

04 NOV 2011

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Sent: 03 November 2011 15:23
To: Planning
Cc: Martin Bryant
Subject: SALISBURY SQUARE - PLANNING APPLICATION S6/2011/1994/MA

I am writing on behalf of the Trustees of CRAM Pension Fund who are the landlords of 19-25 Salisbury Square which is subdivided into a number of small office suites occupied by local businesses who rely on the local parking.

Firstly, we welcome the initiative and the concept in general to revitalise the centre of Old Hatfield. However, we do have some concerns regarding the public parking provisions.

We approve of the measures taken to stop commuters filling the present car park but there is a real need for adequate public parking for the employees of and visitors to the businesses around the square.

In the Transport Statement the existing public car parking is shown to be 65. The proposals indicate 81 spaces as "Public Car Parking/ Job Centre Parking". The drawings show 31 car parking spaces (same as existing) designated for the Job Centre. If they are for the sole use of the Job Centre this means that there are only 50 left for public parking which results in a loss of 15 spaces.

It is difficult enough at present for staff of and visitors to the small businesses around the square to find vacant parking. If it were to become more difficult to find parking there is a danger that it could drive out some of the businesses and put off others from taking the vacant offices which exist in and around Salisbury Square. These businesses are also important to the vitality of the square and will be a source of custom to the shops.

The parking calculations do not appear to have taken into account the needs of those businesses which lie just outside the red line and therefore we ask that this aspect of the scheme is reconsidered. It would be good to know just how many car parking spaces are available at present in the old town for use by employees for longer term parking during the working day and whether these are all covered under the council permit scheme and what effect the proposals will make on these numbers. Also, it would be useful to fully understand what parking provisions are both currently available for short term visitor parking and similarly what effect would the new proposals have.

It should be noted that the existing car park affected by these proposals serves a wider business community within the old town which lie outside the red line application and any detrimental impact on the resultant parking figures needs to be given careful consideration.

Whilst we are supportive of the proposals in principle it must be noted that these proposals dramatically reduce the area of public space. We would hope that this would generate additional parking provision rather than resulting in a loss.

I look forward to receiving your response.

Yours sincerely

Tony Hooper
Trustee

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