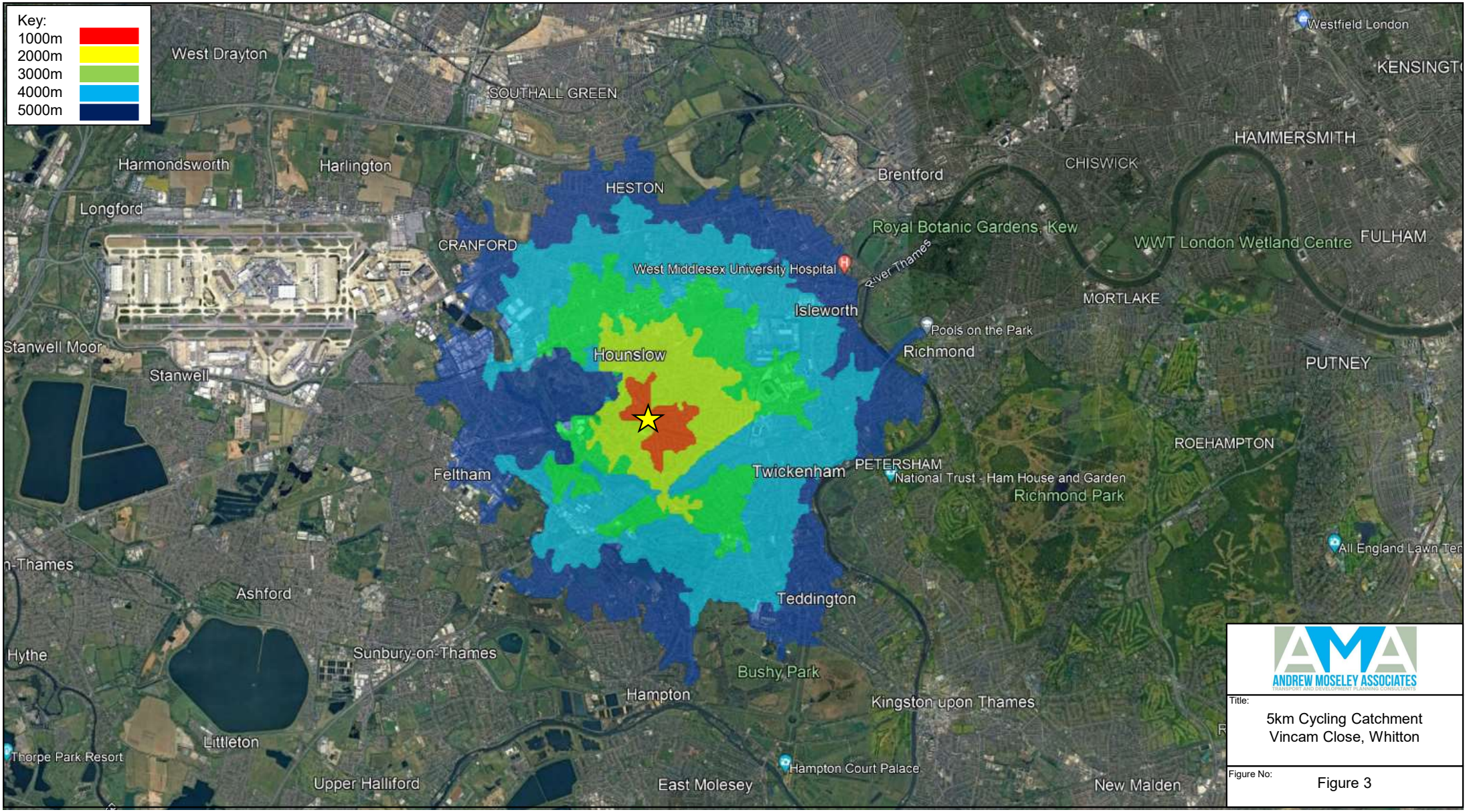
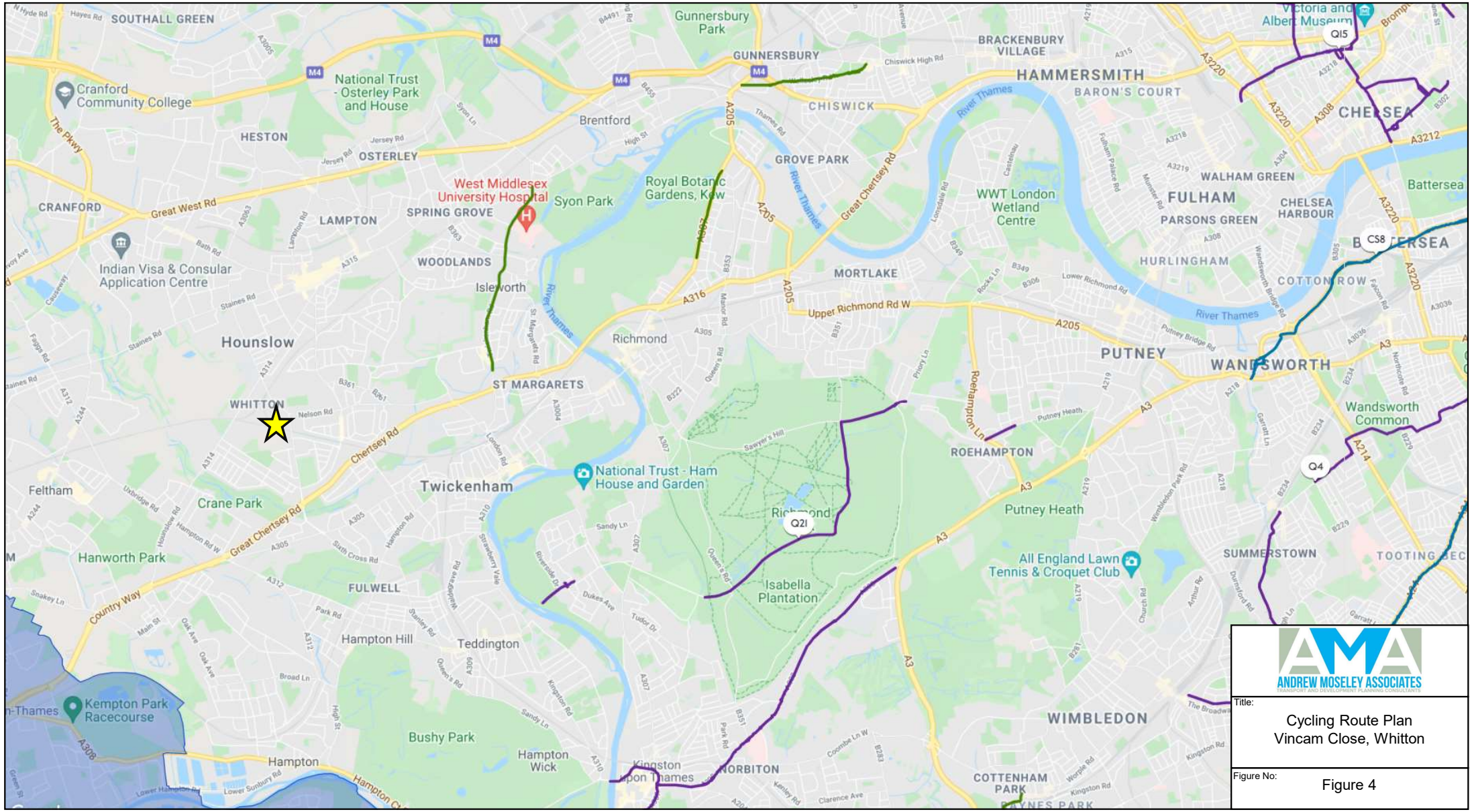

Key:
1000m
2000m
3000m
4000m
5000m
West Drayton
SOUTHALL GREEN
Harmondsworth
Harlington
Longford
HESTON
Brentford
CHISWICK
HAMMERSMITH
Westfield London
KENSINGT
Royal Botanic Gardens, Kew
WWT London Wetland Centre
FULHAM
CRANFORD
West Middlesex University Hospital
River Thames
MORTLAKE
Isleworth
Pools on the Park
Richmond
PUTNEY
Stanwell Moor
Stanwell
Hounslow
ROEHAMPTON
PETERSHAM
Feltham
Twickenham
National Trust - Ham House and Garden
Richmond Park
All England Lawn Ten
Ashford
Teddington
Hythe
Sunbury-on-Thames
Bushy Park
Hampton
Kingston upon Thames
Littleton
Thorpe Park Resort
Hampton Court Palace
Upper Halliford
East Molesey
New Malden
ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS
Title:
5km Cycling Catchment
Vincam Close, Whitton
Figure No:
Figure 3

Figure 4 – TfL Cycle Network



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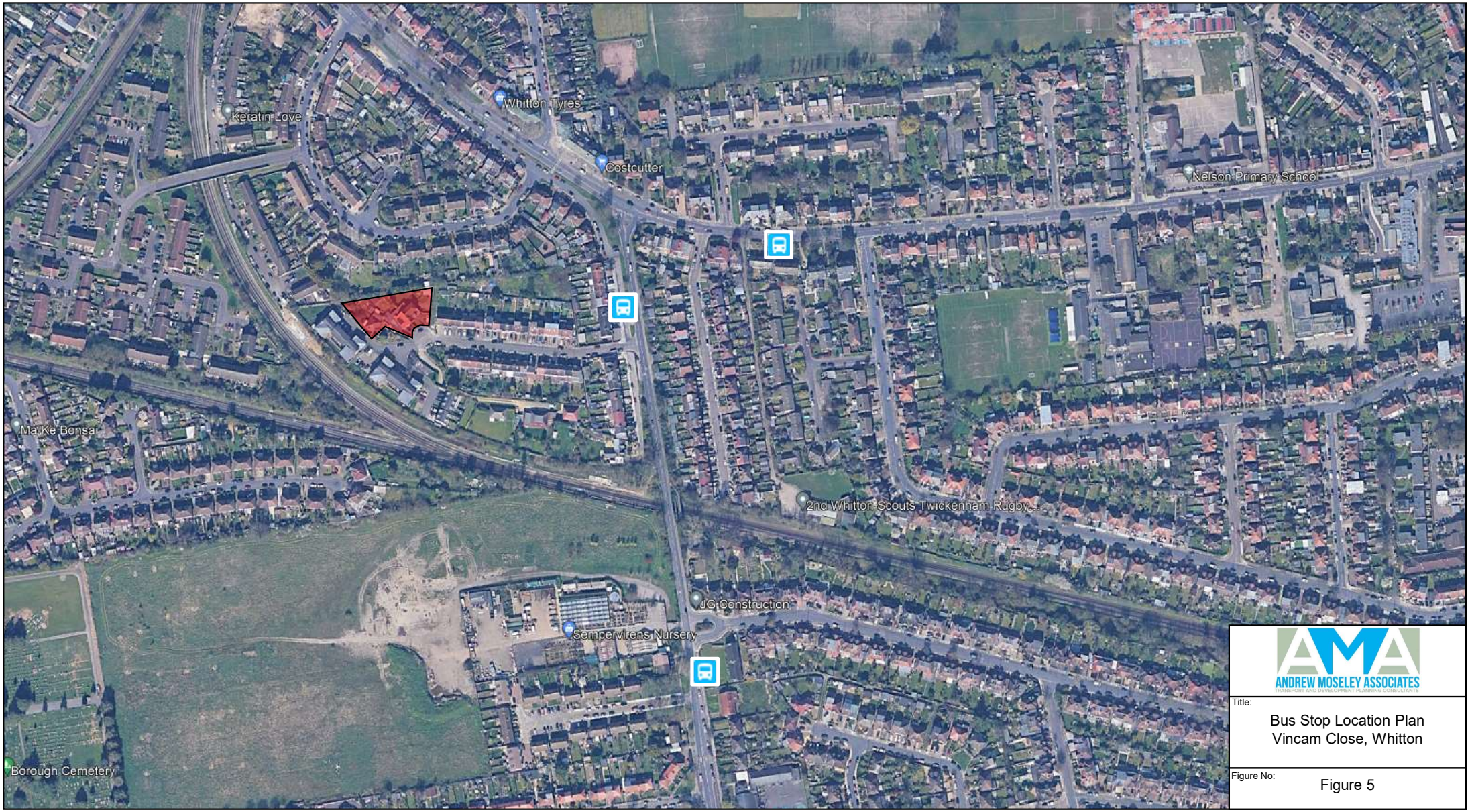
Title:
Cycling Route Plan
Vincam Close, Whitton

Figure No:
Figure 4

Figure 5 – Bus Stop Location Plan



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Title:

Bus Stop Location Plan
Vincam Close, Whitton

Figure No:

Figure 5

Appendix A – Indicative Site Layout

25

173850

21 to 35

173800

VANQUISH CLOSE

513400

32

Kitchen / Family
Living
WC
Utility
1
2
3
4
5
6
7
8

PROPOSED DEVELOPMENT

38 -42 Vincam Close
Whitton
TW2 7AB

SITE PLAN

Tim Snow Architects
9A High Street, Brightlingsea
Colchester, Essex CO7 0AE
tel: +44 (0)1206 308300
info@timsnowarchitects.co.uk

Scale 1:200 @ A2
Date JULY 2021
Drawing No. 952 / 1

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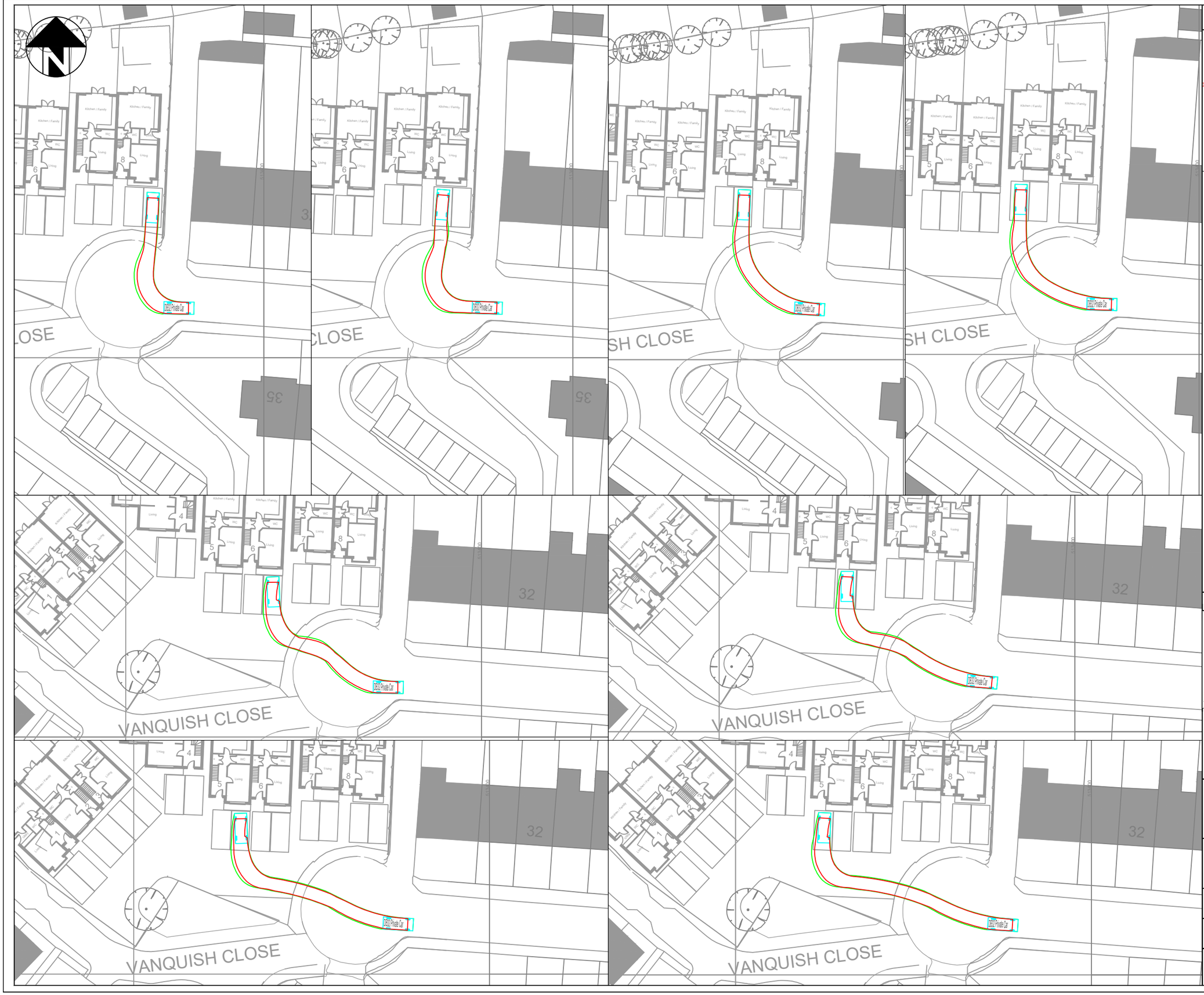
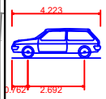
Appendix B – Swept Path Analysis



VEHICLE PROFILE



DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

P1	Preliminary - Initial Issue	-	-

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TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

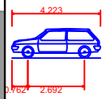
Project:
VINCAM CLOSE
WHITTON

Client:
NFC HOMES

Drawing:
PRIVATE DRIVES SWEPT PATH ANALYSIS

Drawn By: AJA	Date: 26/08/2021	
Checked: ATM	Scale: 1:500	A3
Drawing No. AMA/21096/ATR001		Rev. -

VEHICLE PROFILE



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TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
VINCAM CLOSE
WHITTON

Client:
NFC HOMES

Drawing:
PRIVATE DRIVES SWEPT PATH ANALYSIS

Drawn By:	Date:	
AJA	26/08/2021	
Checked: ATM	Scale: 1:500	A3
Drawing No. AMA/21096/ATR002		Rev. -