

1 VIEW

The car park is NOT low visibility from the North elevation side of the proposed car park as is claimed in the Elevation Strategy section of the proposal for the new decked Campus West car park. Specifically, it is not low visibility from the North elevation for houses at the end of Densley Close , nor from other houses on Roundwood Drive and Scholars Mews. Nor is the proposed car park low visibility on the North elevation side of the proposed car park from the publicly accessed areas on the North side. In the conservation area all residents have to comply to strict rules around developments, including using the red brick. Why is the council exempt from maintaining and enhancing the area, and are allowed to build a multistorey car park out of steel and cladding? This is in contradiction to Section 16 of the 2019 NPPF 'Conserving and Enhancing the historic environment' and Policies D1 and D2 of the adopted Welwyn Hatfield District Plan (2005) which seek to provide a good standard of design in all new development and require that all new development respects and relates to the character and context of the area in which it is to be sited.

In late Autumn, winter and early Spring (more than half the year) the old, deciduous trees (mostly Oak) do not shield the view of the car park, and even in summer the view of the car park will remain highly visible as the leaf cover foliage is primarily in the high, upper canopy. In addition the trees are close to end of life, indeed some have already come down. Many have been pollarded by the council this year due to health concerns, so the 'Proposed Elevation with Context' documents are embarrassingly misleading.

Evergreen trees and shrubs ie Cedar, Laurel, Holly, etc should be planted along the North perimeter of the car park to shield the view of the car park from the aforementioned houses, and public pathway.

2 AIR QUALITY

The increase in traffic to and from the proposed car park and around the local area will inevitably increase pollution and cause a deterioration in air quality. The normal prevailing wind will carry any extra pollution of Nitrogen Oxides, particles, carbon monoxide, hydro carbons and other pollutants directly into the residential areas and publicly accessed areas on the Northern side of the proposed car park. You will need to be able to demonstrate compliance with current and future air quality regulations to avoid damage to the health of local residents and their families.

3 SECURITY AND NOISE

Both security and noise would be a prominent feature of the new proposed car park. The residential area around this proposed car park are aware of previous breaches of both noise and security experienced on the Hunters Bridge car park and the existing Campus West car park. Police have had to be called on several occasions to stop joy riding and race driving on both these sites, residents being polluted by noise from revving cars and radios etc.

4 FEASIBILITY STUDY

The council does not appear to have carried out a feasibility study to determine the need for the car park spaces. They are 'replacing' the spaces which will be lost due to the proposed development of

the Campus East car park which historically is to provide council staff with free parking. Should doctors and nurses be offered this luxury? Should council employees be encouraged to walk/cycle? However, we currently have around 4,000 available pay for parking spaces in the town centre alongside free parking on the roadside, allowing around 10% of the entire town population to drive in and park at the same time. This already seems excessive. As per the Welwyn Hatfield District Plan Review they should be developing a Green Travel Plan in line with HTCOA guidance (9.4) and considering a Park & Ride scheme (10.6). Neither of these appear to have been carried out either. We are losing the GARDEN in Welwyn Garden City and there is no proper thought going in to the need, alternatives, and location.

A large proportion of parking has historically been utilised by commuters. With covid, these habits are changing, both with the increase in home working, and with the increase in cycling. The council should be providing more secure cycle racks by the train station, rather than car parking. People do not want to park at the Campus West for the town centre shopping, restaurants etc, it is primarily used by patrons of the cinema and soft play complex and with the existing spaces being at least half empty. The only thought as to where to extend car parking has simply been 'where does the council own land' rather than where/if there is a need.

5 DRAINAGE STRATEGY

In recent months there has been construction work to improve the drainage of Campus West. The council denied there was any relation to the proposed car park development, and simply stated it was because of all the historic flooding incidents. Yet, in your drainage strategy for the car park development you claim the car park is 0.1% risk of flooding - which is it? Is there recurrent flooding at that site or is it low risk?