

Dear Mr Elmore,

Thank you for your letter (by email) dated 5 August 2021, relating to Application Reference 6/2020/3420/MAJ for the redevelopment of the Biopark.

I have now downloaded your case officer's report from the council's Development Management Committee webcast webpage and would like to question whether some of the justifications being claimed in the "Car Parking Provision" section are reasonable i.e is it reasonable to allow the development to have only 187 spaces for residents, when you have explained (section 9.121) the council's own SPG recommends 287.25 spaces (and many would consider the SPG unrealistically low).

9.112 The proposal to allocate resident parking permits/spaces on a first come first served basis would appear chaotic - this will result in the last 100 flats sold having no access to parking - these flats will be difficult or impossible to sell. How are they going to prevent these residents of 100 flats owning cars and making themselves a nuisance to others by trying to park in other nearby estates.

9.124 Claims that the bus services are a reason for not requiring as much parking are unreasonable. The 601 service (the only service on Broadwater Road that would be easily accessible from the Biopark site) only operates during working hours on weekdays - there is no evening and weekend service. I note that there is suggested to be a financial contribution to extend this service to the evenings and weekends for two years - however, after two years the money will run out. Most residents, particularly working age residents will require weekend transport. Furthermore public transport (buses and trains) is not suitable if carrying tools, collecting heavy shopping etc.

9.126 The use of 2011 census MSOA data is questionable, because the mixture of the housing in Welwyn Hatfield 007 at the time will be very different to that planned for the new development - the housing at the time will have contained a much higher proportion of family homes. When compared with one and two bedroom flats, there will be a much lower (not much higher) car ownership rate per adult population, because many families living in family houses will be able to share one car. In flats, a much higher proportion of adults will be single (often with two single adults sharing two bedroom flats) and each adult needs a car for their work or essential personal activities. It is not made vclear which areas of the country were used to derive the 0.62 car units in flats - is this per flat or per adult and is this for a town areas outside of city centres, or does it include flat dwellers in London, whose situation is not comparable (it is not reasonable to include London, particularly Inner London, in the calculation)?

9.128 The unsatisfactory South Shredded Wheat development, which is not yet occupied is likely to be an eyesore due to its lack of parking - by repeating this mistake in the Biopark, the council will be allowing further problems to develop. The consequence of inadequate parking is that the properties will be unsuitable for many potential residents; hence, they will become devalued and difficult to sell or let. This will eventually lead to the development becoming a slum.

Kind regards,

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