



The Spinney, Essendon,

TRANSPORT STATEMENT

Report

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1 Introduction

INTRODUCTION

General

- 1.1 JMP Consultants Limited (JMP) has been commissioned by Lime Interiors (the Client) to provide transport and highways consultancy services to support a planning application for the redevelopment of The Spinney, High Road, Essendon, Hertfordshire, AL9 6HA (the Site) as shown in **Figure 1.1**.

Figure 1.1 Existing Site



- 1.2 The Local Planning Authority is Welwyn Hatfield Borough Council and the Local Transport / Highways Authority is Hertfordshire County Council (HCC).
- 1.3 The aim of this Transport Statement 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 the access onto High Road and the visibility from the proposed access point.

Proposed Development

- 1.4 The existing Site comprises one residential dwelling with a two acre plot of land. The site also has significant permitted development rights for several extensions and outbuildings under permitted development rights (see Welwyn Hatfield Council ref (S6/2015/1203/HH) as well as a Certificate of Lawfulness (see Welwyn Hatfield Council ref S6/2015/0727/LUP). This permission extends across the site and foundations for one of the outbuildings are currently underway. The proposals incorporate the redevelopment of the Site to provide two separate plots, each containing a single residential dwelling and two car parking spaces.
- 1.5 The proposals include retaining the existing crossover, which will allow access to the dwelling in Plot 1 (to the north of the Site). An additional access will also be provided to Plot 2, allowing access to the southern dwelling.
- 1.6 The proposed site layout plans are contained at **Appendix A** for information.

Report Structure

1.7 Following this section, the remainder of the Transport Statement 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 an outline 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** – Outlines the existing Site and the Proposed Development, including proposed cycle parking provision and servicing arrangements;
- **Section 5: Multi-modal Trip Generation Assessment** - Presents the outcome of the multi-modal trip assessment carried out to identify additional trips to the site as a result of the proposed development;
- **Section 6: Access** – Details the existing and proposed access options to the Site, including reference to design standards;
- **Section 7: Summary & Conclusion** – Summarises the key points arising from the work carried out to inform the Transport Statement, and provides a final conclusion.

2 Policy Review

GENERAL

2.1 This section reviews the relevant current national, regional and local integrated land use and transport planning policy in the context of the Proposed Development. Reference is made to the following policy documents:

- National Planning Policy Framework (NPPF) (March 2012);
- Planning Practice Guidance (PPG) (2014);
- Hertfordshire County Council Local Transport Plan (2011);
- Welwyn Hatfield District Plan (2005);
- Emerging Welwyn Hatfield Local Plan; and
- Interim Policy for Car Parking Standards and Garage Size (2014).

NATIONAL POLICY & GUIDANCE

National Planning Policy Framework (March 2012)

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

2.3 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'.

2.4 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.

2.5 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)

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

2.7 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.

2.8 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.

- 2.9 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.
- 2.10 Whilst a development of this size would not ordinarily require a Transport Statement, the issues relating to the access during the scoping warranted, in our opinion, there was a requirement for a TS on this occasion.

LOCAL POLICY & GUIDANCE

Hertfordshire County Council Local Transport Plan (2011)

- 2.11 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.
- 2.12 As such the proposed development is in line with this document.

Welwyn Hatfield District Plan (2005)

- 2.13 The Welwyn Hatfield District Plan was adopted in 2005 and provides a guide for development up until 2011. A number of policies have been saved until the 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.

- 2.14 It is noted that the proposed development is in line with these policies.

Emerging Welwyn Hatfield Local Plan

- 2.15 The Emerging Local Plan sets out the proposal for the development of Hatfield up to 2031. It is proposed that the Plan will be formally adopted by Summer 2017. At the beginning of the year, the document underwent a public consultation and a Final Plan is now currently being produced for further comments at the end of 2015.

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

- 2.16 The current maximum car parking standards for the borough are guided by Policy M14 of the Welwyn Hatfield District Plan 2005 set out in Welwyn Hatfield Parking Standards Supplementary Planning Guidance (2004).
- 2.17 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.
- 2.18 Maximum car parking standards are detailed within Appendix A of Welwyn Hatfield District Plan (2004). Residential car parking and cycle parking standards are set out in **Table 2.1** below.

Table 2.1 Maximum Car Parking Standards (Residential)

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)

2.19 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

GENERAL

3.1 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

3.2 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 Herford. 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 2015

- 3.3 As shown on **Figure 3.1**, the Site is located on the eastern side of High Road and is surrounded by residential properties to the west and woodland to the north, south and east. Essendon golf course is located the other side of the woodland to the east of the Site.
- 3.4 Essendon has two bus stops, a church (St Mary the Virgin), 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.

PUBLIC TRANSPORT SERVICES

Bus Services

- 3.5 The Site is currently served by one daytime bus service, which is served from a bus stop opposite the war memorial in Essendon, as shown in **Figure 3.2**. This serves route 341 which operates between Hatfield Business Park, Hatfield Town Centre, Essendon, Hertford and Ware.

Figure 3.2 Essendon Bus Stop



- 3.6 The bus stop is accessible within a 650m or 10 minute walk to the north of the Site along a continuous footway. A summary of the bus services can be found in **Table 3.1** below.

Table 3.1 Local Bus Services

Route Number	Stop	Operator and Route	Weekday Frequency			Weekend Frequency	
			AM Peak	Inter Peak	PM Peak	Sat	Sun
341	Essendon, opp War Memorial	Uno Ware/Hertford – Hatfield	1 service (07:58)	Every 2 hours	1 service (17:45)	Every 2 hours	No service

Source: Traveline (February 2016)

National Rail

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

Table 3.2 Local Rail Services

Route	Operator	Weekday Frequency					Weekend Frequency	
		First Service	Last Service	AM Peak	Inter Peak	PM Peak	Saturday	Sunday
Stevenage – Hatfield – Potters Bar – London Kings Cross	Great Northern	05:04	00:09	6 per hour	4 per hour	6 per hour	4 per hour	3-4 per hour
Welwyn Garden City – Hatfield – Potters Bar – Finsbury Park – Moorgate	Great Northern	05:24	23:03	6 per hour	4-6 per hour	5 per hour	4 per hour	3 per hour

Source: Great Northern (February 2016)

- 3.8 Hatfield station has a total of 50 bicycle stands located at the front of the station and a total of 742 car parking spaces across two car parks.
- 3.9 Two further rail stations are provided in Hertford. Hertford North rail station is also located approximately 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 approximately 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.

STRATEGIC & LOCAL HIGHWAY NETWORK

B158 High Road

- 3.10 The Site is located on the eastern side of B158 High Road accessed via a locked gate. B158 High Road is a single carriageway road which connects to A1000 in the south and A414 and Hertford in the north east.
- 3.11 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

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

Existing Traffic Conditions

- 3.13 An Automatic Traffic Count (ATC) was placed outside the Site between the 22nd and 29th September 2015. The results showed that there are on average 5,216 two-way daily movements outside the Site over a 5 day period.
- 3.14 The ATC also recorded the average speeds of High Road; it found that the average speed of High Road is 36.2mph and the 85%ile is 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.

Parking

- 3.15 Parking for the existing residential property is currently provided for in the form of a garage for two vehicles.

4 Development Proposals

GENERAL

- 4.1 This section of the report describes and outlines the proposed development at The Spinney, Essendon. It includes details of the existing Site, proposed redevelopment of the Site, car and cycle parking provision, access details and servicing arrangements.

EXISTING SITE

- 4.2 The existing Site currently comprises a single residential dwelling in a 0.8 hectare acre plot of land. The site also has significant permitted development rights for several extensions and outbuildings under permitted development rights (see Welwyn Hatfield Council ref (S6/2015/1203/HH) as well as a Certificate of Lawfulness (see Welwyn Hatfield Council ref S6/2015/0727/LUP). This permission extends across the site and foundations for one of the outbuildings are currently underway. It is accessed directly from High Road, where the drive lies adjacent to the front of the property.

PROPOSED DEVELOPMENT

- 4.3 The proposal is for the demolition of the existing detached dwelling house (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).
- 4.4 The two properties will be separated by a landscape buffer, comprising dense hedgerow acting as a screen, allowing for privacy for both residential gardens and reducing any impact of overlooking. The residential unit on Plot 2 will be accessed from a new access which is approximately 95 metres south of the existing access on High Road. The new access has been provided in line with comments received from HCC Highways.
- 4.5 The proposed layout plans for the development are contained at **Appendix A** for information.

Car & Cycle Parking

- 4.6 Car and cycle parking provision will be provided in accordance with local parking standards as highlighted within **Table 2.1**. At present, car parking for the existing dwelling is provided within the curtilage of the Site boundary; a garage adjacent to the property.
- 4.7 The proposed redevelopment of the Site will include two covered spaces for each of the dwellings which will also serve as the location for the cycle parking associated with each property. This is within the maximum parking standards set out in **Table 2.1** which states that a maximum of three spaces are provided for dwellings outside Zones 1 and 2 for houses of 4 bedrooms or more.
- 4.8 According to **Table 2.1** one cycle parking space needs be provided if no garage or shed is provided, therefore one cycle parking space will be also be located under the car shelter.

Servicing Arrangements

- 4.9 At present, 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 High Road to collect waste from The Spinney. This therefore requires the residents to move the bins to the roadside on collection day. It is anticipated that the waste collection strategy associated with the proposed development will remain as the existing situation.

- 4.10 Waste collection bins are currently stored within the curtilage of the existing dwelling; this will be replicated in the proposed redevelopment.
- 4.11 The majority of delivery and servicing associated with the residential units are 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 not considered that the impact of the low number of predicted light vehicles to the Site will have an impact on the local highway network.

5 Multi-modal Trip Generation Assessment

5.1 This section of the TS examines the travel patterns that are anticipated to occur as a result of the proposed development. A trip generation assessment has been undertaken using the latest available version of the TRICS® database (v 7.2.4) to calculate trips likely to be generated by the proposed residential developments.

SELECTION 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 **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. 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

5.3 The residential trip rates per bedroom are provided in **Table 5.2** below. Full TRICS® output data is contained at **Appendix B** 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)

5.4 As Plot 1 incorporates a redevelopment of an existing residential dwelling and is already generating trips, it has been discounted from the assessment.

5.5 Plot 2 has a 6 bedroom unit located on the site; therefore given the size of the house, trip rates have been calculated using bedrooms rather than units to provide a more robust assessment. The resultant trip generation figures are displayed within **Table 5.3** below.

Table 5.3 Vehicle Trip Generation

Time	Arrivals	Departures	Total
08:00-09:00	0	1	1
17:00-18:00	1	0	1
07:00-19:00	3	3	6

TRICS (v 7.2.4)

- 5.6 **Table 5.3** shows a total of 6 two way daily vehicle trips, with 1 departure during the AM peak and 1 arrival during the PM peak.
- 5.7 The proposed development includes a two car parking spaces for each unit. Therefore as a worst case the maximum number of vehicle movements will be two outbound vehicular trips and two inbound vehicular trips during any peak period. Using TRICS analysis the vehicular movements is anticipated to be lower than this worst case and hence it is concluded that there will be no significant impact of the development on the local highway network.

6 Access

GENERAL

- 6.1 This section of the TS details the two site access designs from B158 High Road.

Existing Unit Access

- 6.2 The existing Site access will remain in the same location and will serve one of the residential developments. This is as per the existing arrangement and is therefore not considered to change the current operation of the highway network.

Additional Access

- 6.3 An additional access is also proposed as part of the redevelopment which will be located 95m south of the existing access, directly from High Road.
- 6.4 Following discussions with HCC, it is proposed to locate the new access 10m south of the existing Great Oak House and Mulberry House access.

Design standards

- 6.5 The proposed access is designed in accordance with HCC's 'Roads in Hertfordshire, Highway Design Guide 3rd Edition' and based on a topographical survey.
- 6.6 The proposed new access point to the south of the Site achieves a visibility splay of 2.4m x 156m as shown on drawing ST16284-002 at **Appendix C**. Design Manual for Roads and Bridge (DMRB) standards (TD 42/95) states a visibility of 215m is required on a derestricted road, however, the 85th percentile speed of 41miles per hour (which requires a visibility splay of 120m) has been used as a design speed. This is felt to be acceptable due to the observed speeds that were recorded on the A158 High Road and relatively low traffic movements associated with the Proposed Access.
- 6.7 Based on the request from the HCC Highways, a Road Safety Audit was undertaken in February 2016 and raised no issues with the proposed visibility. The report states that *"The visibility splays for a derestricted road cannot be achieved to the south of the access. The results from the ATC undertaken in September 2015 identifies an 85th% speed of 41mph for northbound traffic and 41.8mph for southbound traffic. Based on the 85th% speeds and observations during the site inspection, the Audit Team raise no issues with the proposed visibility splays"*.
- 6.8 The full Road Safety Audit is included at **Appendix D**.

7 Summary & Conclusion

- 7.1 JMP has been commissioned by Lime Interiors to prepare a Transport Statement in support of a planning application for development at The Spinney, Essendon, Hertfordshire (the Site).
- 7.2 The existing Site comprises one residential dwelling, accessed directly from High Road, Essendon.
- 7.3 The existing Site comprises one residential dwelling with a two acre plot of land. The proposals incorporate the redevelopment of the Site to provide two separate plots, each containing a single residential dwelling and two car parking spaces.
- 7.4 An off-street garage space is currently provided for existing dwelling and it is anticipated that individual car shelters will also be provided for the two additional residential dwellings.
- 7.5 Cycle parking will be provided in line with local standards which state that a minimum of 1 cycle parking spaces per residential unit.
- 7.6 Servicing, waste collection and other delivery arrangements will remain as per the existing situation, directly from High Road.
- 7.7 A multi-modal trip generation assessment has been undertaken and shows that the additional dwellings will result in a total of 6 additional two-way trips with 1 departure during the AM peak and 1 arrival during the PM peak.
- 7.8 The proposed development is considered to have negligible impact upon the local highway network.
- 7.9 A road safety audit has been undertaken which raised no issues as a result of the development proposals.