

41 MARKET STREET, WATFORD
APPLICATION REF: 22/01049/CTR
DATE OF ISSUE: NOV 2022
RESPONSE TO COMMENTS

INTRODUCTION

This Response to Comment has been prepared by Entran Ltd in order to respond to the latest Refusal comments at 41, Market Street, Watford.

This response to comment note has been prepared in addition to and to re-iterate points raised within the Transport statement dated July 2022.

It is noted that comments from both Watford BC and Hertfordshire CC have been included within this response.

RESPONSE

Please see related response to the comments provided below:

Watford Borough Council

Comment 1 – Passing Places

4. The development would exacerbate demand for on-street car parking in an area that already experiences parking problems. Without a suitable Unilateral Undertaking under Section 106 of the Town and Country Planning Act 1990 (as amended) removing parking permit entitlement for future occupiers, the development would give rise to adverse highways impacts. As such, the development fails to comply with condition MA.2.(2)(a) of Part 3, Schedule 2, Class MA of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

Entran Response 1

In terms of car parking, the LP specifies that every residential unit within Zones 1 & 2 should provide a maximum of 1 parking space per dwelling.

Given the highly accessible and sustainable location, such levels of parking provision are not considered to be necessary and therefore, the proposals put forward are for 9 apartments and 4No parking spaces, this equates to a parking ratio of approximately 0.5 spaces per unit.

The parking spaces being provided will be on an unallocated basis and will be EVC ready.

The Applicant has previously confirmed that they will enter into a Unilateral Undertaking (UU) agreement with the Council to secure a permit-free development, which would prevent future occupiers from obtaining permits to park in the area. Whilst it is considered unnecessary for this application the applicant is still open to having this in place if the LHA are mindful that it is still necessary.

In this regard, it is considered that the proposed residential use would not affect local parking conditions.

Furthermore, the reason the UU was not implemented previously is because of reasons outside of the applicants control at that time. The applicant now has resolved this, and the title is now within the sole ownership of the applicant.

In this regard, a UU can now be implemented.



Hertfordshire County Council Comment

Comment 2

“Parking: *The proposed development is to provide 4 parking spaces, with space for secure cycle parking, which is consistent with Policy 1, 5,7 and 8 of Hertfordshire County Councils Local Transport Plan (Adopted 2018). The LPA shall be responsible for assessing the proposed development against local parking standards and to satisfy itself that any level of parking it requires can be achieved.*

Parked vehicles must not overhang the public footway, highway verge or vehicle crossover.”

Entran Response 2

Entran Ltd agree with HCC assessment criteria.

Comment 3

“Conclusion

HCC as Highway Authority has considered the proposal and concludes that it would not give rise to an unacceptable impact on the safety or operation of the surrounding highway. It raises no objections but recommends the inclusion of the above highway informatives / advisory notes.”

Entran Response 3

Entran agree with HCC conclusions that the proposed development would not give rise to an unacceptable impact on the safety or operation of the surrounding highway.

Furthermore, Entran Ltd have put forward previously within the Transport Statement dated July 2022 that, a suitable UU is to be agreed with Watford Borough Council as the local parking enforcement Authority in due course.

This UU is to be conditioned and secured via the S106 that all new owner/occupiers be exempt from applying for a parking permit and therefore, the reduction in parking is self-enforcing.

CONCLUSION

It appears that Watford Borough Council have not considered the Transport Statement in full and have mis-understood what is being proposed by Entran Ltd on behalf of the applicant.

It is therefore, re-iterated that, the proposed development will be supported with a suitable Unilateral Undertaking and that a DRAFT will be agreed with WBC in due course and secured through the S106 as a legal obligation to the future planning consent of 41 Market Street, Watford.

In this regard, no further work is necessary, and a Highway and Transportation recommendation of approval can now be given in support of this development.