

**TRANSPORT AND WORKS ACT 1992**

**TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004**

**SUMMARY PROOF OF EVIDENCE OF JEREMY DOUCH**

**HIGHWAYS**

**16 OCTOBER 2023**

**1. INTRODUCTION**

- 1.1 My name is Jeremy Douch and I am employed by AECOM Ltd as a Regional Director. I am responsible for the Development Transport Planning team in the UK and Ireland which comprises approximately 80 staff.
- 1.2 I hold a Bachelor of Arts Honours degree in Planning Studies and a Postgraduate Diploma in Planning specialising in Transport Planning. Both qualifications were obtained from Oxford Brookes University. For the past 20 years I have been a Chartered Member of the Institute of Logistics and Transport.
- 1.3 I have worked in the field of Transport Planning for around 30 years, within the private sector. I have provided technical transport planning advice to a range of private and public sector clients and have considerable experience in the residential, industrial, commercial, energy, defence, education and health sectors. I am also experienced in the rail sector which includes a secondment into the rail industry and have also worked on a range of highway and active travel projects. I have attended several public inquiries, appeals and hearings as both an expert witness and as technical support. I have prepared various formal evidence submissions.
- 1.4 I am the transport lead on the Project and my involvement has been to provide advice regarding the impact of the Project on the local highway network, including responsibility for overseeing the preparation of the Transport Statement submitted to inform deemed planning permission applied for pursuant to the Order.

**2. ORDER LAND EXISTING TRIP MOVEMENTS**

- 2.1 In my Proof I explain that the Order Land is currently occupied by STARK Building Materials UK Limited (formerly Saint-Gobain Building Distribution Limited) trading as Jewson, who have been operating the Order Land as a builders' merchant for over 30 years (**Existing Use**).
- 2.2 My Proof briefly describes the Order Land, as well as its surroundings (in transport terms). I then summarise findings of the two transport statements prepared in relation to the Existing Use of the Order Land, as follows:

Transport Statement prepared by AECOM in relation to the Project

- 2.3 Transport Statement prepared in relation to the Project concludes that the Order Land currently generates the following traffic volumes:
- a. approximately 145 two-way trips a day, of which 13% are HGVs;
  - b. 16 two-way trips in the weekday AM peak hour (08:00-09:00), of which 15 are vehicles (including 2 HGVs); and

- c. 9 two-way trips in the weekday PM peak hour (17:00-18:00), of which all are vehicles (0 HGVs).

Transport Assessment prepared by Velocity Transport Planning in relation to the proposed development of the Order Land by Bellaview Properties Limited

- 2.4 Transport Assessment prepared in relation to Bellaview's Development records the Order Land's current vehicle demand as:
  - a. 948 two-way movements in total over a week (nothing that the Order Land is closed on Sunday);
  - b. average of 158 two-way movements per day;
  - c. average of 22 two-way vehicle movements in the peak hour; and
  - d. 5% of the vehicles accessing the Order Land are HGVs.
- 2.5 My Proof concludes that the Manual Classified Count undertaken in November 2022 presented by AECOM and Automatic Traffic Count undertaken in December 2021 in relation to Bellaview's Development show similar profiles of trips which gives a sense of validation to both datasets, given the small marginal differences.

### **3. THE PROJECT – PROPOSED TRIP GENERATION AND IMPACTS**

- 3.1 It is anticipated that the Project would be operated mostly over weekends and overnight and the Order Land would typically be used on alternate weekends. Use on consecutive weekends may occur but is likely to be infrequent. The construction/access compound may also occasionally be used for midweek daytime use with general compound activities taking place. Staff arrivals and departures are forecast to occur outside the network AM and PM peak hours and occur infrequently.
- 3.2 My Proof concludes that, overall, the Project is anticipated to generate a maximum of 120 two-way movements (of which 24 are HGVs) during the weekend possession, and very few of these trips are anticipated to occur during the weekday AM and PM peak hours. As such, the proposed use of the Order Land for the Project would result in a significant reduction in weekly vehicle movements and there would be negligible impact on the highway network during the weekday AM and PM peak periods.
- 3.3 In terms of the future use of the Order Land for access to the permanent RRAP (on Plot 1) – my Proof provides that this will be for occasional use only and, as such, the impact on the highway network is considered to be negligible.

### **4. BELLAVIEW DEVELOPMENT – CONSTRUCTION TRIP GENERATION AND IMPACTS**

- 4.1 My Proof summarises provisions of the Outline Construction Logistics Plan (**CLP**) prepared in relation to Bellaview's Development, which sets a framework from which construction trips would be managed. It also provides that a Detailed CLP is proposed to be secured via a planning condition and approved by the local planning authority prior to commencement of Bellaview's Development.

## **5. BELLAVIEW DEVELOPMENT – OPERATION TRIP GENERATION AND IMPACTS**

- 5.1 In terms of operational trip generation and impacts of Bellaview's Development, my Proof refers to Bellaview's Transport Assessment, which provides that, overall, Bellaview's Development is anticipated to result in a net increase of 110 two-way vehicle trips per day when compared to the Existing Use.
- 5.2 The conclusion of Bellaview's Transport Assessment states that the effect on the local highway network is considered negligible as very few additional vehicles will be added to the network due to the development, mostly servicing and delivery vehicles.

## **6. SITE SHARING – CUMULATIVE IMPACTS**

- 6.1 In terms of both the Project and Bellaview's Development proceeding at the same time, my Proof notes that no agreement has been reached between the parties at the date of my Proof. However, my Proof does consider cumulative impacts of the two developments and concludes that the impact on the highway network is considered to be negligible during the construction and operational phases of Bellaview's Development.

## **7. RESPONSE TO OBJECTIONS**

- 7.1 My Proof briefly addresses objections raised by Bellaview in relation to transport implication issues. It reiterates that the Project would result in a daily net reduction in total vehicle trips on the highway network. As such, it is considered that any transport impacts are going to be negligible, as per the Transport Statement prepared by AECOM.
- 7.2 My Proof further provides that the Project provides temporary access to enable delivery of Old Oak Common station and permanent access to enable future maintenance of the railway. As such, it is considered to be in line with Policy T3 of the London Plan, as well as Policy T7.
- 7.3 My Proof also provides that the Transport Statement prepared by AECOM assessed the transport impacts of the Project in accordance with Policy T4 of the London Plan. A review of highway safety has also been undertaken in the Transport Statement with no collision clusters identified in the vicinity of the Order Land.
- 7.4 In terms of car parking and its management, my Proof explains that this will be dealt with in the Traffic Management Plan, which will be submitted for the approval of the local planning authority prior to commencement of the Project. This supports Policies T4 and T7 of the London Plan.
- 7.5 My Proof also provides that, as the Order Land is relating to the construction of the Old Oak Common station and only constitutes a temporary land use. As such, there is no requirement to prepare a dedicated Travel Plan, Parking Management Plan and/or a Delivery and Servicing Plan which are typically associated with permanent schemes.

**8. CONCLUSION**

8.1 My Proof concludes that the impact of the Project in transport terms will be negligible as the number of trips are likely to be lower than the Existing Use. Furthermore, a Traffic Management Plan will be secured by means of a planning condition for use as a temporary RRAP in order to manage any transport impacts.

**Dated: 16 October 2023**

I believe that the facts stated in this Summary are true.

A handwritten signature in black ink, appearing to read "Jeremy Douch". The signature is written in a cursive style with a prominent loop at the end.

Jeremy Douch