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Our Ref: NW/JHB/LV001

19th March 2018

Mr Luke Gavacan
Gavacan Homes

By email

Dear Mr Gavacan,

137 DUCKS HILL ROAD

I refer to the above site and your scheme to redevelop the site for 8 flats. I would advise as follows:

- 1) Ducks Hill Road forms part of the A4180 that links the A404 at Northwood to the A40 at South Ruislip. It is therefore a major distributor road and I assume carries a significant volume of traffic.
- 2) In the vicinity of the site the road is a single carriageway (circa 7.3m) with footways on both sides. The nearside footway is separated from the carriageway by a grassed margin and there is an additional grassed verge between the footway and the site boundary. The road is subject to a 30 mph speed limit and is street lit. The road is also used as a bus route.
- 3) Thus the standards and guidance set out in Manual for Streets should be applicable to the consideration of the development site.
- 4) The existing dwelling has a carriage drive with the southern access close to and diagonally opposite the junction with Drakes Drive whilst the northern access is directly onto the kerb radius of the junction with Fringewood Close. Such an arrangement is not good practice and its removal as a result of the redevelopment of the site should be seen as a highway benefit.
- 5) The proposal shows the creation of a single vehicle access point based on widening the existing access to the site. This results in it being located 25 metres from the junction with Fringewood Close and close to the junction with Drakes Drive. Unlike previous Design Guidance, Manual for Streets does not specify junction spacing distances per se and advises that the spacing of junctions should be determined by the type and size of urban blocks. It also suggests that keeping the lengths of street between junctions short is particularly effective in influencing vehicle speed, i.e. shorter distances help reduce speed. However in my view the proposed access to the development does not constitute a junction in the true sense. It is simply a private access, albeit it serves a block of 8 flats. In order to reinforce this message it would be preferable to create a dropped kerb verge/footway crossover rather than a "bellmouth". The access is wide enough for vehicles to enter and egress the site.

- 6) Although the access is close to the junction with Drakes Drive, the number of vehicles turning in and out of each will be modest so the potential for any vehicle conflict is small.
- 7) Furthermore, given the width of the verge and footway on the nearside, the level of visibility available at the proposed access point is more than adequate.
- 8) In terms of traffic generation, the existing house is four bedroomed so it would be reasonable to suggest that the property currently generates some ten vehicle movements per day. A quick interrogation of the TRICS database would suggest that a block of 8 flats in private ownership would generate some 30 to 35 vehicle movements per day. Whilst this represents a threefold increase in vehicle movements to/from the site, the numbers involved are relatively small and unlikely to result in a material impact on the safe operation of the immediate road network.

I trust that this is sufficient for your needs at this time but if you require any further information or clarification, please give me a call.

Yours sincerely,



N A Weeks