

Environment and Transport



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Highway Authority – Response to Planning
application - 25/02571/OP

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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.

1. **Reference:** Local Highway Authority response

- 1.1. The Highway Authority has reviewed the submitted Transport Assessment, Transport Assessment Addendum, Framework Travel Plan and supporting evidence. Following extensive pre-application engagement, review of additional modelling and consideration of the adopted Local Plan allocations, the Highway Authority is satisfied that the residual transport impacts of the development can be mitigated to an acceptable level. The recommendation of no objection is contingent upon the delivery of the strategic transport infrastructure, active travel interventions, public transport enhancements, implementation of the travel plan and *monitor and manage* framework, and

the occupation-based mitigation triggers being secured. The Highway Authority considers that, subject to these measures being secured through planning conditions and obligations, the development would not result in severe residual cumulative impacts on the highway network.

- 1.2. 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. On going discussions and with the applicant, North Herts District Council and National Highways have taken place with additional evidence being provided through the planning application portal.
- 1.3. HCC as Highway Authority has made two previous comments on the application when additional evidence has been submitted. This response is our recommendation as a statutory consultee to the planning authority (North Herts District Council).
- 1.4. ***Hertfordshire County Council as Local Highway Authority does not wish to object this planning application subject to the requested planning conditions and obligations***

2. Development Proposal

- 2.1. The application seeks outline planning permission for the comprehensive development of the Growing Baldock Strategic Growth Area, representing a mixed-use urban extension to Baldock.
- 2.2. All matters are reserved except for the means of access from the A505/Royston Road, North Road and Clothall Road. The proposal would deliver new homes, employment land, education facilities, healthcare provision, green infrastructure, active travel connections, public transport improvements and associated strategic infrastructure required to support long-term growth.
- 2.3. The site is allocated within the adopted North Herts Local Plan and has an adopted masterplan. HCC as Highways authority has been involved in both the local plan and master planning processes associated with the site.
- 2.4. The Local Highway Authority has worked closely with the applicant throughout the evolution of the scheme through pre application processes.
- 2.5. **This response should be read consecutively with the two former responses to the application where fundamental elements of the submission were agreed to or challenged.**

3. Planning Policy Context

- 3.1. The application falls to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The primary policy framework comprises the **National Planning Policy Framework (NPPF, 2024)**, the **North Hertfordshire Local Plan 2011-2031 (adopted 2022)**, the **Hertfordshire Local Transport Plan 4 (LTP4) 2018-2031**, and the **Baldock Urban Extensions Masterplan Framework**, which establishes the agreed strategic framework for the delivery of growth around Baldock.
- 3.2. At the national level, the NPPF requires significant development proposals to be supported by a vision-led approach to transport planning, with development expected to prioritise walking, cycling and public transport, achieve safe and suitable access for all users, and ensure that any significant impacts on the transport network can be mitigated to an acceptable degree. The NPPF further advises that development should only be refused on transport grounds where there would be an unacceptable impact on highway safety or where the residual cumulative impacts on the highway network would be severe.
- 3.3. Within the adopted North Hertfordshire Local Plan, Baldock is identified as a principal location for growth, with the BA1, BA2, BA3 and BA10 allocations forming a coordinated urban extension intended to deliver housing, employment, education, community facilities, green infrastructure and supporting transport infrastructure. The Local Plan anticipates that this growth will be accompanied by appropriate transport interventions which promote sustainable travel choices and integrate the development with the existing town.
- 3.4. Particular weight is attributed to **Policy SP6 (Sustainable Transport)** which seeks to improve accessibility, support sustainable travel patterns and reduce dependence upon the private car. The policy requires development to deliver improvements to walking, cycling and passenger transport infrastructure, implement Travel Plans and associated behavioural change measures, provide safe and sustainable access arrangements, and secure the early delivery of sustainable transport infrastructure capable of influencing travel behaviour from the outset of development.
- 3.5. The transport strategy must also be considered against the objectives of **Hertfordshire Local Transport Plan 4 (LTP4)**. LTP4 establishes a clear transport user hierarchy which prioritises pedestrians, cyclists and public transport above single occupancy private vehicle use and seeks a shift towards more sustainable travel modes across Hertfordshire. The submitted Environmental Statement specifically states that the Growing Baldock

transport strategy has been developed with the LTP4 Transport User Hierarchy at the centre of the transport design process and that active and sustainable travel has been prioritised at all stages of scheme development.

- 3.6. The Baldock Urban Extensions Masterplan Framework builds upon these strategic policy objectives and provides the agreed spatial structure for the growth of Baldock. The Masterplan promotes a highly connected pattern of development which integrates the allocation sites with each other and with the existing town through a comprehensive network of walking, cycling and public transport links. It seeks to improve connectivity to Baldock town centre and railway station, enhance public transport accessibility, reduce barriers to movement and ensure that sustainable travel is the most attractive travel choice for local journeys.
- 3.7. The submitted Transport Assessment, Transport Addendum and Framework Travel Plan seek to align with these policy objectives through a vision-led approach comprising active travel enhancements, passenger transport improvements, mobility hubs, rail accessibility measures, road space reallocation and Travel Plan initiatives. Collectively, these measures are intended to support modal shift, reduce private vehicle dependency and manage the transport impacts arising from the allocation sites.
- 3.8. From a transport policy perspective, the overarching strategy is broadly consistent with the objectives of the NPPF, Policy SP6 of the Local Plan, the sustainable transport principles of LTP4 and the movement framework established by the Baldock Urban Extensions Masterplan. However, the extent to which these policy objectives are ultimately realised will depend upon the detailed design, phasing, funding and delivery of the proposed transport interventions. A number of the measures relied upon by the transport assessment remain strategic in nature and will require further assessment and approval through planning conditions, legal agreements and subsequent application stages. The Highway Authority will therefore need to be satisfied that the necessary transport infrastructure is secured and delivered in an appropriately phased manner to maintain compliance with national and local transport policy objectives.

4. Site Accessibility

- 4.1. **Walking.** The Growing Baldock allocation benefits from an established network of pedestrian routes connecting existing residential areas with the town centre, railway station, schools, health facilities and employment areas. Footway provision is generally available throughout Baldock, although the railway corridor and A505 create severance issues. The proposed development includes a comprehensive pedestrian network, a multimodal bridge, railway underpass, upgraded crossings and enhanced links to Public Rights of Way.

- 4.2. **Cycling.** The proposed transport strategy includes extensive improvements in cycling infrastructure linking BA1, BA2, BA3 and BA10 with the town center, railway station and employment areas. Improvements include routes along the B656 Royston Road corridor, North Road and Clothall Road together with new connections delivered through the multimodal bridge and railway underpass.
- 4.3. **Bus.** Baldock is served by existing local and inter-urban bus services connecting Hitchin, Letchworth Garden City, Stevenage and Royston. The transport strategy proposes improvements to services to deliver relatively high frequency services, including increased frequencies and improved penetration of the development areas following delivery of key infrastructure.
- 4.4. **Rail.** Baldock railway station on provides connections to London, Cambridge and wider destinations. The development strategy places considerable emphasis on improving station accessibility through enhanced walking, cycling and bus links.
- 4.5. **Existing vehicle network.** The Highway Authority has previously reviewed and agreed the strategic transport modelling and vehicle movement assumptions underpinning the application. Through both the Local Plan process and subsequent application discussions, it has been recognised that a significant proportion of vehicle movements currently pass through Baldock town centre despite ultimately having origins or destinations associated with the wider strategic highway network. A fundamental objective of the Growing Baldock transport strategy is therefore to redirect appropriate strategic movements back onto the strategic road network, particularly the A1(M) and A505 corridors, reducing unnecessary traffic within the town centre. The modelling submitted as part of the application demonstrates that this approach results in changes to traffic distribution across the network, including increased use of strategic routes such as A1(M) Junction 9, whilst reducing pressure on routes within central Baldock. The Highway Authority has reviewed this approach previously and remains satisfied that it is consistent with the vision-led transport strategy, the adopted Masterplan and the conclusions reached within the submitted Transport Assessment and Transport Assessment Addendum.
- 4.6. The Highway Authority is satisfied that the proposed development can achieve an appropriate level of accessibility when considered against the transport user hierarchy set out within LTP4. Subject to the delivery of the active travel, public transport and connectivity measures identified within this response, future residents will have realistic opportunities to undertake a significant proportion of journeys by sustainable modes.

5. Transport Assessment Review

- 5.1. The assessment of transport and highway impacts has been undertaken through a staged process, progressing from strategic transport planning and baseline evidence gathering through to detailed forecasting, traffic assignment, highway modelling and environmental assessment. The approach is documented within the submitted Transport Assessment (TA), Transport Addendum Assessment (TAA), Framework Travel Plan and Environmental Statement.
- 5.2. The assessment commenced with the development of a vision-led transport strategy intended to establish the overarching movement framework for the site. This included consideration of active travel, passenger transport, rail accessibility and highway infrastructure requirements, which informed the transport assumptions subsequently tested through the assessment process.
- 5.3. A comprehensive review of existing conditions was then undertaken using commissioned traffic surveys, network observations, accessibility assessments, public transport information and personal injury collision data. This work established baseline conditions across both the local and strategic highway network and informed future baseline traffic forecasts.
- 5.4. The Transport Study Area (TSA) encompasses the principal routes expected to accommodate development traffic and includes:
 - The A1(M) between Junctions 9 and 10.
 - The A505 Baldock Bypass.
 - The A507 North Road, Station Road and Clothall Road corridors.
 - The B656 Royston Road, Whitehorse Street and Hitchin Street corridors.
 - The B197 London Road and High Street.
 - South Road.
 - Wallington Road.
 - The principal junctions connecting these routes to the strategic and local highway network.
- 5.5. Trip generation forecasts were subsequently prepared for the proposed land uses across BA1, BA2, BA3 and BA10. The assessment also considered alternative development scenarios for BA3, reflecting the uncertainty associated with future education provision and residential development within that allocation. The resulting development traffic was distributed and assigned across the surrounding highway network to establish future forecast traffic flows.
- 5.6. Detailed operational modelling was then undertaken at key junctions identified as potentially sensitive to changes in traffic demand. The assessment considered:
 - A1(M) Junction 10.
 - The proposed BA1 access junction on North Road.
 - Station Road / Royston Road / Whitehorse Street / Clothall Road junction.
 - Wallington Road / Clothall Road / South Road junction.
 - Proposed BA2 access on Clothall Road.
 - High Street / South Road / London Road junction.

- A1(M) Junction 9.
 - Proposed BA3 access on Wallington Road.
 - Proposed BA10 western and eastern access junctions on Royston Road.
 - Royston Road Roundabout.
- 5.7. In addition to junction capacity assessment, the Environmental Statement applies the Institute of Sustainability and Environmental Professionals' Environmental Assessment of Traffic and Movement (EATM) methodology to assess wider environmental impacts associated with traffic and movement. This assessment considers severance, delay, amenity, fear and intimidation, road safety and driver delay across the identified highway links. Screening exercises were undertaken to identify those routes experiencing changes in traffic flows sufficient to warrant further detailed assessment.
- 5.8. For the operational phase of development, the assessment identified a number of corridors requiring further examination, including sections of the A507 Clothall Road corridor, South Road, Whitehorse Street, Hitchin Street and Wallington Road. These locations were assessed in greater detail to understand potential impacts on pedestrians, cyclists, communities and highway users.
- 5.9. The assessment also incorporated a review of road safety conditions across the study area using personal injury collision data. Particular attention was given to recognised collision clusters, including:
- Central Baldock, encompassing Whitehorse Street, High Street, Hitchin Street and associated junctions.
 - The A505/B197 London Road roundabout south of Baldock.
 - A1(M) Junction 9 and its associated slip roads and approaches.
- 5.10. These locations were examined alongside forecast traffic growth and the proposed transport interventions to inform the assessment of road safety effects. Throughout the assessment process, the applicant has incorporated a range of proposed transport measures, including active travel infrastructure, passenger transport enhancements, roadspace reallocation proposals, access improvements and Travel Plan initiatives. These measures form part of the transport strategy assessed within the TA and TAA and have been taken into account when considering future network performance and environmental effects.
- 5.11. Accordingly, the submitted assessment provides a progression from strategic transport planning principles through baseline data collection, trip forecasting, network assignment, junction modelling and environmental impact assessment across the local and strategic highway network. The adequacy of that assessment, together with the effectiveness, phasing and delivery of the transport measures relied upon, are matters to be considered in the determination of the application.

- 5.12. Due to modelling not being available at the time of submission, the subsequent Transport Assessment Addendum and its included strategic modelling work provides more evidence than available at submission.
- 5.13. As per our former response, the position remains that the approach to assessing the impact on the highway has been proportionate and reasonable, and the outcomes reached that the impacts can be mitigated to an acceptable level are agreed. It is agreed, inline with the commentary and required conditions, that there is not a severe impact to the highway network arising from the proposals.
- 5.14. The Highway Authority's position is based upon the information submitted in support of the application and is reliant upon the delivery of the mitigation measures, infrastructure and sustainable transport interventions identified within the Transport Assessment, Transport Addendum Assessment, Framework Travel Plan and Environmental Statement.
- 5.15. Any finding that the development would not result in severe residual highway impacts is therefore subject to the imposition of appropriate planning conditions and obligations securing the design, phasing, delivery and monitoring of those measures.
- 5.16. The Highway Authority notes that a number of matters remain to be developed through subsequent approvals and reserved matters submissions. As such, the acceptability of certain elements of the development will need to be confirmed through further technical assessment and detailed design work as the proposals progress.
- 5.17. In particular, construction impacts have been assessed at a strategic level only and remain dependent upon the preparation and approval of a detailed Construction Management Plan. This will be required to demonstrate how construction traffic, routing, vehicle movements, working practices and highway protection measures will be managed throughout the construction period. Should detailed information identify impacts beyond those currently assessed, further mitigation may be required.
- 5.18. Accordingly, the Highway Authority reserves its position on matters subject to future approval and considers that any acceptance of the application should be expressly contingent upon compliance with the recommended conditions and associated planning obligations.

6. Existing Highway Network in Baldock and surround area

- 6.1. The Highway Authority has previously reviewed and agreed the strategic transport modelling, trip generation methodology and traffic assignment approach underpinning the Growing Baldock development through both the Local Plan evidence base, Masterplan process and subsequent planning application discussions. The submitted Transport Assessment and Transport Assessment Addendum build upon this previously established evidence and provide a detailed assessment of how vehicle traffic would interact with the local and strategic highway network.

- 6.2. The assessment identifies that Baldock currently performs two transport functions. Firstly, it operates as a town accommodating local movements associated with residents, schools, services, employment and rail travel. Secondly, a number of routes through the town currently accommodate strategic vehicle movements travelling between destinations outside Baldock, particularly movements associated with the A1(M), A505 and surrounding strategic highway network. The submitted evidence demonstrates that these strategic movements contribute to traffic flows through the town centre and along routes such as Whitehorse Street, High Street, Hitchin Street, London Road, South Road and other principal corridors.
- 6.3. A fundamental principle of the Growing Baldock transport strategy is therefore not simply to accommodate development traffic, but to improve the way traffic is distributed across the highway network. The strategy seeks to ensure that strategic movements are accommodated on roads designed to perform a strategic function, whilst allowing Baldock town centre and surrounding residential areas to operate more effectively as local destinations. This approach is reflected throughout the submitted transport evidence and forms an important component of the wider vision-led transport strategy which prioritises walking, cycling and public transport for local journeys.
- 6.4. The proposed development includes a series of transport interventions, including the multimodal bridge, signalisation along A507/North Road, link route, Whitehorse Junction changes and speed limit changes. Collectively these measures influence the distribution of traffic and encourage movement patterns which reduce the reliance on routes through central Baldock for strategic journeys. The modelling demonstrates that sections of the strategic highway network experience increased demand, corresponding reductions occur on a number of routes within the existing urban area. This occurs as a significant number of vehicle movements currently moving through Baldock could remain on the A1/A505 but are taking a route through the town.
- 6.5. The Highway Authority considers that this redistribution of traffic represents an appropriate transport planning outcome. Strategic trips are redirected towards infrastructure intended to carry strategic traffic, whilst measures within Baldock seek to improve conditions for walking, cycling, public transport and local movement. This approach aligns with the objectives of the National Planning Policy Framework, Hertfordshire Local Transport Plan 4 and the Baldock Masterplan Framework, all of which seek to deliver sustainable growth through a vision-led approach to transport planning
- 6.6. The Highway Authority acknowledges that the revised distribution of traffic creates the need for mitigation at certain locations, most notably A1(M) Junction 9 and other identified junctions within the Transport Study Area.

The submitted modelling and subsequent Transport Assessment Addendum have assessed these impacts and identified mitigation measures together with occupation-based delivery triggers. Subject to the delivery of these measures, the Highway Authority is satisfied that the impacts on the highway network can be mitigated to an acceptable degree.

- 6.7. Accordingly, the Highway Authority supports the overall vehicle traffic strategy embedded within the application. The strategy does not seek to maximise highway capacity within Baldock but instead seeks to manage demand, encourage sustainable travel, reduce the influence of strategic through traffic within the town and ensure that vehicle journeys are accommodated on the most appropriate parts of the highway network. The Highway Authority considers that this approach forms an integral part of the conclusion that the residual cumulative impacts of the development would not be severe, subject to the planning conditions and obligations set out within this response
- 6.8. Work developing this evidence and the approach to trip redistribution has also included joint engagement with National Highways throughout with now significant issues raised between our position that strategic journeys should be on the strategic network over utilising residential areas.

7. Public Transport Strategy

- 7.1. The submitted Transport Assessment, Transport Addendum and Framework Travel Plan adopt a vision-led approach which seeks to reduce reliance on private car travel by embedding passenger transport into the overall movement strategy for the development. The approach moves beyond traditional highway capacity improvements and instead focuses on providing attractive alternatives to car use through enhanced bus services, improved access to the rail network, mobility hubs and integration with the proposed walking and cycling network.
- 7.2. The strategy is founded on the enhancement of existing bus services serving Baldock, with service frequencies increasing as development occupations grow and internal site connections become available. Initial phases of development are intended to benefit from regular bus services linking the site with Baldock town centre, Baldock railway station, Letchworth Garden City, Hitchin, Stevenage and Royston. As the development matures, additional service enhancements are proposed, increasing service frequency and extending penetration throughout the site to provide a more comprehensive public transport network. This phased approach is intended to ensure that public transport provision develops in line with demand whilst establishing sustainable travel habits from the earliest stages of occupation.
- 7.3. The strategy also places significant emphasis on rail accessibility. Baldock railway station is identified as a key transport hub, with proposed

improvements to station access, pedestrian and cycle connectivity, and public realm enhancements intended to increase the attractiveness of rail travel for journeys beyond Baldock. These measures are complemented by the proposed mobility hub network and active travel infrastructure, allowing public transport to operate as part of an integrated sustainable transport system.

- 7.4. From a highway perspective, the passenger transport proposals form a key element of the applicant's mitigation strategy. The Transport Assessment relies upon a combination of enhanced bus provision, improved rail connectivity, active travel measures, parking restraint and travel planning interventions to achieve modal shift and limit growth in private vehicle trips. Collectively, these measures are intended to reduce pressure on the local highway network, moderate traffic growth at sensitive junctions and corridors, and support the conclusion that residual highway impacts will not be severe.
- 7.5. The Highway Authority notes that the public transport strategy contributes positively towards the sustainability objectives of the development by improving access to employment, education, health services and retail destinations, whilst supporting a reduction in car dependency and associated transport emissions. The principle of a phased enhancement to passenger transport provision is therefore supported. However, the detailed service specifications, delivery arrangements, funding mechanisms and occupation-based trigger points will need to be secured through appropriate planning obligations, with provision for future review and refinement through Transport Assessment updates and Travel Plan monitoring as the development progresses
- 7.6. The Highway Authority considers that the proposed passenger transport enhancements form a critical component of the overall mitigation strategy and are necessary to support the modal shift assumptions relied upon throughout the Transport Assessment. Subject to appropriate delivery mechanisms and monitoring, the strategy is capable of making a meaningful contribution towards reducing private vehicle dependency.

8. Active Travel Strategy

- 8.1. The submitted Transport Assessment, Transport Addendum and Framework Travel Plan place active travel at the heart of the overall transport strategy, reflecting both national and local transport policy objectives. The strategy is intended to make walking, wheeling and cycling realistic alternatives to private car travel for a significant proportion of local journeys by creating a connected network of safe, direct and attractive routes linking the development parcels with Baldock town centre, Baldock railway station, schools, employment areas and existing residential areas
- 8.2. The proposed approach extends beyond the provision of internal footways and cycleways and instead establishes a comprehensive active travel network across the wider growth area. Key components the multimodal

bridge and the active travel underpass which enable connections over the railway line significantly reducing the severance. These key connections connect to enhancements to the Royston Road and North Road corridors, new and upgraded crossing facilities, and improved links to existing public rights of way and green infrastructure routes.

- 8.3. The strategy includes the reallocation of road space within parts of Baldock to prioritise pedestrians and cyclists, alongside measures to reduce vehicle dominance in the town centre and around key destinations. Proposed interventions include wider footways, segregated cycle facilities, new crossing points, reduction in vehicle speeds, improved public realm and the creation of lower traffic environments on selected routes. Improvements around Baldock railway station are intended to increase the attractiveness of walking and cycling access to rail services, supporting integrated sustainable travel choices.
- 8.4. The active travel strategy is a fundamental element of the applicant's mitigation approach. The Transport Assessment relies upon a combination of walking, cycling and public transport interventions to reduce demand for private vehicle travel and support the forecast modal shift assumptions. The proposed active travel network is therefore not simply an enhancement measure but a key component of the wider transport strategy that underpins the assessment of highway impacts and network performance.
- 8.5. The Highway Authority notes that the active travel proposals have the potential to deliver substantial sustainability benefits, including improved access to services and facilities, healthier travel choices, greater transport choice for residents, and reduced reliance on private vehicle ownership.
- 8.6. The Highway Authority considers that the active travel strategy is fundamental to the acceptability of the application and forms a key element of the vision-led transport approach. Subject to its delivery through planning conditions and obligations, the proposed network can support the modal shift assumptions relied upon within the submitted assessments and reducing pressure on the wider highway network.

9. A1m Junction 9

- 9.1. The Highway Authority has previously reviewed and agreed the strategic transport modelling, trip distribution methodology and movement assumptions underpinning the Growing Baldock development through both the Local Plan process and subsequent planning application discussions. A key finding of this work is that a significant proportion of existing vehicle movements passing through Baldock town centre are strategic in nature, with origins and destinations located beyond the town and associated with the wider strategic highway network.
- 9.2. The transport strategy adopted for Growing Baldock seeks to address this by encouraging strategic movements to utilise the strategic highway network, principally the A1(M) and A505, rather than travelling through the centre of Baldock. This approach aligns with the vision-led transport strategy

set out within the application, the Baldock Urban Extensions Masterplan Framework, and the principles of Hertfordshire Local Transport Plan 4, which seek to create a more sustainable and attractive urban environment while reducing unnecessary traffic within established communities.

- 9.3. The modelling submitted as part of the Transport Assessment Addendum demonstrates that implementation of the strategy results in a redistribution of traffic across the network. Whilst traffic flows increase at certain locations on the strategic network, notably A1(M) Junction 9, corresponding reductions occur on routes within central Baldock including areas where vehicle movements currently contribute to congestion, severance and environmental impacts. The Highway Authority considers this redistribution to represent an appropriate transport planning outcome, with strategic traffic being accommodated by infrastructure intended to perform a strategic movement function.
 - 9.4. The Highway Authority acknowledges that the forecast increase in traffic at A1(M) Junction 9 requires mitigation and has therefore reviewed the improvement scheme submitted within the Transport Assessment Addendum. Subject to the delivery of the identified mitigation at the agreed occupation trigger, the Highway Authority is satisfied that the impacts arising at Junction 9 can be mitigated to an acceptable degree.
 - 9.5. Accordingly, whilst the development results in increased demand at A1(M) Junction 9, the Highway Authority considers that this reflects the intended operation of the transport strategy and should be viewed within the context of the wider benefits arising from the removal of strategic through-traffic from Baldock town centre. The resulting redistribution of traffic is therefore supported in principle, subject to the delivery of the mitigation measures and monitoring arrangements identified within this response
 - 9.6. As the infrastructure proposed is directly related to the impact from the development, it is expected that delivery is secured via condition.
10. Whilst the application is for the full development of 'Growing Baldock', there are four distinct parcels currently titled BA1, BA2, BA3 and BA10
- 10.1. BA1 Overview
 - 10.2. BA1 is the principal residential component of the Growing Baldock development and would accommodate up to approximately 2,750 dwellings together with supporting education, community and local facilities. The site is located predominantly to the north of the railway and east of North Road. Its transport strategy is based on phased access from the A507 North Road, followed by the delivery of an east-west connection through the site to the B656 Royston Road and A505 via a new multimodal bridge.

- 10.3. The proposed accesses to BA1 form the detailed elements of this application. The internal street arrangement, detailed walking and cycling network, bus infrastructure, parking and connections between individual development parcels will be considered through subsequent Design Code and reserved matters submissions. Additional walking and cycling access points may therefore be identified as the detailed layout develops.
- 10.4. The Highway Authority considers the proposed BA1 access strategy acceptable in principle. This conclusion is dependent on the timely delivery of the access arrangements, strategic connections and sustainable transport measures relied upon in the Transport Assessment and Transport Assessment Addendum. The phasing of these measures will need to be secured through planning conditions and obligations so that appropriate access and transport choices are available at each stage of development.
- 10.5. Associated mitigation and infrastructure
- Two new access junctions on the A507 North Road, with the southern access ultimately operating for buses, walking and cycling only;
 - delivery of the principal internal spine road to connect the North Road accesses with Bygrave Road and, subsequently, the eastern connection to the B656 (and therefore, A505);
 - a multimodal bridge providing a connection between BA1, the B656 Royston Road and the A505;
 - a walking and cycling underpass beneath the railway, providing connections towards BA10, Royston Road and Clothall Common (potential new location for second school);
 - improvements to walking and cycling provision along North Road and Station Road from an early point in the development;
 - improved walking and cycling connections towards Baldock railway station, the town centre and Knights Templar School;
 - phased bus service enhancements and associated bus priority infrastructure;
 - Management of Bygrave Road and its phased transition towards an active travel-focused greenway, with through vehicle movements progressively redirected onto the new development street network. Access for all modes, including private vehicles, will be retained throughout the development period and beyond, ensuring continued connectivity to Bygrave Village and other destinations via the A507 while maintaining appropriate local access along Bygrave Road.
 - improvements at Whitehorse Crossroads and A1(M) Junction 9 at the relevant stages of development;
 - phased delivery and adoption of those parts of the spine road intended to accommodate buses or perform a wider movement function;
 - detailed Travel Plans for individual development phases;
 - the Monitor and Manage Framework; and
 - phase-specific Construction Management Plans.

10.6. Bygrave Road and Phasing

10.7. Bygrave Road crosses the BA1 allocation and currently provides a connection between North Road and areas to the east of Baldock. It will continue to provide access during the early phases of development, either on its existing alignment or through a phased connection with the proposed BA1 spine road. Vehicle access will be retained between the A507 and Bygrave village (and beyond), with the alignment of this route moving (if travelling from Bygrave) from the existing Bygrave lane, to a connection onto the spine road and onward to the new signalised junction on the A507 (the main site access). There will also be a new connection utilising the spine road to the East over a multi modal bridge towards the A505.

10.8. The Masterplan identifies a longer-term role for the existing Bygrave Road corridor as a route which gives greater priority to walking and cycling while retaining necessary local access. The detailed form of the route, including its treatment within individual development parcels, will need to be determined through the Design Code, reserved matters and highway technical approval processes. This will be phased with development.

10.9. The Highway Authority considers that temporary reliance on Bygrave Road is capable of being managed, provided that the number of dwellings served through the existing route is limited and the alternative spine road and eastern connection are delivered in accordance with agreed occupation triggers.

10.10. Associated mitigation and infrastructure

- A limit of no more than 310 additional dwellings being served via the existing Bygrave Road arrangement, with no dwelling occupied unless and until safe and convenient walking and cycling connections are provided between those dwellings and the existing active travel infrastructure on Bygrave Road, thereby enabling access to facilities and services in Baldock by active and sustainable modes from the outset;
- retention of vehicular access between the eastern area and North Road during the relevant construction and development phases;
- phased construction of the BA1 spine road;
- delivery of the eastern access route and multimodal bridge before occupation beyond the agreed BA1 threshold;
- connection of the eastern route to Bygrave Road;
- provision of walking and cycling connections between Bygrave Road and the wider BA1 active travel network;
- phased conversion of the existing Bygrave Road alignment into a lower-traffic walking and cycling route;

- retention of access to existing properties and land where required; and
- restrictions on through private motor traffic once a suitable alternative vehicular route has been completed and made available.

11. BA2: Up to 200 Residential Dwellings

- 11.1. BA2 is a residential allocation for up to approximately 200 dwellings situated to the south-east of Baldock, between Clothall Road and the A505. Vehicular access is proposed from the A507 Clothall Road through a new priority junction.
- 11.2. The scale of BA2 is more limited than BA1, but its accessibility and transport effects have been assessed as part of the wider Growing Baldock development. Its acceptability is dependent on the provision of safe access and suitable walking, cycling and public transport connections to Baldock, adjoining residential areas and the wider development.
- 11.3. The Transport Assessment Addendum records that both the local modelling and strategic modelling indicate that the proposed BA2 access would operate within capacity. No additional capacity mitigation has been identified as necessary at the site access, although the associated sustainable transport and crossing measures remain necessary components of the development strategy.
- 11.4. The Highway Authority considers BA2 acceptable in principle, subject to the detailed design and delivery of the proposed access and off-site transport measures.
- 11.5. Associated mitigation and infrastructure
 - a new priority access junction on the A507 Clothall Road;
 - a signal-controlled toucan crossing associated with the site access;
 - new bus stops on Clothall Road;
 - a walking and cycling route between the site access and Wallington Road roundabout;
 - improvements to walking and cycling movements at the Clothall Road, Wallington Road and South Road roundabout;
 - connection to the existing and proposed Public Rights of Way network;
 - an appropriate connection towards the Baldock Greenway and Bridleways Baldock 022 and Weston 001;

- a pedestrian connection towards Laxton Gardens, subject to land control, detailed design and deliverability;
- coordination with the proposed crossing and active travel connections towards BA3;
- a detailed residential Travel Plan; and
- a phase-specific Construction Management Plan.

12. BA3: Education and/or Residential Development

- 12.1. BA3 is identified for education and potentially residential uses, but its final land-use composition has not yet been determined. The scenarios assessed include relocation and expansion of Knights Templar School with a SEND school, retention of Knights Templar School at its existing site with a SEND school and up to approximately 250 dwellings, and a smaller secondary school alongside SEND and residential provision.
- 12.2. The Transport Assessment and Transport Assessment Addendum have assessed the strategic implications of different BA3 scenarios. This provides an appropriate basis for considering the principle of development at outline stage. However, the final access requirements, trip generation, school travel patterns, parking, servicing and off-site mitigation will depend on the land uses ultimately selected and their detailed layout.
- 12.3. Wallington Road is the principal location at which further assessment will be required. The Environmental Statement identifies potential increases in traffic and pedestrian activity, particularly where education uses are provided. The existing provision includes a footway on one side of the road and limited crossing opportunities. The sensitivity of the route could therefore increase as a consequence of future development and school-related movement.
- 12.4. The Highway Authority considers that the principle of access and development at BA3 can be addressed at outline stage, but the acceptability of the final scheme will depend on further transport assessment, detailed design and the securing of proportionate mitigation through subsequent approvals. Due to the unknown elements, the testing undertaken has tested various scenarios and presented the impacts which are considered acceptable for the possible land uses.
- 12.5. Associated mitigation and infrastructure
- confirmation of the final land uses and development quantum;
 - improved walking and cycling connections
 - Travel Plan and monitoring arrangements;

- a new access from Wallington Road;
- controlled pedestrian and cycle crossing facilities where required;
- traffic-calming measures;
- lighting, signage and wayfinding improvements;
- upgrades to routes towards Hartsfield School and Pinnocks Lane;
- improvements to walking and cycling connections through Clothall Common;
- connections towards the BA2 toucan crossing and Clothall Road;
- town-wide wayfinding where Knights Templar School is relocated;
- public transport infrastructure and service measures appropriate to the final use; and
- monitoring through the development-wide Monitor and Manage Framework.

13. BA10: Employment and Supporting Uses

- 13.1. BA10 is located between the railway and the B656 Royston Road and would accommodate employment and other non-residential uses, including health, leisure, depot and waste-related development. The outline application establishes the principle of access from Royston Road, but the detailed design of the access and mix and distribution of uses remains subject to subsequent approval.
- 13.2. The Transport Assessment includes access and network modelling for BA10. The local modelling indicates that the proposed B656/Royston Road access junctions would operate within capacity. The Transport Assessment Addendum also considered the effect of additional traffic joining the A505 from Royston Road and concluded that the arrangement would remain within the relevant operational parameters.
- 13.3. Notwithstanding these strategic findings, the final servicing requirements, employee travel demand, parking provision, freight movements and internal circulation will depend on the particular uses brought forward. These matters will therefore require further consideration through the Design Code, reserved matters and detailed Travel Plans.
- 13.4. The Highway Authority considers BA10 acceptable in principle, subject to delivery of safe access and sustainable transport connections from first occupation. The delivery of those connections should not depend solely on residential occupation within BA1 because BA10 may proceed on a different programme.
- 13.5. Associated mitigation and infrastructure
 - new access junctions from the B656 Royston Road;

- signal-controlled crossing facilities integrated with the access arrangements;
- traffic-calming and gateway measures on Royston Road;
- a segregated walking and cycling route along the B656 and Yeomanry Drive corridor;
- connection to BA1 and the wider development through the active travel underpass;
- connection to the multimodal bridge and BA1 spine road as those elements are delivered;
- pedestrian and cycle connections towards Clothall Common and Baldock;
- a signal-controlled Pegasus crossing associated with the existing bridleway;
- suitable interim sustainable connections where BA10 is occupied before completion of the permanent B656 corridor scheme;
- detailed servicing, delivery and freight arrangements;
- appropriate car and cycle parking, including accessible parking and charging facilities;
- cycle storage, changing and shower facilities appropriate to the final employment uses;
- workplace and site-specific Travel Plans;
- first-occupation triggers for essential access and sustainable transport infrastructure; and
- a phase-specific Construction Management Plan.

14. Public Transport

- 14.1. Whilst the application has four distinct areas, the public transport approach is broader and covers the settlement rather than specific measures for individual parcels.

15. Demand Responsive Public Transport

- 15.1. To meet the aspirations of the modal shift in the early stages of the site delivery for new residents, enhancement of demand response public transport has been agreed. Funding of an additional Herts Lynx bus for the three years prior to enhancement of traditional bus services will be secured. This funding will be secured via s106

16. Bus service enhancement

- 16.1. Public transport provision for the new development and existing town will be delivered to achieve the transport modes required by the TA and utilised within the assessment of highway impact within the submission, notably modal splits.
- 16.2. Key points are set out at 30 minute bus frequency for the development at 450 units on BA1 and a 15 minute frequency for the development at 850 on BA1 (due to the delivery of the bridge enabling a more efficient route). These trigger points have been developed to result in the enhancement of services that will be sustainable and viable into the future beyond the direct funding.
- 16.3. **From Occupation of the 450th Dwelling on BA1**
- 16.4. A phased enhancement of local bus services shall be delivered to ensure that sustainable transport options are available from the early stages of occupation. This shall include amendments to Services 37 and 91 to provide access to the BA2 development and Clothall Common, delivering a combined 30-minute frequency between the development, Baldock and Letchworth Garden City, together with direct connections to Hitchin, Stevenage and Royston. Service 92 shall remain unchanged at this stage. The annual funding requirement for Stage 1 is estimated at £259,468.22 per annum and will be secured via s106.
- 16.5. **From Occupation of the 850th Dwelling and Following Completion of Internal Site Connectivity (Stage 2)**
- 16.6. The passenger transport offer shall be enhanced to reflect increased demand and the availability of strategic internal connections between development parcels. This shall include the diversion of Service 91 through the completed development area, incorporation of Service 92 into the serving network, and provision of an effective 20-minute service frequency through the development. Additional peak-period journeys shall be provided to improve connectivity with Baldock railway station and other key destinations. The annual funding requirement for Stage 2 is estimated at £171,620.51 per annum and will be secured via s106 and will replace the Stage 1 annual funding.
- 16.7. The improvement in frequency is reliant on the delivery of the multimodal bridge AND Clothall common bus gate. Trigger points for these measures are tied to the 850th dwelling.
- 16.8. The Highway Authority supports the principle of a phased passenger transport enhancement strategy. However, the detailed service specification, delivery arrangements, infrastructure requirements and future funding commitments remain indicative at this stage. Accordingly, the Highway Authority recommends that the detailed operation of the enhanced bus

network is secured through condition to secure relevant reviews at relevant occupation points over the delivery of the development. This will ensure that public transport provision evolves in line with actual demand and that the necessary service enhancements are delivered at the appropriate stages of development.

- 16.9. To ensure suitable timing and allocation of funding a condition is suggested to develop further the public transport strategy in finer detail.
- 16.10. We therefore request the requested conditions are included, and financial contributions will be secured via s106

17. Public Rights of Way

- 17.1. There are a number of Public Rights of Way (ROW) which cross the development site, these must remain unobstructed and open for public use at all times. In the event that a Right of Way needs to be closed for safety purposes, a Temporary Traffic Regulation Order must first be applied for and granted before any works or closure can take place.
- 17.2. The plans show the intention of diverting a number of the ROW on site, the diversion process must be completed and the new routes of any of the affected ROW must be confirmed and open before any stopping up works can occur on the ROW as they are currently marked on the definitive map. There is no guarantee that an application to divert a ROW will be successful so an early start to the process is recommended and it is advised that the best method of achieving a diversion would be through Section 257 of the Town and Country Planning Act 1990 with the Local Planning Authority.
- 17.3. It is expected that all rights of way are fully included within the design code work, including enhancement to the agreement of the Highway Authority

18. Monitoring and Management

- 18.1. A monitor and manage approach to development is suggested and agreed due to the complexity and scale. This enables ongoing monitoring of impacts to the surrounding highway network and a method to mitigate impacts should they arise. A fund of £1.5 million is proposed by the applicant to mitigate issues identified and if not utilised through the sites set out below could further fund/enhance public transport measures. The areas identified below align to some signs shown in the modelling work, and it is reasonable to include them within the framework/process.

Whitehorse Junction
 Norton Road between Baldock and Stotfold
 Wallington Road
 Newham Road
 Ashwell Road
 Norton Bury Lane (s)

18.2 This mechanism will be secured via the s106 agreement.

19. Construction

- 19.1. It is expected that the construction of all areas of the development will be controlled by construction management plans to mitigate the impacts of construction to existing residents and businesses of Baldock and also new residents and businesses associated with the development.
- 19.2. Due to the complex nature of the development, separate parcels and highways mitigation works within and around Baldock these will need a level of coordination to retain the functions of the public highway.
- 19.3. We therefore request that suitable construction management plans for all parcels are conditioned

20. Summary

- 20.1. The proposed development forms part of the adopted growth strategy for Baldock and has been supported through both the Local Plan and Masterplan processes. The submitted transport evidence demonstrates a vision-led approach which prioritizes walking, cycling and public transport in accordance with national policy and the objectives of LTP4. Whilst the development will generate additional travel demand, the assessment demonstrates that a comprehensive package of active travel infrastructure, public transport enhancements, highway mitigation and travel planning measures can mitigate those impacts to an acceptable degree. The Highway Authority therefore concludes that there are no highway safety grounds upon which planning permission should be refused subject to the below conditions, and that the residual cumulative impacts of the development would not be severe within the meaning of the National Planning Policy Framework.

The following matters will be secured via section 106 agreement not planning condition

- Public Transport – Bus Service enhancements including Herts Lynx funding totalling £1.5m. This will fund an additional Herts Lynx vehicle for three years to serve the area of the development, Baldock and associated journeys from an early stage in delivery.
- Monitor and manage mechanism including funds for future mitigation totalling £1.5m and will include the travel plan framework monitoring costs
- Travel Plan process for the development including each phase/parcel
- Funding for Rights of Way works to PRoW Baldock 048 and PRoW Baldock 001 totalling £100k
- Due to extensive on and off sight works that will not solely be used/associable to the new development, no strand 2 s106 ask is sought.

Requested planning conditions

We request that in Design Coding conditions the Highway Authority are included for agreement in submissions, and that the Design Coding includes all Highways and Transport elements associated with development including Bygrave road and its transition to a vehicle free route within the development, Rights of Way and the proposed Greenway. We also request that walking and cycling connections to Bygrave be included within design code works.

HIGHWAYS / ACCESS Conditions

1. Prior to first occupation, a Site Wide Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. This will be a live document that can be updated throughout the life of the development and will include initial site wide targets and measures, identify the Site Wide Travel Plan Co-Ordinator and a Full Travel Plan proforma template (as required by condition 24).
2. Full Travel Plans for residential, educational or workplace developments shall be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements set out in the site wide Framework Travel Plan and shall include a programme for their implementation. Approved Full Travel Plans shall then be implemented as approved and in accordance with the approved programme.

Highway Works

3. The highway works identified in conditions below shall be delivered in accordance with the relevant trigger set out in each condition. In the event that the Monitor and Manage process, secured through the S106 agreement, identifies development impacts that do not necessitate delivery of the works in accordance with that trigger, an alternative programme for their implementation shall be submitted to and agreed with the Local Planning Authority, in consultation with the Highways Authority.

Onsite Highway Works

BA1

4. In the event that the permanent vehicular site access into BA1 has not been delivered, no more than 310 dwellings forming part of the development of BA1 shall be occupied until a temporary access into BA1 from the A507 (North Road) has been delivered at the location of the bus only link indicated on approved plan PC7029-ITP-CE-GB-DR-D-0150 P02.
5. No more than 550 dwellings forming part of the development of BA1 shall be occupied until the permanent vehicular site access into BA1 from the A507 (North Road), including signal controlled pedestrian and pedestrian and cycle crossings, has been delivered in accordance with approved plan PC7029-ITP-CE-GB-DR-D-0150 P02.
6. In the event that a temporary access has been delivered in accordance with condition 26, at the point that the permanent access is delivered in accordance with condition 27 (at 550 occupations in BA1, the temporary access shall be delivered as the permanent bus only link.
7. No more than 770 dwellings forming part of the development of BA1 shall be occupied until the permanent bus only link into BA1 from the A507 (North Road) has been delivered in accordance with approved plan PC7029-ITP-CE-GB-DR-D-0150 P02.
8. No more than 850 dwellings forming part of the development of BA1 shall be occupied until the all modes railway bridge has been delivered in general accordance with the location indicated on the Parameter Plan UAC092-002 Rev R.
9. No more than 850 dwellings forming part of the development of BA1 shall be occupied until the Primary Street connection between the A507 (North Road) and B656 (Royston Road) access junctions has been delivered.
10. No more than 850 dwellings forming part of the development of BA1 shall be occupied until the active travel railway crossing linking the active travel link in BA1 to BA10 has been delivered in general accordance with the location indicated on the Parameter Plan UAC092-002 Rev R.
11. During the interim period, until a main site access is delivered from North Road (in accordance with condition 26 and 27), no more than 310 additional dwellings forming part of the development of BA1 shall be accessed off Bygrave Road.
12. No more than 850 dwellings forming part of the development of BA1 shall be occupied until the A505 and B656 (Royston Road) junction works to provide access into BA1 have been delivered.
13. High-Quality walking and cycling connections will be made between the to the village of Bygrave and the BA1 highway network. This will be in the form of upgrades to Bygrave Road, within the OPA site boundary.

BA2

14. No dwellings forming part of the development of BA2 shall be occupied until the access into BA2 from the A507 (Clothall Road), including signalised Toucan crossing, north and south bound high quality bus stops with shelters on Clothall Road and footway/cycle connection,

have been carried out in general accordance with approved plan PC7029-ITP-CE-GB-DR-D-0152 P02.

15. Prior to occupation improvements to the A507 (Clothall Road) / Wallington Road / South Road junction have been delivered, including upgraded pedestrian and cycle crossing facilities and traffic calming measures shall be delivered in general accordance to submitted drawing PC7029-ITP-CE-GB-DR-D-0116 S3 P04.

BA3

16. Prior to the submission of any Reserved Matters application for BA3, appropriate transport information, demonstrating compliance with the TA, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
17. No dwellings forming part of the development of BA3 shall be occupied until an access into the site from Wallington Road has been delivered.
18. No dwellings forming part of the development of BA3 shall be occupied until the footpath connection between BA3 and the A507 (Clothall Road), which forms part of the greenway, has been upgraded to provide a safe all-weather walking and cycling route linking to the approved crossing point serving BA2.
19. No dwellings forming part of the development of BA3 shall be occupied until the footpath connections from BA3 to Hartsfield School has been upgraded to provide safe all-weather walking and cycling routes, including the provision of appropriate lighting and directional signage

In the event that a school is provided within BA3,

20. Prior to first use/occupation of the school walking and cycling routes through Clothall Common connecting BA3 to the B656 (Royston Road) including the provision of directional signage shall be delivered and safe walking and cycling routes.
21. If not delivered as part of BA2, prior to first use/occupation of the school, improvements to the A507 (Clothall Road) / Wallington Road / South Road junction have been delivered, including upgraded pedestrian and cycle crossing facilities and traffic calming measures shall be delivered
22. Where BA3 includes a school, there must be sufficient highways infrastructure to support school buses.

BA10

23. No occupation of any building within BA10 shall take place until the access point onto the B656 (Royston Road) from that building / parcel have been delivered, including integrated signal-controlled pedestrian and cycle crossings, traffic calming measures and associated gateway features, in general accordance with the principles set out on the approved parameter plans and subsequent detailed design approved by the Local Planning Authority in consultation with the Highway Authority.

Offsite Highway Works

24. No more than 310 dwellings forming part of the development of BA1 shall be occupied until the improvements to walking and cycling routes along Icknield Way, Letchworth Road, Weston Way, Church Street, Pond Lane and Norton Road have been carried out in general accordance with the principles set out on plan PC7029-ITP-CE-GB-DR-D-0118 P01 contained within Appendix C of the Transport Assessment Addendum (12 May 2026).
25. No more than 310 dwellings forming part of the development of BA1 shall be occupied until the A507 (North/Station Road) segregated cycle route between the bus only access and Icknield Way East (including Football Close and Icknield Way on the western side of Station Road) has been delivered in general accordance with the principles set out on plan PC7029-ITP-CE-GB-DR-D-0111 P03 and PC7029-ITP-CE-GB-DR-D-0112 P03 contained within Appendix E of the Transport Assessment (PC7029-ITP-XX-XX-RP-TP-0001, Final/05).
26. No more than 850 dwellings forming part of the development of BA1 shall be occupied until the upgrades to the Whitehorse crossroads junction and the turning ban between the A507 (Station Road) and B656 (Royston Road) have been delivered in general accordance with the principles set out on plan PC7029-ITP-CE-GB-DR-D-0112 P03 contained within Appendix E of the Transport Assessment (PC7029-ITP-XX-XX-RP-TP-0001, Final/05).
27. No more than 550 dwellings forming part of the development of BA1 shall be occupied until the Pegasus crossing on the A507 (North Road) has been delivered in general accordance with the principles set out in the inset to plan PC7029-ITP-CE-GB-DR-D-0110 P04 contained within Appendix 4.1 of the Environmental Statement Addendum February 2026.
28. No more than 850 dwellings forming part of the development of BA1 shall be occupied until the segregated cycle route on the B656 (Royston Road) and Yeomanry Drive has been delivered between Icknield Way East and the active travel crossing (linking BA1 to the B656 (Royston Road)) in general accordance with the principles set out on plan PC7029-ITP-CE-GB-DR-D-0113 P04 submitted in August 2026.
29. No more than 850 dwellings forming part of the development of BA1 shall be occupied until the bus gate between Royston Road and Yeomanry Drive has been delivered in general accordance with the principles set out on plan PC7029-ITP-CE-GB-DR-D-0113 P04 submitted in August 2026.
30. No more than 850 dwellings forming part of the development of BA1 shall be occupied until integrated signalised crossings and traffic calming have been delivered in general accordance with the principles set out on plan PC7029-ITP-CE-GB-DR-D-0112 P03 contained within Appendix E of the Transport Assessment (PC7029-ITP-XX-XX-RP-TP-0001, Final/05) and PC7029-ITP-CE-GB-DR-D-0113 P04 and PC7029-ITP-CE-GB-DR-D-0114 P04 submitted in August 2026.
31. No more than 2,370 dwellings forming part of the development of BA1 shall be occupied until the remainder of the segregated cycle route on the B656 (Royston Road) from the active travel crossing (linking BA1 to the B656 (Royston Road)) to the junction of the B656 (Royston Road) and A505 eastbound slip roads has been delivered in general accordance with the principles set out on plan PC7029-ITP-CE-GB-DR-D-011 P03 contained within Appendix E of the Transport Assessment (PC7029-ITP-XX-XX-RP-TP-0001, Final/05) and PC7029-ITP-CE-GB-DR-D-0113 P04 and PC7029-ITP-CE-GB-DR-D-0114 P04 submitted in August 2026.
32. No more than 2,370 dwellings forming part of the development of BA1 shall be occupied until the Pegasus crossing on the B656 (Royston Road) at the location of the existing bridleway (CLOTHALL 003) has been delivered.
33. No dwellings forming part of the development of BA2 or BA3 shall be occupied until improvements to the Wallington Road / Clothall Road roundabout have been delivered in general accordance with the principles set out on plan PC7029-ITP-CE-GB-DR-D-0116 P04

contained within Appendix E of the Transport Assessment (PC7029-ITP-XX-XX-RP-TP-0001, Final/05).

34. In the event that Knights Templar School relocates to BA3 (Secondary Education Outcome 3), a pedestrian and cyclist signage wayfinding improvement scheme to encourage active travel trips to the secondary school shall be submitted and approved in writing by the Local Planning Authority. No occupation of the secondary school shall take place until the improvement scheme has been delivered.

A1M Junction 9

35. Prior to completion of the connections (link road) between North Road and the A505 through BA1 the improvements to junction 9 shall be delivered in general accordance to those set out within the submitted TAA Appendix E, Drawing no. PC7029-RHD-CE-GB-DR-D-0132.

36. **Construction Management Plan**

General Planning Condition to cover each Phase

37. No development shall commence on each phase until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of
- a. Construction vehicle numbers, type, routing;
 - b. Access arrangements to the site;
 - c. Traffic management requirements
 - d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
 - e. Siting and details of wheel washing facilities;
 - f. Cleaning of site entrances, site tracks and the adjacent public highway;
 - g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
 - h. Provision of sufficient on-site parking prior to commencement of construction activities;
 - i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
 - j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Traffic Regulation Orders

- 1.1. A number of the transport measures associated with the development will require separate Traffic Regulation Orders. The granting of planning permission would not itself authorise or confirm those orders. Each order will be subject to the applicable statutory process, including consultation, consideration of representations and objections, and a separate decision by Hertfordshire County Council as Local Highway Authority.
- 1.2. Subject to the relevant development trigger, approval of the necessary technical information and receipt of funding, HCC will use reasonable endeavours to promote the required orders. HCC must retain its statutory discretion as to whether an order is made as advertised, modified, deferred or not made.
- 1.3. A Unilateral Undertaking will secure the developer's payment of all reasonable and properly incurred costs associated with investigating, preparing, consulting upon, promoting, determining and implementing the required Traffic Regulation Orders. It will also secure the reasonable costs of considering an amended order or alternative measure where the original proposal cannot be implemented following consultation or further technical assessment.

Anthony Collier

Local Plan and Strategic Development Manager