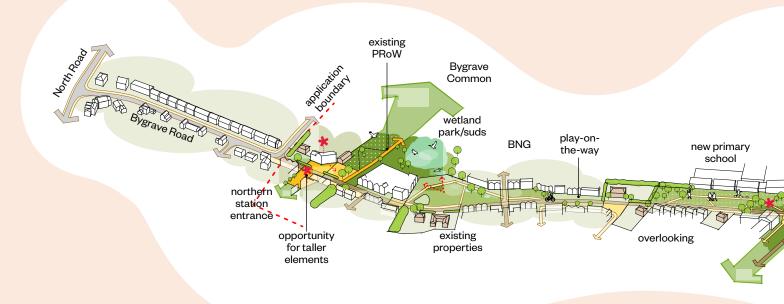


## **Places**



## **Bygrave Road Corridor**

- 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.
- Where Bygrave Road crosses the proposed allmode development access, priority will be given to active travel modes where possible through signalcontrolled crossings and other design measures.



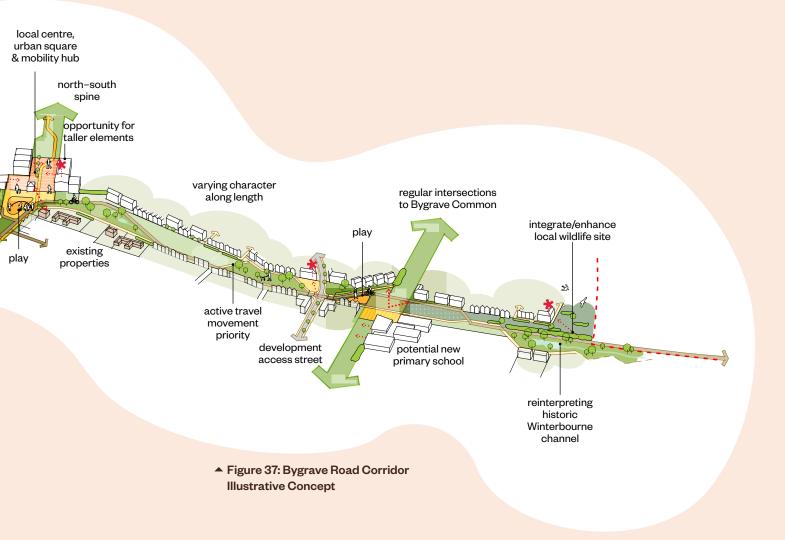


▲ Houlton, Rugby



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 reinterpretation of the historic Winterbourne channel, and local play provision.
- 4. Bygrave Road will be of varying widths along its length, with localised widenings and narrowings to 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.
- 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.

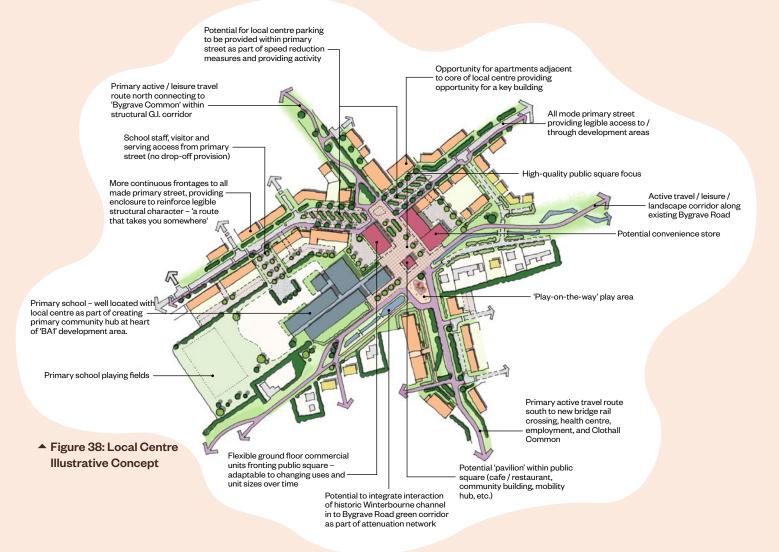


## **Places**

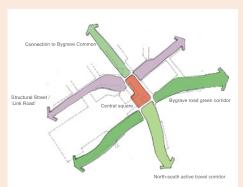


## **Local Centre**

- 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.



- 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**





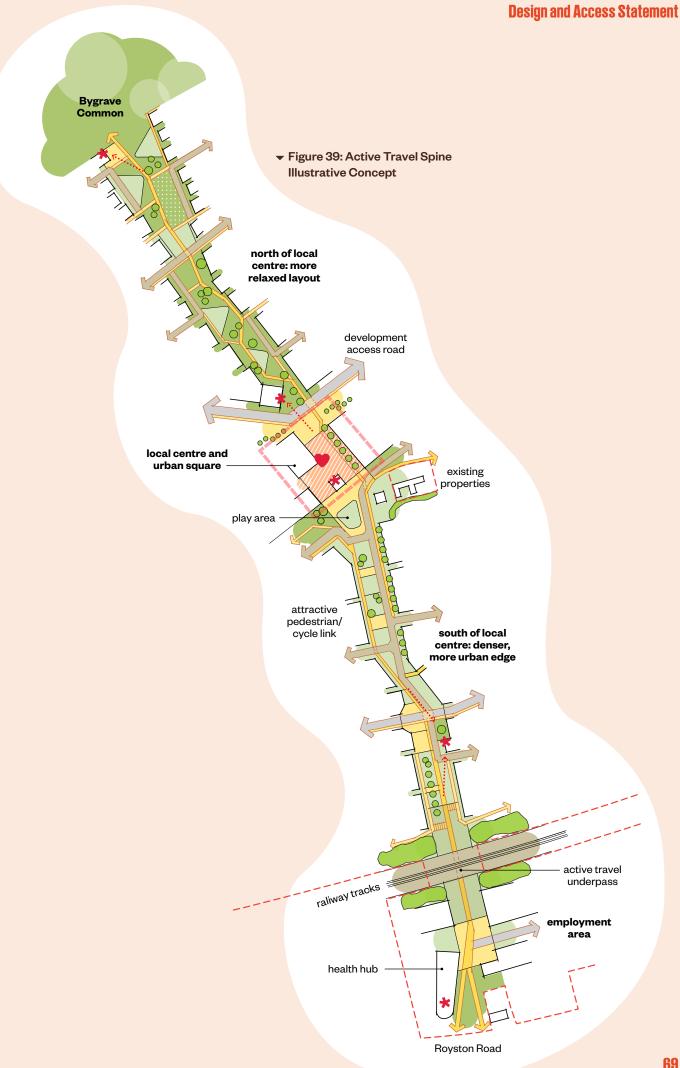
Alconbury Weald



Newhall, Harlow

## **Active Travel Spine**

- 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.
- 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.
- 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, with localised widenings and narrowings to 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.
- 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.





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.

## BA<sub>2</sub>

### **Movement and Connectivity**

- Establish active travel connections beyond the site to the town centre and across Clothall Road to the allotments and Baldock Greenway.
- 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 multifunctional 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.
- Layout to consider opportunities to reference alignment of Roman Road through landscape design, street alignment or built form.

## **Design and Access Statement**



▲ Figure 40: BA2 Illustrative Concept



◀ Figure 41: BA2 Illustrative Masterplan

## Gateways



▲ Eldridge Park, Wokingham

## **North Road**

- 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.
- 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.

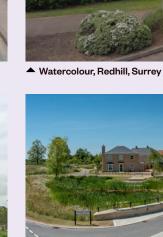


▲ Horsted Park, Kent





Beaulieu Park, Chelmsford





Wintringham, St Neots



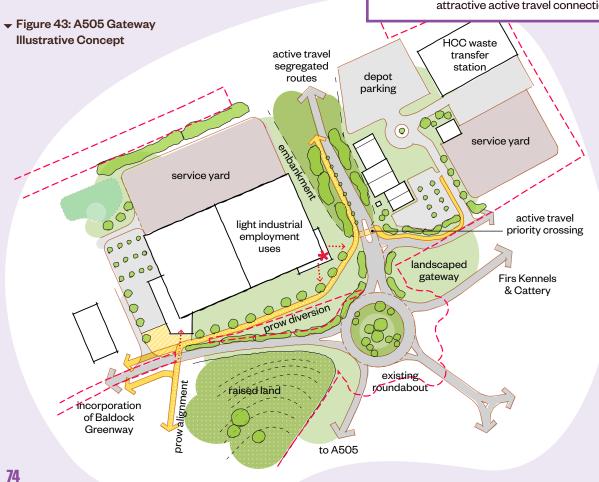
▲ Alconbury Weald, Huntingdonshire

## Gateways



### A505

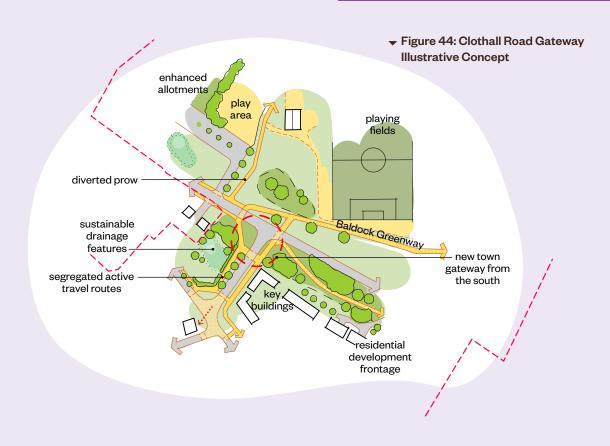
- I. The appearance and character of this functional and highway oriented gateway will be enhanced to better signal arrival into Baldock, while maintaining its functionality, through the introduction of a cohesive landscape framework with a unified tree planting, hard and soft landscaping and street furniture specification.
- 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.





### **Clothall Road**

- Robust structural landscape and tree planting incorporating sustainable drainage features will mark a gradual transition into the town from the countryside to the south.
- 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.



## **Edges**

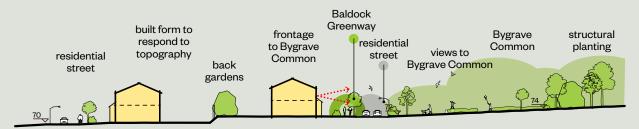


## **Bygrave Common**

- 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

- 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 >



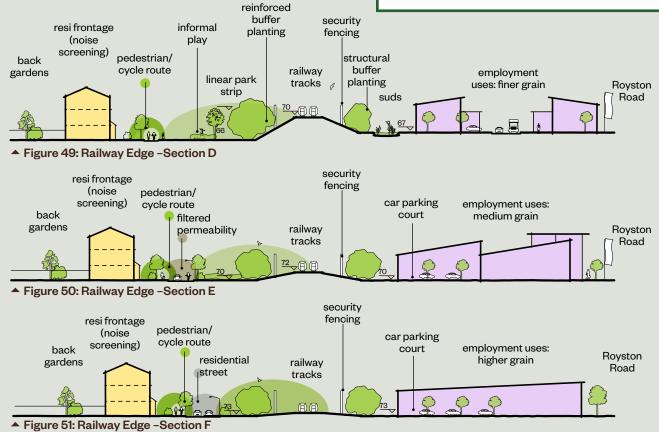


## **Edges**



## Railway Edge

- 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.



## Edges

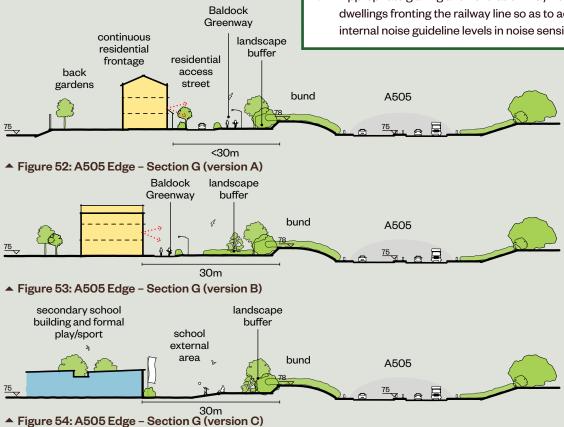


## A505 Edge

- A landscape buffer will be implemented between the A505 and built development to screen development from the road
- 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
- 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;

- 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;
- 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.



## **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.

- 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, 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'.