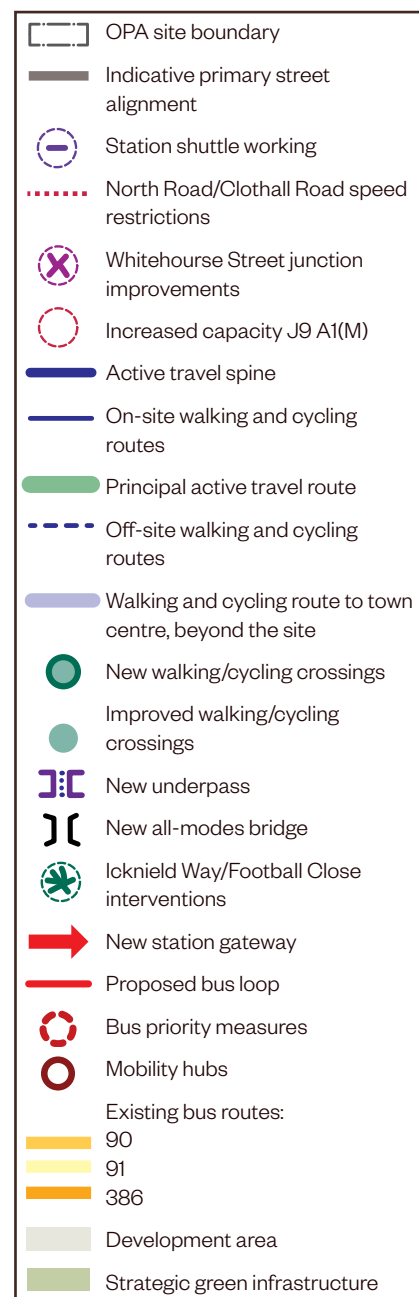


Off-site Interventions

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 off-site works will be secured by condition or S106 agreement and are likely to comprise:

- Icknield Way/Football Close junction reconfiguration
- Active travel path alongside North/Station Rd between the Icknield Way junction and the BA1 site boundary
- New active travel path south from Royston Road at the proposed new active travel crossing, through Clothall Park to Yeomanry Drive at the Wallington Rd roundabout
- New and upgraded active travel path linking the above path with Clothall Road via Walls Field
- Safe provision for cycling in both directions between Norton Road and Weston Way
- New north-eastern entrance to Baldock railway station
- Improvements to railway station
- New/enhanced bus service(s)

3.118 The plan at Figure 80 articulates the combined on and off-site access proposals.





▲ Figure 80: 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 81: 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 locked 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 82 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 82: 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

