



Highway Planning Ltd

Highways & Transportation Consultants

**DENVILLE HALL,
DUCKS HILL ROAD,
NORTHWOOD,
HA6 2SB**

DENVILLE HALL 2021 LTD

TRANSPORT STATEMENT

NOVEMBER 2022

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Denville Hall 2021 Ltd to provide highway advice in respect of the proposed development of Denville Hall, Ducks Hill Road, Northwood.
- 1.2 Pre-application discussions have taken place with the local authority and the proposed development takes into account the comments provided by the Council's officers.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the west side of Ducks Hill Road and approximately 35m north of the junction of Northgate and Ducks Hill Road. Denville Hall is a retirement home and specialist dementia wing for retired actors and theatrical professionals. There are 2 accesses to Ducks Hill Road. The main access leads to the front of the primary buildings and parking/delivery areas. The secondary access leads to a former house (No.48) that was divided into 6 flats (flats 1 – 6, 48 Ducks Hill Road) that were separate from the main Denville Hall.
- 2.2 Ducks Hill Road is classified as the A4180 and is an important distributor road that links Northwood and Ruislip. In the vicinity of the site it is a wide single carriageway which is subject to a 30mph speed limit. Ducks Hill Road is on a curved horizontal alignment with a gradual gradient down to the south. Frontage access is prevalent. The centreline of the carriageway is denoted by a solid white line which affects southbound traffic to the north of the site and northbound traffic



to the south of the site. This is due to the limited forward visibility created by the curved alignment of the carriageway.

2.3 The site has a PTAL rating of 1b which is “poor”. However, bus stops for route 331 are within 85m of the site frontage and this route provides 3 buses per hour in the peak morning period. The proximity and frequency of the service provides an attractive and convenient alternative to travelling by car for visitors and staff. Northwood underground station (Metropolitan line) is a 975m walk distance from the site. Whilst this is outside of the PTAL catchment distance it equates to a 12 minute walking time and is within the “acceptable” walking distance of 1000m recommended by the Chartered Institute of Transport in its publication “*Guidelines for Providing Journeys on Foot*”.

2.4 The proposed development comprises the demolition of no. 48 and no. 60 Ducks Hill Road and derelict garage and the erection of 12 assisted-living units (Class C2) in two separate buildings (Buildings A and B) and proposed ancillary communal space, including café and restaurant (Building C) accessed through connecting link building. Proposals to include new comprehensive landscaping proposals. The main access to Ducks Hill Road will be relocated as will parking areas within the site.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway considerations for the proposed development relate to the following:

- Access arrangements
- Site specific issues

3.2 These issues will be considered in detail below.



Access arrangements

- 3.3 The existing site has 2 accesses to Ducks Hill Road. The primary access takes the form of a kerbed bellmouth with a gated access road and footways that lead to the front of the main Denville Hall buildings. The secondary access is located to the north of the site frontage and adjacent to the recent development of Muscovy Place.
- 3.4 The primary access has been designed to accommodate the majority of traffic movements that are generated by the site including service and delivery vehicles. The existing gates are set back approximately 15m from the Ducks Hill Road carriageway. Visibility to the south (to the right when exiting) at a setback distance of 2.4m is restricted by vegetation. Visibility to the north at the same setback distance is restricted by the alignment of Ducks Hill Road although the presence of the solid white line centreline marking helps to maximise the available visibility.
- 3.5 The proposed site layout shows the primary access being relocated approximately 30m to the north. This has the effect of improving the visibility to the south whilst maintaining suitable visibility to the north. This is demonstrated on drawing 21.83 – 001A. The drawing shows the provision of a splay to the south of 2.4m x 43m to the nearside edge of the carriageway. This complies with the requirements of *Manual for Streets* for a 30mph speed limit. The splay passes over land within the frontage of the site and as part of any planning consent granted a suitable condition can be applied to ensure that the land within the visibility splay is maintained free of obstructions to visibility. Such a condition does not apply to the existing access arrangements.



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- 3.6 The visibility splay to the north is shown as 2.4m x 43m when measured to the centreline of the carriageway. This follows the advice in paragraph 10.5.5 of *Manual for Streets 2* which states,

“Some circumstances make it unlikely that vehicles approaching from the left on the main arm will cross the centreline of the main arm – opposing flows may be physically segregated at that point, for example. If so, the visibility splay to the left can be measured to the centreline of the main arm.”

- 3.7 As it is illegal for vehicles to cross a solid white centreline marking, this is directly comparable to the physical segregation example quoted in the above extract. As such, the proposed relocation of the primary site access complies with the requirements of *Manual for Streets 1 & 2*.

- 3.8 The layout of the relocated access replicates the existing access layout and will accommodate the turning movements of all likely cars and service/delivery vehicles. The inclusion of footways around the access bellmouth will ensure that the needs of pedestrians are also protected. The Council's highway officer confirmed in his pre-application response that the proposed main access arrangement was acceptable.

- 3.9 The secondary access takes the form of a vehicle crossover. It has provided access to 6 flats and there are no planning restrictions on its use. The access varies in width and is generally about 4.5m wide. It includes several sections that are at least 4.8m wide. The intention is that this access will lead to a car parking area for daytime staff. It is proposed to use the secondary access to serve 18 spaces (including 2 disabled spaces). In his pre-application response, the highway officer assessed the use of the secondary access road and commented that the advice in *Manual for Streets* is that road widths should not fall below 4.1m (with an absolute minimum width of 2.75m). As such, the use of the secondary access road will be acceptable.



- 3.10 The existing staff follow strict shift patterns with the majority of carers and nurses working 12 hour shifts that start and finish at 8am/8pm. The proposed car park that will be served by the secondary access road is intended for use by staff only. On average, around 12 staff drive to work for the morning shift and arrive by 07.45am and 4 staff drive on the night shift leaving after 08.00am. As such, there is a very low risk of staff cars meeting along the access road, but in the event that they do, there are opportunities to pass along the route where there are localised areas where the width increases to 4.9m. In terms of traffic volumes, if all of the daytime staff arrived by car (as opposed to walking, cycling, carsharing) then the peak 2-way flow would equate to up to 16 car movements between say, 07.30am and 08.30am. This is an average of a car movement every 4 minutes or so.. This level of traffic activity will not result in a “severe” impact as required by paragraph 111 of the NPPF. The baseline against which the proposed use of the access must be assessed is the historic use of the access to serve 6 flats. As such, whilst there is potential for the proposed use to increase traffic activity the increase will be marginal.

Site Specific Issues

- 3.11 The proposed site layout shows how the primary access road will continue into the site from Ducks Hill Road and terminate at a turning circle. There will be 14 parking spaces arranged on either side of the access road. There will be a delivery “bay” located adjacent to building “A”.
- 3.12 The layout of the access road and delivery bay have been assessed using the Vehicle Tracking software and drawing 21.83 – 002A shows the swept paths of a fire appliance and the FTA Design Rigid vehicle manoeuvring within the layout. As the FTA Design Rigid is an onerous template to apply it provides a robust assessment and provides



confidence that the proposed site layout will have adequate space to enable service and delivery vehicles to manoeuvre without impacting upon the access onto Ducks Hill Road.

- 3.13 The Council's car parking standards are contained within Appendix C of the *Local Plan Part 2 – Development Management Policies* adopted in January 2020. This document has been superseded in many respects by the London Plan 2021. The Local Plan parking standard for "Residential Institutions, including care homes" is related to either the justification of a transport assessment, or 1 space per four dwelling units.

- 3.14 In the London Plan, Policy T6(B) states,

"Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy."

- 3.15 Clearly, with a PTAL rating of 1b the Denville Hall site is not well-connected by public transport and therefore a car-free development would not be appropriate. The manner of accommodation at the site also underlines that a car-free approach is not viable. Therefore, it is necessary to consider the minimum necessary car parking that could be provided.

- 3.16 The existing accommodation for residents comprises 40 bed spaces and the staffing complement is 22 daytime and 5 night time staff. There is also a range of occasional professional and other visitors (doctor, hair dresser, gardener, etc) that regularly attend the site. The proposed development will introduce assisted-living units with 8 x 1bed/1 person units and 4 x 1 bed/2 person units i.e., an increase of 16 residents but in a different form



of accommodation. The assisted-living units do not require additional staff. The parking requirement for the proposed accommodation is 1 parking space per 4 units i.e. a total of 3 additional parking spaces (plus a single space for a warden). The existing parking provision of 29 spaces for staff and visitors is adequate for the existing parking demand and there are rarely any “spare” spaces for long periods during the day. The proposed development includes the provision of 3 additional parking spaces to comply with the Local Plan policy.

- 3.17 In line with Local Plan and London Plan requirements the proposed site layout will include spaces for disabled drivers and the provision of EV charging points is a matter that can be secured by condition. Strictly, the requirement for EV points should apply to any “new” parking spaces rather than being applied retrospectively to the existing parking facilities.
- 3.18 Appendix C of the Local Plan Part 2 identifies that care home proposals should provide cycle parking at a ratio of 1 cycle space per 3 staff. As the proposals do not include any increase in staffing levels there is no requirement to provide new cycle parking.

4.0 CONCLUSIONS

- 4.1 The Denville Hall site is well connected to the existing settlement and public transport. The proposed development is intended and designed to provide improved facilities for residents and will not result in a significant increase in travel demand.
- 4.2 The proposed access road junction onto Ducks Hill Road has suitable visibility splays and junction geometry to safely accommodate the traffic movements that will be generated.



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- 4.3 The proposed site layout complies with the Council's requirements for access road design, turning facilities and car parking provision.
- 4.4 Overall, there are no highway issues that would justify the refusal of planning consent.



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**DRAWING Nos. 21.83 – 001A
21.83 – 002A**



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