



**Hertfordshire &
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hnmramblers.org.uk

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25 June 2026

Dear Mr Greaves

25/02571/OP: BALDOCK- AMENDED PLANS MAY 2026

I refer to the letter circulated by Intan Keen on 29 May advising consultees of the revised plan.

I am responding in my capacity as Ramblers Footpath Secretary for Baldock, Weston and Clothall parishes; I regularly walk in these parishes and also the parishes of Bygrave and Radwell. Ramblers is a national charity which works to protect the countryside and to safeguard and enhance the places where people walk. We believe it is important for any developments in the countryside to be located and designed in a way that protects and enhances precious landscapes, improves access to the outdoors, works with nature, and supports local communities and sustainable development.

With regret, these comments should be regarded as an “object”

The amended plans (appendix 2.2) make no discernible improvements to the overall compliance with the National Planning Framework (NPPF) particularly as regards paras 105 (enhance rights of way and links to existing rights of way including national trails) and 109 (opportunities to promote walking and cycling, mitigating the adverse effects of increased traffic etc). They do not reference local walking and cycling infrastructure plans or identify specific plans to undertake items included in such plans.

Although the plan contains provision for walking and cycling around and within the developments, and a non-motor route to destinations largely within Baldock, it does not address accessing wider networks of rights of way nor mitigating the impact of increased traffic flows along subsidiary routes. The traffic appendix (appendix 4.1) acknowledges these will experience increased usage. An example is the Wallington Road is identified as one that will see greater use by those heading for Buntingford. These are routes that are currently reasonably pleasant and safe for pedestrians and cyclists but will become less so. This in turn will discourage walking and cycling to and from people's homes and doubtless lead to further use of vehicles to “safely” access work, education and leisure pursuits. It should be recognised that a substantial proportion of journeys these days are those made for leisure purposes and if the infrastructure was appropriate to facilitate access to a variety of locations and areas, people would be more able and likely to walk or cycle to and from their homes. Para 96 of the NPPF recognises walking and cycling as important aspects of healthy lives and this requires infrastructure that goes beyond having a “perimeter track”.

Ramblers would be happy to discuss or clarify any aspects of this and my previous response.

Yours faithfully

Roger Tester