



▲ Figure 55: Green Infrastructure Site-Wide Principles

Open Space Typologies

3.29 The green infrastructure network will comprise of a series of strategic scale green spaces as well as smaller scale green and open spaces, such as play areas and space for community food production, within and throughout development parcels. The strategic green spaces comprise the following:

- Bygrave Common
- Green Space east of Clothall Common
- Walls Field
- Eastern Park
- Winterbourne Way/Bygrave Road
- Baldock Greenway
- Weston End

3.30 In addition, the green infrastructure network will include provision of playspaces, formal and informal playing pitches and surfaces, productive landscapes as well as contributing to biodiversity, habitat creation and the provision of SuDs.



▲ Open space at Houlton, Rugby

Strategic Green Infrastructure Places



Bygrave Common

3.31 Bygrave Common will deliver a substantial new community public parkland and natural landscape that will ensure that everyone has access to nature-rich green space. The park will provide space to relax, exercise and socialise, with the opportunity to experience nature through a range of habitat typologies and biodiversity enhancements.

3.32 Recreation focused activities (productive, play and sport) will be located alongside the development edge, whilst the land north of the ridgeline will provide a habitat mosaic that will support a range of species as well as encouraging species to move through the wider landscape, as part of a natural and semi-natural typology.

3.33 A new open chalk grassland habitat will be created in the northern area, featuring areas of scattered trees and scrub. Existing hedgerows should be retained, enhanced and gapped up where necessary with native species rich hedgerow and hedgerow trees.

3.34 The historic Millers Way route will be retained as a grass track, with new surfaced routes through Bygrave Common for cyclists, walkers and horse riders, including as part of the Baldock Greenway. Key vantage points along the heritage trail will celebrate, reference and interpret the area's rich history by connecting key heritage assets within the development and linking to the wider area through a network of waymarked trails.

3.35 Key design principles specific to Bygrave Common comprise:

Key places and spaces principles

- 1.** Utilise the existing key vantage points along the ridge at Bygrave Common as part of the 'heritage trail, to provide views towards St Mary's Church spire in Baldock and out to the surrounding landscape
- 2.** Create a destination park, through the co-location of play (NEAP & LEAP), and community growing spaces (gardens & orchards) whilst respecting archaeological constraints and providing natural surveillance
- 3.** Provide informal natural play and fitness interventions interspersed along key movement routes
- 4.** Retain and enhance existing hedgerows and field margins, and create a new open chalk grassland habitat, featuring areas of scattered trees & scrub to support a range of species as well as encouraging species to move through the wider landscape
- 5.** Retain Millers Way historic route and alignment as a grass track as part of the existing public right of way
- 6.** Creation of native scrub and tree planting as part of a wooded landscape buffer along the ridgeline to aid the transition in character out to the wider landscape, species movement and softening views of proposed built form
- 7.** Bygrave Common design to be developed in consultation with the community



▲ Figure 56: Bygrave Common Illustrative Landscape Design



▲ Kidbrooke Village, South London



▲ Eldridge Park, Wokingham

Strategic Green Infrastructure Places



Eastern Park

3.36 This will be a local park to serve the north eastern community of Baldock. It will co-locate sports provision alongside other community facilities such as equipped play areas, food growing areas and space for informal recreation.

3.37 Landscape buffer planting (scrub and woodland habitat) should be provided along development boundaries, to create sheltered movement corridors and foraging routes for wildlife as well as visual mitigation / screening from Lower Bygrave.

3.38 The park's location, close to archaeology features, could provide the opportunity for heritage landscape interventions and a strong heritage theme, influencing the design of the play areas, interpretation, layout and species planted.

3.39 Key development principles specific to Eastern Park comprise:

Key places and spaces principles

1. Utilise the existing key vantage points at Eastern Park as part of the 'heritage trail', to provide views out to the surrounding landscape
2. Provision of grass sports pitches supported by a sports pavilion and car park
3. Creation of a destination park, through the co-location of play (NEAP & LEAP) , MUGA and community growing spaces (gardens & orchards) close to people's homes
4. Proposed landscape mounds/bunds, featuring pollinator and buffer planting to provide a buffer between the proposed residential development, formal sports pitches and existing properties at Lower Bygrave



▲ Figure 57: Eastern Park Illustrative Landscape Design

Strategic Green Infrastructure Places



Green Space East of Clothall Common

3.45 Grassland and scrub habitat to be retained and enhanced at green space east of Clothall Common, to provide an ecological stepping stone, which will allow the wider development to be permeable for key species.

3.46 Improvements to the informal footpath network through this area could include surfaced pathways for improved pedestrian, cycle and horse rider access. This key vantage point will be celebrated and reference made to Baldock's rich cultural heritage, through the addition of interpretation boards and as part of a heritage trail around Baldock, linking all the heritage open spaces and features.

3.47 This area of land will be a public open space managed for informal recreation and access to nature for the local community.

3.48 Key development principles specific to Green Space East comprise:

Key places and spaces principles

1. Utilise the existing key vantage points as part of the 'heritage trail', to provide views out to the surrounding landscape
2. Existing grassland and scrub habitat mosaic to be retained and enhanced encouraging species to move through the wider landscape
3. Informal recreational routes indicated with mown paths located on existing desire lines to control movement, ensuring the preservation as an ecologically rich area
4. Opportunities for seating within mown amenity grass situated at accessible distances for all users



▲ Figure 58: Green Space East of Clothall Common Illustrative Landscape Design

Strategic Green Infrastructure Places



Urban Open Land

3.40 Key development principles specific to the Urban Open Land comprise:

Key places and spaces principles

1. Create key vantage points as part of the 'heritage trail', to provide views back towards Baldock and out to the surrounding landscape
2. Provision of outdoor sports pitches, supported by a sports pavilion and car park (if no secondary school on BA3)
3. Create a destination park, through the co-location of play (NEAP & LEAP), situated adjacent to community spaces to provide natural surveillance
4. Sensitive designed sports provision, landscaped mounds and lighting for ecological benefits and to retain openness between Baldock and the surrounding landscape to the east.

3.41 Three options are included for the Urban Open Land depending on the final land use mix within BA3 as follows:

3.42 Option 1 – Up to 12FE secondary school on BA3 – all weather pitches included in BA3 parcel, grass pitches within Urban Open Land, as part of school campus and available for community use outside school hours



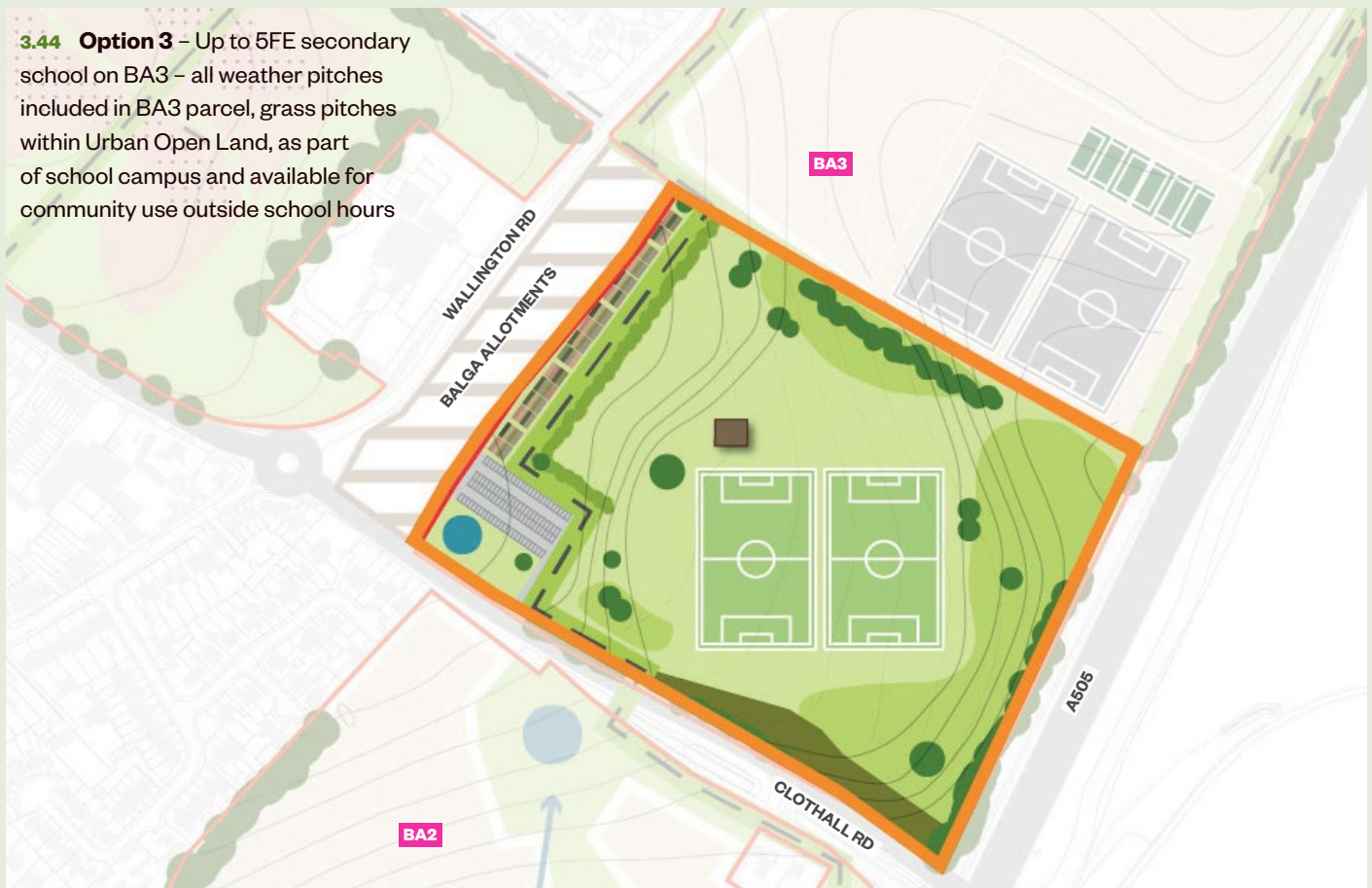
▲ Figure 59: Urban Open Land Illustrative Landscape Design Option 1

3.43 Option 2 – residential on BA3 – all weather pitches as part of formal sports provision for open community use on Urban Open Land



▲ Figure 60: Urban Open Land Illustrative Landscape Design Option 2

3.44 Option 3 – Up to 5FE secondary school on BA3 – all weather pitches included in BA3 parcel, grass pitches within Urban Open Land, as part of school campus and available for community use outside school hours



▲ Figure 61: Urban Open Land Illustrative Landscape Design Option 3

Strategic Green Infrastructure Places



Walls Field

3.49 Walls Field presents a key opportunity for a new natural and semi-natural open space, featuring meadow grassland. Taking Walls Field out of intensive arable land use would be beneficial to preserve the underground archaeology associated with the Scheduled Monument.

3.50 Walls Field is envisaged as a meadow grassland, managed for biodiversity, amenity and heritage purposes and will likely provide BNG for the wider scheme. Mown pathways through the meadow grassland would control people movement whilst providing attractive recreational routes.

3.51 Baldock's rich cultural heritage can also be referenced here, through the addition of interpretation boards and as part of a heritage trail around Baldock, linking all the heritage open spaces and features.

3.52 There is also the potential to enhance the Clothall Road edge arrival/gateway further, for instance, through the addition of estate rail fencing, additional tree avenue planting, native hedgerow and meadow grassland.

3.53 Key development principles specific to Walls Field comprise:

Key places and spaces principles

1. Take out of intensive agricultural use. Ecological enhancement that respects the archaeological sensitivity of the Scheduled Monument, whilst increasing the amenity value of Walls Field, through species-rich wildflower meadow creation, light recreational access, and non-invasive native shrub and hedgerow planting
2. Retain existing Public Right of Way footpath and create informal recreational routes indicated with mown paths to control movement, ensuring the value of ecological enhancements
3. Create opportunities for seating and wayfinding/interpretation boards (as part of Baldock heritage trail), situated at key locations to reference cultural heritage of Baldock and the existing Scheduled Monument



▲ Figure 62: Walls Field Illustrative Landscape Design

Strategic Green Infrastructure Places



Weston End

3.54 Weston End will serve as a gateway local park destination, connecting to the Weston Hills Local Nature Reserve. The retained and proposed landscape will provide an attractive setting for a new playground, overlooked by residential properties and with onward connections to the rest of the Proposed Development.

3.55 Key design principles specific to Weston End comprise:

Key places and spaces principles

1. Dedicated walking, cycling and horse riding (where possible) movement network through and around Baldock as part of the Baldock Greenway.
2. Provision of a LEAP play area that serves the new residents at BA2, that is overlooked by residential properties and situated alongside the Baldock Greenway.
3. Opportunity for fitness interventions interspersed along the Baldock Greenway, informal natural play integrated within proposed landscape mounding and buffer planting.
4. Retention of existing habitats and proposed landscape mounds/bunds, featuring pollinator and buffer planting to provide a buffer between the proposed residential development and the A505.
5. Create an attractive gateway setting with signage and wayfinding to signal the entrance to both the Weston Hills LNR and the Proposed Development.



▲ Figure 63: Weston End Illustrative Landscape Design

Play Provision

3.56 The play strategy for the OPA interacts with existing and proposed landscape elements and will offer equipped designated play spaces and informal natural play opportunities. Formal play provision is proposed in the form of Local Equipped Areas for Play (LEAP), Neighbourhood Equipped Areas for Play (NEAP) and informal 'play on the way' which will be connected by a network of active travel routes that encourage social interaction and a healthy community.

3.57 Play spaces will, where possible, be designed and laid out:

- Based on Fields in Trust (FIT) benchmark guidelines, policy standards and design requirements for minimum activity zones and walking distances;
- Be accessible via pedestrian and cycle routes, providing safe, inclusive and sustainable movement between open space destinations;
- Provide adequate seating, be well overlooked and enclosed by landscape features rather than fencing; and
- Respond to the individual character of their setting, landscape and heritage assets and offer unique play experiences that create stimulating spaces to promote imaginative play.

Sports Provision

3.58 Two Sports Hubs are proposed to accommodate outdoor sports facilities: one publicly accessible in the Eastern Park on the eastern side of BA1; and the second on the Urban Open Land. Depending on the eventual use of BA3, either for residential or secondary school use, the Urban Open Land sports facilities will either form part of the school campus and be accessible to the community outside of core school hours, or publicly accessible as per the Eastern Park.

3.59 The strategic open spaces within the development will also include areas of informal sport including outdoor gym facilities, running/walking/cycling trails and recreation areas for informal kickabouts.

Productive Landscapes

3.60 Productive landscapes will provide an accessible growing landscape for residents to cultivate, produce and grow food. The productive landscape strategy is to strategically locate facilities, to provide even distribution and walkable access to the existing and new community, complimenting the location of existing productive provision. Productive landscape provision will be provided in the following locations to include:

- **Formal allotments** – to expand and enhance the existing allotment facilities at North Road and Clothall Road;
- **Community growing spaces** – create informal community gardens and orchards, co-located within parkland destinations (Bygrave Common and Eastern Park) and next to community facilities; and
- **Informal foraging/edible trails** – informal opportunities will be provided along Baldock Greenway and open spaces for the foraging of berries, nuts and herbs.

Biodiversity

3.61 A network of ecological areas and corridors will traverse the development and connect larger green spaces and habitats. These are set out in the GI Strategy. A Biodiversity Net Gain (BNG) calculation has been undertaken concluding that the development proposals will deliver a BNG in excess of the 10% statutory requirement. The network will include the following strategic ecological areas and interventions:

Green Space east of Clothall Common

3.62 Wildlife focused area to be retained, to protect the existing grassland habitat that supports reptiles and butterflies such as the Small Blue. This area will be designated as land for informal recreation and for the community to access nature.

Green Corridors & Links

3.63 Green corridors will be incorporated within Bygrave Common and the Winterbourne Way, to provide strategic ecological connections west-east and between large areas of open space and the LNRs. Smaller green links will connect to these corridors, running through development parcels and providing an extra layer to the ecological network that underpins the development.

Bygrave Road Local Wildlife Site and Winterbourne Channel

3.64 A linear corridor of green and blue infrastructure will run east-west through BA1, aligning with the topography of this part of the development, the historic route of the winterbourne channel and incorporating the Bygrave Road Local Wildlife Site. This will form a key wildlife corridor and part of the nature recovery network, protecting existing and providing new habitat areas along its length.

Bygrave Common

3.65 The northern part of Bygrave Common will incorporate a grassland habitat that provides a home for ground nesting birds such as corn bunting. This ecological area will be separate from the more active and accessible parts of Bygrave Common to the south, to ensure there is space for both humans and wildlife alike.

Ivel Springs and Weston Hills Local Nature Reserves

3.66 Ecological connectivity to the LNRs will be improved through the provision of wildlife corridors incorporating newly created habitat areas in close proximity, including SuDS features, woodland and wildflower grassland.

Walls Field

3.67 Walls Field will be taken out of intensive agricultural use and planted as a wildflower meadow, forming a new habitat area.

Sustainable Drainage

3.68 A SuDS strategy has been devised which adopts a philosophy of disposing of surface water by infiltration wherever possible. For residential areas, proposals include individual soakaways for residential plots, permeable paving to driveways and parking areas and infiltration basins to collect runoff from residential parcel roads and footpaths. For employment areas, permeable paving will be used for car parking areas and infiltration basins designed to collect runoff from employment land, buildings, roads and pavements. Swales and bio-retention areas will partially convey runoff from roads and footpaths to the infiltration basins, along with traditional piped systems.

3.69 The areas of greatest surface water drainage risk, at the lowest parts of the land, are the location for a sustainable drainage corridor/wetlands area to convey and store surface water, as well as performing a wider ecological and amenity function.

3.70 During the initial phases of development, sustainable drainage features will capture and convey surface water and allow it to infiltrate into the ground. This will help recharge the existing aquifer which feeds the River Ivel and provide ecological benefits to the wider area. New homes will also incorporate water efficiency measures to ensure that water use is minimised wherever possible.

3.71 The proposed surface water drainage for the Baldock scheme will be designed in line with the guidance and recommendations contained in The SuDS Manual but will also consider the most appropriate SuDS measures in the context of the River Ivel and the chalk aquifer. Two main techniques would have an impact on these:

- rainwater harvesting would directly reuse surface water runoff to help satisfy some of the development's non-potable water demand, reducing the required water supply from public water mains which, in turn, could reduce the amount of abstraction required to be undertaken by the Water Authority; and
- infiltration would recharge the aquifer which would, in turn, help to feed the Ivel Springs and ease the effects of abstraction by providing more inflow (see Figure 64 below).

3.72 The Green Infrastructure Framework Plan at Figure 65 brings together the components of the Green Infrastructure Strategy into one illustrative plan.

▼ Figure 64: Indicative Water Cycle

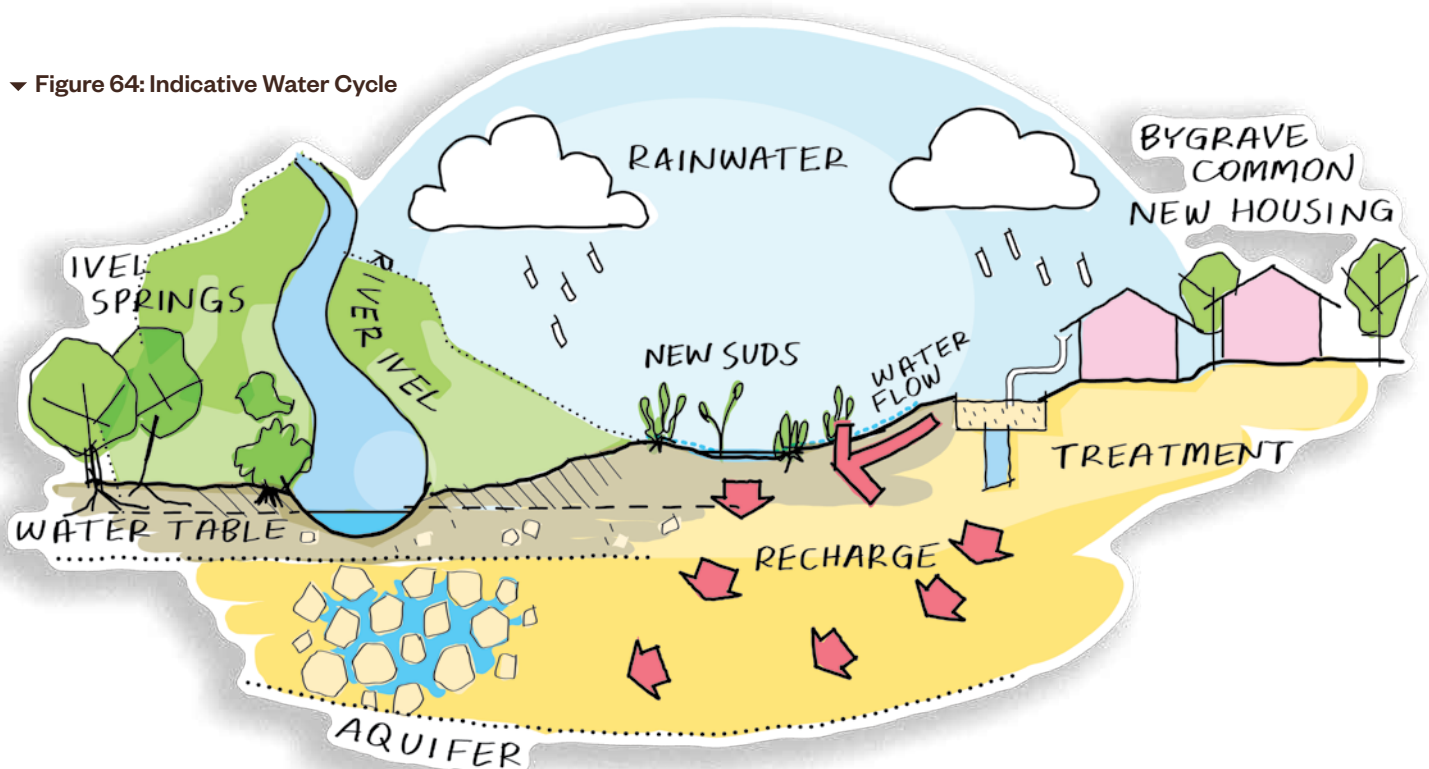




Figure 65: Illustrative Landscape Framework Plan

Movement and Access

Site Wide Principles

3.73 The core design principle for the site, that of creating a walkable neighbourhood that prioritises active and sustainable transport connectivity and movement, will underpin the structure and detailed design of the development. This will be achieved through the following site wide design principles:

Site wide principles

1. **Active travel network** – network of principal active travel utility routes around which the development is structured, providing connected and permeable routes through the development and to key destinations. The network is organised along the following hierarchy:
 - Principal Active Travel Routes:
 - » Bygrave Road – the main east-west active travel route through BA1, repurposing the existing carriageway through the heart of the development area and closing road off to private cars (apart from local access). Starting in close proximity to the potential new station entrance, connecting to and through the mixed-use Local Centre and primary school. Along the length of the route there will be regular north-south connections establishing links to Bygrave Common.
 - » Active Travel Spine – key north-south route linking Royston Road via the health hub in BA10 through the active travel underpass to the mixed-use local centre and primary school and on to Bygrave Common.
 - Core Active Travel links – connections within and between parcels and key destinations, generally within linear green spaces, linking the wider networks together
 - Quiet routes – routes on local streets where traffic volumes are low.
2. **Active travel route design** – routes to be as direct as possible, connecting key destinations and places. A defined hierarchy of routes, located within linear green spaces or as part of key structural streets, the routes will be well overlooked by development frontages providing natural surveillance, will be designed to meet LTN1/20 standards, allowing for comfortable use, and incorporating landscaping and tree planting to provide opportunities for shade.
3. **A connected neighbourhood** – routes to and between homes and key destinations within the development will be direct and convenient by active and sustainable transport modes, through the provision of a network of leisure and utility active travel connections linking parcels throughout the development. Access by car will be managed to remove through traffic from residential areas, making it more convenient to walk and wheel across the site.
4. **A walkable neighbourhood** – locating community and commercial facilities centrally within the heart of the development area (e.g. local centre at heart of BA1, health hub in central location within BA10 adjacent to the active travel underpass), maximising accessibility for all homes, supplemented by mobility hubs/bus stops for longer journeys and/or those with reduced mobility.
5. **Leisure routes** – creation of a network of more informal routes through larger/more strategic open spaces, including Baldock Greenway and retained Public Rights of Way, also connected to key utility active travel routes, delivering an extensive network of non-motorised routes. As well as giving new and existing residents access to quality public open space/habitats, the routes will encourage personal activity, health and wellbeing.
6. **Sustainable transport priority and access** – provision of bus priority measures such as bus gates and vehicle detection and light controlled junctions to prioritise sustainable transport movements and connections to the existing road network. Bus stops will be located at regular intervals along bus routes to maximise walkable access from all homes and to community/ commercial facilities, where car club vehicles and cycle hire should be delivered as part of mobility hubs. Access and priority via walking, cycling and bus to the station should also be maximised.

Site wide principles

7. **Specific on-site infrastructure to facilitate Active and Sustainable movement** – provision of an active travel underpass under the railway, as part of the active travel spine, bus gates into the development area on North Road (and also off site into Clothall Common), a potential new northern station entrance and a new all modes bridge over the rail line to improve overall connectivity and town transport links.
8. **Street design and hierarchy** – that prioritises walking and cycling and enables vehicular movement and access. The development access and other structural streets will include segregated provision for walking/cycling in line with LTN1/20 standards and afford priority for active modes and key crossing points. High quality landscaping, lighting and opportunities for SUDS/swales will be integrated into these key streets. Lower order streets providing access to homes will be designed to encourage reduced speeds, reduce land and infrastructure costs and provide quality placemaking led public realm not dominated by vehicular movement.
9. **Parking** – residential car parking will be provided as a mix of on-plot and off-plot spaces, with dedicated cycle parking provision made as convenient as possible. Car parking will be designed to be visually inobtrusive and not dominate the street scene, both on- and off-plot. Where shared car parking areas are provided, they will be designed flexibly so they can be used in different ways in the future, if demand reduces. Opportunities to share car parking across off-plot residential, commercial and community use car parking will be considered. Shared public cycle parking and hire opportunities to be provided, with safe and secure provision for homes, schools and places of work ensuring ease of use at beginning and end of journeys to maximise use.



▲ Figure 66: Movement and Access Site-Wide Principles

3.74 The development proposals are predicated on delivering a significant mode shift from existing Baldock travel patterns, with a clear focus on active and sustainable transport connectivity. This will be achieved by reducing traffic dominance in Baldock, safe and direct active travel routes, prioritising bus access, excellent rail access and reducing reliance on the private car. Many of these measures relate to access features and routes within the site which are explained further in this section.

Active Travel

3.75 A range of utility and leisure active travel routes will be provided (see Figure 67). Utility routes such as the active travel connection between the Local Centre and Health Hub will provide direct and safe access to key destinations including schools, the employment area, informal play and meeting spaces.

3.76 Active travel routes will be designed and routed to be more attractive than car routes to key destinations offering potential for quicker journey times that also contribute to health and wellbeing objectives. A new, dedicated walking and cycling route crossing the railway will be provided, connecting development either side of the tracks and Clothall Common.

3.77 Within the development traffic-free routes will be designed to be people-centred spaces, overlooked by buildings to enhance personal safety and designed to prioritise walking and cycling, including traffic free cycle routes in busier locations.

Bygrave Road

3.78 Bygrave Road will be transformed into a linear, open space corridor, focused on the movement of people, water and wildlife, which also reinterprets the historic Winterbourne channel alignment. The linear corridor passes through the development, accommodates sustainable transport links (pedestrian and cycle) and will vary in width along its length.

3.79 The linear open space will facilitate multiple uses including biodiversity enhancements, active travel, SuDS, informal recreation and play. Existing hedgerow, grassland and Bygrave Road LWS to be retained and enhanced as part of a wildlife focused and active travel corridor.

Public rights of way

3.80 The existing PRowS on site will be retained and enhanced where appropriate. In two instances, realignments to the PRowS will be sought through diversion applications:

- Clothall001 which crosses the Urban Open Land, will be diverted to run around the edge of this parcel;
- Bygrave015 which connects green space to the east of Clothall Common, BA10 and BA1, connecting with Bygrave004 in the north, will be diverted around development parcels in BA10 and cross the railway via the new bridge, following the proposed Baldock Greenway route.

Baldock Greenway

3.81 A circular walking and cycling route around Baldock, known as the Baldock Greenway, is proposed as part of the development. It will provide a third 'greenway' to connect to the two existing routes: the Etonbury Green Wheel to the north west, and the Letchworth Greenway to the south west. Much of Baldock Greenway will also be accessible to equestrians.

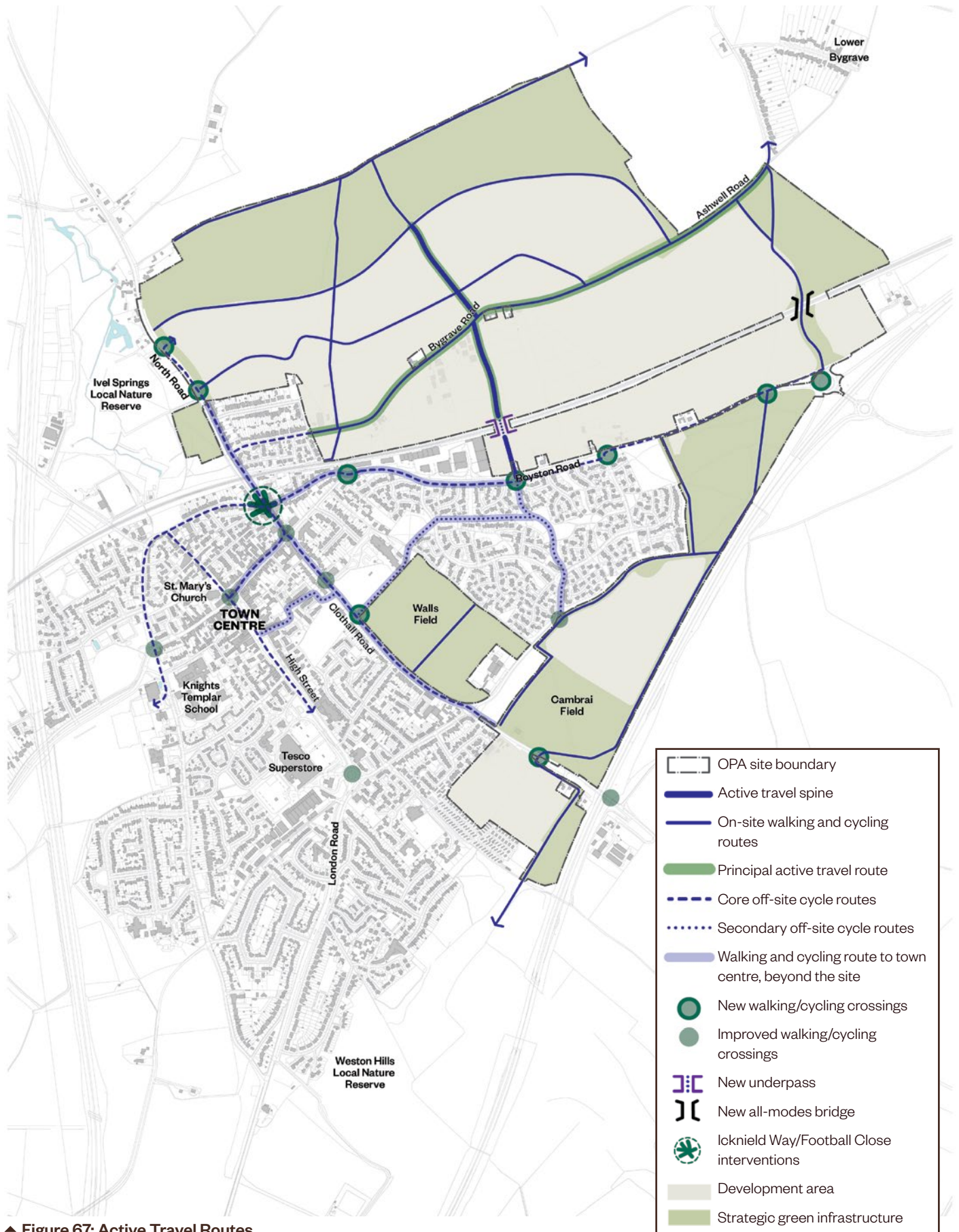
3.82 The route will connect large areas of green space in Baldock such as the Ivel Springs and Weston Hills LNRs, via Bygrave Common and the Urban Open land through the development, as well as providing strategic connectivity to Letchworth.

Heritage Trail

3.83 Running in part along the Baldock Greenway and destination parks, the Baldock Heritage Trail will celebrate, reference and interpret the area's rich history by connecting key heritage assets within the development and linking to the wider area through a network of waymarked trails. Surfaced paths, connecting important assets and highlighting the area's heritage, through interpretation using either boards / signage, wayfinding, landscape features and / or public art.



▲ Bygrave Road looking west



▲ Figure 67: Active Travel Routes

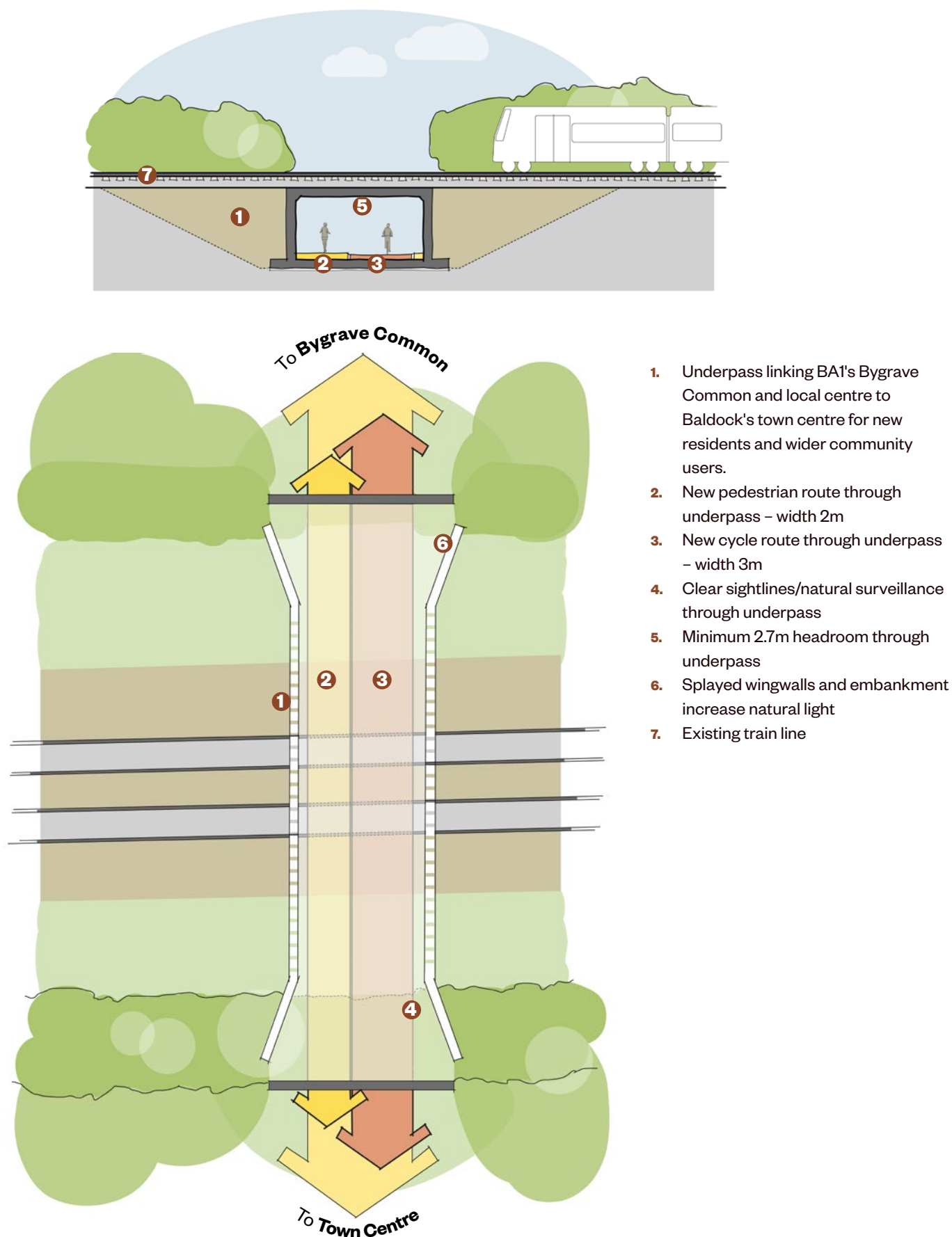
Active Travel Underpass

3.84 The Active Travel Spine will cross beneath the railway via an underpass through the existing embankment, providing direct connectivity between the Local Centre and Bygrave Common to the north and Health Hub and employment area in BA10 to the south, and then onto the town centre. It will be a significant piece of infrastructure requiring the temporary closure of the railway during construction. Although detailed approval for the underpass is not sought now through this OPA, initial underpass designs have been developed and discussed as part of the Approval in Principle process with Network Rail.

3.85 This design work follows an initial feasibility study which considered the benefits and disbenefits of different structural arrangements for the crossing in relation to multiple bridge structure options and an underpass option. This concluded that whilst a bridge would minimise disruption to track operations, the structure would need to be approximately 10 metres high and 400 metres long to meet railway clearance requirements and accommodate cyclists and people with restricted mobility. A bridge design would require extensive ramps in a route that would be challenging and energy-intensive to use. As a result, an underpass has been selected as the most practical solution to providing a safe and comfortable crossing for users.

3.86 Figure 68 below illustrates this emerging design. The underpass will be located to the east of the existing Ashville Trading Estate, allowing the Active Travel Spine to connect to Royston Road to the south and the Local Centre to the north. A straight underpass design is possible in this location, that ensures clear sightlines, reducing perceived vulnerability for users, as well as minimising visual impact, avoiding a structure that would dominate the skyline and surrounding development.

3.87 The underpass will accommodate the Active Travel Route as a segregated pedestrian footpath and cycleway, allowing for two-way movement on both routes, north and south, and will be designed in accordance with HCC's Place and Movement Guidance. Sufficient headroom will be provided to enhance the openness of the structure, with a clear view to the entry points on both sides.



▲ Figure 68: Underpass Design Considerations

Sustainable Transport

Bus Provision

3.88 A key design aim is for travel by bus to be quick and direct to key destinations. To be attractive, bus provision will need to be frequent, with legible routing and timetabling, connecting to key destinations and the existing community and particularly the town centre.

3.89 A potential bus loop (see Figure 69) – the ‘Baldock Flyer’ is proposed through the development connecting to Baldock town centre. It will access BA1 via a bus only route, to the south of the main vehicular access, ensuring priority for sustainable modes as buses enter the site. The loop will then follow the development access, running to the north of the local centre, round BA1 to the bridge crossing of the railway.

3.90 The intention is that users will then travel west on the Royston Road until reaching the bus only connection southwards into Clothall Common (offsite highway intervention), running along Yeomanry Drive until it connects with Wallington Road, adjacent to BA3. Buses will cross Clothall Road, continuing on South Road until turning up the High Street, connecting with Tesco and the town centre. The final part of the loop sees buses turning up North Road, under the railway bridge, and back to the bus only access into BA1. Further detail on bus provision is provided in the Transport Assessment and Framework Travel Plan.

3.91 Bus provision will likely be phased, to align with development phases and increased demand as the development is built out. Within the development, bus stops will be located within 400m of most new homes and enable bus services to be provided to Baldock town centre.



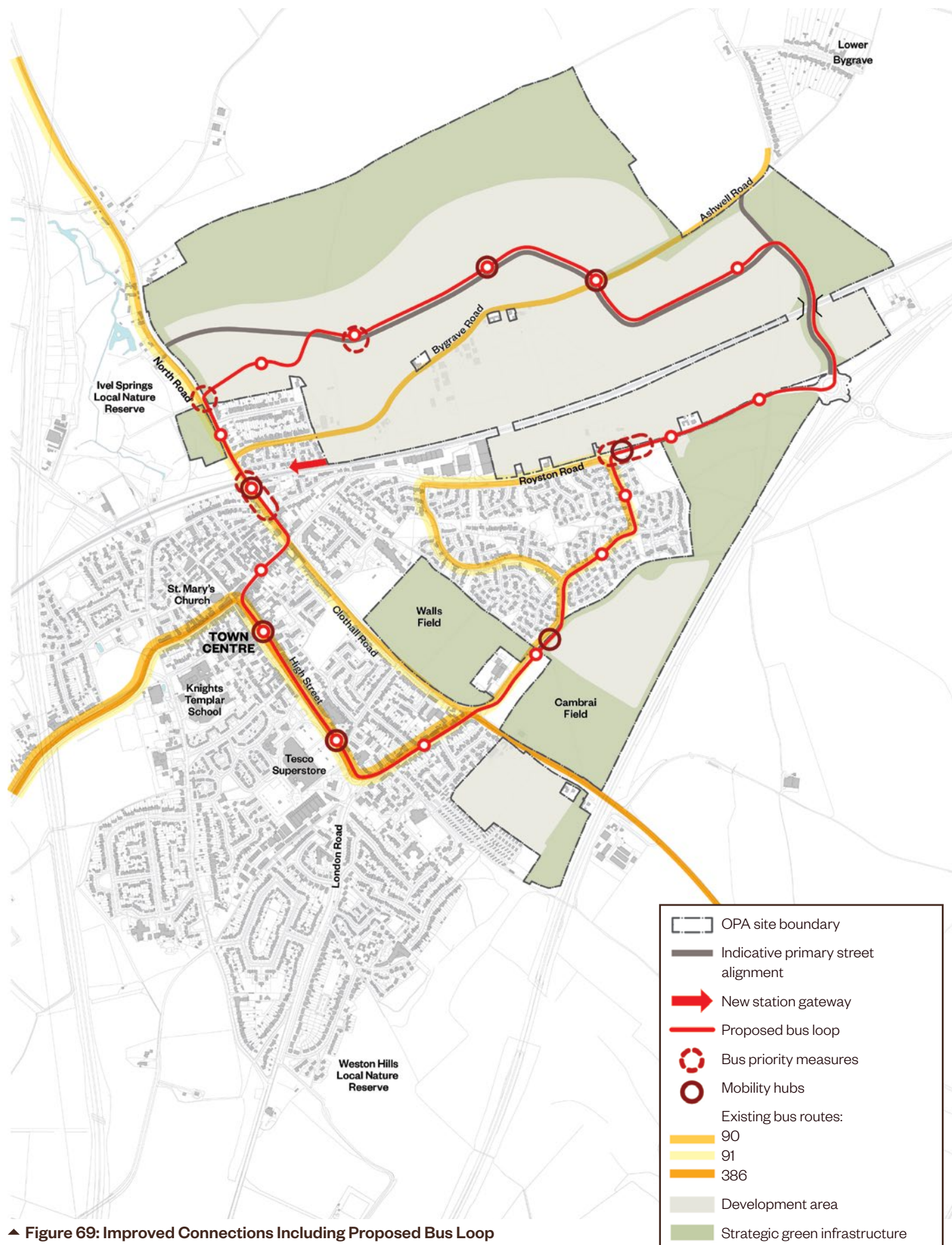
▲ Bus gate, Dunston Stathes, Gatehead



▲ Mobility hub, Wolvercote Mill, Oxford



▲ Corby Enterprise Park



▲ Figure 69: Improved Connections Including Proposed Bus Loop

Station improvements

3.92 A potential new northern access to the rail station from BA1 is being discussed with Network Rail. This would provide an additional active travel connection directly into the station (see Figure 70). Wider improvements to the accessibility of the station building are also being considered with potential contributors, secured through the S106 agreement, where appropriate, including the following potential proposals.



▲ Baldock Railway Station

1. Existing south entrance to station with potential improvements to provide DDA access (lift and/or ramp); quality townscape/space at the station entrance befitting of the importance of this key gateway to the town; and improved secure cycle parking.
2. Potential to re-open and improve the existing dilapidated station building to provide a new northern entrance to the station with potential wider improvements and functionality to match the southern entrance.
3. Station Road existing 5 way junction rationalised to 3 way (emergency/service vehicles access only to Icknield Way and Football Close), to enable potential for improved overall active travel access to/from the station – particularly with the High Street and other areas to the west. Improved bus facilities also have the potential to be provided.
4. Access from North Road to the re-opened northern station building for active travel and potentially service vehicles only.
5. Improvements to provide increased width for active travel priority under the existing rail bridge – vehicular flows would be managed via new traffic lights.
6. Potential for a new eastern station entrance to the eastbound platform from the considerable proposed development north of the rail line (BA1). This would be for access via active modes, primarily along the Bygrave Road corridor. Secure cycle parking would also be provided.
7. Quality boundary treatment to existing properties at this new gateway to the town, and provide security to rear gardens.
8. Proposed development fronting new space/access to potential eastern station entrance, providing natural surveillance and activity.
9. Access to/from station, High Street and wider west Baldock via a choice of routes – Icknield Way, Football Close or Whitehorse Street.
10. Access to/from station, proposed employment (BA10), Clothall Common, and new rail crossings via Icknield Way East and active travel improvements to the Royston Road corridor.
11. Access to/from station, Clothall Road corridor and proposed development at BA2 and BA3.
12. Access to/from station, North Road corridor and western end of proposed development at BA1.

▼ Figure 70: Baldock Railway Station access improvements



Mobility hubs

3.93 A network of 'mobility hubs' will be provided where people can easily switch from one mode of transport to another, to make travelling without a private car easier.



▲ Figure 71: Potential mobility hub locations



▲ Figure 72: Mobility hub visualisation

Vehicular Movement

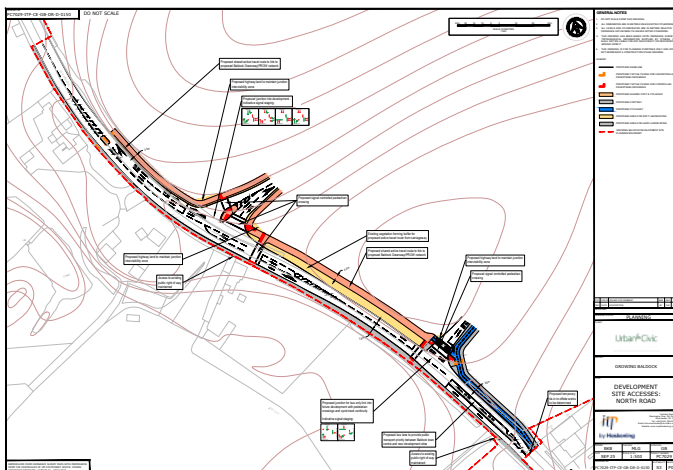
3.94 The principal vehicular access into BA1 is proposed to be via a new, slow speed all-modes development access road connecting North Road (A507) and the A505, via a new bridge over the railway line. The section of this new road that crosses over the railway, linking Bygrave / Ashwell Road and the B656 at the A505 interchange will be designed to enable it to serve a strategic function.

Access Junctions

3.95 The OPA seeks detailed permission for a series of key vehicular site access junctions, all of which are designed to prioritise active travel movements and perform as gateways into the development and Baldock (see Key Places and Spaces section of the DAS).

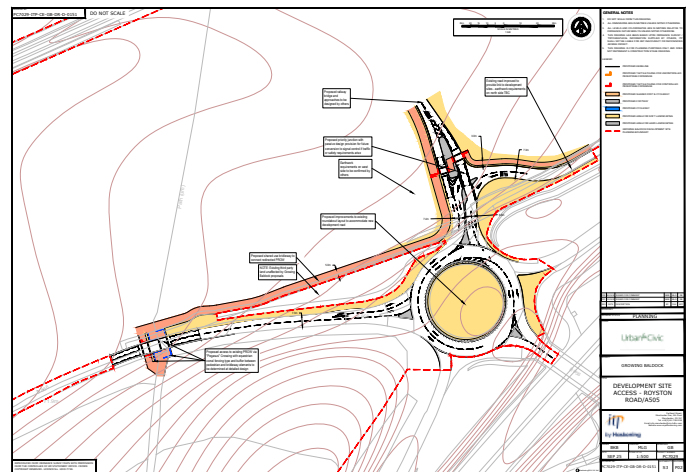
3.96 A new signal-controlled junction on North Road is proposed for detailed approval as part of this OPA (see Figure 73). The junction incorporates two pedestrian crossings across North Road, to ensure onward connectivity into the Ivel Springs LNR, via the existing PRoW in this location.

3.97 An additional junction on North Road, south of the main vehicular junction, is proposed for detailed approval as part of this OPA (see Figure 73). This will provide priority access into BA1 for buses only, via a stretch of bus only road, that connects further east with the main development access.



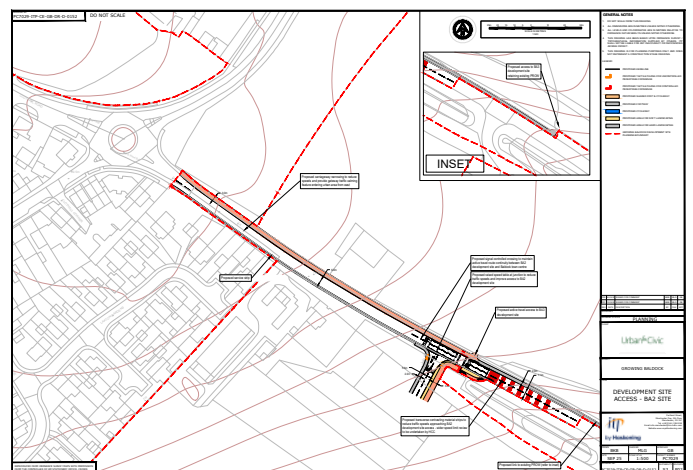
▲ Figure 73: North Road Access Junctions

3.98 Improvements are proposed to be made to the existing A505 / Royston Road junction, where the development access road will connect at the other end of BA1, having crossed the railway via the new all modes bridge. Detailed permission is sought for this junction improvement works which entail the provision of an additional northwards arm from the roundabout, off which an eastern access road will be provided to access the potential waste and energy infrastructure uses at the eastern end of BA10 (see Figure 74).



▲ Figure 74: A505/Royston Road Access Junctions

3.99 Detailed permission is also sought, through this OPA, for the proposed signalised junction into BA2 from Clothall Road (Figure 75).



▲ Figure 75: Clothall Road Access Junction

3.100 The existing Bygrave Road would become a key active travel route through the site, with vehicular access only permissible for local traffic, to access existing properties on Bygrave Road. This will be achieved through the installation of modal filters at either end of Bygrave Road, as indicated on the Parameter Plan.

Multi-Modal Bridge

3.101 The development access is proposed to cross the railway at the eastern end of BA1 / BA10, via a new all modes bridge. Initial designs for the bridge have been prepared and are being discussed with Network Rail as part of the Approvals in Principle process and HCC's highways and bridges teams. The multi-modal bridge, as the name suggests, would provide access for vehicular traffic, including buses, pedestrians, cyclists and equestrians. The proposed bridge will be designed to achieve the necessary clearance over the railway, requiring the development access to be built on embankments as it approaches the bridge. The bridge will be visible from the surrounding area and will therefore be subject to a considered design process to maximise the positive visual impact of this new piece of infrastructure.

3.102 The bridge will incorporate a segregated active travel route on the western side only, comprised of a 3m shared use footway/ cycleway and a 3m provision for equestrians, separate from the main vehicular carriageway. Initial visualisations of the emerging bridge design are provided at Figure 76 opposite.



▲ Figure 76: Initial proposed bridge visualisations

Street Hierarchy

3.103 A clear street hierarchy will be provided within the site, wherein a range of clearly differentiated street typologies will perform different functions – principal development access, secondary routes between parcels and tertiary, lower order access into residential areas. These will be detailed further within Design Codes.

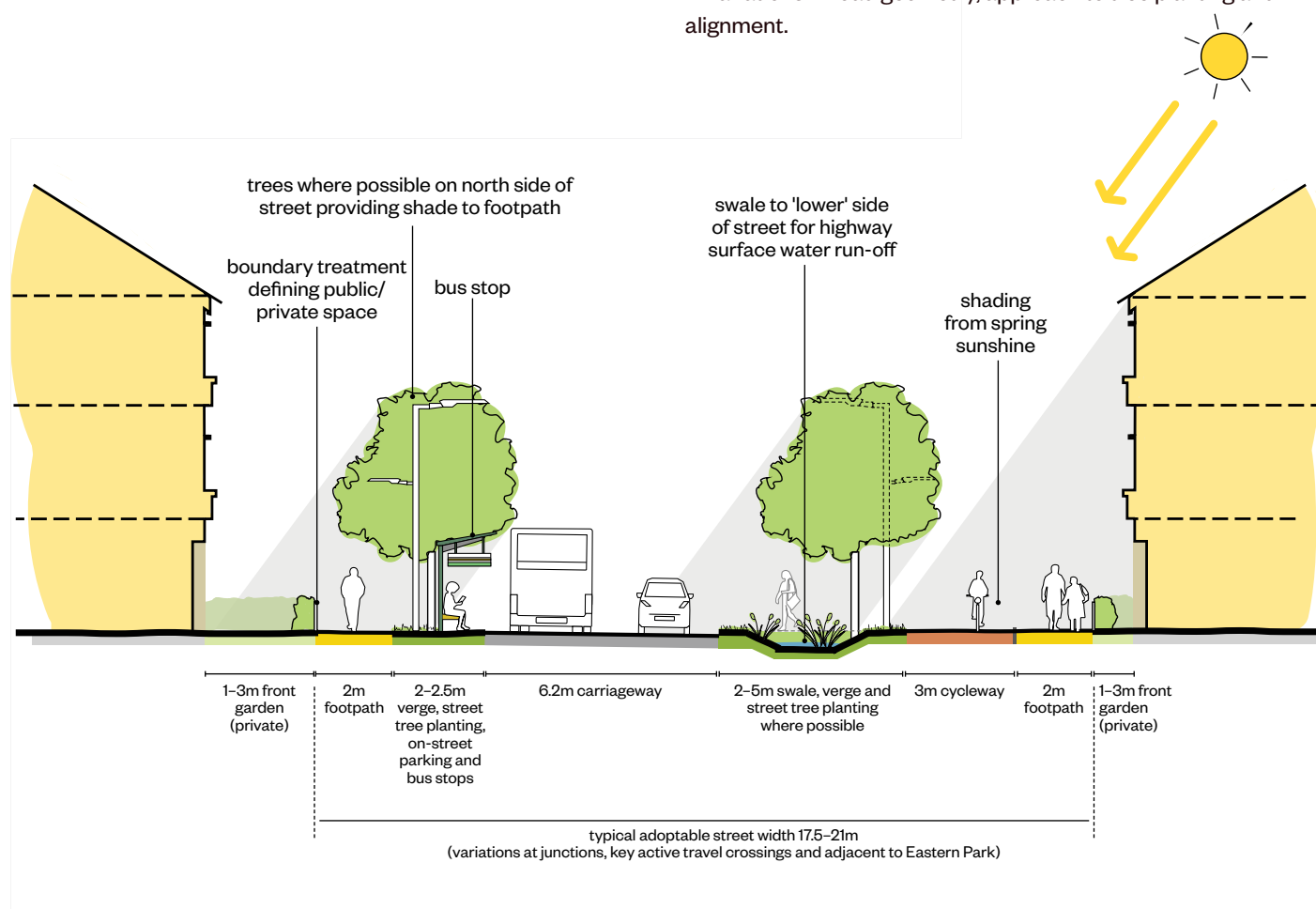
Development Access (Primary Street)

3.104 The new slow speed access road into the development will be fronted by buildings, high quality footways and a separate cycle path. It will provide access into BA1 from new junctions on North Road and Royston Road and via a new bridge over the railway, north east of Clothall Common.

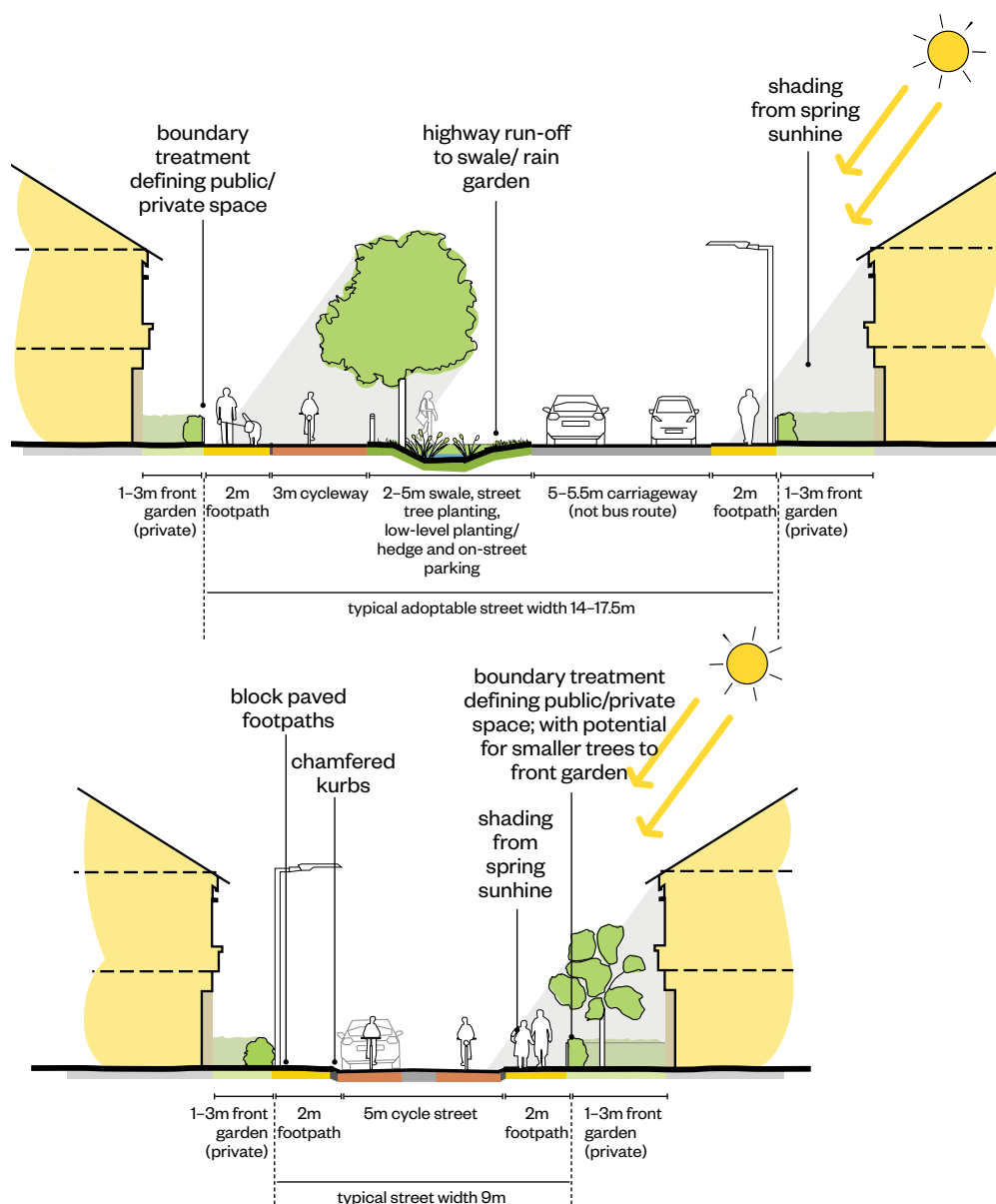
3.105 The development access will be designed to prioritise active and sustainable travel movement across it, to ensure connectivity between development parcels and open space to the south.

3.106 Elsewhere, traffic calming measures will be used across the development to control vehicle speeds and create a high quality, people focused environment. Traffic calming measures appropriate for the site may include tree planting, junction design and changes in road alignment and width.

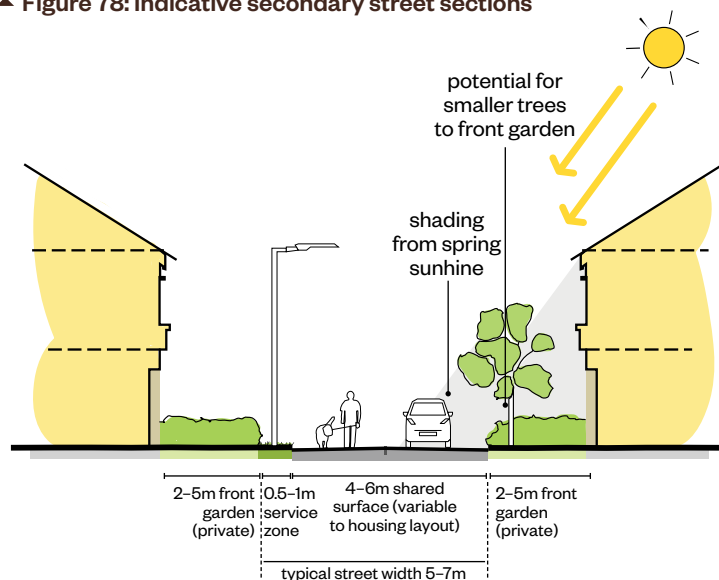
3.107 The development access will vary in character along its length, responding predominantly to the land uses that surround it e.g. residential, local centre, green space. This may result in variations in road geometry, approach to tree planting and alignment.



▲ Figure 77: Indicative primary street section



▲ Figure 78: Indicative secondary street sections



▲ Figure 79: Indicative tertiary street section

Secondary Streets

3.108 Figures 78 and 79 provide indicative street sections for the lower order internal secondary and tertiary street Text network. The sections demonstrate how active travel provision is an integral part of street design.

Parking Provision

3.109 Providing a bespoke and flexible approach to parking is one of the measures which will contribute towards meeting the ambitious active travel mode share set out in the Transport Assessment. The overall approach to parking is to allow for ranges of parking provision for different dwelling sizes and overall having fewer on-plot spaces than are typically proposed or are allowed for by the NHC parking standards.

3.110 The parking strategy for residential areas may provide parking below NHC's minimum standards, delivered alongside smart and flexible parking design. Parking provision and design forms part of the package of sustainable transport measures that will provide genuine travel choice and manage travel demand. The Transport Assessment sets out the approach to parking quantum. Parking will be designed in accordance with the following design principles:

3.111 The approach to parking design will be led by the placemaking aspirations of the Transport Vision and the need to provide flexibility and future proofing.

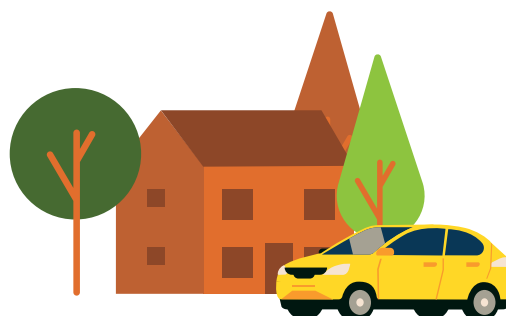
3.112 The amount and design of parking across the site will be driven by the desire to create attractive active streets which put people movement first. The principles and street hierarchy set out in Design Codes will inform the layout and distribution of parking, with a variety of designs to suit the housing and street typology.

3.113 The core parking design principles relevant to the proposed development are illustrated in the diagrams below.

3.114 A key benefit of the use of unallocated car parking is the potential to repurpose spaces if they become surplus to requirement, for example if mode shift is particularly successful or there are changes in general travel trends. This would not otherwise be possible with wholly on-plot parking.

Place-led

- Integrates with landscaping
- Sympathetic design
- Does not dominate



Attractive to use

- Natural surveillance
- Secure and lit
- Accessible by foot



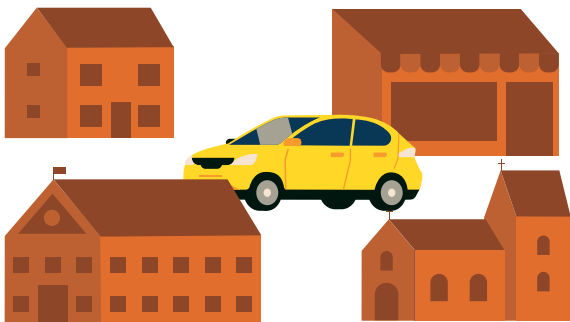
▲ Figure 80: Parking design principles

3.115 Cycle parking and storage will be provided so that it is integrated with the design and layout of development, for example at the front for easy access either as part of the elevation or housed within a dedicated structure, ensuring that it is readily useable. It should be more accessible and convenient to access than car parking. Secure cycle parking for visitors should also be provided that is well integrated in the public realm in small groups so that it does not visually dominate the street scene.

3.116 Electric vehicle charging provision will be made in accordance with Part S of the National Building Regulations, in a mix of on-plot and off-plot spaces.

Shared wherever possible

- Maximised off-plot, unallocated provision
- Carefully designed parking courts and barns
- Shared between land uses



Flexible & future-proofed

- A range of parking responses to suit character and context
- A varied street scene
- Designed to flex and repurpose



Accessible to all

- The right parking in the right places
- Essential servicing, drop-off and access for disabled people is prioritised



Well managed

- Indiscriminate parking designed out
- Necessary enforcement considered from the outset

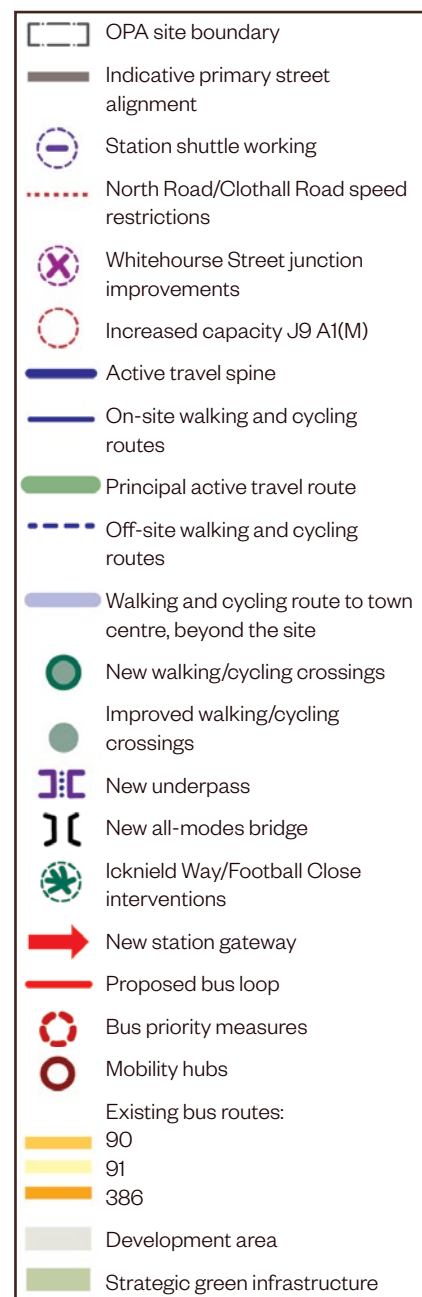


Off Site Interventions

3.117 The Transport Assessment identifies a series of off-site highway interventions within Baldock that, combined with the on-site networks set out in this DAS, will deliver the sustainable and active mode targets proposed. These offsite works will be secured by condition or S106 agreement and are likely to comprise:

- Royston Road / Yeomanry Drive Bus Gate;
- Station Road bridge shuttle working (narrowing of carriageway under the bridge to facilitate widening of pedestrian/cycle route);
- Royston Road corridor cycleway;
- Whitehorse Street junction interventions; and
- A1(M) junction works (subject to modelling outcomes).

3.118 The plan at Figure 81 articulates the combined on and off-site access proposals.





▲ Figure 81: Combined movement interventions

Sustainability

3.119 Integral to all decision making, the holistic approach to sustainability will follow best practice to create a high quality development for the site. Sustainability will influence a wide variety of aspects of the development, from active travel and public transport connectivity to habitat creation, and building design to drainage. Key sustainability **site wide principles** comprise:

Site wide principles

- 1. Sustainable layout and landscaping** – parcel, plot and building layout to consider orientation and maximise solar gain, use of planting and building design for shade, provision of climate resilient green infrastructure and planting to support the benefits of passive heating and cooling.
- 2. Integration of SuDS** – surface water drainage strategy that provides multifunctional benefits in relation to water quality, cooling, amenity, biodiversity and to help recharge the underlying chalk aquifer, and is designed to accommodate an increase in extreme weather events due to climate change. SuDS will be multi-functional where possible, incorporating other uses e.g. play, if dry.
- 3. Building design and integration of energy generation** – design in accordance with the energy hierarchy, reducing energy demand through passive design measures and fabric first approach, and integration of on-plot/parcel renewable energy technologies (e.g. Solar PV and Heat Pumps).
- 4. Enabling healthy lifestyles** – adoption of Active Design principles throughout to promote health, wellbeing and community interaction through connected streets and active travel routes, location of key facilities and destinations within walking distance of homes and the provision of a range of open spaces.



▲ Figure 82: Sustainability Site-Wide Principles

3.120 Achieving sustainable design is a key principle driving the Growing Baldock development, as set out within the SMP. Key sustainability measures are set out in the accompanying Sustainability and Energy Statement, but in summary, those relating to outline design include:

Housing

- Layout of development to maximise solar gain benefits and potential for energy generation;
- The development will be built to the Future Homes Standard and as a result will offer significant reductions of carbon emissions over current housing;
- Layout of development to consider the need to secure shelter from prevailing and northerly and easterly winds;
- Homes will be built to reduce the water demand; and
- Adoption of a 'fabric first' approach to the sustainable design of new housing.

Employment

- Homes designed to suit modern living and working patterns and behaviours;
- Improved walking and cycling links and public transport connections; and
- Provision of mixed use local centre and employment uses integral to the development.

Active and Sustainable Travel

- High quality walking and cycling routes through the development linking homes, community infrastructure, employment facilities and open spaces;
- Enhanced public transport provision linked into the layout of the site; and
- Improved access to Baldock Station from within the site.

Green Infrastructure

- New tree and landscape planting to connect to existing green infrastructure providing a strong setting for development;
- Focus on establishing a strong interface between the development and open countryside to the north; and
- Provision of new areas of public open space with connections to the wider landscape.

Blue Infrastructure

- Sitewide approach to SuDS and potential to help recharge the chalk aquifer; and
- Creation of comprehensive SuDS system to provide resilience against surface water flooding.

Placemaking

- New development reflecting the characteristics of the site and surrounding context;
- Establishing clear gateways between the development and adjoining areas of Baldock signalling arrival and marking transition; and
- Creation of a robust pedestrian orientated public realm as a focus for activity and social interaction.

Community Facilities

- Creation of a network of public open spaces including play provision;
- Provision of a range of homes and different tenures responding to identified local need; and
- Range of community infrastructure, education and commercial services.

Biodiversity

- Provision of at least 10% biodiversity net gain through the creation of a range of habitats across the open spaces.



Illustrative Masterplan

3.121 The Illustrative Masterplan at Figure 83 has been prepared to give an indication of one way in which the OPA parameters can be applied, and to demonstrate that application of the parameters and design principles set out in this chapter can be successfully applied. The Illustrative Masterplan is not a formal drawing for approval as part of the OPA.

Figure 83: Illustrative Masterplan Option 1





BA3 – Option 2: No Secondary School (Knights Templar expanded), Residential and SEND School



BA3 – Option 3: 4/5 FE Secondary School, SEND School and Residential Parcel

