

Land adjacent to flats at 37-48 Lambs Close, Cuffley. Herts. EN6 4HQ
Proposed Residential Development

TRANSPORT STATEMENT

Prepared by: Entran Ltd

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Proposed Residential Development

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1.0 INTRODUCTION

1.1 Background

1.1.1 Entran Ltd has been commissioned to provide an assessment of the traffic and transportation issues associated with a proposed residential development located in Cuffley.

1.1.2 Throughout this process this TS has sought to reference both National and Local Policy and Plan Documents including:

- Travel plans, transport assessments and statements in decision making (2014);
- NPPF paragraphs 17, 23, 29, 32, 36, 39 and 40;
- DfT- GTA (2007); and
- Welwyn Hatfield District Plan Adopted 2004) SPG Parking Standards

1.2 Structure of Report

1.2.1 This report provides details of the traffic and transportation issues associated with the development proposals and is structured as follows:

- Section 1 - Introduction;
- Section 2 - Existing development site and highway conditions;
- Section 3 - Redevelopment proposals;
- Section 4 - Traffic generation;
- Section 5 - Conclusion.



2.0 EXISTING DEVELOPMENT SITE AND HIGHWAY CONDITIONS

2.1 Introduction

- 2.1.1 The proposed development is for the demolition of an existing block of 11 garages in a single line together with 13 additional car parking spaces, access and turning space and for the erection of 2 flats with undercroft parking for 24 spaces. 21 spaces will be retained for the adjacent flats and 3 spaces will be provided for the proposed new flats.
- 2.1.2 Cuffley is located within Hertfordshire and Hertfordshire County Council (HCC) are the Highway Authority. However, Welwyn Hatfield Borough Council (WHBC) control the parking standards within their area.
- 2.1.3 The site itself is located at the end of Lambs Close and is accessed via a private driveway.
- 2.1.4 Cuffley benefits from good access to the wider highway network with Potters Bar to the west and Cheshunt to the east.
- 2.1.5 Cuffley has been identified as being within zone 4 of the parking zones applied by WHBC.
- 2.1.6 Although zone 4 has been applied to this site location, the train station and local bus stops are within a 5 minute walk from the site as well as the essential local facilities and amenities.

2.2 Site History

- 2.2.1 The development site can be described as a block of 11 garages in a single line together with 13 additional car parking spaces, access from a private drive and benefits from turning space of which are not in any reasonable state of repair.
- 2.2.2 The history of the site goes back to 2002 when the first of seven applications for the demolition of the garages and the erection of a varying number of dwellings or flats were submitted. Each application has been either refused or withdrawn. The applications were refused on a number of grounds – the lack of parking for the development and the loss of the garages on the site, and the impact of the development upon two oak trees the subject of a tree Preservation Order and the bulk and design of the proposed development.
- 2.2.3 Of the refused applications, the two most recent were appealed but dismissed. The appeal following the most recent refusal (application S 6/2012/1962/FP) was dismissed on the grounds of the impact of the proposed development upon the protected trees on the site.
- 2.2.4 However, the Inspector considered that the impact upon these trees and the reasonable ability of the Local Authority to resist any applications to trim those trees was not a reason to have refused the planning application. “The likelihood of harm from such action would not be great and the well-being of the protected trees would not be significantly at risk”, he opined. The Inspector also considered that the development would not have an adverse impact upon the amenities of the occupiers of the neighbouring and surrounding dwellings or flats. The Inspector though considered that the permanent loss of the garages and parking spaces would have a significantly harmful effect on the amenity of the occupiers of Lambs Close. The appeal was dismissed.

2.3 Existing Site Use

- 2.3.1 The development site can be described as a block of 11 garages in a single line together with 13 additional car parking spaces, access and turning space.
- 2.3.2 It should be noted that that existing garages were and are in fact very small and most of the time unusable to modern day cars, therefore, a shortfall of 3 spaces is an improvement on the existing



situation where at least 50% of the garages remain unused at present. Realistically there is approximately 18 parking spaces being used on the site at best.

2.3.3 The site benefits from an existing point of access from Lambs Close.

2.4 Existing Local Highway Network

2.4.1 Lambs Close forms a junction with the B156 station Road. The B156 Station Road to the east provides access to the A10 and to the west to the M25 and A1(M) via Potters Bar.

2.4.2 From the A1(M), M11, and M25 all major routes can be connected to.

2.4.3 The site is located within a 5 minute walk of Cuffley High Street, from here facilities include a full range of day to day shopping requirements, Cuffley Train Station and bus stops with services to the surrounding towns and villages and public transport connections to areas further afield.



3.0 REDEVELOPMENT PROPOSALS

3.1 Redevelopment Proposals

- 3.1.1 The development proposals are to construct 2No. Residential apartments with 3 associated parking spaces and for robustness will be based on 2No. Beds per unit.
- 3.1.2 24 parking spaces will be retained as undercroft parking with the residential units built above.
- 3.1.3 Ground Floor Development proposals are attached as **Appendix A**.

3.2 Proposed Means of Vehicular Access

- 3.2.1 As shown in **Appendix A** access to the proposed development will be via the existing access off Lambs Close.
- 3.2.2 This access is of sufficient size to continue to operate as it currently does and that 3 additional cars assuming 1 car per new space will not be detrimental to highway safety or operation.

3.3 Refuse Collection

- 3.3.1 Refuse collection will take place via Lambs Close and a bin store will be provided within 25m of the adopted highway for collection.

3.4 Internal Car and Cycle Parking

- 3.4.1 At the latest pre-application WHBC issued the following response
- 3.4.2 *“The Council’s Local Plan Policy M14 and the Parking Standard Supplementary Planning Guidance (SPG) use maximum standards which are not consistent with the NPPF (20112) and are, therefore, not afforded significant weight. In light of the above the Council has produced an Interim Policy for Car Parking Standards and Garage Sizes that states that parking provision will be assessed on a case by case basis and the existing maximum standards within the SPG should be taken as guidance only.*
- 3.4.3 *The Enforcement Appeal decision was issued in 2014 after the NPPF (2012) and so is assumed to have been made in the light of and in accordance with the NPPF. The level of parking provision in Drawing No 2 (Condition 5 of S6/0272/98/FP) can be considered necessary for the existing flats (71 units) on this site. Consequently, any reduction in the provision of spaces within the site would be considered an exception to the adopted policy approach and would need to be justified and should not result in a significant increase in the demand for on-street parking within the immediate vicinity.*
- 3.4.4 *The previous vacancy of the garages was considered by the Appeal Inspector to have arisen from concerns expressed by the residents of the flats over the high rents, lack of security and continual vandalism and not from a lack of demand for parking.*
- 3.4.5 *In practice, modern garages need to be wider than previously built in order to accommodate a car. Given the restrictions of the site size and layout it is likely that providing new garages for parking may result in a reduction in the number of spaces. Providing garages for more general storage would not be in accordance with the spirit of Condition 5. Consequently, it is acknowledged that in order to provide useable garage parking on the site the number of spaces would be likely to be slightly reduced.*
- 3.4.6 *The submitted scheme shows removal of the garages and provision of open parking spaces together with a reduction in the overall number of spaces provided on the site from 24 to 21. The scheme also introduces three residential units above the ground level parking spaces. These residential units would themselves generate a demand for additional car parking. The required car parking provision (Supplementary Planning Guidance Parking 2004) for a two bedroom flat is 1.5 parking spaces and for a three bedroom flat is 2.25 spaces. The proposed development would create 2 x 2bedroom flats and 1 x 3bedroom flat and so give rise to a demand for 5 additional parking spaces.*



The submitted layout would result in the loss of 3 spaces reserved for existing flats and no additional provision for extra flats; a cumulative shortfall of 8 spaces.

- 3.4.7 *Such a shortfall would have to be justified and the impact minimised for example through car-free agreements for the proposed units and provisions for (or contributions to) alternative transport modes.*
- 3.4.8 *The full and effective use of parking in this location appears to depend upon good security. Site security could be improved in various ways for example through design, lighting, technological equipment (such as CCTV) and by natural surveillance. The site suffers at present from its condition and configuration, positioned at the rear of the close. Although it is close to the flats in Block D, which have windows orientated to look over it, it has no lighting and the existing wall that forms the rear of the garages prevents views into parts of the site. Similarly views from properties in Theobalds Road towards the site allow sight of the roofs of the garages while the ground level is partially screened by the site boundaries and by vegetation. The creation of natural surveillance could be achieved in various ways. One option could be to remove the rear garage wall and open up the site to more natural surveillance from within Lamb Close.*
- 3.4.9 *Parking Standard Supplementary Planning Guidance (SPG) requires one long term secure bicycle parking space to be provided for each new residential unit. The proposal for three new residential units would give rise to a requirement for three secure cycle spaces. The cycle parking shown on the submitted scheme appears to be generous (approximately 30 spaces) but open. An enclosed secure cycle store would be required for fewer bicycles.”*
- 3.4.10 The proposed development now takes account of the response issued by WHBC and the following parking provision is now provided:
- 21 spaces to be solely for the use of the existing flats; and
 - 3 spaces to be provided for the proposed development.
- 3.4.11 According to the pre-application response methodology, the proposed development layout would still provide a shortfall of 3 cumulative spaces overall for the proposed development. However, it is reiterated that that existing garages were and are in fact very small and most of the time unusable to modern day cars, therefore, a shortfall of 3 spaces is an improvement on the existing situation where at least 50% of the garages remain unused at present.
- 3.4.12 In this regard, and realistically, with approximately only 18 spaces being used on site currently there is no cumulative loss of parking, in fact, there will be positively more parking available for the existing flats with an approximate nett gain of 3 spaces.
- 3.4.13 Furthermore, although zone 4 has been applied to this site location, the sustainability of the site for alternative modes of travel are high with the train station and local bus stops being within a 5 minute walk from the site as well as the essential local facilities and amenities.
- 3.4.14 Security measures will be considered in due course with WHBC consulted.

Cycle Parking

- 3.4.15 The WHBC SPG Car Parking Standards 2004 document states that 1 cycle space per unit is required and that each space will be secure and covered.
- 3.4.16 In this regard, the proposed development proposes to provide a minimum of 3No. Cycle parking spaces and these will be secure and covered.



4.0 TRIP GENERATION

4.1 Proposed Use – Residential apartments

- 4.1.1 Based on the TRICS database a 2bed flat would generate approximately 1 two-way vehicular trip during both the AM and PM peak hours.
- 4.1.2 In this regard, this development would generate in total approximately 2 two-way vehicular trips during the AM and PM peak hours which equates to less than that of daily variation of the local highway network.
- 4.1.3 No further trip generation is deemed necessary.

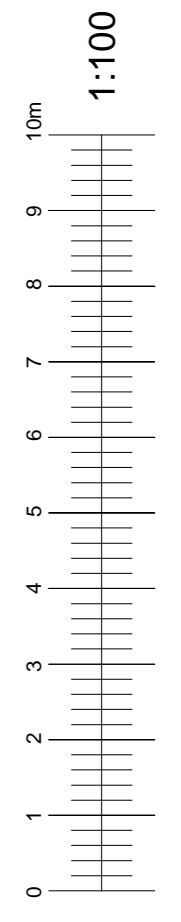
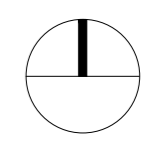
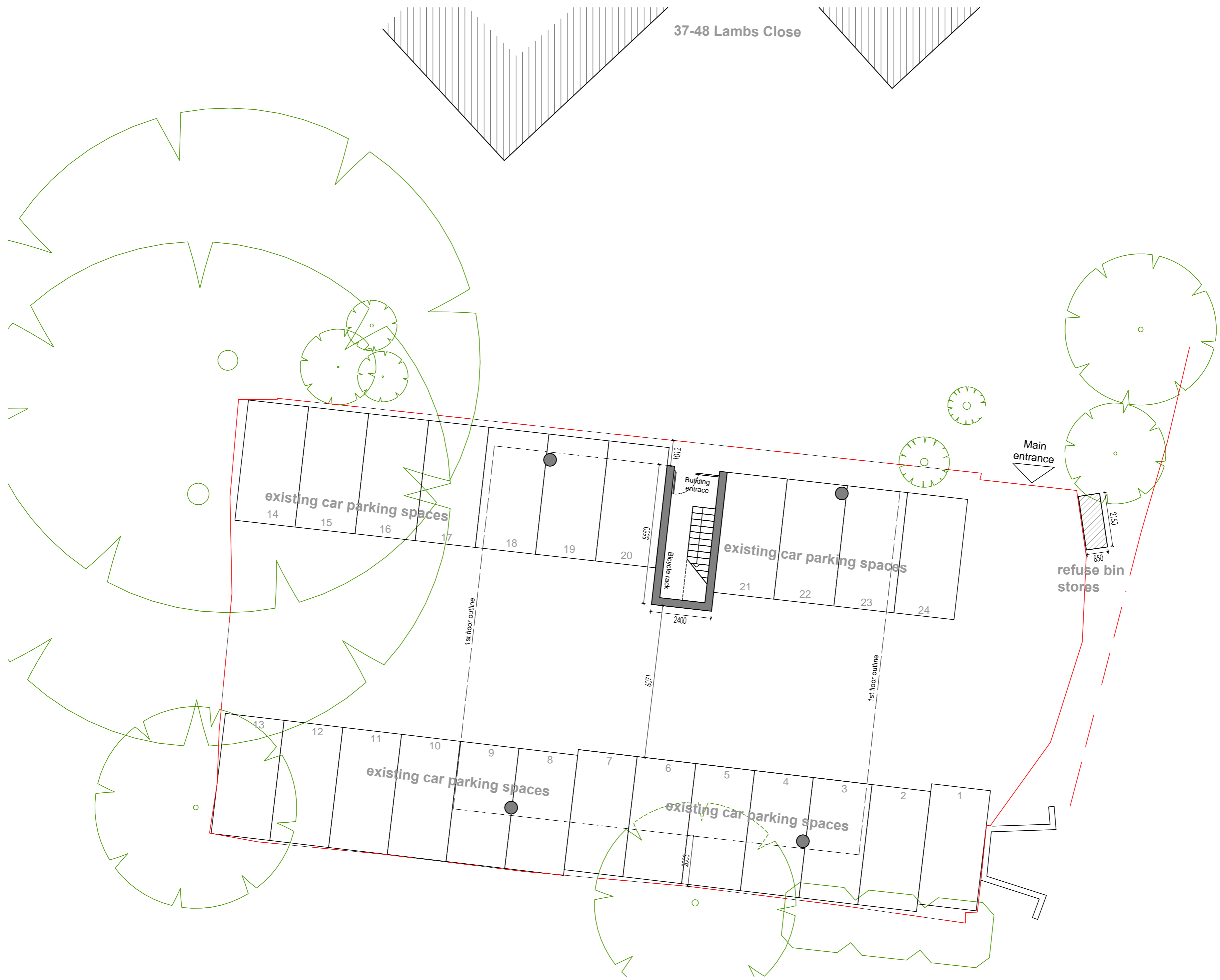
5.0 CONCLUSION

- 5.1.1 Based on the data and analysis presented in this report, the following conclusions are drawn:
 - The development proposals accord with local policy;
 - The site will be retaining 21 parking spaces associated with the existing flats and proposing 3 allocated parking spaces to the proposed development, a total of 24 spaces;
 - With approximately only 18 spaces being used on site currently there is potentially no cumulative loss of parking, in fact, there will be positively more parking available for the existing flats with an approximate nett gain of 3 spaces.
 - The site is in a zone 4 when considering its sustainable location according to WHBC zone approach to applying their parking standards, however, the site is still within a 5 minute walk of the train station and local bus stops;
 - 3No. cycle parking spaces will be provided;
 - Site access is to remain as existing;
 - Refuse collection will take place on street from Lambs Close and a bin store will be located within 25m of the adopted highway for collection.
 - It is predicted that the development would generate approximately 2 trips in the AM peak hour and 2 trips in the PM peak hour.
 - Based on the above figures, it is considered that the developments impact on the local highway network will be imperceptible and therefore further analysis is not necessary.
- 5.1.2 For the reasons set out in this TN, there is no reason why the proposed development should be refused on grounds of highway capacity, impact on the transport network or sustainability.



Appendix A

37-48 Lambs Close



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|---------------------|---|
| Client | Mr Joe Ricotta |
| Site address | Land Adjacent to Flats at 37-48 Lambs Close Cuffley, Herts EN6 4HQ |
| Project Description | Proposed New development |
| Drawing Title | Ground Floor and Site Plan |
| Drawn | KI |
| Checked by | DP |
| Issued for | Client Approval |
| Scale | 1:100@A2 |
| Drawing No. | 1139 - 301 |
| Date | 20151005 |
| Revision | |

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Revisions