

Transport Technical Note

March 2025

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 March 2025, 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 vehicular access arrangements at the site, with the car dealership employing a new one-way access route. It is therefore proposed that all vehicular traffic will enter the site via a newly constructed southern access, while vehicles will egress solely using the approved existing access in the north.
- 1.6 No material amendment is proposed to existing buildings or other arrangements 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.
- 1.11 The consented application also included a condition related to closure of the southern access and its removal to prevent use.
- 1.12 The applicant also made another planning application in July 2024 which sought to remove the condition related to access located in the southwestern corner of the site and open it for

use (REF: 24/01434/S73). It was proposed that access to the site via the existing northern access would remain, but that the opening and utilisation of the additional access in the south would improve site operation efficiency and security.

- 1.13 The Highway Authority did not support the above proposals, citing highway safety and visibility concerns at the southern access for egressing vehicles. Therefore, the application was refused.

Aims and Structure of this Report

- 1.14 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).
- 1.15 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 to 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/(6-minute) cycle 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 maintenance and 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. This access currently operates as the sole access to the site, providing entrance and egress for all vehicles. This arrangement was approved as part of the previous retrospective planning application (REF: 23/01259/FP).

Access via Walking and Cycling

- 2.8 Outside the site along Damask Green Road and other local roads, pedestrian provisions are limited, thus there are no dedicated footways connecting to the site frontage. However, footpaths Weston 022, Weston 026, and Weston 043 are under 200m from the site, providing pedestrian access to Stevenage and Weston.
- 2.9 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.

- 2.10 The site offers a secure cycle store with space for at least 3 bicycles.

Public Transport Accessibility

- 2.11 The site is relatively isolated in regards to public transport links due to its rural nature. The nearest bus stops are located at The Beacons, along Great Ashby Way in northern Stevenage they can be accessed via a 1.9km, 25-minute walk. The bus stops offer access to the SB7 bus route. Additionally, a bus stop in Weston is accessible via a 1.8km, 24-minute walk, providing access to the 391 bus route.
- 2.12 The nearest train station to the site is Stevenage, located 5.11km (21-minute cycle) south-west of the site. Stevenage train station is serviced by Great Northern and Thameslink trains, offering direct access to 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 (28-minute cycle) north of the site, also serviced by Great Northern and Thameslink, offering connections to nearby Hitchin, as well as Cambridge.

The Local Road Network

- 2.13 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.
- 2.14 Other villages and small towns can be accessed to both the east and west of the site using smaller country roads.

Highway Safety

- 2.15 A review of local highway safety was conducted using the CrashMap database for the previous five years inclusive. This uncovered that no injury 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 alter the vehicular access arrangements at the site, with the car dealership implementing a new one-way access route. It is, therefore, proposed that all vehicular traffic will enter the site via a newly constructed southern access, while vehicles will egress solely using the approved existing access in the north.
- 3.2 The applicant has outlined the importance of having two access points to the site which will help with internal traffic flow and operational efficiency of their car dealership business. By directing vehicles to enter and exit through designated points, congestion within the site is minimised, and the risk of internal vehicular conflicts/collisions is also reduced, which is very important for the applicant, especially considering that they deal exclusively in high-valued, often one-of-a-kind, Porsche sports cars.
- 3.3 Additionally, a revised access arrangement on site allows for optimal internal space utilisation, ensuring that parking, loading, and operational areas are used effectively. This arrangement will also benefit customers and staff, with the use of a clear and intuitive traffic pattern, making navigation easier for patrons.
- 3.4 In addition to the above improvements, the existing access is reasonably narrow, and on occasions where there is a vehicle entering and exiting the site at the same time, the existing width of the access is insufficient for those vehicles to pass safely. Such a situation can lead to one of the vehicles needing to reverse into the site or onto the public highway. While reversing onto a public highway has clear safety implications, reversing from the northern site access into the site exposes parked vehicles to potential damage from the reversing vehicle.
- 3.5 The use of a new southern access point as an 'in' access only also alleviates the Highway Authorities' concerns regarding safety and visibility as vehicles are no longer proposed to egress from the access point. Thus, the visibility splays from the site are not required.
- 3.6 A Masterplan Layout for the proposed access to the south is contained in **Appendix B**.

Pedestrian Facilities

- 3.7 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.
- 3.8 Due to the existing use on site, it is estimated that most patrons and staff will access the site via private vehicle.

Vehicle Access

- 3.9 Access (entry to the site) for vehicles will be from Damask Green Road, solely utilising the southern access point. The southern access measures circa 11m in width where it meets the Damask Green Road, tapering down to circa 4.8m after 4m. The access road will offer a one-

way vehicular flow route to the existing car parking area within the site, with the driveway routing between the existing buildings on site.

- 3.10 Vehicular egress from the site will be solely made utilising the existing northern access, as previously consented by the Highway Authority as part of REF: 23/01259/FP. As part of this application the reviewing highway officer deemed that the achievable visibility was suitable at this access point, especially considering that the proposals were to engender a reduction in trips when compared to the previous lawful horse stabling use at the site. No changes apart from the improved gates are proposed to this access.
- 3.11 The one-way traffic flow at both accesses will be enforced by automated gates set back from the edge of the carriageway, as well as appropriate IN/OUT signage (Diag. 833 and 834). It is proposed to introduce no-entry signs (diag. 616) at the northern access and one-way traffic signs (Diag. 652) at the southern access. The proposed gates will be fitted with sensors triggering opening only for vehicles travelling in the correct direction. The applicant will also make customers aware of the arrangement before they visit the site.
- 3.12 Forward visibility along Damask Green Road is good. The road does not have any major vertical level changes, and any vehicle waiting to turn right into the site via the southern access will be fully visible to any vehicle travelling north along Damask Green Road, immediately after negotiating the Warrensgreen Lane and Damask Green Road junction. The achievable forward visibility splay for a vehicle cornering the Damask Green Road is 70 metres.
- 3.13 An Automated Traffic Count (ATC) survey was undertaken approximately 56 metres north of the bend Warrensgreen Lane and Damask Green Road junction between 3rd June – 9th June 2024, recording vehicle speeds. In accordance with DMRB CA 185, the calculated 85th percentile of recorded traffic speeds showed a northbound speed for vehicles travelling along Damask Green Road of 30.4 mph. This, when applied to the DMRB Stopping Sight Distance calculation method, equates to a requirement of 65 metres for forward visibility. Therefore, the proposal exceeds the required standard. A drawing depicting the achievable forward visibility along Damask Green Road is contained at **Appendix C**.
- 3.14 Also, it is worth noting that the recorded speeds at the ATC locations are likely in excess of the actual speeds of vehicles negotiating the Warrensgreen Lane and Damask Green Road junction due to either the need to give way or a nearly 90-degree bend of the road. Full ATC results are included in **Appendix D**.
- 3.15 When considering the proposals, it is reasonable to conclude that the proposed scheme will not only benefit the local business by providing improvements to internal circulation but will also improve highway safety at the site access, as with a one-way vehicular access arrangement there will be no need for vehicles pass each-other at the access. Therefore, it would be reasonable to conclude that the proposal will not have a detrimental impact on the site access safety, and in fact are more likely to improve it.

Servicing

- 3.16 Servicing arrangements at the site will also follow the proposed one-way system. It is only expected that servicing vehicles such as panel vans up to 6m in length will need to access the site. Vans will solely enter the site via the new southern access and solely egress using the previously consented existing northern access.

- 3.17 The site benefits from a private contract refuse collection, which uses similar size vehicles to collect any refuse from the site.

4 Development Impact

Existing and Proposed Trip Generation

- 4.1 As outlined previously, the proposals will not result in any material change to any existing building on site, but instead only seek to introduce a new access strategy and one-way vehicular flow. As such, the proposals will not engender any change in trip generation from the previously consented trip figures associated with REF: 23/01259/FP application. Instead, the proposals will 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 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.
- 5.3 The site is an existing specialised Porsche restoration garage and showroom, consisting 207sqm of showroom and 195sqm of B2 use for car servicing.
- 5.4 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.
- 5.5 The proposals seek to alter the vehicular access arrangements at the site, with the car dealership implementing a new one-way access route. It is, therefore, proposed that all vehicular traffic will enter the site via a newly constructed southern access, while vehicles will egress solely using the approved existing access in the north.
- 5.6 This arrangement will help with the operational efficiency of the site as well as reducing the chance of internal vehicular conflicts between staff and customers.
- 5.7 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.

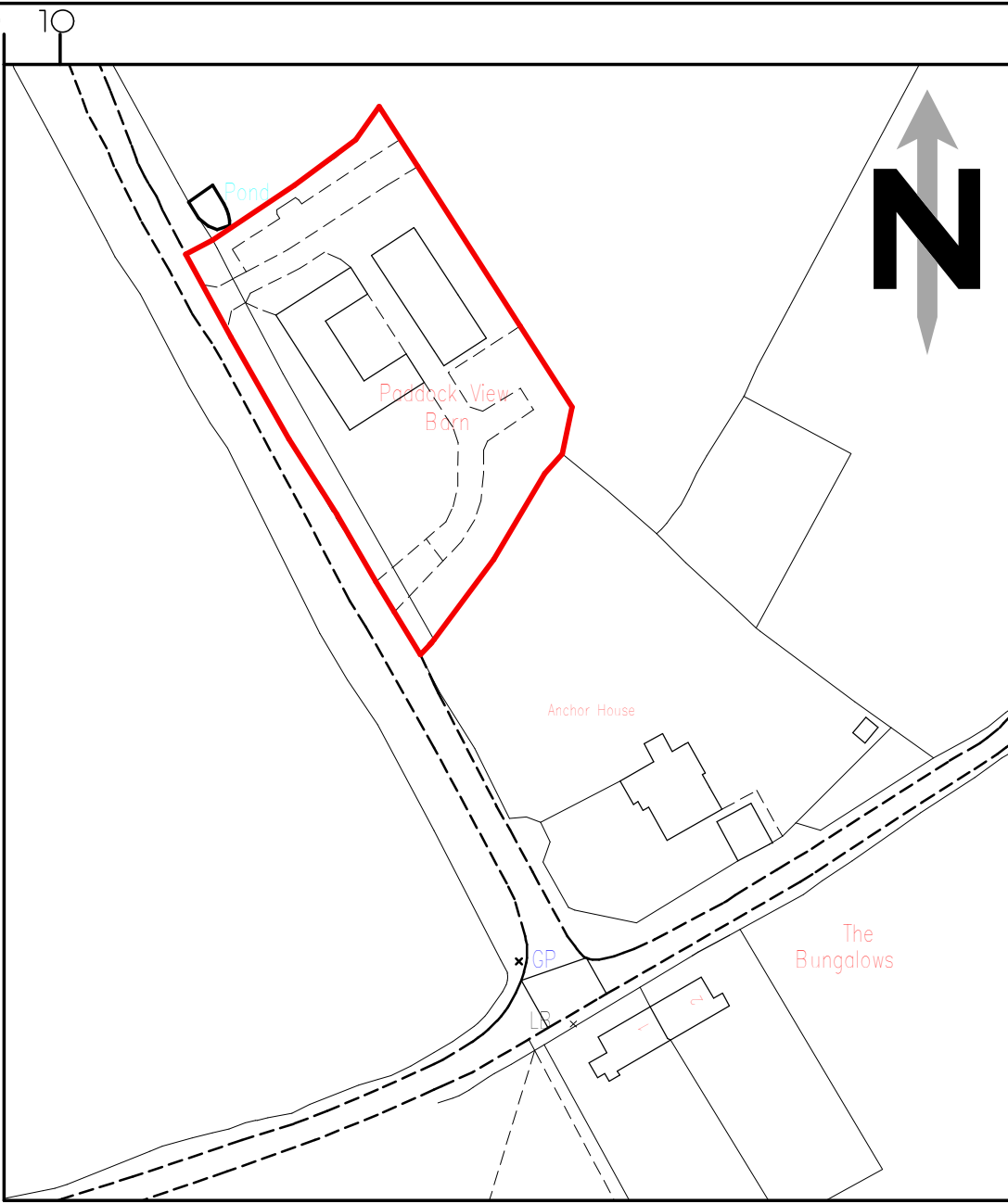
Conclusion

- 5.8 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.
- 5.9 The scheme will generate negligible effects on the local highway network and will support existing local networks.
- 5.10 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 – Site Access Proposals
Appendix: C – Southern Site Access Forward Visibility
Appendix: D – ATC Data

Appendix: A - Location Plan



LOCATION PLAN (1.1250)



IMPORTANT NOTES

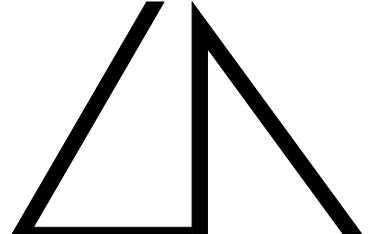
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PLANNING

No.	Date	By	Contents

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Revisions



LEES ARCHITECTS

EMAIL: STUART@LEESARCHITECTS.CO.UK TEL: 07581475019

Site Address
FRIENDS GREEN PORSCHE
PADDOCK VIEW BARN
WESTON
HITCHIN
SG4 7BU

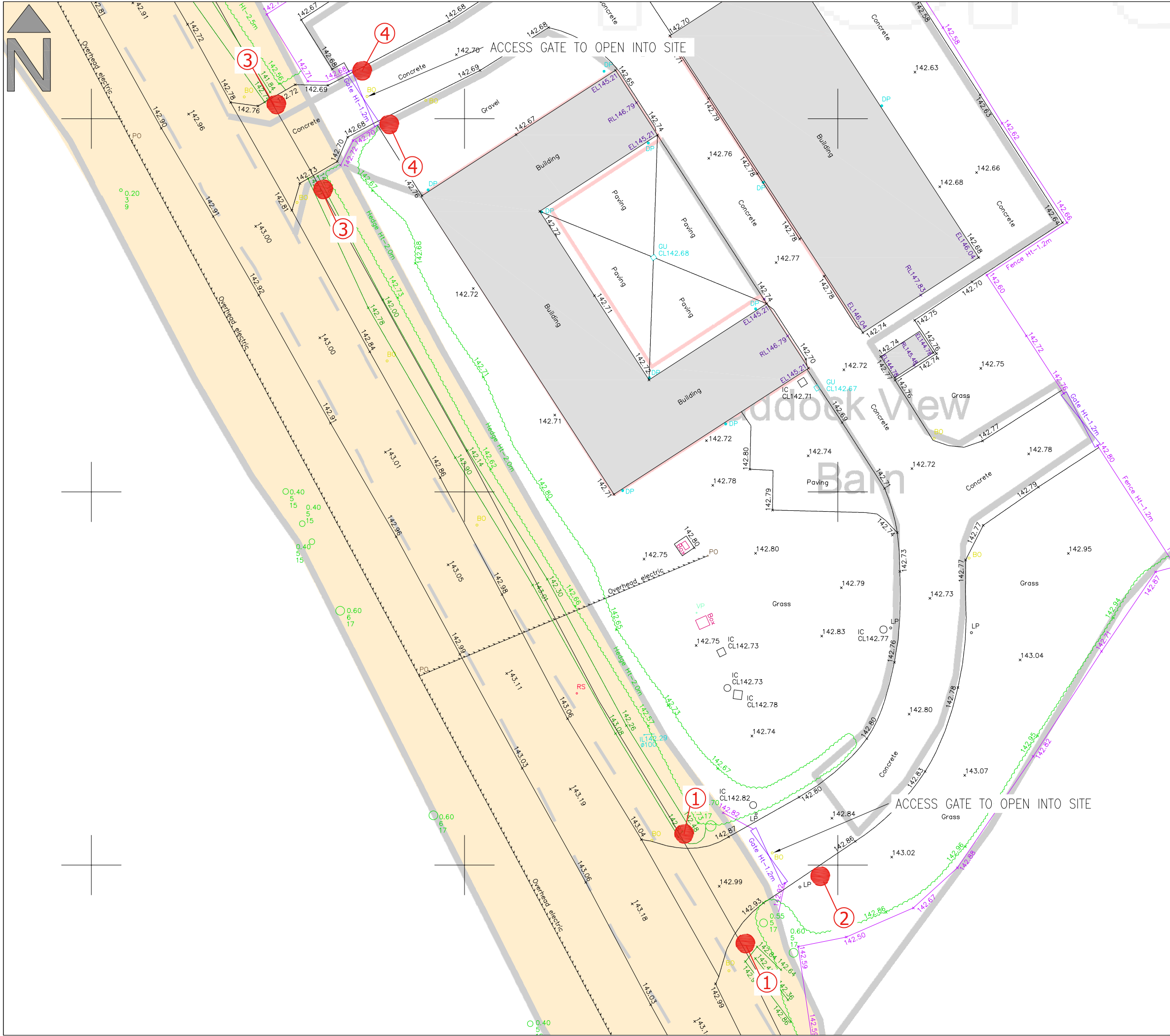
Job Title
EXISTING DEVELOPMENT

Drawing Title
SITE AND LOCATION
PLAN

Scale 1:200 @ A1	Date 05/23	Drawn by SJL
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Paper Size A1	Dwg No. FGP1-1	Rev.
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Appendix: B – Site Access Proposals



KEY:

NEW SIGNAGE TO BE PROPOSED AT BOTH SITE ACCESSSES

①

DIAG.833 'IN' SIGN

②

DIAG.652 'ONE WAY' SIGN

③

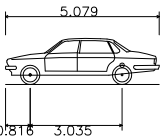
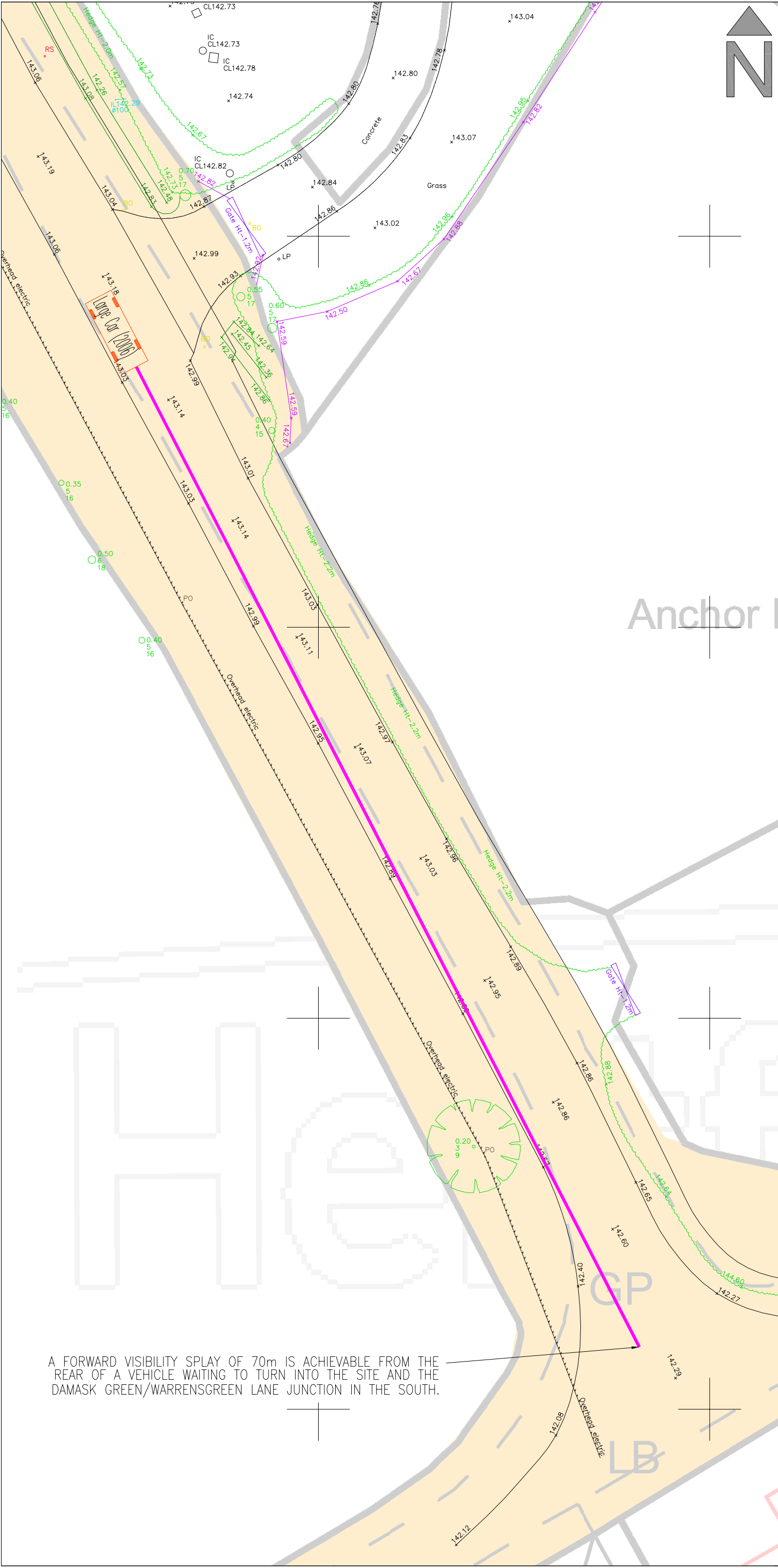
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④

DIAG.834 'OUT' SIGN

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Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: FRIENDS GREEN PORSCHE, DAMASK GREEN ROAD, WESTON					
TITLE: SITE ACCESS SIGNAGE ARRANGEMENTS					
SCALE @ A3: 1:250		DESIGN-DRAWN: CT		DATE: 10/03/2025	
PROJECT No: 4674		DRAWING No: SK03			

Appendix: C – Southern Site Access Forward Visibility



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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DRAWING STATUS:					
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EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: FRIENDS GREEN PORSCHE, DAMASK GREEN ROAD, WESTON					
TITLE: SOUTHERN SITE ACCESS FORWARD VISIBILITY SPLAYS					
SCALE © A3: 1:500		DESIGN—DRAWN: CT		DATE: 07/03/2025	
PROJECT No: 4674		DRAWING No: SK04			

A FORWARD VISIBILITY SPLAY OF 70m IS ACHIEVABLE FROM THE REAR OF A VEHICLE WAITING TO TURN INTO THE SITE AND THE DAMASK GREEN/WARRENSGREEN LANE JUNCTION IN THE SOUTH.

Appendix: D – ATC Data

K&MTRAFFIC SURVEYS

SITE: WESTON 2 (SOUTH SITE)

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.940199, -0.168352

DIRECTION: NORTHBOUND SPEED LIMIT: NSL

03 June 2024

[illegible]

04 June 2024

[illegible]

05 June 2024

[illegible]

06 June 2024

[illegible]

07 June 2024

[illegible]

08 June 2024

[illegible]

09 June 2024

[illegible]

Grand Total

[illegible]