

# 41 MARKET STREET. WATFORD. WD18 0PN

## TRANSPORT BRIEFING NOTE –

### JULY 2022

## 1.0 INTRODUCTION

### 1.1 Background

- 1.1.1 This Transport Briefing Note has been prepared by Entran Ltd to support a notification for Prior Approval of the change of use from Office/Workshop (Class E) to Residential (Class C3).
- 1.1.2 The proposed residential development will consist of 9 units and 4No. parking spaces.
- 1.1.3 Two previous planning applications have been considered by Watford Borough Council (WBC) and both determined with a refusal notice. Planning References:
  - REF: 21/01416/CTR – Refused
  - REF: 22/00537/CTR - Refused

## 2.0 UPDATED PLANNING POLICIES:

- Travel plans, transport assessments and statements in decision making (2014);
  - DfT- GTA (2007);
  - MfS and MfS2 where applicable;
  - London Plan 2021;
  - WBC Local Plan 2 – up to 2036;
    - WBC, SPG – Residential Design Guide- 2016
    - WBC – SPG Cycle Parking -2017
    - WBC – Local Plan 2, Appendix G - Parking Standards
- 2.1.1 Architects' drawings attached as **Appendix A**.

## 3.0 EXISTING DEVELOPMENT SITE AND HIGHWAY CONDITIONS

### 3.1 Existing Highway Network

- 3.1.1 The application site is located within the Town Centre of Watford on Market Street and comprises a 436m<sup>2</sup> building across two floors that has an extant site use under the Class B1(c) use. However, due to limited market demand and interest for such uses in this location, the applicant now seek to use the application site for Class C3 – Residential.
- 3.1.2 The access road forms a vehicle crossover with Market Street, is approximately 3m wide and can be described as being under croft.
- 3.1.3 Market Street is one way in operation with access from Exchange Road and egress to the A4178 Merton Road.
- 3.1.4 The A4178 is a primary distributor road that connects to the A411, A41 and M25 to the north.
- 3.1.5 The A411 to the southeast provides access to the M1 (J5) via the A4008.
- 3.1.6 From the A41, M25 and M1 all major destinations can be connected to.



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- 3.1.7 Market Street can be described as being within an area of both commercial and residential properties.
- 3.1.8 All local footways are at least 2m in width and are of a good quality surfacing.
- 3.1.9 There are crossing facilities available with signalised pedestrian crossing facilities both at the junction with Merton Road and Exchange Road. Furthermore, all local junctions benefit from dropped kerbing as a minimum to ensure there are no impediments to pedestrians to all local facilities and amenities.
- 3.1.10 There are no dedicated-on road cycle facilities available along Market Street, however, there are dedicated cycle facilities available around the Town Centre and its primary road network with a Toucan crossing available at the Exchange Road junction and additional cycle infrastructure to guide cyclists to and from specific routes that are available.
- 3.1.11 Where there is not cycle lanes provided all local roads are of sufficient width for cyclists to share the carriageway with motor vehicles thus ensuring no impediment to cyclists.
- 3.1.12 It is also to be noted that, located on Exchange Road is a Beryl bike sharing station to greatly enhance the access to a bike on a daily basis. See <https://beryl.cc/bikeshare/watford> for more information.
- 3.1.13 Site Location plan illustrated below in **Figure 2.1**:



- 3.1.14 Within an approximate 5-10 minute walk the following local facilities can be accessed, including but not exhaustive of:
  - Nursery and Junior School;
  - Bus Stops,
  - Watford Rail Station;



- Leisure Facilities and Places of Worship;
- Pubs, Restaurants and Takeaways
- Hairdressers, Banks and Post Office;
- Convenience Stores, general retail; and
- Coffee shops and Cafes;

3.1.15 In this regard therefore, it is considered that there are no obstacles for those choosing to travel by foot or bicycle for any purpose.

### **3.2 Public Transport**

3.2.1 Within 200m of the site there are both north and southbound bus stops both of which benefit from bus laybys, cages and shelter.

3.2.2 Service routes 10, 20, 142, 258, 321 Sapphire, 635, 821, and W1 can be accessed from these stops providing services to Luton, Hemel Hempstead, Holywell, Abbots Langley and Maple Cross at approx. 10 minute intervals.

3.2.3 The nearest Over Rail Train Station is Watford Junction Station and is approximately 1km from the development site approx. a 10 minute walk.

3.2.4 In summary, the development benefits from excellent pedestrian, cycle and public transport facilities and does not encounter any barriers to anyone choosing to travel by any mode.

#### **Controlled Parking Zone (CPZ)**

3.2.5 Market Street sites within a local CPZ area. The CPZ controlling Market Street is Zone 'G' and can be described as being operational between 8am and 10pm, Monday to Sunday (excluding bank holidays).

3.2.6 See **PLATE 1** below which is an extract from the WBC CPZ Zone Map (G):



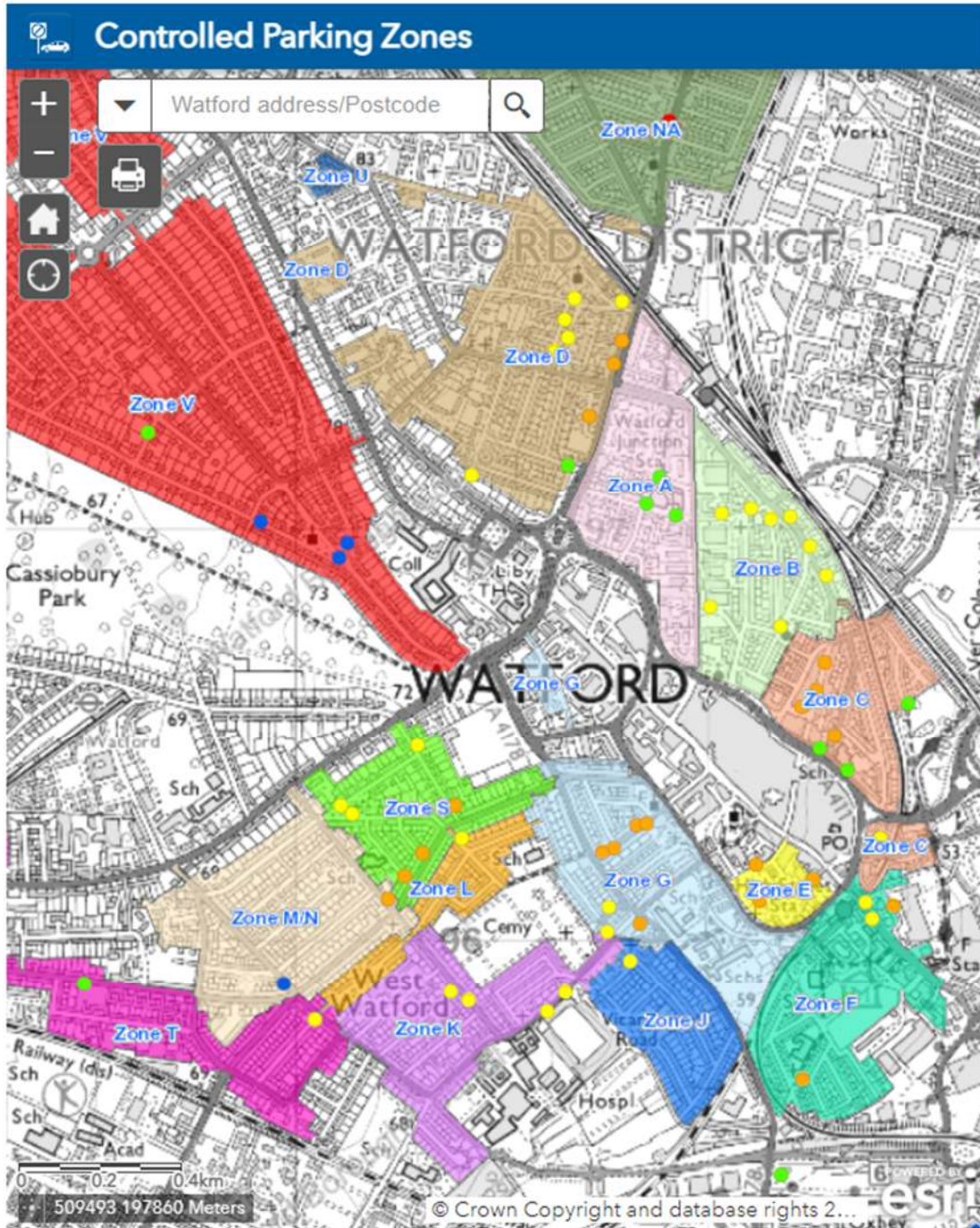


PLATE 1 – Controlled Parking Zone Map (G)

### 3.3 Vehicular Access

3.3.1 Access to the site is from the south side of Market Street via a gated entrance. As can be seen from **PLATE 2** and **PLATE 3** below there is an area of courtyard within the redline boundary that currently is available for 4 vehicles with turning available.



**PLATE 2 – Existing Site Layout**



**PLATE 3 – Redline Boundary (Title Plan)**





## 4.0 PROPOSED DEVELOPMENT

### 4.1 Development Proposals

4.1.1 The development proposals are to convert existing buildings into 9No. residential apartments.

4.1.2 In essence, the development will consist of:

- 8No. Studio apartments and 1No. 2bed apartment;
- 4No Car Parking Spaces;
- Access maintained for visitor and delivery only;
- Refuse collection to take place from Market Street with a bin store located within 25m of the public highway;
- Delivery and servicing to take place on site with turning available for entry/egress in a forward gear for smaller vehicles only. Larger deliveries will take place from Market Street; and
- A fire tender has access within 45m of the building as per existing arrangements.

4.1.3 The full architect's plans are attached as **Appendix A**.

### 4.2 Parking

4.2.1 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.

4.2.2 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.

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

4.2.4 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.

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

4.2.6 Furthermore, it is to be noted that, the reason the UU was not implemented previously is because of reasons outside of the applicants control at that time, these reasons have now been resolved through the recent purchase of the site and the title now being within the sole ownership of the applicant.

#### Cycle Parking

4.2.7 In accordance with WBC cycle parking standards 1 space per unit is to be provided as a minimum which equates to a total of 9 spaces. These spaces are to be secure and covered.

#### Refuse Collection

4.2.8 For refuse collection, this can also be provided within the existing garage/store area which would provide refuse storage facilities within 25m of the adopted highway.

4.2.9 Collection will then take place from on street in accordance with MfS and MfS2.



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## 5.0 TRAFFIC GENERATION

### 5.1 Introduction

5.1.1 The proposed development is to continue to operate with 4No. parking spaces and therefore, traffic generation will remain as status quo when compared to the existing site use and no further analysis is required.

## 6.0 CONCLUSION

6.1.1 To summarise, it is considered that:

- The site is in a highly accessible Town Centre location;
- The development proposals include for 4No. car parking spaces at a ratio of approximately 0.5 spaces per unit and to be unallocated and EVC ready;
- A Unilateral Undertaking (UU) to remove parking permit entitlement to future occupants is possible if the LHA are mindful that this is still required however, it is not considered necessary with the parking provision provided and the application sites location within the Town Centre.
- Vehicular trips will remain as status quo when compared to the extant site use with 4No. car parking spaces to remain; and
- The existing building has adequate space to accommodate the minimum requirement for cycle parking at a ratio of 1 space per unit (9 cycle spaces in total) and is to be secure and covered.

6.1.2 Based on these conclusions the impact of the development proposals on the surrounding transportation network should be considered non-detrimental and that no further work is to be carried out.

6.1.3 On this basis, it is recommended that the proposed development be recommended for approval on highway and transportation grounds.



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# Appendix A

## Architects Plans