



BioPark Planning Appeal

Proof of Evidence

Welwyn Garden City Society

Parking & Transport

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A. Mirage Residents Survey Results.

Survey of Mirage Residents - May 2022

Date of survey	May-22
Total survey pool*	139
Responses	62
Response rate*	45%

* Number based on an estimate that 66% of residents are members of the Facebook Group where the survey was held

1. What do you think about the amount of parking on the Mirage/Griffin developments?

There is not enough parking	62	100%
Parking level is about right	0	0%
There is too much parking	0	0%

2. Do you/your guests have problems finding parking space parking on the Mirage/Griffin developments?

Yes	61	98%
No	1	2%
N/A	0	0%

3. If you have an allocated outside parking space (not a driveway) - have you had experience of other people parking in it without permission?

I have an allocated space and YES I have had a problem.	26	42%
I have an allocated space and NO I have not had a problem.	11	18%
N/A - I do not have an allocated space.	25	40%

4. When you purchased/rented your flat, were you advised that there would be ample addition/visitor/communal parking on the development?

Yes	52	84%
No	10	16%

5. How would you describe the local public transport infrastructure? (this relates to local towns & villages rather than to London)

Very Poor	14	23%
Poor	17	27%
Adequate	17	27%
Good	6	10%
Very Good	1	2%
I don't use public transport	7	11%

6. What type of property do you live in?

House with private drive	5	8%
House with separate allocated parking space	13	21%
Flat with underground parking space	30	48%
Flat with outside parking space	12	19%
Flat with no allocated parking space	2	3%

Key statistics

100% of residents state that parking is inadequate

98% of residents experience difficulties getting a space.

70% of those with an allocated space have had issues with people parking in it

84% of residents were advised that there would be adequate parking onsite when purchasing/renting

Of those who use public transport, only 13% would rate it as good/very good

Half those surveyed have an underground allocated space - all of them still state that parking is inadequate on the development

B. I-Transport Document



3.1.3 The reason for refusal goes on to state that the application is contrary to a number of local policies. The policies are listed below with a short summary illustrating how the proposal does in fact meet these key transport and highways policies.

Policy H2 of the District Plan: "Location of Windfall Residential Development"

"All applications for windfall residential development will be assessed for potential and suitability against the following criteria:

- *(i) The availability of previously developed sites and/or buildings;*
- *(ii) The location and accessibility of the site to services and facilities by transport modes other than the car;*
- *(iii) The capacity of existing and potential infrastructure to absorb further development;*
- *(iv) The ability to reinforce existing communities, including providing a demand for services and facilities; and*
- *(v) The physical and environmental constraints on development of land.*

The development of sites for over 10 units or 0.25 ha that are not listed in Policy H1 will not be permitted if they would result in a significant oversupply of housing in the district. Exceptions will be made in any of the following instances:

- *(i) The development provides for local affordable housing needs or other clearly identified local housing needs;*
- *(ii) The development would contribute to regeneration or the town centre strategies;*
- *(iii) The development comprises the conversion of an existing building;*
- *(iv) The development would achieve a clear environmental gain;*
- *(v) The development would assist in the construction or provision of improved community facilities over and above those that would be required to support the development itself."*

3.1.4 The transport tests are those set out in parts ii and iii of the first part of the policy.

3.1.5 The TA sets out clearly in Sections 3 and 5 that the site is in an excellent location for future residents to access local public transport services (including bus stops and rail services from Welwyn Garden City station) and everyday services and destinations by foot or by cycle, and therefore meets the test in part ii.

3.1.6 In addition, the TA also sets out (in Section 6) that the impact on the local highway network is minimal, and this point is confirmed in HCC's response (see response dated 19 February 2021) and therefore accords with the test in part iii. In addition, the Appellant is committed, via planning obligation, to fund

C. Welwyn Hatfield Borough council Parking Consultation Website
<https://archive.welhat.gov.uk/article/12311/Peartree-Area->