



Active
Travel
England

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Your Ref: 25/02571/OP
Our Ref: ATE/25/01572/OUT
Date: 23 September 2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: North Hertfordshire District Council

Application Ref: 25/02571/OP

Site Address: BA1(Land East Of North Rd And North Of Railway Line); BA10(Land Between Railway Line And Royston Rd); BA3 (Land West Of A505); BA2 (Land South Of Clothall Rd); Walls Field; Urban Open Land West Of A505, And Land West Of North Rd, Baldock

Description of development: Growing Baldock Development Site: Outline planning application

with all matters reserved except for means of highway access into the development from North Road and Clothall Road for: up to 3,200 homes, up to 16ha of employment, waste and leisure infrastructure, a mixed use local centre, up to 1 secondary school, up to 2 x primary schools, nursery/childcare facilities, health hub, green infrastructure (including parks, formal sports provision, play, habitat areas, informal open space and structural planting), internal street network, access junctions and railway crossing, public transport infrastructure, pedestrian/cycle network (including PRow diversions, active travel routes, mobility hubs and crossing of the railway), utilities and drainage infrastructure (including diversions of existing and provision of new infrastructure, pumping stations, sustainable drainage, primary substations, rising main/strategic sewer and renewable energy infrastructure), ground remodelling/earthworks and any necessary demolitions (as amended)

BA1(Land East Of North Rd And North

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

1.0 Background

Thank you for the opportunity to comment on the above planning application.

This consultation response follows ATE's previous responses dated 14 November 2025 and 15 April 2026, both of which recommended deferral. A further response issued on 25 June 2026 also maintained a position of deferral.

ATE's most recent response, dated 11 September 2026, also recommended deferral. While the applicant had prepared responses to matters raised by other consultees, ATE noted that no direct response had been provided to the specific concerns raised in ATE's earlier consultation responses. As a result, ATE was unable to reconsider its recommendation and maintained a position of deferral.

Notwithstanding this position, ATE reviewed the updated material submitted by the applicant and provided further comments.

Since that response was issued, the applicant has prepared a direct written response addressing ATE's outstanding concerns. This response was shared with ATE on 17 September 2026. Having reviewed the additional information provided, ATE is now in a position to update its recommendation to one of conditional approval. Further context is set out below.

2.0 Areas of Concern

Active Travel Infrastructure Phasing

ATE previously noted the submission of the *Environmental Statement Addendum Volume 2: Figures & Appendices, Chapter 4: Transport, Appendix 4.1 Transport Assessment Addendum* (May 2026). Appendix D of this document included a Phasing Plan and Summary Sheet.

ATE sought clarification regarding the rationale for the proposed trigger points for key active travel infrastructure interventions and the mechanism through which those interventions would be secured. In particular, ATE requested further information regarding:

- Ref 1.10 – Pedestrian access to Baldock Station from A507 North Road.
- Ref 1.12 – Multi-modal bridge.
- Ref 1.18 – Active travel underpass linking BA1 to B656 Royston Road.
- Ref 1.14 – Bygrave Road conversion to a walking and cycling greenway.
- Ref 10.4 – Remaining sections of the B656 Royston Road segregated cycle route.

Applicant Response

Delivery

The applicant has confirmed that the transport interventions identified within the Transport Assessment and Transport Assessment Addendum will be secured through either planning conditions or Section 106 obligations. In broad terms, financial contributions would be secured through the Section 106 Agreement, while directly delivered infrastructure would be secured through planning conditions. Each intervention would be

linked to occupation-based triggers aligned with the development phasing strategy set out within the Transport Assessment documents.

Interventions

Improved access to Baldock Station

The applicant has confirmed that a financial contribution has been ringfenced to support improvements at Baldock Station, potentially including lifts, a new entrance from BA1 and upgrades to the existing pedestrian underpass. The applicant remains committed to these improvements and is funding a Network Rail feasibility study to determine the scope of works. Subject to the study confirming technical viability, it is anticipated that planning conditions and/or obligations will secure both completion of the feasibility work and the subsequent financial contribution to Network Rail at an agreed occupation trigger.

Multi-modal bridge

The applicant has explained that the multi-modal bridge is proposed to be delivered at the 850-dwelling occupation trigger. This reflects the point identified through the agreed transport modelling at which a second strategic railway crossing becomes necessary to maintain acceptable highway performance, support sustainable travel, distribute trips more effectively across the network, reduce pressure on the North Road/Station Road corridor and Whitehorse Road, and facilitate the wider transport strategy, including future level crossing rationalisation.

Active travel underpass

The applicant has clarified that the proposed trigger point for the active travel underpass reflects several factors, including the availability of alternative active travel routes via improvements to the North Road corridor, the expected build-out of residential development adjacent to the underpass to provide natural surveillance and reduce risks associated with anti-social behaviour, and the opportunity to align construction with the multi-modal bridge so that both interventions can be delivered during a single railway possession.

Bygrave Road

The applicant has confirmed that Bygrave Road will remain open during the early phases of development, serving up to 310 dwellings before being progressively closed as the internal road network is delivered. The applicant proposes that a phased closure strategy will be secured through planning conditions and the Design Code, with the route ultimately converted into the Bygrave Green Link, providing a strategic walking and cycling corridor supported by wider green infrastructure and biodiversity enhancements.

Summary

Having reviewed the applicant's response, ATE is satisfied that sufficient clarification has now been provided regarding the delivery, timing and securing of the active travel infrastructure interventions. The applicant has explained the rationale for the proposed

trigger points and confirmed the mechanisms through which the interventions will be secured.

ATE is content with the approach proposed and defers to the Local Planning Authority and Highway Authority on the detailed drafting of planning conditions, obligations, Design Code requirements and phasing triggers necessary to secure delivery.

Travel Plan Monitor and Manage Framework

ATE previously sought clarification regarding:

1. Baseline residential active travel trip generation.
2. The relationship between Transport Assessment forecasts and Travel Plan targets.
3. Frequency assumptions associated with the 40% active travel target.
4. The relationship between the 40% household target and active travel trip generation.

Applicant Response

The applicant has provided a broad response confirming that a Monitor and Manage Framework will be secured through the Section 106 Agreement.

It is understood that the framework will comprise a capped transport mitigation fund alongside ongoing review of Travel Plan performance through Transport Working Group meetings. Where monitoring identifies a need for further intervention, additional measures may be implemented, including contributions towards a defined package of transport improvements and/or enhanced behavioural change measures beyond those already secured through the Travel Plan.

The preferred approach would be agreed through the Transport Working Group and subsequently formalised through a Monitor and Manage Notice, with obligations requiring delivery of the agreed measures.

Summary

ATE is content that the proposed framework provides an appropriate mechanism for monitoring Travel Plan performance and identifying any additional mitigation measures that may be required over time.

ATE has therefore provided draft wording which the Local Planning Authority may wish to consider when preparing planning conditions and obligations, should it be minded to approve the development.

Other Matters

Draft condition wording has also been provided in relation to matters previously raised by ATE through earlier consultation responses. As with the matters discussed above, the Local Planning Authority may choose to apply the suggested conditions in whole, in part, or not at all, as appropriate within the context of the wider planning condition and Section 106 strategy for the development.

3.0 Recommended Planning Conditions

Condition:	Highway General Plan	Condition: No development shall commence until a Cycling/Walking Strategy showing details of the walking / cycling infrastructure including works to the adopted highway for each phase of the development have been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets and where applicable indicate proposals for: - Existing levels of the finished highway tying into building threshold levels; - Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works; - Signing, street furniture, street trees and pits; - Structures on or adjacent to the highway; • Cycle path widths; • Crossing points; - Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement) The development or any phase of the development, whichever is the sooner, shall not be occupied until the walking and cycling infrastructure for the development or phase of development has been constructed and completed in accordance with the approved details. The Strategy must detail implementation timescales for all new cycling/walking infrastructure for each phase and shall thereafter be carried out strictly in accordance with the approved Strategy Reason: To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design and in Manual for Streets and in accordance with Policy SP6 and Policy T1 of the North Hertfordshire Local Plan 2011-2031.
Condition:	Internal design	Condition: No reserved or full applications shall be submitted until a Design Code document (or series of documents) showing how the development will comply with the guidance in LTN 1/20 on Cycle Infrastructure Design, in Manual for Streets and the National Model Design Code have been submitted to and approved in writing by the Local Planning Authority. This must include details of the phasing of the development including the phasing of infrastructure. Subsequent applications for reserved matters approval and/or full planning permission shall accord with the approved details.

Reason: To ensure the development including the phasing of the development and infrastructure complies with the guidance in LTN 1/20 on Cycle Infrastructure Design, in Manual for Streets and the National Model Design Code.

Condition: Access points

Condition: No development shall commence until details of the site access points for pedestrians and/or cyclists in accordance with Parameter Plan Drawing UAC092-002 Revision R 23/01/2026 have been submitted to and approved in writing by the Local Planning Authority. The development or any phase of the development, whichever is the sooner, shall not be occupied until the means of access for pedestrians and/or cyclists for the development or phase of development have been constructed in accordance with the approved details which shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

Condition: Travel Plan submit

Condition: Prior to occupation or use commenced, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority. The developer shall then enable the Highways Authority to implement, monitor and review the approved Travel Plan to the satisfaction of Local Planning Authority unless agreed in writing by the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in private vehicular journeys and the increased use of public transport, walking, wheeling and cycling.

Condition: Cycle parking

Condition: No development shall commence until details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

Reason: To comply with Appendix 4 of the North Hertfordshire Local Plan 2011-2031 and/or the

guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum.

4.0 Next Steps

It is requested that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant.