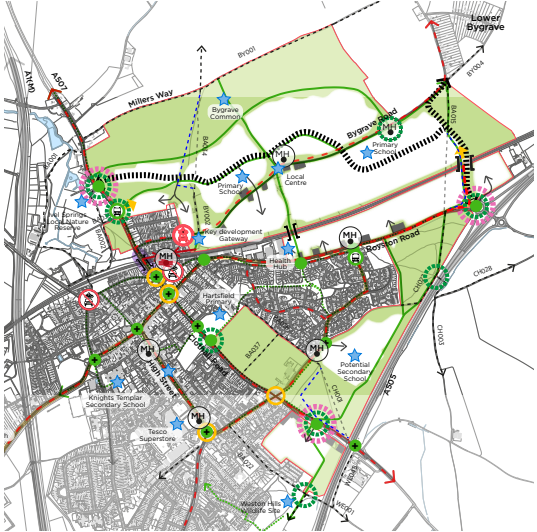
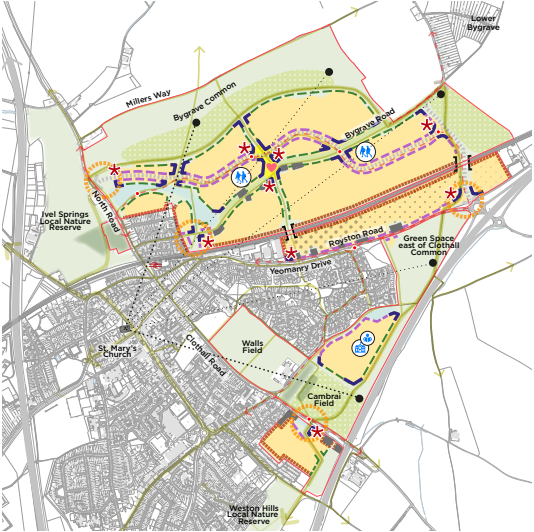


SMP Section	OPA Parameters and Design Principles
Movement Framework 	• All on site movement and connectivity measures and routes align with SMP and secured by Parameter Plan, detailed access junction plans, Development Specification and Design Principles, including: • Access points (vehicular, bus and active travel) • Development access (and bridge over railway) • Active Travel links including Active Travel Spine (and underpass) and Bygrave Road
Movement Key Principles 	• Transport Assessment sets out package of on and off site measures that will deliver required mode shift • Transport Assessment identifies means to reduce through traffic in Baldock.

SMP Section	OPA Parameters and Design Principles
Urban Design Framework 	Key urban design features all captured within Design Principles in accordance with this Framework, including retention of key views, importance of frontages along active travel and vehicular routes, establishment of gateways into the development and Baldock, location and character of strategic green spaces
Urban Design Key Principles 	- Design Principle requires context driven design, informed and shaped by existing Baldock character - Retention of key views into Baldock and out to the countryside captured in Design Principles - Integration with existing neighbourhoods considered in Key Places and Spaces Design Principles - Quality design and placemaking captured throughout this DAS in all Design Principles - Key gateways defined by Gateways Design Principles - Mix of buildings, spaces and characters identified throughout and in particular along active travel routes and the development access, where character will vary – as set out in Design Principles
Sustainability Key Principles 	Sustainability and Energy Statement defines ambitions for the development, in line with SMP key principles

4.2 Figure 87 compares the Composite Framework Plan, the key plan from the SMP of all framework layers, with the OPA Parameter Plan. The latter is necessarily a more technical drawing for the purposes of defining the OPA parameters, so it doesn't include features such as tree planting belts and buffers to key features such as the railway and existing properties (these are set out in the Development Specification). The Design Principles in the DAS address these issues, setting out requirements for the integration of existing development and need for buffer planting.

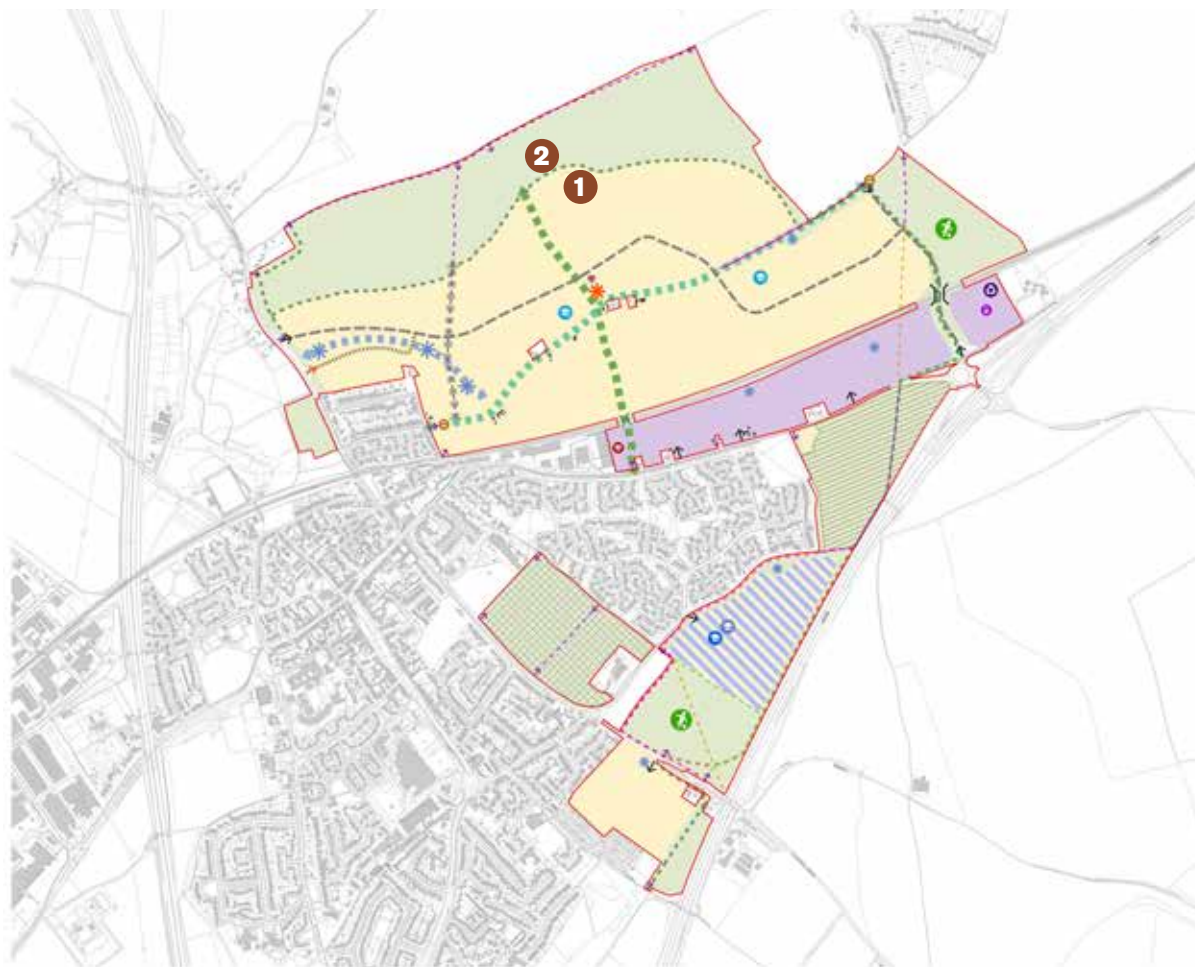
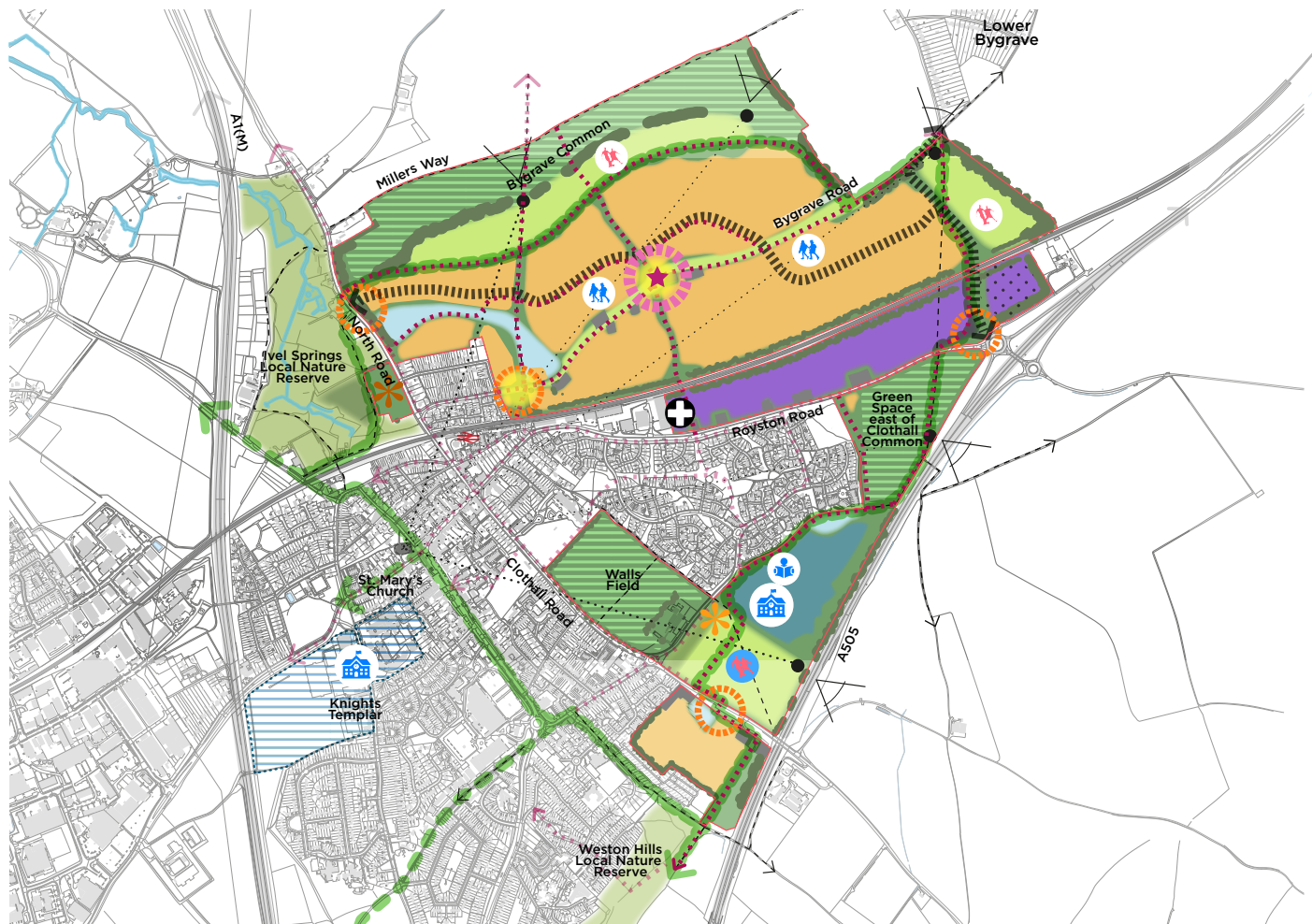
4.3 However, it is evident that in all material respects, the Parameter Plan is consistent with the Composite Framework Plan, including the following key parameters:

- Key access points into BA1 and broad alignment of development access
- Active travel routes – Bygrave Road and Active Travel Spine
- Disposition of land uses including residential, schools, employment, health, employment and local centre
- Strategic green spaces and connectivity between them
- Retention of key ecological areas
- Sustainable drainage corridor at lowest part of the site
- Retention and realignment of Public Rights of Way
- Three key gateways into the site

4.4 Two elements of the SMP Composite Framework Plan have evolved and are expressed differently within the OPA as follows, and as shown at Figure 87:

- 1. Extent of development on northern BA1 edge** – as explained earlier in the DAS, the design team has explored the possibility of extending development slightly further north than envisaged in the SMP, within the central part of BA1, whilst remaining in accordance with the Local Plan policy that requires development to be contained to the south of the ridgeline. This change has been captured in the Parameter Plan and tested through the Landscape and Visual Chapter of the ES, as well as the visualisations of this edge included within section 3 of this DAS.
- 2. Formal Sports** – the SMP proposed an area of Outdoor Sports within Bygrave Common, north of the residential area. Sport England have confirmed, in pre-application meetings that this area, proposed as for informal, junior pitch provision, was too small to function as a sports hub and as such this has been removed. The two sports hub areas will be at Eastern Park and within the Urban Open Land.

4.5 The OPA has been prepared in parallel with the SMP, allowing the Parameter Plan to capture the key components of the Composite Framework, such that the OPA Parameters are substantially in compliance with the SMP.



▲ Figure 87: Composite Framework Plan and Proposed Parameter Plan comparison

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