

Transport Statement **Ancillary Carparking at Easthall Farm,** **St Paul's Walden, Hitchin** **SG4 8DL**

This statement has been prepared to accompany an application for the **'Formation of an additional shared car parking area to serve the existing B2 and B8 commercial units and existing school including a new access onto a private road, new school drop-off zone and associated surfacing, hedge planting, drainage and landscaping. Change of use from grazing land to carpark and access'**.

Applicant: St Pauls Walden Bury Estate, The Calf House East and Calf House West, Easthall Farm, St Pauls Walden, Herts SG4 8DL

Agent: Dorli Newbery, Shingle Hall, Ongar Road, Dunmow, CM6 1JB

Transport and Access Statement

1. Introduction

This Transport and Access Statement has been prepared in support of the proposed additional parking and associated access arrangements at the existing employment site.

The proposal provides 28 additional car parking spaces, 4 van spaces together with a dedicated school drop-off area, one accessible/disabled parking space, parking provision for 6 motorcycles and secure parking for 10 bicycles.

The proposal is intended to improve the existing parking and access arrangements associated with the established uses on the site and to provide a more orderly and safer arrangement for vehicles, pedestrians and other users.

2. Existing Access

The site is served by an existing approximately 3.2 metre-wide private single-track road. The private road is not an adopted highway and provides the existing means of access to the wider site.

The proposal does not require the creation of a new access onto the public highway. The existing private road will continue to provide access to the site, with the proposed parking area accessed from within the existing estate.

The anticipated traffic associated with the proposal will principally comprise cars and smaller commercial vans. No HGV access is proposed.

3. Proposed Parking and Access

The proposal provides 28 additional car parking spaces and 4 van spaces within a defined parking area. The layout has been designed to provide appropriate vehicle circulation and manoeuvring within the site.

A dedicated school drop-off area is also proposed. This will provide a clearly defined location for drop-off activity and reduce the potential for vehicles to stop informally within the access road or circulation areas. One accessible parking space is provided in the drop off.

The proposal also provides dedicated parking for 6 motorcycles and cycle parking for 10 bicycles. The provision of cycle and motorcycle parking provides alternatives to car travel and ensures that the parking arrangement caters for a range of travel modes.

The car parking spaces are 3m wide x 6m long, and the van spaces are 3.7m wide x 7m long. Illustrative swept-path movements demonstrating access to the proposed parking spaces is provided in a separate document. The bay dimensions and manoeuvring aisles provide additional operational tolerance. Drivers may undertake a minor corrective manoeuvre where adjoining bays are occupied.

4. Vehicle Movements and Highway Safety

The proposal is associated with the established activities on the site and does not involve the introduction of a new standalone commercial use.

The additional parking provision is therefore primarily intended to accommodate existing and anticipated parking demand associated with the site rather than generate a significant new traffic flow.

The private access road is approximately 3.2 metres wide and operates as a single-track route. The proposed layout has been designed to provide an appropriate entrance and internal circulation arrangement. The parking area will provide sufficient space for vehicles to enter, manoeuvre and leave the site safely. All vehicles will be able to leave the site in a forward gear.

The anticipated vehicle types are predominantly cars and smaller commercial vans. The proposal does not provide for HGV movements.

5. Sustainable Transport

The proposal provides facilities for a range of transport modes.

The provision of 10 cycle spaces will encourage cycling by providing dedicated parking for bicycles, while six motorcycle spaces provide an alternative to single-occupancy car travel.

The dedicated school drop-off facility also provides a defined and controlled location for school-related drop-off activity, helping to reduce informal stopping and potential conflict with other vehicles and pedestrians.

The proposal therefore seeks to provide a balanced parking arrangement rather than relying solely upon private cars.

6. Policy Considerations

The proposal has been designed having regard to Policy T2 of the North Hertfordshire Local Plan 2011–2031, which requires parking provision for non-residential development to have regard to the relevant standards and requires applicants to identify likely types of parking demand and demonstrate that parking will be safe and satisfactorily laid out.

The proposal in accordance with the Local Plan's transport objectives, including Policy T1, and to the wider objectives of sustainable transport and safe pedestrian and cycle access.

The North Hertfordshire Local Plan 2011–2031 was adopted in November 2022 and remains part of the Council's statutory Development Plan.

7. Conclusion

The proposed parking and access improvements provide a practical and proportionate response to the needs of the existing site.

The provision of 28 additional car spaces, 4 van spaces, a dedicated school drop-off area, an accessible parking space, 6 motorcycle spaces and 10 cycle spaces provides for a range of users and travel modes.

The proposal utilises the existing private access arrangement, does not create a new junction onto the public highway and does not introduce HGV traffic. The internal layout provides appropriate vehicle circulation and manoeuvring, while the dedicated drop-off, motorcycle, cycle and accessible parking facilities help to reduce conflicts between different users.

The proposal is therefore considered capable of operating safely and satisfactorily without giving rise to an unacceptable impact on the surrounding highway network.

Dorli Newbery 18/09/2026