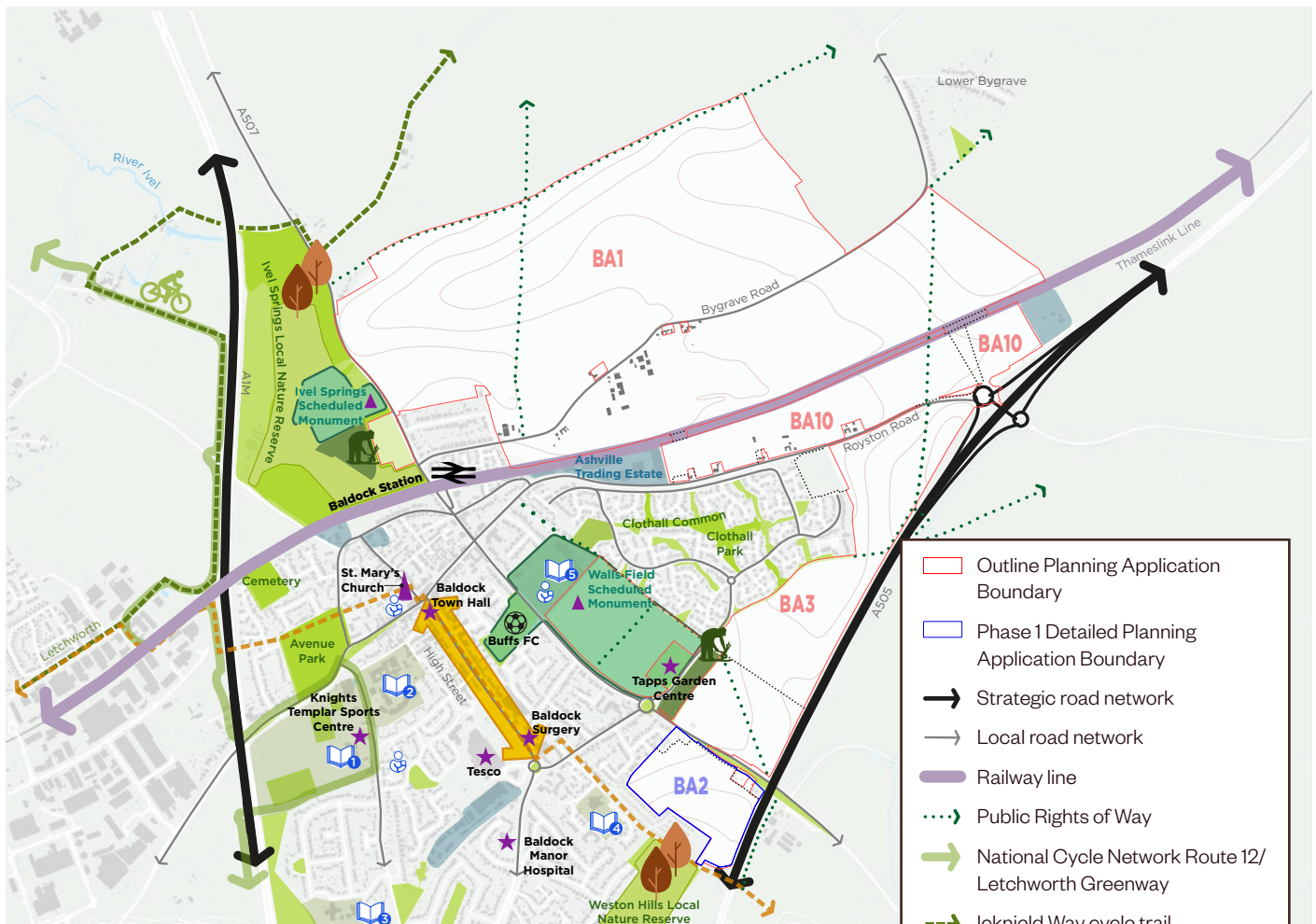




▲ Figure 20: Key Facilities

Design considerations

1.92 It will be important to provide enhanced pedestrian and active travel routes to nearby services around the site, particularly the town centre and healthcare facilities. On-site provision of services should complement and not detract from those provided in the town centre. Formal and informal open space and play provision and wider green infrastructure networks should link into existing networks where possible providing for the needs of the existing as well as future residents.

- Outline Planning Application Boundary
- Phase 1 Detailed Planning Application Boundary
- Strategic road network
- Local road network
- Railway line
- Public Rights of Way
- National Cycle Network Route 12/Letchworth Greenway
- Icknield Way cycle trail
- Icknield Way cycle path
- Open spaces
- Allotments
- High Street
- Employment areas
- Scheduled monuments
- Train station
- Buildings of local importance
- Scheduled monument
- Nurseries
- Schools
 - 1 Brandles SEND School
 - 2 Knights Templar Secondary School
 - 3 St. Mary's Junior and Infants Schools
 - 4 St. John's Roman Primary School
 - 5 Hartsfield Primary School

Part 2:

Design Development and Parameters

2.1 This section of the DAS presents the process through which the design and access proposals have been developed and refined informed by stakeholder and community engagement. This process has culminated in a high-quality scheme that clearly and positively responds to its context and policy, guidance and best practice. The design evolution has been shaped by an understanding of the features and characteristics of the site and its context as part of Baldock. The following pages illustrate this design evolution.

Design Evolution

Bid Masterplan

2.2 U&C prepared the Indicative Masterplan at Figure 21 to support the bid to HCC to become development partner in 2021. This established many of the design principles that remain within the OPP parameters that are being applied for today: namely the locations of strategic green infrastructure areas (Bygrave Common, Urban Open Land, Walls Field and green space to the east of Clothall Common), the location of the principal area of development between Bygrave Common and the railway, the local centre in the heart of BA1, with schools in close proximity, Bygrave Road as a key active travel east-west route and the development access linking North Road and the A505.



▲ Figure 21: U&C Bid Indicative Masterplan

SMP Baseline Consultation (2023)

2.3 As set out in section 1, following the selection of U&C as development partner, the site has been subject to a comprehensive SMP process involving baseline, options testing and final SMP stages, alongside regular consultation events and stakeholder design and options workshops.

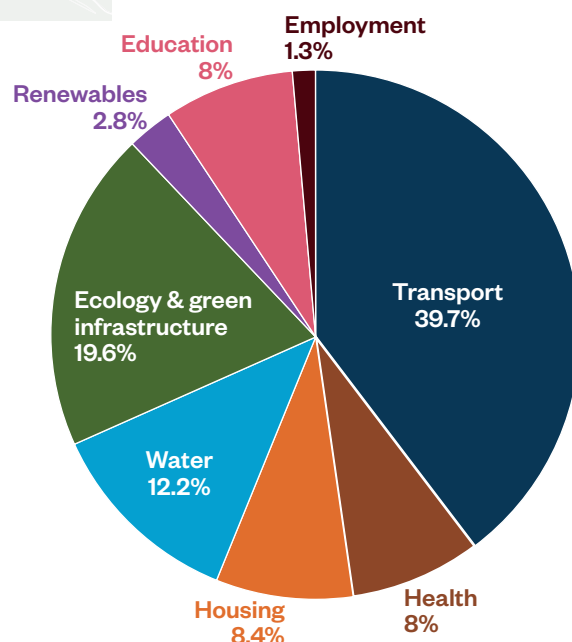
2.4 A public consultation event was undertaken in March 2023 to verify the baseline and provide the Baldock community with the opportunity to comment on the team's understanding of the site, its context and the needs of town. A plan of emerging combined opportunities and ideas to inform the masterplan was presented at this consultation (Figure 22).



▲ Figure 22: March 2023 Public Consultation Plan

2.5 The majority of feedback, summarised at Figure 23, reinforced the baseline position that was presented and understood by the development team, emphasising the importance to the local community of issues of traffic and congestion, water supply and the River Ivel and the need to strengthen community provision through the new development.

Figure 23: Key Topics Raised at March 2023 ▶
Public Consultation from 400 comments



Design Review 1 (July 2023)

2.6 The emerging SMP (see Figure 24) was considered by a Design South East Design Review Panel in July 2023.

GROWING BALDOCK: Masterplan Preferred Option “big ideas”, concepts and themes (July 2023)



▲ Figure 24: Design Review Panel Masterplan Preferred Option Big Ideas – July 2023

2.7 The Panel provided 7 key recommendations which are set out in the table below, alongside a summary of how they have been addressed and secured in the OPA.

Design Review Panel Recommendation	Growing Baldock Design Response	How secured in OPA
Discuss the potential for eastern station entrance and active travel rail bridge crossing with Network Rail	Eastern station entrance and Active Travel underpass (rather than bridge) explored with Network Rail as key part of active travel proposals	Station entrance and underpass shown on Parameter Plan
Clarify the non-residential requirements of the masterplan, including employment types and secondary school provision	Employment mix, primary schools and flexible options for secondary school now set out in OPA	Land uses shown on Parameter Plan Legal agreement to secure education uses
Develop a mini-masterplan of the community hub area to define its function and spatial relationships'	Primary school previously shown in this location moved closer to Local Centre, so this space is now envisaged as a gateway from the new station entrance, rather than a community hub	Station entrance shown on Parameter Plan
Identify areas of the masterplan which could support higher density development, including low car or car free blocks where appropriate	Design principles developed to identify where higher density development might be appropriate: in the Local Centre, along the Active Travel routes and around the eastern station entrance.	Design principles in DAS
Revisit the design of the new link road. Explore options that seek to prioritise active travel and/or seek to relieve traffic on Royston Road	Link road will be a 'development access' also functioning as a strategic movement corridor. Active travel will be prioritised along its length and throughout the wider development.	Parameter Plan identifies indicative alignment of link road. Street hierarchy in DAS
Continue to develop the green infrastructure strategy to define the landscape character of key urban spaces and the active travel routes	Green infrastructure design principles to capture landscape character within the development, along active travel routes and in strategic green spaces	Design principles in DAS Green Infrastructure Strategy
The proposal must produce a clear strategy that details how the development will minimise embodied, operational and transport related carbon emissions, and optimise the use of renewable energy	Ambitions for the sustainability of the development have been discussed with NHC and HCC and are now captured in the OPA	Design Principles in DAS Sustainability and Energy Statement

SMP Preferred Option

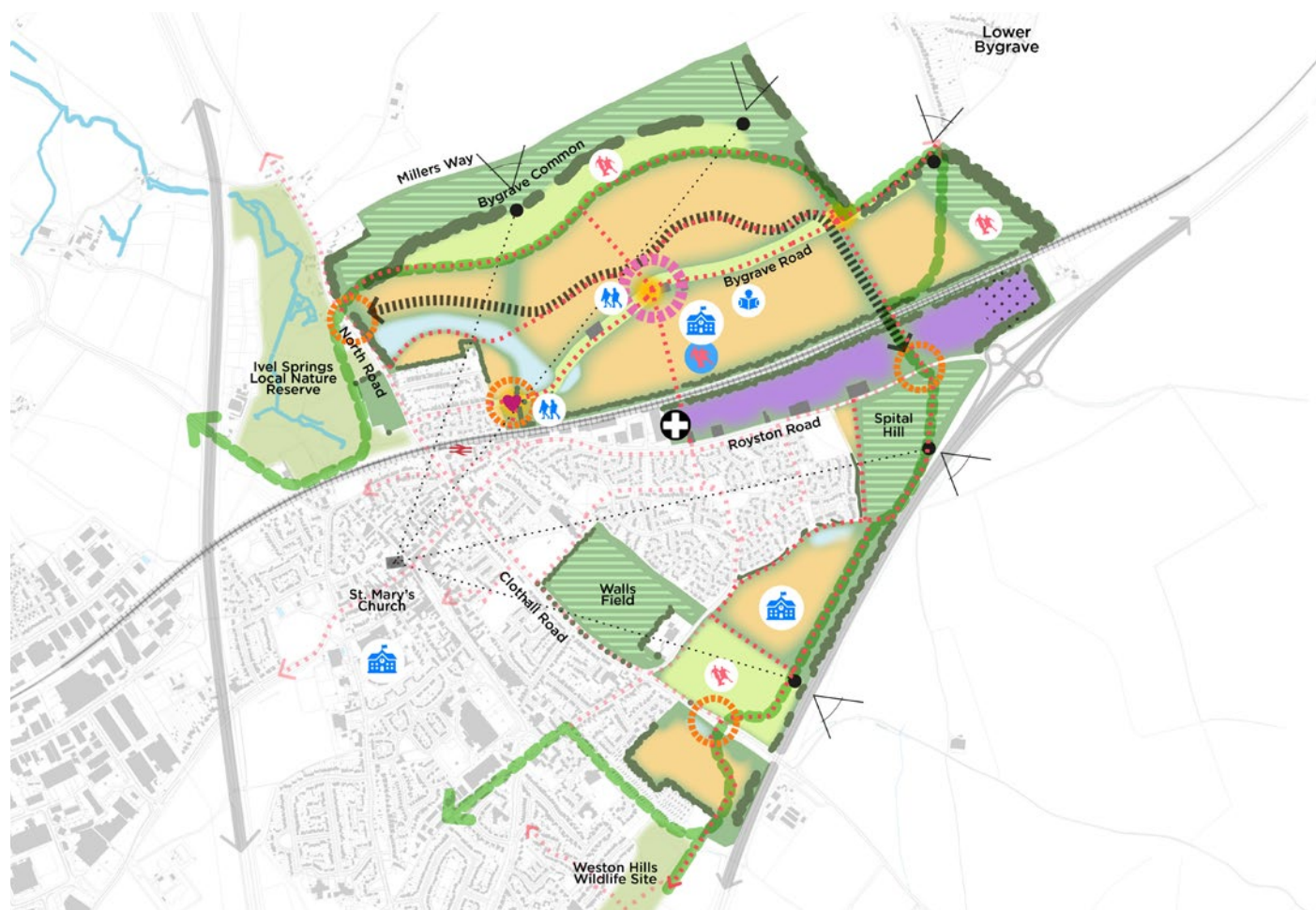
2.8 Having established a set of masterplan fixes through the baseline stage, verified by the public consultation event, the options stage tested a range of masterplan variables including the development access, options for crossing the railway, station improvements and secondary school provision. This process resulted in a preferred option masterplan as at Figure 25 below.



▲ Figure 25: SMP Options Report Preferred Option Masterplan (2023)

SMP Consultation (November 2023)

2.9 A further public consultation event was undertaken in November 2023 at which the draft SMP was presented (see Figure 26), alongside the emerging 'Big Themes' that formed a key part of the final SMP. At this stage, further progress had been made on options for secondary school provision, the vision for Growing Baldock, the movement and green infrastructure strategies and the 'One Baldock' approach.



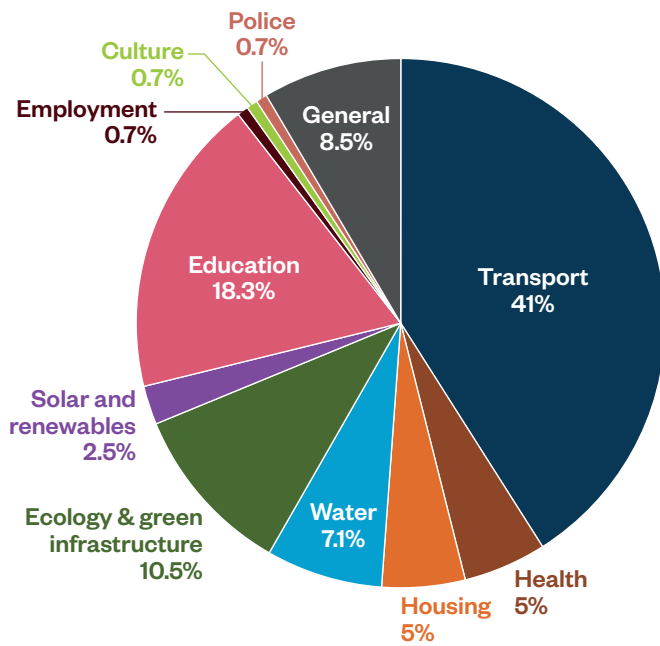
▲ Figure 26: November 2023 Public Consultation Composite Framework Plan



▲ Preferred options consultation, November 2023



2.10 The key topics raised by the community are shown in Figure 27.



◀ Figure 27: Key Topics Raised at November 2023 Public Consultation from over 300 comments



▲ Preferred options consultation, November 2023

