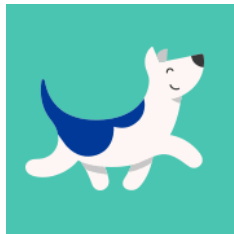


**BRUCE'S DOGGY DAY CARE, BATTLERS
GREEN FARM, RADLETT**

Proposed dog day care facility

Transport Statement

**Prepared on behalf of Bruce's Doggy Day
Care**



2021/5789/TS01

May 2021

DOCUMENT CONTROL


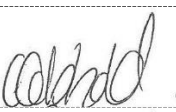

Project: Bruce's Doggy Day Care, Battlers Green Farm, Radlett
Proposed dog day care facility

Document: Transport Statement

Client: Bruce's Doggy Day Care

Reference: 2021/5789/TS01

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2021/5789/002 P2	Swept Path Analysis: Proposed On-site Car Park

APPENDICES

Appendix A	Proposed Site Layout
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1 INTRODUCTION

- 1.1.1 RGP is instructed by Bruce's Doggy Day Care to provide transport and highways support relating to a proposed dog day care facility at Battlers Green Farm, Radlett. This site is located in Hertsmere Borough Council within the administrative boundary of Hertfordshire County Council.
- 1.1.2 The site is located at the south-western corner of Battlers Green Farm on agricultural land as shown in the site layout plan attached at **Appendix A**. The development proposals consist of a dog day care facility which will look after dogs during the day whilst owners are out at work. Dogs are collected from their homes by specially adapted vans and driven to the site to be looked after during the day before being taken back home to their owners in the afternoon.
- 1.1.3 There are five other Bruce's Doggy Day Care facilities located in Surrey, Buckinghamshire and Kent which operate in this manner and have become popular such that the business is expanding into other locations.

1.2 Report Structure

- 1.2.1 The main purpose of this Transport Statement (TS) is to assess the impact of the development proposals for the change of use of the land to a dog day care facility at Battlers Green Farm, Radlett. The report comprises the following sections:
- (i) Section 2: Baseline Conditions – site location and description as to the accessibility credentials of the site;
 - (ii) Section 3: Proposed Development and Parking – A review of the proposed scheme including parking requirements as well as a summary of access and servicing proposals;
 - (iii) Section 4: Traffic Generation and Impact Assessment – Assess the forecast impact of the development proposals; and
 - (iv) Section 5: Summary and Conclusions.

2 BASELINE CONDITIONS

2.1 Site Details

- 2.1.1 The site is situated west of existing office buildings located at the south-western corner of Battlers Green Farm. As shown in **Photograph 1** below, an internal access road on the Battlers Green estate provides access to the existing offices and car parking area, as well as directly to the development site. **Photograph 2** below illustrates the proposed development site access area and vehicular egress ramp situated west of the existing office buildings.



Photograph 1: Internal Access on Battlers Green Farm to Existing Offices and the Proposed Development Site



Photograph 2: Proposed Development Site Access Area and Ramp

2.2 Battlers Green Farm Existing Operation

- 2.2.1 Battlers Green Farm is a conglomeration of over twenty shops including Battlers Green Farm Shop, Paws For Thought Groomers & Retreats, Osprey London, Westons Fish Bar fishmongers, Brimarks Butchers, Lilac & Willow Flowers, The Gym & Tonic Club and The Bull Pen Tearooms.
- 2.2.2 Battlers Green Farm has a segregated access and egress onto Common Lane which are positioned approximately 20m apart with the southern-most access acting as entry only. The access provides a direct route to one of the Battlers Green Farm car parks comprising echelon and standard car parking bays. A one-way internal access road situated approximately 40m west of the access provides access from the first car parking area to the main Battlers Green Farm car park which comprises the majority of car parking bays for visitors and staff of Battlers Green Farm.
- 2.2.3 The main car park has on-road markings directing vehicles throughout the car parking area as well as no-entry give-way road markings guiding vehicles around the one-way system.

2.3 Local Highway Conditions

- 2.3.1 Battlers Green Farm is located on the western side of Common Lane which is a semi-rural two-way carriageway road comprising grass verges on both sides and is subject to a 30mph speed limit in the vicinity of the site.
- 2.3.2 Common Lane continues south to Letchmore Heath village and provides a route north to New Road and The Ridgeway approximately 100m north of Battlers Green Farm which are local distributor roads for residential properties of Radlett.
- 2.3.3 New Road connects to Radlett Road (B462) travelling north-west providing a direct route south-west to the A41. The A41 is a dual carriageway road subject to national speed limits and provides access to a wide range of towns and major strategic roads such as the M1 (approximately 4km from the site), North Watford, the M25, Hemel Hempstead, Aylesbury, Bicester and the M40 travelling north-west, as well as Edgware, West Hendon, the A406 and Cricklewood travelling south-east.

2.4 Accident Review

- 2.4.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that may be exacerbated by the proposals, Personal Injury Accident (PIA) data was reviewed from the CrashMap website (www.crashmap.co.uk) for a 5-year period from 2016 to 2020. **Figure 2.1** below illustrates the site location and study area within approximately 200 metres of the Battlers Green Farm accesses on Common Lane.

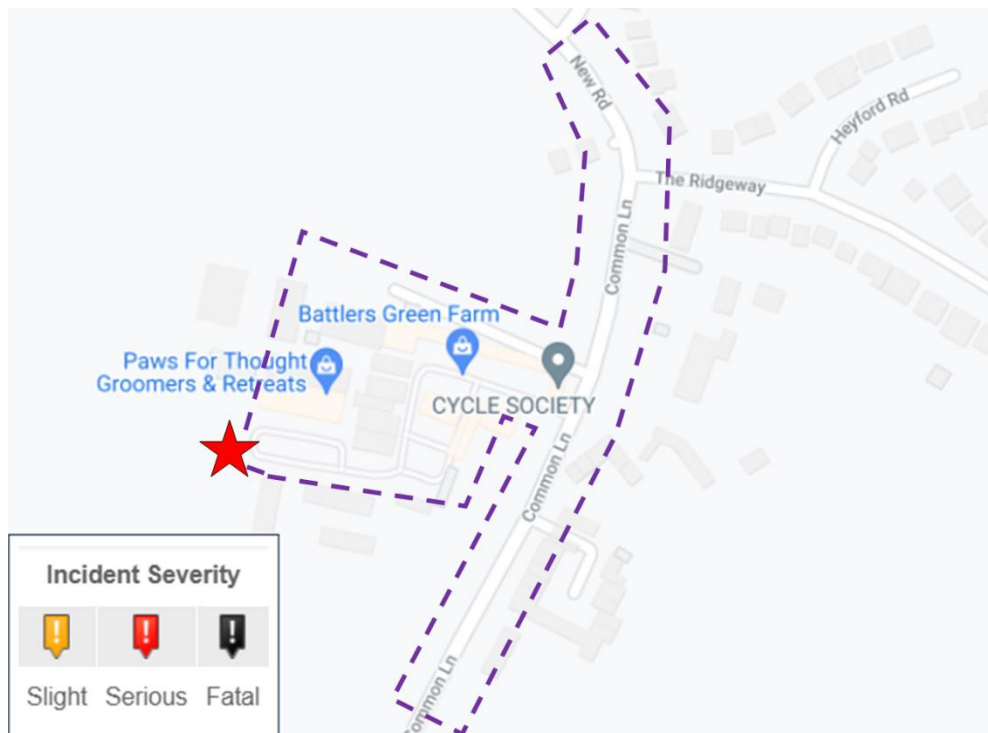


Figure 2.1: CrashMap (2021)

- 2.4.2 As shown in **Figure 2.1**, no accidents occurred within 200 metres of the Battlers Green Farm accesses in the most recent 5-year period indicating that there are not any underlying safety issues relating to the condition or layout of the highway that would be exacerbated by the proposals.

2.5 Accessibility Credentials

- 2.5.1 In accordance with relevant national (NPPF), regional (Hertfordshire County Council's Maintenance for Active Travel Strategy - 2019) and local (Hertsmere Borough Council's Core Strategy – 2013) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

2.6 Walking and Cycling

- 2.6.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres respectively.
- 2.6.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available, there is a significant opportunity to reduce the need for local car trips amongst staff members, thus reducing the traffic volumes on the surrounding highway network.

- 2.6.3 A footway on the western side of Common Lane begins at the site frontage which is segregated from the carriageway by a grass verge. This footway continues approximately 70m north where an informal crossing facility is located with a pedestrian refuge across Common Lane which consists of dropped kerbs. Footways continue on the eastern side of Common Lane and provide access to The Ridgeway and New Road.
- 2.6.4 Footways on New Road continue north-west providing access to Battlers Green Drive which comprises a number of local shops. These local shops are within 900 metres (an 11-minute walk) on the site and consist of Battlers Green Drive Supermarket, Battlers Green Post Office which can be accessed on-foot during staff lunch breaks.
- 2.6.5 Further pedestrian infrastructure is situated in the vicinity of the site including Public Rights of Way (PROWs). As shown in **Figure 2.2** below, there are a number of footpaths and bridleways in the vicinity of the site, with FP17 being the closest accessible path situated north of Battlers Green Farm indicated by way-finding signs. This particular footpath provides access to Round Bush village as well as Bridleway 13 (BW13) which facilitates a route to Letchmore Heath.

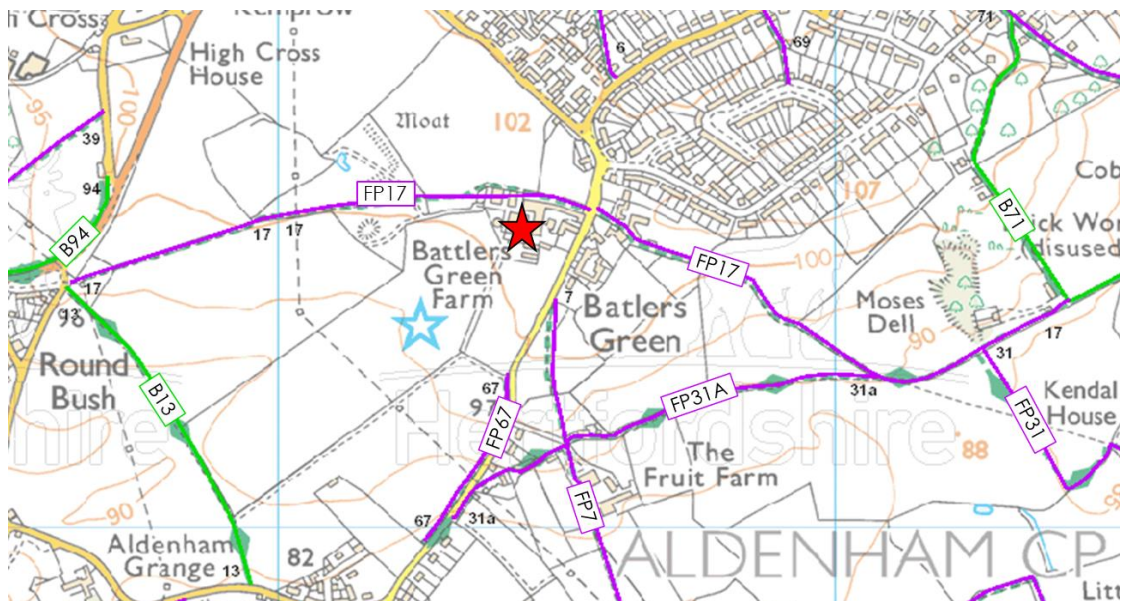


Figure 2.2: Local PROW Network (Streetmap, 2021)

- 2.6.6 With regard to cycle related infrastructure, there is limited dedicated cycle infrastructure in the vicinity of the site apart from nearby bridleways as illustrated in **Figure 2.2** above.

2.7 Bus

2.7.1 The nearest bus stops to the site are located on Battlers Green Drive circa 650m (an 8-minute walk) from the site. These bus stops are named the 'Kendals Close' bus stops which serve bus route 602, facilitating a route to Watford and Hatfield. Notably, both bus stops benefit from a bus sign, displayed timetable information and bus cage road markings.

2.7.2 **Figure 2.3** below summarises the services available from the Kendals Close bus stops including destinations accessible and the hours of operation.

BUS TIMETABLE			
Service	Route Summary	Typical Frequency	Hours of Operation
602	Hatfield – London Colney – Radlett – Watford	Mon-Sat: 30 minutes Sun: every hour	Mon-Fri: 06:11-20:40 Sat: 07:25-20:40 Sun: 08:19-18:06

Figure 2.3: Summary of Local Bus Services

2.7.3 Further details of bus services in Radlett can be found at www.traveline.info.

2.8 Rail

2.8.1 The closest railway station to the site is Radlett Station situated approximately 1.8km (a 23-minute walk) north-east of the site in Radlett town centre. Radlett Station is managed by Thameslink and provides access to St Albans City, Luton, Rainham (Kent) and Sutton via Central London destinations including London St Pancras International, Farringdon and London Blackfriars. **Figure 2.4** below provides a summary of services from Radlett railway station.

Destination	Typical Frequency	Journey Time
St Albans City	6 trains per hour	6 minutes
Luton	2 trains per hour	22 minutes
Rainham (Kent)	2 trains per hour	2 hours 5 minutes
Sutton (London)	4 trains per hour	1 hour 20 minutes – 1 hour 32 minutes

Figure 2.4: Local Rail Services

2.8.2 Further information regarding routes and timetable information can be found at: www.nationalrail.co.uk.

Summary

- 2.8.3 Due to the operation of the proposed development, it is anticipated that there will be no visitors to/from the site as the development consists of a pick-up/drop-off service only and therefore only staff members would be encouraged to travel to/from the site sustainably, utilising the numerous travel opportunities locally including walking, bus and rail travel. Furthermore, there are nearby retail facilities within walking distance of the site which provide opportunities for staff to purchase lunch, for example, without the need to travel by private car.

3 DEVELOPMENT PROPOSALS

3.1 Proposed Site Operation

- 3.1.1 The development proposals consist of the implementation of a dog day care facility for Bruce's Doggy Day Care for up to a maximum of 130 dogs. The proposed facility operates in a similar fashion to a children's day nursery with separate areas for different sized dogs.
- 3.1.2 The operation of the site would consist of the dogs being collected from their owners' houses from 7.00am onwards using Bruce's Doggy Day Care doggy buses (Shown in **Figure 3.1** below) and brought to the site, arriving around 8.30am. Dogs then spend the day at the site partaking in activities etc and the vans then leave to drop the dogs home around 3.00pm.
- 3.1.3 The company will operate up to 8 dog buses/vans which the drivers will keep at their properties overnight, therefore completing the pick-up and drop-off of dogs on route to and from work (i.e. the site). A picture of a typical dog bus is shown in **Figure 3.1** below for information purposes. These vans have external dimensions of approximately 2m x 4.9m and therefore will be represented by a large car in vehicle swept path analysis later in this Section.



Figure 3.1: Typical Company vehicle 'doggy bus'

- 3.1.4 The operation of the site is such that only vehicle movements associated with staff members, the dog buses/vans and the occasional delivery of food/supplies etc would use the site access.

- 3.1.5 Based on 130 dogs at the site, there is a recommended ratio of 1 staff member for every 10 dogs. There will therefore be up to 15 members of staff on the site when the site is operating at capacity which includes a site manager and deputy site manager.
- 3.1.6 It is not expected that the site will operate at the maximum occupancy capacity for a number of years and will grow organically from a much smaller number, plus the historic data from similar sites is that it will operate with circa 100 dogs at any one time, but the maximum capacity of 130 dogs has been used in this report to ascertain the daily impact of the development proposals operating at full capacity.

3.2 Proposed Access Arrangements

- 3.2.1 With regard to vehicular access to the site, **Figure 3.2** below illustrates the path of vehicles entering the site via Battlers Green Farm as indicated by the green arrows, as well as a vehicle exiting the site utilising the existing infrastructure in Battlers Green Farm indicated by the blue arrows.

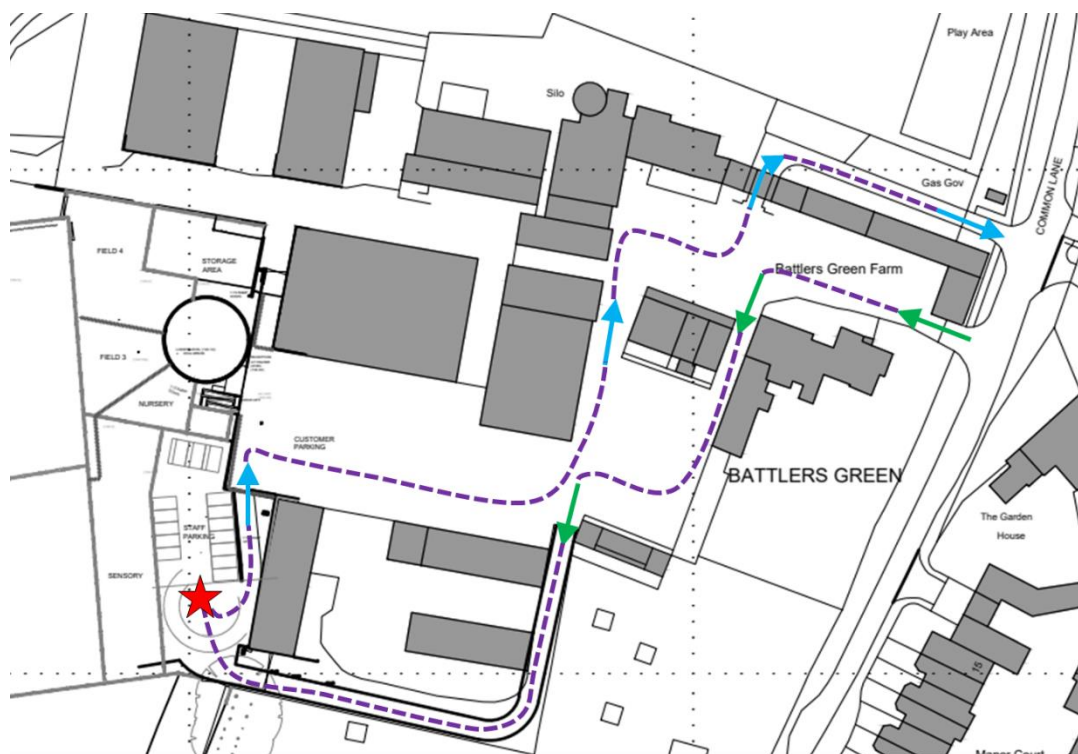


Figure 3.2: Vehicular Access/Egress Path

- 3.2.2 As mentioned previously, the development site is located south-west of the existing offices in Battlers Green Farm which comprises two accesses consisting of a one-way vehicular access system which the vehicles associated with the site proposals will operate within.

Proposed Site Access

- 3.2.3 **Drawing 2021/5789/001 P3** illustrates a car travelling past the offices and entering the proposed site access and car parking area. The proposed site access width is 5.5m in width which accommodates simultaneous vehicle movements. The vehicle movements involve a car entering the site access from the east and egresses the proposed site access turning left onto an existing vehicular ramp (1:10 gradient) to exit the proposed site car parking area and access to the main Battlers Green Farm car park. This one-way arrangement for the proposed site is compatible with the existing Battlers Green Farm one-way vehicle flow system.

3.3 Car parking

- 3.3.1 A total of 15 car parking spaces (inclusive of 3 larger bays to unload dogs from dog vans) would be accommodated on-site which is anticipated to be the maximum demand for parking on-site.
- 3.3.2 Since the proposed use is sui generis, there are no parking space requirements and therefore the level of parking proposed should be relative to the proposed use. The information presented earlier in this section identifies that there will be limited access to the site other than staff and occasional deliveries, therefore a total of 15 parking spaces is considered appropriate to the scale of the use.
- 3.3.3 As shown in **Drawing 2021/5789/002 P2**, a car can enter the site access, park within the on-site car parking spaces, manoeuvre within the car parking area and exit the site access towards the ramp in a forward gear.

3.4 Cycle parking

- 3.4.1 No formal cycle parking is proposed at the site, however since it is a secure site and there are various areas where a bike can be stored safely and clear of inclement weather.

3.5 Servicing and Deliveries

- 3.5.1 There is anticipated to be up to 1 delivery per day associated with the proposed use, such as food supplies, bedding, stationery and other ancillary items. These deliveries are likely to arrive via transit van from local suppliers rather than larger vehicles.

4 TRIP GENERATION AND IMPACT

- 4.1.1 The existing site consists of a small area of agricultural land associated with Battlers Green Farm. Since the land is currently agricultural, it is considered for the traffic generation purposes that the site does not generate traffic for consideration in this traffic generation assessment and therefore all vehicle trips resulting from the proposals will be new vehicle trips.

4.2 Proposed Use

- 4.2.1 As outlined in **Section 3** of this report, the site will operate whereby company vehicles will collect the dogs from their homes in the mornings and return them in the evenings which restricts regular vehicle access to the site to only staff and deliveries. The company vehicles (termed 'doggy buses') will be taken home by the employees each night after dropping each of the dogs off on their route. They will then collect dogs again on their way to the site the following morning thereby reducing the number of vehicle movements further. The business will operate Monday-Fridays only and not over weekends or overnight.

- 4.2.2 The forecast vehicle trip generation associated with the site has been outlined below in a first principles format since there are no similar businesses in the TRICS database at present:

- (i) Staff members without company vehicles arrive at the site in their private cars (circa 7 staff members) between 7.30am-8.30am;
- (ii) Up to 8 'dog buses' (small company vans) arrive at the site circa 08.30am with all the dogs for the day;
- (iii) Up to 8 'dog buses' (small company vans) depart the site circa 3.00pm to return the dogs to their owners, drivers then drive home from the last dog drop off;
- (iv) Remaining staff members (circa 7 staff members) leave the site between 5.00pm and 6.00pm.

- 4.2.3 Equating this to vehicle trips would result in a maximum of 15 arrivals in the morning (i.e. 7 staff members in private cars and 8 doggy buses) and 15 departures during the late afternoon. There may well also be a delivery each day which would equate to one arrival and one departure making 2 two-way trips. In total, this makes a maximum of 32 two-way trips (arrivals and departures) associated with the full site occupancy.

- 4.2.4 To account for the staff who do not have a private car/company vehicle, it is likely that car sharing will take place as some dog bus drivers pick up local members of staff on their dog collection/drop off rounds as well as from local bus stops if travelling by bus.

4.3 Vehicle Impact

- 4.3.1 Overall, it is considered that the vehicle trips forecast to be generated by the development proposals are minimal and would not cause a detrimental impact to the existing Battlers Green Farm estate or on the local highway network, therefore the proposals are compliant with local and national planning policies.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement for the proposed dog day care facility at Battlers Green Farm, Radlett has concluded the following:

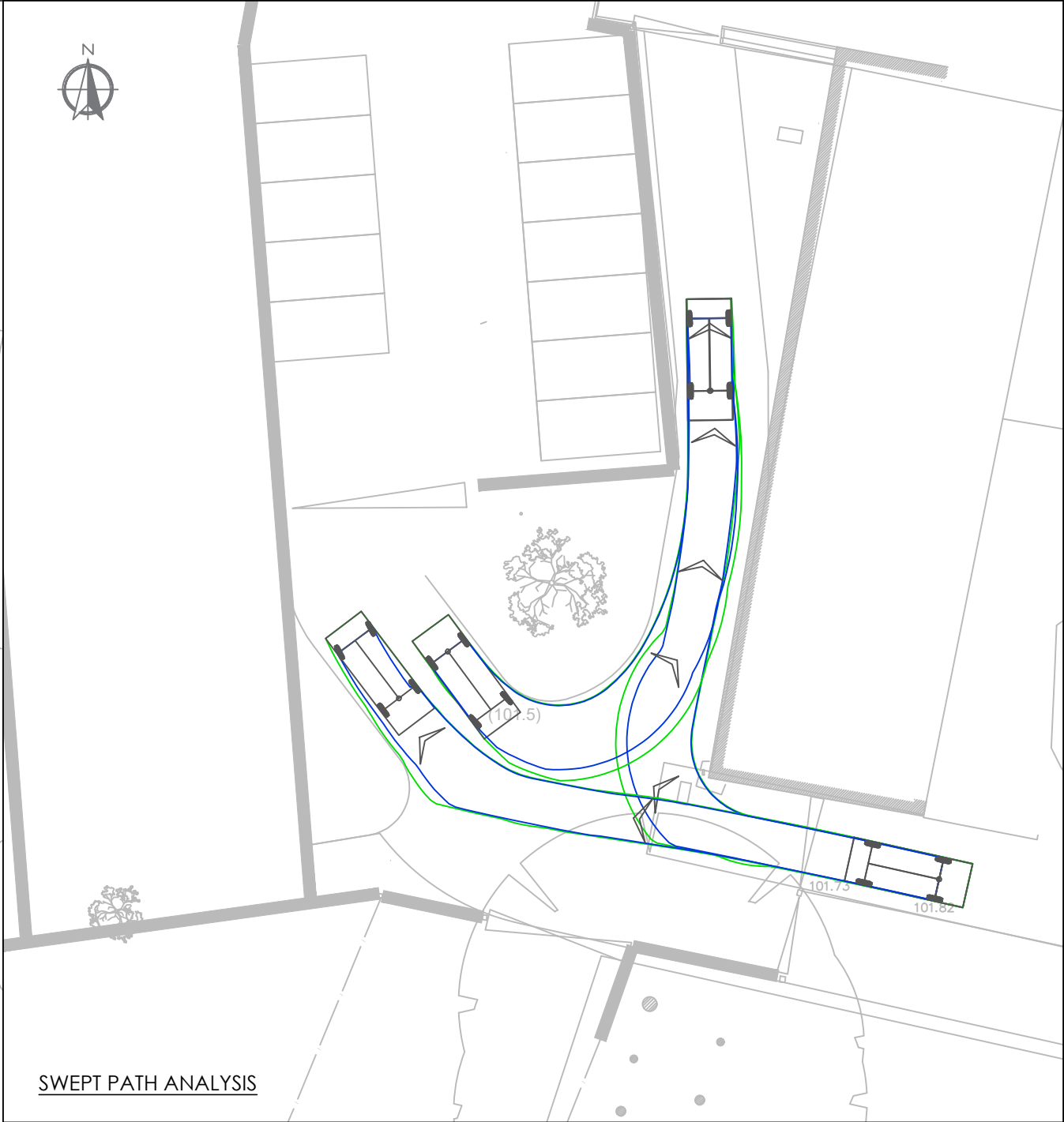
- (i) The site is well placed to serve the communities of Watford, Borehamwood, St Albans and surrounding villages for commuting trips to and from the site for staff members;
- (ii) The site is accessed via Battlers Green Farm which comprises an existing one-way system and separate access/egress for vehicles which is considered acceptable for the vehicles accessing the proposed development site;
- (iii) The proposed site access and car parking arrangement is considered appropriate for the development proposals and works cohesively with the existing access infrastructure at Battlers Green Farm;
- (iv) There will be space for up to 15 vehicles to be parked on site at any one time, all of which will be associated with staff members/company vehicles;
- (v) The proposed use is forecast to generate a maximum of 32 two-way vehicle trips each day with up to 15 arrivals in the morning peak hour associated with dog arrivals in the dedicated company vans and staff members when the site is operating at full capacity of 130 dogs;

5.1.2 Overall, it is considered that it has been demonstrated that the proposed dog day care use on the site would not have a detrimental impact on the local highway network and therefore there are no impediments to prevent the grant of planning permission on transport and highway grounds.

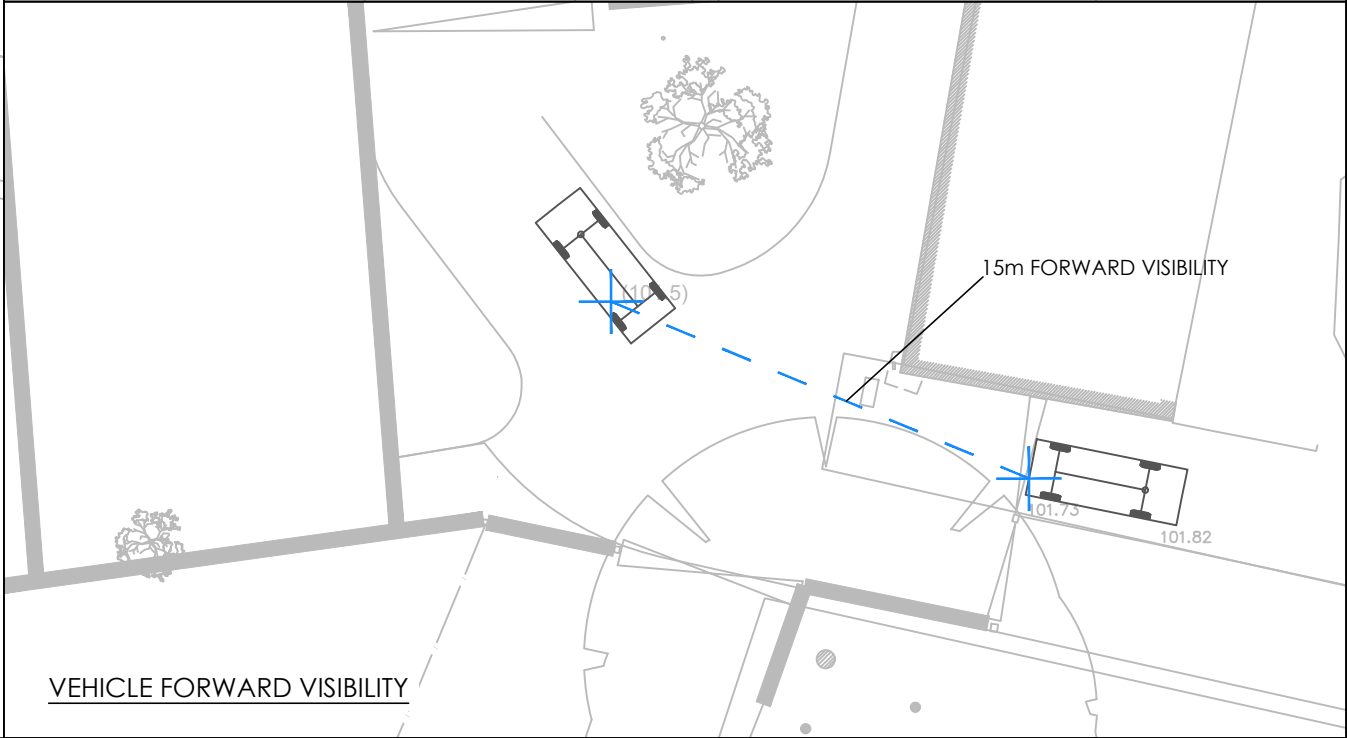
DRAWINGS



PROPOSED ACCESS ARRANGEMENT



SWEPT PATH ANALYSIS



VEHICLE FORWARD VISIBILITY

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

5.079

0.616

3.035

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.079m

1.872m

1.525m

0.310m

1.831m

4.00s

5.900m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P3	GSE	LAYOUT UPDATED	27/05/21
P2	GSE	DRAWING UPDATED	20/05/21
P1	DLH	FIRST ISSUE	05/05/21
Rev.	Drawn	Comments	Date

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Client

Bruce's Doggy Daycare

Project

Battlers Green Farm, Radlett

Drawing Title

Proposed Access Arrangement

Drawing No.

2021/5789/001

Rev.

P3

Scale

1:250

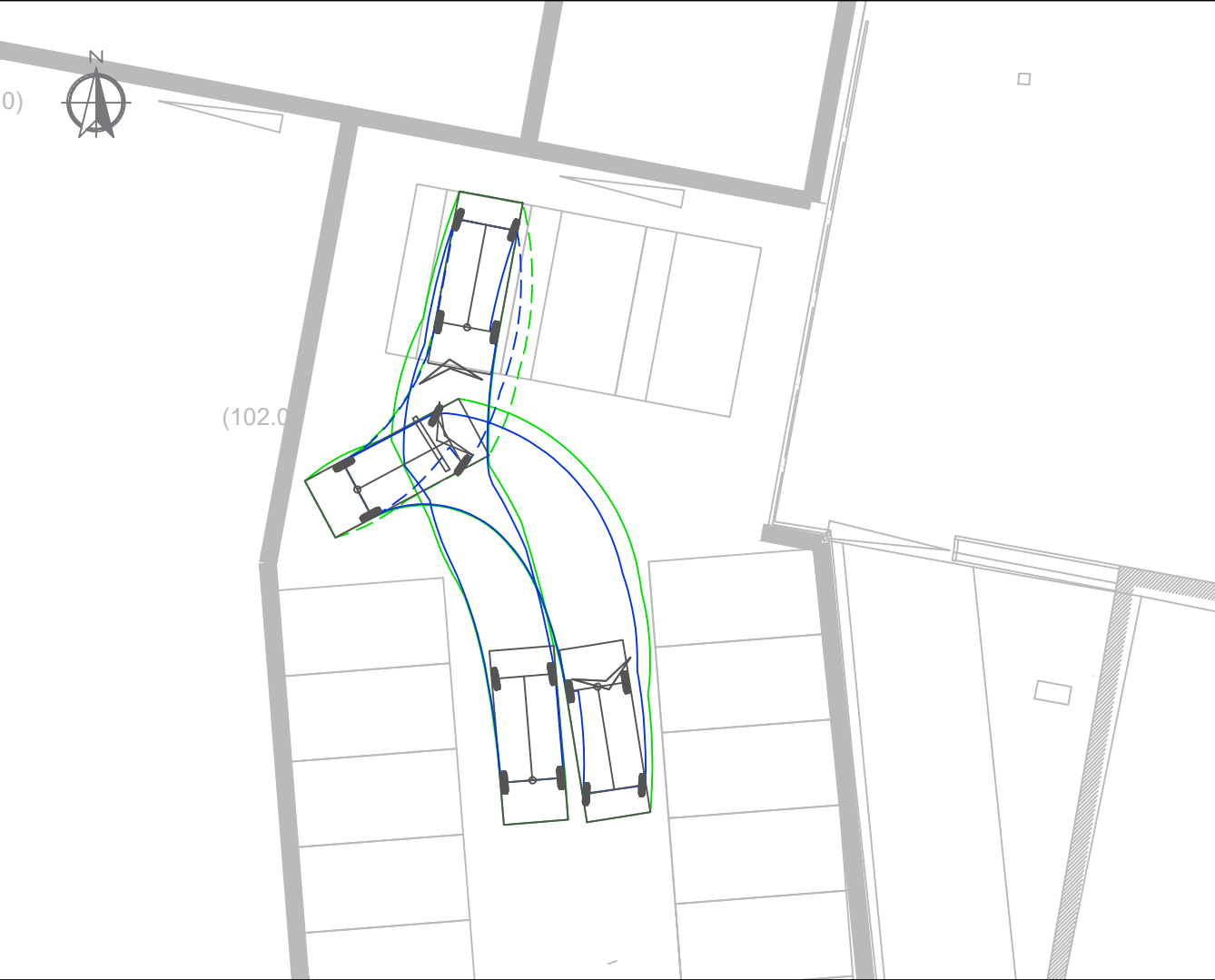
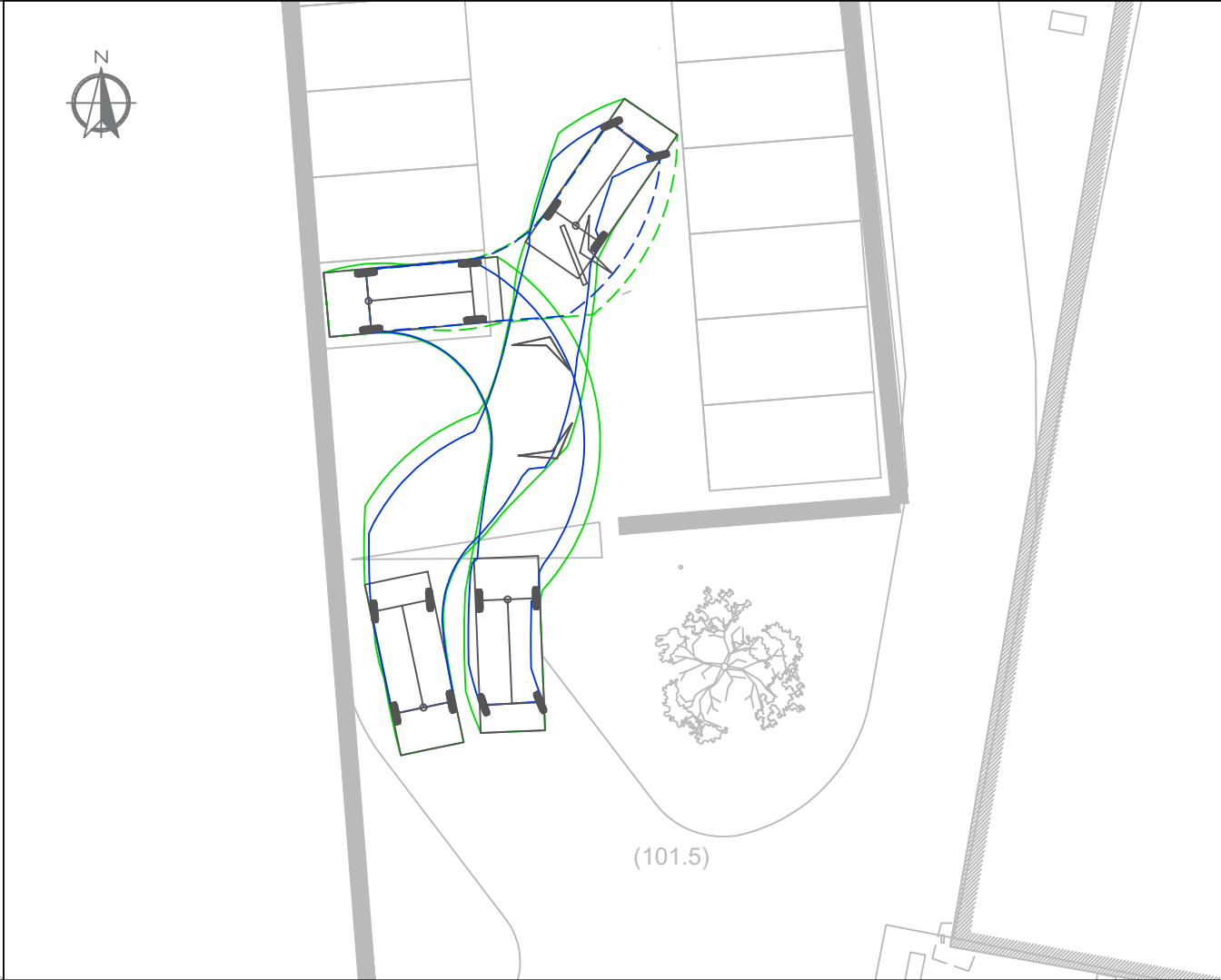
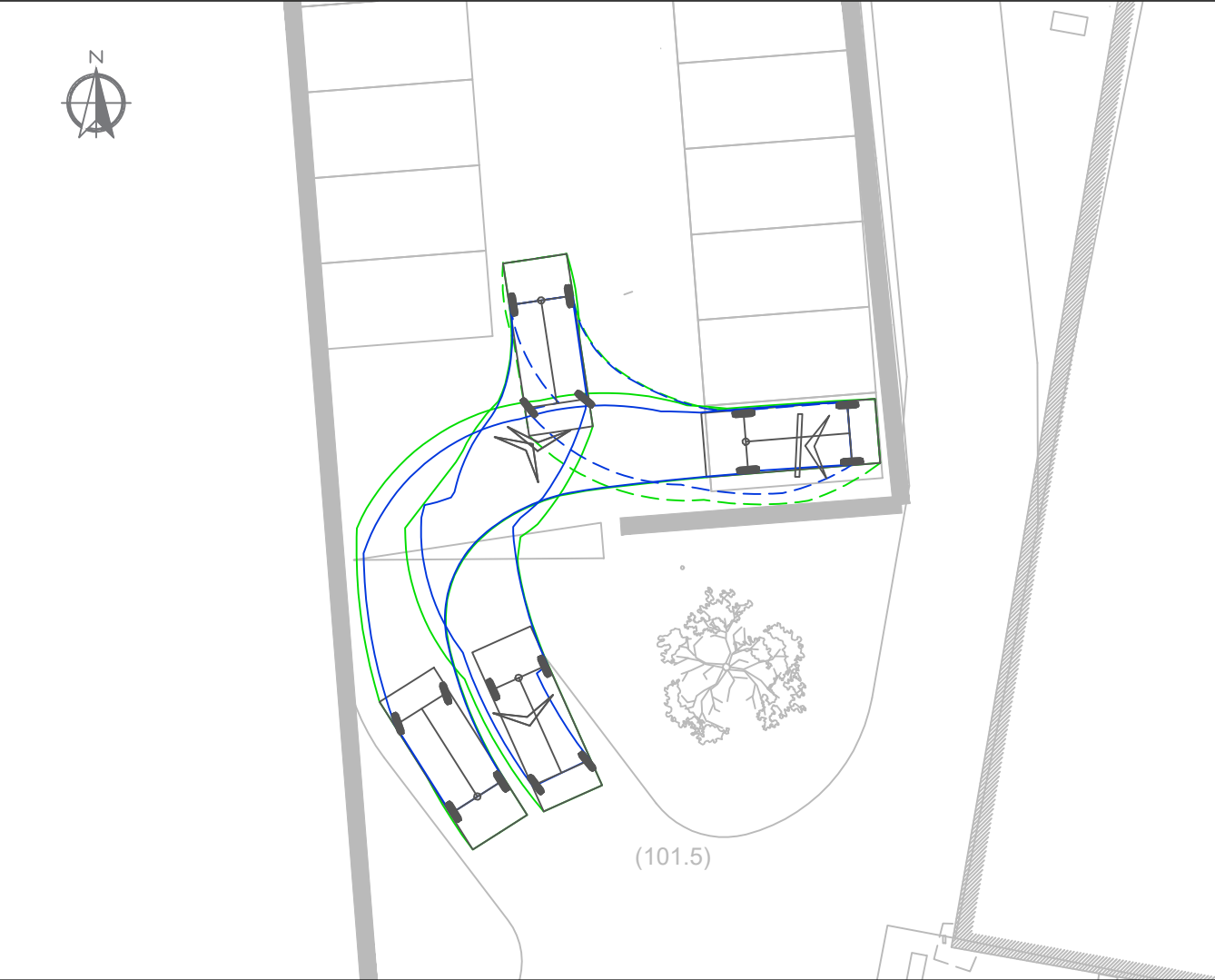
Drawn By

DLH

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CAC

A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

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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Rev.	Drawn	Comments	Date

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Client

Bruce's Doggy Daycare

Project

Battlers Green Farm,
Radlett

Drawing title

Parking Swept Path Analysis

Drawing No.

2021/5789/002

Rev.

P2

Scale

1:200

Drawn By

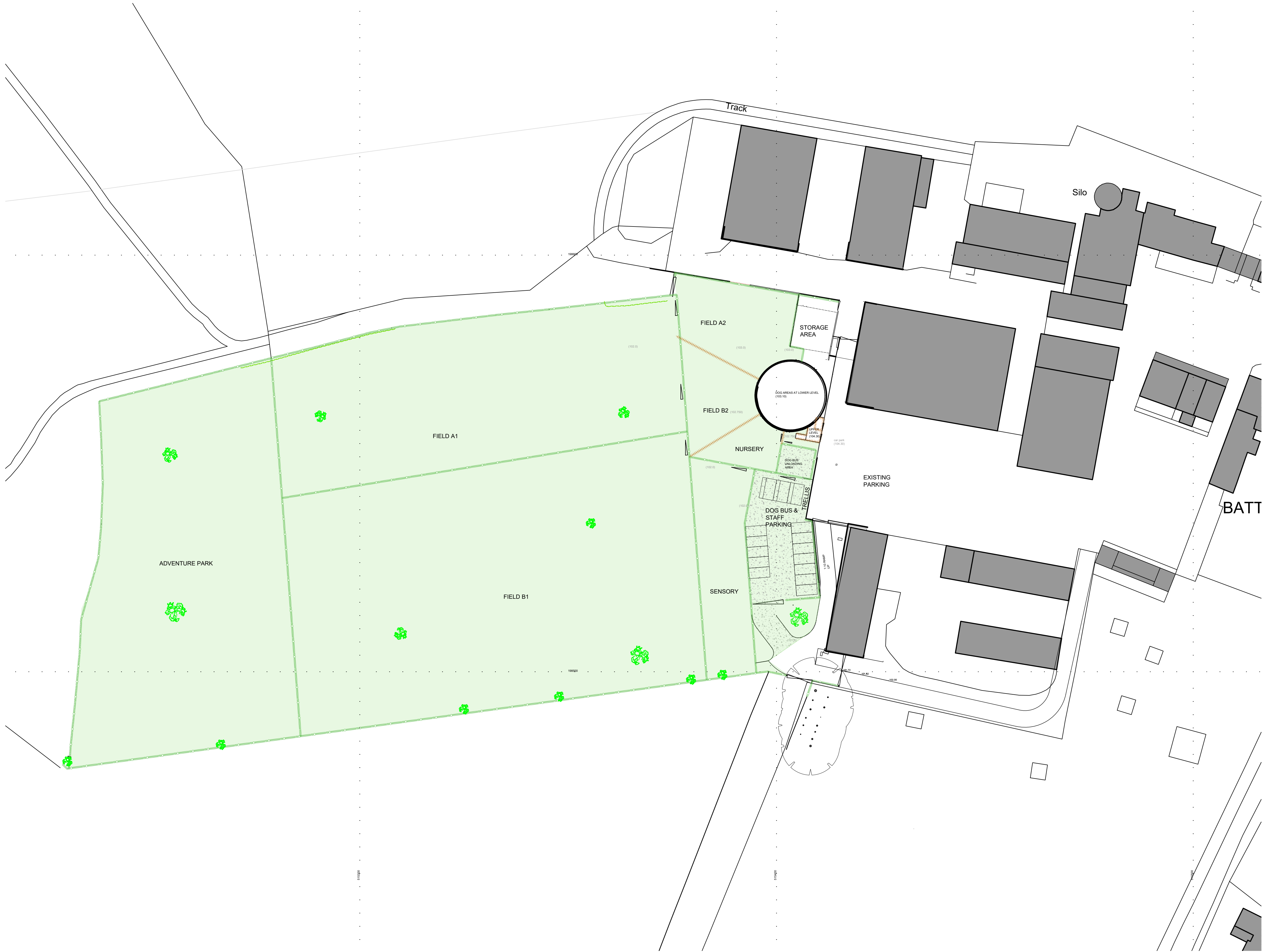
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A3

APPENDIX A



NOTES

1. No dimensions are to be scaled from this drawing except for planning purposes.
2. Contractors must verify all figured dimensions on site before commencing any work or making any stop drawings.
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4. Site Location Plans are prepared from the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office. Crown Copyright Reserved.

GENERAL NOTES:

ALL LANDSCAPING INDICATIVE ONLY AND SUBJECT TO A FULL DETAILED SITE SURVEY.

HARD LANDSCAPING:

GRASS AS EXISTING

TYPE 1 DTF FOR VEHICLE TRAFFIC

INDICATIVE TREE PLANTING

FENCING:

1.9m FENCE WITH 50mm WIDE GAPS (GREEN)

1.6m TIMBER PALLISADE FENCE

A Amendments following client comments APB 27.05.21

Rev	Description	By	Date
Drawing Status			
PLANNING			



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RIBA
Chartered Practice

Client
BRUCE'S DOGGY DAY CARE

Project
LAND AT
BATTLERS GREEN FARM WD7 8PH
DOGGY DAY CARE

Drawing Title
PROPOSED SITE
GENERAL ARRANGEMENT PLAN

Scale 1:500@ A1	Date MAR21	Drawn APB	Checked SDL
Drawing Number 1 100	Rev. A	Project Number 408202	