

THE SPINNEY, ESSENDON

TRANSPORT STATEMENT



SYSTRA

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1. INTRODUCTION

1.1 General

1.1.1 SYSTRA Ltd. has been commissioned by Essendon Property Ventures Ltd. (the Applicant) to provide transport and highways consultancy services in support of a planning application with regards to The Spinney, High Road, Essendon, Hertfordshire, AL9 6HA (the Site), shown in **Figure 1.1**.

Figure 1.1 Existing Site



1.1.2 The Local Planning Authority is Welwyn Hatfield Borough Council (WHBC) and the Local Highways Authority is Hertfordshire County Council (HCC).

1.1.3 The aim of this Transport Statement (TS) is to identify existing and potential future traffic and transport issues related to the Site and its proposed future operation, with a particular focus on trip generation, parking provision and internal vehicular tracking.

1.1.4 This document supersedes the TS produced by SYSTRA (dated 26/05/2017), and demonstrates the transport and highways implications of an amended scheme for the Site.

1.2 Planning History

- 1.2.1 The Site currently comprises one residential dwelling within a two acre plot of land. The Site also has significant permitted development rights for several extensions and outbuildings under permitted development rights (ref: S6/2015/1203/HH) as well as a Certificate of Lawfulness (ref: S6/2015/0727/LUP).
- 1.2.2 A planning application for the Site was granted in October 2016 for a scheme comprising the erection of two dwellings following demolition of the existing buildings on Site (ref: 6/2016/1118/FULL). Also permitted by the application were two car parking spaces per dwelling and an additional access onto the B518 High Road.
- 1.2.3 In June 2017, an application for minor amendments to the 2016 scheme was submitted under Section 73 of the planning act (ref: 6/2017/1319/VAR), and this application was approved on 13 September 2017. This comprised relocation of the permitted dwellings and plot boundaries, removal of a Common Oak tree near the eastern corner of plot 2, and the relocation of the second Site access onto the B158 High Road (the Consented Development).

1.3 Proposed Development

- 1.3.1 The Applicant is now proposing a new scheme at the Site comprising the development of three detached residential units following the demolition of the existing single dwelling, with a two-car garage for each unit (the Proposed Development). The access permitted under the 2017 Section 73 application will be retained.
- 1.3.2 The proposed Site layout plans are contained at **Appendix B** for information.

1.4 Report Structure

1.4.1 The scope of this TS has been agreed with the Highways department at HCC, and correspondence has been attached to this document in **Appendix A**.

1.4.2 Following this section, the remainder of the TS is structured as follows:

- **Section 2: Policy Review** – Provides an outline and review of the relevant national, regional and local transport planning policy and guidelines in the context of the Proposed Development;
- **Section 3: Baseline Conditions** – Provides a description and review of the existing transport conditions prevailing at the Site and in the immediate surrounding area. This includes a review of public transport services, pedestrian and cycle facilities and the local highway network;
- **Section 4: Development Proposals** – Provides a summary of the Proposed Development, including parking provision and servicing arrangements;
- **Section 5: Trip Generation Assessment** – Presents the outcome of the trip assessment carried out to identify additional trips to the site as a result of the Proposed Development;
- **Section 6: Summary & Conclusion** – Summarises the key points arising from the work carried out to inform the TS, and provides a final conclusion.

2. POLICY REVIEW

2.1 General

2.1.1 This section reviews the relevant current national, regional and local integrated land use and transport planning policy in the context of the Proposed Development. The following policy documents have been reviewed:

- National Planning Policy Framework (NPPF) (March 2012);
- Planning Practice Guidance (PPG) (2014);
- DMRB Geometric Design of Major / Minor Priority Junctions (1995);
- Hertfordshire County Council Local Transport Plan (2011);
- Welwyn Hatfield District Plan (2005);
- Emerging Welwyn Hatfield Local Plan; and
- Welwyn Hatfield Interim Policy for Car Parking Standards and Garage Size (2014).

2.2 National Policy & Guidance

National Planning Policy Framework (March 2012)

2.2.1 The National Planning Policy Framework ('NPPF') was published on 27th March 2012, and sets out the Government's policy framework for the planning system. It is a material consideration in planning decisions.

2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development which 'should be seen as a golden thread running through both plan making and decision taking' (Paragraph 14). In Paragraph 15, it goes on to say that 'Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay'.

2.2.3 NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. It seeks to ensure that the transport system is balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

2.2.4 A sustainable transport mode is described as 'any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport' (Annex 2, p. 57).

Planning Practice Guidance (PPG) (2014)

2.2.5 The Planning Practice Guidance (PPG) document 'Travel Plans, Transport Assessments and Statements in Decision-Taking' was published in 2014 and provides a concise report on the use, importance of, and content to be provided within Transport Assessments, Transport Statements and Travel Plans.

- 2.2.6 With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the PPG states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.
- 2.2.7 The Guidance states that Transport Assessments, Transport Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health and quality of life.
- 2.2.8 The Guidance states that Transport Assessments, Transport Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.
- 2.2.9 Whilst a development of this size would not ordinarily require a Transport Statement, the Applicant has decided to prepare one to fully assess the potential implications of the proposed access arrangements.

Design Manual for Roads and Bridges, Volume 6, Section 2, TD 42/95 (1995)

- 2.2.10 Chapter 7 of the document outlines the geometric design features to be considered in the design of major/minor priority junctions. Table 7/1 provides the 'y' distance (m) required for different design speeds of the major road, when measured from an 'x' distance back along the minor road from which full visibility is measured.
- 2.2.11 In difficult circumstances, the 'x' distance may be taken as a Relaxation from 9.0m to 4.5m for lightly trafficked simple junctions, and in exceptionally difficult circumstances, to 2.4m back from the nearer edge of the major road running carriageway. The 'x' distance, from which full 'y' distance visibility is provided, shall not be more than 9m, as this induces high minor road approach speeds into the junction, and leads to excessive land take.
- 2.2.12 The design standards have been copied overleaf in **Table 2.1**.

Table 2.1 'y' Visibility Distances from the Minor Road

SPEED LIMIT OF MAJOR ROAD	'Y' DISTANCE (M)
30	90
40	120
50	160
60	215

Source: DMRB TD 42/95, Table 7/1

2.3 Local Policy & Guidance

Hertfordshire County Council Local Transport Plan (2011)

- 2.3.1 Future transport development up to 2031 within Hertfordshire is guided by the Local Transport Plan 3 (LTP3) which aims to “provide a safe, efficient and resilient transport system that serves the needs of business and residents across Hertfordshire and minimises its impact on the environment”. It aims to do this by promoting sustainable transport options throughout the County which will lead to a positive impact on the local environment.
- 2.3.2 The document provides a list of challenges which measures in the LTP seeks to achieve over the lifespan of the plan. These include challenges such as improving road safety in the county, reducing greenhouse gas emissions from transport to meet government targets, and achieving behavioural change as regards choice of transport mode.
- 2.3.3 Challenge 1.2 seeks to support economic growth and new housing development through delivery of transport improvements and where necessary enhancement of the network capacity. New residents should be fully informed of the options available using the new information technologies and should recognise the improved environment for sustainable transport which is being developed across the county. Developers will be expected to help fund the provision of facilities and services for sustainable travel and contribute to the long term maintenance of special highway features.
- 2.3.4 In time, levels of demand from new developments and other growth may become so great that infrastructure solutions are considered necessary. Solutions such as park and ride schemes, new interchanges and potentially new road links and bypasses would be assessed where appropriate if funding is available. Demand management measures may also be considered.
- 2.3.5 Challenge 3.3 seeks to maintain and enhance the natural, built and historic environment, which may be affected by the construction of new infrastructure and the presence of traffic in the landscape and in towns. This will be achieved through increasing use of sustainable modes, and small scale improvements to ease traffic flow. This includes the

removal of unnecessary street clutter, as well as the provision of street furniture to help the mobility impaired and to enhance social interaction.

- 2.3.6 Given the scale of the Proposed Development, and the rural location of the Site , it is considered that the proposals will have a negligible impact on the local road network. Nevertheless, the Site is served by nearby public transport services as described in Section 3 of this document, as well as a good provision of footpaths which will encourage users of the Site to travel sustainably.

Welwyn Hatfield District Plan (2005)

- 2.3.7 The Welwyn Hatfield District Plan was adopted in 2005 and provided a guide for development up until 2011. A number of policies have been saved until the emerging Welwyn Hatfield Local Plan has been adopted. Some of the key saved transport policies include:

- M2 Transport Assessments;
- M3 Green Travel Plans;
- M5 Pedestrian Facilities;
- M6 Cycle Routes and Facilities; and
- M14 Parking Standards for New Development.

- 2.3.8 It is considered that the Proposed Development is in line with these policies.

Emerging Welwyn Hatfield Local Plan

- 2.3.9 The Emerging Local Plan sets out proposals for the development of Hatfield up to 2032. It is proposed that the Plan will be formally adopted by Autumn 2017. A proposed submission draft of the Local Plan was published for eight weeks of consultation from Tuesday 30th August until Monday 24th October 2016, and the representations received are now being considered to inform the examination version of the Plan.

Welwyn Hatfield Interim Policy for Car Parking Standards and Garage Size (2014)

- 2.3.10 The current maximum car parking standards for the borough are guided by Policy M14 of the Welwyn Hatfield District Plan 2005 set out in the Welwyn Hatfield Parking Standards Supplementary Planning Guidance (SPG) (2004).

- 2.3.11 The Council have agreed to treat the existing car parking standards as guidelines rather than maximums. The Council will determine on a case-by-case basis to achieve a sensible level of provision taking account of existing standards, NPPF guidance, the relevant circumstances of the proposal, the site context and wider surroundings.

- 2.3.12 Residential car parking and cycle parking standards are set out in **Table 2.2** overleaf.

Table 2.2 Residential Parking Standards

NUMBER OF BEDROOMS	CAR PARKING (PER DWELLING)		CYCLE PARKING (PER DWELLING)
	ZONES 1 AND 2	ELSEWHERE	
1 bedroom dwellings	0.75	1.25	1 long term space per unit if no garage or shed provided
2 bedroom dwellings	1	1.5	
3 bedroom dwellings	1.5	2.25	
4 or more bedroom dwellings	2.0	3	

Welwyn Hatfield District Plan – Car Parking Standards (January 2004)

- 2.3.13 As Essendon lies outside the two Zones, the ‘Elsewhere’ category applies to the Proposed Development at The Spinney and parking will therefore be provided in accordance with the above policy standards.

3. BASELINE CONDITIONS

3.1 General

3.1.1 This section provides information on the existing Site and the surrounding area, with a focus on local transport infrastructure and services. The baseline conditions are identified so that the context of the Proposed Development, its measures and potential impact on the local transport and highway network can be fully understood.

Site Location

3.1.2 The Site is located directly from the B158 High Road, Essendon. Essendon is located approximately 7km east of Hatfield and 8.5km south west of Hertford. A plan showing the location of the Site in the context of Essendon is provided in **Figure 3.1** below.

Figure 3.1 Site Location Plan



Contains Ordnance Survey Data © Crown copyright and database right 2017

3.1.3 As shown in **Figure 3.1**, the Site is located on the eastern side of the B158 High Road and is surrounded by residential properties to the west and woodland to the north, south and east. Essendon golf course is located to the other side of the woodland to the east of the Site.

3.1.4 The village of Essendon has two bus stops, a church (St Mary the Virgin), a public house (Rose & Crown), a village hall and a Church of England primary school. In terms of leisure, it is home to Hatfield London Country Club which has two 18-hole golf courses. Further amenities can be found in the town centres of Hatfield to the west or Hertford to the east.

3.2 Walking and cycling

3.2.1 Essendon town centre is accessible from the Site by walking due to the good quality footpaths along the eastern side of the B158 High Road. Footpaths along the western side are provided intermittently. Dropped kerbs are regular along the B158 High Road due to the frequent vehicle crossovers which provide access to the residential properties along the road.

3.2.2 While there is little cycling infrastructure within Essendon, National Cycle Route 61 can be joined within 3.6km from the Site, and this heads east to Hoddesdon, and west to Welwyn Garden City before continuing as far south as Maidenhead.

3.3 Public Transport Services

Bus Services

3.3.1 The Site is currently served by three daytime bus services, which are accessible from a bus stop opposite the war memorial in Essendon, as shown in **Figure 3.2** overleaf.

Figure 3.2 Essendon Bus Stop



3.3.2 The bus stop is located approximately 650m to the north of the Site along a continuous footway, (an approximate 9 minute walk at 4.8kph). The bus stop is served by Uno buses, and a summary of the bus services can be found in **Table 3.1** below.

Table 3.1 Local Bus Services

ROUTE NUMBER	ROUTE	WEEKDAY FREQUENCY			WEEKEND FREQUENCY	
		AM Peak	Inter Peak	PM Peak	Sat	Sun
200	Essendon – London Colney	0	1 (13:14)	0	No service	No service
201	Welham Green - Welwyn Garden City	0	1 (13:04)	0	No Service	No Service
341	Ware/Hertford – Hatfield	0	Every 2 hours	1 (17:14)	Every 2 hours	No service

Source: Traveline (January 2018)

3.3.3 While no buses serve the Site in the AM peak period, it is noted that the 341 bus has a service that stops at the War Memorial bus stop at 07:17, which presents a sustainable

option for residents such as those who start work early.

National Rail

3.3.4 The nearest rail station to the Site is Hatfield rail station, located 7.6km to the west of the Site. The station is managed and served by Great Northern. A summary of the services from Hatfield rail station can be found in **Table 3.2** below.

Table 3.2 Local Rail Services

ROUTE	WEEKDAY FREQUENCY					WEEKEND FREQUENCY	
	First	Last	AM Peak	Inter Peak	PM Peak	Sat	Sun
Stevenage – Hatfield – Potters Bar – London Kings Cross	04:15	00:24	5	5	5	4	3
Spalding / Stamford – Peterborough – Biggleswade – Stevenage – Hatfield – London Kings Cross	05:19	23:33	0	1	1	1	0
London Kings Cross – Hatfield – Baldock – Meldreth – Cambridge	06:27	23:27	1	1	2	1	1
London Kings Cross – Hatfield – Welwyn North – Stevenage – Letchworth Garden City	05:44	02:06	2	2	2	2	1

Source: Great Northern (January 2018)

3.3.5 Hatfield rail station has 50 bicycle stands located at the front of the station and a total of 742 car parking spaces across two car parks.

3.3.6 Two further rail stations are provided in Hertford. Hertford North rail station is located 8.8km to the north east of the Site and provides regular links to London (Moorgate and Kings Cross), Letchworth Garden City and Stevenage provided by Great Northern. Hertford East rail station is located 8.7km north east of the Site providing regular links to London Liverpool Street only, as it is the terminus of the Hertford East branch of the West Anglia Main Line.

3.4 Strategic & Local Highway Network

B158 High Road

3.4.1 The Site is located on the eastern side of the B158 High Road, accessed via a locked gate. The B158 High Road is a single carriageway road which connects to the A1000 in the south, and the A414 and Hertford in the north east.

3.4.2 Outside the Site, the B158 is derestricted, however approximately 20m north of the Site the speed limit of the road reduces to 30mph, symbolising the southern entrance to Essendon.

Wider Road Network

3.4.3 The Site is well located for the trunk road network; it is 7km east of Junction 4 of the A1 (M) and is 13km north east of M25 Junction 23 by road.

Existing Traffic Conditions

3.4.4 An Automatic Traffic Count (ATC) was undertaken outside the Site between the 22nd and 29th September 2015, in order to inform the previous TS for the Site. The results showed that there were on average 5,216 two-way daily movements outside the Site over a 5-day period.

3.4.5 The ATC also recorded the average vehicle speeds of the B158 High Road; it found that the average speed was 36.2mph and the 85thile speed was on average 41.4mph. This therefore demonstrates that vehicles are travelling lower than the speed limit of the road (60mph) and this is likely to be explained by the fact that the road has a number of bends in the vicinity of the Site.

3.4.6 ATC data is included in **Appendix D**.

Parking

3.4.7 Parking for the existing residential property on Site is currently provided in the form of a garage for two vehicles.

Collision Analysis

3.4.8 Previous collisions in the surrounding area have been undertaken using crashmap.com, which indicates only three recorded collisions in proximity to the Site within the last five years, both of which resulted in slight injuries. Two collisions took place near to the Rose & Crown Pub, approximately 300m north of the Site, whilst another took place directly in front of the access to Essendon Place, approximately 150m south of the Site. No collisions have been recorded on the bend directly fronting the Site.

3.4.9 The accidents identified are shown in **Figure 3.3** overleaf.

Figure 3.3 Collisions Within the Study Area



Source: Crashmap.com, January 2018

3.5 Baseline Conditions Summary

3.5.1 The Site is accessible by various sustainable travel modes, with bus stops located a short walk away providing services to attractive locations, albeit with limited services in the peak periods. Various amenities are accessible in Essendon town centre via the good quality footpaths and dropped kerbs along the eastern side of the B158 High Road, and 85th percentile traffic speeds along this road are significantly lower than the 60mph speed limit.

4. DEVELOPMENT PROPOSALS

4.1 General

4.1.1 This section of the report describes and outlines the Proposed Development at The Spinney, Essendon. It includes details of the scheme that was permitted under previous Planning Applications, the proposed redevelopment of the Site, car and cycle parking provision, access details and servicing arrangements.

4.2 Consented Development

4.2.1 The Site gained planning permission in October 2016 for the demolition of the existing detached dwelling (Use Class C3) and construction of two new architect-designed dwelling houses (Use Class C3): one 5 bedroom property (plot 1) and one 6 bedroom property (plot 2). The two properties would be separated by a landscape buffer, comprising dense hedgerow, creating privacy for both residential gardens and reducing any impact of overlooking.

4.2.2 The residential unit on plot 2 was to be accessed from a new access approximately 95m south of the existing access on the B158 High Road. While Design Manual for Roads and Bridge (DMRB) standards (TD 42/95) states that a visibility of 215m is required on a derestricted road, a Road Safety Audit undertaken by SYSTRA (previously JMP) demonstrated that 85th percentile road speeds on the B158 High Road are 41 miles per hour (included in **Appendix E**). The access was designed and consented with visibility splays of 2.4m x 156m, which exceeded the requirement for a 40mph speed limit and was only 4m short of the 50mph speed limit requirement.

4.2.3 The 2017 Section 73 application permitted minor material amendments to the above scheme, comprising the relocation of the plot 2 dwelling nine metres further south, the removal of tree T12 in the eastern corner of plot 2, and the relocation of the second site access approximately 16m further north than the consented position. This location placed the access on the outside of the bend in the road fronting the Site and provided an improved visibility than the previously consented location. This access would comply with the requirement for a 50mph speed limit (2.4m x 160m), providing some vegetation within the Site to the north of the access is cut back, and one of the four chevron signs to the south is moved by 0.5m outside the visibility splay. Positioning this sign back against the fence and rotating it by 7° ensures the visibility splay is kept clear, while the sign remains visible for southbound vehicles. The consented access location is also offset with respect to the Great Oak House and Mulberry House access on the opposite side of the B158.

4.3 Proposed Development

4.3.1 The Applicant now proposes a new scheme on the Site. This will comprise the construction of an additional dwelling to the two permitted, to be located on plot 3 in the west of the Site. Plots 2 and 3 will be accessed from the permitted second Site access, which will be provided to the location and specification detailed above. The additional dwelling will have a two-car garage incorporating a refuse store and secure cycle parking, all of which are in accordance with local standards. The proposed dwellings will be sized as follows:

- Plot 1: 3-bedrooms;
- Plot 2: 4-bedrooms; and
- Plot 3: 4-bedrooms.

4.3.2 Swept path analysis has been undertaken for the proposed site and has demonstrated that the layout is manoeuvrable by a large car. Drawings showing movement in and out of each dwelling's garages are shown in **Appendix B**.

4.3.3 The proposed Site plan is shown in **Figure 4.1** below and **Appendix B**.

Figure 4.1 Proposed Site Plan



Servicing Arrangements

4.3.4 Waste collection bins are currently stored within the curtilage of the existing dwelling. As part of the development proposals, each of the three dwellings will incorporate two-car garages which will also house the refuse bins.

4.3.5 No changes to the existing servicing arrangements are proposed. Residential waste associated with the Site is collected by Welwyn Hatfield Borough Council residential waste collection service. Collections are made weekly on Mondays, with waste vehicles remaining on the B158 High Road to collect waste from The Spinney. This therefore requires the residents to move the bins to the roadside on collection day.

4.3.6 The majority of delivery and servicing associated with the residential units is likely to comprise grocery / takeaway deliveries and similar, and is anticipated to take place on an infrequent basis. Such deliveries will be made by Light Goods Vehicles (LGVs) or by car, and will have a short duration of stay. Given that there are two accesses being provided to the plot, it is considered that the impact of the low number of predicted light vehicles to the Site will not have any material impact on the local highway network.

5. TRIP GENERATION ASSESSMENT

5.1 General

5.1.1 This section of the TS provides details of the trips associated with the Proposed Development, setting out the methodology employed.

5.1.2 Trip rates derived from the industry standard TRICS® database that were approved in the 2016 application for the Site have been applied to the new scheme’s development quantum to understand the likely number of trips associated with the proposed use of the Site. Details of the trip generation assessment have been copied from the 2016 TS below for reference.

5.2 TRICS Assessment

5.2.1 The TRICS® database (v 7.2.4) was interrogated using the following criteria:

- Residential – Houses Privately Owned
- Multi-modal Trip Rates
- South East Region
- Suburban Area
- Trip Rate Parameter – Number of Bedrooms
- Monday to Friday surveys only
- Surveys from 2007 onwards

5.2.2 **Table 5.1** details the sites contained within the TRICS® database that match these parameters, and highlights those used to inform the trip generation for the Proposed Development. Only one site was found to match all of these parameters however this limited number is considered acceptable as the site is characteristic of the Proposed Development.

Table 5.1 Residential Land Use - TRICS Site Selection

	TOWN/ DISTRICT	LOCATION	NO. OF DWELLINGS	SELECTED
1	Liphook	Suburban Area	36	Y

Source: TRICS

5.2.3 The residential trip rates per bedroom are provided in **Table 5.2** below. Full TRICS® output data is contained at **Appendix C** for information.

Table 5.2 Vehicle Trip Rate per Bedroom

TIME	ARRIVALS	DEPARTURES	TOTAL
08:00-09:00	0	0.09	0.09
17:00-18:00	0.09	0.06	0.15
07:00-19:00	0.41	0.39	0.79

TRICS (v 7.2.4)

- 5.2.4 The trip rates shown above have been applied to the development quantum of the proposed dwelling in plot 3, which will have four bedrooms.
- 5.2.5 It is noted that the Proposed Development includes changes to the number of bedrooms associated with the consented dwellings at the Site, and so the trip rates above have been applied to the proposed total number of bedrooms on Site to provide a comparison with the consented scheme.
- 5.2.6 As plot 1 incorporates the redevelopment of an existing residential dwelling which is already generating trips, and with a number of bedrooms that is less than formerly consented, it has been discounted from the assessment.
- 5.2.7 The resultant trip generation figures are displayed within **Table 5.3** below.

Table 5.3 Vehicle Trip Generation

SCHEME	TIME	ARRIVALS	DEPARTURES	TOTAL
Consented (Plot 2 = 6 bed)	08:00-09:00	0	1	1
	17:00-18:00	1	0	1
	07:00-19:00	3	3	6
Proposed (Plot 3 = 4 bed)	08:00-09:00	0	0	0
	17:00-18:00	0	0	1
	07:00-19:00	2	2	3
Total	08:00-09:00	0	1	1
	17:00-18:00	1	0	2
	07:00-19:00	5	5	9

TRICS (v 7.2.4)

5.2.8 **Table 5.3** shows that the proposed dwelling on plot 3 is expected to generate approximately 3 daily two-way vehicle trips, with approximately 0 trips during the AM peak and 1 trip during the PM peak.

5.3 First Principles Assessment

5.3.1 For robustness, a first principles trip generation assessment has also been undertaken based on the vehicles expected to be owned by the residents of the Proposed Development. Once again, the trips associated with the existing dwelling in plot 1 have been discounted.

5.3.2 Each of the three dwellings will incorporate a two-car garage, totalling six parking spaces. Therefore, as a worst case the maximum number of vehicle movements associated with the additional dwellings not yet built on site (plots 2 and 3) will be four outbound vehicular trips and four inbound vehicular trips during any peak period.

5.3.3 Assuming the two vehicles associated with plot one were included in the 2015 ATC recording of 5,216 two-way daily movements on the B518 High Road, the additional eight daily movements would represent an increase of just 0.15%. The worst-case scenario would therefore have an insignificant impact on traffic conditions along the B158 High Road.

5.3.4 This is considered a highly robust analysis as the vehicle trips associated with a dwelling on plot 2 are already consented, and so it is concluded that there will be no significant impact of the development on the local highway network.

6. SUMMARY & CONCLUSION

- 6.1.1 SYSTRA Ltd. has been commissioned by Essendon Property Ventures Ltd. (the Applicant) to provide transport and highways consultancy services to support a planning application at a site known as The Spinney on High Road, Essendon, Hertfordshire, AL9 6HA (the Site).
- 6.1.2 A planning application for the Site was granted in October 2016, and this permitted a scheme comprising the erection of two dwellings following demolition of the existing buildings on Site (ref: 6/2016/1118/FULL). The consented proposals also included two car parking spaces per dwelling, and an additional access onto the B158 High Road.
- 6.1.3 In June 2017, an application for minor amendments to the 2016 scheme was submitted under Section 73 of the planning act (ref: 6/2017/1319/VAR), and this application was approved on 13 September 2017. This comprised relocation of the permitted dwellings and plot boundaries, removal of a common oak tree near the eastern corner of Plot 2, and the relocation of the second Site access onto the B158 High Road (the Consented Development).
- 6.1.4 This Transport Statement (TS) demonstrates the transport and highways implications of a new scheme for the Site comprising the following:
 - The development of a three-dwelling scheme on the Site, following the demolition of the existing single dwelling; and
 - A two-car garage for each dwelling, incorporating a bin store and cycle storage.
- 6.1.5 The Site is accessible by various sustainable and active travel modes. Bus stops located a short walk away connect the Site with attractive destinations around Hertfordshire with some services suitable for commuter journeys. The centre of the village is accessible on foot via the good quality footpaths and dropped kerbs along the eastern side of the B158 High Road, and 85th percentile traffic speeds along this road are significantly lower than the 60mph speed limit.
- 6.1.6 Servicing, waste collection and other delivery arrangements will remain as per the existing situation, directly from the B158 High Road. The consented access from the 2017 Section 73 application will be retained as part of the Proposed Development.
- 6.1.7 The trip generation exercise undertaken for the Site found that the additional dwelling is likely to generate an additional 3 daily two-way trips compared to the Site’s consented use, including no trips during the AM peak and 1 trip during the PM peak.
- 6.1.8 Swept path analysis of the proposed site layout has demonstrated that the site is manoeuvrable by standard-sized vehicles.
- 6.1.9 The Proposed Development is therefore considered to have negligible impact upon the local highway network, and there are no transport reasons why the development proposals should not be granted planning permission.

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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