

Hi Chris,

Apologies for not getting this to you sooner, I have the following comments:

Comments on the Transport Statement:

In section 7.5 it states that the surrounding roads 'are covered by comprehensive waiting restrictions'. I challenge this statement as many roads have no restrictions at all and some only have junction protection. Most of the waiting restrictions which are in place are day time only and I feel the displacement of vehicle from this development in to residential roads surrounding the development will take place on evening and weekends which this would not address.

In the same section it also states if any displace does occur then 'it would be a simple matter for the development to fund any traffic regulation orders'. Dependent on the displacement and the times which TRO would need to cover this also may impact enforcement as we currently stop at 6.30pm and only have skeleton staff on two Sundays per month.

Who would be paying for additional resource to provide enforcement?

Who would be expected to create the TROs which may need to be produced and consulted on?

With regards to the transportation information in which the site is deemed accessible. I know from personal experience people travelling North and South of the borough currently have a good rail network (although this is due to change so not sure whether this will reduce the number of trains to what we currently have). However, travelling East and West is another matter, there are no practical solutions for public transport as you would have to travel into Kings Cross to come back out the St Albans and Hertford.

Therefore owning a car is the only practical option for current residents.

Using the 2011 Census maybe the most current source of data but it is 7 years old and I do not feel it is a true and accurate reflection of car ownership for residents currently living in flats within Peartree. This is the data they are basing all of their parking provision stats on, it would be interesting if a parking study was carried out now with these residents how this may have changed. Also, there are a number of other development taking place in close proximity of this one which they are providing more parking which are more flats than houses so the I feel the figures will not be a true future reflection.

Car Clubs statistical information

I would be interested to see any data which supports the applicants theory relating the number of parking spaces per car club vehicle supplied.

There is a lot of the word 'suggest' but would like to see which other development in Hertfordshire they are referring too.

I see there is an incentive for residents of the development to use the car club, which is outlined in 7.13. I would like to see this incentive rolled out to residents in roads surrounding the development, this would encourage residents in the roads to consider this as an option.

I didn't notice anything about the rollout of the car club vehicles, only that first car would be delivered by first occupation, so I would like to see more information on how they envisage this to happen.

Parking Provision within the Development

In Section 7.10, it states the parking spaces will be provided on request for a fee. I would like to understand what this fee will look like, as this is likely to put people off and they will look for alternative options off site so they do not have to pay the parking fee.

They proposed the size of the car parking spaces to be 2.4m by 4.8m, although this complies with the standards, these have changed for a number of years whereas the size of vehicles have significantly. To the point that most garages cannot accommodate modern vehicles. In addition, as the number of spaces are limited and there are likely to be families living within this development and they may only have one car parking space it is not unlikely for this vehicle to be a larger one, possibly 4x4 therefore I would like to see the parking bays increased in size. This is something that we have done in one of our car parks and would look at doing in future parking infrastructure.

The number of properties on the development is 1454, and using the parking standards there should be in the region of 1465 residential parking spaces provided, I just can't see how the proposed 795 are going to be sufficient, even with the car club vehicles.

The South site it states there would 64 visitor spaces and 81 in the North site, although it does mention 46 specific residential spaces. What is the difference between visitor and specific residential visitor parking. How will these be managed as I can see residential vehicles taking up these spaces leaving no actual visitor spaces left.

Commercial/community parking spaces are allocated 107, what will these be used for, will there be a split for local workers and visitors, how will these be allocated?

Dual use parking spaces are listed as 35, what will out of hours look like in terms of days and times?

I see the parking provision will be access only for the undercroft parking facilities, but how will the surface parking spaces be managed?

I am assuming that ANPR may be used to manage the Hydeway limited waiting spaces?

106 Contributions

With the previous planning application an amount was agreed for the council to carry out two parking surveys.

One to be carried out in roads surrounding the development, this was to be conducted before the development was started to understand the current parking provision and how it was been used. This was done in September 2017 and the council would look for this to be reimbursed.

The second one to be carried out once the dwellings were occupied in the region of 80% and within one year.

The remainder was to address issues which arose if it was found displacement had occurred.

I think this was in the region of £50,000 (£20,000 for both surveys and £30,000 for design/consultation and implementation of any TRO)

However, this amount was based on the previous proposals in which more parking was proposed, therefore I am not sure this would be adequate in light of some of the concerns I have mentioned above.

Particularly as the issues will likely be in the evenings and weekends, when enforcement finishes at 6.30pm Mon-Sat and is limited on two Sundays per month.

This is an ongoing cost and will hit the councils revenue budget so not sure how we would address this?

Last but not least – Play Areas

I can't seem to find anything easily regarding proposals for play areas, can you send me what they have proposed?

Happy to discuss any of the points in more detail if needed?

Kind regards,

Vikki Hatfield

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