

SECTION 7 Parking Management Strategy

7.1 Overview

7.1.1 The proposal will provide a total of 226 car parking spaces across the site as illustrated in the plan at Appendix C. A breakdown of these spaces is provided in Table 7.1.

Table 7.1: Proposed Car Parking Provision

	Parking Spaces
Residential	
Basement	
<i>Standard</i>	148
<i>Disabled</i>	29
<i>Visitor</i>	22
Surface	20
Residential Total	219
Community	
Surface	
<i>Standard</i>	5
<i>Disabled</i>	1
<i>Car Club</i>	1
Community Total	7
Total Site	226

7.2 Residential Parking Spaces

7.2.1 The proposal includes 219 spaces for residents. This includes a mix of spaces within the basement car park and at surface. Of the 219 residential spaces, 197 will be allocated to specific residential units.

7.2.2 The spaces within the basement will be numbered and allocated to specific residents. Residents with an allocated basement space will be provided with a fob/ electronic key to permit vehicular access. Residents without an allocated space will not be provided a fob for vehicular entry.

Residential Parking Provision

7.2.3 The residential parking standards are set out in Table 2.1. Based on the proposed development schedule and the WHBC's standards, the proposal should provide between 77 to 285 spaces. This is summarised in Table 7.2.

Table 7.2: Proposed Parking Provision based on WHBC Standards

Bedroom	Car Parking Standards		Proposed Units		Maximum Parking Demand	With Parking Reduction
	Zones 1 and 2	Elsewhere	Zones 1 and 2	Elsewhere		
1 bedroom dwelling	0.75 spaces per dwelling	1.25 spaces per dwelling	129*	0	97	24-48
2 bedroom dwelling	1 space per dwelling	1.5 spaces per dwelling	124	3	129	33-65
3 bedroom dwelling	1.5 spaces per dwelling	2.25 spaces per dwelling	23	2	39	11-21
4 bedroom dwelling	2 spaces per dwelling	3 spaces per dwelling	0	8	24	12-18
Total			276	13	289	80-152

Source: Consultant's Estimates * includes studios – standards allows a 25-50% provision in Zone 2, and 50-75% in Zone 3

7.2.4 The proposal will provide a parking ratio for the residential units of 0.76 spaces per unit. As set out in Section 2, the WHBC parking standards allow for a reduction in car parking provision for developments in sustainable locations. The provision of 219 spaces compared to the maximum permissible 289 spaces equates to the site providing an overall 76% of the total maximum permissible.

7.2.5 This level of car parking is considered suitable given the provision is provided in accordance with local standards, which allow for a reduction in sustainable locations;

- The Manual for Streets (MfS) states that a reduced parking provision can work successful when it is possible for residents to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car. This is highlighted within the accessibility section (see Section 5);

- MfS goes on to state that this will normally be in town and city centres where “there will be good public transport and places that can be accessed easily on foot and by cycle. For residents who choose not to own a car, living in such an area may be an attractive proposition”;
- The site is located 1km (equivalent to a 12 minute walk) from Welwyn Garden City rail station and less than 100m (equivalent to a two minute walk from the closest bus stops);
- The site is extremely well located to a number of everyday services and facilities within Welwyn town centre;
- The 2011 Census car ownership data demonstrates 49% of local residents in flats do not own a car (applying this to the development proposal would equate to 142 units living ‘car free’);
- The average car ownership per flatted unit in the local area, taken from the 2011 Census is 0.62 cars per unit and as such illustrates a provision of less than one car parking space per unit;
- Parking permits will be available to all flats via a ‘first come, first served’ basis with a maximum of one car parking permit will be issued to each unit. Those units without car parking will not be issued with a vehicle garage fob;
- Future residents will be made fully aware during the sales process if the unit has allocated parking; and
- All units will be provided with a residential travel information pack which sets out local walking and cycling maps of the area, public transport information and details of the local car parking charges and information.

7.3 Visitor Parking Spaces

7.3.1 The proposal includes some 22 visitor spaces across the site. These will be provided on the ground floor, surface area parking as well as within the basement car park. The spaces will be managed by the on-site management team who will implement the following measures:

- Allow access for visitor vehicles;
- Instruct visitors to what parking space to use;
- Ensure there is a turnover of the visitor spaces, with a maximum stay of 24 hours per bay; and

- Liaise with residents regarding the use of visitor spaces.

7.4 **Community Hub Parking Space**

7.4.1 The proposal includes six parking spaces for the community hub unit. This level of provision was requested by WHBC during the pre-application discussions. The spaces will be marked for use by visitors and staff of the community hub only.

7.5 **Car Club Space**

7.5.1 The proposal includes provision of one space, dedicated for use by a car club operator. The space will be demarcated as use by the car club only. During the sales process, future residents will be informed of the car club, including the benefits of a membership, as well as the parking arrangements for the space.