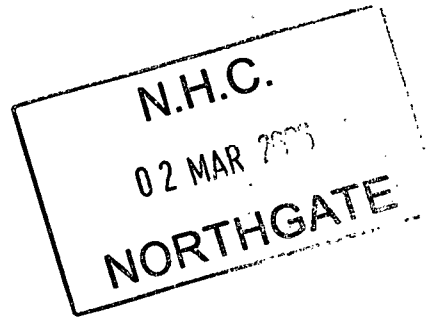




Ashfields
Stevenage Road
Ashbrook
Hitchin
Hertfordshire
SG4 7JY

26 February 2026



Dear Sirs

Full Planning: Erection of 50 N° Residential Swellings Your ref 26/00006/FP

In respect of your letter dated 30 January 2026 we would like to formally object to the application for the erection of these dwellings.

The developer has stated that the ground is not fit for agricultural use. It, and the surrounding land, has been and is still used for agricultural use and therefore this statement should be disregarded.

The developer has made a number of general statements about what he is providing, most of these replicate what is already available in the Ash Brook area and so are not significant. Presumably you would also need to have a section 106 agreement in place before work starts.

Our main concern is with the effect on the Ashbrook junction with the A602. In order to appreciate the full effect of what is already a problem junction, it is important to understand the history of this junction.

- 1 On the morning of the opening of the junction there were 2 crashes as cars attempted to cross over the lane to Stevenage and enter the lane to Hitchin. As a result of this a traffic island was built in the centre of the road. Although this improved the situation there are still frequent crashes at the intersection.
- 2 The problems with the junction were exacerbated when Kingshott school were given permission to build a relief road from their car park to Ashbrook. Whilst this reduced the volume of traffic joining the A602 at the main entrance, there is still a problem with cars exiting from the school entrance. This relief road has increased the volume of traffic coming from the bypass, increasing the difficulty of going from Ashbrook towards Hitchin.

- 3 Over the last few years the volume of traffic on the bypass has increased and there is often a steady stream of traffic in both directions on the A602. As a result, the 101 bus has had to be re routed along the bypass rather than go through Little Wymondley. This has meant that the 100,101, 635 buses all go along the bypass and so not stop between the Lister Hospital and Kingshott. There is no longer a bus service serving Ashbrook.
- 4 The volume of traffic in Little Wymondley has been a concern and led to the introduction of traffic calming measures. Increasing the traffic in Ashbrook and making accessing the bypass more difficult will be contrary to the traffic plan for Little Wymondley.
- 5 Adding 50 dwellings will exacerbate the already unacceptable problems and almost certainly increase the number of crashes.

Looking at the possible mitigating options:

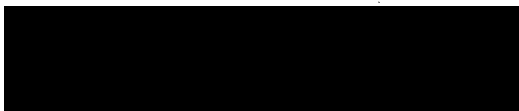
1 Roundabout or Traffic Lights

Both of these measures will assist with the traffic merging from Ashbrook onto the A602. It will however reduce the capacity of the A602 both from Stevenage and from Hitchin. The road already has an unstable traffic flow, with queues going into Hitchin. Reducing the capacity of the A602 out of Hitchin will block the road back to the Three Moorhens roundabout and also affect the Priory bypass.

2 Construction of Charlton Link Road

When the Little Wymondley bi-pass was being designed there was a plan to link the bi-pass to the Luton Road via Charlton. This was why the dual carriageway was stopped just past the overbridge. Unless this road is built and the traffic volume on the A602 reduced we cannot see an acceptable solution to increasing the volume of traffic using the Ashbrook junction. If the road was built, then we would subsequently withdraw our objection to the construction of the houses. Until this has been done our objection stands.

Yours faithfully



Michael and Pauline Beare