



**ttp consulting**  
transport planning specialists

**Artform**

**Gasworks Cottage, 2 Station  
Road, Borehamwood, WD6 1DF**

**Transport Statement**

**May 2019**

TTP Consulting Ltd  
111-113 Great Portland Street  
London W1W 6QQ  
Tel: 020 7100 0753

[www.ttp-consulting.co.uk](http://www.ttp-consulting.co.uk)

Registered in England: 09931399

## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>EXISTING SITUATION.....</b>	<b>3</b>
	<b>Local Highway Network .....</b>	<b>3</b>
	<b>Surrounding Area .....</b>	<b>4</b>
	<b>Access to Public Transport.....</b>	<b>4</b>
	<b>Car Ownership .....</b>	<b>4</b>
	<b>Summary .....</b>	<b>4</b>
<b>3</b>	<b>POLICY .....</b>	<b>5</b>
	<b>National Policy .....</b>	<b>5</b>
	<b>Regional Policy.....</b>	<b>6</b>
	<b>Local Policy .....</b>	<b>6</b>
<b>4</b>	<b>THE PROPOSED DEVELOPMENT .....</b>	<b>9</b>
	<b>Access .....</b>	<b>9</b>
	<b>Parking.....</b>	<b>9</b>
	<b>Deliveries and Servicing.....</b>	<b>10</b>
<b>5</b>	<b>SUMMARY AND CONCLUSION .....</b>	<b>11</b>
	<b>Summary .....</b>	<b>11</b>
	<b>Conclusion.....</b>	<b>11</b>

## Figures

Figure 1.1 - Site Location Plan

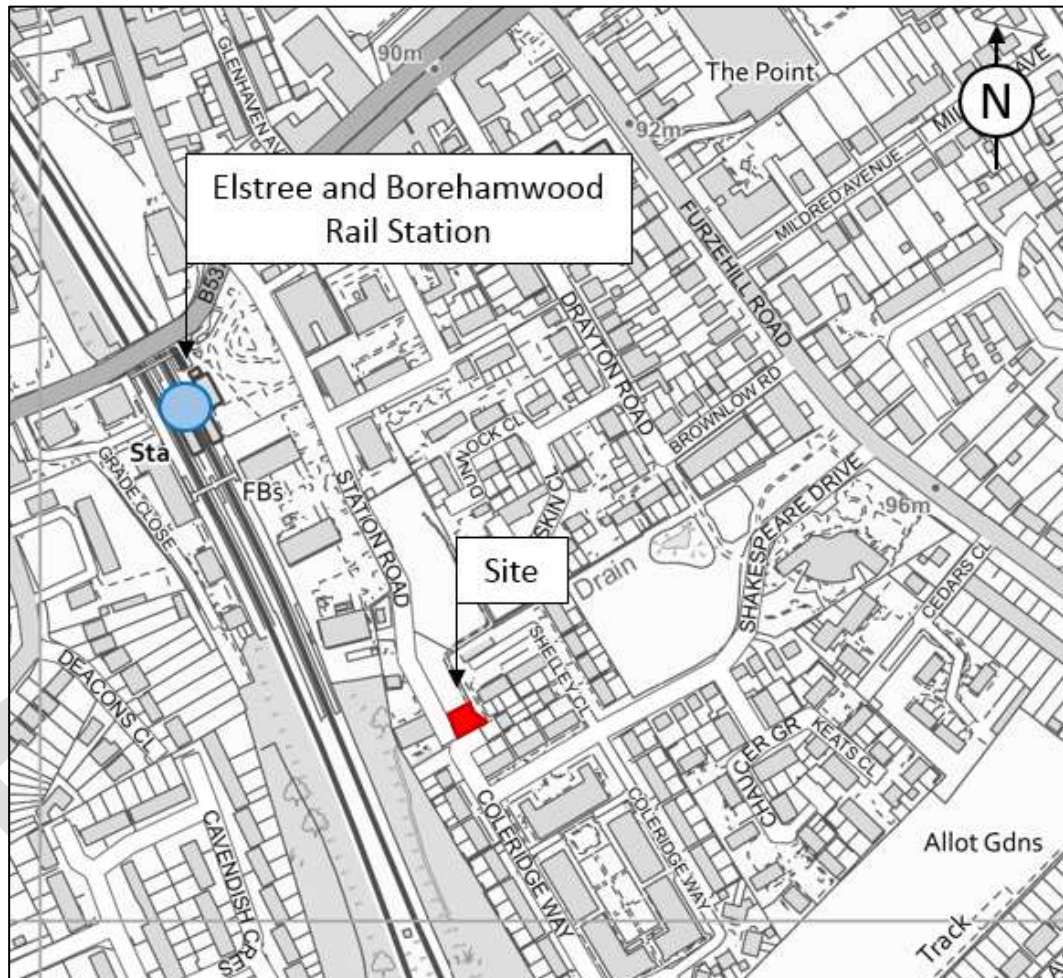
## Appendices

Appendix A - Architect's Layout Plans

# 1 INTRODUCTION

- 1.1 TTP has been appointed by Artform to provide traffic and transport advice in relation to the proposed residential development at Gasworks Cottage, 2 Station Road, Borehamwood, in Hertfordshire. The application site is located approximately 350m to the south of Elstree and Borehamwood Rail Station, as shown in the site location plan included at **Figure 1.1**.

**Figure 1.1: Site Location Plan**



- 1.2 The application site currently contains a single detached dwelling. Vehicular access is provided from Station Road, with parking provided in the form of a single garage.
- 1.3 The proposals seek the demolition of the existing house and garage and the construction of a residential development containing 1 x 1 bed, 5 x 2 bed and 3 x 3 bed apartments. Access will be taken from Coleridge Way, with parking for 6 vehicles. Cycle parking will be provided for 11 bicycles. The Architect's layout plans are included at **Appendix A**.

1.4 The remainder of the report is structured as follows:

- Section 2 describes the existing situation;
- Section 3 discusses relevant national, regional and local policy documents;
- Section 4 provides further detail of the proposed development and considers parking and servicing arrangements; and
- Section 5 provides a summary and conclusion.

DRAFT

## 2 EXISTING SITUATION

- 2.1 The application site is located on the north side of Coleridge Way and the west side of Station Road. The site fronts onto Coleridge Way and contains a detached house with a single garage, access to which is taken from Station Road.
- 2.2 Land to the north of the site is currently being redeveloped for residential use, having previously been in industrial use as a gasworks. A planning application has recently been submitted on the land to the northwest of the site (Prestige House) for a new flatted development (12 units). On the land to the southwest of Prestige House a planning application has been submitted, which seeks to provide 18 units.

### Local Highway Network

- 2.3 Station Road provides access between Coleridge Way and the town centre to the north. Elstree and Borehamwood Rail Station is located at the northern end of Station Road. The Station operates as a transport interchange with car parking, bus stops and a taxi rank provided, access to which is all provided from Station Road.
- 2.4 At the northern extent of the Station Road, footways are provided on both sides of the road and double yellow line waiting restrictions operate on both side of the carriageway. To the south, opposite the former gasworks, on street parking bays are provided on the western side of the street. These bays operate on a pay and display basis or are available for use by business permit holders from Monday to Friday between 8am and 6.30pm.
- 2.5 At the southern end of the street, Station Road provides vehicular access to Oakwood House, an apartment building containing some 14 apartments, and the garage on the development site. This section of Station Road does not have any footways but is lightly trafficked given that it provides access to a limited number of residential dwellings and vehicles are not able to drive through onto Coleridge Way as bollards prevent vehicular access. The southern extent of Coleridge Way beyond Oakwood House narrows to some 4m wide.
- 2.6 Coleridge Way is a two way road that passes around a residential area to the south of Station Road. The northern extent of Coleridge Way, where the site is located, terminates at a turning head and, as noted, there is no vehicular access to Station Road. Double yellow line waiting restrictions prohibit parking on the majority of the street and there are numerous forecourt parking areas provided for resident parking. At the southern extent of Coleridge Way, there are a number of on street parking bays. Use of these bays is restricted to resident permit holders only from Monday to Friday between 2pm and 3pm.

## Surrounding Area

2.7 The site is located within a 5 minute walk of local shops and facilities on Shenley Road, which meets the northern end of Station Road at a roundabout junction. Shenley Road provides access to Borehamwood Shopping Park, which contains a wide range of stores and cafes. The site is therefore conveniently placed for access to a range of local facilities including a post office, numerous banks, restaurants, cafes, a Sainsbury's Local store, medical centre, Lidl store and a Pure Gym.

## Access to Public Transport

2.8 Elstree & Borehamwood Rail Station is located approximately 350m walk to the north of the site. The station is served by Thameslink with services to Orpington, Sutton, Rainham and St Albans City. In summary there are approximately 12 services per hour comprising:

- 4 services per hour to Luton;
- 4 services per hour to Sutton;
- 2 services per hour to Rainham; and
- 2 services per hour to Orpington.

2.9 It is noted that there are improvements currently taking place at Elstree & Borehamwood Station which will provide a larger concourse, provision of more ticket gates, additional toilets and an extension to the Nisa convenience store within the station building.

2.10 The closest bus stops to the site 'A', 'B' and 'C' are located outside the station. These stops provide access to destinations including Colindale, New Barnet, Watford, Well End, Hapenden and Edgware. There are some 30 buses per hour operating to/from the station during peak periods.

## Car Ownership

2.11 Car ownership data from the 2011 census has been extracted for the Borehamwood Hillside ward, in which the site is located. The data shows that there 986 flats in the ward, 374 of which (38%) are 'car-free', whilst average car ownership for residents living in flats is 0.76 cars per dwelling.

## Summary

2.12 The development site is in an established and expanding residential area that is highly accessible by public transport and is within close proximity of a range of town centre facilities. Local census data indicate that car ownership data is relatively low, demonstrating that people are able to live in the area without relying on ownership of a private car.

## 3 POLICY

### National Policy

#### National Planning Policy Framework

- 3.1 The revised National Planning Policy Framework (NPPF) was published on the 19<sup>th</sup> February 2019. It sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:  
*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 3.3 Plans or applications for development should take account of whether:  
*"a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*  
*b) safe and suitable access to the site can be achieved for all users; and*  
*c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 3.4 Paragraph 109 advises that:  
*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 3.5 Paragraph 110 states that:  
*"Within this context, applications for development should:*  
*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*  
*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

## **Regional Policy**

### **Hertfordshire Local Transport Plan**

3.6 The May 2018 Local Transport Plan seeks to drive prosperity, enhance places and support people through transport.

3.7 Policy 1: Transport User Hierarchy states that:

*“To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:*

- *Opportunities to reduce travel demand and the need to travel;*
- *Vulnerable road user needs (such as pedestrians and cyclists);*
- *Passenger transport user needs;*
- *Powered two wheeler (mopeds and motorbikes) user needs; and*
- *Other motor vehicle user needs.”*

3.8 Policy 2: ‘Influencing land use planning’ states that:

*“The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.”*

## **Local Policy**

### **Hertsmere Local Plan Development Plan Document (DPD)**

#### Core Strategy

3.9 The Core Strategy adopted in January 2013 is a key part of the Local Plan and sets out the strategic planning policy for the Borough over the next fifteen years. At paragraph 2.54 of the document it states that:



*"The location and quantity of car parking will have an important bearing on the efficient use of land. Reduced levels of off-street car parking will only be considered in a limited number of local areas which have been identified as having increased levels of public transport and service accessibility: central Borehamwood, central Potters Bar, Bushey town centre and Radlett town centre. Elsewhere, car parking levels will need to reflect a range of local factors, including car ownership levels, on-street parking conditions and controls and whether roads have been built to an adoptable standard."*

- 3.10 Residential parking standards are referred to in Table 11 of the Core Strategy document, which states that the Borough's parking standards are set out within the SPD and that:

*"The Council's research on car ownership suggests that the development of 1, 2 and 3 bedroom units on sites in Borehamwood and Potters Bar town centre and in all locations with good accessibility to public transport could reasonably have off-street communal parking of an average of no more than 1 to 1.5 spaces per unit. Given the range of influences on the level of required off-street parking, the overall consideration of parking standards is likely to be dependent on a range of factors including an assessment of the accessibility of a site. This assessment will include use of the latest Accessibility Zones, which are based on proximity to a wide range of local shops and services, including public transport facilities."*

- 3.11 Policy CS25 'Accessibility and Parking' states that:

*"In order to facilitate fair and convenient access to local services, the quantity of off-street parking for all modes of transport, to be provided at new developments, will be based on an assessment of:*

- i) a site's location;*
- ii) local car ownership;*
- iii) the proposed land use (having regard to Table 13 for residential development);*
- iv) housing tenure; v) the potential for shared parking, over various times of the day and week, with other uses;*
- vi) local on-street parking conditions and controls, including those likely to be available within the new development;*
- vii) highway and pedestrian safety considerations including whether roads have been designed to an adoptable standard;*
- viii) incentives to reduce dependency on the car and the provisions of any Travel Plan submitted;*
- ix) the Accessibility Zones for the Borough; together with the extent of compliance with requirements set out in the Parking Supplementary Planning Document; and*

*x) the extent to which permeable and semi-permeable surfaces are incorporated into the area of off-street parking to be provided."*

### **Hertsmere Parking Standards SPD**

3.12 The document was adopted in July 2014 and sets out the Council's off-street parking standards. For residential use it states that studios and 1 bedroom dwellings should be provided with 1.5 car parking spaces per unit and 2+ beds should be provided with 2 spaces. However, paragraph 1.3 of the SPD advises that;

*"The SPD defines Accessibility Zones in the main towns. These are areas within the Borough where less stringent car parking standards can be applied in appropriate circumstances. This document explains the criteria that will be considered in determining the level of reduction to be applied."*

3.13 The 'Accessibility Zones Methodology' is set out in Appendix 4. The map included within the guidance identifies the application site within 'Zone 3', which the SPD advises a parking provision of 50% - 100% of the standard would be appropriate. The accessibility zone methodology is based upon the accessibility of locations by public transport and it is noted that the development site is located in an area of Zone 3 that is very close to the public transport interchange at Elstree and Borehamwood Station. As such, the development site is significantly more accessible than many areas in the zone and is located closer to the station than many locations in Zone 2, where parking in the range of 25%-100% of standards is considered acceptable.

3.14 Cycle parking standards are also set out in the SPD at Figure 1, which states that 1 long stay space should be provided per residential unit and 1 short stay space should be provided per 5 units.

## 4 THE PROPOSED DEVELOPMENT

- 4.1 The development proposals seek to provide 9 new homes, comprising 1 x 1 bed apartment, 5 x 2 bed apartments, 1 x 3 bed apartment and 2 x 3 bedroom duplexes. The Architect's layout plan is included at **Appendix A**.

### Access

- 4.2 The development will introduce vehicular access to the site from Coleridge Way and remove the ability for vehicles to access the site from Station Road. Pedestrian access will continue to be taken from Coleridge Way. The removal of the vehicular access from Station Road is considered to be a significant benefit of the scheme given the limited width of Station Road adjacent to the site.

### Parking

#### Car Parking

- 4.3 The proposals seek to provide 6 car parking spaces on-site. It is noted that the Hertsmere parking standards allow a reduction of 50% from maximum standards in this location, which reduces the provision to 8 spaces. However, given the proximity of the site to the transport interchange at Elstree and Borehamwood Station and town centre facilities, it is considered that a greater discount is appropriate in this location.
- 4.4 Based on the local census data (0.76 cars per flat), if car ownership of residents of the proposed development were the same as that of the existing occupiers of flats in the area, the scheme could generate a parking demand of 6 or 7 cars. The proposals will provide 6 on-site parking spaces and the development could therefore result in a demand for one further car to park on street in the vicinity.
- 4.5 It is noted that car ownership is influenced by the availability of car parking and that the provision of double yellow line waiting restrictions in the area mean that the closest opportunity to park on street would be approximately 140 metres to the south of the site. As such, it is considered likely that car ownership by residents of the development would be lower than existing residents and could be fully accommodated on site. In the event that one additional car were to park on street in the vicinity, this is likely to be within fluctuations that occur in any event and as such, would not effect the nature of the operation of the local on street parking supply.

### **Cycle Parking**

- 4.6 Cycle parking will be provided for residents in accordance with Hertsmere's Parking SPD and hence there will be a total of 9 long stay spaces and 2 short stay spaces provided for the 9 units. These will be provided in a secure cycle store located at the front of the site.

### **Deliveries and Servicing**

- 4.7 Delivery and servicing vehicles will stop on street in the same way as for the current property on site and those in the immediate vicinity. The level of delivery and servicing activity for a development of 9 residential units will be low and would have no effect on the operation of the local transport network

DRAFT

## 5 SUMMARY AND CONCLUSION

### Summary

5.1 TTP Consulting has been appointed to provide traffic and transportation advice associated with the residential development at Gasworks Cottage, 2 Station Road, Borehamwood in the Borough of Hertsmere.

5.2 In summary it is considered that:

- The site is located in a highly accessible location close to a range of local town centre facilities;
- The removal of vehicular access to the site from Station Road provides a significant benefit;
- Parking will be provided on-site for 6 vehicles with access taken from Coleridge Way;
- It is considered unlikely that the development would result in an increase in demand for parking on street in the local area; and
- Cycle parking for residents will be provided in accordance with Hertsmere's Parking SPD.

### Conclusion

5.3 The proposed scheme is consistent with relevant transport planning policy guidance and is not considered to give rise to any material transport related impacts. It therefore meets the test of the NPPF at paragraph 109, which states that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

# **Appendix A**

**(Architect's Layout Plans)**