



J Murphy and Sons Limited

Hemel 465
Transport Statement

March 2024



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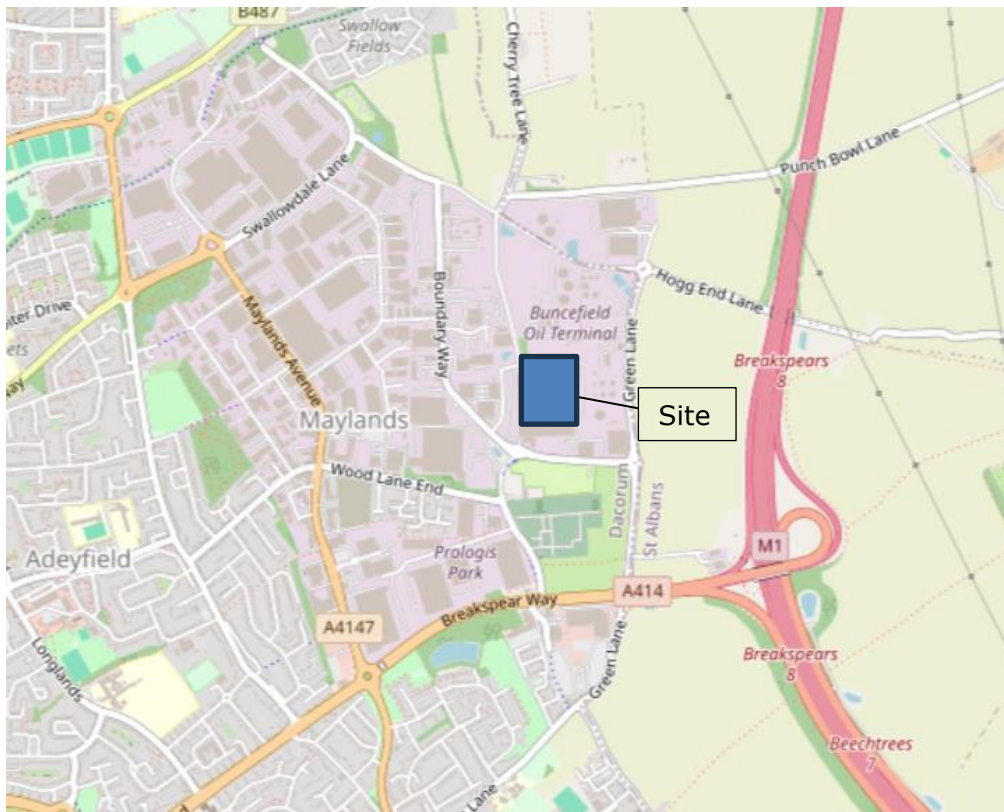
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1 INTRODUCTION

- 1.1.1 Transport Planning Practice has been appointed by J Murphy and Sons Limited (Murphy) to provide transport planning advice in relation to the proposed refurbishment at Hemel 465, Boundary Way, Hemel Hempstead, HP2 7LF. The site falls within the jurisdiction of Dacorum Borough Council ('Dacorum BC') which is the Local Planning Authority.
- 1.1.2 The site is located about 3.7km to the east of Hemel Hempstead town centre and is served by a local bus service with a stop adjacent to the site. There are extensive residential areas within walking and cycling distance to the south, west and north of the site. Junction 8 of the M1 is just 1 mile from the site via Boundary Way, Green Lane and Breakspear Way.
- 1.1.3 Access for pedestrians is from a gated entrance onto Boundary Way adjacent to the existing bus stop. Access to the service areas for goods vehicles and car park for staff and visitors is also from Boundary Way, the former via an existing roundabout and the latter from a separate priority junction. The site location is shown on Inset 1.1 below.

Inset 1.1 - Site Location



1.1.4 Following the departure of the former tenant (Amazon) the site is proposed to be refurbished to suit the operational requirements of Sysco as the future tenant operating a food distribution centre from the existing warehouse. To accommodate the new tenant a new multi-storey/decked car park is proposed, this Transport Statement (TS) provides supporting information in relation to the planning application for the car park. There will be a decrease in overall car parking numbers because Sysco have a lower demand for spaces which will improve conditions on the road network at peak times. The parking adjacent to the service areas will be relocated to the main car park. This will improve vehicle circulation because the overspill car parking previously crossed over the main car park access route.

1.1.5 The remainder of the report is structured as follows:

- **Chapter 2: Transport policy** - provides a summary of the local and national transport policies against which the proposals are assessed. These include the National Planning Policy Framework, Hertfordshire's Local Transport Plan and Dacorum Local Plan.
- **Chapter 3: Existing and proposed parking** – description of the existing and the proposed car parking.
- **Chapter 4: Site location and accessibility** – describes the site location and assesses the site's accessibility by walking, cycling, bus and car.
- **Chapter 5: Highway impact** – Assesses the highway impacts of the proposed car park changes.
- **Chapter 6: Travel Plan** - Summarises the proposed Travel Plan for the development.
- **Chapter 7: Summary and conclusions** – provides a summary and presents the conclusions to the report.

2 TRANSPORT POLICY

2.1.1 This chapter provides a summary of the relevant transport policy against which the proposals are assessed. The main policy documents in this regard are:

- National Planning Policy Framework (2023)
- Hertfordshire Local Transport Plan 2018-2031
- Dacorum Borough Local Plan 1991-2011 (2004)
- Dacorum Borough Core Strategy 2006-2031 (2013)
- New Dacorum Local Plan 2024-2040 (consultation)

2.2 National Policy

National Planning Policy Framework 2023

2.2.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The document was published on 24th July 2018 and updated on 19th February 2019, 20th July 2021, 5th September 2023 and 19th December 2023. This replaced the first NPPF published in March 2012.

2.2.2 The NPPF recognises that the transport system should be balanced in favour of sustainable transport modes so that people are given a real choice about how they travel. It encourages solutions which support reductions in both greenhouse gas emissions and congestion.

2.2.3 Chapter 9 – Promoting sustainable transport states in paragraph 108 that “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed.
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.

- opportunities to promote walking, cycling and public transport use are identified and pursued.
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”.

2.2.4 Paragraphs 109 and 110 add:

P.109, The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

2.2.5 P.110, Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

2.2.6 The proposals will, in line with Chapter 9 of the NPPF, be within walking and cycling distance of a large number of potential employees, accessible by bus and close to shops and other facilities. Cycle parking will be provided to encourage cycling as a mode of transport and the development would also provide lockers and changing facilities.

2.3 Regional Policy

Hertfordshire’s Local Transport Plan 2018 – 2031

2.3.1 The Local Transport Plan 2018 – 2031 sets out how transport can help deliver a positive future vision for Hertfordshire by having a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage whilst also providing for safe and efficient travel.

The plan also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term.

The document presents the following objectives:

1. Improve access to international gateways and regional centres outside Hertfordshire
2. Enhance connectivity between urban centres in Hertfordshire
3. Improve accessibility between employers and their labour markets
4. Enhance journey reliability and network resilience across Hertfordshire
5. Enhance the quality and vitality of town centres
6. Preserve the character and quality of the Hertfordshire environment
7. Reduce carbon emissions
8. Make journeys and their impact safer and healthier
9. Improve access and enable participation in everyday life through transport

2.4 Local Policy

Dacorum Borough Local Plan 1991-2011 (2004)

2.4.1 The current Local Plan was adopted in 2004, however, since then the Core Strategy and Site Allocations DPD have been adopted which are considered to be in accordance with NPPF policies. A number of 2004 Local Plan policies are saved, and they will be considered in the context of more up-to-date Core Strategy/Site Allocations policies. A number of transport related policies have been saved including:

- 51 Development and Transport Impacts
- 54 Highway Design
- 55 Traffic Management
- 56 Roadside Services

- 57 Provision and Management of Parking
- 58 Private Parking Provision
- 60 Lorry Parking
- 62 Cyclists
- 65 Development relating to Strategic Rail Facilities
- 66 Facilities for Water Borne Freight

2.4.2 A single New Local Plan is expected to be delivered in 2025, replacing the 'saved policies' from the Local Plan (2004), Core Strategy (2013) and Site Allocations DPD (2016) documents.

Dacorum Borough Core Strategy (2013)

2.4.3 The Core Strategy sets out the strategic vision, objectives and spatial strategy for the borough for 20 years. It contains core policies, for example Green Belt and settlements, town-wide strategies and the housing programme, and includes a development (key) diagram for the borough and other diagrams (for towns and large villages). It also contains an implementation strategy.

2.4.4 The Core Strategy for Dacorum Borough was formally adopted by the Council on 25 September 2013. It forms part of the development plan for the borough and will be used to assess any planning applications that are submitted.

2.4.5 Policy CS8: Sustainable Transport sets out the council's aims that all new development will contribute to a well-connected and accessible transport system, with an emphasis on non-car modes as a means of access to services and facilities.

2.4.6 Policy CS34: Maylands Business Park considers the use, movement and design of new development within Maylands Business Park, including easier walking and cycling throughout the business park and an area-wide Green Travel Plan with appropriate traffic management and parking.

Dacorum Borough New Local Plan 2024-2040 consultation

2.4.7 The Local Plan is an important document that sets the vision for the future of the Borough up to 2040. It includes a strategy for delivering new homes, jobs and

much needed investment across the borough. It will also provide clarity on how important infrastructure such as schools, transport and health facilities will be delivered. When finalised, the Local Plan will provide the policies which will be considered when making decisions on planning applications. These will cover a range of topics, such as protecting and providing parks and green spaces, and how we respond to the challenges of climate change. The last consultation ran at the end of 2023. The Publication version of the Plan will be produced in late 2024 for examination and submission to the Secretary of State in 2025.

- 2.4.8 Once adopted, the new Dacorum Local Plan will replace the Site Allocations Development Plan Document (2016), Core Strategy (2013) and 'saved policies' from the Dacorum Borough Local Plan (2004). A Joint Strategic Plan (JSP) is also being developed for the South West Hertfordshire area. This will set out a strategic framework and shared priorities for five local authorities and Hertfordshire County Council, and help jointly plan for new infrastructure to be delivered alongside new homes and jobs.

Conclusion

- 2.4.9 The proposed car parking changes to Hemel 465 support the national, regional and local transport policies by making best use of an existing distribution site.
- 2.4.10 The proposals will in addition provide a Travel Plan to encourage sustainable transport modes as set out in section 6.0 below and the submitted Framework Travel Plan for the site.

3 EXISTING AND PROPOSED PARKING

3.1.1 Following the departure of the former tenant (Amazon) the site is proposed to be refurbished to suit the operational requirements of Sysco as the future tenant, operating a food distribution centre from the existing warehouse. To accommodate the new tenant, a new multi-storey/decked car park is proposed. This Transport Statement (TS) provides supporting information in relation to the planning application for the car park.

Existing car park

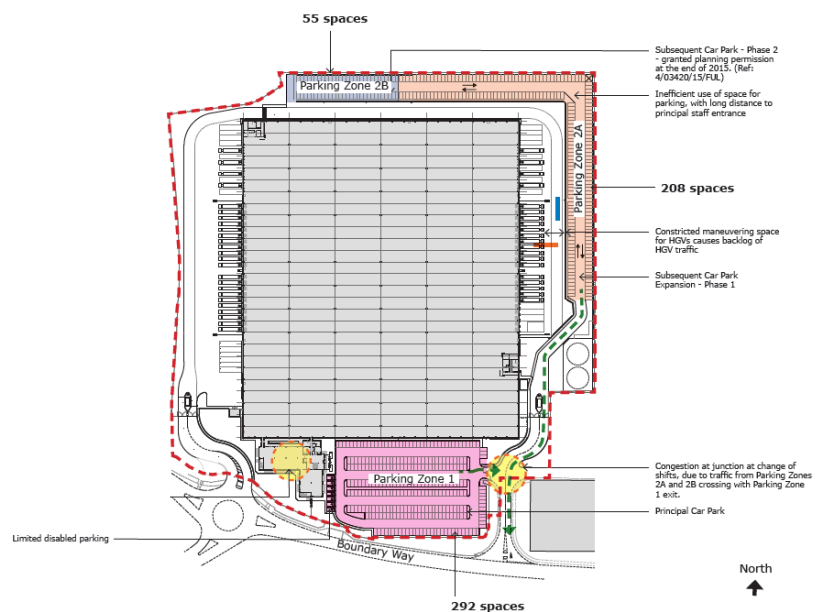
3.1.2 The existing car park has capacity for 555 vehicles as required by the previous tenant Amazon. The car parking included an element of overspill spaces to accommodate the fluctuations in the seasonal workforce experienced by Amazon at busy times such as Christmas and Amazon Prime Day.

Inset 3.1 – Existing parking

Existing Site Plan

Zone 1: 292
Zone 2B: 55
Zone 2A: 208

Total Existing: 555

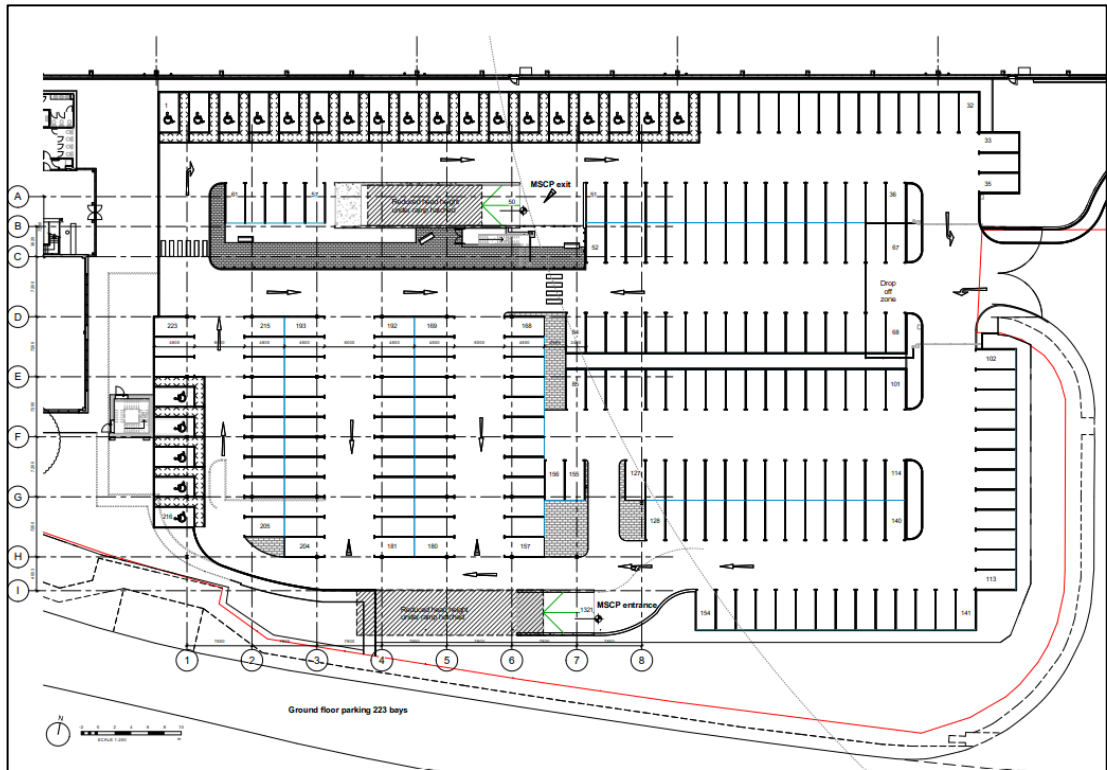


Proposed car parking

3.1.3 The new tenant is not subject to the seasonal requirements of the previous tenant so the car parking will reduce in number to 455 spaces to be provided in a new multi storey / decked car park over ground plus three levels. Car parking that was previously provided within the service area will be removed and this will provide

additional manoeuvring space within the service area for HGV's. The proposed ground floor of the car park is shown in Inset 3.2.

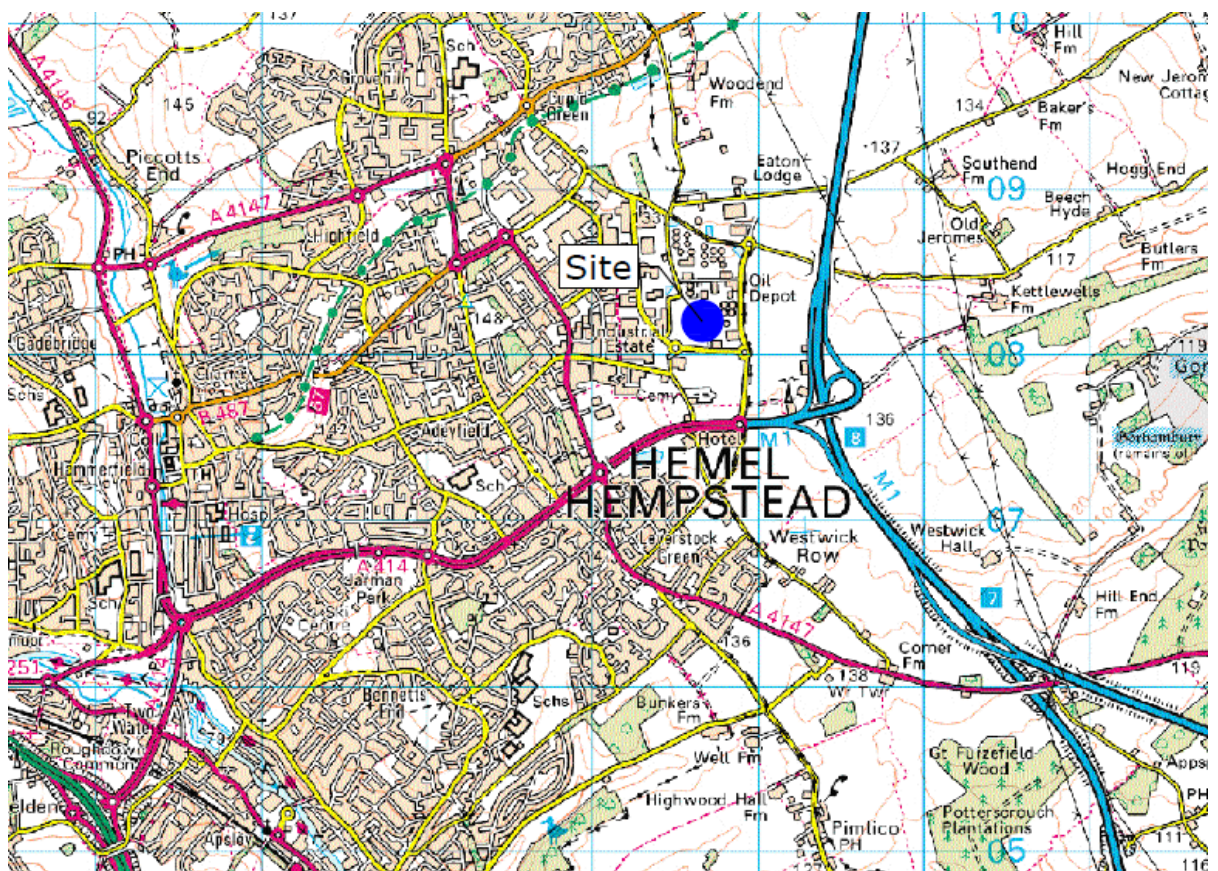
Inset 3.2 – Proposed parking



4 SITE LOCATION AND ACCESSIBILITY

- 4.1.1 This section of the report describes the site location and the existing transport conditions in the area including accessibility to the site by walking, cycling, public transport and on local roads.
- 4.1.2 The site is located about 3.7km to the east of Hemel Hempstead town centre and is served by a local bus service with a stop adjacent to the site. There are extensive residential areas within walking and cycling distance to the south, west and north of the site. Junction 8 of the M1 is just 1 mile from the site via Boundary Way, Green Lane and Breakspear Way.

Inset 4.1 – Site location



4.2 Pedestrians

- 4.2.1 The site is located adjacent to other industrial and freight distribution uses on the Maylands Business Park and there are extensive residential areas within walking distance to the south, west and north of the site. The nearest residential areas to the west start approximately 1km from the site, a walk of 10-12 minutes. The residential areas to the north start around 2km from the site, which is a walk of

20-25 minutes. According to the Census 2021, there are approximately 6,000 households within a walk of approximately 30 minutes. Therefore, the site has significant potential to attract employees who live within walking distance.

- 4.2.2 There are a range of shops and other facilities including an Aldi food store, Tesco Express, McDonalds, Costa Coffee, barbers and Greggs approximately 1km from the site on Maylands Avenue to the west. To the south of the site there is a M&S Simply Food and Holiday Inn, approximately 700m away. The development also includes a staff canteen.

4.3 Cycling

- 4.3.1 Cycling distances and approximate journey times from some of the key local destinations are shown in Table 4.1 below. A cycling speed of 16-20kph has been assumed in the table 4.1.

Table 4.1 - Cycle distance and approximate journey times

Destination	Journey distance (Time)
Hemel Hempstead Town Centre	4.4km (17 minutes)
Apsley Railway Station	5.0km (19 minutes)
Hemel Hempstead Railway Station	6.0km (23 minutes)
Abbots Langley	7.3km (27 minutes)
Kings Langley	8.4km (32 minutes)
St Albans Town Centre	8.5km (32 minutes)
Harpenden Town Centre	9.8km (37 minutes)
St Albans Railway Station	10.4km (38 minutes)
Harpenden Railway Station	11.2km (42 minutes)
Berkhamsted	12.0km (45 minutes)
Watford Junction Railway Station	13.2km (50 minutes)

- 4.3.2 Hertfordshire County Council has identified Hemel Hempstead as having the potential to improve levels of cycling based on its "population size, housing density and self-contained nature". It states that these opportunities exist mainly in the

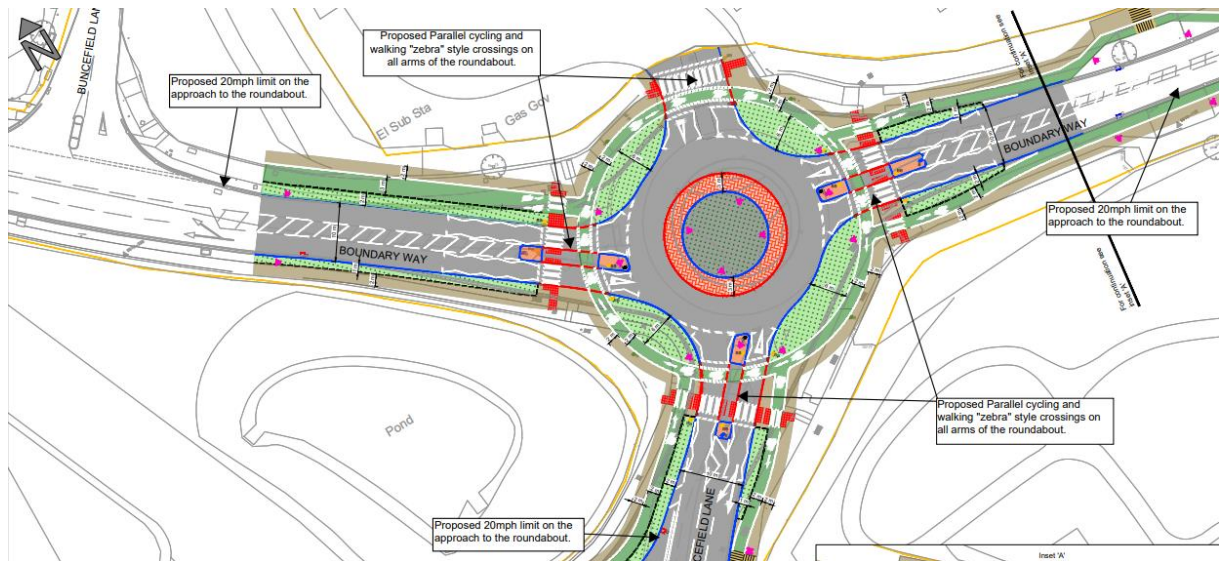
eastern part of the town. However, around the site the area is hilly and this could be one of the main obstacles to cycling in the area.

- 4.3.3 The nearest cycle route to the site is the Nickey Line which is approximately 7 miles in length and runs along the former Harpenden to Hemel Hempstead Railway Line. The route links Hemel Hempstead with Harpenden and Redbourn. The Nickey Line passes the site on Eastman Way in the northern section of the Maylands Business Park and at its closest point is 2.3km from the site on Boundary Way.
- 4.3.4 The Nickey Line forms part of the National Cycle Route 57 which comprises a mixture of traffic free sections and quiet roads that run west to east, from Cricklade in Wiltshire to Welwyn Garden City in Hertfordshire.
- 4.3.5 A local cycle route runs along Boundary Way from north to south. While the road network in the vicinity of the Boundary Way site appears to be of good quality, no marked cycle lanes were identified.

Future Proposals - Boundary Way & Buncefield Lane

- 4.3.6 Update – May 2023 Having successfully received additional funding from Active Travel England to deliver new walking and cycling projects across the county, a scheme is being progressed at Boundary Way Roundabout. The scheme will be delivered using additional funding received in May 2023 from Active Travel England.
- 4.3.7 At Boundary Way Roundabout changes are proposed to the road layout to provide a 'Dutch style' roundabout, reducing the number of lanes on each arm, with dedicated space for cyclists around the entire junction separated from the carriageway. It would also include widened footways with pedestrian crossings on all arms. The scheme continues along Buncefield Lane towards Three Cherry Trees Lane providing a quietway route through the heart of Maylands. Bollards will be installed to create a low-traffic route, increasing comfort and safety for those walking and cycling. The scheme was consulted on in summer 2021. Murphys look forward to engaging as and when proposals come forward.

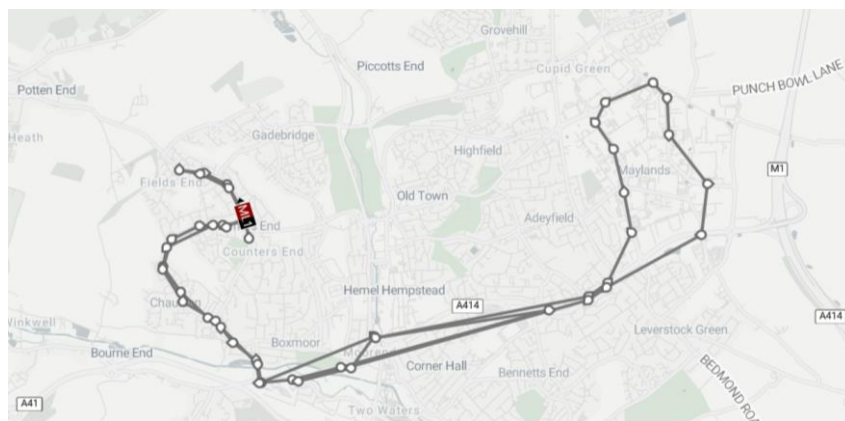
Inset 4.2 – Boundary Way proposals



4.4 Public bus services – Route ML1

- 4.4.1 The site is served by the Maylands Link ML1 bus service. This is operated by Red Eagle Buses. The service runs from approximately 6.30am until 9.00am in the morning and 4.00pm until 6.00pm in the evenings. During these times three buses arrive at the site at 7:13, 7:58 and 8:48 and in the evening depart the site at 16:07, 16:52 and 17:37.
- 4.4.2 The Maylands Link provides a route connecting Warners End to Breakspear Business Park, passing Hemel Hempstead Railway Station, the town centre and Maylands Business Park. The journey time from railway station to the site is approximately 20 minutes. The ML1 route map is shown below.

Inset 4.3 – ML1 Route Map



4.4.3 The next closest bus stop is approximately 1.1km (10 to 15 minute walk) west on Maylands Avenue where Wood Lane End South bus stop is located, this serves the 20, 302 and 320 services. Table 2.3 below shows the bus services close to the site and their frequency.

Table 4.2 - Bus services

Route	Frequency	Destinations
20	3 per peak hour	Hemel Hempstead
	3 per peak hour	Holywell Estate
302	2 per peak hour	Hemel Hempstead
	2 per peak hour	Stevenage
320	1 service per day	Hemel Hempstead
	1 service per day	Maple Cross
ML1	6 service per day	Warners End Boxted Road The Avenue

4.5 Nearby Railway Stations

Hemel Hempstead

- 4.5.1 Hemel Hempstead Railway Station is located approximately 6.0km to the southwest of the site and is served by West Midlands Railway and Southern services. The station has frequent train services to destinations such as London Euston, Watford Junction, Milton Keynes Central and Harrow & Wealdstone as well as other local and regional destinations.
- 4.5.2 The Maylands Link ML1 bus service connects the site to Hemel Hempstead Railway Station as outlined above. Route ML1 runs approximately every 45 minutes during the morning peak from 6:30am and in the evening from 4pm. The journey time from the railway station to the site is approximately 20 minutes.
- 4.5.3 Hemel Hempstead Railway Station is approximately 6.0km cycling distance from the site, approximately 27 minutes cycling time. The taxi fare estimate (source: UBER app) between the site and Hemel Hempstead Railway Station is £8 to £13 and the journey time is approximately 12-15 minutes.

Apsley

- 4.5.4 Apsley Station is located approximately 6.0km to the southwest of the site and is served by West Midland Railway. The station is located along the route connecting London Euston and Milton Keynes Central, passing destinations such as Watford Junction, Harrow and Wealdstone and Wembley Central.
- 4.5.5 There are no direct bus services from Apsley station to Maylands Business Park. The station is approximately 6.0km cycling distance from the site and the journey time is estimated to be 25 minutes. The taxi fare estimate (source: UBER app) between the site and Apsley Station is £8 to £13 and the journey time is approximately 13-16 minutes.

Harpenden

- 4.5.6 Harpenden Station is located approximately 11.2km to the northwest of the site and is served by Thameslink. The station is served by routes between Bedford and central London stations, Gatwick, and the South Coast.
- 4.5.7 There are no direct bus services from Harpenden station to Maylands Business Park. The approximate cycle time from Harpenden station is 42 minutes via the Nickey Line.

Watford Junction

- 4.5.8 Watford is located approximately 13.1km to the south of Hemel Hempstead and is the nearest major town. Watford Junction Station is located to the north of the town and is managed by London Northwestern Railway. West Midland Railway operates trains from Watford Junction on the same line as Apsley and Hemel Hempstead. Hemel Hempstead is a 7 minute journey time from Watford Junction, however there is no direct bus route to the site. The approximate cycle time between Hemel Hempstead and Watford Junction station is 50 minutes.

4.6 Local Highway Network

- 4.6.1 The principal route for vehicular traffic to the site is from A414 via Green Lane and Buncefield Lane. The A414 connects Hemel Hempstead with the M1 to the east and the A41 to the west.

- 4.6.2 The M1 provides access to Luton and the north and London and the M25 to the south. The A41 northwest provides routes towards Aylesbury and Bicester. Both the M1 and A41 connect to the M25 to the south at junctions 21A and 20 respectively and provide access further into northwest London via Watford and Brent Cross.
- 4.6.3 The surrounding network around the site is within Maylands Business Park, where Buncefield Lane, Boundary Way and Maylands Avenue are the main access roads through the estate. Quieter access roads into the Industrial Estate from the centre of Hemel Hempstead include the B487 and Adeyfield Road via Wood End Lane.

5 HIGHWAY IMPACT

- 5.1.1 The new tenant, Sysco, has set out their requirements for 455 car parking spaces to meet their requirements for staff and visitor parking. This is fewer spaces than was required by Amazon, who expanded the car park into the service area to provide a total of 555 car parking spaces to meet periods of higher demand.
- 5.1.2 The new tenant will have a more consistent level of usage, therefore there should be a reduction in car trips at certain times of the year and potential benefits on the road network at these times. There should also be benefits in that there will no longer be a conflict between cars entering and exiting two car parking areas. There will be no changes to the floor area of the existing warehouse.

6 SUPPORTING DOCUMENTS

6.1 Framework Travel Plan

- 6.1.1 A Framework Travel Plan has been developed for the purposes of encouraging the use of sustainable modes of travel and reducing the number of single occupancy vehicle trips generated by the development. The Travel Plan sets out the management structure and establishes the sustainable travel principles and measures to be incorporated within the proposals.
- 6.1.2 The full Travel Plan will be updated prior to occupation of the development and in accordance with planning. Appropriate agreed measures and monitoring commitments will then be implemented, where stated, in accordance with these obligations.

7 SUMMARY AND CONCLUSION

- 7.1.1 The site is located about 3.7km to the east of Hemel Hempstead town centre. Junction 8 of the M1 is just 1 mile from the site via Boundary Way, Green Lane and Breakspear Way
- 7.1.2 The proposals include the provision of a new multi storey / decked car park to provide 455 parking spaces at ground plus three levels. This is a reduction in the exiting parking on the site which is expected to result in fewer trips.
- 7.1.3 The industrial estate has residential development to the south, west and north of the site. According to the Census 2021, there are approximately 6,000 households within a walk of approximately 30 minutes.
- 7.1.4 Apsley and Hemel Hempstead rail stations are located approximately 6km from the site. The ML1 bus connects to Hemel Hempstead station in the peak hours.
- 7.1.5 The site is well connected in terms of the local and strategic highway network, with good access to the M1 and A41, with routes to the north and south.
- 7.1.6 The highway impact of the proposed car park is expected to be lower than the current car park due to the reduction in parking spaces. The number has been advised by Sysco as what is required to accommodate staff at the operations.
- 7.1.7 A Framework Travel Plan has been developed for the purposes of encouraging the use of sustainable modes of travel and reducing the number of single occupancy vehicle trips generated by the development.



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