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Reference: Hertfordshire County Council
Highway Authority - Interim Statement

Date: 11/12/2025

Planning Reference 25/02571/OP

Growing Baldock Development Site: Outline planning application with all matters reserved except for means of highway access into the development from the A505/Royston Road, 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, up to 1 SEND school, 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.

Documents reviewed (and List of Abbreviations)

- Transport Assessment PC7029-ITP-XX-XX-RP-TP-0001 (Referred to as the TA)
- PC7029-ITP-XX-XX-RP-TP-0001 Appendices A – L

Reference: Local Highway Authority - Interim Statement

In advance of the TA Addendum being submitted, this interim response provides a commentary from Highway Authority on the submitted application.

The Highway Authority has been engaged in a significant pre application process for some time, including the development of the now adopted master plan and transport vision for the site.

Comments made at this stage will not prejudice our final position that can be made after the submission of the additional modelling work required and expected within the TA Addendum.

We recognise the former applications for this site as 17/04420/OP and 17/04417/OP

Whilst detailed elements are included in the application, the majority are reserved and will be subject to reserved matter applications with the principle of acceptance being sought.

HCC Highways Authority and Transport for Hertfordshire Comments

Policy Compliance.

We agree with the policy environment that apply to transport matter associated with the application. As set out in the TA the application can be assessed under the 2024s NPPFs 'vision led' approach to development.

The site is allocated within the North Hertfordshire Local Plan, with site specific policies (BA 1 – 11) and the strategic transport policies SP6 and SP7 applicable.

The application will be considered against Hertfordshire County Councils Local Transport Plan and the supporting documents, including the 2024 place and movement design guide.

The policies contained within TA section 2.1, table 2-1 are appropriate. There may be additional applicable supporting guidance that will be utilised at this stage or in following matters, notably for design parameters/standards.

We agree and support the seven core transport principles set due to their alignment with the above policy documents.

Transport Vision

Active Travel Strategy:

The submission and pre application work explores how to enable walking and cycling as real options for travel. The approach taken and the resulting proposals are supported. The mechanics of the delivery should be set out in simple clear terms for this application, with clarity from the applicant required in terms of routes, phasing and direct delivery over contributions. It is noted the use of the term 'exemplary' in reference to walking and cycling networks, it is therefore considered all routes will align to the most current design guidance parameters, currently LTN1:20 and HCCs place and movement design guide.

The routes outlined in *Figure 5-3: Summary network map*, require clarification around delivery in terms of trigger point/timeframe and proposed mechanism for delivery (106/278).

The proposed routes beyond the red line are supplied within the TA appendices as indicative. The principle of the designs are acceptable recognising more detailed design will take place through reserved matters.

- Whitehorse junction to High Street
- Whitehorse junction to Knights Templar school
- Routes through Clothall Common
- Connection to Bygrave

Public Transport Strategy:

The TA sets out an approach to delivering high levels of public transport. This commitment will be secured through condition and/or s106, with flexibility suitable to reflect the changing nature of existing and future public transport provision being delivered by third parties. Assumptions suggest a peak frequency of 10 minutes with operating times throughout the day. However, services appear to end from 7pm. Weekend services are likely to be limited however the proposed 'Baldock Flyer' would operate every day of the week.

Mechanisms for securing financial contributions will be required at this stage and level of service for phases.

Rail Access

Clarification over commitment/deliverability of enhancements to Baldock Rail Station is required. The discussed enhancement to the stations connections from the north is highlighted as a key benefit and part of the transport strategies, therefore the proposals at need a mechanism for securing.

The December 2025 Rail Timetable updates present no significant change to the existing service.

Road Space Reallocation:

We recognise the volume of vehicles travelling through Baldock as significant, as evidenced by the applicant's research. Measures to reduce these through movements where vehicles are not stopping, and where suitable alternatives exist such as the A505 and A1, are supported.

Shuttle Working A507 Railway Bridge

Principle is agreed subject to modelling outputs evidencing no safety concerns associated with adjacent junctions/network. The indicative designs demonstrate deliverability suitable at this stage.

Clarity around when delivery will take place is required to ensure suitable connections for BA1 and the required vehicle relocation needs to accommodate the impacts of the development.

A1M - Junction 9

Scaled plans of these proposals are required at this stage (as a separate plan, not within a document). National Highways may require more information.

Parking Strategy:

We welcome the car parking's overarching strategy being supportive of modal shift and aligned to reducing dependency on private cars. North Herts District Council are the parking authority and may provide further comment.

An approach to bicycle parking and storage will be required for all land used and key destinations over/above the North Herts standards which are considered low against the transport aspirations of the proposal.

Trip Generation & Modelling

Whilst significant further work and evidence is to be provided, the Highway Authority have been involved extensively, along with NHDC and National Highways, in the development of the testing currently being undertaken and agree with the scenarios being tested.

What is clear is that there will be a significant reliance on enabling sustainable journeys to align to the trip generation and internalisation factors currently presented.

We await the strategic modelling addendum and further information to comment further at this stage.

Monitoring & Enforcement

A monitor and management scheme is acceptable for a site of this scale and with the level of complexity. The broad range of infrastructure identified as required mitigation will be better timed with ongoing monitoring undertaken to fully understand when and what will be required. That said, key pieces of infrastructure identified at this stage as

a required mitigation measure will be secured via a condition within this application with a trigger point. This will include the measures to Station Road, Mutli-Modal Bridge, Walking/Cycling underpass and Junction 9 of the A1m.

Such a scheme will be required to have a monitor and manage group to undertake the process. Certainty around funding will be required. Where there is a lack of certainty, such as later phasing delivery or timings of future impacts, funding and/or delivery commitments should be allocated to the scheme to enable delivery of infrastructure. It is not for the scheme itself to identify trigger points for major infrastructure, these will need agreement at this stage and the principle of the mitigation measures/scheme agreed.

The Monitor and Management element ensures assumptions made within the TA align with the impacts throughout the development of the site. Assumptions within the vision led TAs evidence support the requirement for this monitor and manage approach, such as the use of TEMPros Mode balanced decarbonisation' growth factors

BA2

Walking/Cycling

The proposed walking and cycling connections must be to the key destinations identified within the supporting evidence. Connections must enable journeys from first occupation and cannot rely on future route improvements delivered by later phases. To agree the detailed elements sought, more information of the off-site connections is required to agree them in principle.

BA2 Access Plans-08102025

Ongoing work is taking place in relation to the junction's design by HCCs design, and safety teams.

The site appears to miss the opportunity of connecting to public transport on the a507 adjacent to the site (existing bus route 37). Additional high quality bus stops should be provided on each side of the a507 to enhance access to existing and future sites.

The suggested speed limit review will be undertaken by HCC on the submission of a proposal by the applicant. This is a separate agreement process to the planning application (the benefit of planning permission would not prejudice the Traffic Regulation Decision process).

Connection to the Icknield Way PRow (Weston 001) to the south of the site should be clarified and indicated. A connection through the site

BA1 Access

Walking/Cycling

Walking cycling connectivity from BA1 to key destinations needs a suitable mechanism for agreeing delivery. Clarity around maximum quantum of development proposed to be served prior to delivery of multimodal bridge and walking/cycling underpass. Internalization approach with facilities on BA10 would be better understood if clarity on these route improvements were set out as currently this is not clear/consistent when reviewing the phasing strategy figures.

Following that clarity a mechanism for requiring delivery of underpass and bridge will be needed (a trigger point more specific than the current 'window' of final phase supported by evidence/justification).

Bygrave Road

Clarity of routing for Bygrave road should be set out in clearer terms. This should set out the key stages of any route between the A507 and Bygrave over the delivery of the site (and the eventual connection towards the A505) and when these will take place. It should be clear for existing residents what the current connections will be throughout the delivery and after completion of BA1.

It is understood that when the link road meets Bygrave Road, the routing will be changed onto the new alignment towards the new A507 access. Further information on what is envisaged with the retained 'historic' element of Bygrave road between this 'point' and the existing access during the build out of BA1 will be required. Concern is raised over the use of the existing route once a connection is made both in terms of possible vehicular routing and the importance of the facility to walking/cycling and internal permeability.

North Road Signalised Junctions (new access points for BA1)

Ongoing work is taking place in relation to the junctions design by HCCs design, signals and safety teams.

The pedestrian/cycle route to the north currently terminates with no onward connection. An approach to connect this route to PRow (Bygrave 001) either on existing highway or within the site should be provided to better integrate the facilities.

Further information around walking/cycling connectivity southward is needed (see shuttle working comments)

A505/Royston Road Roundabout

At this time we do not consider there to be sufficient clarity around the alignment of the route over the railway via a new bridge, additionally the access into the land earmarked for a waste facility requires further discussion. Application in detail for this specific access may not be required, though securing the principal would be acceptable at this stage.

Royston Road

No detailed elements submitted for access to BA10 but principle of access being taken from Royston Road is acceptable and can be subject to reserve matters. Indicative plans are acceptable, traffic calming measures will require more consideration.

At the point of occupation walking and cycling connections to residential areas adjacent will be required to enable access by sustainable modes and should form part of detailed submissions for access. (this does not include the railway crossing points as this is a matter for wider consideration)

Construction Phase

Details of the approach to construction management are acceptable.

A detailed construction management plan per site/phase will be required. This will include specific HGV routing to minimise impacts to communities within and surrounding Baldock.

Further information on the proposed phasing for BA1 may then raise questions of HGV access to later parcels of development.

Phasing

It is requested that a single phasing plan is submitted to fully understand the sites build out and infrastructure delivery timeframes. There are various metrics and proposals within the TA which provide helpful information, but this could be improved for better understanding. Flexibility can be enabled through the monitor and manage approach, but the ability to require specific measures through the planning process are required.

Whilst certainty over timings for later phases of delivery can be broader, the requirements for the early phases will need to be better understood to enable suitable conditions. Evidence should be provided in such a way that trigger points can be determined based on impacts, not just housing/occupation factors. Currently the phasing for early stages and its associated infrastructure require further refinement and suitable information to enable infrastructure delivery to be secured.

At the point of delivery, each site is to align to the overarching approach to transport, prioritising sustainable modes and enabling real alternatives to the private car through the provision of high-quality facilities for sustainable modes. Sites must be connected to the relevant key destinations from initial/early occupation. In effect, the sites BA1, BA2, BA3 and BA10 must be acceptable when being considered as standalone elements should they come forward as such.

Conditions & Recommendations

Upon submission for the full evidence base a full response will be provided including planning conditions.

Summary

The proposed development aligns to the adopted masterplan and has identified the key transport constraints associated with bringing forward a site of this scale in this location.

The TA identifies that enabling sustainable journeys has been a key component in all assumptions around trip generation and impacts. Internal design and significant offsite infrastructure will be required to enable these journeys by non-car modes.

Whilst we await final modelling to fully understand the impacts to the highway network the approach presented does align to the NPPF, Local Plan and Local Transport Plan. The above commentary sets out that the Highway Authority would seek further clarity on the mechanisms for securing delivery of infrastructure and mitigation measures to agree the principle, and more information on phasing, which currently appears too broad, to enable suitable controls to be put in place.

Anthony Collier

Local Plan and Strategic Development Manager