

TRANSPORT STATEMENT

Wilby and Burnett LLP have been asked to provide a transport statement in relation to the proposed development of 1 no flats to replace offices on behalf of Saffron Walden Town Council



**3 HILL STREET
SAFFRON WALDEN
ESSEX**

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1. Description of the Site

1. The site is location centrally within Saffron Walden Town a picturesque, medieval town, in north-west Essex, just 15 miles south of Cambridge. It has a rich heritage of old buildings reflecting its wealth as a rural market town. There are many interesting historic buildings in the town.
2. The site is located between the fire station and Jubilee Gardens. The building is known as The Jubilee Hub, also known as Garden Room, is positioned on Hill Street.
3. To the rear is a large red brick single storey extension of modern construction.
4. The main access to the building is via a pedestrian door directly off Hill Street into the ground floor. The flat is accessed via an internal staircase.
5. The Ground floor is occupied by the community hall and charity. The first and second floor was formally occupied as offices by the community centre, The Royal Voluntary Service and The Garden Room Charity.
6. The previous layouts to the first and second floors enabled space for a self-contained, split-level accommodation including storage and welfare facilities. The new two-bedroom flat is planned to occupy the first and second floor only.

2. Existing Site Network Description

7. Bus services available to the town are:

- 7 Saffron Walden - Cambridge
- 34 S'walden High St - K'semar Sch - Lamberts Cross - Tesco (Circular)
- 59 Audley End - Wendens Ambo - Saffron Walden
- 101 Whittlesford - Duxford - Saffron Walden
- 132 Cambridge - Duxford - Saffron Walden
- 301 Bishop's Stortford - Stansted Mountfitchet - Saffron Walden
- 313 Saffron Walden - Thaxted - Debden - Gt Easton - Gt Dunmow
- 314 Gt Dunmow - Gt Easton - Thaxted - Howlett End - Saffron Walden
- 316 Stansted Airport - Takeley - Thaxted - Debden - Saffron Walden
- 318 Stansted Airport - Takeley - Thaxted - Debden - Saffron Walden
- 319 Haverhill - Helions Bumpstead - Ashdon - Saffron Walden - Audley End
- 320 Haverhill - Steeple Bumpstead - Radwinter - Saffron Walden - Audley End
- 321 Haverhill - Steeple Bumpstead - Radwinter - Saffron Walden - Audley End
- 414 Gt Dunmow - Thaxted - Wimbish - Saffron Walden
- 419 Newport - Saffron Walden - Radwinter - Wethersfield - Gr Saling

Cont.....

2. Existing Site Network Description

441 Takeley - Stansted Mountfitchet - Ugley - Newport – Saffron

444 Barley - Chrishall - Newport - Saffron Walden

446 Manuden - Berden - Langley - Newport - Saffron Walden

590 Audley End - Wendens Ambo - Saffron Walden

F29 Saffron Walden - Linton - Bartlow (Circular) Essex & Suffolk

8. There are three bus stops which can service the site located on High Street to the West 150m from the site, to the East on East Street located 250m from the site, and Common Hill located 280m from the site.
9. The Bus connections travel to both Stansted Airport and Audley End train station.
10. Limited specific cycle infrastructure is available in the vicinity of the site. However, some infrastructure is provided at signalized junctions in the area, such as waiting bays for cyclists and sections of on-road cycleway.
11. Very good public paths are provided from the site to the North South East and West.
12. With no vehicular access to the site at no parking on the site is available, access to the site by car is pay and display parking is available off Common Carpark to the east and Swan Meadow to the West.
13. The site has no available space for cycle parking facilities.

3. Proposed Development

14. Flat 1 - Split-level accommodation on the first and second floor, access via the internal staircase landing on first floor corridor by individual door. The proposed layout of the first floor includes the creation of a living space to the left of the landing; a kitchen, a separate shower room with WC and handbasin to the right. All areas accessed via individual doors.
15. The access to the second floor areas are via the internal staircase landing through individual doors. The proposed layout of the second floor includes the creation of WC with handbasin accessed via the intermediate landing, a bedroom to the right and another to the left of the landing. All areas are accessed via individual doors.
16. The maximum accumulative number of occupants in the flat is 4. When comparing this number with the original office number the total number of occupants is less, therefore less impact on surrounding transport infrastructure.
17. Access to the flats will be via foot or cycle only, no external space is available for cycle parking, however cycle parking facilities are provided locally within the town.
18. There are no existing vehicle parking facilities and no new vehicle parking facilities proposed as part of this development.
19. There are no further significant transport implications associated with the proposed development.

4. Sustainability Appraisal

20. The National Planning Policy Framework outlines current sustainable transport objectives, and places emphasis upon promoting and increasing the use of sustainable modes of transport including the use of public transport, walking and cycling, whilst reducing the need to travel by private car.
21. The multi-modal generation of developments can vary significantly depending upon the location of a site in relation to surrounding services/attractions along with the condition of local infrastructure.
22. When considering public use of the facility outside of the school day and term time, the National Planning Policy Framework does not give any specific information in relation to reasonable walking distances, however, point 75 of Planning and Policy Guidance 13: Transport (now superseded by the National Planning Policy Framework) previously stated that: "Walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2 kilometres...."
23. Given that the National Planning Policy Framework provides no evidence to the contrary, the distance of 2 kilometers is still considered a reasonable walking distance. With regards to cycling, 5km is generally considered to be a reasonable distance for most people to cycle.
24. A large number of amenity facilities is present within these 2km and 5km distances and, as such, a large number of potential public users could access the site by walking and cycling rather than using the private car.
25. There are three bus stops which can service the site located on High Street to the West 150m from the site, to the East on East Street located 250m from the site, and Common Hill located 280m from the site.
26. As such, all bus stops are located within the desirable maximum walking distance of 400m from High Street (N-bound) ↑7, 34, 59, 101, 132, 301, 313, 314, 316, 318, 319, 320, 321, 417, 419, 590
27. High Street (S-bound) ↓7, 34, 59, 101, 301, 313, 314, 316, 318, 319, 320, 321, 419, 590
28. Common Hill (N-bound) ↑34, 59, 101, 313, 314, 319, 320, 321, 590, F29
29. Between them, these services provide excellent linkage through the surrounding area and will ensure that residents/community users located outside of a reasonable walking or cycling distance without access to a private car can access the facility by sustainable means.
30. Overall, it is considered that the proposed development lies in a sustainable location offering excellent opportunities for the promotion of travel by sustainable means location and is in line with the sustainable transport objectives of The National Planning Policy Framework.

5. Conclusion

31. The site lies in a sustainable location. The site is well linked to the existing pedestrian and cyclist facilities in the area with public transport access also available, thus encouraging the use of sustainable means of transport to access the site by residents. No car parking facilities on the site also encourages the use of public transport.
32. The existing use compared to the proposed use reduces the number of persons when compared to office use and provides less impact on the transport infrastructure.
33. Paragraph 32 of the National Planning Policy Framework states: "Development should only be prevented or refused on Transport related grounds where the residual cumulative impacts of development are severe". The proposed development will have no significant adverse transport related impact, and clearly not a severe impact. There are no transport related grounds under the National Planning Policy Framework on which to object to the proposed development of 1 no new flats on first and second floors of 3 Hill Street.