

12 Kenmare Close
Great Ashby
Stevenage
SG1 3XW
24th February 2025=6

My Objections to the Proposed GA2 Development

Background:

Although this is generated by NHDC, it will have far greater impact on Stevenage and Great Ashby in particular.

My wife and I moved here in 2001 because of the close proximity to beautiful countryside as we are both photographers and keen walkers, therefore, we and many others treasure this local countryside and its beautiful and diverse wildlife.

Before developing this beautiful countryside, which Brownfield sites have been considered?

Objections:

- 1) This is Green Belt Land, frequented by various valuable and endangered species of wildlife, including Bats, Red Kite, Deer, Hedgehogs and many others. For Green Belt Land to change should only be considered in exceptional circumstances, this development does not meet that criterion. The development would have an adverse impact on the character and appearance of the surrounding area. It would devastate local flora and fauna.





Deer in GA2



A Red Kite flying over GA2

Green Belts are a buffer between towns, and town and countryside. Within their boundaries, damaged and derelict land can be improved and nature conservation is encouraged, see above. The ever-increasing pressure on land for more roads, housing and airport expansion means that it is vital to protect the Green Belts that we have. Over 800 hectares a year of this land is disappearing under new developments.

Stevenage has many problems, however, two very positive things about Stevenage are the closeness to beautiful countryside walks, plus as mentioned above, the varied wildlife.

- 2) This site is frequented by horses and riders from the two nearby equestrian centres, it is crossed by several footpaths including the Hertfordshire Way, and STOOP, The Stevenage Outer Orbital path as well as used by cyclists as part of a cycle network. Many people join or leave the walks here using the SB7 bus. Any building work and subsequent development is likely to cause hazards to these cyclists, riders and walkers, many with children. A bridleway crosses at the intersection of Bray Drive and**

Mendip Way, which is very popular with the riders from the equestrian centres. This proposed development will greatly affect Great Ashby Way, in particular by Round Diamond school. The SB7 local bus passes both ways on Great Ashby Way with a bus stop on both sides of Great Ashby Way beside Round Diamond school. Now there are queues that build up at both these bus stop making serious fumes polluting the children playing at Rough Diamond school. Should this proposed development go ahead there will be a serious danger to children's health.



This is at the bottom of Calder Way.



Cyclists on back Lane



Sign Post for the Hertfordshire Way on Back lane

- 3) **The infrastructure cannot cope with further development, The Lister hospital is at breaking point, particularly A & E and the MacMillan Cancer Centre. There is a 4 week wait for a simple blood test. The staff are over worked and under intense stress. There are insufficient school places and teachers. All GP surgeries are oversubscribed and as such it is so difficult getting appointments. Indeed the local Radio stated on 29th December that waiting times for GP appointments are around three weeks. As Stevenage has an ever increasing elderly population as well as the two large retirement homes opening in the Old Town, again this is increasing the pressure on the Lister hospital and GPs.**
- 4) **Concerns that the access roads and particularly the pathways represent a serious security risk to surrounding properties, where to date there has been no significant crime as well as a danger to pedestrians using Back Lane, Mendip Way and Great Ashby Way, where parking is a serious issue. Also there is great difficulty passing these footpaths for mobility scooters, mothers with prams due to the lack of parking spaces. This is partly due to the large number of HMOs in the road. Increasing the population will increase the risk of serious accidents.**



This is Mendip Way, where there are serious parking problems and access is always difficult, should yellow lines be used, where will these vehicles go?



This is Great Ashby Way, by Round Diamond School where there are constant traffic problems, imagine an emergency service vehicle attempting to get through.

There are two bus stops, one in each direction, where traffic often queue. Whilst queuing they give off vast amounts of exhaust fumes going directly into the playground of Round Diamond School, poisoning young children. If this application goes ahead imagine the damage to these young vulnerable children with the increased traffic.



Car turning around in Great Ashby Way due to road blockage.

- 5) **This building on open land would change the tranquil nature of the meadow into an urban extension with its associated noise and light pollution.**
- 6) **Increased traffic would make it more hazardous for children walking to local schools.**
- 7) **There are no schools in easy walking distance, therefore this will greatly increase traffic in the local area, in particular Mendip Way and Great Ashby Way. Getting out of Orwell Avenue on to Great Ashby Way is difficult now, an extra 1000+ cars because of GA1 and GA2, will greatly increase the traffic flow, plus increase the risk of accidents.**
- 8) **Many of these homes will be purchased by people from outside of the town, generally from Hertford, Ware, Hoddesdon and from within the M25. People can move house but rarely move the place of employment, this will add extra traffic on the A602 and A1M. These are already exceptionally busy roads now, an increase of traffic will mean increased risk of accidents of which there are two serious accidents a week now.**
- 9) **When the planning committee agreed to the GA1 development, did any of the Planning Officers visit this area. Therefore, they have not seen the traffic congestion in Mendip Way or Great Ashby Way and the disruption and pollution to an already congested and busy area.**

Ken Wing

Appendix 1 - STOOP



Appendix 2 – Hertfordshire Way

If you complete the route the Friends of the Hertfordshire Way can supply you with a certificate.

The Hertfordshire Way

Key
Route of the Hertfordshire Way
Start of each leg
County Boundary

Cambridgeshire
Bedfordshire
Essex
Buckinghamshire
Greater London

Leg 1: Royston to Wallington 11 miles
Leg 2: Wallington to Willian 11½ miles
Leg 3: Willian to Codicote 12 miles
Leg 4: Codicote to St Albans 12½ miles
Leg 5: St Albans to Markyate 11 miles
Leg 6: Markyate to Tring Station 11 miles
Leg 7: Tring Station to Kings Langley 15 miles (can be divided into 2 legs)
Leg 8: Kings Langley to Shenley 12¼ miles
Leg 9: Shenley to Cuffley 11½ miles
Leg 10: Cuffley to Hertford 12½ miles
Leg 10A: Cuffley to Broxbourne 12 miles
Leg 10B: Broxbourne to Hertford 12½ miles
Leg 11: Hertford to Widford 13½ miles
Leg 12: Widford to Bishop's Stortford 11 miles
Leg 13: Bishop's Stortford to Hare Street 11½ miles
Leg 14: Hare Street to Royston 12½ miles

(Below) Gazebos on the River Lee at Ware (page 96, Leg 10B)

(Above) Farm near Woodhall Park (Leg 11)

the route is waymarked. Road crossings by the larger signs, kissing gates etc by the smaller roundels. The guidebook as well as being the official guide of the route is a mine of information about the county.