

Transport Statement

Deans Yard, South Road, Baldock
(Residential)

Prepared for

Baldock Operations Limited

DOCUMENT SIGNATURE AND MODIFICATION SHEET

PROJECT DETAILS

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1.0 INTRODUCTION

This transport statement (TS) has been produced by DW Transportation Limited on behalf of Baldock Operations Limited to support a full planning application for the demolition of existing industrial units and the development of 8 semi-detached houses and one detached dwelling at Deans Yard, South Road, Baldock. It assesses the transport implications of the proposed redevelopment against the baseline situation and considers transport matters including highway safety, servicing, car parking, pedestrian and cycle access and an assessment against currently adopted local and national transport policies.

It has been developed based on DW Transportation's experience of successfully aiding in the delivery of numerous residential developments across the UK for volume house builders as well as small-scale/bespoke developers.

1.1 Report Structure

Following this introduction, Section 2 outlines the relevant transport policy. Section 3 sets out the baseline situation whilst Section 4 contains details of the proposed development including parking, sustainable access to shops and services, servicing and impact on highway safety. The report is summarised and concluded in Section 5.

2.0 TRANSPORT POLICY CONTEXT

2.1 Introduction

This section of the TS sets out the main national and local transport policies that are applicable to the proposed development against which the proposals are to be assessed. These are:

- North Herts Local Plan 2011-2031, November 2022; and
- National Planning Policy Framework.

A summary of the relevant policies contained in these documents is provided below along with commentary on each.

2.2 North Herts District Local Plan Part 2

The Local Plan forms part of the statutory Development Plan for the North Herts District that is used to determine applications.

2.2.1 Strategic Policy SP6 – Sustainable Transport

Policy SP6: Sustainable transport

We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable. We will:

- a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;
- b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;
- c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;
- d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;
- e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;
- f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and
- g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.

In accordance with Policy SP6, the parking for the proposed development is in accordance with the parking standards set out in the Local Plan. Furthermore, this report demonstrates that there would be no safety implications resulting from the proposed development.

It is therefore considered that the proposed development would fully comply with policy SP6.

2.2.2 Development Management Policy T1 - Transport

Policy T1: Assessment of transport matters

Planning permission will be granted provided that:

- a) Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;
- b) Mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;
- c) Suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and
- d) For major developments, applicants demonstrate (as far as is practicable) how:
 - i. the proposed scheme would be served by public transport;
 - ii. safe, direct and convenient routes for pedestrians and cyclists will be provided; and
 - iii. comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured.

In accordance with Policy T1, the proposed development will not have a detrimental impact on the highway network. This report is considered to be a suitable form of assessment to support the planning application. As the proposed development is less than 10 houses, the proposed development is not considered to be major. However, the sustainability of the site has been considered in the context of residents being able to walk or cycle to shops, services, places of education and work.

2.2.3 Development Management Policy T2: Parking

Policy T2: Parking

Planning permission will be granted provided that:

- a) Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan;
- b) Parking for non-residential development is provided having regard to the standards for non-residential development set out in the relevant Supplementary Planning Document;
- c) Proposals have regard to relevant Supplementary Planning Documents, strategies or advice and;
- d) Applicants clearly identify how they provide for all likely types of parking demand and demonstrate that parking will be safe and of a design and layout that will function satisfactorily.

Variations from these standards will only be considered where applicants can demonstrate that the accessibility, type, scale, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and on-street conditions justify such variations.

Appendix 4 of the Local Plan provides car parking standards for residential development. The car parking proposals comply with the standards of the Local Plan. Details on how the car parking provision has been calculated can be seen in Section 4.

2.2.4 National Planning Policy Framework, December 2024

The NPPF focuses on sustainable transport. In particular the document advises that applicants for new development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive—which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

The proposals would incorporate and connect to existing pedestrian facilities and include cycle storage within each dwelling to encourage bicycle use. Bus stops are available within a short walk of the site.

The proposed development would not prejudice any disabled person.

The site is designed to allow deliveries to be made efficiently. Emergency vehicles would be able to stop within the site as required.

The NPPF advises decision-makers “*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”

The cumulative impact of the proposals on the site would be negligible and therefore are expected to pass any severity test.

It can therefore be concluded that the development proposals fully accord with the latest revision of the NPPF.

3.0 BASELINE SITUATION

3.1 Site Location

The site is an auto centre specialising in 'fast-fit' items such as brakes, tyres and exhausts and car sales. Access to the site is taken from South Road in the form of a dropped vehicle crossover. The autocentre is accessed from South Road.

Adjacent to the site is a petrol filling station. Surrounding the rest of the site is residential dwellings. To the southeast of the site is a single private dwelling.

The application site is shown on Figure 3-1.

Figure 3-1
Application Site (Indicative)



3.1.1 Existing Use

The site comprises 2no. commercial buildings comprising a vehicle workshop (B2 general industry) and car sales building and thus forms the baseline situation in terms of its transport characteristics.

The site location is shown in a strategic highway context on **Drawing TS01**.

3.2 Vehicle Access

Access to the site comprises a vehicle crossover on South Road.

3.3 Access for Pedestrians

No specific facilities are provided for pedestrians. Access for pedestrians is currently via the crossover on South Road.

3.4 Access for Cyclists

There are no dedicated cycle facilities in the vicinity and therefore cyclists share the road space with motor vehicles. Any cyclist requiring access to the site would do so via the vehicle crossovers. There are no known cycle parking facilities in the vicinity of the site.

3.5 Local and Strategic Road Network Description

3.5.1 A507 Clothall Road

The A507 Clothall Road is a single-carriageway road linking the M1 motorway near Milton Keynes to the A10 at Buntingford.

Clothall Road in the vicinity of the site has a speed limit of 30mph by virtue of street lighting and direct access to properties.

Data held by the Department for Transport indicates that the road has an Annual Average Daily Traffic (AADT) flow of 7,552 vehicles. The vehicle breakdown is shown in Figure 3-2.

Figure 3-2
Annual Average Daily Traffic Flow on Clothall Road

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2023	Estimated from nearby links	0	99	5168	11	1990	283	7552

3.6 Traffic Flows

The A507 has an annual average daily traffic (AADT) two-way flow of 7552 motor vehicles.

The AADT has been converted to the highway peak hours using the following formula:

$$\text{Peak Hour Traffic} = \text{AADT} \times \text{Peak Hour Factor}$$

The peak hour factor applied is 10% as this is typically applied to the DfT AADT flows to obtain peak hour flows. Seasonality has also been applied. The full calculation is below.

AADT = 7,552

Peak hour factor = 10%

Peak hour traffic = 10% of 7,552 = 755

Seasonality factor of 3% applied = 3% of 755 = 23

Therefore, 2-way Peak Hour Traffic on Clothall Road is estimated as being = 755 + 23 = 778

3.7 Public Transport

3.7.1 Bus

The nearest bus stops to the site are located on Clothall Road and South Road. The services on Clothall Road are at the junction of Pinnocks Lane which is 200 metres northwest of the site. The bus stops on South Road are near its junction with Pembroke Road, which are approximately 190m southwest of the site.

The services available from these bus stops are summarised in table 3-1.

Table 3-1
Summary of Bus Services (excluding school services)

Location	Service No.	Operator	Route/Destination	Peak Hour Frequency
Clothall Road	90	Richmonds Coaches	Letchworth Broadway – Royston Bus Station	2-5 mins
	91	Richmonds Coaches		5 mins
South Road	37	Richmonds Coaches	Buntingford - Stevenage	5 mins
	90		Letchworth Broadway – Royston Bus Station	5 mins
	91		Letchworth Broadway – Royston Bus Station	5 mins

Existing bus services offer residents and any visitors an option to travel to/from the site by bus.

3.7.2 Train

Baldock Railway Station is located on the outskirts of Baldock on Station Road, approximately 0.8 kilometres northwest of the site. It has a walk time to/from the site of approximately 12 minutes.

Services at Baldock are operated by Thameslink and Great Northern. The typical off-peak service in trains per hour (tph) is:

1 tph to London King's Cross (stopping)

2 tph to Brighton via London Bridge and Gatwick Airport (semi-fast)

3 tph to Cambridge (2 of these run semi-fast and 1 calls at all stations)

During the peak hours, the service to London King's Cross and the all stations service to Cambridge are increased to 2 tph. On Sundays, the service between Brighton and Cambridge is reduced to hourly.

4.0 PROPOSED DEVELOPMENT

The proposed development comprises 8no. semi-detached and 1no. detached dwelling at Deans Yard, South Road, Baldock. A layout of the proposed scheme can be seen at **Appendix A**.

4.1 Car Parking

The Local Plan parking standards for residential development are shown in Figure 4-1.

Figure 4-1
Parking Standards

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
1 bedroom	1 space per dwelling minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling
2 – 3 bedrooms	2 spaces per dwelling minimum	
Retirement developments (e.g. warden assisted independent living accommodation)	1 space per dwelling minimum	1 secure and covered space for residents per 5 units.

In addition to the above allocated residential parking, the development is required to have unallocated visitor parking as shown in Figure 4-2.

Figure 4-2
Unallocated/Visitor Parking Standards

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
Visitor / unallocated	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number) with the higher standard being applied where there are no garages in the schemes and the lower standard applied where every dwelling in the scheme is to be provided with a garage	For above C3 general housing - if no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for visitors For C3 retirement developments - 1 covered and secure visitor space per 3 units

Based on the above standard, the car parking requirement is for 2 spaces per dwelling plus 7 visitor spaces. The cycle parking requirement is 1no. secure space per dwelling for residents and as no garages are proposed, 1 no. visitor space per dwelling.

4.2 Proposed Car Parking Provision

It is proposed that each dwelling will be provided with 2no. spaces. One visitor spaces is proposed. It is appreciated that the visitor parking provision is less than the standards and therefore the following evidence based is provided to justify the shortfall.

4.3 Car Parking Evidence Base

The evidence base for the proposed parking provision is based on car ownership levels.

The 2021 Census indicates that 85% of households in Baldock have 1 or more cars or vans with 15% having no cars or vans. The Census also reveals that 45.4% of households have just a single car or van. By applying this data to the application site, a case could be made that 1 or 2 of the proposed dwellings (15%) would not own a car, and so the two allocated spaces at each property could be used for visitors. The same case could be made for single car/van owners, which could be as high as 45%. As such four of the dwellings would potentially have an empty space for visitors.

In conclusion, the single proposed unallocated visitor space and the propensity for many Baldock households to own just a single car/van, the proposed level of parking is appropriate for the number of homes proposed.

4.4 Proposed Cycle Parking Provision

The proposed development will provide 2no. spaces within a lockable cycle storage unit. This provision complies with the standards by providing each dwelling with a space for residents and a space for visitors.

4.5 Site Access Proposals

4.5.1 Vehicular Access

Vehicular access to the site will be via the existing crossover on South Road. The crossover is made up of 8.5no dropped kerbs (totalling 7.7m wide) plus one transition kerb at either end. There is no requirement to undertake works to the public highway to provide access to the proposed development. The access road into the parking court will be a raised, paved, shared surface.

4.6 Traffic Impact

The proposals include alterations to the site that would, result in a reduced trip generation. In a commercial use, the site has potential to generate a regular flow of traffic Monday to Saturday with trips being generated by staff and customers. The proposed residential dwellings have smaller trip rates compared to commercial use as there are opportunities to walk to local facilities and places of work. Further details on the sustainability of the site can be seen below.

4.7 Access to Facilities on Foot/Bicycle

There is a significant number of shops, facilities and places of employment and schools within walking and cycling distance of the site.

Romford Town Centre is a 17-minute walk or 6-minute bike ride from the site. The town has a significant number of shops and places to eat/drink. In addition, outside of the town centre and closer to the site are the following.

- Baldock Surgery (6 minute walk);
- Tesco Extra (10 minute walk);
- Garden Centre (4 minute walk);
- Costa Coffee (10 minute walk)
- The Buffs Football Club (8 minute walk);
- Hartsfield School (12 minute walk);
- Baldock Railway Station (14-minute walk);

All of the above are accessible on foot in under 15 minutes. A short bike ride increases the number of accessible services significantly further as well as significant places of employment at Letchworth Garden City a number of which are within the motor trade.

The following are just some of the places all of which are accessible within a 10 minute (approximate) bike ride of the site:

- Plinston Retail Park;
- Lidl;
- B&M Home Store;
- Karting and Laser Tag;
- Sainsbury's;
- North Herts Leisure Centre;
- Various motor trade companies.

The above gives an indication only as to the level of accessibility the site location would afford prospective residents.

4.8 Highway Safety

An initial highway safety assessment of the site has been considered by viewing the Crashmap website. Crashmap only uses official data published by the Department for Transport, which is based on records submitted to them by police forces. It is therefore considered to be a reliable source of information.

Figure 4-3 is an extract from the Crashmap database and confirms that no accidents were recorded between 2019 and 2023.

Figure 4-3
Accident Map (Crashmap extract) 2019-2023

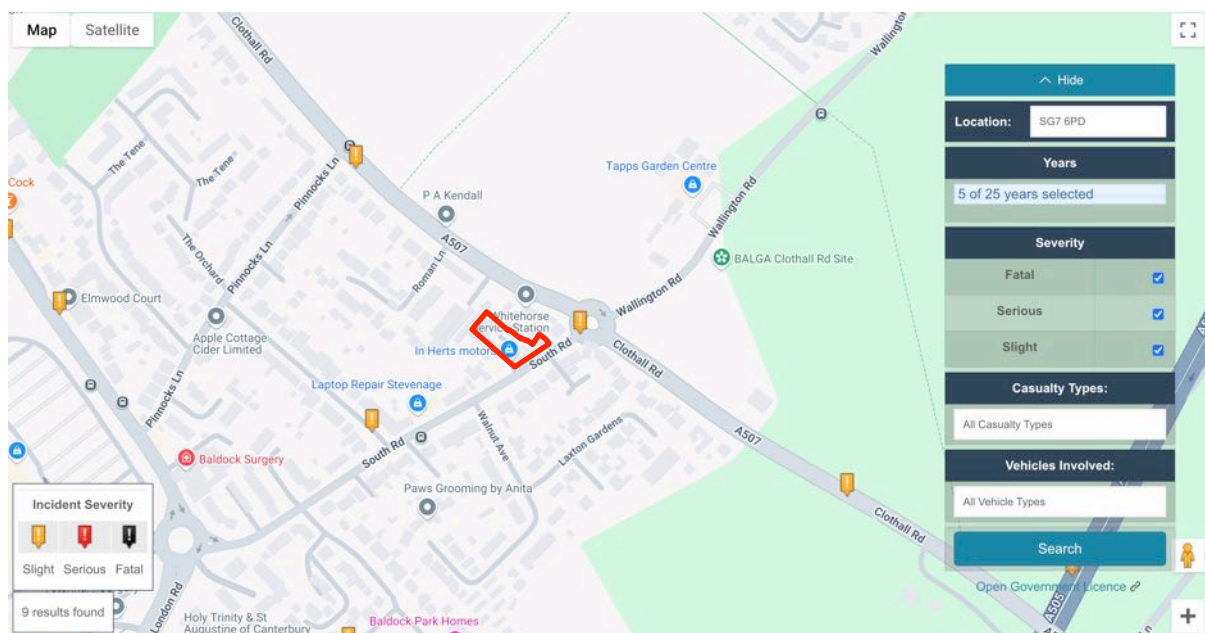


Figure 4-1 shows one slight accident has been recorded in the vicinity of the site within the 5 year study period. The accident was recorded on the roundabout. As the proposed development is not anticipated to generate additional vehicle trips, no impact on highway safety is expected.

4.9 Servicing and Waste Collections

4.9.1 Refuse Collection

On bin collection day all residents would move their waste to the collection point on the site access road. The waste travel distance is approximately 15-20 metres (depending on the dwelling location), which complies with building regulations (maximum 30 metres). The waste collection vehicle would stop on South Road as part of its regular waste collection route. Bins would not be stored on the access road and would be moved back to the dwelling following collection.

4.9.2 Servicing

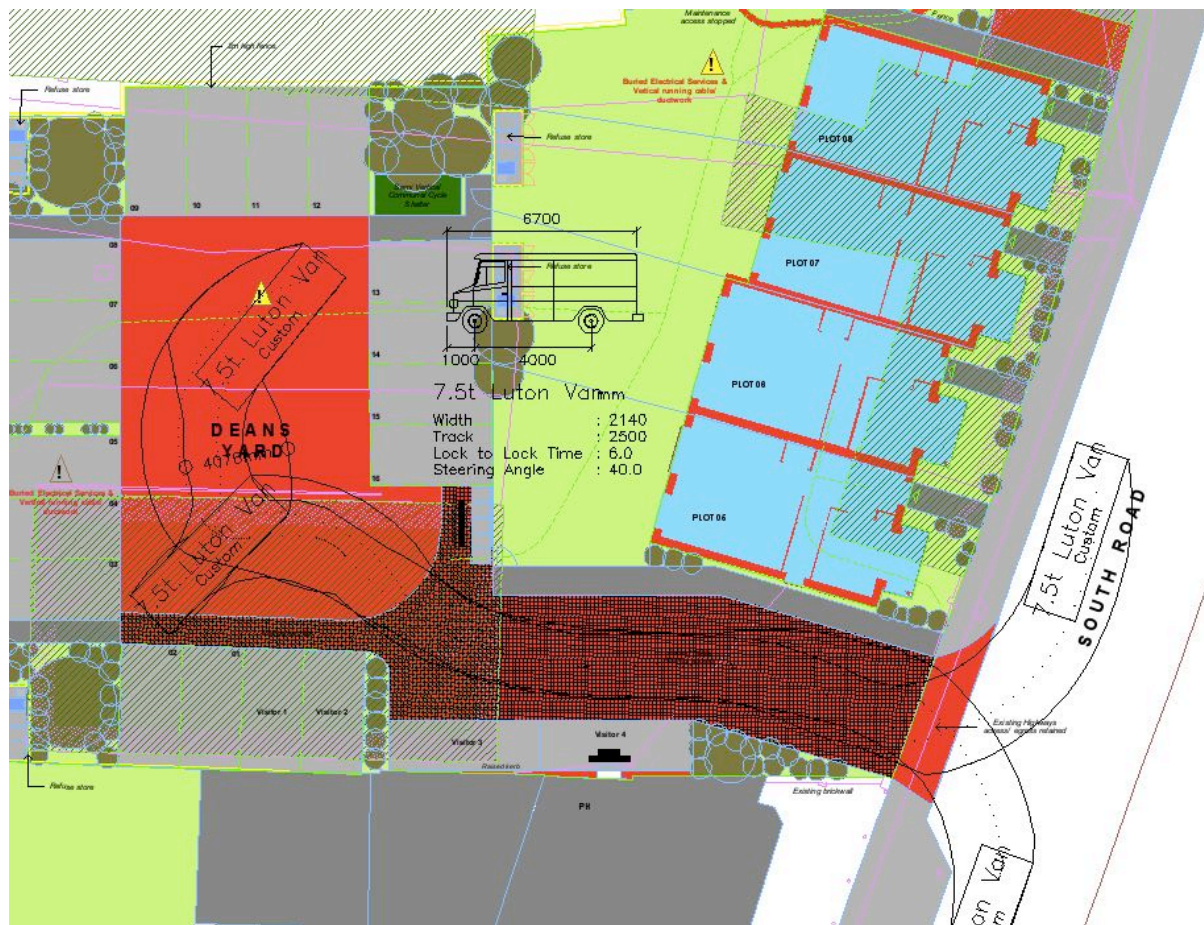
It is estimated that there could be on average 5 to 8 deliveries per day associated with the proposed dwellings. Deliveries will typically consist of postal deliveries, the delivery of household goods and the delivery of goods purchased online, with the majority taking place using a transit or similar-sized vehicle. Deliveries will be accommodated on-site.

In terms of occupants moving in, a Luton van can take a two bedroom flat or a small house with up to 45 boxes, a table and set of chairs (as long as they are stackable), big sofas, two double beds, wardrobes and white goods. Once occupied, the units would generate mostly Amazon and food delivery trips, which are no larger than a Luton Van. These are likely to stop on Westfield Road as the time taken for deliveries is usually very short.

In conclusion, it is anticipated that the site would not require regular access by any vehicle larger than a Luton van or small rigid.

The largest vehicle anticipated to service the site is a Luton van. Swept path analysis for this vehicle is shown on Figure 4-4.

Figure 4-4
Luton Van Tracking



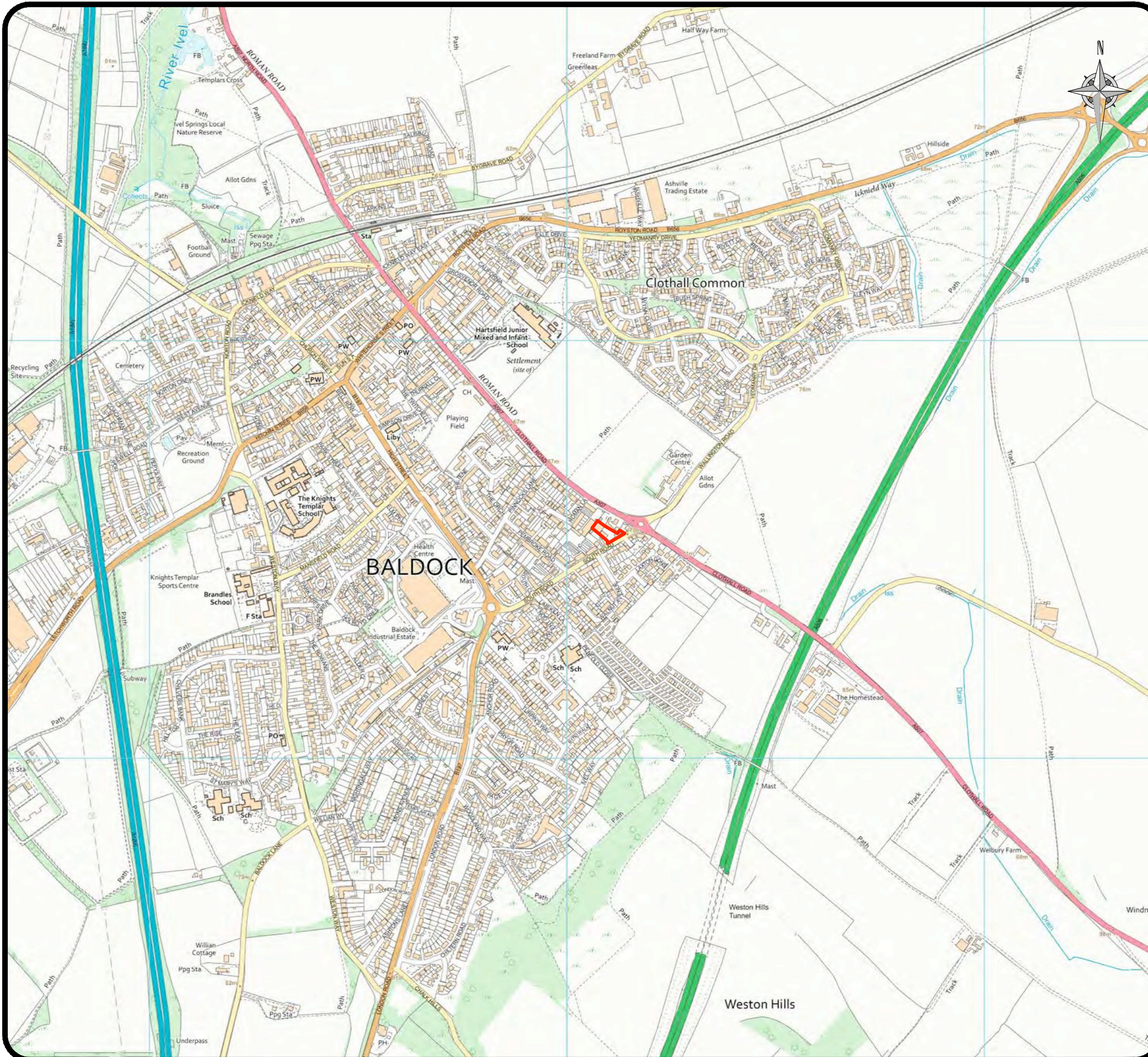
5.0 SUMMARY AND CONCLUSION

This Transport Statement (TS) is prepared by DW Transportation Limited on behalf of Baldock Operations Limited, which is seeking full planning permission for the demolition of existing industrial units and the development of 8 semi-detached houses and one detached dwelling at Deans Yard, South Road, Baldock. This TS provides a comprehensive overview of the proposed development's potential impact on the local transport infrastructure and highway safety. In summary the proposed development:

- Would not have an impact on highway safety;
- Would be located within walking distance of many shops and services;
- Would be accessible by bus and train;
- Would provide adequate car and cycle parking;
- Would provide suitable access for pedestrians;
- Would be able to accommodate the servicing vehicles;
- Is expected to result in a nil impact in terms of trip generation; and
- Would fully comply with local and national transport policy.

It is therefore able to be concluded that no significant transport issues have been identified to prevent the proposed development from being recommended for planning permission.

Drawings



Notes

No.	Revision/Issue	Date

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Project

DEAN'S YARD
BALDOCK
(RESIDENTIAL)

Drawing

SITE LOCATION PLAN

Project No

DWT386

Date

17.03.2025

Scale

1:10,000@A3

Drawing No.

TS01

Appendix A

ACCOMMODATION SCHEDULE

PLOT 1 to PLOT 9 -

9 x 3bedroom 6person Houses

SITE LEGEND

GENERAL NOTES:

- Existing tree to be removed
- Application boundary
- Existing buildings to be demolished
- Scheduled Monument (Ref: 1016305)
- Sub-Station
- Below ground electric cables (to Groundsure property search (Ref: Q/JP&S/001929))
- House Type 1.0
- House Type 2.0
- House Type 3.0
- House Type 4.0

Notes: Base plan references ASP Surveys
'Topographical Survey' data indicated magenta

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P3	Revised to LPA pre-application advice (25/00813/PRE)	MAS	08.08.2025	MAS
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Client's Name
Baldock Operations Limited

Job Title
Clothall Road, Baldock

Drawing Title
**Proposed Site Plan
RESIDENTIAL SCHEME**

Scale
1:100 @A1

Job No
1209

Drawing No
103

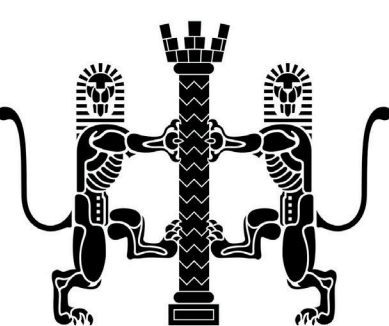
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SCALE: 1 to 100

0 5m 10m

Note: This maybe a reduced sized print, check scales below

