

David Elmore

From: Matthew McCann
Sent: 11 May 2021 15:08
To: Clare Howe
Subject: RE: BioPark - Car Parking Discussion

Hi Clare,

So sorry I didn't get back to you sooner, I've been swamped with a lot of things, sorry to hear you're leaving I've always heard good things about you.

In terms of the Bio Park, I am happy to withdraw it as an objection and just make the following comments:

I have noted the response from the developer including the monetary obligation being made to improve sustainable transport, which if successful would lead to a reduction of private use vehicles, and that HCC as the highway authority supports the proposal. I do have concerns that parking demand **could** outstrip the provision on site, however the developer has shown they are taking reasonable steps to highlight to purchasers that the development does not come with guaranteed parking and that it is offered on a limited basis due to the site being designed to be sustainable.

From: Clare Howe <c.howe@welhat.gov.uk>
Sent: 10 May 2021 08:58
To: Matthew McCann <m.mccann@welhat.gov.uk>
Subject: RE: BioPark - Car Parking Discussion

Hi Matt,

Following my email below sent last week, could you please let me know your position by the end of play today. Sorry for the pressure, it is just that I am leaving the LPA this Friday, and need to complete the DMC report.

Many thanks,

Clare

From: Clare Howe
Sent: 06 May 2021 13:09
To: Matthew McCann <m.mccann@welhat.gov.uk>
Subject: BioPark - Car Parking Discussion

Hi Matt,

It was useful speaking with you earlier this week. For reference I have attached the initial discussion with regard to the maximum car parking provision. This sets out how car parking is assessed in line with national and local policy. You will also see I have included the table I talked about which outlines the maximum car parking provision required calculated thus far on this scheme.

Whilst the proposal includes car parking provision less than the maximum standards, these are maximum standards and consideration needs to be given to justification provided by the applicant.

In this case I know they emailed outlining their justification which included some of the following:

- Sustainable location of the site (proximity to train and bus services and services and amenities)
- Referred to the 2011 Census data which demonstrates the average car ownership level is 1.11, however the average car ownership of residents living in flats reduces to 0.62 car units. When considering the number of car parking spaces (181 car parking spaces) per residential apartments (281 apartments) proposed in this

scheme it would equate to 0.64 spaces per unit, thus marginally exceeding the average car parking occupancy.

- The proposal includes 1 car club, equating to approximately 10 private car parking spaces;
- Parking Management Strategy and Parking Plan submitted
- Highway Authority supports the proposal and on the matter of car parking it is reported "...provision [is] 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."
- Monetary obligations have been agreed towards improvement of sustainable modes of travel including improvements to the existing bus stops;
- The applicant has also advised they are willing to agree planning conditions with regard to parking.

Once you have reviewed the attached and above please let me know your view.

If you need to chat I am around all day tomorrow.

Kind regards,

Clare Howe BA (Hons) MSc, RTPI Licentiate
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