

OBJECTION: Proposal 6/2020/3420/MAJ

Welwyn Hatfield Borough Council's vision for Broadwater Road West highlighted within their Supplementary Planning Document for Broadwater West of December 2008 (page 16) states that it

"is...

To deliver an energetic and pioneering scheme of development which integrates the spirit of the garden city with the very best of high quality 21st Century design, seizing the opportunity to enhance the local environment and create a sustainable, supported neighbourhood of an appropriate scale, which successfully integrates with the local community."

It also states that

"Given the context of the listed buildings, it is generally considered that buildings on the site should not be more than 5 storeys in height."

In no way, shape or form does the proposal of 6/2020/3420/MAJ meet this expectation.

The objective of the garden city movement was a symbiosis of city and countryside where it sought to combine the benefits whilst avoiding the pitfalls of both. The garden city ethos is far removed from the high density living proposed here. 289 units (all flats) in a very restricted site with limited greenery is exactly what the garden city movement was seeking to improve upon. Whilst flats can provide cheaper homes than houses, high rise living rarely proves conducive to a peaceful home and sense of neighbourliness. Intrusive noise, a lack of social interaction and households with children lacking outdoor space for play and exercise can hardly be said to contribute to a sense of wellbeing. Given the choice, most people I'm sure would not pick a 9 or 10 storey block to call home.

The sheer density of homes offered here appears at the expense of available parking spaces. Considering the majority of homes possess at least one vehicle, a mere 216 spaces for 289 homes is obviously totally inadequate. This will most likely result in nearby residents' roadside parked cars being displaced elsewhere and so on. Too many vehicles parked on the highways makes for accidents and obstructions for emergency vehicles, not just everyday traffic. It is not practicable or sensible to allow building for homes in excess of the likely requirement for the respective car parking spaces.

The huge scale of these residential blocks will obscure the Shredded Wheat silos and production hall and will have an overwhelming impact on the street scene. The art deco Griffin Place and Mirage developments to the south will be completely dwarfed by this proposal.

It cannot make sense or be fair in any way that the excessive density of housing proposed for this site in Welwyn Garden City cannot be accommodated within the borough at some of the villages and Brookmans Park that appear thus far to have escaped any extensive

development within the Local Plan despite having train stations into central London and being previously highly scored for housing development suitability.