



BioPark, Broadwater Road, Welwyn

Statement of Common Ground – WHBC (Parking)

Client: HG Group

i-Transport Ref: NM/MD/ITL16195-010c

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

Date: 31 May 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) comprises a written statement setting out factual information about the proposal that is in agreement between the appellant and Welwyn Hatfield Borough Council (WHBC) as the local planning authority (LPA) in relation to transport, highways, and parking.

1.1.2 This statement addresses the following areas of common ground:

- Description of the site;
- Description of the area;
- Development plan (including relevant policies);
- List of possible conditions;
- Draft terms of S106 obligations;
- Others relevant points including agreed traffic data and circumstances; and
- Matters not in agreement.

1.1.3 This Statement follows the Planning Inspectorate's template for statements of common ground.

## SECTION 2 Site Address and Description of the Development

### Site Address

2.1.1 Redevelopment of BioPark, Broadwater Gardens, Welwyn Garden City

### Description of the Development

2.1.2 Demolition of existing buildings and construction of 289 residential units (Use Class C3) and community hub (Use Class E/F.2), with public realm and open space, landscaping, access, associated car and cycle parking, refuse and recycling storage and supporting infrastructure.

### Parking and Servicing

- A residential parking ratio of 0.76 spaces per unit;
- 226 parking spaces (including 219 residential spaces and 7 community hub spaces);
- 30 blue badge spaces across the site (29 residential and 1 community hub);
- Over 20% electric vehicle charging provision;
- 1 car club bay with active electric vehicle charging;
- 2 car parking spaces for each townhouse;
- 12 motorcycle spaces in the basement;
- A secure, covered long term cycle space for each unit (289 total);
- 10 long term and 8 short term visitor cycle parking spaces at surface level;
- 1 community hub long term cycle space within the unit;
- Refuse and recycling stores located within each core;
- Refuse collection by lorry from designated areas that are integrated into the public realm;
- Concierge in the community hub area;

### Access

- Vehicular access via the existing access road (BioPark Drive) which is to be improved and will have a 4.8m wide carriageway and 3.1m wide footpath/ cycleway;

- Existing junction between BioPark Drive and Broadwater Road enhanced from a simple crossover to a formal access road, with a width of 5.5m, kerb radii of 4.0m to both sides, and dropped kerb and tactic provision across the access;
- The access arrangement has been subject to a Stage 1 Road Safety Audit (RSA) and a subsequent Designer’s Response has been prepared (with the access arrangements updated accordingly).
- BioPark Drive splits within the site to access the northern and southern parts of the site; and
- The opportunity for enhanced connectivity through pedestrian and cycle links connecting northwards to the Wheat Quarter and surrounding residential development to the west and south.

### **Appellant**

2.1.3 HG Group

### **Local Planning Authority**

2.1.4 Welwyn Hatfield Borough Council (WHBC)

### **Local Highway Authority**

2.1.5 Hertfordshire County Council (HCC)

### **Overview**

- 2.1.6 This statement addresses the transport and highways areas of common ground between the Appellant and WHBC as the LPA responsible for car parking matters. All matters relating to car parking were agreed between the Appellant and WHBC during the course of the planning application. WHBC did not maintain an objection to the scheme on parking matters within the officer’s report to the Planning Committee dated 31st August 2021.
- 2.1.7 All matters of on and off site highway and transport impacts were agreed between the Appellant and HCC as the local highway authority during the course of the application. HCC did not raise an objection to the scheme, subject to suitable conditions and obligations.

## SECTION 3 Description of the Site

- 3.1.1 The Appeal site is bordered to the north by the Shredded Wheat Quarter development, the southern parcel of which is currently under construction for high density residential development. To the east, the site is adjacent to the recently completed residential development around Penn Way. To the south, the site is surrounded by the residential uses on Broadwater Crescent, and to the west, the site is adjacent to a lorry trailer park ancillary to the distribution centre to the northwest, and beyond the parking area, the railway lines on the approach to Welwyn Garden City railway station.
- 3.1.2 The site is currently occupied by a vacant employment site known as the BioPark, a research and development (B1b land use) complex formerly owned and occupied by the University of Hertfordshire. Occupancy rates fell from around 90% up until around May 2016, to around 70% in September 2017, to less than 50% in February 2019. Full vacancy was by March 2020.
- 3.1.3 The existing floor area of the site is 13,972 sqm with some 160 associated car parking spaces (in a mixture of surface level parking in the vicinity of Broadwater Crescent and a two storey basement beneath the main building). The only access to the site is provided via BioPark Drive, a 9.0m wide private road (consisting of 7.6m wide carriageway, 0.2m wide service strip, and 1.8m wide footway). BioPark Drive joins the A1000 Broadwater Road to the east via a simple crossover.
- 3.1.4 The A1000 Broadwater Road is a principal A Road and a Main Distributor (as per HCC's Highway Hierarchy), subject to a 30mph speed limit in the vicinity of the site access.

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## SECTION 4 Description of the Area

### 4.1 Pedestrian Infrastructure

- 4.1.1 The site is surrounded by a high quality pedestrian network. At the site's boundary to Broadwater Road, wide footways (in excess of 3m) are located on both sides of the carriageway. Dropped kerbs and tactile paving are provided across the majority of minor accesses along Broadwater Road. A pelican crossing is provided across Broadwater Road just north of the junction with Otto Road, to aid safe pedestrian passage.
- 4.1.2 The high quality footway provision continues along Broadwater Road. At the next major junction (to Hydeway) the footway continues west along Hydeway towards a bridge over the railway.
- 4.1.3 A footbridge at Welwyn Garden City railway station, which links the station to the east of Welwyn Garden City, and is undergoing a refurbishment which includes a lift and new stairs, as well as cleaning, repainting, resurfacing, and having new lights fitted.

### 4.2 Cyclist Infrastructure

- 4.2.1 The length of Broadwater Road consists of an off-carriageway shared pedestrian / cycle route on its eastern side. A toucan crossing is provided just to the south of the Hydeway junction, with the shared pedestrian / cycle route following the southern side of Hydeway, where a large number of cycle parking racks are provided for use by those making onward journeys from the railway station. North of Hydeway, the shared foot/cycle way is located on the western side of Broadwater Road, which is connected to a recently improved segregated on-carriageway route on Bridge Road.
- 4.2.2 There are also a number of numbered cycle routes in the vicinity of the site. Route 12 can be joined on the A6129 which is 400m to the south via the off-carriageway cycle lane along the eastern side of Broadwater Road. Route 12 runs in sections from Enfield Lock in north London to Spalding via Stevenage, St Neots and Peterborough.
- 4.2.3 Route 61 routes between Maidenhead to Hatfield, Welwyn Garden City and Hertford and terminates near Hoddesdon. Again, this is accessible via the Broadwater Road shared foot/cycle lane, and a short on-carriageway section Holwell Road.

### 4.3 Public Transport Service

- 4.3.1 The Penn Way bus stops are located outside the site access on Broadwater Road (northbound adjacent to the access and southbound circa 50m to the north of the site access). Both stops are served by the 601 Alban Way bus route. The 601 bus service routes between Welwyn Garden City and Borehamwood via Hatfield and St Albans, and there are two services per hour across the weekday.
- 4.3.2 Both of the bus stops provide a shelter, seating, and timetable information. Passengers accessing the northbound bus stop will be required to cross Broadwater Road.
- 4.3.3 Additional bus stops and services are available within a short walk of the site access to Broadwater Road, including the 403 and 404 services available on Mill Green Road via Peartree Lane, circa 450m from the site access. In addition, a range of bus services are available from the bus stops on Bridge Road, opposite the station and located within a 10 minute walk from the site access (circa 750m).
- 4.3.4 Welwyn Garden City railway station ticket office is located circa 750m walking distance (with platforms marginally nearer), via BioPark Drive and Broadwater Road, from the site access with Broadwater Road (equivalent to a less than 10 minutes walk). The station is served by Great Northern and Thameslink rail services, providing access to a range of destinations including London Kings Cross, Moorgate, Cambridge and Royston.

### 4.4 Overall Accessibility

- 4.4.1 The WHBC Officer's report to Planning Committee agrees that the site is in a highly accessible location. This is confirmed at paragraph 9.131 of the Committee Report, that states:

***“Within the Transport Statement the applicant has submitted justification for the car parking provision, including expressing that the site is within a sustainable location. There are bus stops located outside the site access on Broadwater Road (northbound and southbound circa 50m). These bus stops are served by 601 Alban Way bus route with a route between Welwyn Garden City and Borehamwood via Hatfield and St Albans, and there are two services per hour across the weekday. Additional bus stops are located approximately 405m from the site on Peartree Lane which are served by the 403 and 404 services. Beyond this there are also bus stops on Bridge Road approximately 750m from the site (10 minute walk). In addition to bus services, the site is approximately 900m (11 minutes) from Welwyn Garden City railway station. There are train journeys southbound to London every 2 hours and train journeys northbound to Royston every 2 hours and Cambridge every hour. This demonstrates there are public transport services highly accessible to the site, thus encouraging sustainable travel.”***

#### 4.5 Local Highway Network

- 4.5.1 BioPark Drive, which is the site's only existing link to the wider highway network, is a private road and subject to a signed 15mph speed limit. The access forms a simple crossover to Broadwater Road.
- 4.5.2 Broadwater Road is a two-way single carriageway road subject to a 30mph speed limit. It is street-lit and there are wide footways on both sides of the carriageway (the eastern side bidding a shared foot/cycleway). Broadwater Road runs north towards Welwyn and access to the A1 (M), and south towards Hatfield and the A414. There are single yellow lines present on Broadwater Road, in the vicinity of the site which indicates that parking is prohibited between 0800-1800 Monday to Saturday. In addition, there are loading restrictions on Broadwater Road which prohibit loading between 0800-0900 and 1700-1800 Monday to Friday.
- 4.5.3 To the south of the site, residential roads are a consistent characteristic, with the main route being Broadwater Crescent, with a number of culs-de-sac leading from it. These all have footways to both sides (often with vegetated verges), street lit, and subject to 30mph speed limits. There are no on-street parking or loading restrictions in place, except for in the immediate vicinity (circa 10m length) of the junction with Broadwater Road.

#### 4.6 Emerging Controlled Parking Zone

- 4.6.1 In January 2022, WHBC made a formal advertisement of a Notice of Intention (NoI) concerning a proposed residents permit parking scheme in the Peartree Ward of Welwyn Garden City. This includes all the residential roads to the south of the site, broadly bordered by Broadwater Road to the east and the railway line to the west. The purpose of the NoI is to introduce parking controls in the areas, enabling only eligible permit holders to park on the streets between Monday-Saturday 8am to 6pm. Permits are only available to those already residing in the relevant streets.
- 4.6.2 On 10th March 2022, a report relating to the proposals was considered by WHBC's Cabinet Planning and Parking Panel. The cross-party panel agreed in principle to the extent of the scheme, but requested further work to ascertain what time period(s) residents would prefer. The local residents will be informed with further questions to progress the proposals to be sent in May 2022.

## SECTION 5 Development Plan (including relevant policies)

### 5.1 National Planning Policy Framework (NPPF – 2021)

5.1.1 The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. It provides overarching guidance for local planning authorities and decision makers both in drawing up plans and in determining planning applications and focuses on the delivery of sustainable development.

5.1.2 Paragraph 73 recognises that policy making authorities should identify suitable locations for development and in doing so, they should ensure the size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access.

5.1.3 Paragraph 107 confirms that local parking standards for residential and non-residential development should take account of:

***“a) the accessibility of the development;***

***b) the type, mix and use of development;***

***c) the availability of and opportunities for public transport;***

***d) local car ownership levels; and***

***e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”***

5.1.4 It continues, at paragraph 108, that maximum parking standards should only be set ***“where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport”***.

5.1.5 Paragraph 130 notes planning policies and decisions should ensure development, amongst other things, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.

5.1.6 The specific transport policies are contained within Section 9 of the NPPF. Paragraph 110 of the NPPF states:

***“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***

***a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***

***b) Safe and suitable access to the site can be achieved for all users;***

***c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***

***d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

5.1.7 Overall, paragraph 111 confirms that

***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”***

## 5.2 Welwyn Hatfield District Plan

5.2.1 The Welwyn Hatfield District Plan is the current adopted Local Plan and provides a framework for planning decisions across the borough. The District Plan was adopted in 2005 and a number of policies have been saved, including:

- Policy H2: Location of Windfall Residential Development
- Policy M4: Developer Contributions
- Policy M5: Pedestrian Facilities
- Policy M6: Cycle Routes and Facilities

## 5.3 WHBC Draft Local Plan

5.3.1 The WHBC draft Local Plan seeks to shape future development to 2032. The Local Plan includes the following draft policies relating to highways:

- Policy SP 4: Transport and Travel
- Policy SADM 2: Highway Network and Safety
- Policy SADM 3: Sustainable Travel for All

5.4 WHBC Parking Guidance SPG and Interim Policy for Car Parking Standards

5.4.1 WHBC's parking standards are set out in the Welwyn Hatfield District Local Plan Review – Supplementary Planning Guidance, Parking Standards (January 2004) (which is to be given limited weight due to its age and adoption pre-NPPF). The standards establish maximum parking standards which are subject to zonal areas whereby more accessible zones are able to provide a lower car parking provision.

5.4.2 The WHBC 'Interim Policy for Car Parking Standards (August 2014) 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 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.

5.4.3 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**'. This is reiterated in the Officer Report.

## SECTION 6 List of Possible Conditions

6.1.1 The specific transport and highways conditions which have been agreed between the Appellant and WHBC are detailed within this section. There are no Conditions in disagreement. The numbering of Conditions is consistent with the numbering convention in the Officer's report to Planning Committee.

### Condition 8

***Part A - Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the offsite highway improvement works as indicated on drawing number ITL16195-GA-005 Rev B (contained within the submitted Technical Note by i-Transport, 19 February 2021) have been submitted to and approved in writing by the Local Planning Authority.***

***Part B - Prior to the first occupation of the development, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details.***

***REASON: To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety, in accordance with Policy SADM 2 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016 and the National Planning Policy Framework.***

### Condition 23

***Prior to the first occupation the development, vehicular access to and egress from the adjoining highway shall be limited to the access position shown on approved drawing no. ITL16195-GA-005 Rev B only which is contained in a Technical Note (by i-Transport, ref: NM/MD/ITL16195-007, 19 February 2021).***

***The footway / highway verge shall be reinstated in accordance with a detailed scheme to be submitted to and approved in writing by the local planning authority, prior to bringing into use the new access.***

***REASON: In the interest of highway safety, in accordance with Policy SADM 2 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016, and the National Planning Policy Framework.***

### Condition 24

***Prior to the first occupation of the development, full details of arrangements for future management and maintenance of the proposed streets must be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved details.***

***REASON: To ensure roads are managed and maintained thereafter to a suitable and safe standard, in accordance with Policy SADM 2 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016, and the National Planning Policy Framework.***

### **Condition 25**

*Prior to first occupation of the development, a metrically scaled plan showing a pedestrian and cyclist access on the northern boundary of the application site connecting with the emerging Wheat Quarter development must be submitted to and approved in writing by the local planning authority. The approved connection must be brought into use prior to first occupation of the development and retained permanently thereafter.*

*REASON: To improve connectivity from the site to services and facilities in Welwyn Garden City town centre in the interest of sustainable movement, in accordance with Policies M5 and M6 of the Welwyn Hatfield District Plan 2005, Policies SP 4 and SADM 3 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016, and the National Planning Policy Framework.*

### **Condition 26**

*Prior to first occupation of the development hereby permitted, the car parking spaces must be designated in accordance with the Parking Plans in Appendix C of the submitted Transport Assessment (by i-Transport, ref: NM/MD/AT/ITL16195-004C, 17 December 2020). The development shall include provision for at least 10% (22 spaces) of the car parking spaces to be designated for plug-in Electric Vehicles (EV) and served by EV active charging points and at least 10% (22 spaces) of the car parking spaces to be designated for passive charging. The active and passive electric vehicle charging points must be installed and made operational at the corresponding spaces.*

*All car parking spaces must then be retained permanently for their specific purpose in the said Parking Plans.*

*REASON: To promote sustainable transport in accordance with Policy SADM 12 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016, and the National Planning Policy Framework.*

### **Condition 27**

*Prior to first occupation of the development, all cycle stores (within each block) the basement level cycle stores must be implemented in accordance with drawing numbers: AB-GA-P-B01-01 rev. PL 1, AB-GA-P-B01-02 rev. PL 1, CD-GA-P-L00 rev. PL 2; AB-GA-P-L00 rev. PL 2; E-GA-P-L00 rev. PL 2; FGA-P-L00-L01 rev. PL 2. The type of cycle rack under drawing numbers CDGA-P-L00 rev. PL 2 and F-GA-P-L00-L01 rev. PL 2 must be either Sheffield or Josta spaces. Thereafter, the cycle stores must be made available for use and retained permanently.*

*REASON: To ensure that the development is served by sufficient cycle provision and to encourage cycling as a sustainable mode of transport, in accordance with Policy M6 and M14 of the Welwyn Hatfield District Plan 2005, Policies SP 4 and SADM 3 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016, and the National Planning Policy Framework.*

### **Condition 28**

***Prior to first occupation of the development, details of the secure cycle shelter for up to 10 bikes on drawing no. BMD.20.044.DR.P101 Revision C, must be submitted to and approved in writing by the local planning authority. The details must include:***

- a) Metrically scaled elevations and roof plan of the cycle shelter; and***
- b) Confirmation of the type of cycle rack.***

***The approved cycle shelter must be implemented prior to first occupation of the development, be made available for use and retained permanently thereafter.***

***The cycle stands within the public realm on the aforementioned drawing number, must be Sheffield stands.***

***REASON: To ensure that sufficient visitor cycle provision is provided and to encourage cycling as a sustainable mode of transport, in accordance with Policy M6 and M14 of the Welwyn Hatfield District Plan 2005, Policies SP 4 and SADM 3 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016, and the National Planning Policy Framework.***

### **Condition 30**

***Prior to the construction of the approved site access at the junction of BioPark Drive and Broadwater Road, the results of Stage 2 (Detail Design) Road Safety Audit must be submitted to and approved in writing by the local planning authority.***

***The site access must be constructed as approved following the approved Stage 2 (Detail Design) Road Safety Audit and be retained permanently thereafter.***

***REASON: To ensure satisfactory and safe access into the site, in accordance with Policy SADM 2 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016, and the National Planning Policy Framework.***

### **Condition 32**

***The undercroft parking areas for the eight townhouses (Block G) must be provided and retained in accordance with their use as annotated on drawing number: G-GA-P-L00-L01 rev. PL 1.***

***REASON: To ensure that sufficient car and cycle provision is provided for the occupiers of each townhouse, in accordance with Policy M14 of the Welwyn Hatfield District Plan 2005, Policy SADM 12 of the Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission August 2016, and the National Planning Policy Framework.***

## SECTION 7      Draft Term of S106 Obligations

7.1.1 The specific transport and highways obligations agreed to be delivered by the Appellant are detailed within this section.

### **Obligation: Sustainable Travel**

7.1.2 An obligation of £192,772 towards the following:

- Bus service improvements for two years; and
- Contribution towards PK14 (Bridge Road Transformation – Welwyn Garden City) as set out in the South Central Growth and Transport Plan.

### **Obligation: Travel Plan Audit Fee**

7.1.3 A £6,000 audit fee for the auditing of the Travel Plan to be paid to HCC.

## SECTION 8 Other Relevant Points

8.1.1 To support the application, i-Transport prepared a number of reports for submission. The reports included the following:

- Transport Assessment Scoping Note (TASR) - i-Transport report ref: ITL16195-001A, dated 21 August 2020.
- Transport Assessment (TA) - i-Transport report ref: ITL16195-004C, dated 17 December 2020.
- Framework Travel Plan (FTP) – i-Transport report ref: ITL16195-005B, dated 17 December 2020.
- Stage 1 Road Safety Audit (RSA) and Designer’s Response (DR) – i-Transport report ref: ITL16195-006, dated 29 January 2021.
- HCC Highways Response – i-Transport report ref: ITL16195-007, dated 19 February 2021 (this is a post submission report to consider consultation comments from HCC).

8.1.2 Following the application submission, HCC, as LHA issued one informal, and two formal, consultation responses, including:

- HCC Email Response 1, dated 21 January 2021;
- HCC Formal Consultation Response 1, dated 10 February 2021.
- HCC Formal Consultation Response 2, dated 19 February 2021.

8.1.3 In addition to the LHA responses, responses were also received from WHBC’s Parking Services. These responses included:

- WHBC Parking Email Response 1, dated 21 April 2021.
- WHBC Parking Email Response 2, dated 11 May 2021.

### 8.2 Site Access and Adjacent Highway Improvements

8.2.1 The site will be accessed via the existing BioPark Drive access. The proposed access arrangements include modifications to the existing access to accommodate a residential development. The access road varies in width between 4.5-5.5m, with a 3.1m shared footway/cycleway along the northern side of BioPark Drive.

8.2.2 The access arrangement has been subject to a Stage 1 Road Safety Audit (RSA) and a subsequent Designer’s Response has been prepared (with the access arrangements updated accordingly).

### 8.3 Accessibility

8.3.1 The Department of Transport's National Travel Survey (NTS) identifies the proportion of all trips by purpose and reveals the main reasons for travelling are for leisure, shopping, commuting/business, and education. The following walking and cycling distances were used in the assessment:

- 1.6km – a comfortable walking distance where most people (circa 81%) will walk;
- 3.2km – an acceptable walking distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk; and
- 8km – an acceptable cycling distance.

8.3.2 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation (CIHT) has published guidance that provides advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (approx. 2km) (Planning for Walking, 2015); and
- The bicycle is a potential mode of transport for all journeys under five miles (approximately 8km) (Planning for Cycling, 2014).

8.3.3 A review of local services and facilities within the vicinity of the site demonstrates that the majority of everyday services and facilities are within a comfortable 1.6km walking distance from the site, including Welwyn Garden City (for access to a range of services and facilities), as well as rail services. Importantly, both primary and secondary education facilities are provided less than 10 minutes walk to the west of the site access. Such proximity ensures no need to travel by car of this purpose. In addition, as set out in Section 2, the site is excellently located to local public transport services (including bus and rail) which provide greater access to a range of services and destinations.

8.3.4 A Framework Travel Plan (TP) has been produced and sets out a number of measures that will be implemented at the site to encourage sustainable travel. An obligation, for the Travel Plan monitoring, over a period of five years has been agreed.

## 8.4 Traffic Impact

### Trip Attraction and Generation

8.4.1 The existing trip attraction of the site has been estimated using the TRICS database for comparable employment (business park) land use sites. The proposed trip generation of the site has also been estimated using the TRICS database.

8.4.2 The net traffic impact of the proposal demonstrates the overall number of vehicles accessing the site during the network peak hours will reduce, as a result of the development proposal.

8.4.3 This methodology was agreed with HCC during pre-application discussions.

### Committed Development

8.4.4 During the scoping discussions, HCC requested the following developments to be considered as committed developments:

- Wheat Quarter – 1,340 dwellings and commercial uses;
- 29 Broadwater Road – 128 dwellings;
- 45 Broadwater Road – 104 unit care home; and
- 37 Broadwater Road – 24 dwellings.

8.4.5 The supporting Transport Assessment or Statement, where applicable, for each application has been reviewed and the estimated traffic impacts extracted. The extracted traffic flows for each development along Broadwater Road have been distributed onto the proposed site access and added to the development traffic estimates.

### Proportional Impact

8.4.6 The development is anticipated to result in a net reduction in vehicular flows on Broadwater Road compared to the recent historic position of the site occupied by the research and development user (noting occupancy rates in paragraph 3.1.2). As such the proposal would actually result in a circa 2% and 1% reduction in flows in the morning and evening peak hours respectively.

## 8.5 Parking Provision

8.5.1 HCC encouraged the applicant at the pre-application stage to have a reduced level of car parking, given its sustainable location and in accordance with surrounding developments. At no point at the pre-application stage did WHBC propose this to be inappropriate. However, following submission of the application, WHBC noted (through the Parking Services Team Leader's consultation responses) that they '**...do have concerns that parking demand *\*could\** outstrip the provision on site, however the developer has shown they are taking reasonable steps to highlight to purchasers that the development does not come guaranteed parking and that it's offered on a limited basis due to the site being designed to be sustainable.**'

8.5.2 Welwyn Hatfield's SPG on Parking recommends sites in Zone 2 (of which the majority of the site is) should provide 25-50% of the maximum standards, equating to 0.2-0.4 spaces/1 bed dwellings, 0.25-0.05 for 2 beds, 0.4-0.75 of 3 beds, and 0.5-1 spaces for 4 beds. The interim parking policy says car parking standards will be treated as guidelines rather than maximums, with appropriate evidence submitted. Planning applications will be determined on a case-by-case basis to achieve a sensible level of provision taking account of existing SPG standards, NPPF guidance, the relevant circumstances of the proposal, its site context and its wider surroundings.

8.5.3 The site is in a sustainable location within walking distance of the train station, town centre and mix of uses to be provided on the Shredded Wheat Quarter.

8.5.4 The Appeal site includes some 219 car parking spaces across the site relating to the residential element. This includes the following:

- 190 standard car parking spaces located as follows:
  - 148 – basement residents
  - 22 – basement visitors; and
  - 20 – surface level (including townhouse provision).
  - 29 disabled parking spaces in the basement.

8.5.5 In addition, the site includes one car club space at the surface level and 15 motorcycle parking spaces within the basement.

- 8.5.6 The Appeal site will provide electric vehicle charging provision across the parking spaces. The proposal includes 22 spaces within the basement (including two disabled spaces) equipped with active charging provision and a further 22 spaces (including a further two disabled spaces) with passive provision. This equates to an active provision of 10% and a further 10% of passive provision.
- 8.5.7 Car clubs are attractive to people who make only occasional use of a vehicle and provide an alternative to residents to private car ownership. Car clubs contribute to sustainable transport because they provide a less car dependent way of urban living. The proposal includes one dedicated space for a car club vehicle with an electric charging point. As part of the Travel Plan measures, and during the sales processes of the units, future residents will be provided with information regarding the car clubs, membership, and benefits.
- 8.5.8 The Appeal site also includes cycle parking for all residential units. The cycle parking will be provided at a rate of one cycle parking space per home, in accordance with WHBC's standards (i.e. a total of 289 cycles). These are included in secure stores at the base of the cores to each of the apartment buildings. The proposal includes an additional 10 cycle parking spaces within a secure bike shelter for visitors. Each of the town houses will have a private store in their gardens.
- 8.5.9 The community hub includes six vehicular parking spaces at the ground floor, opposite the unit. This includes one disabled parking space. The provision of these spaces was requested by WHBC.
- 8.5.10 In addition, the community hub will be provided with one cycle parking space within the unit for long-stay (employees). A further eight cycle parking spaces will be located adjacent to the community hub within a covered area for visitors. This level of provision is in line with WHBC's standards.
- 8.5.11 The proposed parking provision equates to an overall parking ratio of 0.76 spaces per dwelling. Average car ownership in the area, based on 2011 Census data, is 0.62 cars per flatted dwelling.
- 8.5.12 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.
- 8.5.13 The overall conclusion that car parking provision is suitable for the site, considering its location and mitigation was established at paragraph 9.137 of the Officer's report to Planning Committee, that stated:

***“Based on the above justification, it is considered the level of car parking proposed is satisfactory given the sustainable location and mitigation measures. This view is shared with by [sic] the Highways Authority who commented “the provision is appropriate on the basis that it is coupled with the improvements to the active travel and sustainable transport networks that will encourage a mode share shift from private vehicle use”.***

## **SECTION 9      Matters not in Agreement**

9.1.1      That the level of on-site car parking provided is sufficient to meet anticipated demand without detriment to the surrounding area.

## SECTION 10 Agreement

Signed by



..... On behalf of Welwyn Hatfield Borough Council

Name: Mark Powers

Dated: 31/05/2022



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

Name: Neil Marshall

Dated: 31.05.2022

