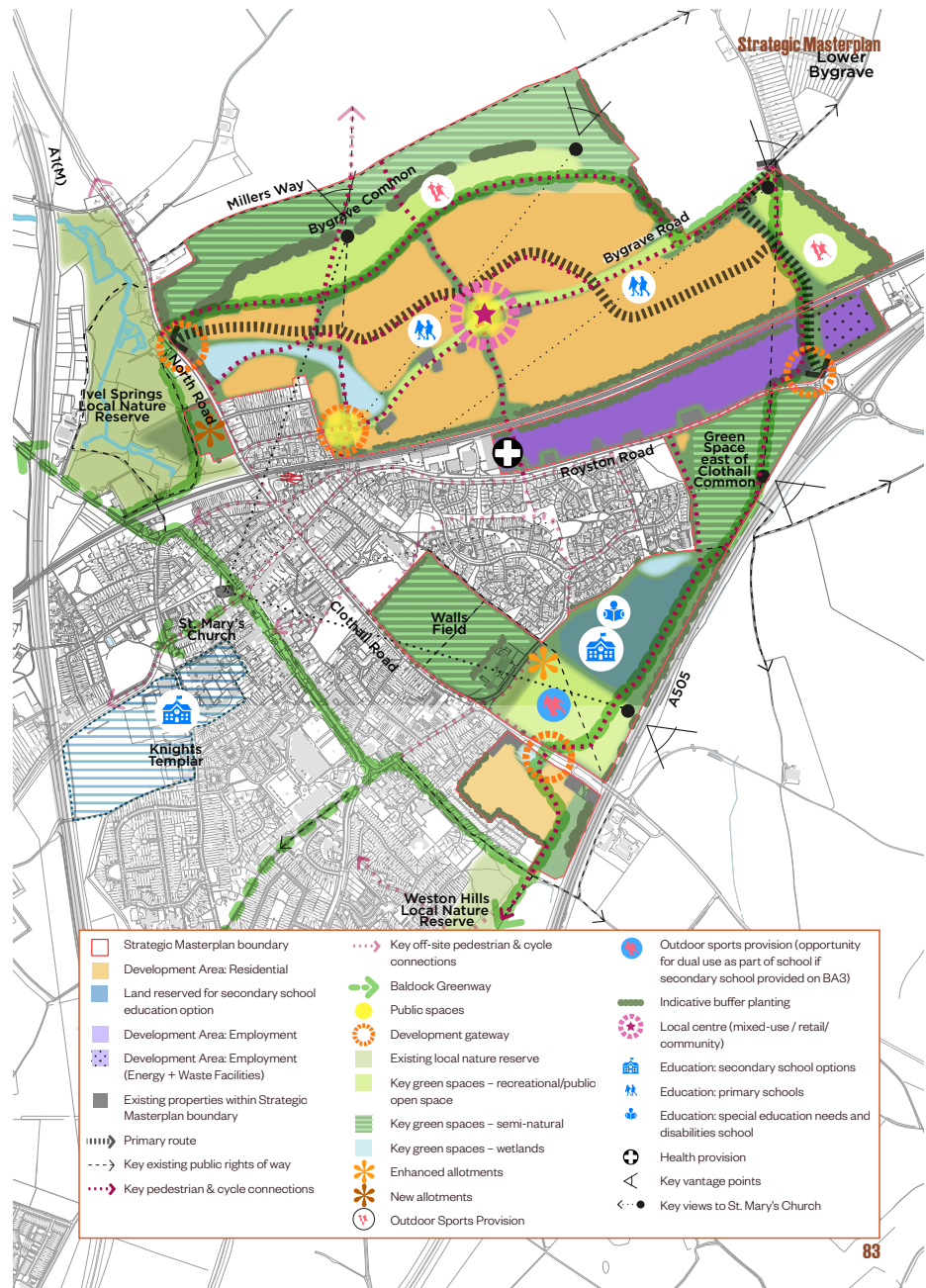


Approved SMP (June 2025)

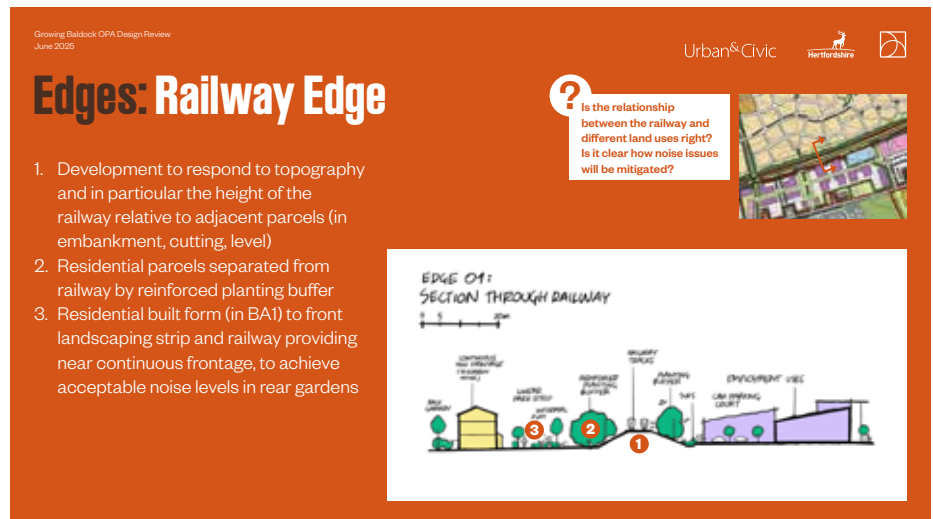
2.11 Subsequent and ongoing design work, alongside continued stakeholder discussions in relation to key topics such as education and transport, resulted in the final and now approved SMP (see Figure 28 below). This OPA has been prepared to accord with the vision, frameworks and principles enshrined within the SMP.



▲ Figure 28: Approved SMP Composite Framework Plan

Design Review 2 (June 2025)

2.12 The final SMP and emerging OPA material, including the draft design principles (see example at Figure 29) were presented at a second Design South East Design Review Panel in June 2025.



▲ Figure 29: Example of Key Place/Space Design Principle Presented to DRP



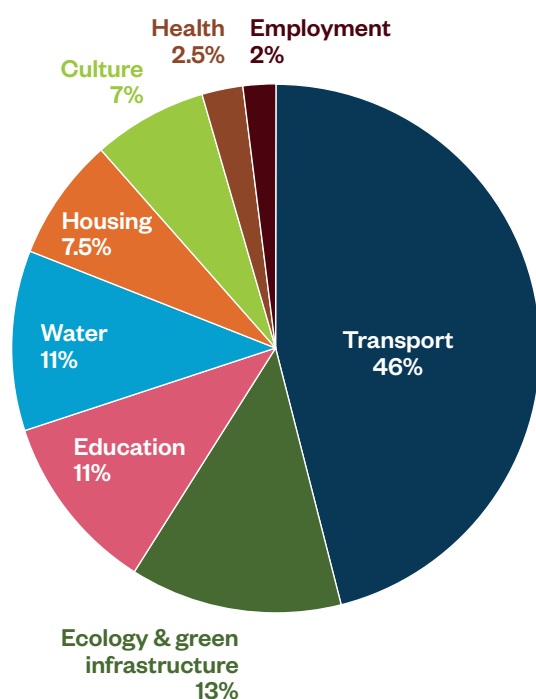
▲ Figure 30: Illustrative Masterplan Presented at June 2025 Design Review Panel

2.13 The table below sets out the key recommendations of the DRP alongside an explanation of how they have been addressed and secured through the OPA.

Design Review Panel Recommendation	Growing Baldock Design Response	How secured in OPA
Continue to develop the design principles and parameter plans to provide more certainty around how design quality will be achieved through subsequent design development stages – particularly in terms of character. Ensure that the supporting diagrams align with the intention of the written principles.	Site wide and key places and spaces design principles strengthened to ensure design quality. Diagram at Figure 4 of DAS explains post OPA design approval	Design principles in DAS Parameter Plan Post OPA design approval to be secured via planning condition
Improve the town-wide connectivity strategy to better integrate the urban extension with the existing town centre	Section 3 of this DAS and the Transport Assessment articulate the connectivity strategy, which is predicated on maximising connectivity between the new development and Baldock town centre	Transport Assessment Legal agreement to secure triggers for delivery of off-site access and highway improvements
Consider additional direct and legible north-south routes off Bygrave Road to better embed this key east-west link into the masterplan and to improve site permeability	Routes north from Bygrave Road to Bygrave Common shown on Illustrative Masterplan and required by design principles (Bygrave Road)	Design principles in DAS
Review the active travel strategy to provide pedestrian and cycle routes that allow for the straightest, most direct routes to key destinations within the site; and ensure that the intention to prioritise active travel is evident in all supporting drawings.	Design principles strengthened to emphasise priority of active travel movements over the car throughout the development. Key north-south and east-west active travel movements secured in Bygrave Road and Active Travel Spine	Design principles in DAS (Bygrave Road, Active Travel Spine and movement site wide principles) Transport Assessment
Continue to develop the design of the active travel spine, particularly in terms of character, frontage, legibility/wayfinding, and its relationship to other key routes.	Design principles for AT spine developed to articulate difference in character north and south of local centre	Design principles in DAS (Active Travel Spine)
Consider the purpose of the proposed north town gateway and further develop the design of the landscape and sustainable drainage system (SuDS) features here to strengthen identity and improve the site arrival and wayfinding experience.	North Road gateway design evolution, informed by fix in bus only and all modes vehicular junctions into the site	Design principles in DAS (North Road Gateway)
Draw on the site's broader landscape setting to inform the structure, role, and design of the proposed green spaces and edges; and embed this in the design principles through more specific reference to habitats, species, nature recovery, ecological connectivity and management	Design principles strengthened to ensure site's landscape setting and ecological and historical strengths have informed the design of green and blue infrastructure	Design principles in DAS (green infrastructure site wide and key places) Green Infrastructure Strategy
Test the visual impact of housing in different locations to inform where the northern development edge should sit in relation to the ridgeline	Masterplan and LVIA testing undertaken to inform Parameter Plan and Development Specification	Parameter Plan Development Specification (building heights principle) LVIA ES chapter CGI views in DAS
Consider how the design principles and subsequent design coding can ensure a consistency of character across the northern development edge, despite its likely division into different development plots	Further masterplanning of the northern edge has informed DAS design principle for Bygrave Common edge, which focuses on ensuring consistency of character	Design principles in DAS (Bygrave Common edge)

2.14 A further public consultation event in July 2025 presented the approved SMP and introduced the draft OPP Parameter Plan and Illustrative Masterplan which are explained further in the next section and have been developed to align with the principles of the SMP. Further detail was provided at the consultation on movement and access proposals in particular.

2.15 A summary of the key responses and issues raised is presented at figure 31 below.



◀ Figure 31: Key Responses from July 2025 Public Consultation from over 250 comments



▲ Strategic Masterplan consultation, July 2025



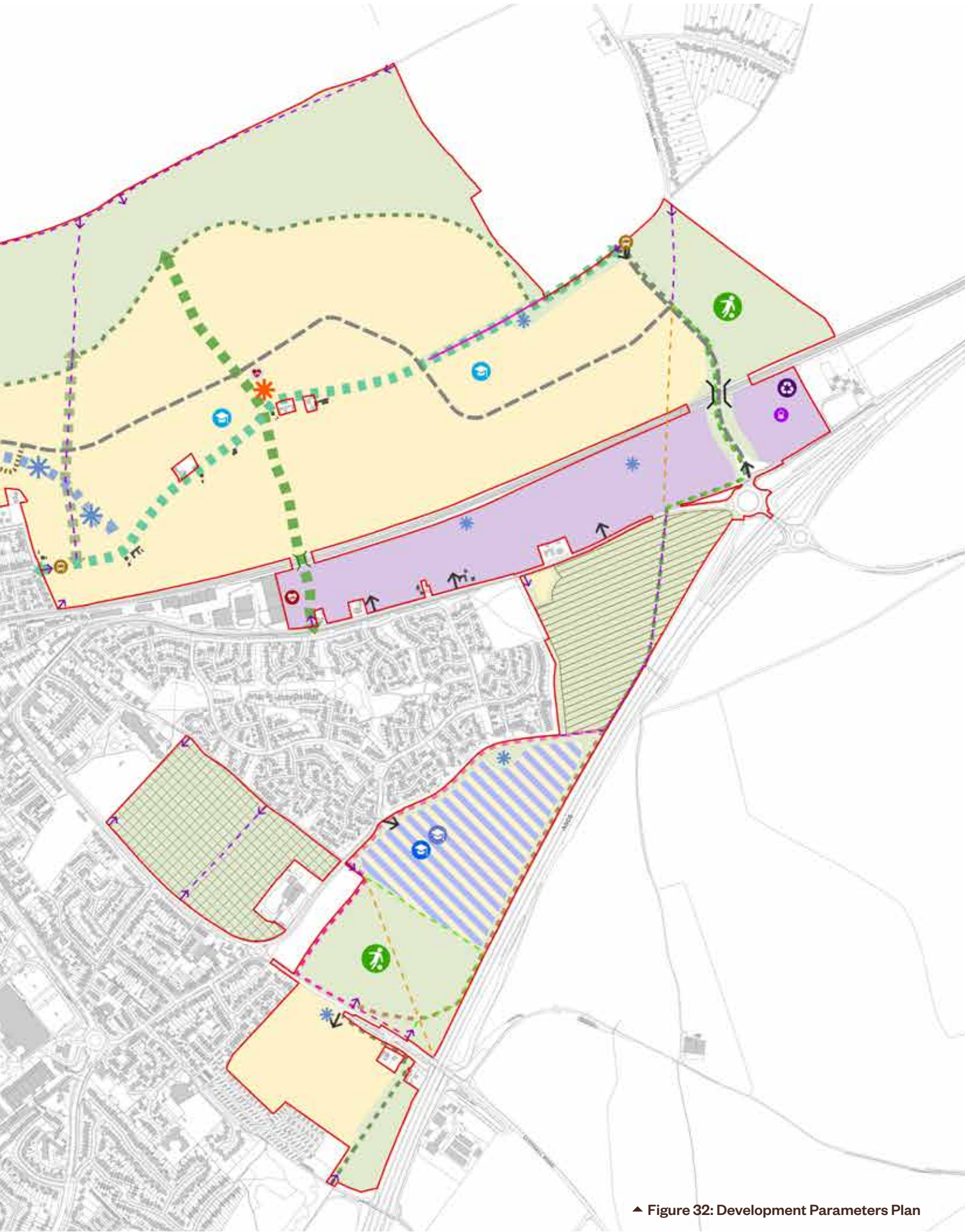
OPA Development Parameters

2.16 The parameters of the OPA development are defined by the following:

- **Parameter Plan** – plan to define existing features, the disposition of land uses and open spaces, key access points, movement networks and infrastructure and the approximate location of key facilities;
- **Development Specification** – a written series of spatial and design principles to describe the development, define the range and maximum quanta of land uses, and set principles in relation to green infrastructure, water, ecology, heritage, connectivity and transport and development areas;
- **Detailed Junction Access Plans** – plans of the access junctions for which detailed approval is sought as part of the OPA:
 - » North Road (vehicular access and bus only)
 - » A505 junction additional spur
 - » Clothall Road

2.17 These parameters are the basis upon which the Environmental Impact Assessment has been undertaken and therefore together define the key components of the development.





▲ Figure 32: Development Parameters Plan



BA1

- The largest of the site allocations incorporating new homes centred around a new Local Centre at the heart of the development, where the north-south Active Travel Spine and east-west Bygrave Road (active travel route) connect;
- Bus only link into BA1 from North Road and vehicular access points into BA1 from North Road, connected by the development access to the A505 junction south of BA10;
- Development access linking A505 and North Road, serving wider strategic function;
- Active travel underpass and all modes bridge railway crossings to connect with BA10;
- Retention and realignment of existing Public Rights of Way;
- Up to two primary schools, one in the heart of the Local Centre;
- Strategic green infrastructure areas in the form of Bygrave Common to the north and the Eastern Park to the east to provide multifunctional open space and a green setting for the wider development. The Baldock Greenway will form part of these green space, wrapping around the development area;
- Additional green space will be provided in the parcel west of North Road and within the sustainable drainage corridor at the south western corner, at the lowest point of the site;



BA2

- Smallest of the allocation sites making up Growing Baldock incorporating a single residential use;
- Linear green space between the A505 to the east and the residential area;
- Detailed approval is sought for the access junction into BA2 from Clothall Road.



BA3 and Urban Open Land

- Retained and enhanced ecological habitat area within the strategic green space known as 'green space to the east of Clothall Common' in the northern half of BA3. A modest residential parcel is located at the north western corner of this site, discrete from the ecological area. The Baldock Greenway will run through this green space;
- Flexible land use parcel south of the ecological area to incorporate one of three of the following potential land use mixes, dependent upon the outcome of the Education Review Process which will determine whether a secondary school is required on BA3 and if so, its size:

Option 1 – Knights Templar expansion and relocation to BA3

- Relocation and expansion (up to 12FE) of Knights Templar school to BA3. BA3 to accommodate SEND school and secondary school

Option 2 – Knights Templar expansion

- Expansion of Knights Templar on existing site (up to 10FE). BA3 to accommodate SEND school and residential (c. 250 units)

Option 3 – Additional secondary school on BA3

- Provision of additional secondary school (up to 5FE) on BA3. BA3 to accommodate SEND school, secondary school and residential (c.90 units).
- The Urban Open Land will accommodate sports pitches, enhanced allotments and potentially play provision, with the final mix depending upon the land use to the north. If a secondary school is located in BA3, the majority of the Urban Open Land will form part of that school campus and be used for grass sports pitches. If there is no secondary school in BA3, and it is built out for residential (save for the SEND school), the Urban Open Land will incorporate all weather sports pitches. BA3 will be accessed off Wallington Road. Detailed approval of the junction(s) with Wallington Road is not sought at this stage as the design and final location will depend on the final land use mix within BA3.



BA10

- BA10 will accommodate employment, health, leisure waste and energy land uses. A health hub is proposed at the western end of the parcel adjacent to the active travel underpass. At the opposite, eastern end, waste infrastructure potentially comprising a household waste recycling centre, vehicle depot and waste transfer station will be located, alongside potential renewable energy infrastructure. Within the central part of BA10 a mix of employment and leisure uses including office, industrial, indoor sport/recreation and R&D are proposed.
- BA10 will be accessed off Royston Road in locations broadly indicated on the Parameter Plan. Detailed approval will not be sought for these junctions until reserved matters stage. BA10 incorporates amendments to the A505 junction with Royston Road, to provide a development access spur across the railway to BA1.



Walls Field

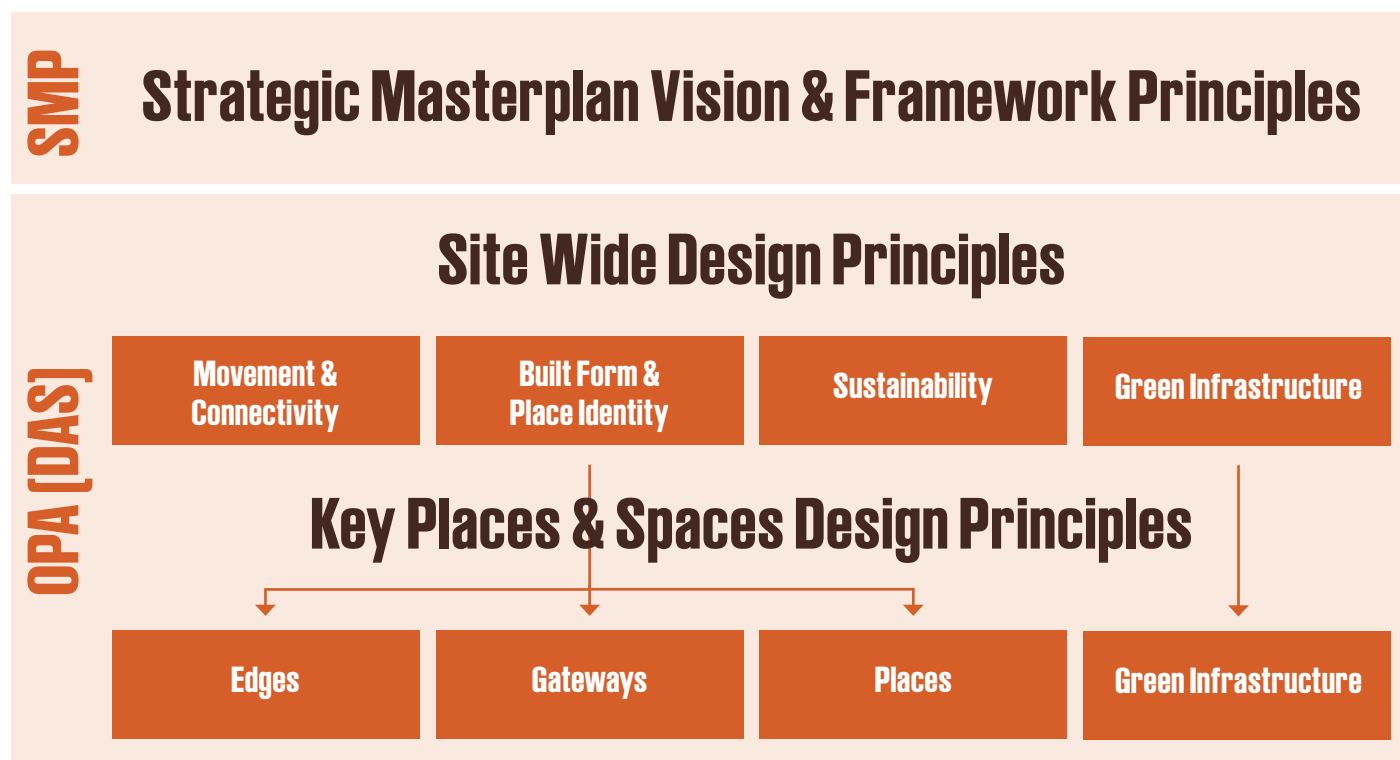
- Walls Field will be retained as open land, reflecting its Scheduled Monument status. It will be taken out of intensive agricultural use and a management approach for the land will be agreed.



Part 3:

Masterplanning and Placemaking

3.1 This section of the DAS articulates the masterplanning and placemaking principles that will shape the Growing Baldock development. These have been informed by and develop further the SMP vision and framework principles and introduce OPA site wide and key places and spaces design principles, adherence to which will be conditioned as part of the OPP (see Figure 33).



▲ Figure 33: Design Principles Structure

3.2 This chapter is divided into four parts, to align with the site wide design principles categories (built form and place identity, movement and connectivity, green infrastructure and sustainability). Within each section, the site wide principles are outlined first (highlighted in boxes), followed by supporting text and diagrams. The green infrastructure and built form and place identity sections also contain 'key places and spaces' design principles (also shown in boxes), which further articulate how the most important parts of the site will be designed. These key places and spaces and their design principles have been the subject of extensive discussion with NHC planning and urban design officers.

3.3 The site-wide and key places and spaces principles are also appended to the Development Specification.

Built Form and Place Identity

Site wide principles

1. **Future place identity and character** – development should reinterpret and echo the best of Baldock's local vernacular and design elements, including the warm palette of materials typical of the town, carriage arches, high pitched roofs with prominent gables addressing the street in places, consistent building lines, and ornamentation around window and door openings. In this way new streets, buildings and spaces will be embedded in the established character of Baldock.
2. **Density and massing** – a consistent approach will deliver development that is generally of a medium density with two to three storey buildings and strong frontages framing streets and spaces, appropriate to the established Baldock context. Localised variations, where built form is of a higher density and/or height, will be used to define key places and spaces including the local centre, locations along the active travel spine and close to the station.
3. **Mix of typologies** – a mix of typologies will be established to meet local need, offering a range of house types that also reference established patterns of development in Baldock. This will include terraced forms, larger semi-detached and detached houses, and apartment blocks. More informal groupings of buildings and types of housing will predominate particularly along the northern edge of the site, and areas of more urban character located particularly at the local centre and along parts of the active travel spine.
4. **Hierarchy of frontages** – development that fronts onto and frames streets and open spaces will be a key built form characteristic throughout the site. This will contribute towards establishing a safe and legible place, clearly defining the public realm and protecting more private spaces such as gardens. Frontages with a strong and consistent building line and minimal setbacks will define key places, gateways, streets and spaces in the development. Elsewhere a less formal approach with more variation, including sides onto linear open spaces in some instances, and larger setbacks providing front gardens and sociable and usable frontages to open spaces will be appropriate.
5. **Integration of existing properties** – existing properties and buildings within the site will be sensitively integrated into the layout within a legible settlement pattern to preserve their setting and amenity. This will be achieved through the siting of open space, provision of landscape and tree planting, and ensuring that adjacent proposed development is sensitively designed in terms of height, built form, visual character and minimises opportunities for overlooking. Vehicular access to existing properties may be made via the new street network.
6. **Public realm and street design** – the streets and spaces between buildings will be an important design component that will help physically and visually integrate development and encourage community interaction. It will also be designed to give identity to specific locations through, for example, contrasting materials, different species of tree and landscape planting, use of public art, and variations in street furniture. A clear hierarchy of active travel routes, residential streets, primary routes, and formal and informal open spaces will also be defined through the design and layout of the public realm.
7. **Protecting and enhancing strategic views** – strategic views from the development to Baldock, particularly to St Mary's church, to be reinforced by planting, alignment of streets and routes and parcel and block layout along view corridors. Strategic views from within the development (BA1) north to Bygrave Common to be established through landscaping, street design and parcel and block layout that creates view corridors and glimpses to the green space and countryside to the north
8. **Residential edges** – where development is located adjacent to an existing residential area, the amenity of existing residents will be protected through careful masterplanning. This will be achieved by either backing gardens incorporating buffer planting onto existing boundaries, or providing a landscaped buffer strip between existing homes and the new development.
9. **Affordable housing** – layout and building design will be tenure neutral throughout with affordable housing being distributed throughout the site with equitable access to facilities e.g. play space.



▲ Figure 34: Built form and Place Identity

Distribution of Land Uses

3.4 The distribution of land uses across the site aligns with that set out in the SMP, with the developable area within BA1 lying between the railway to the south and the east-west ridgeline to the north. The northern edge of development within BA1, as it fronts Bygrave Common, extends slightly further north than envisaged by the SMP. This approach has been fully tested in terms of landscape and visual impact (refer to separate ES chapter) and remains compliant with the Local Plan policy, with development remaining south of the ridgeline. The CGIs on page 77 show how this extent of development might appear, when looking south from Bygrave Common.

3.5 The proposed development is also compliant with Local and Neighbourhood Plan policy in its retention of the green space east of Clothall Common as ecological green space, and Walls Field and the Urban Open Land remaining open and developed (in the case of the latter only) for open space which retains the important open characteristics and views east towards the countryside.

3.6 The Growing Baldock scheme will be made up of the following land uses:

Residential

3.7 Up to 3,200 new dwellings, including a mix of tenures, sizes and designs including homes for senior living and 28 self and custom build plots. A proportion of affordable homes will be provided alongside market unit.

Employment

3.8 Up to 16 hectares of employment development will be located between Royston Road and the railway. The ambition is for this parcel to accommodate strategic and/or aspirational employment uses and may include a mix of the following uses:

- office – up to a maximum of 20,000m²;
- indoor sport and recreation – up to a maximum of 5,000m²;
- research and development – and/or light industrial – up to a maximum of 26,500m²;
- industrial – up to a maximum of 26,500m²;
- health hub – up to a maximum of 6,000m² – at the western end of BA10.

Green Infrastructure (GI)

3.9 A network of open spaces and green infrastructure will be provided throughout the development, both in the form of strategic open spaces and green infrastructure within and through development parcels. Refer to the GI section of this DAS and the separate GI Strategy for details of the range of open space typologies to be included.

Waste Facilities

3.10 The easternmost end of the employment parcel (BA10) may also incorporate some or all of the following waste facilities:

- vehicle depot – up to a maximum of 1,500m²;
- waste transfer station - up to a maximum of 3,500m²;
- household waste recycling centre – site area of up to a maximum of 1.1 hectares.

Education

Primary

3.11 Up to two primary schools will be delivered in BA1 to meet the needs of the northern part of the development. One primary school will be located in the vicinity of the local centre, at the heart of BA1, with the second school located further east, adjacent to the east–west active travel corridor. Both will be wrapped in residential uses, with the main school buildings fronting and defining the street. An Education Review Process will determine the size and phasing of primary school delivery within BA1.

Secondary

3.12 Three options for secondary school provision are captured within the OPA:

1. expansion and relocation of Knights Templar secondary school to BA3 (up to 12FE).
2. expansion of Knights Templar on its existing site, or
3. provision of a second smaller secondary school on BA3 (up to 5FE).

3.13 A decision on the preferred secondary provision route will be taken later in the development in accordance with an Education Review Process enshrined within the S106 agreement. Whichever option is selected, there will be implications for the provision of indoor and outdoor sport, which will depend on the location and size of the school.

Early Years

3.14 Up to two private commercial nursery facilities will be provided on site, one within the local centre and the other either in BA1 or BA10. The primary schools will also include early years provision.

SEND

3.15 A 1.78 hectare site for a Special Educational Needs (SEND) school to be delivered by HCC will be provided on BA3.

Local Centre

3.16 A single local centre is proposed as part of BA1 to be located centrally at the confluence of active travel routes through the development. It will support a mix of uses including local retail and community facilities. It is important that the primacy of the town centre as the main retail / leisure centre is not compromised by over provision of these uses within the development. As such the following, limited floorspace is proposed within the local centre:

- up to 3,500 m² hotel/residential institution;
- up to 750m² pub/takeaway;
- up to 700m² convenience retail;
- up to 800m² retail/café/restaurant;
- up to 550m² office;
- up to 1,150m² gym;
- up to 2,600m² of Health Hub, if not provided on BA10;
- up to 500m² community centre.

Energy

3.17 Potential renewable energy infrastructure may also be located at the eastern end of BA10, adjacent to the waste uses.

Health

3.18 A health 'hub' will be incorporated at the western end of the employment parcel, adjacent to the active travel crossing. This has an upper floorspace limit (6,000m²) that can accommodate new GP services alongside a wider health offering, potentially combined with small community / retail uses that would connect the employment area to Baldock and create an active and vibrant community facility in this location.

Scale and Massing

3.19 The scale and massing of development responds to its context, accounting for views into and around the site, the relationship of built development to adjoining areas of development, countryside and open spaces, and the architectural characteristics of Baldock.

3.20 Residential building heights will generally be up to three storeys (12.5m) with the potential for some key or feature buildings of up to four storeys (16m). Taller buildings within the development would be located along the Active Travel Spine (south of the Local Centre), the Local Centre, adjacent to the new station pedestrian entrance and potentially fronting some open spaces. These heights are set by spatial principle SP3 within the Development Specification.

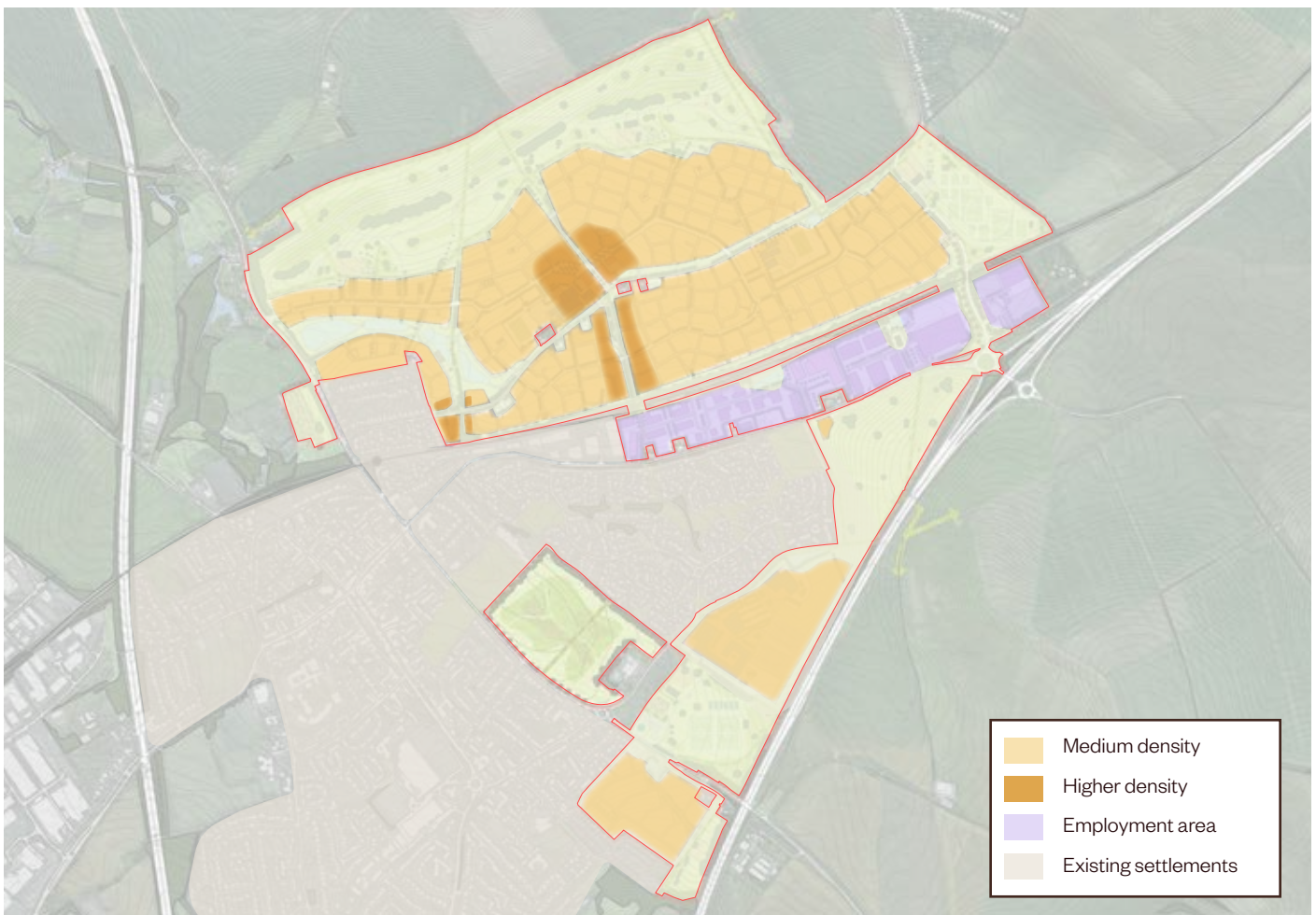
3.21 In the local centre, buildings may have more substantial floor to ceiling heights that would be required by community and commercial uses and could include residential apartments on upper floors.

3.22 Employment building heights in BA10 will also be up to a maximum of three storeys (14m). At the eastern end of BA10, a slightly increased height of up to 15m will be acceptable to accommodate the stack associated with the potential waste transfer station.

Layout and Density

3.23 Growing Baldock is designed to be a legible and walkable environment, comprised of sensible and developable development parcels creating strong links to the open spaces and wider landscape. The development will respond to the wider Baldock context particularly edge conditions, adjoining development typologies, proximity to areas of open space and connectivity with the town centre. This contextual approach to density allows for a mix of house types and plot arrangements to meet local needs.

3.24 The average net density of housing development across Growing Baldock will be c.37.5 dwellings per hectare (dph), although densities will vary across the site. For example, lower than average densities may be built around some of the periphery of the development and to reflect the parkland edges of the site. Higher than average densities will be developed around the local centre, station entrance and active travel routes to take advantage of the greater accessibility of facilities and services in these locations and to create a distinctive place with higher activity levels.



▲ Figure 35: Density

Key Places and Spaces

3.25 Figure 36 identifies a series of 'Key Places and Spaces' which encapsulate the most important places, gateways, edges and open spaces within the Growing Baldock development. More detailed design principles are provided for each of these key places and spaces, which are to be read alongside the site wide principles, when considering the design of these areas.



▲ Figure 36: Key Places and Spaces



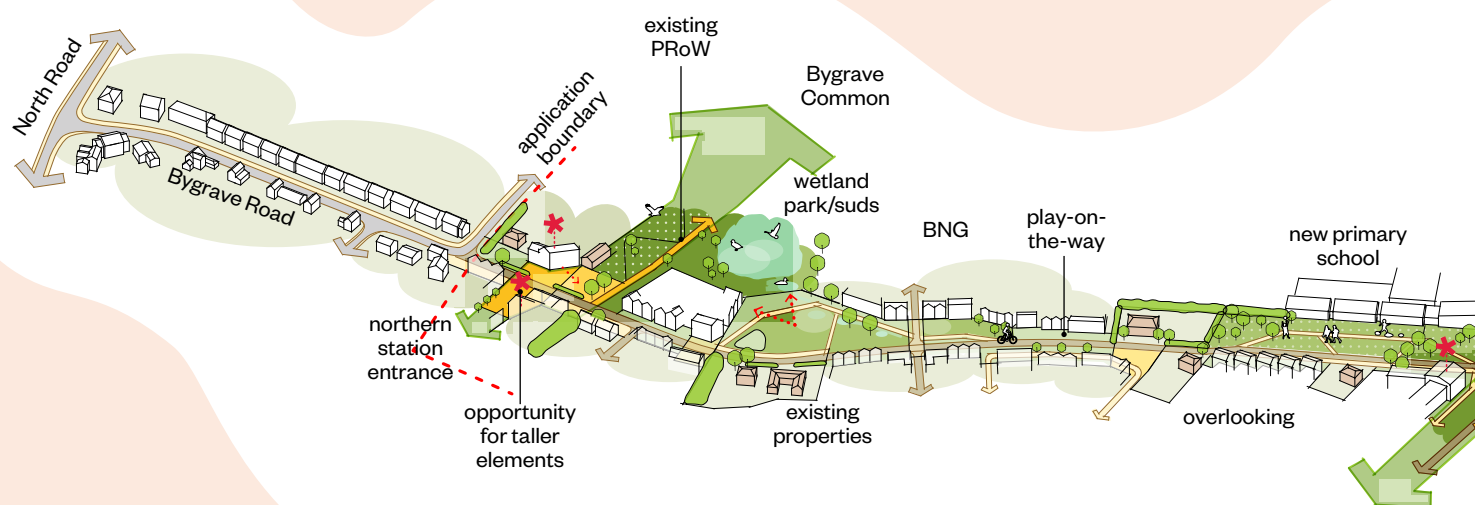
Places



Bygrave Road Corridor

Key places and spaces principles

1. Bygrave Road will be a key east/west route through the development, designed to facilitate and prioritise active travel as well as providing for limited vehicular access to existing premises only. The route will have a varied character derived from the nature and scale of adjoining land uses and built form, areas of open space, and landscape planting adding visual interest.
2. Where Bygrave Road crosses the proposed all-mode development access, priority will be given to active travel modes where possible through signal-controlled crossings and other design measures.



▲ Houlton, Rugby



▲ Beaulieu Park, Chelmsford

3. Bygrave Road will be more than a simple movement corridor. It will be a multi-functional space also providing opportunities for biodiversity enhancement and net gain through tree and landscape planting, integration of the Local Wildlife Site, sustainable drainage, including re-interpretation of the historic Winterbourne channel, and local play provision.
4. Bygrave Road will be of varying widths along its length (generally between 10 and 30m), with localised widenings and narrowings to reflect the location and create interest and character, ensuring that overall it maintains a corridor width that comfortably accommodates the active travel route and local access within a landscaped and overlooked setting.
5. Regular north south connections will be established between Bygrave Road and Bygrave Common, including local streets, linear and pocket green spaces, and active travel routes. These will create strong visual and physical linkages between two important places that are integral to the design and layout of the development.
6. Bygrave Road will be fronted by development ensuring passive surveillance on at least one but normally both sides of the route. This includes schools which are also proposed along Bygrave Road and which will orientated not only to address the road but also prioritise access to the active travel route.



▲ Figure 37: Bygrave Road Corridor Illustrative Concept

Places



Local Centre

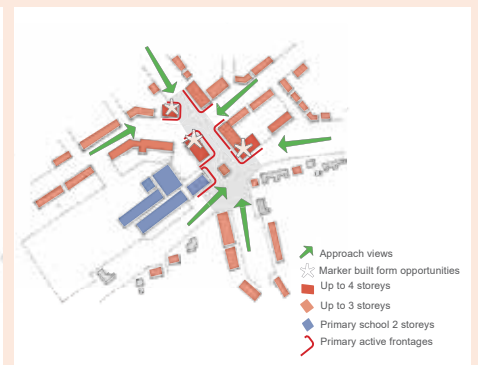
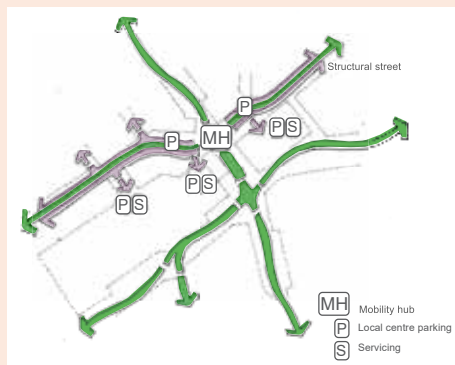
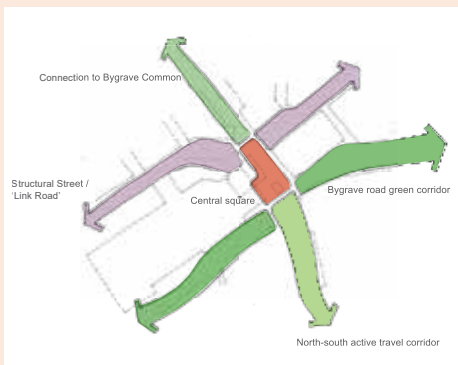
Key places and spaces principles

1. A mixed-use local centre of a scale that serves as a focus for the day-to-day commercial and community needs of the new neighbourhood, without being in commercial competition with the historic High Street.
2. A quality pedestrianised neighbourhood square will be located at the heart of the local centre to foster community interaction and growth, capable of hosting community events (such as markets). The primary school entrance will have a direct presence/ frontage to the square adjacent to the Bygrave Road green corridor, providing a key activity generator and community focus within the local centre.



▲ Figure 38: Local Centre Illustrative Concept

3. Flexible commercial ground floor units fronting the square will provide opportunities for both commercial/local retail and community uses – allowing for subdivision and/or combining of units to adapt to changing needs over time. Upper floors can be utilised for a variety of uses such as office space or residential.
4. The Local Centre may be an appropriate location for additional height and density, with opportunities for 'marker buildings' to enhance the overall placemaking and legibility of the neighbourhood.
5. The local centre is conveniently located at the intersection of primary north-south and east-west active travel routes and these routes should be prioritised over vehicular movements where possible. Vehicular movement should be focussed to the north of the square as part of the primary street linking through the neighbourhood. Parking should be shared (to limit the number required overall) and ideally incorporated on-street.



▲ Beaulieu Park, Chelmsford



▲ Amersfoort, The Netherlands



▲ Chesterwell Plaza, Colchester

Places



▲ Alconbury Weald

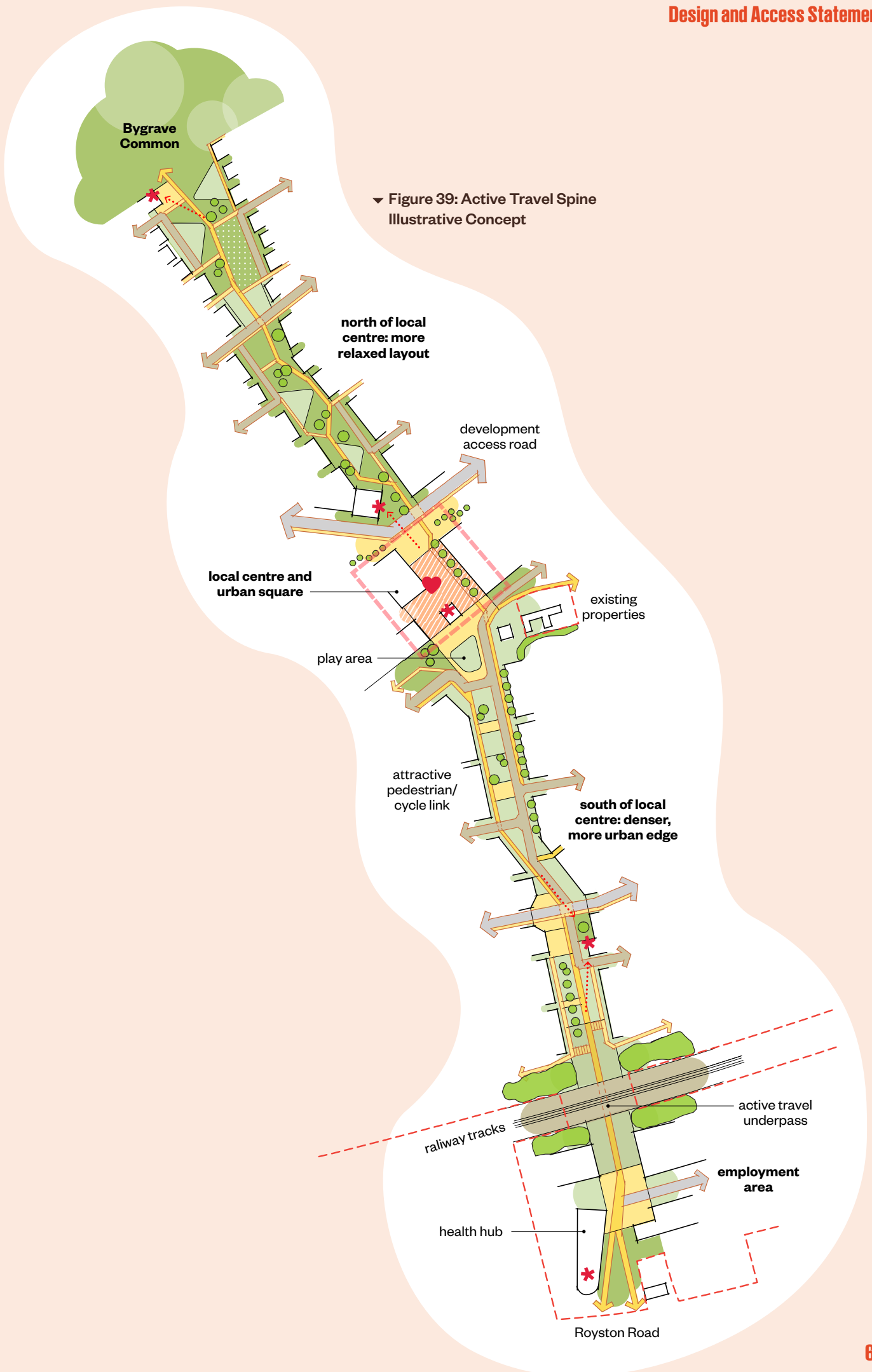


▲ Newhall, Harlow

Active Travel Spine

Key places and spaces principles

1. The active travel spine will be a key structuring north south route through the development. It will connect principal destinations within and beyond the site. The spine will be designed to provide segregated, safe and direct active travel connectivity along a clearly legible route through the site.
2. The route will be overlooked and fronted by residential development along its length, to also include a mix of uses where it passes through the Local Centre.
3. Although consistency of design of the route will give it a clear and legible identity, there will be variations along its length to reflect the character of the places it passes through. The southern part of the route where it approaches and passes through the local centre, will have a more urban character achieved through continuity of frontage, mix of uses, and density of development. To the north of the local centre a more relaxed character will prevail particularly on the approach towards Bygrave Common with a less formal building line with breaks in the frontage, and opportunities for more generous tree and landscape planting.
4. The Active Travel Spine will be of varying width along its length (generally between 10 and 25m), with localised widenings and narrowings to reflect the location and create interest and character, ensuring that overall it maintains a corridor width that comfortably accommodates the active travel route within a landscaped and overlooked setting.
5. Tree planting will be incorporated along the length of the active travel spine to provide visual amenity, opportunities for biodiversity enhancement and shade. The layout and planting specification must also prioritise safety and perceptions of safety for all users being visually permeable and also allowing for adequate levels of street lighting.
6. Where the Active Travel Spine passes between the railway underpass and the Local Centre a specific design approach (e.g. through landscaping, surfacing, public art or signage) will be introduced to provide a clear visual connection between the two locations. Streetlighting and wayfinding will be designed to enhance safety and improve legibility and onward visibility to the Local Centre.



Places



3.26 The delivery of homes in parcel BA2 will be expedited as a first phase, via a reserved matters application, submitted upon receipt of the outline planning permission. This allows new homes to be built in Baldock as quickly as possible, responding to the acute housing need across North Herts. The overarching site wide principles provide the overall design context for BA2, but the following additional design principles relating specifically to parcel will guide the preparation of a reserved matters application.

BA2

Key places and spaces principles

Movement and Connectivity

1. Establish active travel connections beyond the site to the town centre and across Clothall Road to the allotments and Baldock Greenway.
2. Vehicular access junction from Clothall Road will be designed to prioritise pedestrian and cycle movement and connectivity particularly northwards towards the town centre.

Green Infrastructure

3. A multi-functional linear green open space will be established along the eastern edge between the proposed development and A505. The space will be designed and laid out to incorporate:
 - » A new greenway providing opportunities for active travel;
 - » Retained and enhanced habitats to improve biodiversity;
 - » Reinforced structural tree and landscape planting to provide screening from Clothall Road and the A505 and establish an attractive, green setting for development;
 - » Equipped play area also supported by informal play provision along the length of the open space, enabling 'play on the way'.

4. Sustainable drainage basin will be located at the lowest point of the site, integrated into an area of landscaped open space. The basin will be designed to enhance biodiversity avoiding harsh, engineered solutions through gentle edge gradients and multi-functional design.

Built Form and Place Identity

5. Frontages – development to front linear green space with limited breaks in building line to provide noise mitigation to rear gardens, living rooms and bedrooms.
6. Edges – development to protect the amenity and limit opportunities for overlooking of existing homes adjacent to the north and south western boundaries of the site by:
 - » backing longer rear gardens onto the boundary with existing homes, incorporating landscape and tree buffer planting along the boundary; or
 - » separating the existing properties from new homes with a linear landscaped strip.
7. Layout to consider opportunities to reference alignment of Roman Road through landscape design, street alignment or built form.



▲ Figure 40: BA2 Illustrative Concept



◀ Figure 41: BA2 Illustrative Masterplan

Gateways



North Road

Key places and spaces principles

1. A new gateway onto North Road will provide one of the key entrance points into the site. It will also help to signal arrival into Baldock from the north. The gateway will be characterised by a landscape setting including new SuDS provided as part of the wider sustainable drainage of the site. This will help provide a visual transition from the countryside to the north into the more built-up area of Baldock to the south and the development area to the east.
2. New development will continue the existing frontage along North Road and front onto and frame the gateway and associated landscape framework with opportunities for higher densities and landmark buildings in this location to signal arrival.
3. Although the gateway will provide all modes access, priority measures will allow for easy active travel movements into the site. A segregated bus access will also be provided. The design and layout of the all modes junction will provide appropriate speed restraint features slowing vehicles approaching the gateway and on into Baldock.
4. As part of the overall design and layout of the gateway a crossing will be incorporated to provide connectivity of the Baldock Greenway across North Road and into the Ivel Springs Local Nature Reserve. This will help visually and physically connect with the proposed landscape framework and active travel network.



▲ Eldridge Park, Wokingham



▲ Horsted Park, Kent



▼ Figure 42: North Road Gateway Illustrative Concept



▲ Beaulieu Park, Chelmsford



▲ Watercolour, Redhill, Surrey



▲ Wintringham, St Neots



▲ Horsted Park, Kent

Gateways

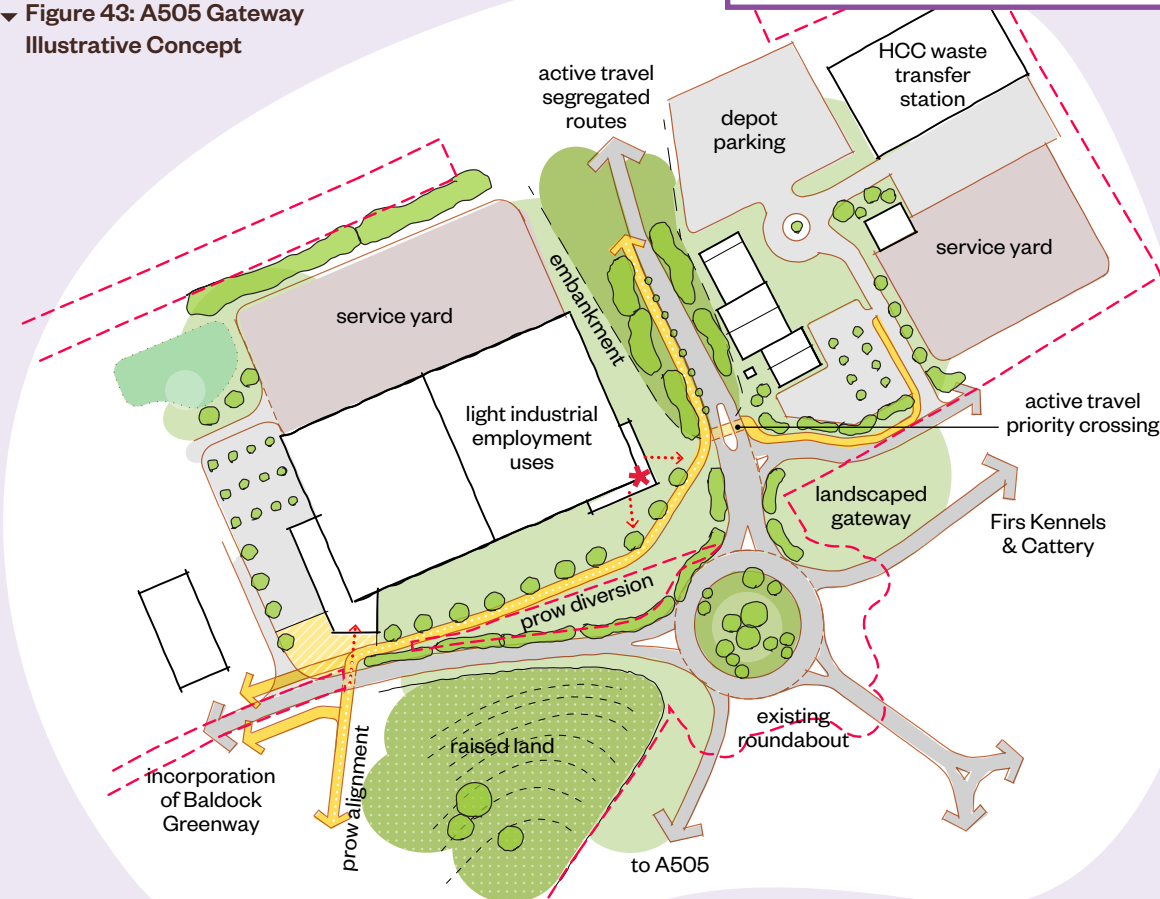


A505

Key places and spaces principles

1. The appearance and character of this functional and highway oriented gateway will be enhanced to better signal arrival into Baldock, while maintaining its functionality, through the introduction of a cohesive landscape framework with a unified tree planting, hard and soft landscaping and street furniture specification.
2. Access to the development will extend north from the gateway with new employment and waste uses proposed either side and a new bridge crossing the railway.
3. The proposed landscape framework around the A505 gateway will be extended along the new route, with opportunities for a public art marker to the north of the railway line signalling arrival into the development.
4. The existing Public Right of Way will be diverted (as part of Baldock Greenway) through this gateway and will be designed to be an overlooked, attractive active travel connection into the site.

▼ Figure 43: A505 Gateway
Illustrative Concept





Clothall Road

Key places and spaces principles

1. Robust structural landscape and tree planting incorporating sustainable drainage features will mark a gradual transition into the town from the countryside to the south.
2. Sports pitch provision in the Urban Open Land on one side of the gateway and new frontage development at BA2 will be gradually revealed through landscaping and planting, becoming more formal in character closer to the town.
3. The design of the all-mode junction at the gateway will prioritise active travel and public transport providing an important Baldock Greenway linkage across Clothall Road and tying together the separate development areas.
4. Development at BA2 will provide a robust frontage onto the Clothall Road where possible, with opportunities for key buildings to signpost the development and signal arrival in Baldock.

▼ Figure 44: Clothall Road Gateway Illustrative Concept



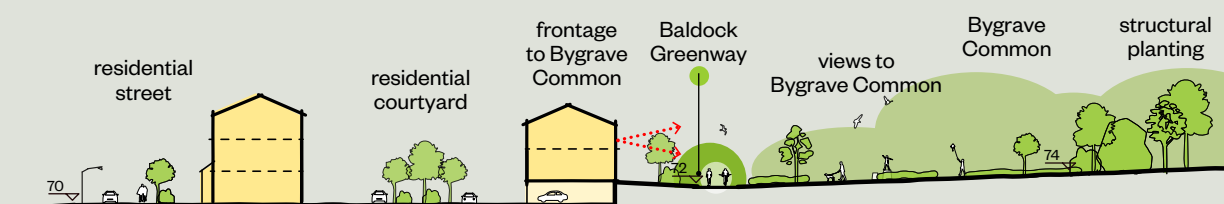
Edges



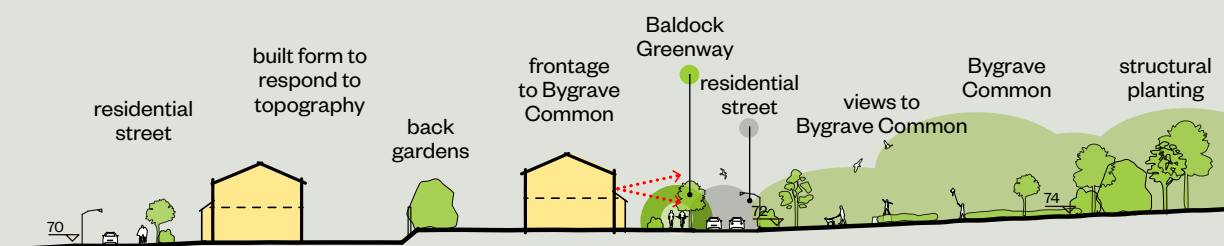
Bygrave Common

Key places and spaces principles

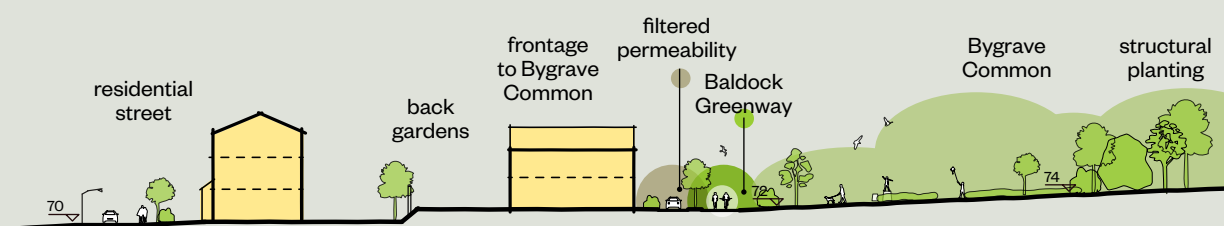
1. The development edge along Bygrave Common is a key location within the development. Built form in this location will achieve an overarching design consistency through cohesion in materiality and form.
2. Regular north south interventions will be established between Bygrave common and Bygrave Road, including local streets, linear and pocket green spaces, and active travel routes. These will create strong visual and physical linkages between two important places that are integral to the design and layout of the development.



▲ Figure 45: Bygrave Common Edge – Section A



▲ Figure 46: Bygrave Common Edge – Section B



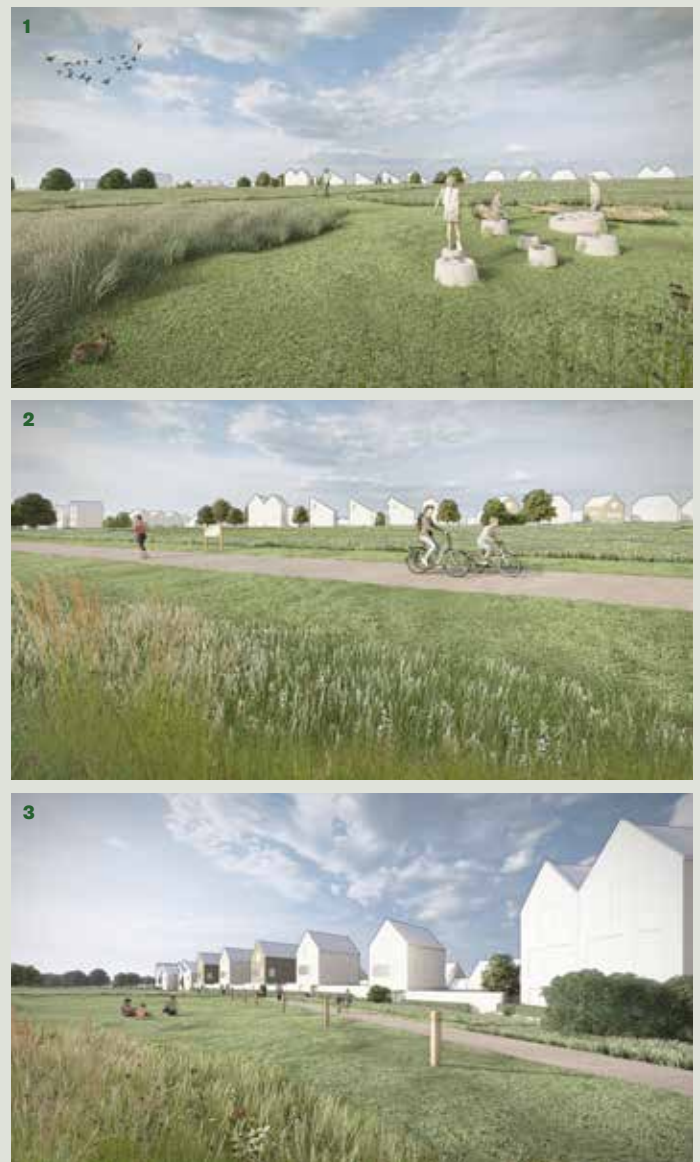
▲ Figure 47: Bygrave Common Edge – Section C

3. There is potential for a variety of densities to be achieved along the edge particularly responding to topography and where recontouring may be required. Development density will be higher towards the west of the Bygrave Common edge, where the primary street runs through the development. Street layouts here will be structured around the need to work closely with the landform. Development densities will be lower to the east with a more informal character prevailing particularly towards the rural edge of the site.
4. In order to enhance visual interest and create a strong character a variety of building lines will be encouraged along the edge, ensuring that development always fronts onto and overlooks the common. This will be achieved using gable ends fronting Bygrave Common, a characteristic of Baldock, different depths of front garden, landscape and tree planting, footpaths and tertiary, low-key street typologies including shared private driveways.

3.27 A small, central part of the northern edge of the BA1 development as it fronts Bygrave Common, extends slightly further north than the development extent shown in the SMP Composite Framework Plan. This allows for a more varied development edge when viewed from Bygrave Common and provides a modest increase in developable area. The additional area does not extend beyond the existing ridgeline and as such remains aligned with the Local Plan policy on this issue. It has also been tested through the LVIA process. The visualisations at Figure 48 below demonstrate how the development might look in this location, when viewed from the north, in three locations in Bygrave Common.



Figure 48: Bygrave Common Edge Visualisations ▶



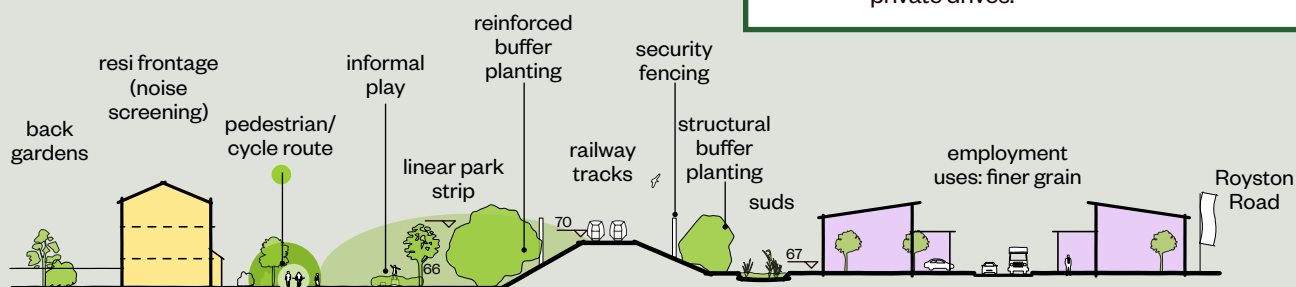
Edges



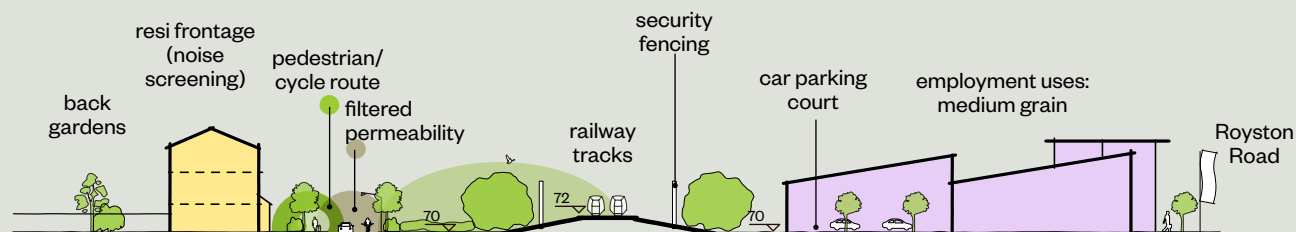
Railway Edge

Key places and spaces principles

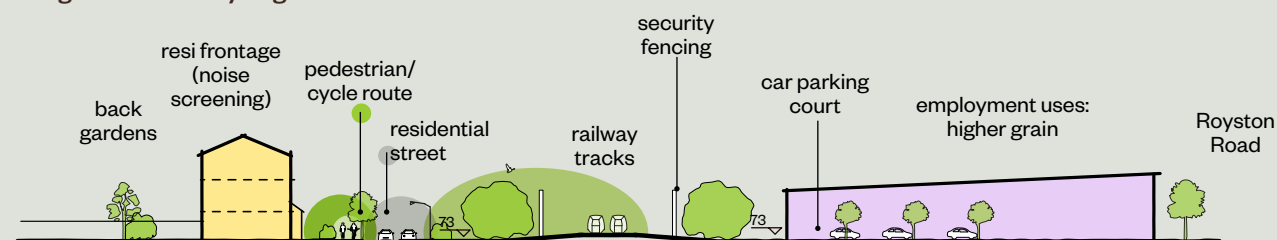
1. The railway edge will require a varied design approach and width along its length to respond to the topography of this part of the site and the level of the railway relative to adjoining development. This will allow for a variety of layout and public realm opportunities and a variation in building line adding richness to this part of the development.
2. Development addressing the railway edge may perform a noise mitigation function requiring near continuous terraced and semi-detached frontages facing the railway, in order to achieve appropriate noise levels in private garden areas to the rear.
3. The public realm between the railway edge and building frontages will be designed and laid out to perform a mix of different roles along its length. This will include a landscape planting buffer enhancing biodiversity and providing amenity; informal pockets of open space to encourage 'play on the way'; and a local leisure route providing pedestrian and cycle connectivity. In addition, pedestrian and vehicular access including parking for the adjoining development could also be provided in the form of private drives.



▲ Figure 49: Railway Edge -Section D



▲ Figure 50: Railway Edge -Section E



▲ Figure 51: Railway Edge -Section F

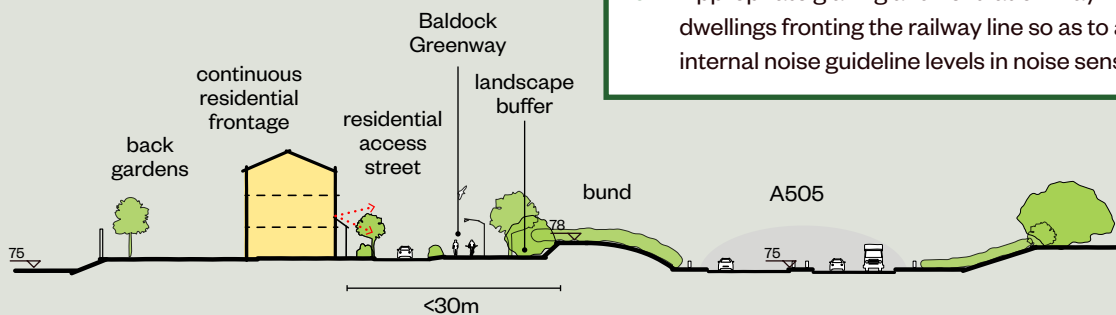
Edges



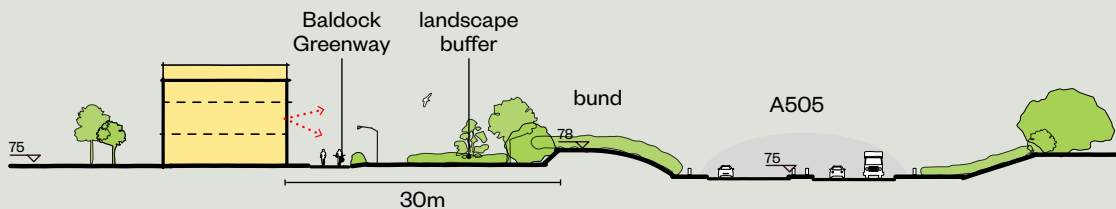
A505 Edge

Key places and spaces principles

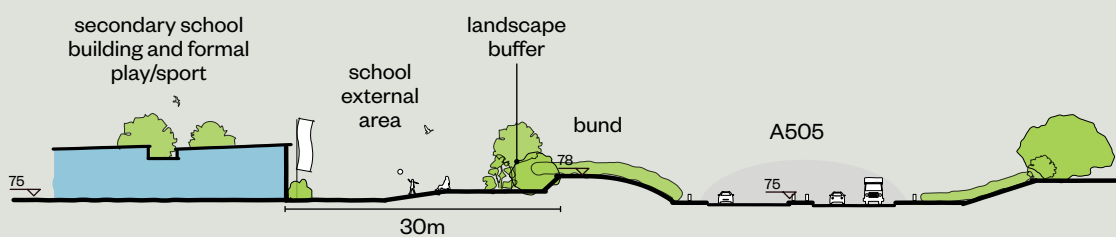
1. A landscape buffer will be implemented between the A505 and built development to screen development from the road
2. The Baldock Greenway will wrap around and be fronted by residential development along the eastern edge of BA3 if no secondary school is provided on this parcel. If a secondary school is provided on BA3, the Baldock Greenway will run along the western side of BA3, along the alignment of the former Wallington Road
3. If built development is located outside of a 30m buffer, measured from the top of the embankment west of the A505, layout options and alignment of frontages / sides can be flexible, as long as a suitable degree of overlooking of the Baldock Greenway is achieved;
4. If built development falls within the 30m buffer, homes must be oriented to face the A505 in order to perform a noise mitigation function, requiring near continuous terraced and semi-detached frontages facing the A505, in order to achieve appropriate noise levels in private garden areas to the rear;
5. Appropriate glazing and ventilation may need to be installed in dwellings fronting the railway line so as to achieve appropriate internal noise guideline levels in noise sensitive rooms.



▲ Figure 52: A505 Edge – Section G (version A)



▲ Figure 53: A505 Edge – Section G (version B)



▲ Figure 54: A505 Edge – Section G (version C)

Green Infrastructure

Site Wide Principles

3.28 The design and layout of all green infrastructure components will be informed by the following site wide principles. Further detail is provided in the separate Green Infrastructure Strategy.

Site wide principles

1. **Create a Strategic Nature Recovery Network** – buffer existing Local Nature Reserves (LNR) at Ivel Springs and Weston Hills, creating a strategic Local Nature Recovery Network (LNRN) as part of Bygrave Common. The LNRN will be supported further by core ecological stepping stones and green links, designed to aid the movement of wildlife through and beyond the site.
2. **Deliver Key Open Space Destinations** – create a series of connected parklands that celebrate their unique landscape character and provide opportunities for play, sport, food production, historical interpretation and sustainable drainage features. Dedicated open space destinations include: Bygrave Common, Eastern Park, Green Space East of Clothall Common, Urban Open Land, Weston End and Walls Field.
3. **Provide Access for All** – dedicated walking, cycling and (where possible) equestrian movement network through and around Baldock as part of the Baldock Greenway, supported by a network of green links and active travel routes providing direct active travel connectivity to key open spaces and destinations such as sports pitches and parks.
4. **Bringing the Past to Life** – embedding the heritage of the site in landscape and green infrastructure through provision of a heritage trail through Bygrave Common, vantage points within strategic green spaces providing views to Baldock and across the surrounding landscape, and reinterpretation of the historic winterbourne channel.
5. **Integration of water** – water and SuDS to be integrated into and be a core component of strategic green infrastructure including the sustainable drainage corridor (corridor width generally between 40 and 100m), to deliver drainage, placemaking and ecology function, as well as restoring the alignment of the historic Winterbourne channel.
6. **Green Infrastructure within parcels** – residential and commercial parcels will incorporate regular, smaller scale open spaces and landscaped areas located along and connected by AT routes. These spaces may include equipped play, play on the way, community growing space, SuDS and active travel connections. Design Coding will further articulate the approach to green infrastructure within parcels.
7. **Stewardship** – the development will seek to establish a sustainable long-term approach to the maintenance and management of green infrastructure and other community assets. The design of open spaces and green infrastructure must therefore consider the long-term management and maintenance of the landscape, not just its design at ‘day one’.



▲ 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. Sensitively 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



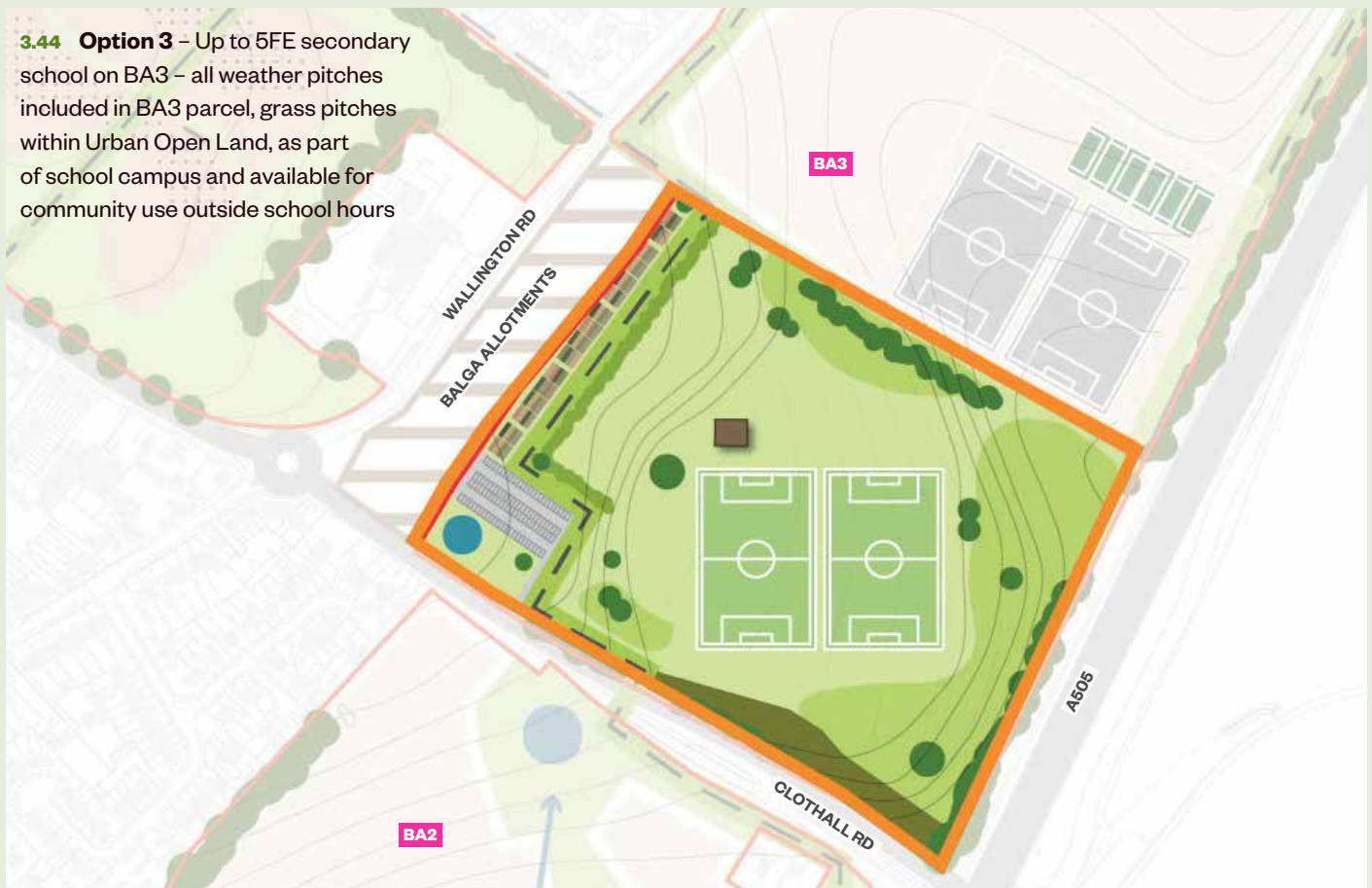
▲ Figure 59: Urban Open Land Illustrative Landscape Design Option 1

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

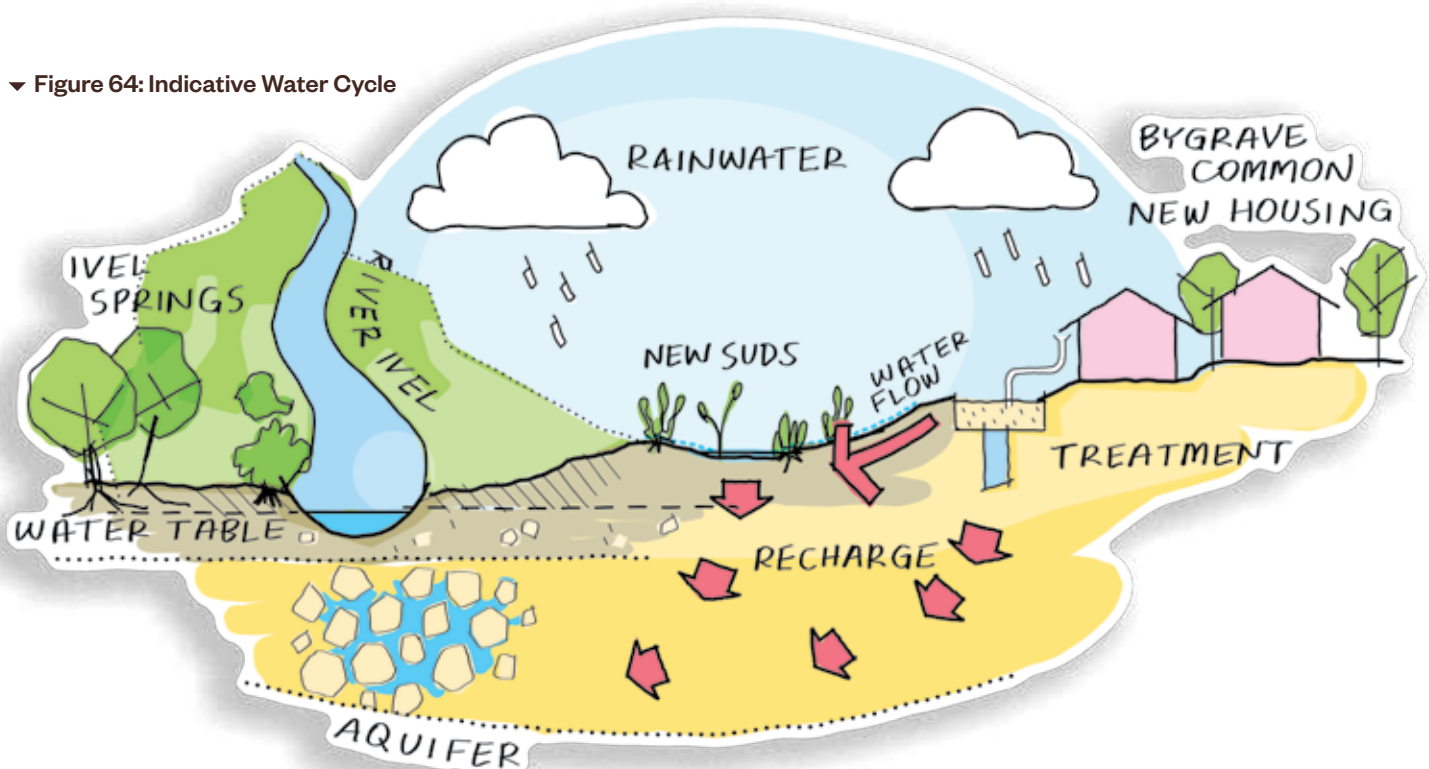






Figure 65: Illustrative Landscape Framework Plan

Movement and Access

Site Wide Principles

3.73 The Growing Baldock Strategic Masterplan sets out the principle that the development should be a place where half of all trips are made on foot, cycle or public transport. 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 (at least three) 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 (for example the Green Link set within a corridor width of between 5 and 10m), 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. 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 and displacing a large proportion of through trips from Baldock to the A1-A505, 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