

**Job No:** 2023-5200  
**File Ref:** N01-CC-RZ-Transport Note D1 (230726)  
**Date:** July 2023  
**Job Title:** 301 Shenley Road, Borehamwood

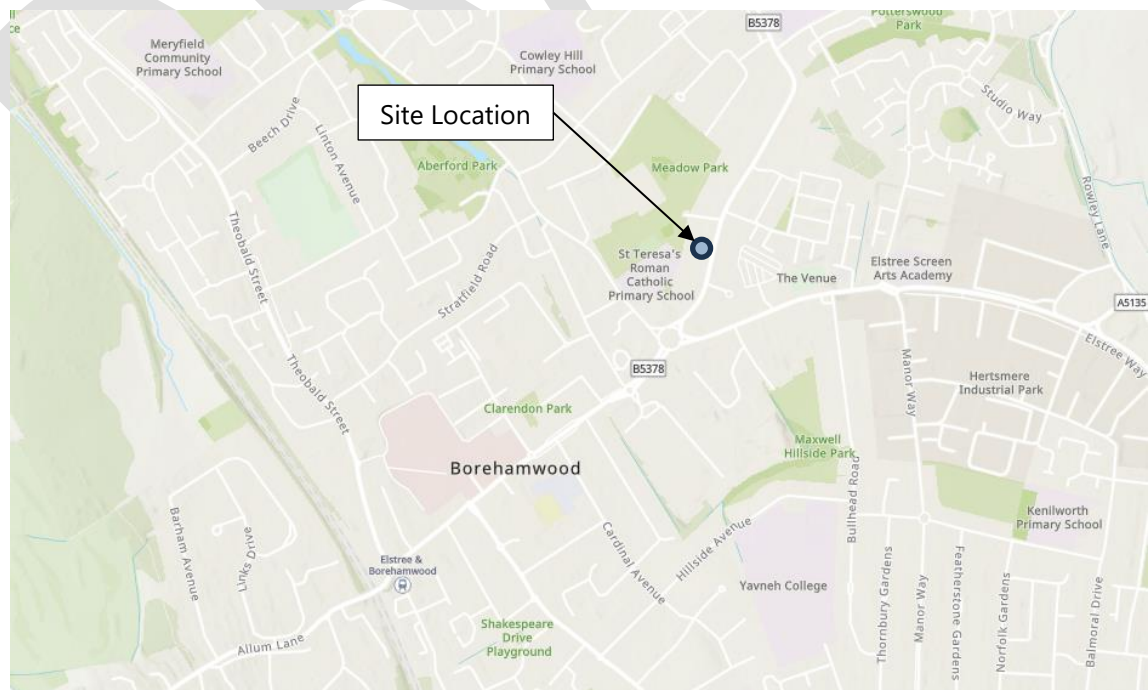
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**Subject**    **Transport Statement**

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## Introduction

1. Caneparo Associates have been appointed by Chelmsford Estates Ltd to provide transport planning input in relation to the proposed development at 301 Shenley Road, Borehamwood WD6 1TH (the 'site'), located within Hertsmere Borough Council. The location of the site is shown in **Figure 1** below.
2. The application seeks prior approval for the change of use under the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021, Class MA - which permits the change of use of a building and land within its curtilage from a use falling within Class E (commercial, business and service) to dwelling houses. The proposal seeks to convert the existing ground floor (Class E uses) to create 1 self-contained flatted dwelling (Class C3 use)..
3. This Technical Note considers the effect of the proposed change of use from a shop to a single residential flat in traffic / transport terms.



**Figure 1: Site Location Plan**

## **Existing Situation**

4. The site is located circa 1.2km north of Elstree & Borehamwood Railway Station and is bound by Shenley Road to the east, with a convenience store and a residential property abutting the northern and southern boundary respectively.
5. Shenley Road is approximately 6.3m wide with a speed limit of 30mph, there are double yellow lines on both sides of the road in the vicinity of the site. There is a parking restriction on Shenley Road, which operates Monday to Saturday 8.00am – 6.30pm.
6. The existing site currently comprises a tool and plant hire commercial use at ground floor with residential floorspace on the first floor. Pedestrian access to the ground floor unit is provided from the shop entrance which has frontage to Shenley Road.
7. There is an existing vehicle crossover on Shenley Road which provides access to an outdoor ground floor car park, which provides space for car parking associated with the existing ground floor commercial use. It is understood that the existing car parking is regularly used for large vehicle parking and customer parking associated with the existing ground floor commercial use, in addition to customer car parking occurring on-street on Shenley Road itself.
8. The existing commercial unit is understood to be serviced by a combination of on-street parking and the use of the existing on-site car parking area.

## **Accessibility**

9. The site benefits from a highly sustainable and accessible location in proximity to central Borehamwood, being a short walk or cycle distance to a range of facilities, amenities and services. The central shopping area within Borehamwood begins on Shenley Road in proximity to Grosvenor Road – a c.6 minute / 500m walk to the southeast of the site.
10. There is good infrastructure for cycling in the vicinity of the site, with Shenley Road itself benefitting from a southbound cycle lane in addition to a number of cycle friendly roads in the local area.
11. The site has a good level of access to public transport facilities, with bus stops offering access to services in both directions located within 50m walking distance to the north of the site and a Elstree & Borehamwood Railway Station, located an approximate 16 minute /1.2km walk to the southeast of the site.

12. The two bus stops are located on Shenley Road approximately 50m north of the site (1-minute walk), which provide access to the 601 service between Borehamwood and Welwyn Garden City via Hatfields and St Albans. Additional bus services can be reached from Elstree Way to the south of the site (a 3-minute / 250m walk distance) which provide frequent bus services across Borehamwood and beyond, including to key destinations.
13. Elstree & Borehamwood Railway Station is within a walking distance of the site; and provides a number of services each hour to London and other notable key destinations including St Albans, Luton, Rainham and Sutton. Elstree & Borehamwood Railway Station is located within London Travelcard Zone 6.

### **Proposed Development**

14. The proposed development comprises a change of use of the existing ground floor commercial unit to a 1-bedroom residential flat, benefiting from car parking, cycle parking and waste storage.

### **Access**

15. Pedestrian access into the dwelling will be the same as the existing access, taken from the building frontage accessed from Shenley Road. An existing area of hardstanding will remain across the frontage of the dwelling which will provide access for cars and cyclists.

### **Car Parking**

16. Car parking to serve the development will be provided in accordance with the Hertsmere Parking Standards Supplementary Planning Document (2014) with a single parking space provided to serve the dwelling, within the area of existing hardstanding located across the front of the dwelling.
17. The parking standards prescribe that 1-bedroom dwellings should be provided with 1.5 spaces per dwelling. However, the standards prescribe that where residential developments are located within accessible locations (as defined by Accessibility Zones), they should seek to promote the use of walking, cycling and public transport by providing car parking below the maximum levels.

18. The site falls within Accessibility Zone 3, and, as such, would qualify for a reduction in car parking equivalent to a 50%-100% discounted level of car parking provision. This is considered appropriate and acceptable to reflect the site's location within a controlled parking zone and located within close proximity to a range of public transport opportunities, facilities and services which reduce the reliance upon car parking. Applying the discount available, the development could be served by between 0.75–1.5 parking space. A single parking space therefore falls within the acceptable standards.
19. The existing site generates a demand for on-site and on-street car parking including access for larger vehicles associated with the existing plant hire business at the site. The proposed development will reduce the demand for on-street car parking which is considered to be a material benefit of the development.

### **Cycle Parking**

20. Cycle parking standards are outlined within the Hertsmere Parking Standards Supplementary Planning Document (2014) which stipulate that all dwellings should be provided with a single cycle parking space (in addition to 1 short term space per 5 units where communal parking is to be provided).
21. At present, the existing site provides no cycle parking and the Applicant will provide cycle storage (1 cycle parking space) at ground floor level within a dedicated secure and covered cycle store located across the building frontage to serve the proposed dwelling, in accordance with the quantum required by standards. The proposed development allows for a single dwelling, and, as such, visitor cycle parking is not considered necessary as the policy only requires 1 short term space per 5 units.

### **Transport Impacts**

22. It is estimated that trip generation will be low for the proposed residential unit and less than a shop would generate throughout the day. Notwithstanding the existing usage of the site, the transport impact of a single 1-bedroom dwelling will be imperceptible when consideration is given to the wider area.
23. The proposed development will be expected to reduce demand for on-street car parking which will be a benefit of the change of use, as the existing commercial use generates a demand for on-street car parking, including access by larger vehicles.

24. With respect to delivery and servicing activity, the proposed development is unlikely to generate a demand for an increase in activity as vehicles would already be serving neighbouring residential dwellings (such as Royal Mail). The change of use will reduce servicing activity associated with the commercial use of the site which requires unique deliveries associated with plant and tool hire.
25. Dedicated waste storage will be provided within an appropriate shelter located across the site frontage in proximity to Shenley Road, providing waste storage in accordance with Hertsmere's waste guidance (Waste Storage Provision Requirements for New Residential Developments).

## **Summary and Conclusion**

26. The development proposals comprise the change of use under the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 2021, Class MA to create 1 x 1-bedroom flatted dwelling at 301 Shenley Road. Detailed consideration has been given to the transport impacts of the development, particularly to safe site access for which the following is noted:
- The site benefits from a highly accessible location within Borehamwood, being located within a short walk or cycle distance from a range of public transport opportunities, shops, services and facilities which reduce the need to travel by car.
  - The proposed development will be served by one car parking space compliant with Hertsmere Parking Standards.
  - One long-stay cycle parking space will be provided in accordance with Hertsmere policy standards; there is no need for short-stay cycle parking provision.
  - The transport impacts associated with a single flatted dwelling will be imperceptible when considered within the context of the local area and transport opportunities available.
  - All servicing activity will take place on-street in-line with existing arrangements, with no increase in deliveries expected as a result of the proposal.
  - Dedicated waste storage will be provided in line with Hertsmere guidance and collections will be undertaken on-street, as per the existing situation.
27. In conclusion, the proposal is therefore considered to accord with the NPPF's statement at Paragraph 111 relating to the overall impact of a proposal which states: *"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."*