

Joel Butt
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Radwell
Baldock
Hertfordshire
SG7 5ES
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REF: 25/02571/OP – Growing Baldock Development Site

Dear Shaun Greaves,

I would like to share my objections to the proposed 'Growing Baldock Development Site' based on the following areas that will affect my family and myself directly for many years into the future:

- **Traffic chaos is a foregone conclusion:** Even the developer's own models admit the scheme will cause **"significant impacts on local roads and on the nearby strategic road network"** because about half the town's current traffic is already just cutting through. (Reference: *Growing Baldock Transport Assessment, ITP Mobility Vision Overview*).
- **The council accepts some damage to road infrastructure will occur:** Official planning papers basically say that some negative effects are unavoidable. They acknowledge the development will result in **"some harm to the local area or may lead to more congestion or delay on local roads,"** treating this harm as the accepted cost of building the new houses. (Reference: *Growing Baldock Strategic Masterplan*, citing the Local Plan process).
- **Local businesses will suffer:** Attempts to curb car use will hit local shops hard. A survey showed that **88.9% of Baldock businesses depend on car access** and **73.9% of residents said they would stop visiting** if getting into town became too tricky. This puts the local high street economy at risk. (Reference: *Keep Baldock Open Survey/Consultation Feedback*).
- **Worse noise and air pollution:** Building 3,200 homes and a massive business park means years of construction noise and more vehicle fumes. The Environmental Statement has entire chapters dedicated to tackling **noise & vibration** and **air quality** (Chapters 5 and 6), proving that **major mitigation is needed** just to stop the pollution from being unacceptable. (Reference: *ES Non-Technical Summary, Outline Planning Application Documentation*).
- **Ruining the look of beautiful and historic Town:** The sheer scale of this estate will permanently change Baldock's historic character and appearance. The developer had to produce detailed reports on **landscape & visual impact** and **built heritage** (Chapters 7 and 8) confirming that these changes are significant and **cannot be avoided**, only managed. (Reference: *ES Non-Technical Summary, Design and Access Statement*).
- **Dumping traffic onto nearby villages and gridlocking access:** The plan to stop cars cutting through Baldock will backfire by forcing traffic somewhere else. Neighbouring parish councils warn that this will **"significantly increase the volume of traffic through [villages like] Bygrave."** Accessing Baldock's essential amenities like schools, shops, the train station, doctors etc. will become very difficult with massively increased travel times—currently in peak hours (around 8am on weekdays) travelling into Baldock from nearby Radwell on the A507 (only 1.7 miles) can take up to 25 minutes. (Reference: *Consultation Feedback/Parish Council Statements*).
- **Massive strain on secondary school capacity:** The inclusion of a secondary school is a **planning allocation** for the entire scheme of **"up to 3,200 homes,"** but it is not guaranteed to be built until the later phases of the development. This means the influx of new students from the first thousands of houses will fall entirely on the existing **Knights Templar School (KTS)**, leading to severe overcrowding and resource strain. (Reference: *Development Specification, Outline Planning Application Documents*).

Yours faithfully



Joel Butt