

A Planning Application by
GPL 2014 LTD

In respect of
**Fountain House, 1-7 Howardsgate,
Welwyn Garden City**

Transport Statement

April 2018



DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

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1 INTRODUCTION

- 1.1 Transport Planning Associates (TPA) have been commissioned by GPL 2014 Ltd (Applicant) to provide a Transport Statement (TS) to support a Planning Application for the redevelopment of an existing building in Welwyn Garden City town centre to provide nine residential units on a third storey extension.
- 1.2 The proposed scheme comprises of seven, one bed units and two studio units. Given the town centre location, the scheme will not include any car parking. The location of the site is shown at **Figure 1.1** below.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.3 At the time of preparing this report, it is understood that separate Permitted Development schemes are being pursued for the lower floors of Fountain House. However, this TS has been prepared solely in relation to the proposed third floor extension scheme.

Planning History

- 1.4 A TS was prepared by TPA in February 2017 (1702-27/TS01A) to support a planning application (6/2017/0400/FUL) for the

“Formation of new roof to accommodate additional storey at third floor level to provide 8 self-contained flats (7 x 1 bedroom flats and 1x 2 bedroom flat.), rear lift tower and ground floor entrance lobby.”

- 1.5 This scheme was granted full planning permission in November 2017. The Applicant proposes to extend the consented scheme by one additional unit and thus a new application is required. This TS has been prepared to support the new application.

Scope of the Report

- 1.6 The Report will set out the proposals and assess the sustainability of the site and the transport implications of the development. These include;

- To review the accessibility of the proposal and ascertain the sustainability of the proposal in relation to transportation;
- To ascertain that the car-free nature of the development is acceptable in transport terms; and,
- To review and comment on any other locally significant traffic or highways issues related to the study area.

Report Structure

- 1.7 The TS will be structured thus:

- **Chapter 2:** The Application Site;
- **Chapter 3:** Development Proposals;
- **Chapter 4:** Local and National Policy; and,
- **Chapter 5:** Summary and Conclusion.

2 THE APPLICATION SITE

Site Description

- 2.1 The site is located at the junction of Parkway and Howardsgate in the centre of Welwyn Garden City. Nos. 1-7 Howardsgate, which is situated at the north east side of the junction, was formerly in use as a mixed used retail and residential block, with the ground floor occupied by retail units. The location of the site is shown at **Figure 1.1**.

Existing Pedestrian Infrastructure

- 2.2 The site is located at the centre of Welwyn Garden City within 350 m walking distance of Welwyn Garden City railway station. The site is also located close to the bus station on Osborn Way, which is within approximately a 370 m walk of the site.
- 2.3 The town centre, surrounding areas and local facilities are accessible via an extensive footway network. Howardsgate is laid out as a boulevard, with a central park area and wide footways to the outside of the road. The footways lead directly to the Howard Centre, a shopping centre with a range of facilities, including a Marks & Spencer store and food hall. The railway station is access via the Howard Centre and the pedestrian route from Howardsgate leads on to the surrounding residential areas to the south.
- 2.4 Parkway is also laid out as a boulevard with wide footways to the outside of the road. This provides access to the residential areas to the south and west of the site and to retail, commercial and employment areas to the north of the site via Bridge Road. The retail facilities include a John Lewis and a Waitrose store.
- 2.5 Pedestrianised areas to the north east of the site lead through to retail opportunities on Stonehills and the Howard Centre. Overall, the footways in the area around the site are generally in a good state of repair and street lighting is provided. Stonehills includes raised pedestrian crossings. Further to the north, signal controlled pedestrian crossings facilitate the crossing of Osborn Way. In terms of pedestrian accessibility, the Institution of Highways and Transport (IHT) publication 'Providing for Journeys on Foot, 2000' suggests the following walking distances are acceptable:

Table 2.1 IHT's Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting / School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: Table 3.2. Providing for Journeys on Foot, IHT 2000

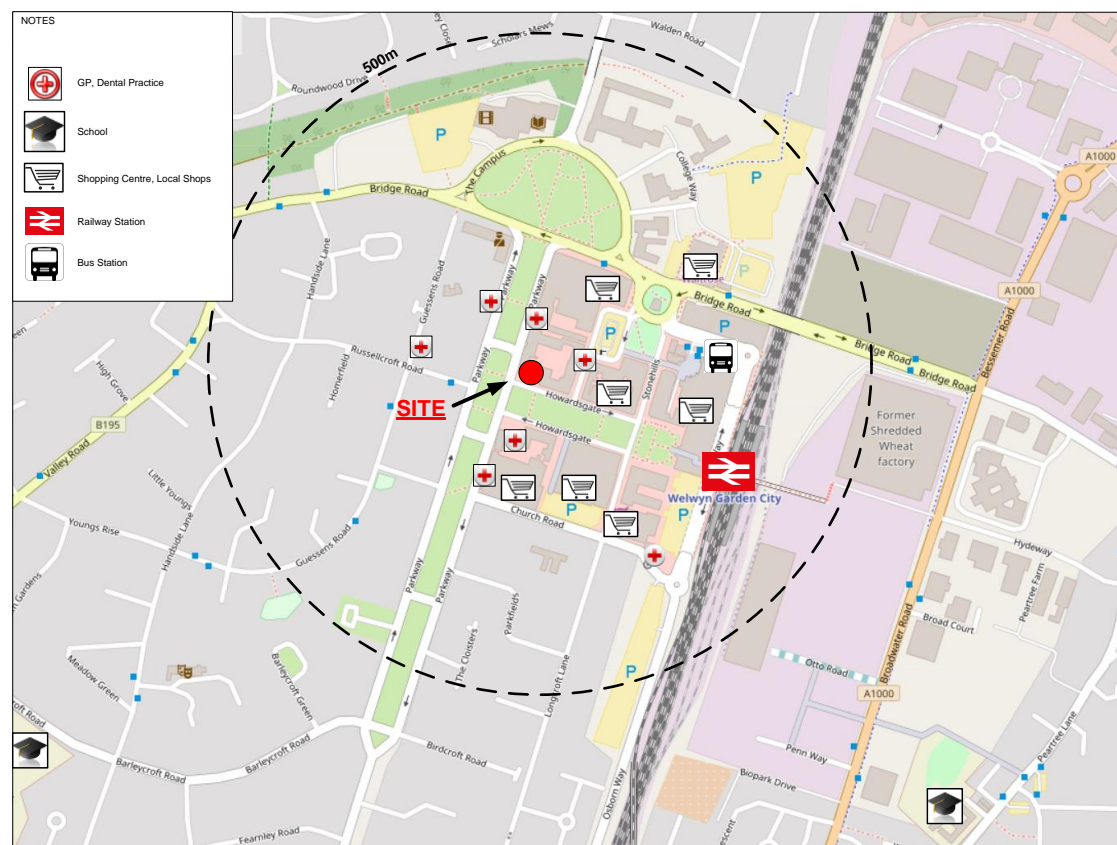
2.6 There are several schools and nursery facilities located in the local area that are within an acceptable walking distance of the site. Table 2.2 summarises the local schools that are within an acceptable walking distance from the site.

Table 2.2 Education Facilities within Acceptable Walking Distance

Schools	Approximate Walking Distance (m)
Templewood School	1,000
Peartree Primary School	1,200
Applecroft School	1,000

2.7 There are also several pharmacies, opticians and medical centres within close proximity to the site, together with a number of dental practices. The location of local facilities is shown at Figure 2.1.

Figure 2.1 Local Facilities



Source: © OpenStreetMap contributors

Existing Cycle Infrastructure

2.8 National Cycle Network Route 57 runs along Howardsgate and connects the centre of Welwyn Garden City with Wheathampstead to the west. Ultimately, it will form part of a longer route between Wiltshire and Hertfordshire. NCN Route 57 also connects to Route 12 to the west of the site via Russelcroft Road and to Route 61 to the south, via Longcroft Lane. A summary of the cycle routes can be found in the table below.

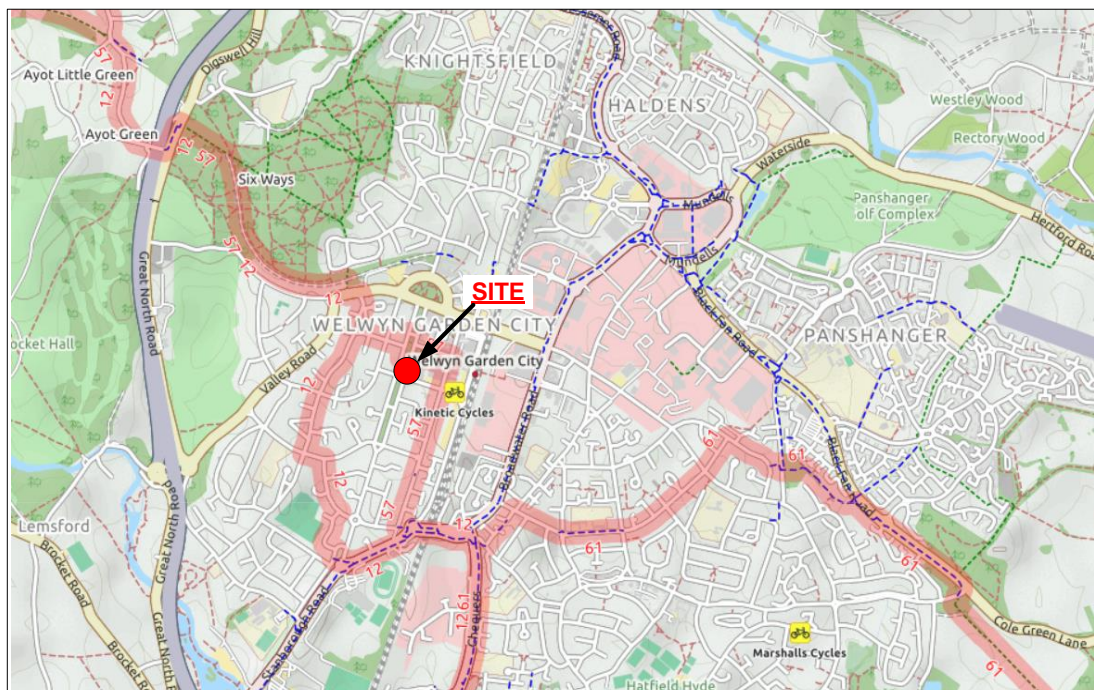
Table 2.3 Cycle Routes in the vicinity of the site

Route	Description
57	West to East, from Cricklade in Wiltshire to Welwyn Garden City in Hertfordshire, when complete.
61	Maidenhead to Hatfield, Welwyn Garden City and Hertford before arriving near Hoddesdon.
12	Route will run between Enfield Lock in north London to Spalding via Stevenage, St Neots and Peterborough, when complete.

Source: <http://www.sustrans.org.uk>

2.9 The whole of Welwyn Garden City can be reached within a 5 km cycle ride of the site. As such, all local facilities, such as schools, leisure and employment sites are all within an acceptable cycling distance. The location of NCN 57 and other cycle routes is shown at Figure 2.2.

Figure 2.2 Cycle Routes



Source: © OpenStreetMap contributors

Notes: Red line indicates national cycle routes and blue line indicates local cycle routes / cycleway

Existing Public Transport Infrastructure*Local Bus Services*

2.10 The site is located within 400 m of Welwyn Garden City bus station. The station is serviced by a total of 20 bus routes. A summary of their routes is shown in **Table 2.4**.

Table 2.4 Local Bus Services

Operator	Route		Monday - Friday	Saturday	Sunday
Whitbread Wanderbus	W4	Welwyn Garden City - Meppershall	1 st Thursday every month	-	-
	W14	Welwyn Garden City - Meppershall	1 st Thursday every month	-	-
Uno	201	Welwyn Garden City - Welham Green	1 trip Tuesday and Friday only	-	-
	203	Welwyn Garden City - Watton-at-Stone	1 trip Thursdays only	-	-
	204/206	Welwyn Garden City - Panshanger (Circular)	4 trips Tuesday, Thursday and Friday only	-	-
	215	Welwyn Garden Centre - Codicote	1 Trip Tuesday, Thursday and Friday only	-	-
	601	St. Albans - Welwyn Garden City	1-2 per hour	-	-
	653	Welwyn Garden City - New Greens	3 per hour	2 per hour	-
Metroline	242	Welwyn Garden City - Waltham Cross	-	-	1 per 2 hours
Arriva	6	Welwyn Garden City - Shire Park (Circular)	9 per hour	-	-
	300/301	Hemel Hempstead - Stevenage	2 per hour	2 per hour	1 per hour
	401	Welwyn Garden City - Panshanger (Circular)	2 per hour	2 per hour	-
	403	Great Gannet - Haldens (Circular)	2 per hour	2 per hour	-
Centrebus	314/315	Welwyn Garden City - Hitchin	4 per day	4 services	-
	366	Luton - Hatfield	1 per hour	1 per hour	-
	388	Stevenage - Hertford	1 on schooldays	-	-
Greenline	724	Heathrow Airport - Harlow	1 per hour	1 per hour	1 per hour

Source: <http://www.intalink.org.uk>

Local Rail Services

- 2.11 Welwyn Garden City railway station is located to the east of the site and can be accessed via the Howard Centre, which is approximately 5 minutes' walk from the site.
- 2.12 Trains calling at the station are operated by Great Northern Trains, providing three routes between London King`s Cross, Moorgate, Cambridge and Peterborough. The journey times between Welwyn Garden City and these stations are summarised in **Table 2.5**. As can be seen, Welwyn Garden City is well located to enable ready access for both commuting and leisure trips to multiple destinations.

Table 2.5 Destinations and Journey Times from Welwyn Garden City Train Station

Destination	Hourly Frequency (Mon-Fri)	Duration
London King`s Cross	4	29 mins
Moorgate	3	50 mins
Cambridge	1	58 mins
Peterborough	1	1hr 5 mins
Stevenage	2	11 mins

Source: <http://www.thameslinkrailway.com>

Local Highway Network

- 2.13 Located in the town centre, Howardsgate, which is subject to a 30 mph speed limit and is illuminated, is laid out as a boulevard with separate east and westbound carriageways (approximately 6.0 m wide) and a central pedestrianised and grassed area. It connects to Parkway to the west and Stonehills to the east.
- 2.14 Parkway is also subject to a 30 mph speed limit and, similar to Howardsgate, is laid out as a boulevard with separate 6.0 m wide carriageways and a central landscaped area. The road links with Bridge Road to the north and the A6129 Stanborough Road to the south, providing a link through the town centre.
- 2.15 The B195 Bridge Road provides an east/west link between the A44 to the east of the town centre and the A1 (M) to the west. Immediately to the north of Parkway, it forms a gyratory with The Campus. To the east, the road is a dual carriageway road up to the traffic signal controlled junction with Broadwater Road and reverts to a single carriageway road with right ghost islands and right turn lanes beyond the junction.

Summary

- 2.16 The site lies in the centre of Welwyn Garden City, within close proximity to retail, employment, and commercial areas. It benefits from excellent pedestrian accessibility with ready access to schools, employment sites and medical centres in addition to several retail areas.
- 2.17 The site also benefits from excellent public transport accessibility, given the frequent and numerous bus routes and train services available within walking distance. Welwyn Garden City station links the site to many destinations within the UK, including central London, and is reachable via a 5 minute walk.
- 2.18 It is therefore considered that the location of the site is a suitable location for a car free development. It would enable future residents of the proposed scheme to reach their work and leisure destinations without the need to travel by private car.

3 DEVELOPMENT PROPOSALS

- 3.1 The proposed development comprises the addition of nine residential units on a third storey extension to Fountain House. The proposed scheme would comprise seven, 1 bed units and two studio units.
- 3.2 The proposed site layout for the new level is shown on Housham Henderson drawing number 4898/A_163/P7, which is reproduced at **Appendix A**. The proposed development would be accessed from the existing site entrance located on Parkway.

Trip Generation

- 3.3 As already discussed, the proposed scheme will be a car-free development. As such, the proposed scheme will not generate any additional traffic.

Parking

- 3.4 As set out in **Section 2** of this report, the site is located in Welwyn Garden City centre and benefits from excellent accessibility by all modes of transport, including walking, cycling and public transport. Accordingly, there will not be any car parking provision associated with the proposals.
- 3.5 The location of the site is a suitable location for a car free development. It would enable future residents of the proposed scheme to reach their work and leisure destinations without the need to travel by private car.
- 3.6 As described in further detail in the following Section of this TS, the Welwyn Hatfield District Plan considers maximum car parking provision and suggests that:

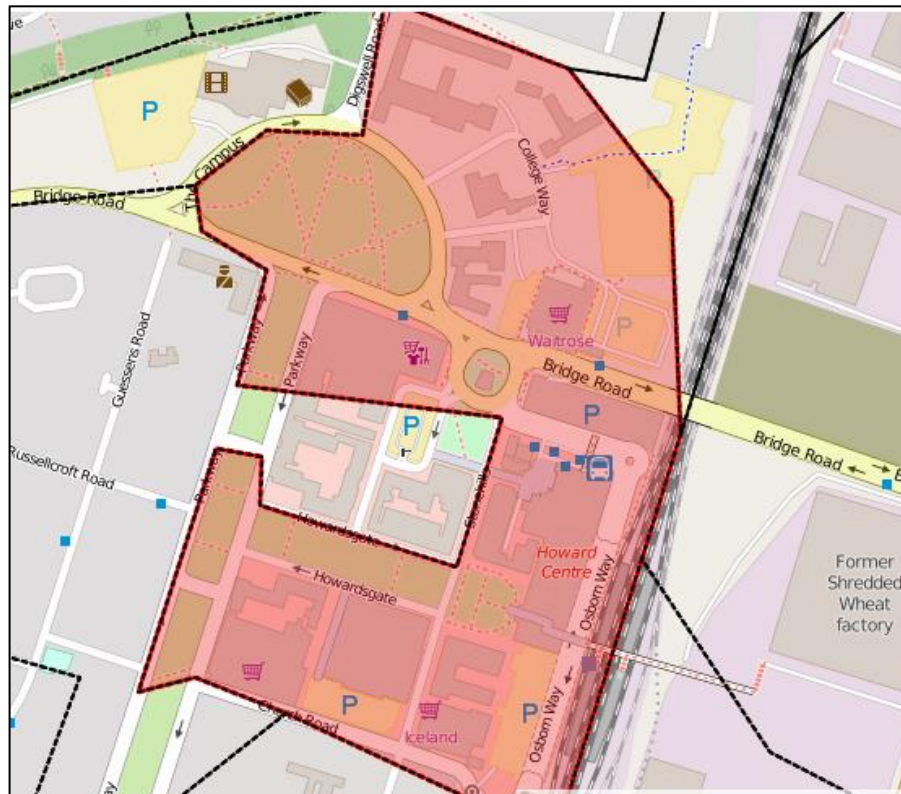
“the [...] standards will normally be the starting point from which progressive reductions in on-site provision may be made based on the accessibility of the site” (paragraph 2.2)

- 3.7 The application of the parking standards to the proposed development would envisage a maximum provision of 6 car spaces and the minimum provision of 8 cycle spaces. Whilst there will not be any car parking provision as part of the scheme, secure bicycle storage will be provided at ground floor level.
- 3.8 The location of the cycle parking can be seen on the copy of Housham Henderson proposed ground floor layout (drawing number 4898/A_160/P5), which is also included at **Appendix A**.

Car ownership

3.9 As a reflection of the excellent accessibility of the area, car ownership in the centre of Welwyn Garden City is relatively low. Reference to the 2011 Census statistics for the Output Area¹ where the site is located (ref. E00121437) are shown in **Figure 3.1** and the outcomes of the analysis have been summarised in **Table 3.1**.

Figure 3.1 Output Area used for car ownership statistics



Source: Census 2011, <https://www.nomisweb.co.uk>

Table 3.1 Car ownership in the area

Cars	E00121437
All categories: Car or van availability	149
No cars or vans in household	81
1 car or van in household	58
2 cars or vans in household	10
3 cars or vans in household	0
4 or more cars or vans in household	0

¹ Output Areas (OA), designed specifically for statistical purposes, are based on data from the 2001 Census and were built from postcode units. Welwyn Hatfield has been divided in 325 OAs.

Cars	E00121437
sum of all cars or vans in the area	78
Cars per household	0.52

Source: Census 2011, <https://www.nomisweb.co.uk>

3.10 As can be seen, the overall car ownership in the area stands at 0.52 cars per household. This highlights the limited need for, and low reliance on, private cars in the centre of Welwyn Garden Centre.

Visitor Parking

3.11 While the scheme would not provide parking for the residents, visitors to the development would be able to park in the public Pay and Display car parks located in Welwyn Garden City centre. The car parks located within walking distance from the site are listed in **Table 3.2**, together with the distance from the site.

Table 3.2 Car Parks in the vicinity of the site

Car Park	Distance from the site
Howard Centre Car Park	350 m
Osborn Way Car Park	370 m
Campus East Car Park	500 m
Campus West Car Park	490 m

Source: Google Maps

Summary

3.12 Given the very sustainable and accessible location of the site and the low car ownership in the area, there are no reasons to consider that the lack of provision of parking spaces would represent a reason for withholding approval of the proposed development.

Servicing

3.13 The existing arrangements for the building for servicing and refuse collection would be unaffected by the proposed development.

4 NATIONAL AND LOCAL PLANNING POLICY

- 4.1 This section refers to local and national planning policies. The policy context will outline how the transport infrastructure of the proposed development meets governmental requirements.

National Planning Policy Framework (2012)

- 4.2 The Government's National Planning Policy Framework (hereinafter "NPPF") was introduced on 27th March 2012.

- 4.3 As part of the core land-use planning principles, the Government wants to:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable." (para. 17)

- 4.4 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).

- 4.5 The basis of transport policy within the NPPF is stated as;

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas." (para. 29)

- 4.6 Transport is recognised as having an important role in supporting sustainable development (para. 29).

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment." (para. 32)

- 4.7 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access. Importantly,

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” (para. 32)

4.8 In continuation of previous government policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to/from development (para. 34).

4.9 Where practical, a new development should:

- **“Accommodate the efficient delivery of goods and supplies;**
- **Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;**
- **Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter;**
- **Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and**
- **Consider the needs of people with disabilities by all modes of transport.” (para. 35).**

Parking standards

4.10 Local Parking Standards are contained in *Welwyn Hatfield District Plan Review (WH DPR), Supplementary Planning Guidance*, adopted in January 2004.

4.11 With regards to car parking standards, the guidance suggests that:

“the new standards will normally be the starting point from which progressive reductions in on-site provision may be made based on the accessibility of the site” (paragraph 2.2)

4.12 Parking Standards for C3, Residential, are set out in **Table 4.1** below.

Table 4.1 Parking Standards

Development	Maximum Car Parking Standards (Zone 1 and 2)²	Cycle Parking Standards
Bedsits	0.75 spaces per unit	1 long term space per unit if no garage or shed provided

² The application site is located in Zone 1

Development	Maximum Car Parking Standards (Zone 1 and 2) ²	Cycle Parking Standards
1 bedroom	0.75 spaces per unit	1 long term space per unit if no garage or shed provided
2 bedroom	1 spaces per unit	
3 bedroom	1.5 spaces per unit	
4 or more bedroom	2.0 spaces per unit	

Source: WHDPR, Appendix A

4.13 As set out in **Chapter 3**, the proposed scheme will not provide any parking, given its sustainable location, which accords with the above parking standards.

5 SUMMARY AND CONCLUSION

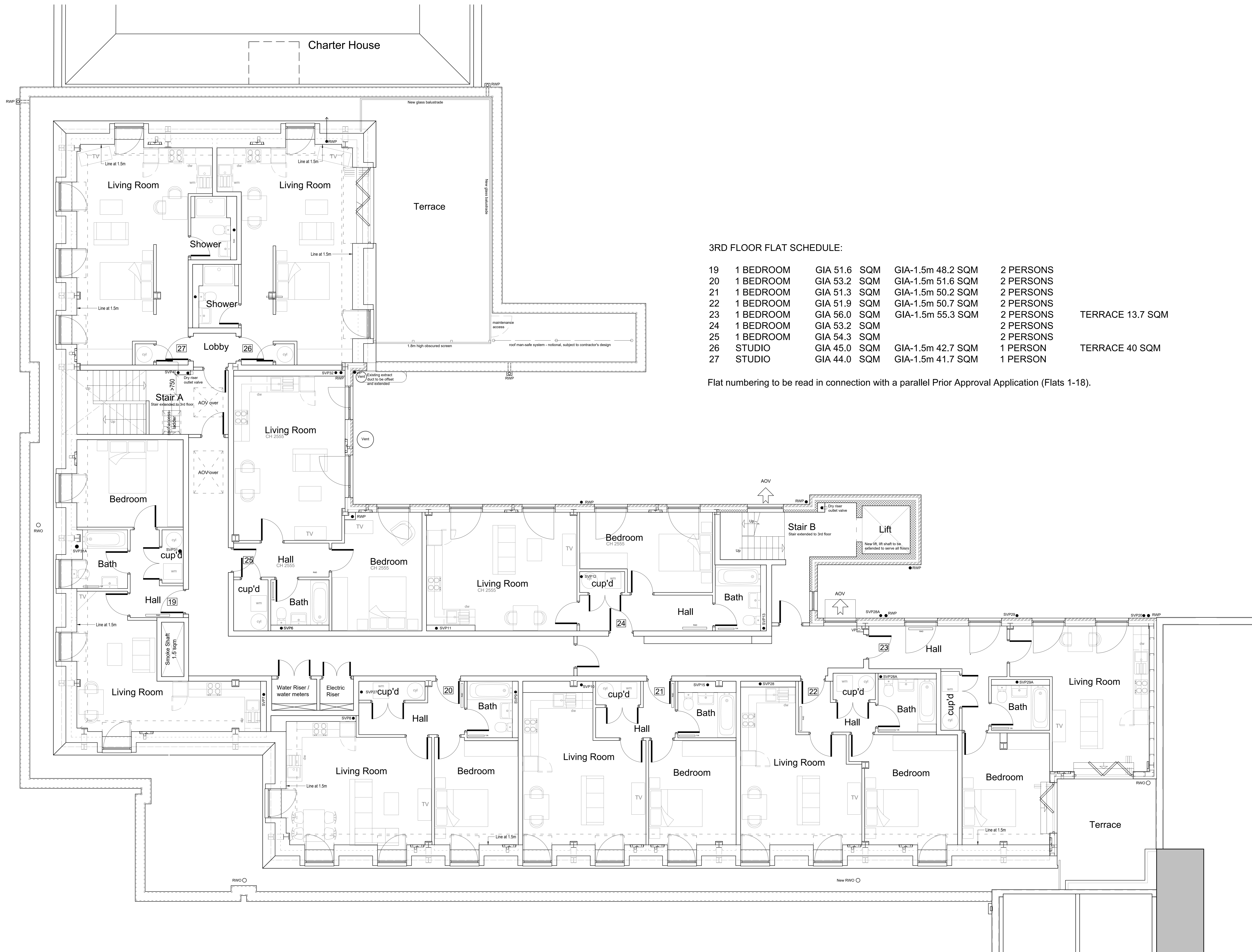
Summary

- 5.1 It is proposed to redevelop Fountain House, in Welwyn Garden City town centre to provide nine residential units on a third storey extension. The proposed scheme comprises seven, 1 bed units and two studio units. Given the town centre location, the scheme will not include any car parking
- 5.2 The site is located in Howardsgate, close to the junction with Parkway, in a very sustainable location. It lies close to the Welwyn Garden City railway station (situated within the Howard Centre) and also close to Welwyn bus station.
- 5.3 The site benefits from excellent pedestrian facilities that provide access to the surrounding residential areas, local shops, restaurants, employment sites and public transport facilities. Supermarkets, pharmacies and medical centres are within desirable walking distance and there are also a number of schools within acceptable walking distance.
- 5.4 The site also benefits from excellent cycle accessibility, being located in proximity of National Cycle Route 57. Numerous bus and rail services are available from the site, in less than five minutes' walk, providing accessibility to the surrounding areas, including many destinations in Welwyn Garden City, Hertfordshire, London and points further afield. London can be reached in under 30 minutes.
- 5.5 As the proposed scheme would be a car-free development, the site would not generate any additional vehicular traffic.
- 5.6 Given the town centre sustainable and accessible location, the lack of car parking accords with the Welwyn Hatfield parking standards. The standards, which are based on the use of maximum parking figures, also refer to reductions, such as in this case, for sites with good accessibility.

Conclusion

- 5.7 The proposals comply with National and Local Transport Policies and would not have any adverse impact on the highway network. It is therefore considered that there are no reasons to refuse the planning application on transport grounds.

APPENDIX A



3RD FLOOR FLAT SCHEDULE:

19	1 BEDROOM	GIA 51.6 SQM	GIA-1.5m 48.2 SQM	2 PERSONS	
20	1 BEDROOM	GIA 53.2 SQM	GIA-1.5m 51.6 SQM	2 PERSONS	
21	1 BEDROOM	GIA 51.3 SQM	GIA-1.5m 50.2 SQM	2 PERSONS	
22	1 BEDROOM	GIA 51.9 SQM	GIA-1.5m 50.7 SQM	2 PERSONS	
23	1 BEDROOM	GIA 56.0 SQM	GIA-1.5m 55.3 SQM	2 PERSONS	TERRACE 13.7 SQM
24	1 BEDROOM	GIA 53.2 SQM		2 PERSONS	
25	1 BEDROOM	GIA 54.3 SQM		2 PERSONS	
26	STUDIO	GIA 45.0 SQM	GIA-1.5m 42.7 SQM	1 PERSON	TERRACE 40 SQM
27	STUDIO	GIA 44.0 SQM	GIA-1.5m 41.7 SQM	1 PERSON	

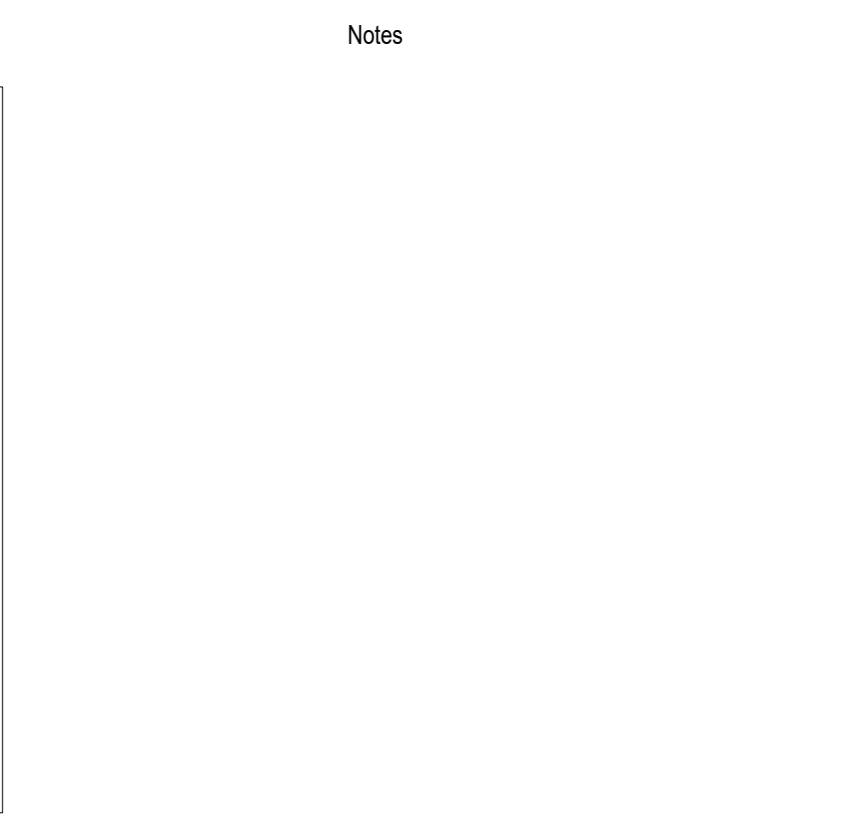
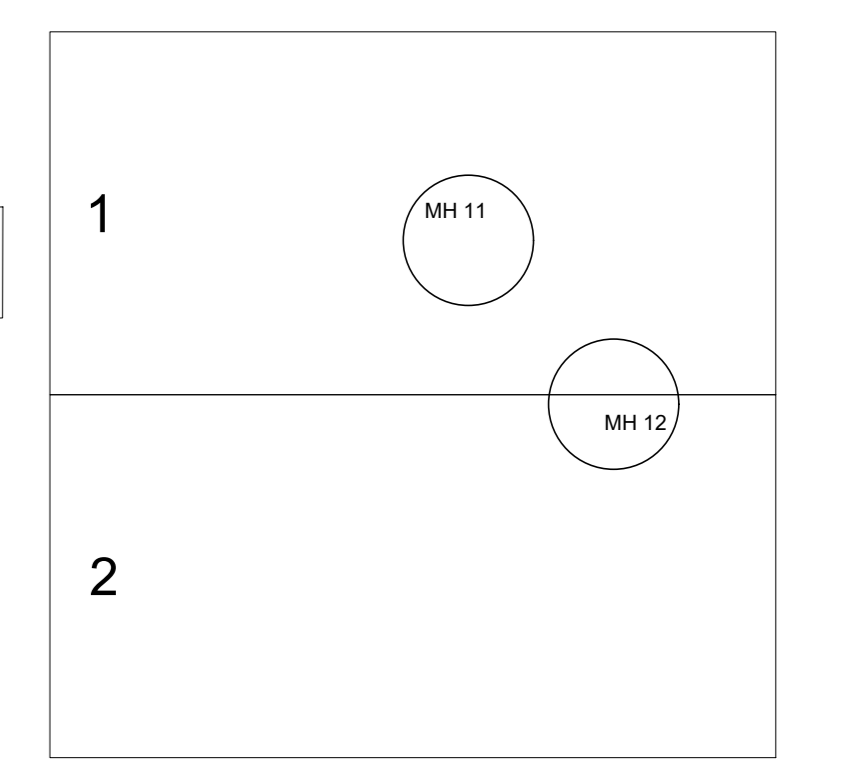
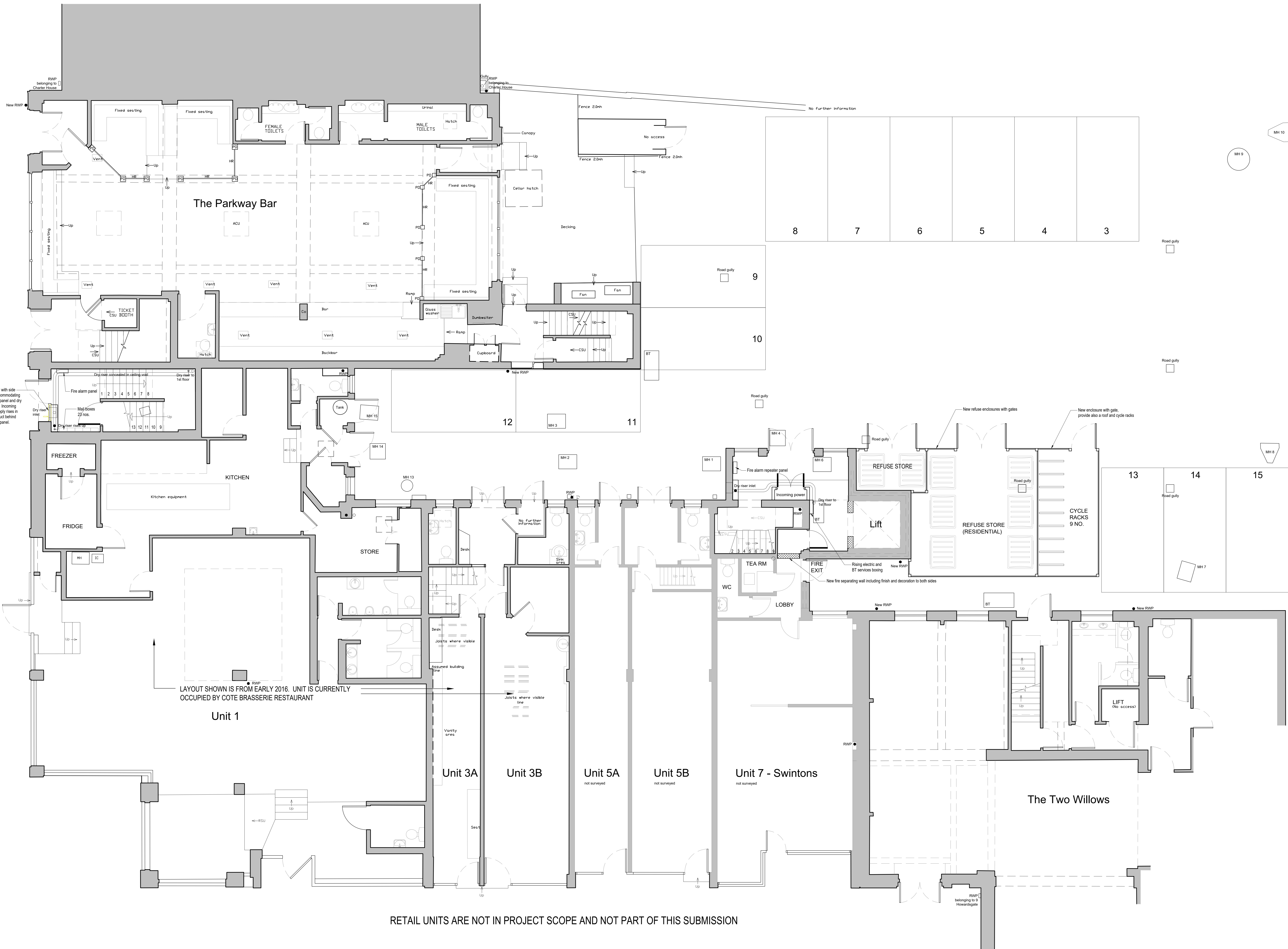
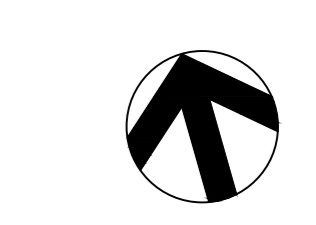
Flat numbering to be read in connection with a parallel Prior Approval Application (Flats 1-18).

P7	PLANNING	AA	JM	23/02/2018
P6	PLANNING	AA	JM	20/04/2018
P5	Planning, terrace of flat 7 omitted	JM	PD	28/07/2017
P4	Planning	AA	JM	28/02/2017
P3	Flat 1 roof terrace amended as clouded	AA	JM	23/02/2017
P2	Flats 5 and 7 roof terraces amended as clouded	AA	JM	23/02/2017
P1	Preliminary	AA	JM	20/02/2017
Rev	Description	By	Check	Date

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Client
 Project
 Fountain House
 Welwyn Garden City
 Drawing
Proposed Third Floor Plan

Scale	Date	Author	Checked
1:50 @ A0	20.02.2017	AA	JM
Workstage	Status		
3	PLANNING		
Rev	Description	By	Checked
4898	A_163		P7



Notes

LAYOUT SHOWN IS FROM EARLY 2016. UNIT IS CURRENTLY OCCUPIED BY COTE BRASSERIE RESTAURANT

RETAIL UNITS ARE NOT IN PROJECT SCOPE AND NOT PART OF THIS SUBMISSION

Proposed Ground Floor Plan
SCALE: 1:50 @ A0

P5	PLANNING	AA	JM	23/04/2018
P4	PLANNING	AA	JM	20/04/2018
P3	PLANNING	AA	JM	01/03/2017
P2	Preliminary	AA	JM	22/02/2017
P1	Preliminary	AA	JM	20/02/2017
Rev	Description	By	Check	Date

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Client: Fountain House Welwyn Garden City

Project: Fountain House Welwyn Garden City

Drawing: Proposed Ground Floor Plan

Scale	Date	Author	Checked
1:50 @ A0	20.02.2017	AA	JM
Workstage	Status		
3	PLANNING		
Rev	Description	Drawing No.	Revision
4898	A_160		P5

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