

Transport Technical Note

June 2024

EAS

Friends Green Porsche

Damask Green Road, Weston

SG4 7BU

DLA Town Planning Ltd

Document History

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The content of this report is based on information available as of June 2024, the validity of the statements made may therefore vary over time as planning guidance and policies and the evidence base change.

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1 Introduction

- 1.1 This Transport Technical Note has been prepared by EAS Transport Planning on behalf of DLA Town Planning Ltd (hereinafter referred to as the 'client'), to support a planning application for the alteration of access arrangements at Friends Green Porsche, Damask Green Road, Weston SG4 7BU (hereinafter, the 'site').

The Site

- 1.2 The site under consideration is located circa 1.5km south of the village of Weston, with Stevenage town centre located 5.3km to the southwest. The full address of the site is Friends Green Porsche, Paddock View Barn, Friends Green, Damask Green Road, Weston SG4 7BU.
- 1.3 North Hertfordshire District Council (NHDC) therefore acts as the local planning authority, while Hertfordshire County Council (HCC) are the local highway authority.
- 1.4 A location plan is contained in **Appendix A**.

The Proposed Scheme

- 1.5 The proposals seek to alter the access arrangements at the site, with access/egress proposed to now be made from both an existing access point to the north, as well as from a newly constructed southern access. The applicant wishes to consolidate the southern access, enabling vehicles to access/egress using both access points.
- 1.6 No material amendment is proposed to existing buildings on site.
- 1.7 Proposed site plans are contained in **Appendix B**.

Planning History of the Site

- 1.8 The relevant history of the application site is summarised below:
- 1.9 A retrospective planning application (REF: 23/01259/FP) was sought and approved in March 2024 which proposed to change the use of the site from its lawful equestrian use (as approved under 17/04137/S73) to Sui Generis Use for car sales and B2 land use for car servicing. Access to the site from Damask Green Road via the northern access point, was retained, along with an internal driveway and parking area to the north.
- 1.10 The previously consented scheme above also included a personalised planning condition, as agreed with the reviewing case officer, which only permits the applicants existing use (Specialised Porsche Restoration Garage and Showroom) on site. This will prevent other applicants from purchasing the site assuming a Sui Generis/B2 use, without the need to complete a full planning application.

Aims and Structure of this Report

- 1.11 This Assessment has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014).
- 1.12 The contents of this Transport Technical Note are:
- Section 2 – describes the existing site conditions;
 - Section 3 – describes the proposed development;
 - Section 4 – identifies the likely trip generation and traffic impact; and
 - Section 5 – concludes the statement.

2 Existing Site Assessment

Site Location and Local Facilities

- 2.1 The site is bound by the wider Friends Green Farm site to the north, undeveloped land to the east and an existing dwelling to the south. In the west, the site is bordered by Damask Green Road which offers access into Weston and the conurbation of Stevenage in the south.
- 2.2 **Appendix A** contains a location plan.
- 2.3 The centre of Weston village can be accessed via a 1.3km (15-minute) walk from the site. The village offers a wide range of shops and businesses that include all the day-to-day facilities that may need to be accessed by employees of the site. These include:
- convenience store;
 - post office;
 - public house;
 - village hall;
 - primary school;
 - local church.
- 2.4 There are also a range of other community facilities, including schools as well as places of worship, located within the nearby town of Stevenage, to the south of the site.

Existing Site Function

- 2.5 The existing site comprises a total of circa 0.15 hectare and is currently occupied by two outbuildings with associated parking and hardstanding turning space.
- 2.6 The site is an existing specialised Porsche restoration garage and showroom, consisting 207sqm of showroom and 195sqm of B2 use for car servicing.
- 2.7 Vehicular access to the site is made from an existing access road off the eastern side of Damask Green Road. The access point is circa 6.5m in width, tapering down to 4m once within the site. The internal access road leads to a parking area located in the northeastern portion of the site.

Access via Walking and Cycling

- 2.8 Outside the site along Damask Green Road and other local roads there is limited existing pedestrian provision and as such, it is difficult to access the site on foot.
- 2.9 However, footpaths Weston 022, Weston 026, and Weston 043 are under 0.2km from the site, providing pedestrian access to Stevenage and Weston.
- 2.10 Due to the site's limited pedestrian provision and rural character, it is expected that accessibility to the site via active transport modes will be largely limited to cycling.
- 2.11 The site offers a secure cycle store with space for 3 cycles.

Public Transport Accessibility

- 2.12 The site is relatively isolated in regards to public transport links due to its rural nature. The Beacons located along Great Ashby Way in northern Stevenage are the nearest bus stops to the site and can be accessed via a 1.9km, 24-minute walk. The bus stop offer access to the SB7 bus route. Additionally, a bus stop in Weston is accessible via a 1.8km, 25-minute walk, providing access to the 391 bus route.
- 2.13 The nearest train station to the site is Stevenage train station, located 5.11km south-west of the site. Stevenage train station is serviced by Great Northern and Thameslink trains, offering direct access into London King's Cross via a circa 23-minute southbound train journey. Cambridge can also be accessed via a 38-minute direct northbound journey. Furthermore, Baldock station is located 6.92km north of the site, also serviced by Great Northern and Thameslink, offering connections to nearby Hitchin, as well as Cambridge.

The Local Road Network

- 2.14 Damask Green Road runs to the west of the site leading north towards the village of Weston and south towards Stevenage. The A505 and Junction 9 of the M1 can be accessed in the north via a 6-minute northbound car journey. From here other nearby towns and cities can be accessed including Royston, Letchworth, Stevenage, Welwyn Garden City and Hatfield.
- 2.15 Other villages and small towns can be accessed to both the east and west of the site using smaller country roads.

Highway Safety

- 2.16 A review of local highway safety was conducted using the Crashmap database for the previous five years inclusive. This uncovered that no road safety incidents had occurred along Damask Green Road or Back Lane, within 300m of the site in the last five year period.

3 The Proposed Development

The Development Proposals

- 3.1 The proposals seek to open an additional access located in the southwestern corner of the site. Access to the site via the existing northern access will remain, but it is proposed that the opening and utilisation of the additional access in the south will improve site operation efficiency.
- 3.2 A Masterplan Layout for the proposed access to the south is contained in **Appendix B**.

Pedestrian Facilities

- 3.3 The site will offer no formal access into the site exclusively for pedestrians although it is expected that patrons who walk to the site will be able to make use of the existing and proposed vehicular accesses off Damask Green Road.
- 3.4 Due to the existing use on site, it is estimated that most patrons and staff will access the site via private vehicle.

Vehicle Access

- 3.5 Access for vehicles will be from Damask Green Road, utilising the sites existing northern access, in line with the permitted arrangements, as well as the proposed access in the south.
- 3.6 The new southern access is proposed to measure circa 11m in width where it meets the Damask Green Road, tapering down to circa 4.8m after 4m. The access road will offer an alternative route to the existing car parking area within the site, with the driveway routing between the existing buildings on site.
- 3.7 To understand the visibility requirements at the new southern access, two weeklong ATC speed surveys were undertaken along Damask Green Road, between Monday 3rd June and Sunday 9th June 2024. The ATC data and location information is contained at **Appendix C**.
- 3.8 As a result of the completed survey, a northbound 85th percentile speed of 31mph was recorded at the southern site, requiring a visibility splay length of 67m; while a southbound 85th percentile speed of 37mph was recorded at the northern site, requiring an 89m visibility splay.
- 3.9 Subsequently, the drawing contained at **Appendix D** highlights that visibility splays with the required dimensions, as outlined above, can be achieved along Damask Green Road, ensuring that both northern and southern splays remain wholly within land owned by the applicant and maintained by the local highway authority.

Servicing

- 3.10 Servicing arrangements at the site will not be altered as a result of the proposals. The site will retain the potential for smaller vans (such as panel vans up to 6m in length) to enter and turn internally before egress.

4 Development Impact

Existing Sui Generis Use (Car Showroom) Trip Generation - Applicant Information

- 4.1 The applicant was consulted in order to provide information relating to existing trip generation.
- 4.2 Currently the showroom/garage is open Monday-Saturday 09:00 – 17:30.
- 4.3 The applicant was able to advise that 2 full-time staff members (1x car valet/general assistant and 1x manager/salesperson) work in the car showroom, 6 days a week. For robustness it is assumed that both staff members travel to the site via personal vehicles, arriving and departing in both network peak hours. This equates to 4 vehicles trips throughout the course of a day.
- 4.4 The applicant also stated that the car showroom receives roughly 1 pre-booked appointment per week made by potential buyers. Therefore, 0 (0.17) vehicle trips a day are generated by buying clients; these trips tend to fall outside of network peak hours.
- 4.5 It is also worth noting that viewing stock within the car showroom can only take place once a viewing slot has been booked. This means that the applicant can regulate the amount of visitor trips to the site and spread-out vehicle trips accordingly to avoid a large number of patrons visiting at one time, although this is unlikely anyway.
- 4.6 Further to this, the applicant stated that they usually sell one car per fortnight and confirmed that most buyers are online and do not visit the site, but instead have the car delivered to their residence. However, for robustness, it is assumed that buyers visit the site. This equates to an additional 0 (0.3) trips per day.
- 4.7 Finally, on average, the applicant adds roughly one car per week to their selling stock, which equates to 0 (0.17) additional vehicle trips per week.
- 4.8 Combining all trip estimations set out above for the car showroom, it is estimated that the use currently generates a total of 5 (4.64) vehicle movements per day.

Existing B2 Use (Car Servicing) – Applicant Information

- 4.9 The applicant was also able to offer information regarding the number of trips generated by the car servicing garage use on site.
- 4.10 There are currently 2 servicing bays within the garage and the applicant has stated that the garage receives 3 cars each Monday for maintenance and 'refresh' work. Therefore, a customer will drop their vehicle off to the garage, while being followed by a friend or family member, who will take them home. Vehicles tend to be in the garage for five days (collected on the Friday), when the customer comes to collect. This equates to 2 vehicle trips per day throughout the week.
- 4.11 The applicant also advised that they regularly drop patrons to Stevenage Station once they have delivered their car for repairs; similarly, a courtesy vehicle is also available for patrons. These scenarios have not been accounted for within these trip generation estimates as they

do not reflect the worst-case trip generation event, where a patron is followed to the site by a friend.

- 4.12 The applicant has advised that each servicing bay has its own full-time mechanic employed. Again, for robustness it is assumed that all staff members drive to the site, equating to 2 vehicle trips in each of the network peak hours, and 4 vehicle trips throughout the course of a day.
- 4.13 The applicant also stated that 1 delivery per day (2 vehicle trips) consisting of mechanical parts is made to the site - this falls outside of the network peak hours.
- 4.14 Combining all trip estimations set out above for the car servicing garage, it is estimated that this use currently generates a total of 8 vehicle movements per day, including one delivery made by van.

Existing Combined Use Trip Generation – Applicant Information

- 4.15 Totalling the existing trip generation associated with both the car showroom and car garage uses, it is estimated that the site currently generates 13 vehicle movements per day, including one delivery made by van.
- 4.16 For robustness it is assumed that all existing staff trips to the site (8 vehicle trips) will be made in network peak hours, although a vast majority, if not all of visitor and delivery trips to the site (6 vehicle trips), are currently made outside of network peak hours.

Proposed Use Trip Generation

- 4.17 The proposals are not resulting in a change of use or operation at the site, with the opening of the southern access the only observed difference from existing arrangements.
- 4.18 As such, this change will not engender an increase in the number of trips generated by the site, but will instead serve to increase onsite operational efficiency, while also aiding with the movement of vehicles accessing and egressing.

5 Summary and Conclusions

Summary

- 5.1 This Transport Technical Note has been prepared by EAS Transport Planning on behalf of DLA Town Planning Ltd (hereinafter referred to as the 'client'), to support a planning application for the alteration of access arrangements at Friends Green Porsche, Damask Green Road, Weston SG4 7BU (hereinafter, the 'site').
- 5.2 A retrospective planning application (REF: 23/01259/FP) was sought and approved in March 2024 which proposed to change the use of the site from its lawful equestrian use (as approved under 17/04137/S73) to Sui Generis Use for car sales and B2 land use for car servicing. Access to the site from Damask Green Road via the northern access point, was retained, along with an internal driveway and parking area to the north.
- 5.3 The previously consented scheme above also included a personalised planning condition, as agreed with the reviewing case officer, which only permits the applicants existing use (Specialised Porsche Restoration Garage and Showroom) on site. This will prevent other applicants from purchasing the site assuming a Sui Generis/B2 use, without the need to complete a full planning application.
- 5.4 The site under consideration is located circa 1.5km south of the village of Weston, with Stevenage town centre located 5.3km to the southwest. The site is existing stables set within a predominantly agricultural area, with Weston village located circa 1.5km to the north.
- 5.5 The site is an existing specialised Porsche restoration garage and showroom, consisting 207sqm of showroom and 195sqm of B2 use for car servicing.
- 5.6 Vehicular access to the site is made from an existing access road off the eastern side of Damask Green Road. The access point is circa 6.5m in width, tapering down to 4m once within the site. The internal access road leads to a parking area located in the northeastern portion of the site.
- 5.7 Vehicular access to the site is currently made from an existing access road off the eastern side of Damask Green Road. The access point is circa 6.5m in width, tapering down to 4m once within the site.
- 5.8 The proposals seek to open an additional access located in the southwestern corner of the site. Access to the site via the existing northern access will remain, but it is proposed that the opening and utilisation of the additional access in the south will improve site operation efficiency.
- 5.9 There will be no material change to existing buildings on site, nor will the site operation alter in any way. As such, the proposals on site will engender no change in trip generation or trip patterns.

Conclusion

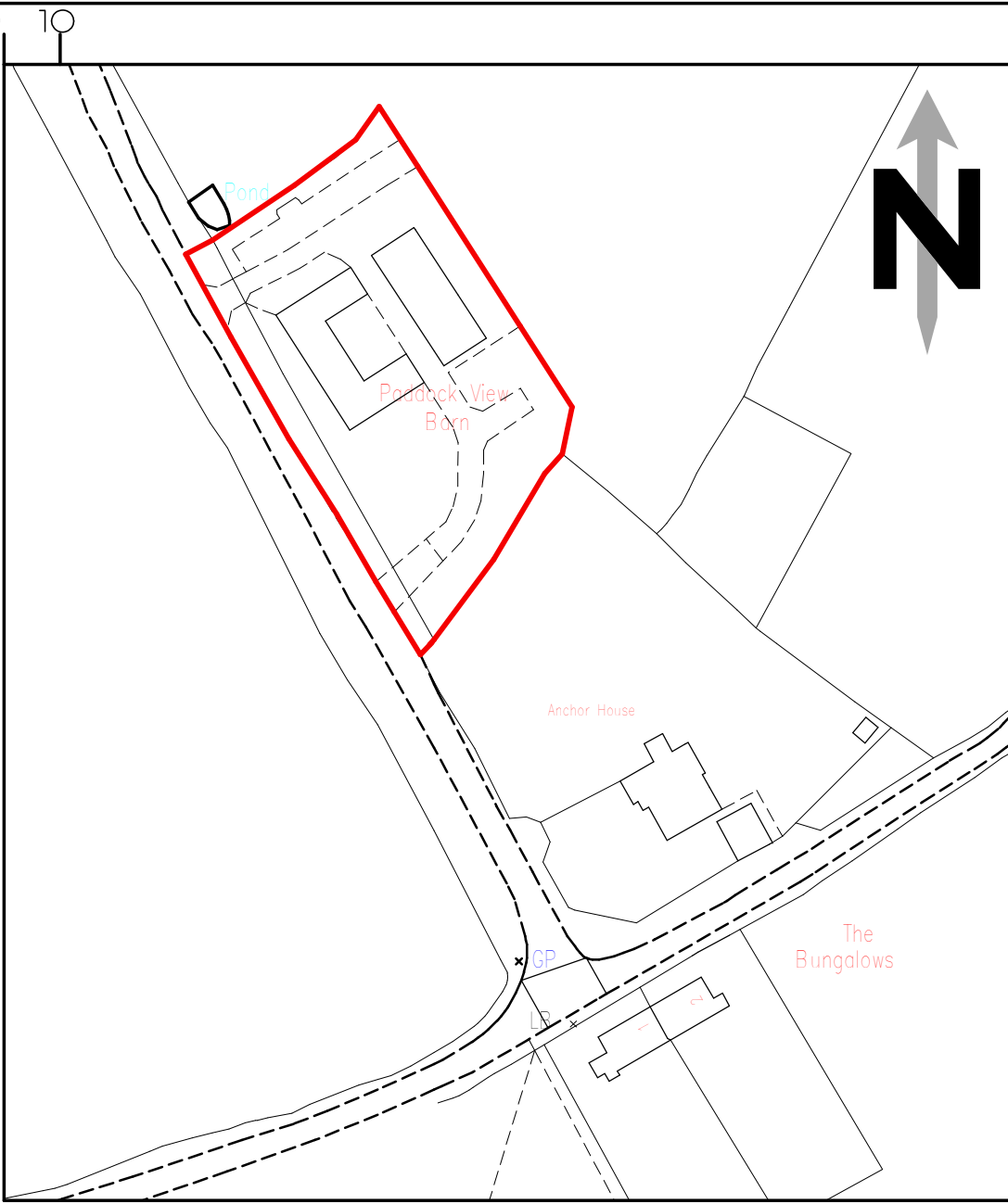
- 5.10 The proposed development is compliant with national and local policies and supports national planning policy to focus residential development where this is needed and desired.

- 5.11 The scheme will generate negligible effects on the local highway network and will support existing local networks.
- 5.12 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.

Appendices

Appendix: A - Location Plan
Appendix: B - Masterplan
Appendix: C – ATC Data
Appendix: D – Site Access Visibility Splays

Appendix: A - Location Plan



LOCATION PLAN (1.1250)



IMPORTANT NOTES

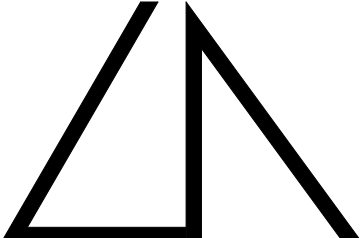
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PLANNING

No.	Date	By	Contents

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Revisions



LEES ARCHITECTS

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FRIENDS GREEN PORSCHE
PADDOCK VIEW BARN
WESTON
HITCHIN
SG4 7BU

Job Title
EXISTING DEVELOPMENT

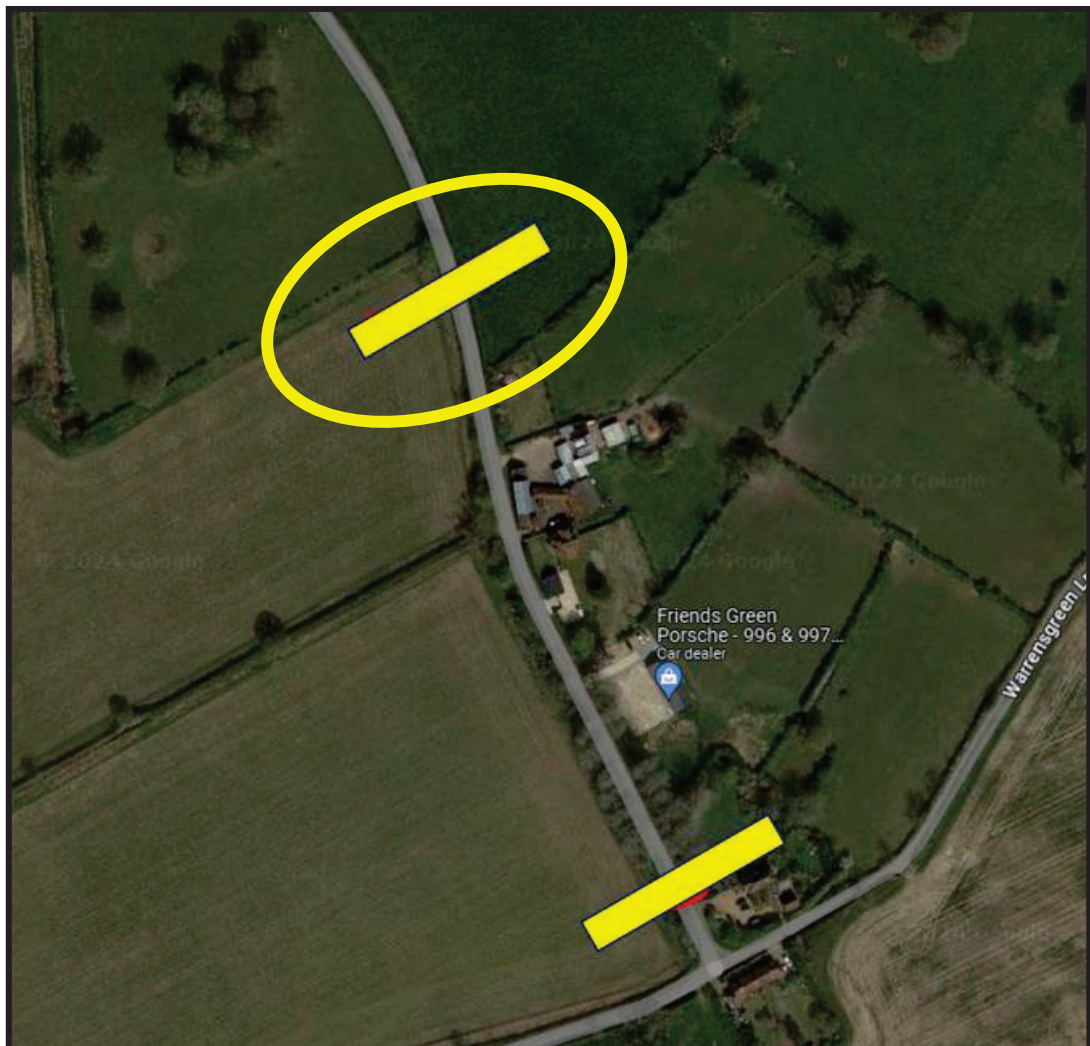
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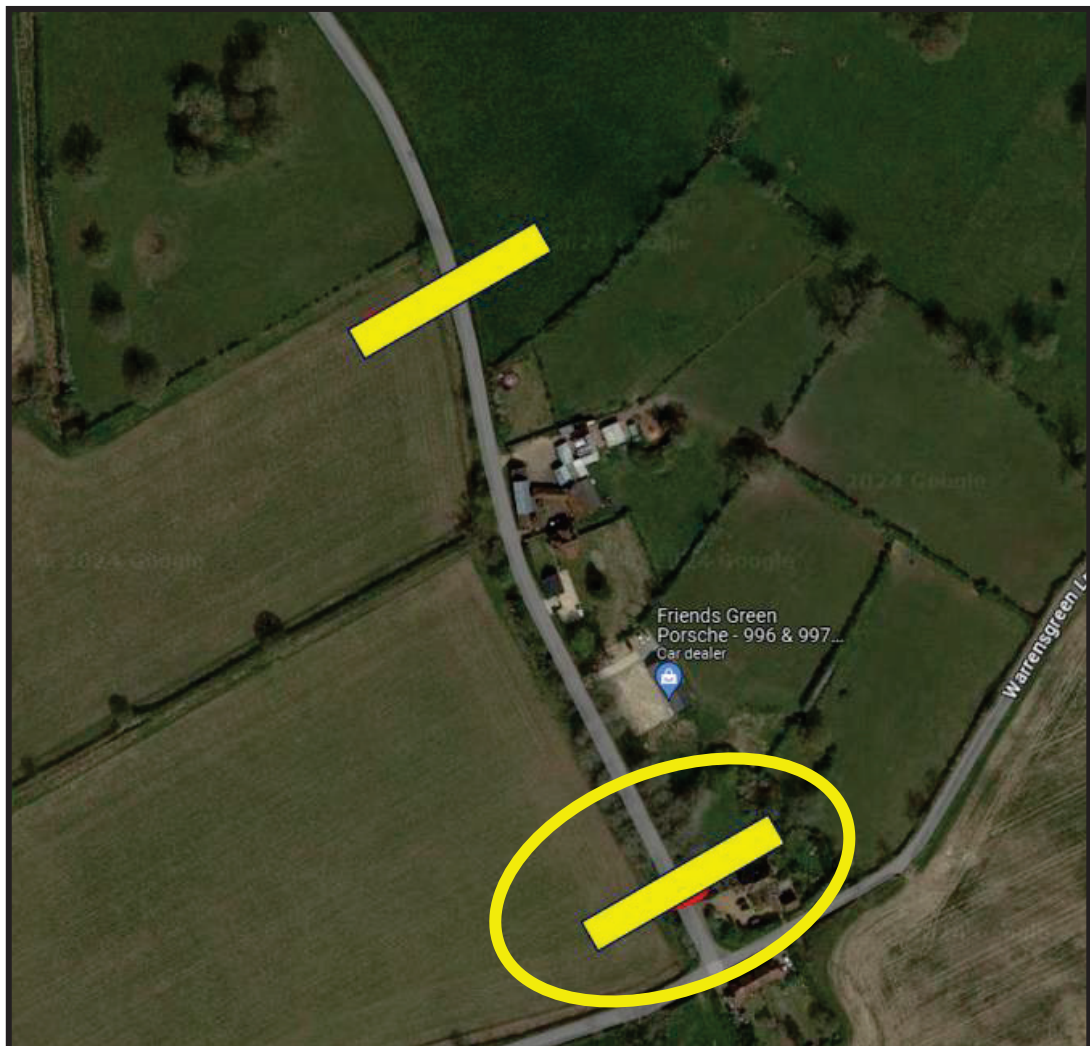
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Paper Size A1	Dwg No. FGP1-1	Rev.
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Appendix: B - Masterplan

Appendix: C – ATC Data





K&M TRAFFIC SURVEYS

SITE: WESTON 1 (NORTH SITE)

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.942575, -0.169802

DIRECTION: SOUTHBOUND SPEED LIMIT: NSL

03 June 2024

[illegible]

[illegible]

04 June 2024

[illegible]

07 June 2024

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09 June 2024

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Grand Total

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K&M TRAFFIC SURVEYS

SITE: WESTON 2 (SOUTH SITE)

LOCATION: Attached to hedgerow

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DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 June 2024

[illegible]

[illegible]

04 June 2024

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05 June 2024

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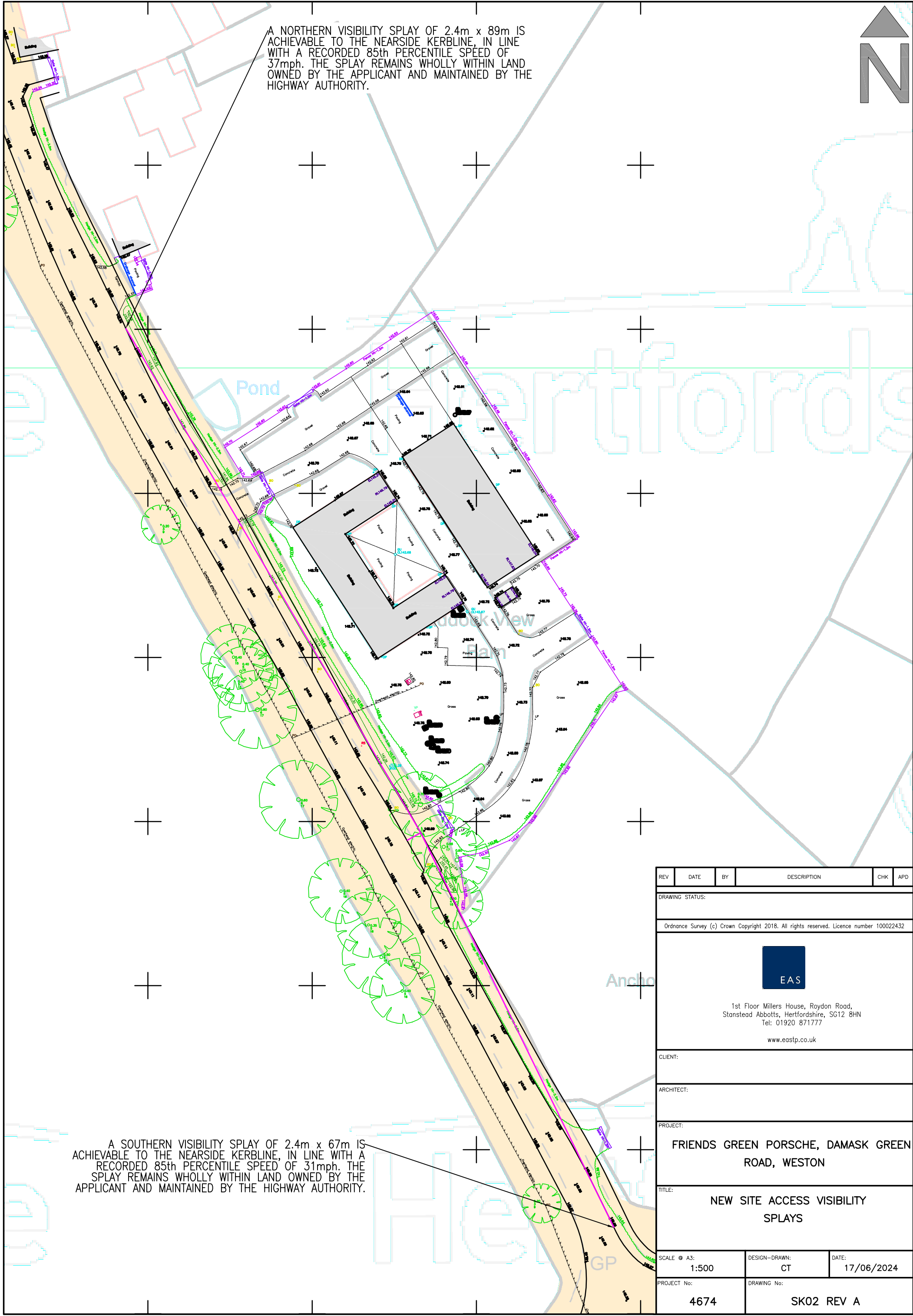
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Grand Total

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Appendix: D – Site Access Visibility Splays



A NORTHERN VISIBILITY SPLAY OF 2.4m x 89m IS ACHIEVABLE TO THE NEAR-SIDE KERBLINE, IN LINE WITH A RECORDED 85th PERCENTILE SPEED OF 37mph. THE SPLAY REMAINS WHOLLY WITHIN LAND OWNED BY THE APPLICANT AND MAINTAINED BY THE HIGHWAY AUTHORITY.

A SOUTHERN VISIBILITY SPLAY OF 2.4m x 67m IS ACHIEVABLE TO THE NEAR-SIDE KERBLINE, IN LINE WITH A RECORDED 85th PERCENTILE SPEED OF 31mph. THE SPLAY REMAINS WHOLLY WITHIN LAND OWNED BY THE APPLICANT AND MAINTAINED BY THE HIGHWAY AUTHORITY.

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ARCHITECT:					
PROJECT:					
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TITLE:					
NEW SITE ACCESS VISIBILITY SPLAYS					
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