

Andrew Burnett

16 Dove Road

Stevenage

SG1 3YJ

Ref: 24/02889/FP | Full Planning Permission : Residential development of 281 dwellings and associated roads, parking, realignment of Back Lane, drainage, landscaping, open space, servicing facilities and associated works (as amended). Land At Roundwood, Back Lane, Graveley, Hertfordshire

Dear Naomi,

I am writing to formally log my objection to this proposal and to expand on the objection already logged on the website.

I understand that GACC have written to you giving their objections but I felt that it needed someone like me, as a resident, to also write to you.

I feel this application is being pushed through, completely ignoring the health and safety of local residents and the complete lack of understanding for the disruption on them.

Firstly, I fully support the development of more housing and completely understand the need, being in multi-residential construction myself.

My objection is due to the location of the development that has been chosen without due care and consideration for road safety, congestion and the life balance of those in the surrounding area.

Monitor and Manage:

I refer to the Technical note – monitor and manage dated May 2025 by Croudace Homes,

164 northbound and 35 southbound in 1 hour on a typical day – considering it is a 1 vehicle width road that is over 200m long, meaning either north or southbound can only go at a time, 199 cars, trying to navigate who can go next that are 200m apart.

Ignoring that this is a greatly reduced number that has clearly been carefully planned to be measured, by the developer, in the most favorable way possible. Including the fact it is at least 3 years out of date.

Table 3.1 Peak Hour Traffic Flows on Calder Way

	Morning Peak		Evening Peak	
	Southbound	Northbound	Southbound	Northbound
Calder Way	35	164	72	60

Table 3.2 Peak Hour Traffic Flows on Back Lane

	Morning Peak		Evening Peak	
	Eastbound	Westbound	Eastbound	Westbound
Back Lane (west)	3	65	25	17
Back Lane (east)	104	32	50	54

I know from experience and my industry that these surveys are geared more towards making the issue look better so planning can be pushed through. The below is also no reflection on busier times – especially when there has been an accident on the A1 motorway between junctions 7 & 8. This has caused previous tailbacks, both ways on GA way for up to 4 hours, meaning I had to park my car 2 miles away and walk home.

Both Calder Way and Orwell Avenue, and also Back Lane, have had serious RTA's in recent months, one I know of involved a cyclist and another a pedestrian, causing the closure of Calder Way. There have been overturned cars at the junction of Orwell and Calder causing both to be closed, and again I could not get home (not to mention the suffering of those directly involved)

These incidents were obviously not to do with the development but what they show is, this is already a dangerous junction because people use it as a cut-through – imagine another 281 homes!!

There has been abuse given to residents in the area by people stuck waiting to get down Calder Way, especially to people that actually live in Calder Way when they pull out of their driveways and mean someone waiting at the other end cannot then come down.

Back Lane is used by many pedestrians, cyclists, horse riders and farm machinery – the dangers here will be astronomical if this development was to go ahead.

The proposal from the monitor and manage document is to widen the start of Calder Way to create more queuing – I don't see how this will help as currently the queues daily are back onto Great Ashby Way, this is around 6 or 7 cars at a time, for this to not happen you would need to extend the pull-in part at least half way down which is not feasible.

The proposal also mentions traffic lights on Calder Way – ridiculous! That would cause so much traffic into Orwell Avenue and back into Great Ashby Way.

The junction of Orwell Avenue and Great Ashby way is already a very dangerous junction due to the fact it is a small residential road that is being used by people cutting through GA into Stevenage and it is a give way T-Junction onto GA Way, on a bend, with an island and another road opposite – I have seen many accidents there including a recent car knocking someone off a motorbike due to not seeing him through people all crossing back and forth across the junction.

There is nowhere there currently for any pedestrians to cross so they all use the island – if traffic increases, which it will with 281 more homes, this will become seriously dangerous.

The data in this report is from May 2022 which is considerably out of date. Due to many recent accidents and closures on the A1, people only need to see a red line forming on their car sat navs now to divert off and through Stevenage and Great Ashby – this has become much more recently due to an unnaturally high rate of accidents on the A1.

I would be interested to see a survey done by an independent surveyor employed by GACC over 1 week during rush hour AM and PM. I feel this would give you more accurate information.

The survey also used data for car ownership from areas other than Great Ashby – this was unethical. Great Ashby has much less public transport and infrastructure than anywhere else in Stevenage so more people have cars, this will be the same in the new development, meaning there will be more than 300 more cars driving around this area.

In summary, this proposal is not only damaging to the local area, disruption and noise during the construction period, but a serious health and safety risk along with the congestion this will cause during and after construction.

Andrew Burnett

GA Resident.