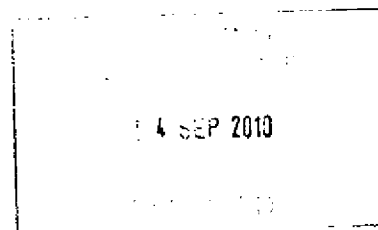


Ack

Sent: 13 September 2010 13:53
To: Planning
Subject: S6/2010/1711/FP



Mrs Lisa Hughes
 Principal Development Control Officer (South Team)
 Welwyn Hatfield Council

Dear Mrs Hughes September 13th 2010

Planning application S6/2010/1711/FP

I welcome the fact that Gascoyne Cecil Estate (GCE) have considered the concerns of nearby residents and eliminated the residents' bays west of Park Cottages and the 'new private access road'. However the letter dated September 6th from Mr Atton of jb planning associates on behalf of GCE does not allay other concerns expressed in objections to this application.


1. In his first point Mr Atton states ' Hill House is at a lower level to the application site and contained by a brick wall and intervening landscaped gardens': this is inaccurate. Hill House is a four storey Grade 2 listed building with a semi-basement and three habitable storeys of which two are above the level of the proposed car park. There are no 'intervening gardens' – a glance at the drawing accompanying Mr Atton's letter will show that the gardens are to the sides and front of the building. The rear of Hill House is a couple of metres from the boundary of the proposed car park, with the top of the brick wall level with the floor of the third storey. Thus two thirds of the habitable space would be directly exposed to noise, pollution and nuisance from the car park. Hill House is currently being reoccupied following refurbishment and it is surprising that GCE should show so little regard for their tenants.
2. In his second point Mr Atton states 'The residential properties at the end of Park Close are at a lower level (approx 20 feet lower) and at the foot of an embankment'. This is misleading: the top floors of the block of flats/maisonettes are at or above the level of the proposed car park.
3. The slopes from the proposed car park to Hill House and Park Close are cited as mitigating factors but to residents they are a cause of some anxiety with regard to this application. The properties depend upon the stability of these slopes but so far as I know there have been no tests of robustness of the slopes behind Hill House and at the north end of Park Close to withstand the traffic weight and movement and changed drainage pattern the proposed car park would bring.
4. In his third point Mr Atton cites reduced traffic across the Viaduct: this is misleading because he is not comparing like with like. Traffic moves over the Viaduct without stopping. By the time it gets to any of the current car parking areas it is out of earshot of Hill House, Park Street and Park Close.
5. In his fourth point Mr Atton states 'The proposed car park will be for use by business tenants of the Melon Ground and Stable Yard (and) the residential tenants of the adjacent Park Cottages'; in point 1 of his letter dated 7th September on the George's Field website he describes users of the Viaduct car park as ' business tenants and staff residing in the northern half of the park'. However they are described, it is clear that the proposed car park would be in constant use day and evening seven days a week with all the noise and pollution associated with car parks: people

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slamming doors, revving engines, manoeuvring, talking and shouting to each other.

6. The applicant seeks to enhance visitor experience: at present visitors entering by the Viaduct see the beautiful façade of Hill House against a backdrop of trees. If the proposed car park is implemented this very pleasing first impression will quickly be succeeded by a mundane busy car park.

In conclusion, while I am encouraged that GCE are aware of neighbours' concerns I still oppose this application on the grounds of noise, nuisance and pollution inflicted on nearby residents of Hill House, adjacent houses on Park Street and properties in Park Close.


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