

[REDACTED]
168 Mendip Way
Great Ashby
Stevenage
SG1 6G

02nd February 2025

North Herts District Council
(Attention: Planning Officer)
Council Offices
Gernon Road
Letchworth Garden City
SG6 3JF

To Whom it may Concern,

I am writing this letter to object to the application 24/02889/FP submitted by Croudace Homes to develop 281 new homes on the land known as Roundwood.

I am submitting this application via email, as there is a technical issue with your website. I have spent hours trying to register and to submit my objection, just to keep receiving an error message. I am very clue-up with technology and the continuous issue with your website is concerning as many others would not be able to submit their objections.

Whilst I appreciate the shortage of housing, I do not think we should compromise on the safety of current Great Ashby residents to allow these inappropriate access arrangements as per the application.

The reasons for my objection are:

1. This application will cause rat-running through an already congested area of GA.
2. The lack of parking spaces and reduction of even more parking spaces. As a young driver, I need a car to go to make a living. I am visiting more than one client site daily and most of these sites are not accessible in a reasonable time by public transport.
3. On-street parking on the roads within the Great Ashby area has been a longstanding local issue. This is primarily the result of the residential properties within this area being constructed when restrictions on the levels of residential car parking were part of national planning policy. With this proposal, the allocation of on-street parking will be even lower than the restrictions laid down by national planning policy and this will also fall below the current regulations. Where will I park my car after a long day at work?
4. The Government want to decrease unemployment. However, without a car, my boss will end my contract, and I will end up being unemployed.
5. Bray Drive and Mendip Way are not suitable roads to accommodate the proposed bus route, due to the current amount of on-street parking. By changing these roads, you will create even more parking chaos on a wider part of GA. Displaced cars will just be pushed into side streets and it will make this area very unsafe for existing residents.
6. I already experience road rage and conflict between residents due to clutter on the roads due to under-provision of parking spaces. If this application is not refused, it will lead to a

further loss of parking spaces. This will only increase these incidents and will put us all at risk.

7. Delivery vehicles will not be able to get to all homes without causing delays and this will cause retailers to cease delivery to our area.
8. This application should be refused on highways grounds as there would be an unacceptable impact on highway safety, and the residual cumulative impacts on the road network following mitigation would be severe, eg. Rat-running and street clutter due to the lack of parking spaces.
9. I believe this application should be refused as it fails to deliver on all 4 key areas of the strategic objectives identified in The Transport Strategy (2019):
Connectivity – improved connections between residential network to jobs. I need a car to be able to do my job as I am required to travel to different sites daily. I cannot keep a car if there is no parking available.
 - Liveable Streets – restoring neighbourhood streets to places the community is proud of – how can current residents be proud of a community where there is not even parking for themselves or their visitors?
 - Active and Healthy Travel – people need their cars to get to work. If I could, I would cycle to work, but working across several sites does not give me this option. Not everyone work close enough to their workplace and need a car due to the unreliability of the transport network.
 - Green Travel – reducing the carbon footprint of Stevenage’s travel movements to improve air quality. Driving around, trying to find a parking space will not reduce the carbon footprint.
10. **Our quality of life depends on transport for easy access to jobs, shopping, leisure facilities, and services.** This application fails to show that this will be the case for current residents.
11. Due to the lack of parking, visitors will stop visiting their friends and family. This will negatively impact on current residents’ mental health and wellbeing, as they will feel lonely and isolated.
12. Great Ashby is an important case study when reviewing parking standards for new development in North Hertfordshire. The significant under-provision of parking on the estate as well as the design and layout of garage provision (for example insufficient space in front of a garage leading to blocked pavements) had led to significant problems in the area. How can it be fair that existing rate payers should be further disadvantaged?
13. Croudace only allowed for 2.5 x 5.0 m garages and therefore most people in Great Ashby cannot use their garages to park a car in. This creates an even greater issue with parking spaces.
14. The North Herts District Council’s “Vehicle Parking at New Development Supplementary Planning” Document dated September 2011 states:

1.14 – “Some residual parking on existing streets may be acceptable but where it is considered to add pressure to existing residents’ and businesses’ parking provision, new development will be required to provide for its own parking and possibly provide a financial contribution towards protecting existing residents’ and businesses’ parking.” This clearly is the case that this development will put pressure to existing resident’s parking provision.

1.15. “Where new roads are adopted and off-street parking is provided in new development, the Council will work with developers and Hertfordshire County Council to ensure that the detailed design of new development does not create unnecessary parking overspill onto existing streets, especially in areas where there is pressure for parking space. The Council will consider the availability of existing on and off-street parking space in determining planning applications.”

This development will cause an overspill to the already congested side streets. By changing the roads, Mendip Way will lose 40+ parking spaces and the only place for these cars to go is on the side roads.

2.19 “Previously a garage has counted towards parking provision even if it is unsuitable in size, adding increasing pressure on on-street parking. For this reason only garages above 7.0m x 3.0m (internal dimension intended for a single car plus some storage) will be considered as a parking space and whilst it cannot be insisted upon that residents use it for this purpose, its provision at this size means it is adequate should they chose to do so and will be counted within the provision for that dwelling.”

In the light of all the above, I trust that you will find enough evidence to refuse this planning application.

Your sincerely,

Jonathan Pieterse