Note / Memo

Haskoning UK Ltd.
Mobility & Infrastructure

To:	-
From:	Jay James
Date:	13 February 2026
Copy:	-
Our reference:	PC7029-RHD-ZZ-XX-ME-R-0011
Classification:	Project related
Checked by	Mark Lever-Green

Subject: **Growing Baldock - Interim Transport Response to Consultees**

1 Introduction

This Interim Transport Response has been prepared by ITP on behalf of Urban&Civic (U&C) in association with the outline planning application for the proposed 'Growing Baldock' development.

Planning application was submitted in October 2025 (REF: 25/02571/OP) for:

> *"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."*

This note is intended as an interim update to the Transport Assessment (TA) submitted with the application REF: 25/02571/OP. The purpose of this note is to address comments provided by key stakeholders and provide clarification regarding the submitted development proposals to North Hertfordshire Council (NHC). We have reviewed the feedback received in detail, and our comments are set out in the subsequent sections of this report. This note aims to clarify the key issues and provide additional information where relevant. Further technical work will be set out within a Transport Assessment (TA) Addendum following the completion of independent strategic highway modelling (COMET).

This note responds to comments supplied by the following key stakeholders and groups. Full original responses are provided in the appendices to this note.

Hertfordshire County Council	See **Appendix A** for a copy of comments to date.
North Herts Council	See **Appendix B** for a copy of comments to date and individual responses.
Active Travel England	

Ashwell Parish Council	See **Appendix C** for compiled and summarised comments and individual responses.
British Horse Society	
Bygrave Parish Council	
Kings Templar School	
Ramblers Association	

2 Hertfordshire County Council

Comments from Hertfordshire County Council (HCC), the Local Highway Authority, were received on 11 December 2025. HCC note that further comments and final conclusions will be provided once the TA Addendum has been received.

The active travel, public transport and road-space allocation strategies are broadly supported, and the proposal aligns with relevant planning policy, including Hertfordshire Local Transport Plan. HCC requests additional information on the following key points:

- Modelling outputs,
- Scaled designs for key junctions and access arrangements,
- Early delivery of sustainable transport connections,
- Delivery and phasing of the scheme,
- Securing infrastructure through conditions,
- How the monitor and manage framework will be delivered, and
- Clear commitments and trigger points for infrastructure interventions, including the active travel bridge and A1(M) Junction 9 interventions.

The majority of these points will be addressed in the TA Addendum, with some of them also addressed in the responses to the thematic comments below.

3 North Herts Council

Comments from North Herts Council (NHC) were received on 21 January 2026, and in summary made the following points:

NHC expressed a need for clarity and completeness in modelling, phasing, and design information. The comments highlight the importance of incorporating cumulative development impacts, ensuring that traffic modelling reflects expected flows on strategic and local roads, and confirming that proposed interventions, including junction interventions, active travel connections, and station access improvements, are fully described and tested. NHC identify the role of the COMET model outputs in refining forecasts, validating baseline data, and determining the extent of impacts on roads both within and beyond the core study area.

Other than modelling considerations, NHC request clarification of:

- proposed walking, cycling, and bus improvements,
- early phasing of upgrades needed to support safe and convenient active travel,

- a consolidated understanding of obligations and design principles that will guide conditions and Design Code requirements,
- Parking provision (including cycle parking, EV charging design and car club locations),
- Station access arrangements, and
- Separate consents for proposals outside the red line boundary.

The detailed response to NHC comments is set out in **Appendix B**. The modelling updates will be covered in the TA Addendum, and the responses to the thematic comments below respond to the remaining points.

4 Thematic Comments

The concerns raised by the key stakeholders and groups, listed above, have been reviewed and grouped into the following categories. Additional representations may also have referred to transport issues. These are likely to be addressed by the responses summarised below.

1 Trip Generation and Traffic Modelling
2 Active Travel
3 Public Transport
4 Local Highway Interventions
5 Public Rights of Way and Equestrian Access
6 Masterplan Design and Land Use
7 Construction

4.1 Trip Generation and Traffic Modelling

4.1.1 Key stakeholder topics

- *The residential trip generation from the development is not presented. (Active Travel England)*
- *Trip generation assumptions are unrealistic and not supported through evidence. (Bygrave PC)*
- *More sophisticated modelling is required. (Bygrave PC)*
- *Traffic flows are not tested over the full construction period. (Bygrave PC)*
- *There are concerns surrounding data accuracy, especially regarding station car park usage and queue lengths. (Bygrave PC)*
- *Some scepticism regarding the predicted traffic reduction on North Road. (Ashwell PC, Bygrave PC)*

4.1.2 ITP Response

- Residential trip generation was presented in the Transport Scoping Note (Table 7-4 and Appendix G). This will be updated in the TA Addendum.
- Trip rates include a **Vision-Led Mode Shift** (a shift away from motor vehicle travel towards walking, cycling and using public transport, supporting placemaking and ensuring daily activities can be undertaken in a sustainable way), consistent with national policy. The Travel Plan sets out monitoring methodology and mitigation interventions to achieve the proposed shift in travel patterns.

- COMET modelling [1] is being undertaken independently, with results to be presented in a TA Addendum which will be prepared and submitted before determination. The COMET model represents the transport network across the whole of Hertfordshire and will identify the impact of the proposed measures within the town, and any impact on roads in nearby villages. There will be the opportunity to view and comment on the TA Addendum once submitted to NHC.
- Construction scenarios have been modelled at maximum impact points, when there is peak traffic demand from the construction of the development, rather than the full construction timeline, which is standard practice.
- All survey data, including queue data, has been collected following review of the proposed methodology by HCC.
- The proposed traffic signals at the main BA1 access on North Road will be used to limit the flow of vehicles coming from A1(M) junction 10 such that existing queuing along North Road and Station would be moved out of the town. This shifts the impact of congestion towards people making through-trips, rather than residents of Baldock and the surrounding villages.

4.2 Active Travel

4.2.1 Key topics:

- *Unclear what the baseline is for trips by active modes. Clarity is required as to how the Travel Plan (TP) will be monitored if baseline is based on vision-led trip generation. (Active Travel England)*
- *More clarification regarding active travel targets is required. (Active Travel England)*
- *Concerns about reliance on shared-use paths along main access routes and internal streets. (Active Travel England)*
- *Request for fully segregated cycle tracks on primary routes. (Active Travel England, Ashwell PC)*
- *Clarification needed on the active travel bridge width. (Active Travel England)*
- *Concerns about changes to cycling facilities, such as reverting to shared use on Royston Road. (Active Travel England)*

4.2.2 ITP Response:

- The Travel Plan sets out how trips from the development will be monitored to establish whether these trip rates are being achieved. The Travel Plan also includes the steps by which actions and further interventions will be put in place, should the number of trips made by active and sustainable modes be lower than expected. As a development that will be built out over several years with multiple reserved matters applications, there are further opportunities for the developer to be held to account to ensure that the Travel Plan is being implemented and effectively monitored, otherwise future phases could be prevented from going ahead.
- In the TP the targets are split into households, staff and students at education sites, and commuting to workplaces. Further detail regarding the breakdown of active travel targets is included in the TP.
- The shared-use routes through the Site are only proposed in locations where pedestrian and cycle demand will be lower. This strikes an appropriate balance between demand and placemaking. Along the key desire lines, such as connections via the bus-only access, there will be fully segregated routes

[1] COMET is a VISSIM multi-modal modelling tool developed for Hertfordshire County Council. It is an industry-standard microsimulation tool that simulates each vehicle on the road individually, taking into account how virtual "drivers" respond to other vehicles (including buses), the road layout, and proposed traffic controls. It ‘assigns’ drivers to the road network dynamically, helping understand how transport networks will operate in the future.

so interaction with motor vehicles will be minimal. These segregated routes continue onto North Road and Station Road, as well as connections to the south via Royston Road and Yeomanry Way.
- Primary and secondary routes will be designed in detail as part of reserved matters.
- The active travel bridge is confirmed as having a 6-metre width for walking, cycling and equestrian users, as agreed with Hertfordshire County Council.
- The Royston Road cycle route reverts to shared use at its eastern end due a combination of constrained highway width and lower demand, with a significant proportion of users coming off the route further west to use the railway underpass to BA1.

4.3 Public Transport

4.3.1 Key topics:

- *Proposed shuttle bus not serving local villages, such as Bygrave. (Bygrave PC)*
- *The development causing increased pressure on Ashwell & Morden station. (Ashwell PC)*
- *Request for list of existing local bus services. (Active Travel England)*

4.3.2 ITP Response:

- Existing demand data has been reviewed from the HertsLynx service, which shows very low bus usage in Bygrave; in over four years of operation there have been only 37 pick ups, and 33 drops offs in the village. Extending the proposed Baldock Flyer service to Bygrave would reduce the frequency possible through Baldock. This would reduce the opportunity for the bus to present as a realistic alternative to car travel in Baldock, meaning future residents would make more car trips, hence compromising the mode shift achieved. This would have a knock-on effect of increasing congestion in the area, having a net negative impact on local villages. Therefore, extensions to the service have not been proposed.
- Initial COMET modelling suggests little increase in passengers using Ashwell & Morden station, due to relative distance of the station and the lower frequency of services. The transport strategy focuses on improving access to Baldock Station, with segregated active travel routes and a high frequency bus.
- A full list of existing bus routes has been provided, including routes 37, 55, 91, 92, 96 and 98.

4.4 Local Highway Interventions

4.4.1 Key topics:

- *Improved crossings requested, including Pegasus crossings on various points along North Road and Royston Road. (British Horse Society)*
- *Concerns regarding staggered crossing at the site access to BA1. (Active Travel England, British Horse Society)*
- *Restricting access to Football Close / Icknield Way for northbound cyclists on North Road. (Active Travel England)*
- *Impacts of Bygrave Road closure for village access. (Active Travel England, Ashwell PC, Bygrave PC, Knights Templar School)*
- *Concerns about one-way system under railway bridge. (Bygrave PC)*

4.4.2 ITP Response:

- Pegasus crossings are proposed at certain key locations, including at Clothall BR003 and Bygrave FP015 where they cross Royston Road and Bygrave 015 where it crosses BA10. Clothall 001 will be retained as a footpath and incorporated into proposals for a new signalised crossing on the A507 close to the BA2 access.
- The staggered crossings proposed provide better amenity for pedestrians by reducing waiting times.
- Revised drawings of North Road have been prepared, included in **Appendix D**, and these show a southbound connection from the shared path. Northbound cyclists will be able to access Football Close and Icknield Way using the dropped kerbs.
- Sections of Bygrave Road will not be closed until an alternative parallel route is open. Alternative routes will always be provided for village residents and those living along Bygrave Road to travel into Baldock through the duration of the development and upon completion.
- The one-way system has been modelled, and the initial results show that the North Road / Station Road corridor will continue to operate with acceptable levels of queuing. The signal timings have been developed to hold back southbound traffic, to prevent Station Road becoming gridlocked, improving overall operation. The modelling was undertaken using a detailed microsimulation model, which is being verified by the COMET strategic modelling.

4.5 Public Rights of Way and Equestrian Access

4.5.1 Key topics:

- *Requests for improved bridleways and safer crossings at a range of locations, and desire to upgrade existing footpaths to bridleways. (Active Travel England, British Horse Society, Ramblers Association)*
- *Safety improvements are requested at connections with the A507. (British Horse Society, Ramblers Association)*

4.5.2 ITP response:

- Many of the locations and routes where improvements are requested are not critical for mode shift (an increase in active / sustainable modes of travel), meaning funding is prioritised elsewhere.
- Specific improvements are proposed, namely:
    - An additional crossing on North Road, making three total crossings which align with footpaths and bridleways,
    - FP0001 to be retained and incorporated into proposals for a new signalised crossing of the A507 close to the proposed BA2 access, and
    - Pegasus crossing proposed for FP015 and BR003.

4.6 Masterplan Design and Land Use

4.6.1 Key topics:

- *Position of the Local Centre, with a location closer to the train station suggested. (Active Travel England)*
- *Uncertainties around the Secondary School location raised. (Ashwell PC)*

4.6.2 ITP response:

- The Local Centre is intentionally located centrally to support BA1 residents, avoid competing with Baldock Town Centre retail, protecting local independent businesses, and to reduce car use within the Site.
- The school location is under review with HCC. An education review mechanism will be included in the Section 106 agreement, which will enable a decision around the Secondary School location to be made at the appropriate time. Both scenarios with the secondary school within the Site and external to the Site are being modelled at both Strategic and Local Modelling level.

4.7 Construction

4.7.1 Key topics:

- *Long construction period causing disruption to school access, and generally increased congestion during works. (Ashwell PC, Bygrave PC, Knights Templar School)*

4.7.2 ITP Response:

- A Construction Environmental Management Plan (CEMP) and Construction Traffic Management Plan (CTMP) will be prepared to manage phasing. In general, construction traffic is arranged to avoid peak school pick up and drop off times.

Appendix A

HCC Response

Environment and Transport

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Reference: Hertfordshire County Council Highway Authority - Interim Statement

Date: 11/12/2025

Planning Reference 25/02571/OP

Growing Baldock Development Site: Outline planning application with all matters reserved except for means of highway access into the development from the A505/Royston Road, North Road and Clothall Road for: up to 3,200 homes, up to 16ha of employment, waste and leisure infrastructure, a mixed use local centre, up to 1 secondary school, up to 2 x primary schools, up to 1 SEND school, health hub, green infrastructure (including parks, formal sports provision, play, habitat areas, informal open space and structural planting), internal street network, access junctions and railway crossing, public transport infrastructure, pedestrian/cycle network (including PRoW diversions, active travel routes, mobility hubs and crossing of the railway), utilities and drainage infrastructure (including diversions of existing and provision of new infrastructure, pumping stations, sustainable drainage, primary substations, rising main/strategic sewer and renewable energy infrastructure), ground remodelling/earthworks and any necessary demolitions.

Documents reviewed (and List of Abbreviations)

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

Reference: Local Highway Authority - Interim Statement

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

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

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

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

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

HCC Highways Authority and Transport for Hertfordshire Comments

Policy Compliance.

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

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

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

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

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

Transport Vision

Active Travel Strategy:

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

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

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

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

Public Transport Strategy:

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

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

Rail Access

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

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

Road Space Reallocation:

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

Shuttle Working A507 Railway Bridge

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

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

A1M - Junction 9

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

Parking Strategy:

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

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

Trip Generation & Modelling

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

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

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

Monitoring & Enforcement

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

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

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

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

BA2

Walking/Cycling

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

BA2 Access Plans-08102025

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

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

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

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

BA1 Access

Walking/Cycling

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

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

Bygrave Road

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

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

North Road Signalised Junctions (new access points for BA1)

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

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

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

A505/Royston Road Roundabout

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

Royston Road

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

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

Construction Phase

Details of the approach to construction management are acceptable.

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

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

Phasing

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

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

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

Conditions & Recommendations

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

Summary

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

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

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

Anthony Collier

Local Plan and Strategic Development Manager

Appendix B

NHC Response

North Herts Council

Date: 21 January 2026
Contact: Edward Leigh
Email:
Status: **FINAL**

Baldock outline application 25/02571/OP

Comments on transport documents

Contents

1 Site Boundary Plan

	Reference	Status	Comment	Response
1.1		Significant	The site boundary plan includes none of Royston Road or the bund separating Royston Road from Yeomanry Drive (even though it does include parts of North Road and Clothall Road). The applicant will need to explain how it will deliver works on land that is not public highway, including modifications to the bund that separates Royston Road and Yeomanry Drive, which will require a separate planning application (see §8.1 below).	See response to similar question below (ref 8.1).

2 ES Chapter 4: Transport

	Reference	Status	Comment	Response
2.1	4.8.3	Important	The cumulative impact should be captured in the COMET Local Plan scenario with all allocated sites built out. The network model will need to be checked against the LG1 masterplan to ensure it has the correct location for the access from Norton Road, and that it will be a through-route to Western Way.	WSP are currently running the Local Plan 2043 scenarios which will include this link as the development going into the model will have been agreed with HCC. Given we are testing the application using a model that will have been signed off by HCC as fit for purpose, this would be an issue for HCC and WSP to pick up.
2.2	4.8.4	Important	The assertion, “it is worth noting that future changes in traffic flows from cumulative projects (such as BA4 and LG1) would largely be captured as part of the TEMPro factors applied to background flows,” is questionable. TEMPro assumes an even growth in traffic across the road network. Large development sites, such as LG1 and BA1 will have a much higher than average impact on the local road network, in particular on Norton Road, B656, and A1 junctions 9 (Letchworth Gate) and 10 (Stotfold). Cumulative impact modelling with both BA1 and LG1 built out is essential to ensure that the mitigations are adequate to achieve an acceptable outcome for sustainable travel, and that the Monitor and Manage measures held in reserve for	This will be picked up by the COMET Local Plan 2043 scenarios. We will be updating our local junction modelling based on the output of the strategic models therefore this methodology will be superseded.

	Reference	Status	Comment	Response
			both sites are adequate to cope with a reasonable range of uncertainties.	

3 Transport Assessment (ES Chapter 4 Appendix 4.1)

	Reference	Status	Comment	Response
3.1	3.7.2	Minor	It would be more useful to see a full set of movements, not just the top ten. In particular, how much traffic moves between Clothall Road and Royston Road? And how many movements are there on Clothall Road (A507) south of the South Road roundabout?	Flow diagrams are provided within the TA appendices to set out these movements. The COMET outputs also show development flows across the network.
3.2	5.4.1	Essential	Clarity is needed on what interventions are proposed. What works does the applicant deem to be necessary to make the development of BA1 acceptable in transport terms (i.e. in order to achieve the target mode share for rail)? What is the applicant's strategy for delivering them, recognising the limited degree of control it will have over Network Rail and the station leaseholder (currently GTR)? What advice has the applicant received to date from Network Rail and GTR? The LPA will need to understand the operational and financial constraints on station works when setting planning conditions and obligations, including: • Safe capacity of station stairs, underpass and platforms • Peak passenger flows, in particular along the northern (Cambridge-bound) platform • Practical implications of installing lifts • Any dependency of the proposed north-eastern access on lengthening platforms	KE to respond on network rail

	Reference	Status	Comment	Response
			• Potential need for a second connection between the platforms (e.g. a footbridge at the eastern end of the platforms) – see §10.11 below.	
3.3	Figure 5-4	Significant	The illustration requires a key.	This illustration was taken from the DAS, which includes a key.
3.4	5.5.1	Minor	"Access from A505" should refer to B656; otherwise, it could imply that a new junction will be built on the A505.	We will ensure that this reference is amended in future reporting. The intention was to indicate journeys that were originating locally from the A505.
3.5	5.5.2 (1.1)	Minor	Need to consider traffic exiting south from BA1. Will this be gated too (independently of the right-turn out of BA1)?	We have not included gating of this exiting traffic as it is not required by the VISSIM model. This would fall under the Monitor and Manage category.
3.6	5.6.4	Essential	Table 5-3 refers to "Unallocated Parking", but this appears to cover parking intended for use by residents. Visitor parking must also be accounted for. The policy standard is for between 0.25 and 0.75 bays per dwelling, based on a higher provision on-plot, some of which would normally be available to some visitors. The applicant will need to calculate an appropriate level of provision for visitors, deliveries and club cars. This clarity is important to understand the total amount of parking that is proposed to be provided and that this is consistent with proposed development densities.	We haven't specified additional visitor parking as part of the benefit of having a high level of unallocated parking is that it can serve both residents and visitors more efficiently.
3.7	5.6.6	**Design Code** Condition	The LPA will seek a condition for provision of dedicated club car parking spaces (e.g. at least one within 400m walking distance from all dwellings) and to partner with and fund a Car Club operator to provide club cars on-site – perhaps two or three for BA1, one for BA2 and one for BA3 (if there is a residential component).	No change required – to be addressed in Design Code
3.8	6.3	Important	The phasing plan is incomplete and insufficiently detailed. For instance, interventions proposed on North/Station Road under the railway bridge, around the junction with	ITP has provided detailed phasing.

	Reference	Status	Comment	Response
			Icknield Way and Football Close, and to provide a new entrance to Baldock station are not mentioned here. Off-site interventions proposed are mostly covered in §5.3.4, §5.4.1, §5.4.3, §5.5.2 and §5.5.3 but not clearly brought together in one place. The phasing plan would be the logical place to do so, with cross-references to where further detail is provided. The description for Phase B incorrectly refers to Royston Rd rather than North Rd. A particular local concern is how residents of Ashwell and Bygrave villages will be impacted, whether travelling by bus or car, to Baldock station or town centre. The management of traffic through these junctions, and the point at which Bygrave/Ashwell Road will be diverted to the new junction with North Road are important features of the proposal that need to be described.	
3.9	6.3	Condition	Phase B appears not to include any improvements for people walking or cycling between the first phase of BA1 and Baldock town centre. According to DAS §3.125, this phase will include the primary school, which will draw some pupils from south of the railway line. The footways under the railway bridge are currently too narrow to be safe for more than occasional pedestrian movements (i.e. two pedestrians cannot pass without one stepping into the road), and the road is not sufficiently safe or attractive for cycling. Work to address this will need to be conditioned with a very early trigger, ideally first occupation.	ITP will provide updated phasing to bring forward this work.
3.10	7.4.3	Important	The commentary refers to “significant differences in daily trip generation” and explains how the Vision-Led methodology differs from TRICS-based, in particular the fact that the latter only counts trips external to the site.	The methodologies apply different mode shares to the same total number of trips. The difference refers to these rather than the total number of trips.

	Reference	Status	Comment	Response
			However, the figures provided in Table 7-9 show no difference in the daily trip counts. Please check if the figures or commentary are incorrect here.	
3.11	7.5.2.4	Important	There is a third re-routing which isn't covered here: movements between the A1 north and A505 east, especially of HGVs. The traffic count in Figure 3-15 indicates that 34% of the traffic in Station Road comes/goes via Royston Road, compared with 20% via Whitehorse St. Modelling of the A1–A505 movements will require an accurate baseline: how many vehicle movements go via junction 9 and how many via junction 10? Future scenarios before and after the new link road is opened will need to be tested. This modelling is critical to understanding both the impact on A1 junction 9 of traffic displaced from Baldock by the interventions on North/Station Road and then, when the new link road opens, how much traffic may switch back to using junction 10 and the new link road, under reasonable assumptions for speed management measures and traffic gating/metering at each end of the link road.	This assessment is provided by the COMET outputs and will be included in the subsequent TA Addendum once the full results package becomes available.
3.12	Table 11-1	Important	The interventions proposed for Baldock Station need to be expressed more clearly: What will the "new pedestrian and cycle connections from North Road" and "dedicated passenger drop-off facility" look like?	KE to cover

4 Baldock Survey Data Analysis – Technical Note (ES Chapter 4 Appendix 4.1 Appendix A)

	Reference	Status	Comment	Response
4.1	Table 2-27	Important	The use of a single day to measure car park occupancy is unlikely to be reliable. Bygrave Parish Council has observed in their response to the application that 21 July	We are not reliant on residents driving to the station as part of the transport strategy with significant effort going into providing the infrastructure to walk, cycle or get the

	Reference	Status	Comment	Response
			2022 was not a representative day. The applicant should either explain why it is confident that the data is reasonably accurate, or it should commission a new survey on at least one representative day. Note that Thursdays are currently the busiest days on the GTR network.	bus to the station. Providing additional parking, which would be the reason for getting surveys, would undermine our efforts to reduce traffic on Station Road.

5 Existing Baseline Flows (ES Chapter 4 Appendix 4.3)

	Reference	Status	Comment	Response
5.1	Links 10 & 11	Important	It is implausible that the flows on the A505 either side of the London Road junction are identical. Please check both figures.	The flows were determined using traffic survey data as a holding for the outputs of the COMET model, which can better assess network impacts. We will update all flows to match the COMET outputs in the subsequent TA Addendum once the full results package becomes available so that there is a fair assessment of the development impact.
5.2	Links 13 & 14	Important	As §5.1 for B197 (London Road)	
5.3	Links 18 & 19	Important	As §5.1 for B656 (Hitchin St)	
5.4	Links 2 & 3	Important	As §5.1 for A507 (North Road)	
5.5	Link 20	Significant	Presume this is the access road to Clothall Common, not east of the A505?	
5.6	Link 20	Significant	The number of HDV movements seems implausibly high for a residential access road. The 91 bus service can account for only 20 of 71 movements per day.	

6 2040 Forecast Baseline and Post-Completion Flows (ES Chapter 4 Appendix 4.6)

	Reference	Status	Comment	Response
6.1	Table	Important	The “Forecast Base 2040” column contains 2025 figures. Both 2025 and 2040 baseline figures should be shown for ease of reference.	We will provide this in the TA Addendum based on COMET outputs.
6.2	Link 22	Important	Data missing for A505 north-east of the B656 for both with-development scenarios	We will provide this in the TA Addendum based on COMET outputs.

7 Transport Study Area (ES Chapter 4 Appendix 4.7)

	Reference	Status	Comment	Response
7.1		Significant	Flows on the following roads may be significantly increased by development-related traffic and therefore should either be included or their omission justified: • Ashwell Road • Norton Road • Norton Bury/Mill Lane • Weston Way • Letchworth Gate • Baldock Lane I provided the following comment on the EIA Scoping Report on 12 June 2024: *The proposed draft study area omits some roads where significant impacts are likely, either because of traffic generated by this development or as a result of highway alterations that are likely to be proposed as part of the mitigation plan. In descending order of significance, these roads should be considered for inclusion from the outset:* • *Icknield Way*	We have awaited the COMET model outputs to determine the impact on these links since they are outside the core study area. We will update all flows to match the COMET outputs in the subsequent TA Addendum once the full results package becomes available so that there is a fair assessment of the development impact.

	Reference	Status	Comment	Response
			• *Football Close* • *Norton Road between Icknield Way and the Norton Road that runs between Letchworth and Stotfold* • *Norton Bury/Mill Lane* • *Weston Way** • *Mansfield Road** • *Baldock Lane†* • *Letchworth Gate north of A1(M) Jn 9†* ** These roads are likely to experience an increase in traffic to Knights Templar, while that is the site of the town's only secondary school, and may see traffic diverting away from the High Street if Hitchin St becomes more congested.* *†These roads may experience an increase in traffic if congestion around the High St–London Rd–South Rd–Tesco roundabout worsens.*	

8 Documents Forming the Audit Brief (ES Chapter 4 Appendix 4.1 Appendix A)

	Reference	Status	Comment	Response
8.1		Condition	Illustrative drawings PC7029-ITP-CE-GB-DR-D-0113 S3 P03 and PC7029-ITP-CE-GB-DR-D-0114 S3 P03 show works proposed outside the application red line on land that is not public highway, including land owned by North Herts Council south of Royston Road. As such, these works will require a separate planning application (see §1.1 above), which will need to consider the environmental impacts of removing sections of the bund in five locations, which will reduce its effectiveness at protecting residences to the south from the noise and air pollution created by traffic on Royston Road. Because of the importance of these works to provide safe and attractive active travel	A separate application will be submitted for the element of this scheme on / adjacent to Royston Road not covered by a S278 agreement for offsite works (i.e. the area outside HCC ownership). The works to facilitate the footway connection would be limited in scale and impact but would be subject to the appropriate EIA screening request prior to, or alongside submission. The application would be submitted with any relevant supporting information in relation to noise and air pollution impacts on Clothall Common, if agreed to be required with NHC.

	Reference	Status	Comment	Response
			connections between BA1, BA10 and Baldock town centre, securing planning consent for these works will need to be a pre-commencement condition of any works on BA1 and BA10.	

9 Development Specification

	Reference	Status	Comment	Response
9.1	SP7(b)	Important	The HCC (and generally accepted) policy requirement is for all dwellings to be within 400m *walking distance* of a bus stop, or less if the terrain is hilly. Departures from this must be justified on a case-by-case basis. It is not acceptable to set a site-wide target for only "a majority" (i.e. 50.1%) of homes to meet this standard.	No change required. Adhering strictly to 400m walking distance to bus stops in all instances can result in overly circuitous and windy highway alignments which impacts on place making, directness of walking and public transport routes. Bus stop locations to be agreed at Design Code stage.
9.2	SP7(d)	Condition	Although club cars may be located at mobility hubs, there is only real benefit in this where the hub is a railway station (people won't generally interchange between a bus and a club car). The principal objective for club car provision should be to ensure all dwellings are within 400m walking distance of a car. In the first place this means identifying and reserving land for all required club car parking bays.	No change required – will be addressed in Design Code
9.3	SP7(d)	Condition	As with club cars, all dwellings should be within 400m walking distance of a (physical or virtual) docking station. That may require land to be identified and reserved for additional stations to those proposed for mobility hubs.	No change required – will be addressed in Design Code
9.4	SP8(d)	Condition	"a proportion of car parking to be unallocated and off-plot" is too vague to be an effective policy. A commitment, for instance, to providing no more than one parking space on-plot for specified types of dwellings (e.g. up to three bedrooms) would be more acceptable. See also §9.5.	No change required – will be addressed in Design Code

	Reference	Status	Comment	Response
9.5		Condition	There is no mention of cycle parking (for residents or visitors) nor bin storage. These should be included in a Spatial Principle that covers car and cycle parking, EV chargepoints and bin storage. Residential cycle parking must be provided in sufficient quantity and quality to make car-free living feasible. The recommended quantity is 1 space + 1 per bedroom (rather than the Local Plan requirement of 1 space per dwelling). Provision above 2 spaces may be in secure shared cycle parking sheds. In which case the total requirement may be reduced. On-plot provision should be at the front of the dwelling. Cycle parking will only be acceptable behind the dwelling if there is direct access from the back garden to a street. Cycle parking will only be acceptable in a garage or purpose-built outbuilding to the side of the dwelling if the internal dimensions provide adequate clearances to store and move cycles. For apartments, cycle parking should be provided in a shared, secure and adequately dimensioned room. Shared provision in a co-owned outbuilding is also acceptable for houses, provided it is within 25m of an entrance to each house and is adequately secure. The access route between the cycle parking and the street, and between the bin storage and the street, should be an absolute minimum of 1.2m wide, wider at bends, and be unobstructed by parked cars or EV chargepoints or charging cables.	No change required – will be addressed in Design Code

10 Design and Access Statement

	Reference	Status	Comment	Response
10.1	3.73	Significant	This should make reference to the Sustainability SPD and the Masterplan target for Sustainable Travel. There should also be a commitment to adhere to the	Reference to SMP target added.

	Reference	Status	Comment	Response
			Hertfordshire Place and Movement Planning and Design Guidance. The principles should include an outline of how they will be secured through conditions and/or obligations.	Sustainability SPD and Hertfordshire Place Guide already referred to in earlier policy review section. Relevant principles will be secured at Design Code stage.
10.2	3.73 (1–9)	Minor	The principles could be more succinct and distinct. There is a degree of overlap and repetition as currently written.	No action required
10.3	3.73 (2)	Minor	Routes should connect *homes* (not just "places") with destinations.	No action required
10.4	3.73 (3)	Minor	"to remove through traffic from residential areas" implies that there will be no residential frontage on the access road connecting North Road and Royston Road. "leisure routes" are covered in 3.73 (5).	No action required
10.5	3.73 (4)	Minor	Walkability is about more than centralising amenities. Committing to Healthy Streets principles would be the most succinct way to articulate this.	No action required
10.6	3.73 (6)	Minor	"prioritise … connections to the existing road network" doesn't make sense. A key objective of the traffic management tools should be to avoid queues blocking back to junctions.	Wording amended
10.7	3.73 (9)	**Design Code** Condition	Residential cycle parking is covered in the second part of the final sentence. Different principles, in particular around security and location, apply to residential, visitor, employment and destination cycle parking, and these should be articulated more clearly.	No action required. Parking design and location to be covered in Design Code
10.8	3.74	Minor	The proposals are also predicated on displacing a large proportion of through-trips from Baldock to the A1–A505.	Wording amended
10.9	3.89	Minor	The proposed bus loop is unlikely to attract a high patronage as the distance it will carry most people will	No action required

	Reference	Status	Comment	Response
			be similar to what they can walk in ~15 minutes, saving them very little time, even if the service operates at a high frequency. Further discussion will be needed with the HCC bus team to consider what alterations to existing services and what complementary services will best serve new residents through each of phase of the build-out and will minimise subsidy requirements.	
10.10	3.91	Important	Bus provision *will* need to be phased because residents will need to have access to a good quality bus service before new railway overbridge is built. See also §9.1.	Wording amended
10.11	3.92	Important	The proposed north-eastern access to the station (6) will need to connect to both platforms, for instance via a pedestrian overbridge at the eastern end of the platforms. At peak times, when there may be a large number of people waiting on the Cambridge-bound platform, it may not be practical or safe to have a large number of people walking, including some with cycles or suitcases, along the length of the platform to access the stairs and lifts that alone provide access to the London-bound platform. The applicant should make clear what advice it has received from Network Rail and GTR on this point. For avoidance of confusion and consistency with (3), the explanation for (9) should make clear that access is for active modes of travel, not vehicles (as now). It is unclear what (10) means in practical terms (e.g. direct access to the eastern entrance of the station, subject to landowner agreements).	KE to respond
10.12	Fig 71	Important	Isodistance rings are inappropriate, especially where there is significant severance, in this case caused by the railway line. Isodistance contours should be shown, based on a realistic layout of streets and active travel	No action required

	Reference	Status	Comment	Response
			paths, and approximate location of the active travel underpass. Mobility hubs and other very local destinations should be shown with walking isodistance contours. To show distances to destinations outside the site, one approach is to show walking and (separately) cycling isodistance plans for multiple centroids within BA1 (fewer for cycling than for walking). An alternative, and maybe preferable approach in this case, is to show walking and cycling routes to destinations from each centroid, annotated with distances (and optionally time ranges for walking (at 4–6kph) and cycling (at 12–20kph).	
10.13	Fig 76	Minor	The direction of view (“looking west”) should be stated.	Text amended
10.14	3.98	Important	The LHA has indicated that it is not in a position to comment on a detailed design for this junction without more information about constraints (e.g. the 3D geometry of the bridge ramp) and the movement patterns in/out of the potential waste processing site (e.g. peak flows of private vehicles travelling to the household waste recycling centre).	Detailed permission no longer being sought for this junction. Will be subject to RMA in due course.
10.15	3.113	Condition	The principles set out in bullets associated with graphics would be better listed in the body of the document to make clearer that these have the same status as other principles, that they can be found by text searching, and can be read by visual assistance software. The graphics are largely irrelevant to the bullets and could be omitted. Parking squares and rear mews should also be included as options (in addition to courts and barns).	No action required and not a matter to be conditioned

	Reference	Status	Comment	Response
10.16	3.113	Condition	To ensure that plot sizes are allocated correctly, a commitment to specific bay sizes should be made. The current recommendation of the British Parking Association is that bays should be 5m by 2.6m (compared with the historic standard of 4.8m by 2.4m). The emerging District Design Code will require single on-plot and in-garage spaces to be 3.2m wide x 6m deep, and side-by-side spaces to be 5.8m wide x 6m deep. This allows for the large uptake in SUVs in recent years. Disabled bays and access to M4(3) wheelchair-accessible dwellings should adhere to design standards set out in Inclusive Mobility.	No action required. Design Code will address parking design
10.17	3.115	**Design Code** Condition	Visitor cycle parking should be provided in sufficient quantities at all destinations – schools, community and retail buildings, play areas, etc.	No action required. Design Code will address parking design
10.18	3.116	**Design Code** Condition	This paragraph should set out some design principles for EV chargepoints. For instance, they should be located where the chargepoint or a connected charging cable will not obstruct access between the cycle parking or bin store and the street. Chargepoints that serve disabled parking bays must adhere to PAS 1899 guidance.	No action required. Design Code will address EV charge point provision
10.19	3.117	Minor	The use of the term “Royston Road corridor” to include Yeomanry Drive is confusing; footway improvements and crossings on Royston Road are distinct from creating a cycleway along Yeomanry Drive. The term is also used at 3.92 (10).	No action required
10.20	3.117	Obligation	For clarity and consistency, this list of transport-related obligations should include all interventions identified in the Local Plan policy for BA1 and adopted masterplan, and that the applicant deems necessary to meet target	List of interventions updated

	Reference	Status	Comment	Response
			mode shares. Included in that list should be the following: • Icknield Way/Football Close junction reconfiguration • Active travel path alongside North/Station Rd between the Icknield Way junction and the BA1 site boundary • New active travel path south from Royston Road at the proposed new active travel crossing, through Clothall Park to Yeomanry Drive at the Wallington Rd roundabout • New and upgraded active travel path linking the above path with Clothall Road via Walls Field • Upgraded active travel route between Clothall Road and High St via Simpson Drive • Safe provision for cycling in both directions between High St and Church St • Safe provision for cycling in both directions between Norton Road and Weston Way • Active travel link between BA2 and Laxton Gardens • New north-eastern entrance to Baldock railway station • Step-free access to both platforms at Baldock station • New/enhanced bus service(s) The LPA and LHA will need an opportunity to review details of these mitigations to ensure feasibility and deliverability. For any mitigations the applicant proposes to be funded from a capped financial contribution, a cost estimate will need to be provided.	

	Reference	Status	Comment	Response
10.21	3.118	Significant	Measures that are proposed to be subject to a monitor-and-manage condition should be identified separately. Discussed to date for inclusion in this list are (though further modelling work may move some or all of these into the above list of necessary interventions): • Turn restrictions at the Whitehorse St–Royston Rd crossroads • Modal filter or traffic calming on Norton Road north-west of the Icknield Way junction • Modal filter or traffic calming on Norton Bury/Mill Lane	No change required. Not needed as part of DAS – TA will provide clarity
10.22	Figure 81	Significant	A key is required to make sense of this plan as the interventions labelled are not covered in the body of the report.	Key already included (on previous page)
10.23	3.122	Important	A table should accompany the plans to list the off-site measures and the associated triggers (for S106 obligations) and tests (for monitor-and-manage interventions). This would help provide greater clarity on sequencing of interventions within a phase (which is likely to span several years), for instance of the active travel underpass and multimodal bridge. See also §3.8 above.	No action required. Not needed as part of DAS – provided as part of ongoing transport negotiations to inform S106 and updated TA

11 Framework Travel Plan

	Reference	Status	Comment	Response
11.1	2.1.4 Table 2-2	Minor	Service 91 has been improved to an hourly service between 0800 and 1700. The 98 service has shorter operating hours and is less than hourly in the morning peak (from Baldock 0703 then 0918).	No action

Appendix C

Compiled Stakeholder Responses

Consultee	Comment	Response
Active Travel England	it is noted that whilst the TA calculates residential trip generation separately, it does not provide a standalone published table for “residential-only” trip generation. It would be helpful for the applicant to confirm whether this was the intended approach and to provide justification for this omission.	Residential external trip generation is presented in Table 7-4 of the Transport Scoping Report, which is included in the appendices to the Transport Assessment. Trip generation will have changed since then, as the scheme has developed since then. The trip rates for residential trip generation are presented in pages 12 to 25 of Appendix G.
Active Travel England	what the baseline residential trip generation figure is expected to be for active modes. It is assumed that the vision-led trip generation (2033) set out in Table 7-9 of the TA will form the baseline for monitoring trips. If so, clarity is required on the role of the Travel Plan in assessing whether this baseline has been achieved—presumably as part of a Monitor-and-Manage approach.	As part of the vision-led approach, mode shift has been baked into the trip rates that have been used for assessing the impact of the development. The Travel Plan sets out a methodology for assessing whether these trip rates are being achieved and if not then putting in place mitigation. Furthermore, as a development that will be built out over several years with multiple reserved matters applications, there are further safeguards to ensure that the Travel Plan is being implemented and effectively monitored.
Active Travel England	At least 40% of households have at least one occupant who travels by walking or cycling weekly for short trips”. However, the number of active-travel trips generated is dependent on trip frequency. Clarification is required as to whether this assumes one trip per week, daily trips, or another figure.	The 40% target was focused on at least one trip per week via active modes for short trips.
Active Travel England	What does this 40% target equate to in terms of active-travel trip generation? Is this intended to represent total active-travel trips for the residential element, or only a proportion of wider active-travel trips associated with the development?	The active travel targets were split out in the Framework Travel Plan with 40% of households having at least one occupant who travels by walking or cycling weekly for short trips as the residential target. For the wider development an active travel target was grouped into a wider sustainable travel target for education sites for both staff and students: "At least 40% of students will travel to the institution by active travel modes, public transport or park and stride" and "At least 30% of staff will travel to the institution by active travel modes, car sharing or public transport", and finally there was a separate target for active travel related to commuting to workplaces grouped intot the wider sustainable travel target: "At least 35% of staff will travel to work via active travel modes, public transport or car sharing."
Active Travel England	It has not been possible to identify a list of existing services within the local area in the submission documents. It would be helpful if the applicant could provide such a list.	List of bus services which operate a regular weekday peak service in the vicinity of the site: Service 37, 37X (Stevenage to Buntingford via Hitchin, Letchworth, Baldock and Cottered) Service 55 (Letchworth to Stevenage) Service 91, 91A (Royston to Letchworth via Ashwell, Radwell, Clothall Common and Baldock) Service 92, 92A (Stevenage to Baldock via Graveley, Letchworth and Baldock) Service 96, 96A (Letchworth to Stofold - Circular) Service 98 (Hitchin to Baldock)
Active Travel England	North Road - provide improved access to shared use facility for southbound cyclists. Revise staggered crossing at site access. Rationale for buffer vegetation adjacent to North Road. Consider a design change to allow northbound cyclists on the carriageway to turn left into Football Close and Icknield Way. Whilst the proposed parallel crossing is welcomed, it does not fully align with desire lines.	The southbound connection from the carriageway to the shared path has been included in revised drawings. The staggered crossing provides better amenity for pedestrians through reduced waiting times since the junction operation is timed and phased in a way that encourages driver behaviour to switch from North Road. The buffer is shown indicatively and is intended to allow for a landscape-led approach. Northbound cyclists will be able to access Football Close and Icknield Way using the dropped kerbs provided by the parallel crossing - this is not predicted to be a significant number of cyclists as this does not form part of a strategic route or routing for development residents. The parallel crossing has been best placed recognising the need to retain vehicular access to the station.
Active Travel England	Royston Road / A505 - Please confirm why the bi-directional cycle track reverts to shared-use provision. Proposed staggered crossing on the northern side of the site access is not supported. Straight-across crossing should be considered.	The Royston Road cycle track reverts to shared use due a combination of constrained highway width and lower demand, with a significant proportion of users coming off the route further west to use the railway underpass to BA1. The number of cyclists is also expected to decrease as you go east along BA10 frontage with access to each parcel taking in cyclists. There is also a consistency point with the integration of the bridleway and continuation of this route over the multi-modal railway bridge. The desire line for cyclists will be to enter BA1 at the southernmost point as there is a relatively small proportion of housing fronting North Road compared to the overall development area. The intention is for the segregated route to enter the site alongside the proposed bus-only access providing a high-quality continuous route for users away from traffic. A shared path further north is acceptable given the relatively low numbers of pedestrians and cyclists.
Active Travel England	BA2 - Consider zebra crossings on all arms of the Clothall Way roundabout. See preferred example. Consider transition arrangement from carriageway to shared-use facility.	In line with similar comments made by HCC, we will incorporate this junction into the package of works assocaited with BA2, that will be shown in detail.
Active Travel England	The Local Centre is currently positioned centrally within the site. It may be more logical to locate it closer to Baldock Station to better serve rail passengers and existing nearby communities.	The Local Centre will serve the population of BA1 and is purposely designed and located to not abstract customers from the town centre and existing retail opportunities. It has been assessed on the basis of a high level of internalisation on this basis. Locating it closer to the railway station would disadvantage residents of eastern parcels who would then be more likely to use their car within the site.
Active Travel England	Bygrave Road corridor - unsure how this will work in practice due to existing vehicular access requirements.	We envisage that point or sectional closures along the route will be used to maintain access to properties fronting Bygrave Road. Connection from these short sections will be made to the roads within BA1 so that end-to-end vehicular access for residents is not required. Further detail will be provided at later design stages.
Active Travel England	It is noted that the primary access includes shared-use facilities, with Figure 77 showing a 3-metre shared cycleway. Whilst dedicated routes will also be provided within the site (notably via Bygrave Road), the reliance on shared-use provision is not supported.	As described above. The main access for vehicles is not on the desire line for pedestrians and cyclists, who will instead be much more likely to enter BA1 at the proposed bus-only access, where segregated provision is made.
Active Travel England	Primary street - the reliance on shared-use provision is not supported.	Further detail to be provided at Design Code stage. The current application does not fix this detail.
Active Travel England	Secondary street - where segregation from the carriageway is deemed necessary, shared-use paths should be reconsidered in favour of dedicated cycle tracks.	Further detail to be provided at Design Code stage. The current application does not fix this detail.
Active Travel England	The DAS states that the bridge will include a segregated active-travel route on the western side only, comprising a 3-metre shared-use footway/cycleway and a 3-metre equestrian route. Clarification is requested on whether the total width will therefore be 6 metres for pedestrians, cyclists, and equestrians.	Yes, the total width is 6m, as agreed with HCC during design meetings on the multi-modal bridge.
Knights Templar School	Modal choice for the development are visionary - and the school is concerned that in the event that these are not borne out in reality, travel around the town centre could be significantly more congested which will adversely impact on access to the school.	The school is located at the heart of Baldock both in its current or potential alternative location so there is no reason why a high sustainable mode share shouldn't be aspired to and planned for. The school has a role to play alongside HCC to ensure that its own Travel Plan is helping people to shift away from unnecessary car use. The development is proposing significant interventions to allow students to reach the school on foot, by bicycle and by bus and the additional housing in Baldock means that it is more likely that students will be travelling shorter distances to the school.
Knights Templar School	Proposed transport interventions will make school trips to and from the villages to the northeast of the town more difficult and time consuming, due to the planned closure of Bygrave Road and the phased traffic measures proposed throughout the development programme.	Bygrave Road will only be closed to through traffic once an alternative parallel route is provided. In the long-term access from the villages will be easier due to the introduction of the new bridge over the railway line, giving a choice of routes via Station Road or Royston Road.

Knights Templar School	Construction of the development (which will last many years) has the potential to cause significant disruption to school traffic which may in turn disrupt the smooth operation of the school.	A Construction Environment Management Plan and Construction Traffic Management Plan will set out how development will be phased and measures that will be put in place to minimise disruption. Whilst this isn't fixed in this application, it is typical for cosntruction traffic to be limited to periods that do not overlap with school drop-off and pick-up periods.
Ramblers Assosciation	Some sort of safer crossing is essential along North Road between footpaths	The indicative plans will be updated to show a further crossing point north of the main access on North Road. This will mean that there are three crossings north of the railway bridge that align with footpaths and bridleways.
Ramblers Assosciation	Norton Mill Lane/ Nortonbury Lane require some enhancements to make them safer for pedestrians as they are links to other PRoW and the Letchworth Greenway.	We are not reliant on this route for mode shift, nor are we expecting to generate a significant number of development trips along this route, and therefore money has been targetted in areas that are likely to deliver a greater shift to walking, cycling and public transport use. An indicative crossing north of the main access will provide enhanced access to this route for existing users.
Ramblers Assosciation	Radwell FP006 and its continuation into Bedfordshire leads to an almost impossible crossing of the A507 east of Stotfold. Better links needed	We are not reliant on this route for mode shift, nor are we expecting to generate a significant number of development trips along this route, and therefore money has been targetted in areas that are likely to deliver a greater shift to walking, cycling and public transport use.
Ramblers Assosciation	Norton Road south of Stotfold where it is crossed by the Letchworth Greenway and Letchworth FP031 commences requires a safe crossing	We are not reliant on this route for mode shift, nor are we expecting to generate a significant number of development trips along this route, and therefore money has been targetted in areas that are likely to deliver a greater shift to walking, cycling and public transport use.
Ramblers Assosciation	Norton Road, Baldock- A1M bridge requires a safe crossing where the Letchworth Greenway crosses (and accesses Letchworth FP024. There is also an access route to Baldock FP001, the rotary club woodland and Baldock FP003 so the roadside footway merits improvement.	We are not reliant on this route for mode shift, nor are we expecting to generate a significant number of development trips along this route, and therefore money has been targetted in areas that are likely to deliver a greater shift to walking, cycling and public transport use.
Ramblers Assosciation	Clothall FP001 which crosses site BA3; this needs to be retained both during and after development of the site to provide access to the wider footpath network	This is retained and incorporated into proposals for a new signalised crossing of the A507 close to the proposed BA2 access.
Ramblers Assosciation	Clothall BOAT12 and BR003 need to be aligned with a safe crossing; it is far too dangerous for vulnerable users to negotiate this stretch of road. There also needs to be a roadside safe path to safely link Clothall FP025 to BR003.	We are not reliant on this route for mode shift, nor are we expecting to generate a significant number of development trips along this route, and therefore money has been targetted in areas that are likely to deliver a greater shift to walking, cycling and public transport use.
Ramblers Assosciation	Clothall BR003 and Bygrave FP015 require a safe crossing of the B656 Royston Road; FP015 would merit some improvement as it is often muddy and inadequately reinstated after ploughing/ planting	A pegasus crossing is proposed at this location with the footpath diverted over the proposed multi-modal railway bridge to connect to Bygrave FP004 near Ashwell Road. This will remove a dangerous railway level crossing and provided improved access for equestrians.
Ramblers Assosciation	Pedestrian lights on the B656 Royston Road at the west end of the Clothall estate (Sale Drive/ Kings Mount) to improve pedestrian safety to Icknield Way East and the rail station to provide further route options from BA1.	A number of signalised crossing points on Royston Road are shown indicatively and would be incorporated into the access to plots within BA10 and connecting to the proposed railway underpass to BA1.
British Horse Society	The exit of Millers Way Bygrave 001onto North Road. It was suggested that a dog leg around the existing property should be created so that the bridleway will exit opposite the Public Right of Way in Ivel Springs. This is within the site boundary. This will remove the staggered crossing and provide a significantly safer crossing for all vulnerable road users. It was further suggested that a Pegasus Crossing should be installed, as this is a wide and busy road into Baldock.	A signalised crossing will be shown at this location as indicative off-site works. The landscaping within the masterplan has been updated to provide this route as a dog leg within the site boundary as suggested.
British Horse Society	Regarding Ivel Springs, acknowledged as a sensitive ecological site, the recent Green Action Plan (GAP) by the Countryside Management Team included our comments that the existing path north of Baldock 001, off the Norton Road, along the western and northern boundaries, should be upgraded to a bridleway.	We are not reliant on this route for mode shift, nor are we expecting to generate a significant number of development trips along this route, and therefore money has been targetted in areas that are likely to deliver a greater shift to walking, cycling and public transport use. The provision of a signalised crossing of North Road supports this proposal.
British Horse Society	A further suggestion was to provide speed restriction measures across the A1(M) Norton Road bridge so that the pavement/verge could be widened to significantly improve the safety for cyclists and horse riders wishing to access the Letchworth Greenway to the west.	We are not reliant on this route for mode shift, nor are we expecting to generate a significant number of development trips along this route, and therefore money has been targetted in areas that are likely to deliver a greater shift to walking, cycling and public transport use.
British Horse Society	Footpath Bygrave 015 needs to be upgraded to a bridleway where it traverses BA10 such that bridleway Clothall 003 can connect to the proposed permissive routes and permanent bridleway Millers Way Bygrave 001 to the north within BA1.	A pegasus crossing is proposed at this location with the footpath diverted over the proposed multi-modal railway bridge to connect to Bygrave FP004 near Ashwell Road. This will remove a dangerous railway level crossing and provided improved access for equestrians.
British Horse Society	Considerable thought was given to resolving the significant gap in the network caused by the development of the A505 and the A507 bridge over it. The suggestion was to upgrade footpath Clothall 001, which at this time goes nowhere, to a bridleway and extend and/or divert it to cross the A507 into BA2.	This is retained as a footpath and incorporated into proposals for a new signalised crossing of the A507 close to the proposed BA2 access. Given the width constraints of the A507 and its verge, upgrading this from a toucan to a pegasus crossing is unlikely to be viable.
British Horse Society	Align bridleway Clothall 003 with Byway Clothall 012 and provide an underpass so that one can safely cross the A507.	We are not reliant on this route for mode shift, nor are we expecting to generate a significant number of development trips along this route, and therefore money has been targetted in areas that are likely to deliver a greater shift to walking, cycling and public transport use.
Ashwell PC	Assumptions underlying the transportation strategy are unrealistic, untested and unreliable basis on which to plan.	The vision-led approach is supported by national and local policy. They reflect the fact that traditional assessment methodologies resulted time and again in car-dependent settlements and over-sized highways based mitigations, that themselves induced more traffic onto the road network. The modelling is based on trip rates that have been agreed by HCC and NH and are supported by an extensive and robust package of sustainable transport measures, including segregated cycle routes, new railway crossings, a high-frequency bus service and traffic management measures.
Ashwell PC	Proposed closure of Bygrave Road to vehciles and contraflow proposals for N Road are likely to make access to Baldock Station and Baldock Town centre from the Northern & Western villages much slower and a greater distance.	Bygrave Road will only be closed to through traffic once an alternative parallel route is provided. In the long-term access from the villages will be possible via the new bridge over the railway line, giving a choice of routes via Station Road or Royston Road. North Road and Station Road south of the BA1 access will operate more smoothly than currently due to proposed gating of through traffic and coordination of signals therefore the marginal increase in journey distance will not result in lengthened journey times.
Ashwell PC	Disruption in and around Baldock during construction.	A Construction Environment Management Plan and Construction Traffic Management Plan will set out how development will be phased and measures that will be put in place to minimise disruption. Whilst this isn't fixed in this application, it is typical for cosntruction traffic to be limited to periods that do not overlap with peak periods.
Ashwell PC	No consideration given to the probability of additional traffic load from Bygrave and Southern Ashwell routing through the centre of Ashwell to access Ashwell Station.	Early indiciations from the strategic modelling undertaken independently (COMET) shows no significant change in traffic levels through the villages north of Baldock. This will be published as part of the upcoming Transport Assessment Addendum.
Ashwell PC	Lack of clarity and certainty in relation to timing of number of elements of overall proposal - particuarly nature and location of secondary school.	Phasing of interventions is being finalised with HCC and will form part of the Section 106 agreement. The secondary school location will be determined by an education review mechanism, which will be agreed between NHC, HCC and U&C and included in the Section 106

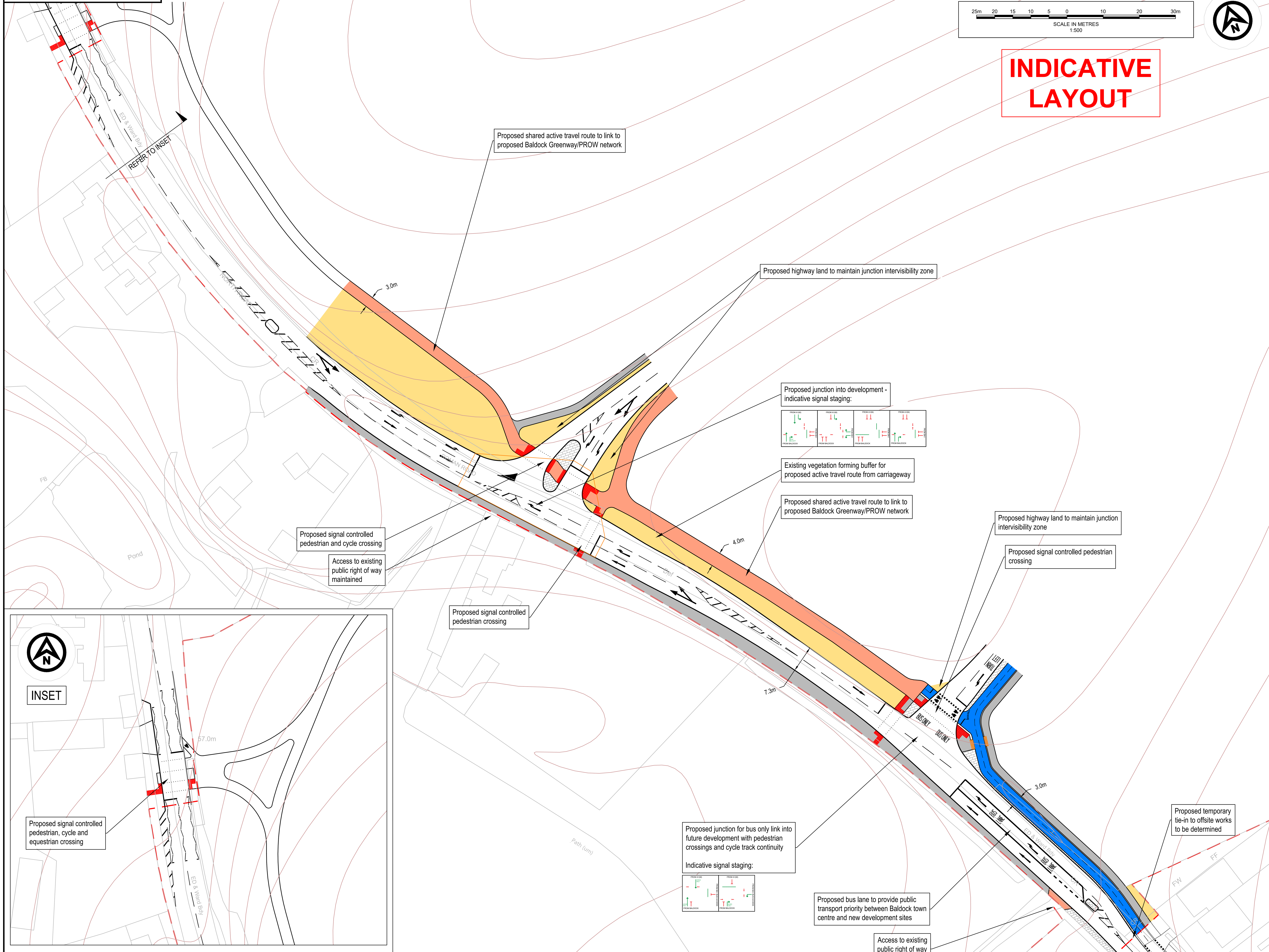
Ashwell PC	More commuters to Ashwell station with an increase in parking pressure. Requests s106 contribution to provide combined footpath / cycleway from Hert Camb border to Ashwell and Morden station, and additional parking facilities.	Measures are being put in place to allow residents to travel sustainably to Baldock station, including segregated walking and cycling facilities and a new high-frequency bus service. We do not expect a significant increase in users of Ashwell & Morden station given the lower frequency of train services in comparison with Baldock.
Bygrave PC	There would also be a significant increase in traffic from Ashwell and surrounding villages. The proposed new link from Ashwell Road to access the A505, would create a rat run through Bygrave.	Early indiciations from the strategic modelling undertaken independently (COMET) shows no significant change in traffic levels through the villages north of Baldock. This will be published as part of the upcoming Transport Assessment Addendum. There are some changes to existing traffic flows as a result of the villages being given a new direct route to the A505 via the proposed railway bridge, however this also shows many of these trips are already taking place using Bygrave Road so the overall impact on Bygrave will not be significant.
Bygrave PC	From 2033 onwards, accessing Baldock via Station Road will be via the access road through the new development (a low speed road) onto North Road. We would join North Road at a more northerly point and thereby have to queue for longer in the Baldock “bottleneck”. As a consequence, the journey will be materially longer both in terms of time and distance than the current journey. many Bygrave (and Ashwell) villagers would stop visiting Baldock and instead drive to other nearby towns (eg Stevenage for train travel) which would have a detrimental impact on Baldock businesses and create more pollution and more road congestion in other parts of the county.	Traffic signal timing has been designed to hold southbound traffic back at the northern-most access to BA1 on North Road. Vehicles driving from Bygrave through BA1 would access North Road south of this point and benefit from smoother journeys onto Station Road due to the coordination of signal timings and the reduction in through trips using this route. Village Residents will also be able to access Baldock using the new railway bridge and Royston Road.
Bygrave PC	It is also not proposed to include either the Lower or Upper parts of Bygrave on the shuttle bus route. Upper Bygrave residents wishing to use the shuttle bus would need to walk over a mile along an unlit, country lane with no pavement (with increased traffic, as noted above). Even for people living in Lower Bygrave, the walk would be up to half a mile, significantly more the 400 m limit set for people who will live on BA1.	Data from the HertsLynx demand responsive bus service, that currently serves the villages, indicates a very low level of demand since the start of its operation. In four years and three months of operation there have been only 37 pick ups and 33 drop offs in Bygrave. There are similar figures for Newnham. There is higher use in Ashwell but that is still limited to fewer than 20 pick-ups and drop-offs per week. When considering the extra journey time, impact on frequency and costs of extending the service from its current proposed loop, it is expected that this would result in an overall drop in patronage. This would not encourage use of the bus asassumed by the Transport Assessment and would result in higher levels of traffic on the roads.
Bygrave PC	We understand that the modelling work has been undertaken using a spreadsheet and we assume, therefore, that this is a simplistic, deterministic model (whereby all assumptions, or parameters, are borne out in practice). We do not consider that this is appropriate for such a critical assessment of the suitability and robustness of the proposed traffic plans. We are firmly of the belief that a sophisticated, stochastic model (which allows for random variance in one or more parameters over time and realistic correlation between parameters) should be used.	Initial work has been based on first principles assumptions and utilises spreadsheets to set out this working. The proposals have subsequently been tested independently through the COMET strategic model that takes into account random variance and dynamic route assignment. This work will be presented as an addendum to our initial submission due to timescale constraints outside of the applicant's control.
Bygrave PC	The links (ie stretches of road) identified for detailed modelling work have been determined by U&C but we have identified a further two links that we believe should have been included in the assessment, namely: Ashwell Road (from the junction with the new access road to Claybush Road running into Ashwell) The junction of the A505 from the new access road	These links and junctions are included in the scope of the COMET strategic model work and therefore will be considered in detail. Initial results demonstrate limited change in traffic flows on Ashwell Road.
Bygrave PC	The traffic flow should be forecast over the entire period of construction and not just at discrete points in time which give a very misleading picture.	The chosen scenarios represent the maximum level of development that will take place before the new railway bridge is delivered and therefore gives an understanding of the period of greatest impact during construction. The final scenario is based on the full development quantum to understand the final picture. Phasing of interventions is being agreed closely with HCC to ensure these scenarios remain reflective.
Bygrave PC	We believe that some of the data used in the TA and in the modelling work is inaccurate. Below are some examples of this: Usage of Baldock railway station car park not representative Data on queue length at junctions - cars back up further at Whitehorse Street junction	Our approach to Baldock station is to provide alternative methods for people to access on foot, by bicycle or by bus to avoid the need for additional car parking. Queue length data has been provided by independent specialist traffic data surveyors in line with industry standard methodology. Additional queue data will be provided by the COMET strategic model outputs. Nonetheless, our approach is to use the proposed traffic signals to gate traffic further north so that the approach to Whitehorse Street junction does not reach gridlock. This has benefits for residents of the villages who may access North Road through BA1 by ensuring that they do not get held up in through traffic congestion, which is held further north.
Bygrave PC	Assumptions adopted - based on aspirations but little evidence to support these aspirations.	The vision-led approach is supported by national and local policy. They reflect the fact that previous assessment methodologies resulted in car-dependent settlements and over-sized highways based mitigations. Vision-led assessment is intended to start with imagining the places people want to create and then putting in place the infrastructure that supports it, assessing the residual impact on the highway network. This has been informed by numerous engagement activities with the local community, national research and established local policy. The modelling is based on trip rates that have been agreed by HCC and NH and are supported by an extensive and robust package of sustainable transport measures, including segregated cycle routes, new railway crossings, a high-frequency bus service and traffic management measures.
Bygrave PC	Modelling work is not sufficiently robust and would understate traffic flows, with major impacts for villages.	The submission is based on a two-step modelling methodology with initial modelling carried out on a junction-by-junction basis. The proposals have subquently been tested independently through the COMET strategic model that takes into account random variance and dynamic route assignment. This work will be presented as an addendum to our initial submission due to timescale constraints outside of the applicant's control.
Bygrave PC	Highly sceptical that traffic volumes along North Road would reduce as projected by U&C. Monitor and Manage does not identify any actions which could be taken to address current levels of congestion. Potential actions identified would have negligible impact.	The proposed traffic signals at the main BA1 access on North Road will be used to limit the flow of vehicles coming from A1(M) junction 10 such that existing queuing along North Road and Station would be moved out of the town. This shifts the impact of congestion towards people making through trips rather than residents of Baldock and the surrounding villages. The Monitor and Manage Framework sets out the mechanism by which Hertfordshire County Council, as local highway authority, can develop solutions to address uncertain impacts. The North Road and Station Road corridor is key to the overall transport strategy therefore does not rely on a Monitor and Manage approach.
Bygrave PC	One-way directional flow system along Station Road would make traffic worse.	A detailed microsimulation model of the Station Road and North Road corridor has been carried out and presented in the Transport Assessment, demonstrating how the signalised junctions work together to prevent gridlock despite the single lane proposed under the railway bridge. It is important to recognise that the single lane working is essential to delivering the walking and cycling routes that enable people to get out of their cars and reduce traffic on this route. Early indiciations from the strategic modelling undertaken independently (COMET) shows no significant change in journey times for cars travelling towards Baldock from south of the proposed BA1 access.

Appendix D

Revised Indicative Access Drawing

DRAWING No.
PC7029-ITP-CE-GB-DR-D-0110

DO NOT SCALE



GENERAL NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
3. ALL LEVELS AND CO-ORDINATES ARE IN METRES RELATIVE TO ORDNANCE DATUM NEWLYN UNLESS NOTED OTHERWISE.
4. THIS DRAWING HAS BEEN BASED UPON ORDNANCE SURVEY / TOPOGRAPHICAL INFORMATION SUPPLIED BY OTHERS, ITP SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
5. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND DOES NOT REPRESENT A CONSTRUCTION STAGE DRAWING.

LEGEND:

- PROPOSED KERB LINE
- PROPOSED TACTILE PAVING FOR UNCONTROLLED PEDESTRIAN CROSSINGS
- PROPOSED TACTILE PAVING FOR CONTROLLED PEDESTRIAN CROSSINGS
- PROPOSED SHARED FOOT & CYCLEWAY
- PROPOSED FOOTWAY
- PROPOSED CYCLEWAY
- PROPOSED AREA FOR SOFT LANDSCAPING
- PROPOSED AREA FOR HARD LANDSCAPING
- GROWING BALDOCK DEVELOPMENT SITE PLANNING BOUNDARY

REV	DATE	DESCRIPTION	BY	CHK	APP
P04	29.01.26	ISSUED FOR COMMENT	BKB	MLG	GB
P03	11.09.25	ISSUED FOR COMMENT	BKB	MLG	GB
P02	05.09.25	ISSUED FOR COMMENT	BKB	MLG	GB
P01	19.08.25	ISSUED FOR COMMENT	BKB	MLG	GB

REVISIONS

DRAWING STATUS: PLANNING

CLIENT: Urban&Civic

PROJECT: GROWING BALDOCK

TITLE: DEVELOPMENT SITE ACCESSES: NORTH ROAD

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DRAWN	CHECKED	APPROVED
BKB	MLG	GB
DATE: AUG 25	SCALE AT A1: 1:500	PROJECT NUMBER: PC7029

DRAWING No.	SUITABILITY	REVISION
PC7029-ITP-CE-GB-DR-D-0110	S3	P04