

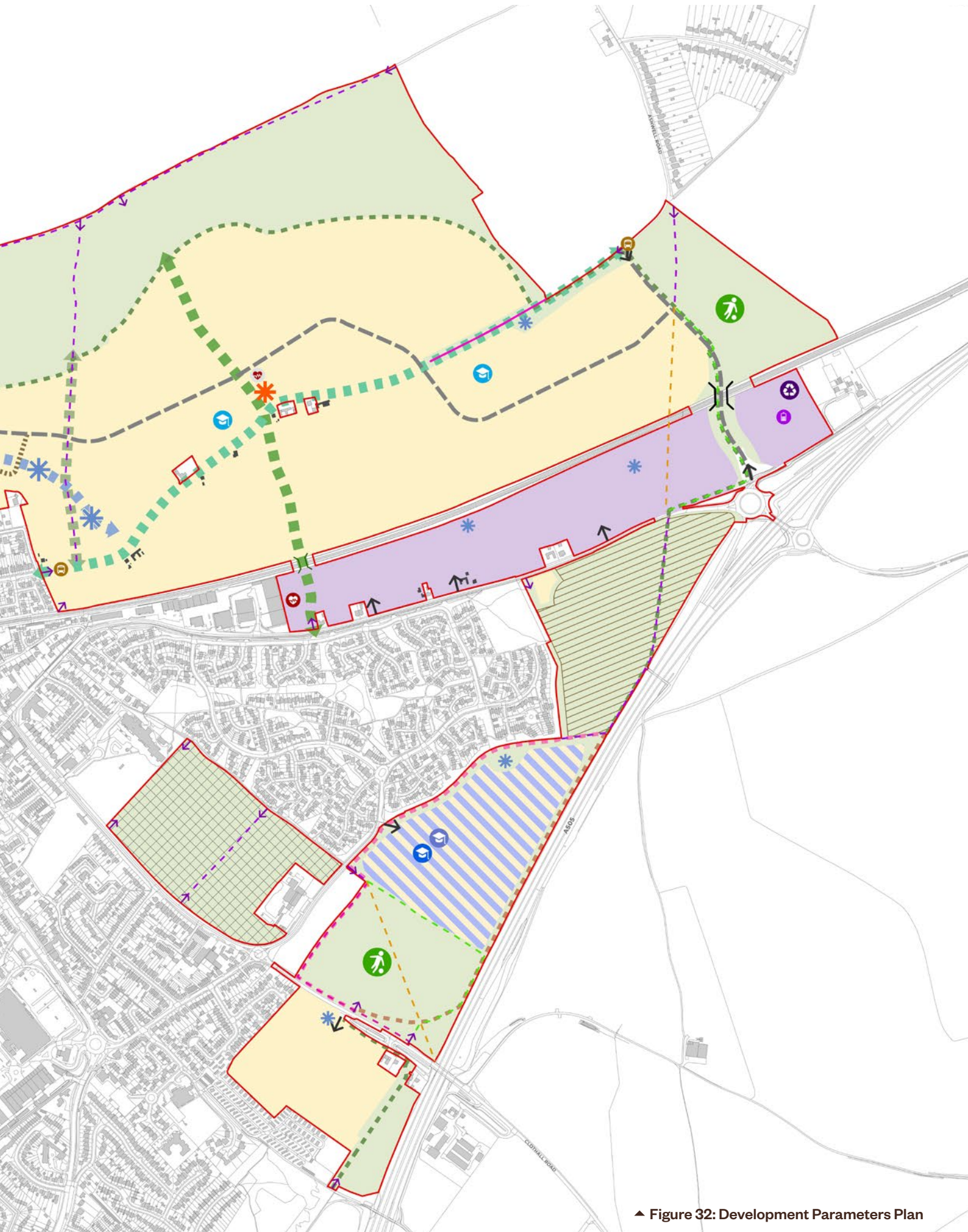
OPA Development Parameters

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

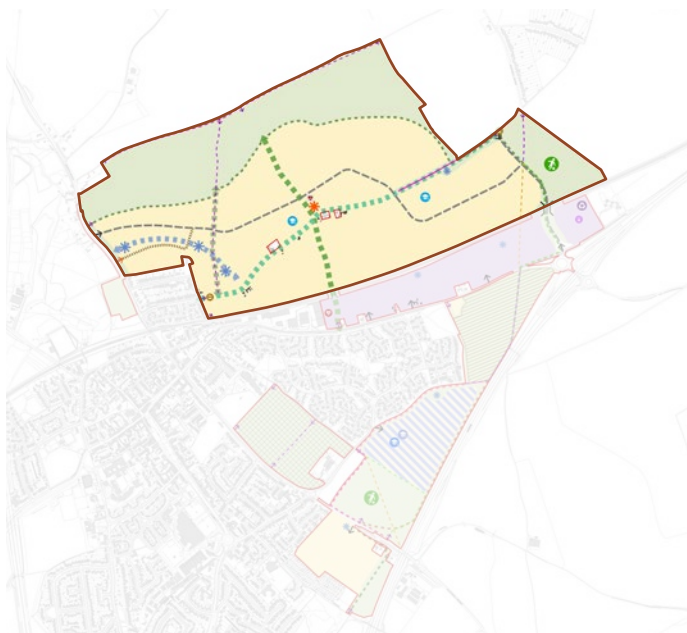
- **Parameter Plan** – plan to define existing features, the disposition of land uses and open spaces, key access points, movement networks and infrastructure and the approximate location of key facilities;
- **Development Specification** – a written series of spatial and design principles to describe 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.



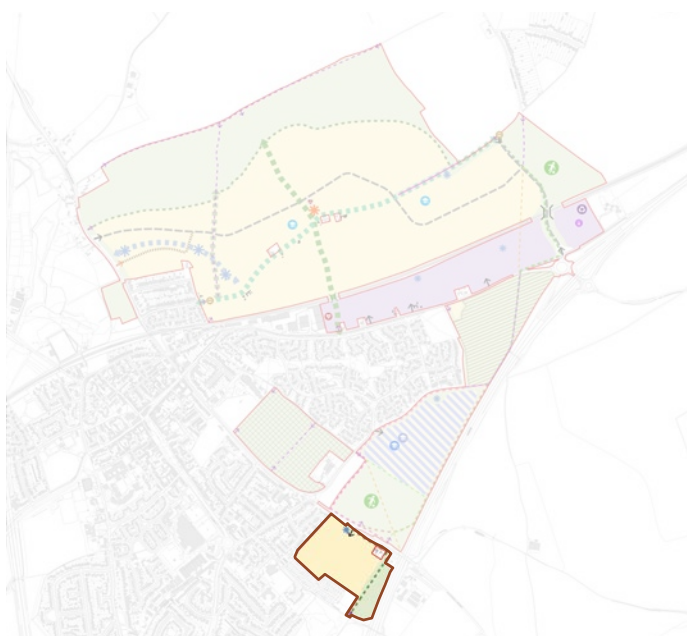


▲ Figure 32: Development Parameters Plan



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

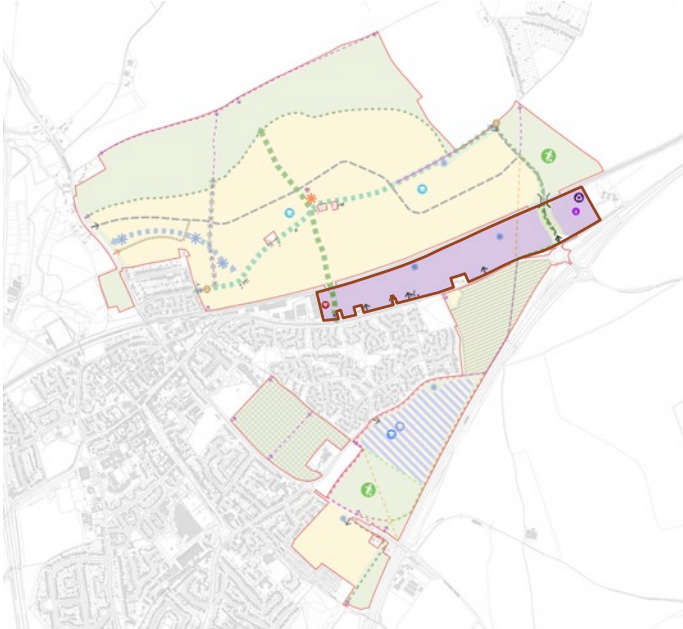
- Relocation and expansion (up to 12FE) of Knights Templar school to BA3. BA3 to accommodate SEND school and secondary school

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, for which detailed permission is sought as part of this OPA.



Walls Field

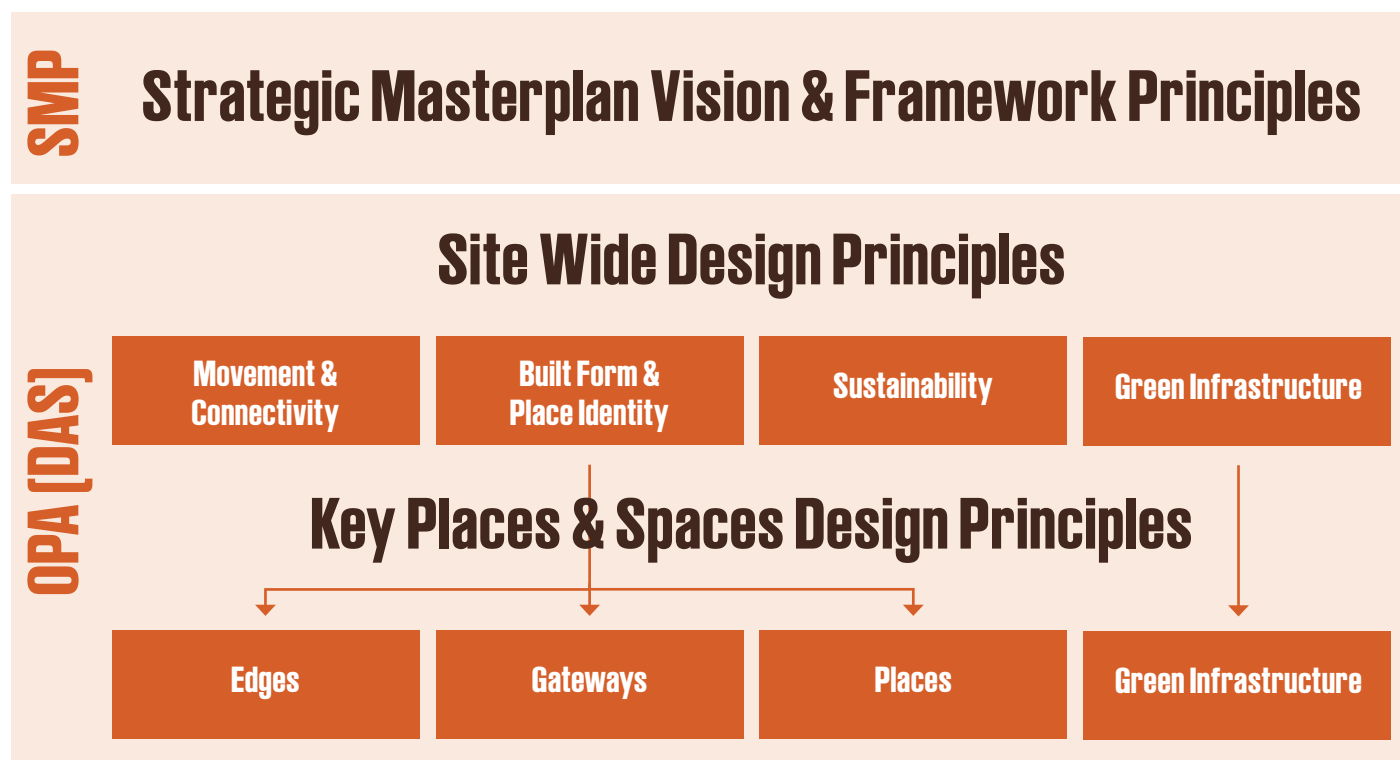
- Walls Field will be retained as open land, reflecting its Scheduled Monument status. It will be taken out of intensive agricultural use and a management approach for the land will be agreed.



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

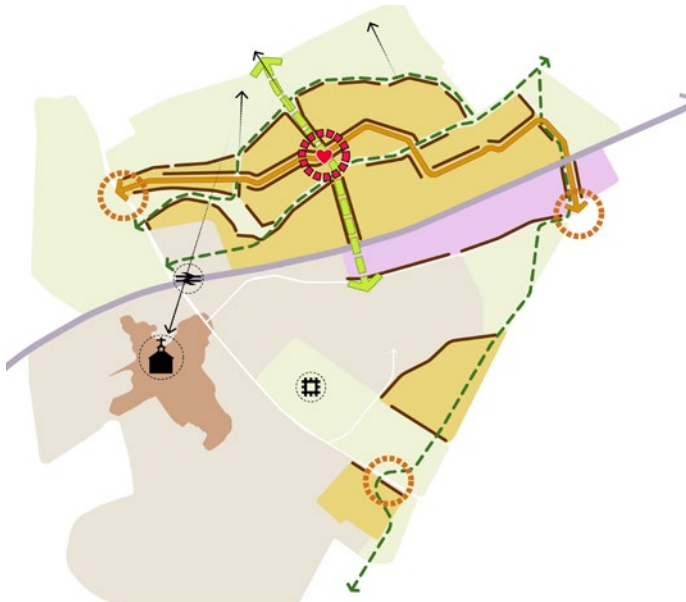
3.2 This chapter is divided into four parts, to align with the site wide design principles categories (built form and place identity, movement and connectivity, green infrastructure and sustainability). Within each section, the site wide principles are outlined first (highlighted in boxes), followed 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.

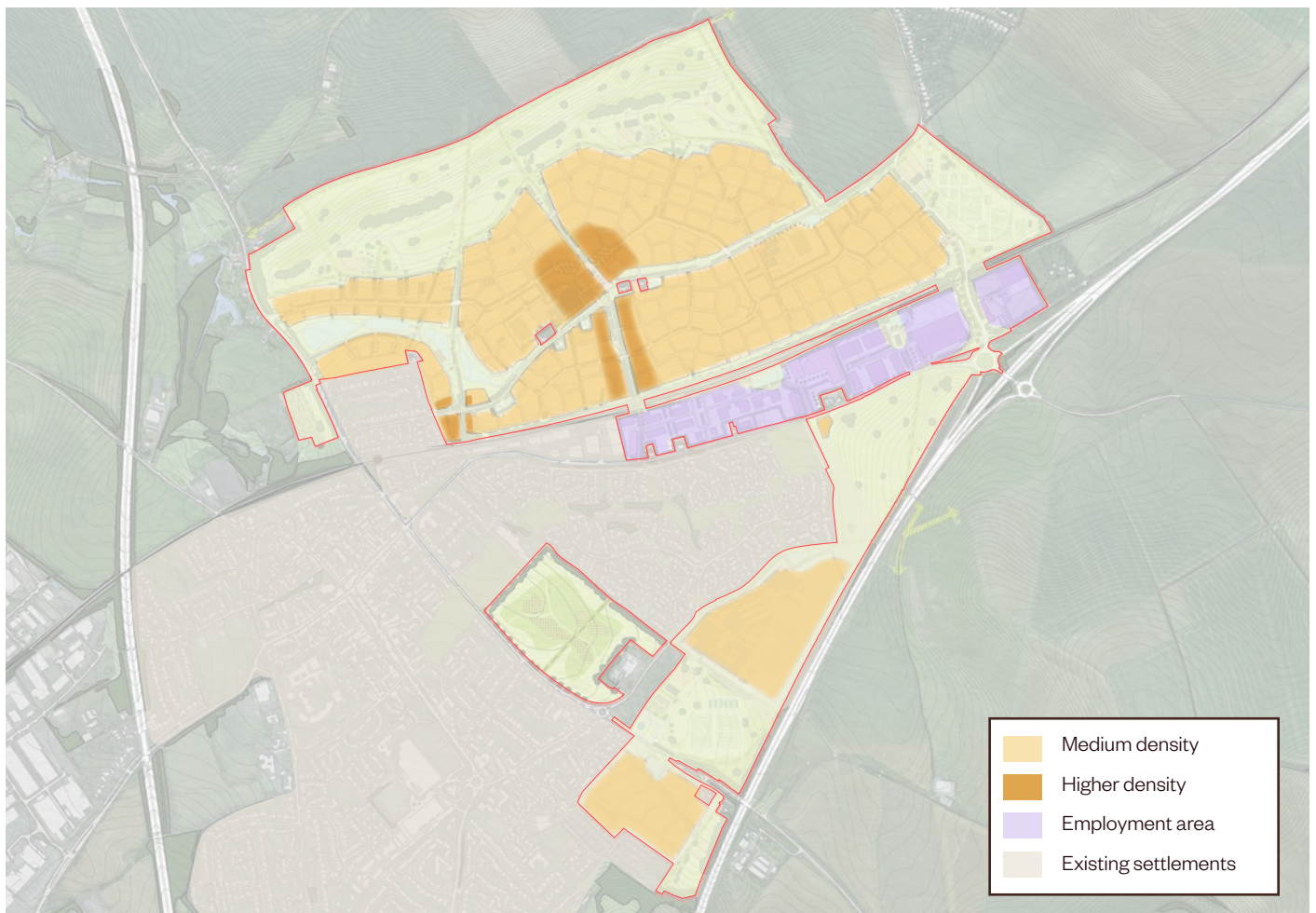
3.21 In the local centre, buildings may have more substantial floor to ceiling heights that would be required by community and commercial uses and could include residential apartments on upper floors.

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