



BioPark, Broadwater Road, Welwyn

Transport and Highways Proof of Evidence of Neil Marshall

On Behalf of HG Group

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

Date: 14 June 2022

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FIGURE

FIGURE NSM1 **Local Facilities**

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Section 1 Introduction

1.1 Qualifications and Experience

1.1.1 My name is Neil Simon Marshall. I am a Chartered Transport Planner, being a Chartered Member of the Chartered Institute of Logistics and Transport and a Member of the Chartered Institution of Highways and Transportation. I have an honours degree (BSc) in Geography from the University of Southampton. I am a Partner at i-Transport LLP, a specialist transport and highways planning consultancy of 85 Gresham Street, London, EC2V 7NQ.

1.1.2 I have worked in the transport, highways, and infrastructure fields for over 20 years, all in private practice in a development planning role. I am responsible for managing a wide variety of transport, environmental, and infrastructure planning projects across the UK. My experience covers transport impact and accessibility studies for residential, educational, commercial, retail, hotel, and leisure developments. I am experienced in giving evidence at public inquiries (including those decided by the Secretary of State ('SoS')). A summary of my relevant experience is attached at Appendix A.

1.1.3 I have worked on numerous development sites across Hertfordshire, Buckinghamshire, Essex, and other home counties. I am currently working on residential schemes in other boroughs and districts of Hertfordshire, including Dacorum, St Albans, Three Rivers, and Hertsmere.

1.1.4 I have been involved in this project since mid 2020, from pre-application discussions with both the local highway and planning authorities, to the planning application and post-submission negotiations. I am fully familiar with the Appeal site and the surrounding transport network having visited on a number of occasions at different times of the day, week, and year.

1.2 Appeal Scheme

1.2.1 My evidence relates to the transport and highways matters of the HG Group proposal:

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.

1.2.2 The Appeal Scheme is located wholly within the planning jurisdiction of Welwyn Hatfield Borough Council (WHBC), with the local highway authority (LHA) responsible for the surrounding network being Hertfordshire County Council (HCC).

1.3 Summary of Evidence

1.3.1 Overall, I will demonstrate in my evidence that:

- The site is situated in a location that is genuinely sustainable with realistic opportunities to be accessed by modes of transport other than the private car, a point agreed by both WHBC and HCC as the LHA;
- It fully accords with all the key transport policy tests at both national and local level;
- It has been agreed with HCC that the adjacent highway network will be able to satisfactorily accommodate the predicted peak flow increases that will be generated by the development proposal;
- The LHA, HCC, agrees that the proposed access onto Broadwater Road will provide safe and suitable access for the type and quantum of land uses proposed;
- The level of car parking is sufficient to meet the anticipated demand based on the site's location and likely car ownership levels to support its sustainable credentials, a point agreed and acknowledged by HCC as the LHA;
- All transport matters are agreed with the LHA which has raised no objection to the application subject to planning Conditions;
- Further, the WHBC Officer's Committee Report (dated 31st August 2021) also agrees with this position, agreeing that the site has various sustainable modes of transport (bus and rail) within walking distance from the site, along with town centre services and amenities, and that the level of car parking proposed is satisfactory given the sustainable location and mitigation measures.

1.3.2 Overall, I will conclude that in the absence of any robust technical evidence to the contrary, there are no sound transport or highway reasons to preclude the development from proceeding in accordance with NPPF paragraph 111.

1.3.3 The Appeal site is supported by a Transport and Highways specific Statement of Common Ground (SoCG) between the Appellant and WHBC that agrees the sustainable nature of the site,

that it provides safe and suitable access for all, and that all anticipated impacts of the Appeal site can be mitigated to an acceptable level.

1.4 Scope and Nature of Evidence

1.4.1 Transport and highways matters for the Appeal Scheme have been thoroughly scrutinised and found acceptable by HCC as the LHA, i.e. the statutory consultee appropriately qualified to comment on such matters. HCC has no objection to the Appeal Scheme. My Proof will set out the detailed assessment work that has been undertaken to enable HCC to come to this conclusion, as well as establishing the wider benefits to all highway users that will come about as a result of the Appeal scheme proceeding. In addition, WHBC's planning officer's report to planning committee also confirmed no objection to the quantum of parking (car and cycle parking provision is equally a consideration for the LPA as the LHA).

1.4.2 WHBC's Decision Notice dated 16th September 2021 sets out three Reasons for Refusal. My transport and highways evidence considers the highways and transport matters relating to Reason 2, which states:

"The application, including the Transport Assessment, fails to provide sufficient evidence that the transport impact, car parking and proposed transport mitigation strategy shall achieve sustainable transport objectives and shall not result in any unacceptable impact. As such, the application is contrary to Policy H2 of the District Plan, the Council's Parking Guidance SPG and interim Policy for Car Parking Standards and Policies SP 4, SADM 2 and SADM 3 of the emerging local plan."

1.4.3 Further, a number of Rule 6 (Keep the G in WGC & Welwyn Garden City Heritage Trust and the Welwyn Garden City Society) and interested party submissions have been made. Whilst many and varied, the main submissions in relation to highways and transport can be summarised as follows:

- Concerns about the ability of the local transport networks to accommodate the occupiers of the Appeal site; and
- That insufficient on-site car parking is provided, and that this will lead to inappropriate car parking on local roads.

1.4.4 My evidence will directly address the WHBC Reason for Refusal as well as the various Rule 6 and interested parties' submissions throughout, and then summarise directly. It will demonstrate that all of the points have been fully considered as part of the planning application alongside relevant mitigation measures, and have been agreed with HCC as the statutory highway authority.

- 1.4.5 To seek to assist the Inspector, this proof of evidence summarises the various items of transport work that have been undertaken, as well as the consultation responses of WHBC and HCC, and the WHBC committee report, to provide a comprehensive review of the transport acceptability of the Appeal Scheme.
- 1.4.6 In particular, it brings together the various strands of transport analysis and comment to identify whether the Appeal Scheme complies with the key transport tests that are identified in paragraphs 110 and 111 of the National Planning Policy Framework (NPPF), i.e.:
- Will there be appropriate opportunities for new residents to take up sustainable modes of transport?
 - Will safe and acceptable access be provided for all users?
 - Will the traffic impact be acceptable?
 - Is there an unacceptable impact on highways safety or severe residual cumulative impact on the road network?
- 1.4.7 My evidence demonstrates that the response to all of these questions is 'yes' and that this view is shared by HCC.
- 1.4.8 My evidence should be read in conjunction with the proofs of evidence produced by Mark Westcott, Alex Roberts, Simon Camp, and Tina Froud, alongside the various transport reports produced by i-Transport LLP in support of the application and cross referenced throughout my evidence.
- 1.4.9 The remainder of my evidence is structured as follows:
- Section 2 identifies the key characteristics of the existing highway and transport networks;
 - Section 3 summarises the development proposal and access strategy;
 - Section 4 summarises the positions of the authorities with respect to transport matters;
 - Section 5 briefly reviews relevant policy relating to transport matters;
 - Section 6 comprises my analyses of the relevant parts of the second Reason for Refusal;
 - Section 7 considers matters raised by the Rule 6 and Interested Parties; and
 - Section 8 sets out my conclusions.

1.5 **Statement**

- 1.5.1 The evidence that I have prepared and provide for the Appeal in this proof of evidence is true and has been prepared and is given in accordance with the guidance of my professional institutions and I can confirm that the opinions expressed are my true and professional opinions.

Section 2 Existing Transport and Highways Situation

2.1.1 This section of my Proof reviews the baseline transportation conditions in the vicinity of the site. This includes a review of the present opportunities for walking and cycling and local public transport provision. A full appraisal is provided in the TA supporting the application. This section highlights the fundamental points pertinent to the Reason for Refusal, and provides updated data where relevant.

- **Core Document (CD) C4 – Transport Assessment**

2.2 Site Description

2.2.1 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.

2.2.2 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.

- **CD C17 – Savills Marketing Report**

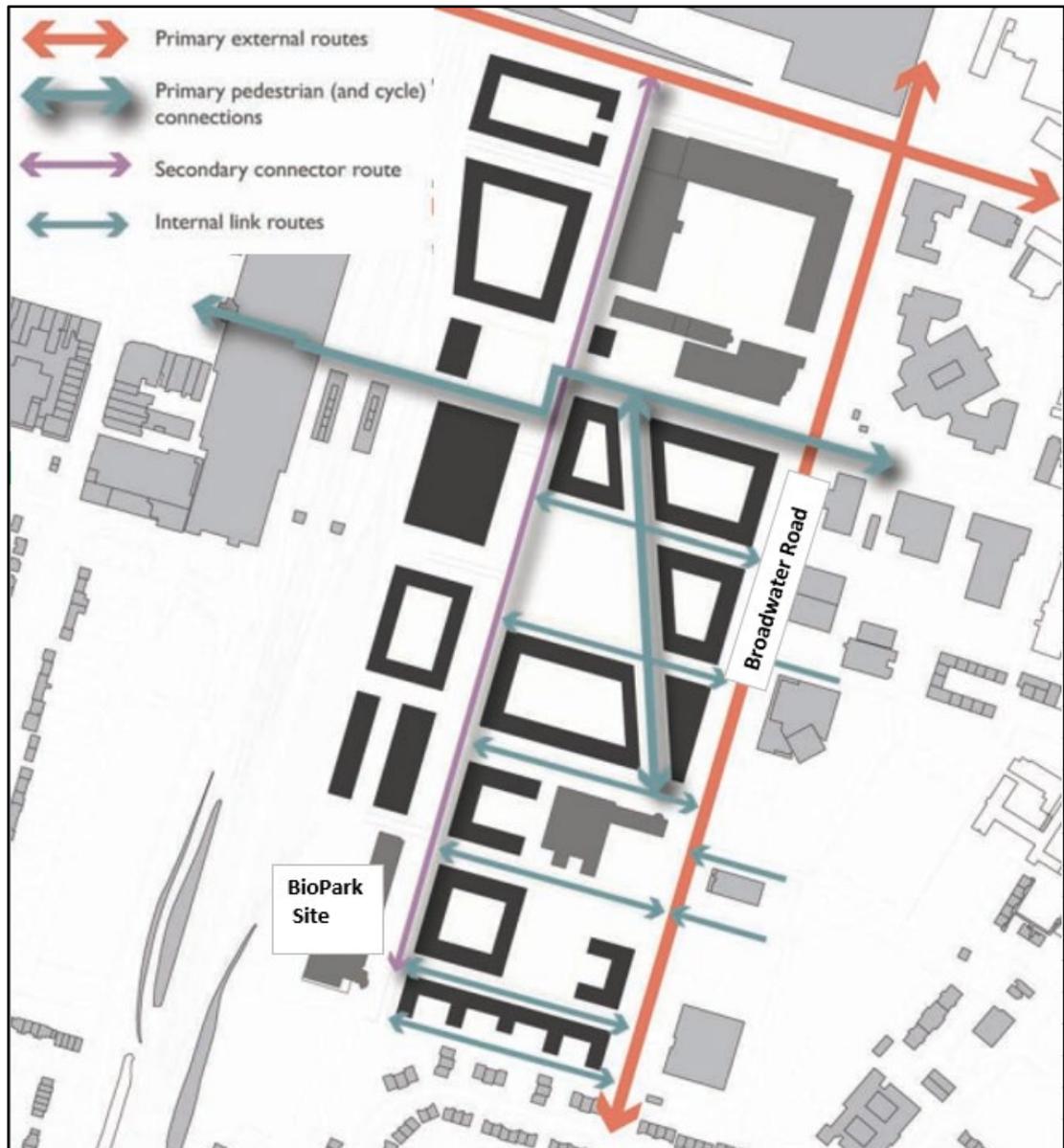
2.2.3 The existing floor area of the site is 13,972 sqm with some 160 associated car parking spaces (in a mixture of surface level parking in the vicinity of Broadwater Crescent and a two storey basement beneath the main building). The only access to the site is provided via BioPark Drive, a 9.0m wide 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.

2.3 Walking and Cycling

Walking Facilities

- 2.3.1 The site is surrounded by a high quality pedestrian network. At the Appeal 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 the 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.
- 2.3.2 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.
- 2.3.3 As part of the Broadwater Road West Opportunity Area (BWOA), the Supplementary Planning Document (SPD) sets out the future access strategy and vision through the opportunity area which is extracted and provided at Image 2.1. This includes a new pedestrian route from the Appeal site through the Wheat Quarter, and over the railway and towards Welwyn town centre.
- ***CD B4 – Broadwater Road West Supplementary Planning Document 2008***

Image 2.1: Access Strategy – BWOA



Source: Broadwater Road West Supplementary Planning Document

- 2.3.4 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.

Cycling

- 2.3.5 The local high quality cycle routes are fully detailed in the Transport Assessment (CD C4 Section 3.4). No alterations have been made since writing that report.

2.4 Public Transport

Bus

- 2.4.1 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 AlbanWay 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.
- 2.4.2 Both of the bus stops were improved in 2016 to provide a shelter, seating, and timetable information. Passengers accessing the northbound bus stop will be required to cross Broadwater Road.
- 2.4.3 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 (circa 750m). Figure NSM1 provides a plan of the local bus routes in the context of the Appeal site's location, demonstrating the locations served by the closest services. A full bus map for Welwyn Garden City is provided at Appendix B to my Proof.

Table 2.1: Summary of Bus Services

Bus Route	Stop Location	Destinations	Typical Frequency (shown for one direction)			First Bus	Last Bus
			Mon-Fri	Sat	Sun		
403	Peartree Lane	Welwyn Garden City – Queen Elizabeth II Hospital – Haldens – Digswell (Circular route)	2 per hour	2 per hour	-	07:32	18:37
404		Welwyn Garden City – South Hatfield (Circular Route)	-	-	Every 2 hours	09:05	17:05
601	Broadwater Road	Welwyn Garden City – University of Hertfordshire – St Albans – Radlett – Borehamwood	2 per hour	-	-	06:41 (SB) 07:26 (NB)	19:10 (SB) 18:44 (NB)

Source: Traveline (accessed May 2022)

Rail

2.4.4 Welwyn Garden City railway station ticket office is located circa 750m walking distance (with the platforms marginally nearer) from the site access via Broadwater Road (equivalent to a less than 10-minute walk).

2.4.5 The station is served by Great Northern and Thameslink rail services. A summary of the principal rail services that operate from the station is provided in Table 2.2.

Table 2.2: Summary of Rail Services – Welwyn Garden City Railway Station

Destination	Approximate Journey Time	Typical Peak Frequency	Typical Off-Peak Frequency	First Train	Last Train
Moorgate	48 mins	4 per hour	2 per hour	05:25	23:25
London Kings Cross	28 mins	2 per hour	2 per hour	05:00	23:51
Cambridge	58 mins	2 per hour	2 per hour	05:56	23:56
Letchworth Garden City	23 mins	2 per hour	2 per hour	05:56	23:56

Source: National Rail (Accessed May 2022)

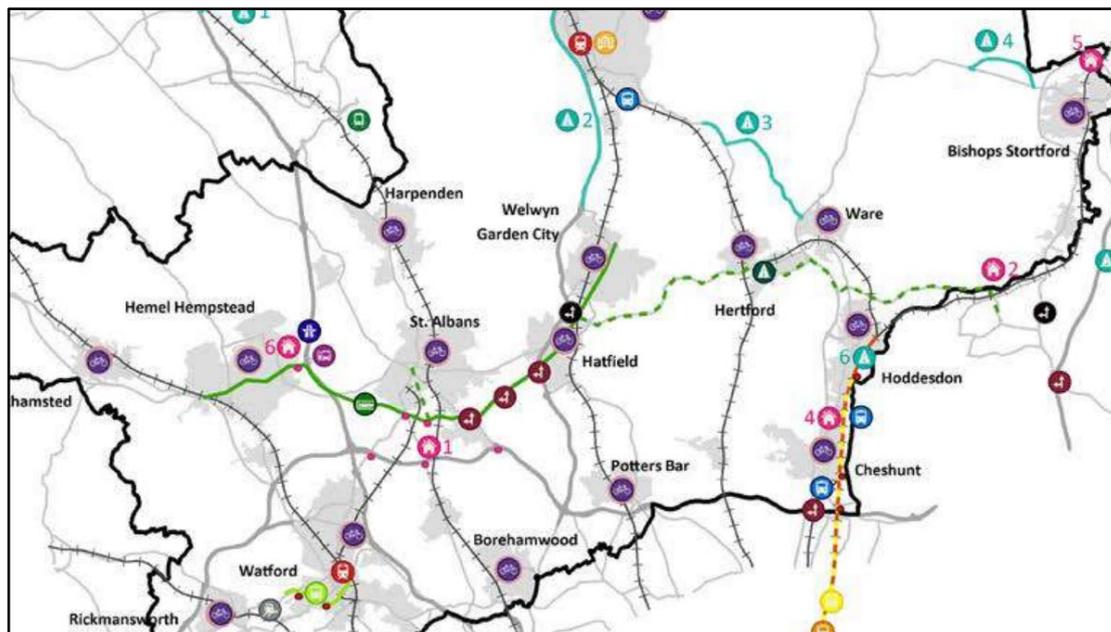
2.4.6 A number of fast and frequent rail services operate from Welwyn Garden City to major towns and cities, with around six services per hour to London during peak periods.

Future Bus

2.4.7 HCC's Local Transport Plan 4 includes the aspiration for a Bus Rapid Transport (BRT) network across Hertfordshire from Hemel Hempstead and Welwyn, via St Albans. The BRT seeks to promote bus travel through a range of bus priority measures to deliver improved journey times and enhance journey reliability. An extract of the proposed route is shown on green in Image 2.2.

- **CD B12 – HCC Local Transport Plan 4 (2018)**

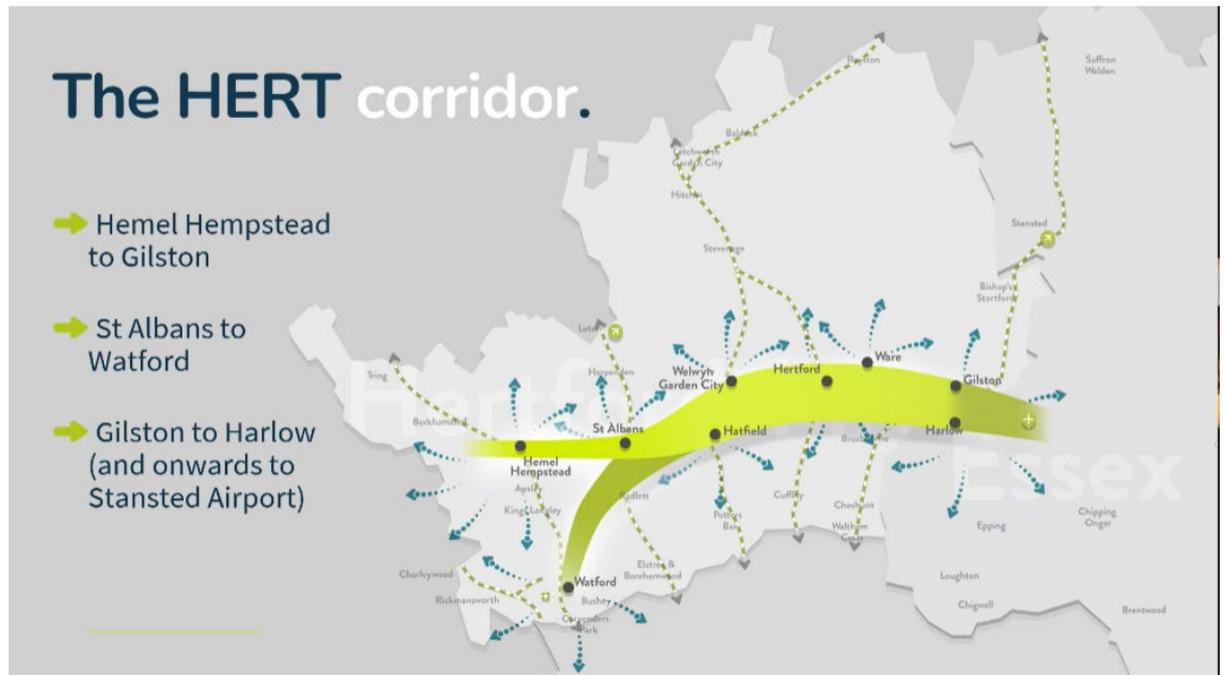
Image 2.2: Local Transport Plan – Transport Proposals Map Extract



Source: Hertfordshire County Council Local Transport Plan 4

- 2.4.8 The proposed routing illustrates the BRT routing to the east of the railway lines in Welwyn and therefore it may have a potential routing along Broadwater Road. The BRT will therefore provide a key east to west public transport link across Hertfordshire in addition to the existing north-south rail link.
- 2.4.9 A further consultation on the route was launched by HCC in early 2022. To be known as the Hertfordshire Essex Rapid Transit (HERT) it will be a new, sustainable passenger transport network. Its aim is to carry more people than a car but will be more convenient and reliable than a traditional bus, but crucially to provide enhanced east-west links across the County. Whilst its routing is still to be determined the consultation plan (provided here as Image 2.3) suggests a connection to Welwyn.

Image 2.3: HERT Corridor



Source: HCC

2.5 Local Highway Network

- 2.5.1 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. There is a simple, c. 1.0m wide footway/service strip along the northern side of the BioPark Drive.
- 2.5.2 Broadwater Road is a two-way single carriageway road subject to a 30mph speed limit. It is street-lit and there are foot/cycleways on both sides of the road. 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 indicating 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.
- 2.5.3 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.

2.6 Existing Traffic Conditions

2.6.1 An Automatic Traffic Counter (ATC) was installed to record traffic speeds, classifications, and volumes on Broadwater Road for a period of seven days (8 November 2020 to 14 November 2020) as fully established in the TA (CD C4 Section 3.7).

2.6.2 The 85thtile design speeds have been calculated in accordance with DMRB methodology with the 85thtile speeds based on the free flow speeds recorded Monday to Friday between 1000-1200 and 1400-1600. The 85thtile speed is 29 mph both north and southbound. This demonstrates the 85thtile speeds (that which the majority of vehicles travel at or below) are below the posted speed limit of 30mph along Broadwater Road. The speed surveys, which captured sufficient vehicles for a representative sample, are reflective of normal behaviour and not affected by the Covid-19 travel restrictions.

Vehicle Counts

2.6.3 Traffic counts on Broadwater Road were presented in the TA (CD C4 Section 3.7), but factored to allow for current Covid-19 pandemic effects at the time of the surveys, as agreed with HCC. Applying the DfT factor and uplifting the flows by 33% (to November 2019 levels) reveals the following:

- Up to 1,083¹ (two-way) vehicle flows along Broadwater Road during the network peak hours; and
- Some 11,906 (two-way) vehicle flows along Broadwater Road across the 12 hour day (0700-1900).

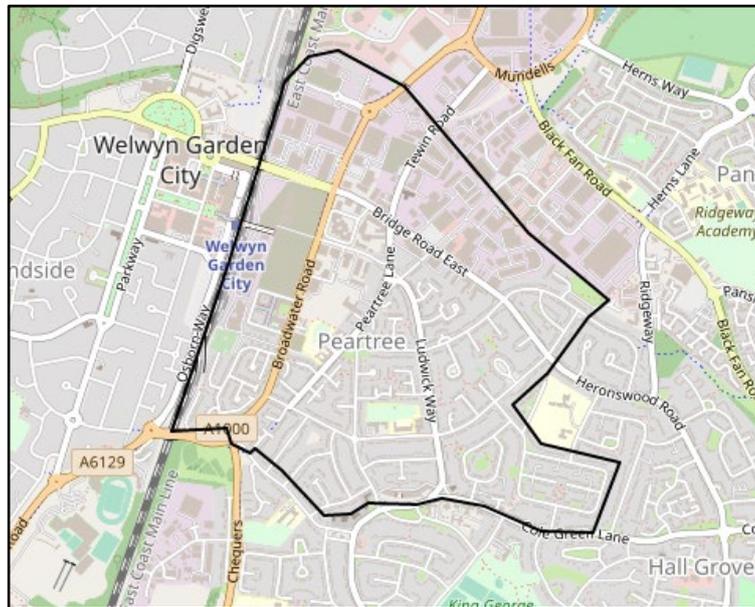
2.7 Local Travel Characteristics

2.7.1 Local travel characteristics are fully considered in the TA (CD C4 Section 3.8). The site is located within the 2011 Census Middle Super Output Area (MSOA) 'Welwyn and Hatfield 007'. Future residents are likely to demonstrate similar travel patterns to residents already contained within this MSOA. The MSOA boundary is shown at Image 2.4. It is noted that the site is located at the far western side of the MSOA, adjacent to the town centre and railway station, whilst much of the MSOA contains the low density residential areas of Peartree, some approaching 2km from

¹ These flows have been compared to the observed two-way flows along Broadwater Road within the Wheat Quarter application and are considered comparable.

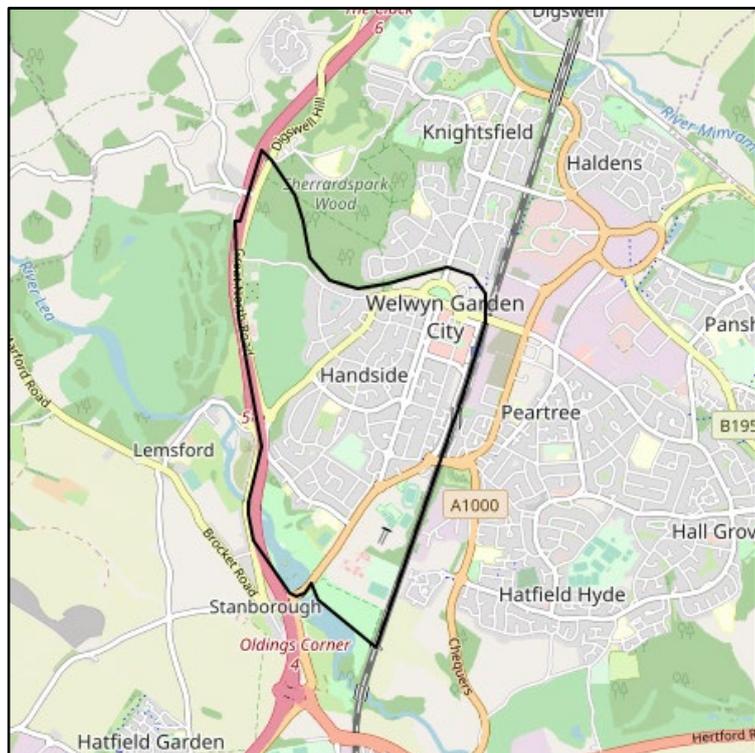
the station. As such, the MSOA 006 (to the west of the railway line) has also been reviewed, with its boundary shown at Image 2.5.

Image 2.4: Middle Super Output Area Welwyn and Hatfield 007



Source: Nomis

Image 2.5: Middle Super Output Area Welwyn and Hatfield 006



Source: Nomis

Method of Travel to Work - Mode Share

2.7.2 The method of travel to work data has been extracted from the 2011 Census for residents in the local area of both MSOAs. A summary of the modal split data for each of the MSOAs and the average across the two is summarised in Table 2.3.

Table 2.3: Method of Travel to Work – MSOAs Welwyn and Hatfield 006 and 007

Mode	MSOA 007		MSOA 006		Average	
	Count	%	Count	%	Count	%
Driving a Car or Van	1,941	57%	1,650	57%	3,591	57%
On Foot	563	17%	384	13%	947	15%
Train	329	10%	523	18%	852	14%
Bicycle	175	5%	77	3%	252	4%
Passenger in a Car or Van	170	5%	103	4%	273	4%
Bus, Minibus, Coach	121	4%	81	3%	202	3%
Motorcycle, scooter	37	1%	17	1%	54	1%
Underground, metro, light rail	33	1%	32	1%	65	1%
Taxi	24	1%	12	0%	36	1%
Other	12	0%	16	1%	28	0%
Total	3,405	100%	2,895	100%	6,300	100%

Source: 2011 Census and Consultant's Estimates.

Note: Excludes those who work from home and not in employment.

2.7.3 The data demonstrates that existing residents in the local area predominately travel to work by car (57%) with a further 19% walking or cycling and 17% by public transport.

Car Ownership

2.7.4 The level of local car ownership rates for the Welwyn and Hatfield MSOAs 007 and 006 has also been obtained from the 2011 census data. A summary of the car ownership data is outlined in Table 2.4, and as detailed in the TA (CD C4 Section 3.8).

Table 2.4: Local Car Ownership Data – MSOA Welwyn and Hatfield 006 and 007

Car or Van Availability	MSOA Welwyn and Hatfield 007		MSOA Welwyn and Hatfield 006	
	Households	Cars	Households	Cars
No cars or vans in household	803	0	721	0
1 car or van in household	1,373	1,373	1,271	1,271
2 cars or vans in household	622	1,244	813	1,626
3 cars or vans in household	107	321	148	444
4 or more cars or vans in household	30	130	44	204
All households	2,935	-	2,997	-
All cars or vans in area	-	3,068	-	3,545
Car Ownership	1.05 per household		1.18 per household	

Source: 2011 Census and Consultant's Estimates

- 2.7.5 The data demonstrates that the average car ownership level across the two MSOAs is 1.11 cars/vans per household. Table 2.4 also demonstrates that on average circa 26% of the total households in these areas live car free whilst on average 45% have access to one car.

Car Ownership for Flats

- 2.7.6 The 2011 Census data for the car ownership levels in the immediate area has been examined further to obtain the car ownership rates for flats/maisonettes within the MSOAs Welwyn and Hatfield 007 and 006. A summary of the number of cars or vans available to the flats/maisonettes within the MSOA and subsequent car ownership level for flats is provided in Table 2.5.

Table 2.5: Accommodation Type by Car or Van Availability

Car or Van Availability	MSOA Welwyn and Hatfield 007		MSOA Welwyn and Hatfield 006	
	No. of Flats or Maisonettes	No. of Cars	No. of Flats or Maisonettes	No. of Cars
No cars or vans in household	271	0	446	0
1 car or van in household	297	297	325	325
2 or more cars or vans in household	65	145	52	118
Total	633	442	823	443
Car Ownership for flats/maisonettes	0.70 per flat/maisonette		0.54 per flat/maisonette	

Source: 2011 Census and Consultant's Estimates

Note: The car ownership for 2 or more cars is 2.23 for MSOA 007 and 2.26 for MSOA 006.

2.7.7 The data demonstrates that the average car ownership for flats/ maisonettes across the two MSOAs Welwyn and Hatfield 007 and 006 is 0.62 cars per unit. This figure therefore illustrates that there is a demand for significantly less than one car/van per flat/maisonette in the area. Further, the data demonstrates that, on average, nearly half (49%) of residents residing in a flat live car free.

2.8 Road Safety

2.8.1 The most recently available (at the time of request) Personal Injury Accident (PIA) data has been obtained from HCC from 1 July 2015 to 30 June 2020. The study area includes the length of Broadwater Road from its junction with Bridge Road to the north to the A6129 in the south as agreed with HCC.

2.8.2 These are detailed more fully in the TA (CD C4 Section 3.9). The PIA data details there were a total of 21 PIAs recorded. This included eight PIAs resulting in serious injuries and 13 PIAs resulting in slight injuries. There were no fatal PIAs recorded.

2.9 Access to Local Services and Facilities

2.9.1 Here I summarise the wide range of everyday services and facilities available to future occupiers of the site by active modes, and the high-quality links available to access them.

2.9.2 In promoting sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys. The Department for Transport's National Travel Survey (NTS) identifies the proportion of all trips by purpose as set out in Table 2.6 below.

Table 2.6: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education/Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips (trip rates) by purpose and main mode: England, 2019, National Travel Survey 2019

2.9.3 The main reasons for travelling are therefore for leisure, shopping, commuting/ business, and education.

Local Facilities

2.9.4 The NTS data also identifies the mode share of journeys of different lengths. The data identifies that the vast majority (81%) of trips up to one mile (1.6km) are undertaken on foot. The data also shows that 30% of journeys between one and two miles will be on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km). With regards to cycling, 8km is considered an acceptable cycling distance.

2.9.5 On this basis, the following walking and cycling distances have been used in this 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.

2.9.6 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:

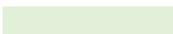
- Most people will walk to a destination that is less than one mile (approx. 2km) (Planning for Walking, 2015); and
- The bicycle is a potential mode of transport for all journeys under five miles (approximately 8km) (Planning for Cycling, 2014).

2.9.7 The range of services and facilities available within a reasonable walk or cycle of the Appeal site is so extensive, that it would result in presenting a table within this evidence that is too long to present clearly. Therefore, I have summarised the findings into Table 2.7 below, which just highlights the main facilities, with the full list presented separately at Appendix C. A plan highlighting the location of these facilities to the site is provided at Figure NSM1.

Table 2.7: Summary of Local Facilities

	Destination	Approx. distance (metres)	Walking journey time (mins)	Cycling journey time (mins)
Retail	One Stop Convenience Store	310	4	1
	The Howard Shopping Centre	800	10	3
	Aldi Supermarket	850	10	3
	Boots	880	10	4
	Welwyn Garden City Town Centre	950	11	4
Employment	Burrowfield Business Park	850	10	3
	Bessemer Road Business Park	850	10	3
	Welwyn Hatfield Borough Council	1,200	14	5
	Quadrant Park/ Mundells Employment Area	1,500	18	6
Education	Peartree Primary School	250	3	1
	Ludwick Nursery	670	8	3
	Oaklands College	1,380	16	6
	Stanborough School	1,580	19	6
Leisure	Anytime Fitness Welwyn Garden City	950	11	4
	Woodhall Community Centre	810	10	3
Health	Boots Pharmacy	310	4	1
	Peartree Lane Surgery	360	4	1
	Peartree Pharmacy	360	4	1
Other	Bus Stops - Broadwater Road	50	1	0
	Welwyn Garden City Railway Station	750	9	3

Key:

	Within a 'Walkable Neighbourhood' (800m)
	Within a distance where most people (circa 81%) will walk (1,600m)
	Within a distance where walking is a realistic alternative to car use and where some people (circa 31%) are still prepared to walk (3,200m)

Source: Consultant's Estimates

Note:- distances taken from site access to Broadwater Road. Distances to the north and west may be reduced by circa 400m in the future subject to access via Wheat Quarter site.

Walking speed – 1.33m/s

Cycling speed – 15km per hour

- 2.9.8 It is clear that there is a huge array of everyday local services and facilities within a reasonable walking and cycling distance of the Appeal site. These include leisure, retail, health and employment destinations with the majority of the services located within a 10 minutes walk of the site. This provides real opportunities for future residents of the site to travel by sustainable modes and access key services without the need for access to a private vehicle.
- 2.9.9 In addition, the consented outline permission for the Wheat Quarter directly to the north of the Appeal site includes a civic building with space for a GP surgery, office and local retail spaces, and a creche/day nursery. This will all be available in a less than 800m walk from the Appeal site, or directly adjacent should the direct link for pedestrians be provided.
- 2.9.10 It is also important to understand the quality of the infrastructure available to access all of these facilities. I consider these in turn.

Education

- 2.9.11 Walking routes to key services such as Peartree Primary School and Ludwick Nursery (both within the 'Walkable Neighbourhood') would require crossing of Broadwater Road. From here onwards, the route is residential in nature, likely to be low trafficked, passing through residential streets with wide, street lit footways with dropped kerbs at appropriate crossings.
- 2.9.12 Regarding accessibility to places of higher education, Oaklands College would require travelling through the town centre, where provision for pedestrians is of excellent quality. The town centre itself is accessed via the wide footways along Broadwater Road, requiring crossing of just a small number of lightly trafficked residential cul-de-sac side roads, into Hydeway, and then via the recently improved bridge over the railway. In addition, the site safeguards a link directly north through the Wheat Quarter site directly to the bridge, and therefore avoiding Broadwater Road.
- 2.9.13 The route to Stanborough School requires utilising the wide footways south on Broadwater Road, over a railway bridge and crossing at controlled pedestrian crossings over the A6129 where necessary. A shared footway/cycleway provides the opportunity for off-carriageway cycling just south of the Broadwater Road / A6129 roundabout, and routes adjacent to the A6129 to Lemsford Lane, where it crosses to Stanborough School.
- 2.9.14 In addition to the above, opportunities to access further education opportunities at the University of Hertfordshire (de Havilland Campus), are possible via the 601 bus service from Broadwater Road with average travel times of less than 20 minutes.

Retail

- 2.9.15 In a circa 10 minute walk (circa 800m), occupiers of the Appeal site will be able to access the extensive of retail facilities in the centre of Welwyn, with a range of independent and chain stores, providing a full breadth of opportunities, from specialist stores through to large department stores. These are all accessible via Broadwater Road, Hydeway, and the enhanced crossing over the railway into the centre of Welwyn. Should the link through the Wheat Quarter be provided, the route will be even shorter, at circa 500m (or just over 5 minutes walk).
- 2.9.16 In addition, a small One Stop convenience store is located on Peartree Lane to the east of the Appeal site, within a circa 400m or 5 minutes walk. This is mainly via lightly trafficked residential roads.

Employment

- 2.9.17 There are extensive areas of employment located to the north of the site through various business parks north of Bridge Road. These are all accessible via walking along Broadwater Road, or onwards via cycle links (mostly on dedicated cycle lanes).
- 2.9.18 In addition, the town centre retail and leisure facilities provide an extensive range of employment opportunities.
- 2.9.19 For employment opportunities beyond the centre of Welwyn, the extensive local bus services, as well as the rail services from Welwyn Garden City station are all within a less than 10 minutes walk from the Appeal site.

Health

- 2.9.20 The local GP surgery, and two pharmacies are all located on Peartree Lane next to the primary school and One Stop shop; all within a 5 minutes walk from the Appeal site's access to Broadwater Road. The New Queen Elizabeth II hospital (also a major employer) is also accessible via bus route 403 from the bus stops in the vicinity of the GP surgery. In addition, the Wheat Quarter is to provide a health surgery adjacent to the Appeal site.
- 2.9.21 In my experience, the range of services and facilities available within Welwyn and its immediate environs is comparable with other major town centres. All demands for everyday retail, health, leisure, and education appear to be catered for, across a range of independent and chain stores, within a reasonable walking distance from the Appeal site. This ensures that the needs for travel

beyond Welwyn are limited, ensuring that travel by car (and car ownership) is not essential to facilitate most journey demands.

2.9.22 This position is acknowledged in the WHBC Officer's report to Planning Committee (CD C24) where, at paragraph 9.131, it 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."

2.9.23 A Framework Travel Plan (FTP) has been produced (report ref: ITL16195-005) (CD C5) and should be read in conjunction with the TA. The FTP is produced in accordance with HCC Travel Plan Guidance and sets out a number of measures that will be implemented at the Appeal site to encourage sustainable travel, such as:

- A resident's travel information pack, including:
 - Information leaflet of local bus and rail services;
 - Information regarding local facilities, including a map and walking and cycling times;
 - Details of local walking and cycling routes;
 - Information and details to residents on the car club and its benefits; and
 - Details of local cycle training information.
- **CD C5 – Framework Travel Plan**

Section 3 Appeal Site Access Strategy

3.1.1 The Appeal site is to be accessed from a single location from Broadwater Road in the form of a retention and improvement of the Appeal site’s existing access.

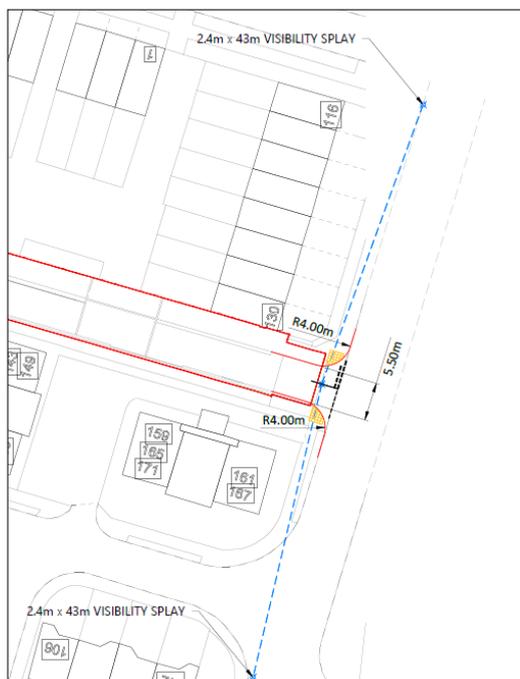
3.1.2 Full details are set out in the Transport Assessment (CD C4 Section 4.3), Stage 1 Road Safety Audit (RSA) and Designer’s Response (DR) (CD C6), and the HCC Highways Response technical note (CD C11), including detailed drawings of the site access (CD C7).

- **CD C6 – Stage 1 Road Safety Audit and Designers Response**
- **CD C11 – HCC Response Technical Note**
- **CD C7 – Drawing No. ITL16195-GA-005 B**

3.2 Site Vehicular Access Arrangements

3.2.1 The development 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 proposed access arrangements are shown in Drawing ITL16195-GA-005B (CD C7) with an extract at Image 3.1.

Image 3.1: Proposed Access – BioPark Drive



3.2.2 The proposed access arrangement has been designed with the following:

- 5.5m at the access, with the remainder of the access 4.8m wide with localised widening to 5.5m;
- 3.1m shared footway/cycleway on the northern side of the access road;
- Landscaped verge between the foot/cycleway and the carriageway with “breaks” in the landscape to enable wider vehicles to pass, and for emergency vehicles to utilise the shared foot/cycleway to bypass any obstructions that may occur in the main carriageway;
- Vehicular visibility splays of 2.4m X 43m at the access to Broadwater Road are provided in accordance with the posted speed limit;
- Pedestrian visibility splays of 25m along the access road (consisted with the 20mph design speed) are provided for those crossing the access road at Broadwater Road; and
- The access to Broadwater Road provides sufficient width to enable a large refuse vehicle to turn into the site without the body overhanging the footways at the access.

3.2.3 The proposal will also safeguard a potential pedestrian and cycle route to the north of the site to connect with the emerging Wheat Quarter development. This would provide future residents and visitors a more direct route (potentially up to 300m shorter) towards Welwyn Garden City railway station and Welwyn town centre for access for additional services and facilities.

3.2.4 In discussions with HCC, the 3.1m shared footway/ cycleway on the northern side of the access road will also act as a potential emergency access route, should the main carriageway be blocked. The landscaping has been designed to accommodate a fire tender vehicle using the shared footway/ cycleway in case of an emergency.

3.3 **Parking**

3.3.1 Figures 1-3 in the Appendix of the TA (CD C4 Appendix C) provides colour coded plans illustrating the location and form of car, cycle, and motorcycle parking across the development, at two basement levels and at ground. The division of spaces is detailed further in this section.

Residential

Vehicles

3.3.2 The development proposal includes some 219 car parking spaces across the site for residents. 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.

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

Electric Vehicle Charging Provision

3.3.4 The 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.

Car Club

3.3.5 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.

3.3.6 CoMo (a charity supporting the introduction of sustainable transport modes) have calculated that for every car club vehicle, it leads to a removal of 10.5 private cars from the road network as a result of member selling/not replacing private vehicles².

3.3.7 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.

Cycle

3.3.8 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

² <https://como.org.uk/shared-mobility/shared-cars/why/>

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.

Community Hub

3.3.9 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.

3.3.10 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.

3.4 Servicing and Deliveries

3.4.1 The proposal includes dedicated servicing and delivery turning areas for vehicles. The turning areas will be used by the community hub unit as well as any deliveries to the residential units and refuse servicing.

3.4.2 Swept path analysis has been undertaken at the site to illustrate servicing vehicles' ability to sufficiently and safely manoeuvre to and from the site. In addition, a fire tender vehicle has been illustrated accessing the site.

3.5 Stage 1 Road Safety Audit

3.5.1 A Stage 1 Road Safety Audit (RSA) has been undertaken of the proposed site layout (CD C7). The proposed site access arrangements were considered as part of the application and were found acceptable by the LHA reflect comments made within the RSA.

3.5.2 It has therefore been demonstrated that the site's access can safely be delivered to the adopted highway network, with no residual road safety concerns.

Section 4 Position of the Authorities

Introduction

4.1.1 This section of my evidence summarises the positions of the various authorities on transport matters under the headings of the LHA (HCC), and the LPA (WHBC).

The Local Highway Authority – Hertfordshire County Council

4.1.2 This section summarises the chronological order of the correspondence between i-Transport and the LHA.

- August 2020 - The i-Transport Transport Assessment Scoping Report (CD C3) is issued to HCC to seek agreement of the scope of the TA.
- September 2020 - HCC issues their pre-application advice (in writing) (CD C3) and follow up with a pre-application meeting on 29 September 2020 of which notes were produced and circulated to attendees for information. The main conclusions and advice from the pre-application meeting were:
 - The proposal needs to consider arrangements for emergency vehicle access due to the proposed single point of access.
 - The proposal will provide average parking ratio between 0.5-0.6 spaces per unit. HCC agree in principle to this, but the planning submission should provide further evidence to demonstrate how parking will be managed across the site.
 - A FTP to be submitted with the submission.
 - Agreement between HCC and i-Transport that no strategic modelling required, subject to demonstrating the proposal will result in an overall net reduction in vehicle trips at the site.
- December 2020 - The TA and FTP are submitted with the application (CD C4 and CD C5). Both documents refer to the main points raised during the pre-application. These are resolved in the submission documents as summarised below:
 - Emergency vehicle access – (CD C4 Section 4.4).
 - Parking management – (CD C4 Section 7).
 - FTP – (CD C5).

- Transport impact of the proposal, setting out net reduction – (CD C4 Section 6.4).
- January 2021 HCC issued an email to WHBC requesting a Road Safety Audit (RSA) and subsequent Designers Response (DR) to be undertaken on the proposed access arrangements in order for their full consultation response to be issued.
 - A RSA was undertaken and a subsequent DR was prepared by i-Transport and submitted to HCC in January 2021 in support of the application (CD C6).
- 10 February 2021 - The first HCC Highways consultation response was received. This response raised an objection to the proposal based on the current access design proposals. HCC requested a further review of the proposed access arrangements to reduce the risk of conflict between larger vehicles manoeuvring into and out of the site and pedestrians/ cyclists, as well as a request for additional swept path analysis.
 - HCC confirm agreement with the traffic impact section and acceptability of the proposed parking provision.
- 16 February 2021 - A consultation response from Highways England (now known as National Highways (NH)) was received on the application offering no objection to the scheme (CD C19).
- 19 February 2021 - All of the additional requests regarding the proposed access designs were undertaken by i-Transport and included within the HCC Response Note that was issued to HCC (CD C11). This included a slight widening of the access to 5.5m as a precautionary measure.
 - On the same day, HCC issued their second consultation response (CD C21) which confirms their initial issues had been resolved and their objection to the scheme was removed, subject to three planning conditions. One of these is detailed and relating to drainage, another is in reference to maintenance of the internal streets; and a third relating to the need to ensure that vehicular access is restricted to be solely that position as shown in the submission drawings. By inference, HCC therefore accepts that the access design is suitable to safely and efficiently accommodate the anticipated all modes movements generated by the proposal at this location.

- The HCC response concludes ***“The Highway Authority does not wish to raise an objection to the proposal subject to the inclusion of recommended planning conditions and obligations.”***
- Other points to note in the HCC response are as follows:
 - ***The Highway Authority have reviewed the trip [rates and] are satisfied with the outputs*** (Existing site)
 - ***The Highway Authority have reviewed the sections and filtering in TRICs and are satisfied that the resulting trip rates are representative*** (Proposed Site)
 - ***The predicted number of trips suggest that overall the number of vehicles will be reduced in the peak hours following the proposed development*** (Net Difference)
 - ***The Highway Authority are satisfied with the distribution calculations*** (Distribution and Assignment)
 - ***This request [committed developments] is in-line with the requirements set out by the Highway Authority in the pre-application response*** (Background Growth)
 - ***The TA has included a capacity assessment of the Site Access / Broadwater Road junction only. The results suggest that the junction will operate within theoretical capacity following the proposed development scenario in 2023*** (Junction Assessment Analysis)
 - ***it is considered that the development can offset any additional risk resulting from a change of patterns of traffic through the junctions due to the improvements to the local footway and cycleway network and public transport network.*** (Highways safety)
 - ***The Highway Authority welcome the safeguarding of this route [to the Shredded Wheat Quarter] and if permission is granted recommend that it is secured by planning condition.*** (Future Active Travel routes)

- ***The development proposals are for the provision of 219 car parking spaces, consisting of 190 standard spaces and 29 disabled spaces. The proposals also include a car club space and a 15 motorcycle spaces. This equates to an overall parking ratio of 0.76 spaces per dwelling. HCC consider this provision appropriate on the basis that it is coupled with the improvements to the active travel and sustainable transport networks (stated in the sections below) that will encourage a mode share shift from private vehicle use.*** (Car Parking)
- ***The proposal also includes cycle parking for all residential units and 10 cycle parking spaces within a secure bike shelter for visitors and 9 cycle spaces for the community hub. The Highway Authority are satisfied with this provision and request that the parking is secure, covered and well-lit.*** (Cycle Parking)
- ***This site is within HCC Highway's 400m walking criteria and bus number 601 is serving the area. The proposal site is also located conveniently close to the Rail Station 900m (11minutes) walk (although this could substantially be reduced through the provision of a sustainable link to the Wheat Quarter). Therefore, in principal [sic] the site is considered accessible by public transport.*** (Public Transport Provision)
- Following the lodging of the Appeal, i-Transport issued a draft Transport and Highways Statement of Common Ground to HCC via email. However, on 26th April 2022, HCC confirmed that they will not enter into a Statement of Common Ground, stating ***"Hertfordshire County Council as Highway Authority didn't object to this proposal subject to conditions, and the refusal on highway grounds has come Welwyn Hatfield's planning committee, not us. You therefore need to enter into a Statement of Common ground with them, as between us there is no uncommon ground"***. A copy of this email correspondence is provided as Appendix D to my evidence.

4.1.3 It is therefore clear that the HCC, as the LHA, has thoroughly considered the impact of the development, and taken account of all matters relating to access to and from the site by all modes and parking, to come to its recommendation of no objection subject to conditions and obligations. This matter has not been considered lightly, and therefore considerable weight should be placed on their conclusion.

The Local Planning Authority – Welwyn Hatfield Borough Council

- 4.1.4 The Planning Officer's views are set out in the report to the Committee (31st August 2021) (CD C24). The Officer's report states clearly that the Borough Council had no objections on highways grounds.
- 4.1.5 A key theme of national and local policy is to ensure that development is sustainably located. The Officer's report confirms this point, stating ***"The proposed development is considered to comply with the criteria of Policy H2 of the District Plan as it is a previously developed site, with various sustainable modes of transport (bus and rail) within walking distance from the site, along with town centre services and amenities"*** (paragraph 9.33).
- 4.1.6 This sustainable location point is again made by the Officer when considering the density of the scheme, confirming (at paragraph 9.58) that ***"in central areas and areas with good accessibility by modes of transport other than the car, residential development will be expected to be close to or exceed 50 dwellings per hectare"***. This position is used to support the conclusion at paragraph 9.61 that ***"The sustainable location of the site is such that higher density development would be acceptable in principle"***. The Officer is therefore satisfied that the site is located in a sustainable location, so as to permit higher density residential development.
- 4.1.7 Not only is the development inherently in a sustainable location, the officer confirms that the development of the site will actually enable connectivity to be enhanced across the Garden City and Opportunity Area, stating ***"The proposals also presents the opportunity to enhance connectivity within the Garden City and Broadwater Road West Opportunity Area by providing pedestrian and cycle routes to the north to the Wheat Quarter and to adjacent residential development to the east and south"*** (paragraph 9.81)
- 4.1.8 WHBC's Statement of Case concentrates mainly on a perceived concern relating to an alleged under-provision of car parking at the site. However, in the Officer's report, it is clear that, after a thorough assessment of parking provision against standards in paragraphs 9.122-9.129, that ***"whilst the car parking provision proposed for residents is lower than those set out in the SPD this is not objected to"*** (paragraph 9.130). The report continues to confirm that the onus is on the developer (the Appellant in this case) to demonstrate that the provision is appropriate.
- 4.1.9 The Officer's report then considers the justification set out in the Transport Assessment in detail, and ultimately concludes that ***"Based on the above justification, it is considered the level of***

car parking proposed is satisfactory given the sustainable location and mitigation measures” (paragraph 9.137).

4.1.10 Finally, at paragraph 9.141, the officer concludes ***“In summary, the proposal would provide an acceptable level of on-site car parking and therefore no objections are raised in regards to Policy M14 of the District Plan; the SPG Parking Standards; the Council’s Interim Policy for Car Parking Standards; and the NPPF”.***

4.1.11 Subsequently, and against Officer’s advice, Members voted at the Committee Meeting to refuse the application and to include within the Reasons for Refusal an unfounded accusation that the Transport Assessment supporting the application was lacking in detail and that unmitigated transport and parking impacts would result in unacceptable harm.

4.1.12 A topic specific Transport and Highways Statement of Common Ground has been agreed between the Appellant and WHBC (CD D2). This establishes that all matters of transport and highways relating to the Appeal site (including its sustainable access, safe access, and no impact on the operation of the local highway network) are agreed, and that the only matter of disagreement relates to the level of on site car parking and any resulting impact on the surrounding area.

- ***CD D2 – Transport Statement of Common Ground***

Section 5 Policy Context

5.1 Introduction

5.1.1 As set out in the previous section, it is clear that WHBC has considered the acceptability of the Appeal site against national transport policy tests. Within this section of my Proof, I detail further these policies to aid an understanding of how the Appeal site complies with the relevant tests.

5.2 National Planning Policy Framework (NPPF – 2021)

5.2.1 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.

5.2.2 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.

5.2.3 The specific transport policies are contained within Section 9 of the NPPF. The NPPF requires all developments that generate significant amounts of movement to provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment, as has been with the application to which this Appeal relates.

5.2.4 As set out in my Section 4, extensive liaison and negotiations regarding this site with HCC have occurred since 2020. This demonstrates that HCC put the Appeal Scheme to particular scrutiny and did not reach their position of no objection quickly or lightly.

5.2.5 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.”

5.2.6 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”**.

5.2.7 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.”

5.2.8 The NPPF therefore identifies the ‘three transport tests’, i.e.:

- Will there be appropriate opportunities for new residents to take up sustainable modes of transport?
- Will safe and acceptable access be provided for all users?
- Will the traffic impact be acceptable?

5.2.9 I deal with each of these tests within my evidence, providing an overall summary within my conclusions. A fourth test relates to design matters, to which I consider relate to landscape element of the Appeal scheme and is considered in the evidence of others.

5.2.10 I also note that the NPPF sets a very high bar for preventing development from coming forward for transport reasons. Paragraph 111 states 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.”**

5.2.11 There is no definition in the NPPF of what level ‘**severe**’ is because it should be based on local circumstances. The Department for Communities and Local Government (DCLG) letter dated 23 August 2016 identifies that there is no national definition of severe because the NPPF is designed to be interpreted and applied locally. The DCLG letter also sets out that:

“local authorities are best placed to decide whether the particular impacts of a development on the road system will be severe, taking into account local circumstances.”

5.2.12 In this case, the local authority/statutory consultee appropriately qualified to comment on transport and highways matters is HCC who raise no objection to the Appeal Scheme. Significant weight should be given to their opinion in this case.

Relevant Appeal Decision - Land at Blackfield End Farm, Church Road, Warton (24 September 2015)

5.2.13 As an example of the application of the severe impact test, I refer to the appeal decision at Land at Blackfield End Farm, Church Road, Warton (ref: APP/M2325/A/14/2217060). That scheme comprised 360 dwellings, i.e. larger than the appeal scheme.

5.2.14 Paragraph 125 of that Inspector’s report clearly considers that development can have an adverse impact, and in that case one that would be significant, without failing the NPPF test:

“I conclude that the proposed development would be likely to cause significant adverse effects for traffic movement at the Lytham Road/ Church Road/ Highgate Lane junction, and that there would be a limited adverse effect on highway safety. In consequence there would be conflict with criterion 9 in Policy HL2 of the Local Plan. However, taking account of the overall implications of the proposal on the local highway network, I do not consider that the residual cumulative effects of the proposal would be severe.”

5.2.15 The Secretary of State agreed. Paragraph 10 of the decision letter states (underlining added for emphasis):

“Having carefully considered the Inspector’s discussion on the Lytham Road/Church Road/Highgate Lane junction at IR107-121, the Lytham Road/Mill Lane/Ribble View Close junction at IR122, the Lytham Road/GEC junction at IR123, and the site accesses and Church Road at IR124, the Secretary of State agrees with his conclusions within those paragraphs and at IR125 that there would be significant adverse effects for traffic movements at the Lytham Road/Church Road/Highgate Lane junction, a limited adverse effect on highway safety and, as a consequence, conflict with criterion 9 in Policy HL2 of the Local Plan. However, the Secretary of State also agrees with the Inspector at IR125 that, taking account of the overall implications of the appeal proposal on the local highway network, the residual cumulative effects would not be severe. The Secretary of State therefore gives them only moderate weight in the overall balance.”

Relevant Appeal Decision – East Ardsley, Leeds (22 December 2016)

5.2.16 A further example of the application of the severe impact test can be found in the Secretary of State’s decision for a scheme of 370 new homes at land at Bradford Road, East Ardsley, Leeds (appeal ref: APP/N4720/W/15/3004034).

5.2.17 Section 8.5 of the Inspector’s report deals with his conclusions of the effect on the highway network. In that case there was no agreement of highways matters between the highway authority and the appellant (ref: para 8.5.1). In that case the impacts were significant, particularly at a traffic signal junction where **“extensive queuing already occurs”** (ref: para 8.5.7). The impact of the development in that case would be noticeable – a greater than 50% increase in delay on one of the approach lanes (ref: para 8.5.8) and increases in delay of circa 50 seconds on two of the approaches (ref: para 8.5.9).

5.2.18 However, the Inspector recognised that **“The intention in the Framework was to set the bar for refusal very high. Indeed, paragraph 32 requires any impact to be severe to justify a refusal on transport grounds.”** (ref: para 8.5.9).

5.2.19 In that case the impacts were much more significant than those that are identified in the TA for this Appeal scheme. The Inspector at East Ardsley concluded that **“I do not consider that the impact in this case could be considered severe”**. (ref: para 8.5.9)

5.2.20 The Secretary of State agreed and allowed the appeal:

“Having carefully considered the Inspector’s findings at IR8.5.1-8.5.10, the Secretary of State agrees with his conclusion at IR8.5.9 and IR8.9.6 that, if there are no improvements in the interim, the queuing that currently takes place at the Thorpe Lane junction would be made slightly worse by the proposal but not to such an extent that it would justify refusal under the terms of paragraph 32 of the Framework.” (ref: para 16 of the Secretary of State’s decision letter dated 22 December 2016)

5.2.21 Notwithstanding this, I demonstrate that the Appeal Scheme will have a much less than severe (actually an immaterial), and therefore acceptable, impact on the local highway network in the TA and Section 6 and 7 of my evidence.

5.3 Local Policy

5.3.1 The local planning policy context relevant to the determination of this appeal is the Development Plan, the relevant components of which are set out below:

WHBC Draft Local Plan Proposed Submission (2016)

5.3.2 The WHBC draft Local Plan was published in 2016, has undergone its Examination in Public, and is awaiting final revisions following the Inspector's recommendations and therefore carries some weight in the determination of applications. The Plan sets out the Council's planning framework for the borough and includes a number of policies to achieve their visions. A summary of some of the key policies from a highways and transport perspective is provided below:

- Policy SP1 Delivering Sustainable Development – the Council will support new developments that contribute to the creation of mixed and sustainable communities and promote health and active lifestyles which ensuring inclusive and safe access for all.
- Policy SP 4: Transport and Travel –seeks to support planned growth with appropriate transport infrastructure, with the emphasis on promoting the use of sustainable modes of travel and on improving safety for all highway users.
- Policy SADM 2 Highway Network and Safety – this policy seeks to ensure development proposals will not an have unacceptable impact on the local highway network or on highway safety and that access is provided for all.
- Policy SADM 3 Sustainable Travel for All – all developments above a threshold (set by HCC) will be required to submit a Travel Plan to encourage and support sustainable travel for all new developments.
- Policy SADM 12 Parking, Servicing and Refuse – vehicle and cycle parking is to be provided in accordance with the Council's parking standards. Developments will need to promote sustainable forms of travel and electric vehicle charging points should be incorporated into parking areas. With regards to refuse and servicing, new developments should ensure that access to refuse storage and services areas are appropriately sited and designed.

5.3.3 The Plan also includes Policy SP 17 – Mixed use development site at Broadwater Road West which includes the site. This sets out the Broadwater Road West allocation which will accommodate and seek to deliver approximately 1,020 new homes alongside employment and leisure uses.

5.3.4 As was established in the documents supporting the planning application, and ultimately the WHBC's Officer's report, all of the policy objectives are met by the Appeal scheme. I will detail this further in later sections of my Proof.

Welwyn Hatfield District Plan (2005)

5.3.5 The Welwyn Hatfield District Plan is the current adopted Local Plan in the borough. The Plan includes a number of saved policies, which include:

- Integrating transport and land use (Policy M1);
- Transport assessment (Policy M2);
- Green travel plans (Policy M3);
- Developer contributions (Policy M4);
- Pedestrian facilities (Policy M5); and
- Cycle routes and facilities (Policy M6).

Welwyn Hatfield District Plan Review Supplementary Planning Guidance Parking Standards (2004)

5.3.6 WHBC's parking standards are set out in the Welwyn Hatfield District Local Plan Review – Car Parking Standards (2004). The standards are subject to zonal areas whereby more accessible zones are able to provide a lower car parking provision.

WHBC Parking Guidance SPG and Interim Policy for Car Parking Standards

5.3.7 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.

5.3.8 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.

5.3.9 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.

5.3.10 The residential car parking standards, which are to be used as guidelines rather than maximums³, and cycle parking standards are summarised in Table 5.1.

Table 5.1: Residential Car and Cycle Parking Standards – WHBC

		Car Parking Standards		Cycle Parking Standards
		Zones 1 and 2	Elsewhere	
Residential	1 bedroom dwellings	0.75 spaces per dwelling	1.25 spaces per dwelling	1 long term space per unit if no garage or shed provided.
	2 bedroom dwellings	1 space per dwelling	1.5 spaces per dwelling	
	3 bedroom dwellings	1.5 spaces per dwelling	2.25 spaces per dwelling	
	4 bedroom dwellings	2 spaces per dwelling	3 spaces per dwelling	

Source: WHBC Car Parking Standards 2004

[Broadwater Road West Supplementary Planning Document \(2008\)](#)

5.3.11 The Broadwater Road West Supplementary Planning Document (SPD) outlines the Council’s visions for the future of Broadwater Road West and sets out a masterplan for a comprehensive redevelopment of this area.

³ As set out in the WHBC’s Interim Policy for Car Parking Standards and Garage Sizes (2014).

5.3.12 It is noted that the application site was not considered for redevelopment in the SPD. Nevertheless, the key aims for the area include:

- Creating a sustainable neighbourhood with a mix of uses;
- To establish connections between the east of the town and the town centre, through the site;
- To enhance the local environment;
- To minimise traffic generation and parking through exploiting the site's sustainable location; and
- To improve the local pedestrian areas, including the pedestrian bridge to the station and town centre (currently under construction).

Hertfordshire Local Transport Plan 4 (2018)

5.3.13 The Hertfordshire Local Transport Plan (LTP) 4 sets out how future developments will need to consider all modes of travel, including walking, cycling and public transport, and wider County projects aimed at creating a more sustainable County.

5.3.14 The LTP includes the following notable proposals:

- Sustainable travel towns – comprehensive packages of improvements for walking, cycling and public transport;
- East west bus rapid transit – a scheme between Hemel Hempstead and Welwyn Garden city for a future rapid bus network with potential future connections to Hertford and Harlow; and
- A414 highway improvements.

5.4 Summary

5.4.1 In accordance with the requirements of the NPPF, and local policy, the planning application was accompanied by a number of reports that set out how the Appeal Scheme complies with each of the three key transport tests identified by paragraphs 110 and 111 of the NPPF, i.e.:

- There are appropriate opportunities for new residents to take up sustainable modes of transport;
- Safe and acceptable access will be provided for all users;

- The traffic impact will be acceptable; and
- There are no residual highway safety or capacity concerns following the development and its mitigation.

5.4.2 These matters are dealt with throughout my evidence, which summarises the work undertaken to enable HCC Highways and WHBC to raise no objection to the Appeal Scheme.

Section 6 Consideration of the Reason for Refusal

6.1 Introduction

6.1.1 This section of my evidence considers the second Reason for Refusal as set out in WHBC's Decision Notice which states:

"The application, including the Transport Assessment, fails to provide sufficient evidence that the transport impact, car parking and proposed transport mitigation strategy shall achieve sustainable transport objectives and shall not result in any unacceptable impact. As such, the application is contrary to Policy H2 of the District Plan, the Council's Parking Guidance SPG and interim Policy for Car Parking Standards and Policies SP 4, SADM 2 and SADM 3 of the emerging local plan."

6.1.2 Whilst the wording of the Reason for Refusal is broad, is it clear from both the Council's Statement of Case, and as agreed in the Transport and Highways Statement of Common Ground (CD D2), that it is the car parking element of the reason that remains in contention.

6.1.3 On this point, the only Policy quoted that is of direct relevance is Policy SADM2 Highways Network and Safety, that states

"Development proposals will be permitted provided:

...

iv. They provide satisfactory and suitable levels of parking"

6.1.4 The policies justification states:

"The quantity and design of parking insofar as it impacts on highway safety and capacity will assessed under SADM 2. The design and provision of parking can have implications for highway safety and capacity. It is therefore appropriate for parking to be considered in this context in addition to the Local Plan's main requirements for vehicle parking set out within SADM 12 as well as the Council's parking standards" (paragraph 7.14)

6.1.5 It is noteworthy that the Reason for Refusal does not reference the Appeal site as being contrary to Policy SADM 12, despite it being intrinsic to Policy SADM2.

6.1.6 For reference, SADM12 states

"The type and quantum of vehicle and cycle parking provided within development proposals will be informed by the standards set out in the Council's parking standards taking account of:

a. The site's location and accessibility to public transport, services and facilities;

b. The nature and degree of parking demand likely to be associated with the development and opportunities for shared parking; and

c. The need to promote more sustainable forms of travel within the borough”

6.1.7 This is effectively the detail needed to justify an objection based on SADM2. On the basis that it is not stated as a reason for refusal, it is inferred that WHBC agrees that the parking provision at the site does account for the site’s location and accessibility, the nature of parking demand and opportunities for sharing, and the need to promote sustainable forms of travel.

6.2 **Parking Provision**

6.2.1 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. In addition, 15 spaces for motorcycle/powered two wheelers are provided.

6.2.2 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

6.2.3 The residential parking standards are set out in Table 5.1. Based on the proposed development schedule and the WHBC’s standards, the proposal should provide between 80 to 289 spaces. This is summarised in Table 6.1.

Table 6.1: 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: Consultant's Estimates * includes studios – standards allow a 25-50% provision in Zone 2, and 50-75% in Zone 3

6.2.4 The proposal will provide a 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 site providing an overall 76% of the total maximum permissible.

Visitor Parking Spaces

6.2.5 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.

Community Hub Parking Space

- 6.2.6 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.

Car Club Space

- 6.2.7 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.

6.3 Analysis

- 6.3.1 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. This is highlighted within the accessibility section (see Section 2);
- 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 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 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 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 demand 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.

6.3.2 WHBC's officer's report to planning committee provides more justification that the level of car parking proposed for the Appeal site is appropriate. It confirms, at paragraph 9.135 that at the southern end of the adjacent consented Shredded Wheat scheme, which is **"arguably more relevant for this [Appeal] scheme given the close proximity to the site and also as it was for residential use only"**, a ratio of 0.73 spaces per dwelling is provided. The Appeal site therefore exceeds that approved on the Shredded Wheat scheme.

6.3.3 It goes on to provide even further justification, at paragraph 9.136 that if one were to remove the commercial, visitor, and car club spaces, the Shredded Wheat scheme has a residential permit spaces provision of 0.57 spaces per units, whilst this Appeal site has 0.68 spaces and therefore **"Again, this proposal [(the Appeal site)] would exceed the car parking provision provided on the consented Shredded Wheat scheme within the south site"**.

6.3.4 Overall, the Officer's report concludes on parking, at paragraph 9.137 that **"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 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"**.

6.3.5 Interestingly, WHBC's planning officer chose not to share the conclusion of their own in-house parking services team leader, which is provided to this Inquiry as appendices 8 and 9 of WHBC's Statement of Case.

- 6.3.6 It is clear from the correspondence that the parking services team leader chose to ignore the full sustainable credentials of the site, and initially raised an objection to the level of car parking on site. This is despite the response on 21st April 2021 being over two months after the LHA's formal consultation response (dated 19th February 2021), that confirmed that the level of car parking was acceptable.
- 6.3.7 It required WHBC's case officer to point out to the parking services team leader how the proposed level of car parking met policy requirements. On this basis, the parking services team leader then removed their objection. However, despite the evidence to the contrary, they retained a comment that the parking demand could outstrip provision on site, but with no evidence to justify the position (hence why it was made as a comment rather an objection).
- 6.3.8 It would appear from the Statement of Case it is this sole comment (not objection) that WHBC are seeking to base their whole objection on. However, again, there is no objective analysis of why such parking demand would occur, nor how such parking demand outstripping provision on site would lead to unacceptable impacts on the highway network.
- 6.3.9 Hypothetically, if there was to be an under-provision of car parking on site, this may lead to inappropriate parking and manoeuvres on the local highway network. This would be the LHA's issue to resolve should highway safety or operation be compromised. However, as set out at various parts of my evidence, it is clear that HCC (as the LHA) analysed the Transport Assessment and other supporting documents in great detail and confirmed no objection to the development, based on its sustainable location and parking provision. I therefore place great weight on the conclusion of the LHA that the level of car parking is sufficient to meet demand.
- 6.3.10 In any event, no evidence is presented to the Inquiry that demonstrates that any hypothetical overspill parking would result in a highways safety or operation concern. My own site visit observations have suggested that there always remain large amounts of unoccupied car parking spaces on the surrounding roads. A desktop review from Google Maps and Google Streetview also supports my observations (although the days and times of such images is unknown).
- 6.3.11 As Table 2.5 of my Proof demonstrates, car ownership for flats in the local area is 0.62 per flatted dwelling. This is based on 49% of properties owning no vehicles, 43% of properties owning 1 vehicle, and 8% of properties owning 2.24 vehicles.
- 6.3.12 Applying this to the development, 142 units would be car free, 124 would own one car, and 23 would own two or more cars (52 cars). This equates to a total car ownership demand of 176 cars.

- 6.3.13 The Appeal site actually provides 197 car parking spaces for resident permit holders, and 22 for visitors. There are therefore more spaces than local car ownership data would suggest is necessary.
- 6.3.14 The Statement of Case from WHBC suggests that there could be a further growth in parking demand from that observed in the 2011 Census by around 6%, should the growth trend from 2001 to 2011 continue through to 2021 (data will not be released until 2023 to determine this point with any certainty). Such a pattern would result in a “current” ownership for the Appeal site being 187 (6% growth on 176 cars owned based on 2011 data). Again, the 197 parking spaces provided would exceed the anticipated ownership demand.
- 6.3.15 In any event, should any of the parties have realistically considered there would be any overspill car parking as a result of the development and that it would result in an impact on local highway safety and operation, then the usual practice would be to offer mitigation. From my professional experience, this would be to offer to fund, and if necessary, implement a controlled parking zone on the local roads (as part of a planning obligation), with permits only available to those eligible residents living on those roads within the zone (and therefore excluding the Appeal site). However, in this case, as pointed out by the WHBC parking services team leader, such a proposal has already commenced.
- 6.3.16 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 residing in the streets. The NoI and plans are provided at Appendix E.
- 6.3.17 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. At the time of writing, the survey for residents to comment on their preferred periods of restrictions (10am to 12pm Monday to Friday or 8am to 6pm Monday to Saturday) has been extended to 19th June 2022. This is evidenced at Appendix E.

6.3.18 The result of such a parking zone would be to prohibit any overspill parking from the Appeal site occurring during restricted time periods (and being overly inconvenient for non-permit holders outside of the restricted period).

6.4 Summary

6.4.1 This section of my evidence establishes that:

- WHBC parking standards are guidelines, with actual provision to be determined by the assessment in the application, based on anticipated demand and overall accessibility;
- The site is in a sustainable location, with many bus and rail services within a 10 minutes walk, as well as a full variety of everyday services and facilities being within a reasonable walking and cycling distance, therefore removing the need for car usage and ownership;
- The development provides for a car club, to reduce the need to own a car;
- HCC, as the LHA, concluded, after significant review, that the level of parking proposed is appropriate for the form and location of development, and therefore will not lead to impact on local highway safety or capacity;
- WHBC's own parking services team leader concluded that the level of car parking is appropriate, after their own case officer clarified the policy position to be followed;
- Parking provision is in excess of the likely demand based on 2011 Census data, and any potential extrapolated growth to 2021 levels; and
- A residents controlled parking zone is to be introduced into local roads in the near future, which would prohibit any overspill parking occurring.

6.4.2 Referencing the Reason for Refusal, which alleges failure to conform with policy SADM2, it has been clearly demonstrated that the proposal provides satisfactory and suitable levels of parking, and therefore development should be permitted. 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'**. It is clear that the documents submitted as part of the application throughout demonstrated why a lesser level of parking provision is appropriate at this location. This was agreed by officers at both HCC and WHBC, with only the elected Committee Members raising an objection on these grounds.

6.4.3 The quantity of parking has been demonstrated to meet the anticipated demand, based on the parking standards' guidance levels, the evidenced car ownership levels in the vicinity (even allowing for future growth), and the site's highly sustainable location ensure that all journey purposes can be met by walking, cycling, and public transport, therefore ensuring car ownership is not necessary. Full compliance with policy SADM12 is therefore also met.

6.4.4 It is therefore clear that the Appeal site will meet all of the policy tests in relation to parking provision in sustainable locations, that it is alleged to have failed at the second reason for refusal as follows:

- It has demonstrated that it provides appropriate opportunities to promote sustainable transport modes (including walking) given the type of development and its location and that safe and suitable access to the site can be achieved for all users in compliance with paragraph 110 of the NPPF.
- The development provides adequate levels of car parking based on its sustainable location, in accordance with WHBC emerging Local Plan Policies SADM2 and SADM12.
- There is no residual severe impact on highway safety or operation as a result of the Appeal site proceeding.

6.4.5 It is therefore concluded that the Appeal site fully accords with the relevant transport policy requirements, and this element of the reason for refusal is unsound.

Section 7 Consideration of Issues Raised by Rule 6 and Interested Parties

7.1 Introduction

7.1.1 A number of transport and highways matters have been raised by rule 6 and Interested parties. Having reviewed them, they can be summarised under two broad headings:

- 1 Concerns relating to the level of car parking provided; and
- 2 Concerns over the sustainable access opportunities available to future occupiers of the site and that the impacts have been fully assessed and mitigated.

7.1.2 I have fully addressed the parking matters in the response to WHBC's second reason for refusal in Section 6 of my evidence. I therefore do not repeat the points here.

7.1.3 In relation to the sustainable access points, these were largely set out in Section 2 of my Proof, but I provide further clarity in this section of my evidence.

7.2 Sustainability of the Site

7.2.1 The Transport Assessment (CD C4) and other accompanying planning documents were fully reviewed by HCC (as the LHA qualified to comment on the suitability of the Appeal site), and as result no objection was raised. It is also understood that WHBC is not maintaining an objection on the overall contents of the Transport Assessment, based on the SoCG and SoC.

7.2.2 However, it is important to demonstrate that such a decision was made on the basis that the Appeal site meets the overarching tests within the NPPF. In particular, this requires an assessment against the tests within paragraphs 110 and 111, to determine that the Appeal site will provide appropriate opportunities for new residents to take up sustainable modes of transport, provide safe and acceptable access for all users, and that the residual traffic impact will be acceptable.

7.2.3 This first main transport policy test is clear that sustainable transport modes should be promoted to all future occupiers, particular accounting for the type of development and its location.

- 7.2.4 Within Section 2, I set out the main purposes that people undertake journeys. This demonstrates that the main reason is for leisure, followed by retail, personal business, commuting, and then education.
- 7.2.5 Section 2 of my Proof as well as Section 5 of the TA (CD C4) fully details the extensive range of education, retail, employment, and health facilities available within a short walk or cycle from the Appeal site, along routes with good pedestrian infrastructure. Further facilities are accessible via the range of bus and rail services, also all within a 10 minute walk from the Appeal site's access to Broadwater Road.
- 7.2.6 I am therefore of the opinion that these services provide an adequate service for commuting purposes, with all the main employment areas serviced by the existing bus and rail route, or locally by walking or cycling. The key service centres and their onward public transport facilities are accessible at times to coincide with core business hours. The site will also be served by high speed internet provision to facilitate the opportunity to work from home.
- 7.2.7 The Appeal site therefore is extremely well connected to the wider area, and also includes a safeguarded link to the Shredded Wheat Quarter to the north which will further reduce journey distances to the town centre and railway station by circa 300m. As detailed in Section 2, the County Council also has longer term ambitions to enhance east-west public transport connectivity across the County.
- 7.2.8 Overall, I conclude that the site is extremely well located to provide appropriate opportunities to promote sustainable transport modes to future residents to all journey purposes. In the context of the site's location on the edge of Welwyn town centre, it has the benefit of ease of access to a huge range of facilities, but also direct and frequent access to other key service centres and Central London.

7.3 **Safe and Suitable Access**

- 7.3.1 The Appeal site has a single access point to the adopted highway, via BioPark Drive (the site's private access road) to Broadwater Road. No other direct accesses to the adopted highway network are available due to third party land ownership.
- 7.3.2 The existing BioPark Drive access to Broadwater Road takes the form of a simple crossover. There is a very simple kerbed service strip/footway along the side of BioPark Drive.

- 7.3.3 The Appeal site will formalise the access, providing a full footway along the access road, and a two-way access road of varying width between 4.8m-5.5m wide. At the junction with Broadwater Road a formal priority junction is provided, with tactile paving and dropped kerbs to aid pedestrian movements along Broadwater Road. This is consistent with the access designs with the recently constructed Penn Way and Otto Road developments to Broadwater Road.
- 7.3.4 Minor adjustments to the access were made following the submission of the application, with the updated access drawing (CD C7) provided in the response note to HCC (CD C21). It was on the basis of this access that HCC confirmed that safe and suitable access for all is provided, and no objection to the scheme is necessary. The access was also the subject to an independent S1RSA and Designers Response (CD C6), the result of which are incorporated into the design.
- 7.3.5 In addition, the development will safeguard land on its northern boundary for a pedestrian and cycle link through to the Shredded Wheat Quarter development, in accordance with the SPD for the area. Whilst not essential for the Appeal scheme, such a link would shorten pedestrian routes towards the bridge over the railway at Hydeway by circa 300m (and the Appeal site would also provide financial contributions towards enhancements at the bridge).
- 7.3.6 The Appeal site therefore fully addresses the second main test of paragraph 110 of the NPPF in that it provides safe and suitable access for all users.

7.4 Mitigation of Significant Impacts

- 7.4.1 The third main test of paragraph 110 of the NPPF, and paragraph 111, is to ensure that 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.
- 7.4.2 The TA (CD C4 Section 6) provides an assessment of the operation of the local transport networks following the completion and occupation of the Appeal site. It is important to establish initially that the Appeal site is not undeveloped greenfield, but a large employment site, that was occupied until very recently (occupation rates agreed in the SoCG CD D2). Therefore, it has always attracted a number of trips across the network peaks and throughout the day, associated with its occupation.
- 7.4.3 As set out in the TA (CD C4 Section 6), the trip rates associated with the Appeal site's recent historic employment use resulted in the Appeal site attracting more trips than it will generate from its future residential occupation. Table 6.5 of the TA (CD C4) clearly sets out the impact as

a result of the proposal - it confirming that the residential occupation of the site will result in a reduction in trips at the site of circa 60 during the morning peak hour, circa 40 during the evening peak hour, and over 800 less trips across a 12 hour day. Focusing on vehicles alone, there is a reduction of circa 30 vehicles in the morning peak hour, less than 10 vehicles in the evening peak hour, and around 10 vehicles less across a whole 12 hour day.

- 7.4.4 This assessment methodology was agreed with HCC as the LHA, during the pre-application scoping stage, resulting in no comment/objection to the assessment presented in the TA (CD C4). WHBC has also agreed that the assessment has accurately determined the impact (or lack of) on the transport networks, as confirmed in the Transport and Highways SoCG (CD D2). As a result, there is predicted to be a net improvement on the operation of the local highway network compared to this historic position. The assessments also include the additional traffic flows from the other committed developments in the vicinity.
- 7.4.5 Further, the development is anticipated to result in a number of additional trips on the local bus network. Therefore, an obligation is provided to fund additional bus services on Broadwater Road, and towards the improvements to the pedestrian bridge between Hydeway and the town centre (SoCG CD D2).
- 7.4.6 In addition, NH (who manage the strategic highway network (being the A1(M)) in the vicinity) confirmed no objection to the development proposal (CD C19).
- 7.4.7 Clearly the results demonstrate that there is no material, let alone severe (in NPPF terms) impact on the local transport networks (in safety or capacity terms) as a result of the Appeal site proposals.

7.5 Summary

7.5.1 This section of my evidence establishes that:

- The Appeal site is well connected to existing pedestrian and cycle facilities in the local area, providing safe and convenient access to local retail, employment, education, and leisure facilities for all users, utilising the enhanced site access and safeguarded pedestrian route to the north.
- A full range of primary education, retail, employment, and health opportunities are available within a 10 minute walk or cycle of the site, ensuring that a large number of trips from the Appeal site can be met by active modes;

- Frequent bus services are available from bus stops available within a less than five minutes walk from the Appeal site, providing high quality links to a range of non-town centre locations including further and higher education, and the main hospital, with rail services to other higher order towns and cities also available within a 10 minutes walk;
- The Appeal site will provide financial contributions towards increasing bus services on Broadwater Road, for the benefit of both future site occupiers/visitors, and the wider community;
- A new formal access junction to the site is provided, with pedestrian crossing facilities. It has been agreed by an independent road safety auditor, and the LHA's own engineers that this provides a safe and suitable access for all users; and
- The Appeal site will result in a net reduction in all modes trips to and from the site compared to the site's recent historic occupation as an employment site.

7.5.2 It is therefore clear that the Appeal site will meet all of the policy tests in relation to the NPPF. It has been demonstrated that it provides appropriate opportunities to promote sustainable transport modes (including walking) given the type of development and its location, safe and suitable access to the site can be achieved for all users, and the impact on the local highway network can be mitigated to an acceptable level, in compliance with paragraph 110 of the NPPF.

7.5.3 There is therefore no residual highway safety or operation impact of the Appeal site. Thus, any impact is not even significant, let alone severe, and therefore far below the tests established in paragraph 111 of the NPPF.

Section 8 Summary and Conclusions

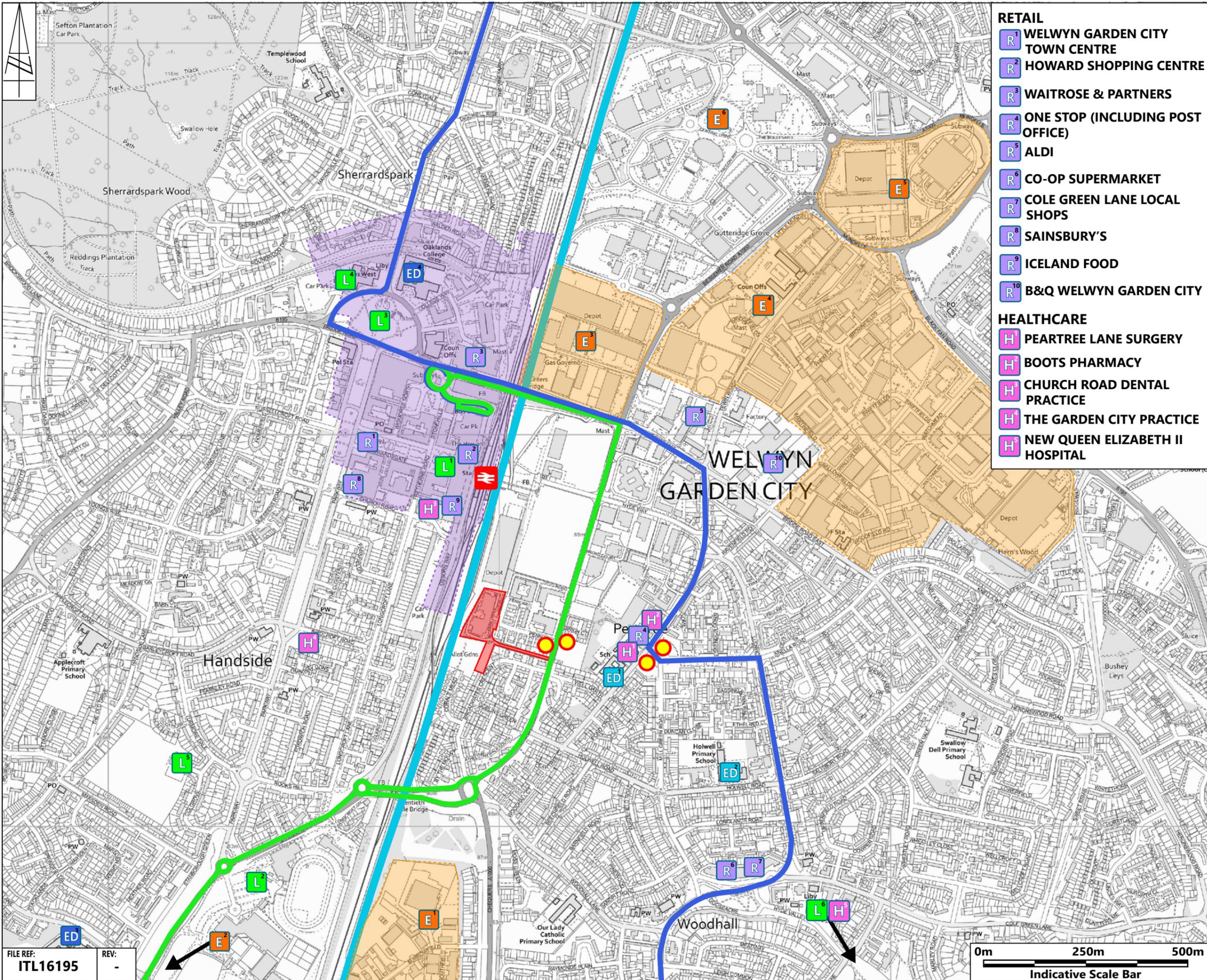
8.1.1 I summarise my evidence as follows:

- There are no transport or highways objections to the proposal from the Local Highway Authority, Hertfordshire County Council who have considered the scheme in detail and have not come to their conclusion lightly.
- The findings of the TA and other supporting submission documents are agreed with HCC.
- All transport matters are agreed with the LHA which has raised no objection to the application. Further, the Officer's Committee Report raised no highways objections and recommended conditional approval subject to a S106 legal agreement.
- The Appeal site is well located to encourage future residents to take up the local frequent public transport facilities, which will be further enhanced by way of financial contributions towards additional bus services, and improvements to the bridge over the railway lines to the station and town centre.
- The Appeal site is located in a sustainable location to provide genuine and realistic opportunities to travel by modes of transport other than the private car to a wide range of retail, education, employment, leisure, and health purposes in accordance with national and local planning policy.
- All site accesses and off-site highway improvements necessary to mitigate the impact of the development have been agreed with the LHA as safe and suitable for the proposed type and quantum of land uses.
- The local highway network will be able to satisfactorily accommodate the daily flow generated by the development proposal, background growth, and other potential developments in the area as has been agreed between the Appellant and the LHA.
- On site car parking provision has been agreed by both HCC and WHBC officers as policy compliant and sufficient to meet demand based on the site's sustainable location;
- It has been demonstrated that car parking provision is above the anticipated demand based on local car ownership statistics, even allowing for some potential growth;

- WHBC has a Nol to introduce a controlled parking zone in the residential roads to the south of the site. This would prevent any parking from the Appeal site occurring on the local roads during the restricted time periods, and making it wholly inconvenient beyond the controlled time periods.
- The Appeal site fully accords with the relevant tests in the NPPF (paragraphs 110 and 111).

8.1.2 I therefore conclude that in the absence of any robust technical evidence to the contrary, there are no sound transport or highway reasons to preclude the development from proceeding in accordance with NPPF paragraph 111. Indeed, there are wider benefits, which weigh in favour of the grant of consent.

FIGURE



- RETAIL**
- R¹ WELWYN GARDEN CITY TOWN CENTRE
 - R² HOWARD SHOPPING CENTRE
 - R³ WAITROSE & PARTNERS
 - R⁴ ONE STOP (INCLUDING POST OFFICE)
 - R⁵ ALDI
 - R⁶ CO-OP SUPERMARKET
 - R⁷ COLE GREEN LANE LOCAL SHOPS
 - R⁸ SAINSBURY'S
 - R⁹ ICELAND FOOD
 - R¹⁰ B&Q WELWYN GARDEN CITY
- HEALTHCARE**
- H¹ PEARTREE LANE SURGERY
 - H² BOOTS PHARMACY
 - H³ CHURCH ROAD DENTAL PRACTICE
 - H⁴ THE GARDEN CITY PRACTICE
 - H⁵ NEW QUEEN ELIZABETH II HOSPITAL

- KEY**
- SITE BOUNDARY
 - RAIL STATION
 - BUS STOP
 - BUS 601
 - BUS 403 / 404
 - RAILWAY LINE
 - TOWN CENTRE
 - EMPLOYMENT AREA
- LEISURE**
- L¹ ANYTIME FITNESS WELWYN GARDEN CITY
 - L² GOSLING SPORT PARK
 - L³ THE CAMPUS
 - L⁴ CAMPUS WEST CINEMA
 - L⁵ WELWYN RUGBY FOOTBALL CLUB
 - L⁶ KING GEORGE V PLAYING FIELDS
- EMPLOYMENT**
- E¹ BURROWFIELD BUSINESS PARK
 - E² HATFIELD BUSINESS PARK
 - E³ BESSEMER ROAD BUSINESS PARK
 - E⁴ CITY PARK INDUSTRIAL ESTATE
 - E⁵ QUADRANT PARK
 - E⁶ SHIRE PARK
- EDUCATION**
- ED¹ PEARTREE PRIMARY SCHOOL
 - ED² LUDWICK NURSERY
 - ED³ STANBOROUGH SCHOOL
 - ED⁴ OAKLANDS COLLEGE

i-Transport

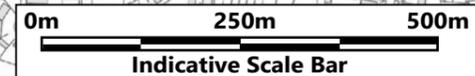
85 Gresham Street, London
EC2V 7NQ
Tel: 020 3705 9215
www.i-transport.co.uk

TITLE:
**BIOPARK, BROADWATER ROAD,
WELWYN
LOCAL FACILITIES PLAN**

FIGURE No:
FIGURE NSM1

FILE REF:
ITL16195

REV:
-



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APPENDIX A Summary of Experience of Neil Marshall (CMILT MIHT)

I have been / am involved in the following relevant projects (inter alia)

Public Inquiries

- Hindsland, Polegate, East Sussex – Technical Note submitted in support of Appeal and will appear to defend the Appellant’s position on the inappropriate Grampian condition proposed. Inquiry to sit in July 2022.
- Land at Appledore Road, Tenterden, Kent - appeared as highways witness at this appeal for 141 homes and a country park in Tenterden, Kent. The appeal was allowed in April 2022.
- Vale Avenue, Borehamwood, Hertfordshire – appeared as highways witness on accessibility matters for deregistration and exchange of Common Land in Borehamwood. Inquiry held in January and March 2022 – Application granted.
- Land at Sweechbridge Road, Hillborough, Kent – appeared as highways witness at the SoS recovered appeal for 900 new homes on greenfield land in Herne Bay. SoS agreed with all matters of the case, and appeal was allowed in November 2021.
- Catford Timber Yard, Lewisham – appeared as highways witness on a mixed use scheme of 42 flats and commercial space in the centre of Catford. Appeal allowed.
- Land at Cockaynes Lane, Alresford, Essex – appeared as highways witness on behalf of appellant on a 145 dwellings scheme on greenfield land in Essex. Appeal allowed.
- Land at Sewardstone, Epping Forest, Essex – appeared as highways witness on behalf of the appellant on a 45 unit and community centre scheme on greenfield land. Appeal dismissed, but highways not a reason.
- Land at Bentfield Green, Stanstead Mountfitchet, Essex – appeared as highways witness on behalf of appellant on a 160 unit scheme on greenfield land. Inspector agreed with the transport and highways case, but appeal dismissed on conservation area matters.
- Equity Point Hotel, Westminster – appeared as a highways witness on behalf of the appellant on an enforcement appeal related to whether the premises operated as a hotel or a hostel.

APPENDIX B Welwyn Garden City Bus Map



Welwyn Garden City Town Centre
terminating: 6.201.203.204.206.215
230.242.314.315.324.401.404.405.601
653.W4.W14
calling: 301.302.366.403.724

6.201.203.204
206.230.242
301.324.315.366.401
403.404.601.653.724

Queen Elizabeth II Hospital
calling: 230.242.301.366
403.404.653.724

Welwyn Garden City

- 300** Buses run generally at least hourly between 0800 and 1800, Mondays to Fridays
- 215** Buses run less often than above
- 301** * Bus route terminus
- ← Direction of travel
- National Rail station
- Electronic Passenger Information Point

0 0 1 kilometre
0 1/2 mile

PLEASE NOTE:
Express and commuter coach services and bus services/journeys that operate solely on schooldays are not shown. Where known, forthcoming changes to bus services are included. For subsequent changes please visit www.intalink.org.uk or telephone [traveline 0871 200 2233](tel:08712002233) (Calls cost 12p per minute plus your phone company's access charge.)

Digital Cartography by Pindar Creative
www.pindarcreative.co.uk

APPENDIX C Full list of local services and facilities

	Destination	Approx. distance (metres)	Walking journey time (mins)	Cycling journey time (mins)
Retail	One Stop Convenience Store	310	4	1
	The Howard Shopping Centre	800	10	3
	Aldi Supermarket	850	10	3
	The Co-Operative Supermarket	860	10	3
	Cole Green Lane Local Shops	870	10	3
	Santander Building Society	880	10	4
	Boots	880	10	4
	Lloyds Bank	920	11	4
	Welwyn Garden City town centre	950	11	4
	WHSmith	960	11	4
	Welwyn Garden City Post Office	960	11	4
	Sainsbury's Supermarket	1,050	13	4
	Argos	1,050	13	4
	Iceland Foods Supermarket	1,080	13	4
	John Lewis	1,100	13	4
	Waitrose & Partners Supermarket	1,150	14	5
B&Q Welwyn Garden City	1,150	14	5	
Employment	Burrowfield Business Park	850	10	3
	Bessemer Road Business Park	850	10	3
	Welwyn Hatfield Borough Council	1,200	14	5
	Quadrant Park/ Mundells Employment Area	1,500	18	6
	Shire Park	1,800	21	7
	Hatfield Business Park	4,900	58	20
Education	Peartree Primary School	250	3	1
	Ludwick Nursery	670	8	3
	Holwell Primary School	750	9	3
	Our Lady Catholic Primary School	840	10	3
	Oaklands College	1,380	16	6
	Stanborough School	1,580	19	6
	Ridgeway Academy	2,100	25	8
Leisure	Anytime Fitness Welwyn Garden City	950	11	4
	Woodhall Community Centre	810	10	3
	Rise Gym	1,080	13	4
	Norton Gym	1,100	13	4
	Welwyn Rugby Football Club	1,220	15	5
	Gosling Sports Park	1,250	15	5
	King George V Playing Fields	1,300	15	5
	The Campus	1,330	16	5
	Welwyn Garden City Central Library	1,460	17	6
	Campus West Cinema	1,480	18	6
	Campus West Roller City	1,480	18	6
Hatfield Hyde Cricket Club	1,710	20	7	
Health	Boots Pharmacy	310	4	1
	Peartree Lane Surgery	360	4	1
	Peartree Pharmacy	360	4	1
	The Garden City Practice	1,180	14	5
	Queen Elizabeth II Hospital	2,300	27	9
Other	Bus Stops - Broadwater Road	50	1	0
	Bus Stops - Knella Road	380	5	2
	Welwyn Garden City Railway Station	750	9	3

APPENDIX D Email from HCC Confirming No Objection

Neil Marshall

From: Matthew Armstrong <Matthew.Armstrong@hertfordshire.gov.uk>
Sent: 26 April 2022 09:32
To: Melanie Dobson
Cc: Neil Marshall; Adrian McHale; James Dale; Samuel Tearle; Mark Youngman
Subject: RE: BioPark Redevelopment - Statement of Common Ground [Filed 26 Apr 2022 10:02]

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Filed by Mail Manager

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Hello Melanie

My colleague Sam has passed this over to me. Hertfordshire County Council as Highway Authority didn't object to this proposal subject to conditions, and the refusal on highway grounds has come Welwyn Hatfield's planning committee, not us. You therefore need to enter into a Statement of Common ground with them, as between us there is no uncommon ground.

I hope that helps

Regards



Matt Armstrong
Area Manager (North & East), Highways Development Management,
Hertfordshire County Council
County Hall, Pegs Lane, Hertford, SG13 8DN. Postal Point: CHN203
T: 01992 556065 (**Internal:** 26065)
E: matthew.armstrong@hertfordshire.gov.uk



From: Melanie Dobson <melanie.dobson@i-transport.co.uk>
Sent: 11 April 2022 10:57
To: Adrian McHale <Adrian.McHale@hertfordshire.gov.uk>; James Dale <James.Dale@hertfordshire.gov.uk>; Samuel Tearle <Samuel.Tearle@hertfordshire.gov.uk>
Cc: Neil Marshall <neil.marshall@i-transport.co.uk>
Subject: BioPark Redevelopment - Statement of Common Ground

Hi Adrian / James/ Sam

I hope you are all well and had good weekends?

Adrain / James - You may remember we held a (virtual) pre-application meeting back in September 2020 to discuss the redevelopment of the BioPark scheme in Welwyn.

Sam – I believe you provided the consultation response and we had a few discussions post-submission.

You may all be aware but the scheme was refused in September 2021 by Committee and included one highways reason for refusal (planning ref: 6/2020/3420/MAJ):

“The application, including the Transport Assessment, fails to provide sufficient evidence that the transport impact, car parking and proposed transport mitigation strategy shall achieve sustainable transport objectives and shall not result in any unacceptable impact. As such, the application is contrary to Policy H2 of the District Plan, the Council's Parking Guidance SPG and interim Policy for Car Parking Standards and Policies SP 4, SADM 2 and SADM 3 of the emerging local plan”.

Our client is appealing the decision and we've been informed that an Inquiry will take place across a number of dates in July 2022:

- 12 – 15 July
- 19 – 20 July
- 26 - 27 July
- 28 July as a reserve day

As such, we would like to prepare a Statement of Common Ground (SoCG) with you to set out the agreed matters for this scheme please.

We'll be drafting the SoCG over the next couple of weeks and hopefully be able to share a draft version with you ASAP – we'll keep you updated.

I hope this is ok, and please let me know if you need anything from us in the meantime?

Kind regards
Melanie



Melanie Dobson
Principal Consultant
for i-Transport LLP

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W: www.i-transport.co.uk

London Office: 85 Gresham Street, London. EC2V 7NQ

T: 020 3705 9215 M: 07838154539



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APPENDIX E Notice of Intent Form and Plans, and March 2022 Update

**THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, PEARTREE, WELWYN GARDEN CITY)
(RESTRICTION OF WAITING AND PERMIT PARKING ZONES) ORDER 2021**

**THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, PEARTREE, WELWYN GARDEN CITY)
(PROHIBITION OF STOPPING AND WAITING ON VERGE OR FOOTWAY) ORDER 2021**

NOTICE IS HEREBY GIVEN that the Welwyn Hatfield Borough Council (pursuant to arrangement made with Hertfordshire County Council) proposes to make the above Orders under the Road Traffic Regulation Act 1984 to introduce restrictions in **Various Roads, Peartree, Welwyn Garden City** as specified in the Schedules to this Notice.

Full details of the proposals may be viewed at <https://www.welhat.gov.uk/peartreeparking>, or if open – depending on current Covid-19 restrictions - during reception opening hours at Welwyn Hatfield Borough Council, The Campus, Welwyn Garden City **from Wednesday 12th January 2022**. A copy of the documents can also be sent via post during this period upon request.

General enquiries relating to the proposals should be referred to Mr Jack Carson, Parking Services Officer, Council Offices, Welwyn Garden City, AL8 6AE. Tel: 01707 357000. Email: parkingservices@welhat.gov.uk

Objections to the proposals should be made in writing via post to Durk Reyner, Council Offices, The Campus, Welwyn Garden City, Herts AL8 6AE OR by email at parkingservices@welhat.gov.uk **by Thursday 3rd February 2022**, stating the grounds on which they are made.

SCHEDULE 1: No stopping or waiting at any time on verge or footway - those sections of road(s) listed below as set out in the Order and accompanying plans

Parts of Athelstan Walk North, Athelstan Walk South, Broadwater Crescent, Broadwater Road, By The Mount, Corals Mead, Creswick Court, Edgars Court, Goblins Green and The Reeds.

SCHEDULE 2: No waiting, No loading or unloading at any time - those sections of road(s) listed below as set out in the Order and accompanying plans

Parts of Broadwater Crescent, Broadwater Road, Holwell Road, Moatwood Green and The Reeds

SCHEDULE 3: No Waiting at any time Restrictions - those sections of road(s) listed below as set out in the Order and accompanying plans

Parts of Athelstan Walk North, Athelstan Walk South, Broadwater Crescent, By The Mount, Corals Mead, Creswick Court, Edgars Court and Goblins Green.

SCHEDULE 4: Permit Parking Places, Zone A01 Monday to Saturday 8am to 6pm - those sections of road(s) listed below as set out in the Order and accompanying plans

Parts of Athelstan Walk North, Athelstan Walk South, Broadwater Crescent, By The Mount, Corals Mead, Creswick Court, Edgars Court, Goblins Green, Moatwood Green and The Reeds.

SCHEDULE 5: Charges for Parking Permits and Parking Vouchers*

Application type	Charges
Resident Permit for disabled driver	First vehicle permit provided at 100% discount upon proof
Resident Permit for motorcycle	£10.40 per annum
Resident Permit for first car	£25 per annum
Resident Permit for second car	£46 per annum
Resident Permit for third or subsequent cars	£66.50 per annum
Business Permit	£235 per annum
Visitor Voucher	52p per day or 26p per day to residents receiving state pension sold in whole books of 20 Daily Vouchers only.
Doctors/ Health Visitor Permit	£20 per annum
Special Permit	Charged at council's discretion
Administration type	Charges
Refund Parking Permit and vouchers	£5.20
Duplicate/replacement Parking Permit	£5.20
Duplicate/replacement Parking Voucher	£5.20 whole books only

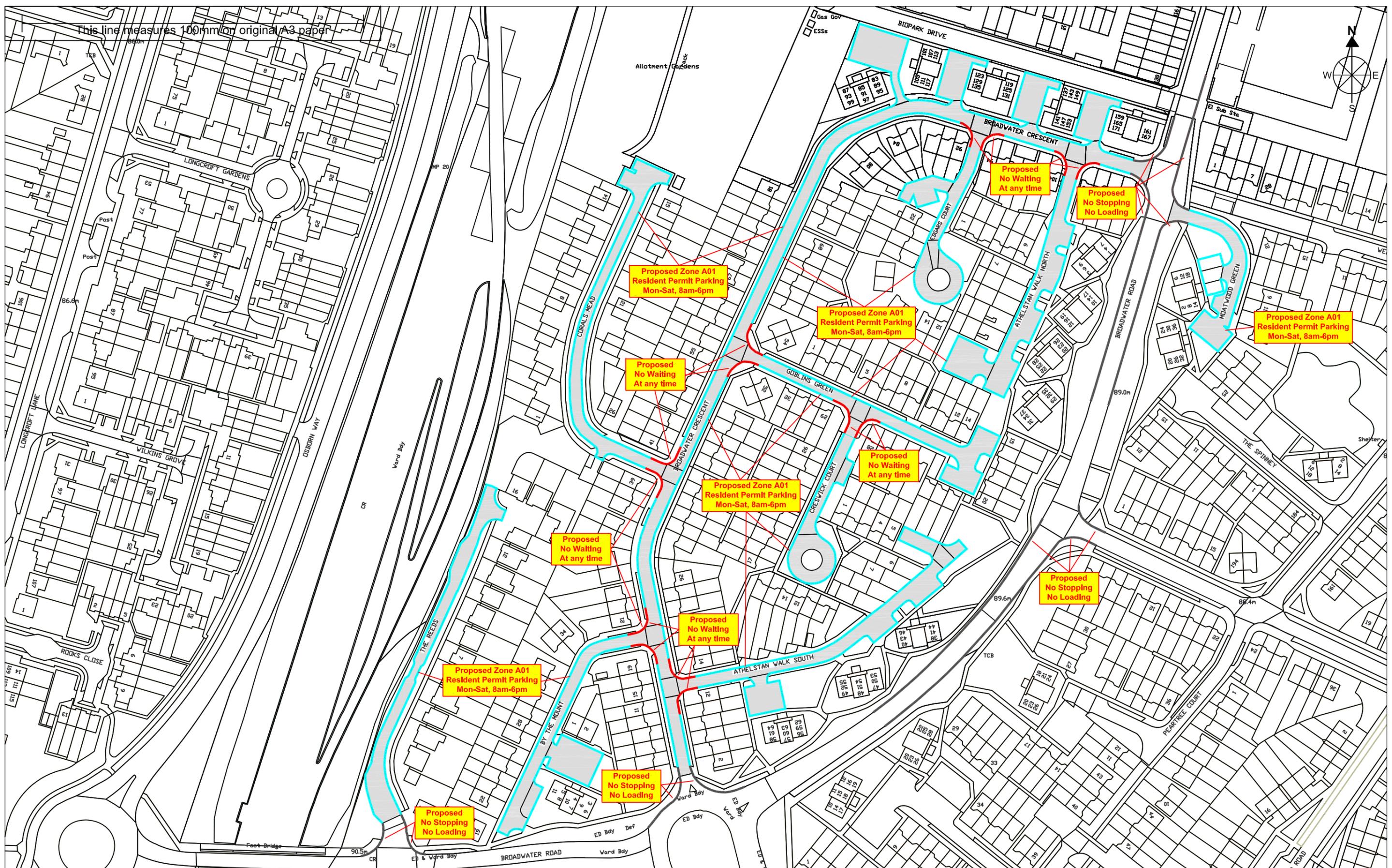
*The charges may be amended by the Local Authority giving notice in accordance with section 46A of the Road Traffic Regulation Act 1984.

Durk Reyner
Head of Environment
Council Offices, The Campus,
Welwyn Garden City,
Herts AL8 6AE

12th January 2022

Consulting on this scheme is a statutory duty of Welwyn Hatfield Borough Council. Any personal data you provide in responding to this Notice will be treated as confidential but will be shared with WHBC Officers; Borough Councillors and contracted third parties who are involved in the statutory process. We will not share identifiable data with third parties outside of the statutory process. Guidance on your rights in respect of personal data are published in the Privacy Policy on our website, www.welhat.gov.uk

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Key

- PROPOSED NO WAITING AT ANY TIME, NO STOPPING, NO LOADING/UNLOADING
- PROPOSED DOUBLE YELLOW LINES, NO WAITING AT ANY TIME

PEARTREE WARD PARKING CONSULTATION - AREA 1

- PROPOSED RESIDENT PERMIT PARKING, ZONE A01, MON-SAT, 8AM-6PM

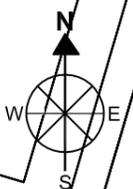
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 Drawn - 06/10/2021
 By - JC of Parking Services
 Drawing - PT/001/2021



Title THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, PEARTREE, WELWYN GARDEN CITY)
 (RESTRICTION OF WAITING AND PERMIT PARKING ZONES) ORDER 2021

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Key
 - PROPOSED NO STOPPING AND WAITING ON VERGE OR FOOTWAY

PEARTREE WARD PARKING CONSULTATION - AREA 1

Scale - 1:1500 on A3
Drawn - 06/10/2021
By - JC of Parking Services
Drawing - PT1/VPO/2021



Title THE BOROUGH OF WELWYN HATFIELD (VARIOUS ROADS, PEARTREE, WELWYN GARDEN CITY)
(PROHIBITION OF STOPPING AND WAITING ON VERGE OR FOOTWAY) ORDER 2021

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Peartree - Area 1

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[Peartree](#) **[Peartree - Area 1](#)**

Updated May 2022

On 10th March 2022, a report relating to these proposals and the objections made were considered by the Cabinet Planning and Parking Panel. Details can be found at [**Cabinet Planning and Parking Panel - Thursday, 10th March 2022 at 7:30pm - Welwyn Hatfield Borough Council Webcasting \(public-i.tv\)**](#)

The cross-party Panel agreed in principal to a Resident Permit Scheme, but requested further work to take place to ascertain what time period(s) residents overall would prefer. We will be sending letters to residents after the local elections in May 2022 to outline our next steps and any further questions to progress the proposals in accordance to the majority of residents responses.

We have extended the survey. Residents can until **Sunday 19th June 2022** vote on two permit zone time options as well as an additional comments box - please complete the survey at: [**www.surveymonkey.co.uk/r/WHBCpeartree1**](https://www.surveymonkey.co.uk/r/WHBCpeartree1)

For further details of resident permit schemes, current prices and required proofs please view the following link:

<https://www.welhat.gov.uk/parking-permits>



Proposals for a resident permit parking scheme, operating Monday to Saturday, 8am-6pm, together with double yellow line junction protection and a verge protection order were advertised as a Notice of Intention on 12th January 2022. Residents had until 3rd February 2022 to submit any formal objections.



Peartree 1 - Notice of Intention - 12 January 2022

Formal advertisement of Notice of Intention concerning proposed resident permit parking scheme and other restrictions in parts of Peartree Ward, Welwyn Garden City

pdf [26.86KB]



Peartree 1 - Draft waiting restrictions plan drawing - 21 December 2021

Plan drawing illustrating proposed new waiting restrictions, including junction protection and resident permit parking area

pdf [522.05KB]



Peartree 1 - Draft Verge Protection Order Plans - 20 December 2021



Draft Traffic Regulation Order - 21 December 2021

Draft Order containing proposals for resident permit parking scheme and additional waiting restrictions

pdf [95.24KB]



Peartree 1 - Draft Verge Protection Order - 21 December 2021

Draft traffic regulation order illustrating extent of proposed verge protection area together with Statement of Reasons

pdf [53.28KB]



Peartree 1 - Letter to Residents - Notice of Intention - 20 December 2021

Letter to residents and businesses containing final proposals and date of advertisement, indicating commencement of statutory consultation.

pdf [43.38KB]





Menu



