



BioPark, Broadwater Road, Welwyn

Statement of Common Ground – WHBC (Parking)
ADDENDUM

Appeal Reference: APP/C1950/W/22/3294860

Date: 11 July 2022

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Quality Management

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SECTION 1 Introduction

- 1.1.1 This Transport and Highways Statement of Common Ground (THSoCG) Addendum provides an update to the Inquiry following a change in position by Welwyn Hatfield Borough Council (WHBC).
- 1.1.2 Since the submission of the original THSoCG (Core Document (CD) D2), the following documents of relevance have been submitted to the Inquiry:
- Proof of Evidence of Neil Marshall on behalf of the appellant (dated 14th June 2022) (CDF3);
 - Proof of Evidence of Mark Powers on behalf of WHBC (dated June 2022) (CDG3); and
 - Rebuttal Proof of Evidence of Neil Marshall (dated 27th June 2022) (CDF28).
- 1.1.3 On 7th July 2022, WHBC emailed the Planning Inspectorate to confirm that, following the submission of the Rebuttal Proof (CDF28), WHBC will no longer be defending the second Reason for Refusal at the Inquiry.
- 1.1.4 WHBC's second reason for refusal relates to the quantum of car parking proposed at the Appeal site, and any impact that would result from an insufficient provision.
- 1.1.5 This THSoCG Addendum confirms that all matters are now in agreement between the Appellant and WHBC in relation to car parking.

SECTION 2 **Parking Provision**

- 2.1.1 The Appeal site provides 219 car parking 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. In addition, 15 spaces for motorcycle/powered two wheelers are provided, 22 spaces for visitors are provided, and six spaces for the community hub are allocated. An additional space for an on-site car club is provided.
- 2.1.2 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.
- 2.1.3 Whether car parking provision is appropriate can be based on parking standards to determine whether provision meets local policy aspirations and by looking at existing car ownership in the vicinity of the site.

Residential Parking Provision

- 2.1.4 WHBC's parking standards are set out in the Welwyn Hatfield District Local Plan Review – Supplementary Planning Guidance, Parking Standards (January 2004) (CDB7). The standards establish maximum parking standards which are subject to zonal areas whereby developments in more accessible zones are able to provide a lower car parking provision.
- 2.1.5 The WHBC 'Interim Policy for Car Parking Standards (August 2014) (CDB8) sets out that the parking standards contained within the SPG document will continue to be applied across WHBC but will now be treated as 'guidelines' rather than 'maximums'. The policy document states that higher or lower car parking standards than those set out in the SPG can be proposed. It further goes on to confirm that parking provision will need to take account of the following relevant circumstances of each proposal:
- Size and location context;
 - Wider surroundings; and
 - NPPF guidance with regard to car parking standards which states the following factors must be considered when assessing parking standards:
 - Accessibility of the development;

- Type, mix and use of the development;
- The availability of and opportunities for public transport;
- Local car ownerships levels; and
- An overall need to reduce the use of high emission vehicles.

2.1.6 The policy document emphasises that the ‘...**onus is on developers to demonstrate through transport information submitted alongside their planning applications that a greater or lesser level of car parking provision is appropriate**’.

2.1.7 The residential parking standards and how they are applied to the Appeal site are set out in Table 2.1.

Table 2.1: 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: * includes studios – standards allow a 25-50% provision in Zone 2, and 50-75% in Zone 3

2.1.8 Based on the proposed development schedule and the WHBC’s standards, the Appeal site should provide between 80 to 289 spaces.

2.1.9 The Appeal site will provide an overall parking ratio for the residential units of 0.76 spaces per unit. 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 Appeal site providing an overall 76% of the total guidelines.

2.2 Census Data

2.2.1 The Transport Assessment (CD C4) submitted in support of the planning application made an assessment of the likely car ownership of future occupiers of the Appeal site based on data from the 2011 Census. This is the most recent year available, with 2021 Census data unlikely to be available until early 2023.

2.2.2 The proposed parking provision equates to an overall parking ratio of 0.76 spaces per dwelling, with the average car ownership in the area, based on 2011 Census data, being 0.62 cars per flatted dwelling.

2.2.3 It is not possible to provide a specific estimate of the current car ownership level, but recent car ownership data may be influenced by a number of societal changes, including, but not limited to:

- a growth in home working (led by both the Covid pandemic and access to high speed internet);
- increased access to car clubs (one of which will be provided at the Appeal site); and
- that the Census data used includes many of the outlying suburban areas of Welwyn, as opposed to this urban, central site, with its high quality access to services and facilities via walking, cycling, and public transport.

2.3 Conclusion

2.3.1 The quantum of residential car parking is suitable given:

- The provision is provided in accordance with local standards, which allow for a reduction in sustainable locations;
- The Manual for Streets (MfS) (CD B21) states that a reduced parking provision can work successfully when it is possible for residents to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car;
- 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 Appeal site is located 750m (equivalent to a 10 minute walk) from Welwyn Garden City rail station and less than 100m (equivalent to a two minute walk) from the closest bus stops which provide two services per hour – additional services are available less than 500m east on Peartree Lane and 800m to the north on Bridge Road;
- The Appeal site is extremely well located to a number of everyday services and facilities within Welwyn town centre as confirmed in the WHBC Officer's report to planning committee;
- The 2011 Census car ownership data demonstrates 49% of local residents in flats do not own a car (applying this to the Appeal site 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 demand of less than one car parking space per unit;
- An on-site car club facility will be provided within the development, available to future residents – data suggests that for every car club vehicle, 10.5 private cars are removed from the road network (paragraph 3.3.6 of CDF3);
- 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;
- 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; and
- The application is supported by a car parking management strategy to ensure efficient usage of spaces for residents and visitors, as well as blue badge and electric parking.

2.3.2 Therefore, all parking demand created by the Appeal site can be met by on-site residential, visitor and car club provision. The overall conclusion is that car parking provision is suitable for the Appeal site considering its location and mitigation.

SECTION 3 Local Parking Conditions

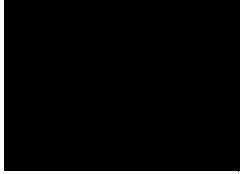
- 3.1.1 The Rebuttal Proof of Mr Marshall (CDF28) presents the results of on-street car parking surveys on local public streets. These surveys recorded the actual parking demands on local roads. This follows the Lambeth Methodology (which was originally devised by the London Borough of Lambeth, but is now the standard method used by transport planning professionals across England). The parking surveys were undertaken on two weekday evenings in May 2022, including Tuesday 24 and Wednesday 25 (avoiding school and public holidays and any known road works) covering an area of 200m or more from the site access between the hours of 0030-0530. The assessment is based on a parked car being 5.0m in length.
- 3.1.2 The results confirm that, on average, there remains the ability to park up to 213 cars on the local roads in accordance with the standard methodology. This assessment allows for all available kerb space away from dropped kerbs and where parking restrictions apply. In some locations, there may be a further reduction in availability where drivers choose not to park in locations opposite other parked vehicles where this would narrow carriageway widths to a level that would block through movement. However, the analysis continues to present a robust assessment of the parking capacity on the local roads as it excludes other legal parking spaces (90° “nose-in” spaces) within the study area which vehicles are able to park within.
- 3.1.3 The evidence of Mr Powers (CDG3) puts forward a case that there may be a growth in parking demand beyond that reflected by the historic 2011 Census data. The Rebuttal Proof of Mr Marshall (CDF28) establishes that such a growth is unlikely, due to societal changes and the implementation of a car club on site. However, in the event that historic trends were to continue, a potential increase in Census-derived car ownership may result in up to 5 vehicles displaced to surrounding streets. It is noted that this is expected to be within the available capacity in the surrounding area.
- 3.1.4 Therefore, there is adequate spare capacity for on-street parking to occur on local streets or may be accommodated by future residents using the car club vehicle for local journeys, without detriment to local highway safety or capacity.

SECTION 4 Matters now Agreed

- 4.1.1 Following the submission of the Proofs of Evidence and Rebuttal, there are no longer any matters not in agreement between WHBC and the Appellant on parking matters. It is now agreed that the level of on-site car parking provided is sufficient to meet anticipated demand and that occupation of the Appeal site will not result in a detrimental impact on surrounding roads.

SECTION 5 Agreement

Signed by



of Welwyn Hatfield Borough Council

Name: Mark Powers

Dated: 11.07.2022



.....On behalf of i-Transport LLP

Name: Neil Marshall

Dated: 11.07.2022

