

DEVELOPMENT SPECIFICATION FOR OUTLINE PLANNING APPLICATION**GROWING BALDOCK****V12: July 2026**

A: Growing Baldock Description of Development

This document (the 'Development Specification') sets out the components of the Proposed Development at Baldock and should be read in conjunction with the Parameter Plan (ref: UAC092/002 Rev R). Together, the Development Specification and Parameter Plan define the development for which outline planning permission is sought and which have been assessed through the Environmental Impact Assessment.

The Description of Development is as follows:

Outline planning application with all matters reserved except for means of highway access into the development from North Road and Clothall Road:, for up to 3,200 homes, up to 16ha of employment, waste and leisure infrastructure, a mixed use local centre, up to 1 secondary school, up to 2 x primary schools, health hub, green infrastructure (including parks, formal sports provision, play, habitat areas, informal open space and structural planting), internal street network, access junctions and railway crossing, public transport infrastructure, pedestrian/cycle network (including PRow diversions, active travel routes, mobility hubs and crossing of the railway), utilities and drainage infrastructure (including diversions of existing and provision of new infrastructure, pumping stations, sustainable drainage, primary substations, rising main/strategic sewer and renewable energy infrastructure), ground remodelling/earthworks and any necessary demolitions.

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Reference is made throughout this Development Specification to the different phases and key open spaces within the development. These are illustrated on the plan at Figure 1 below:

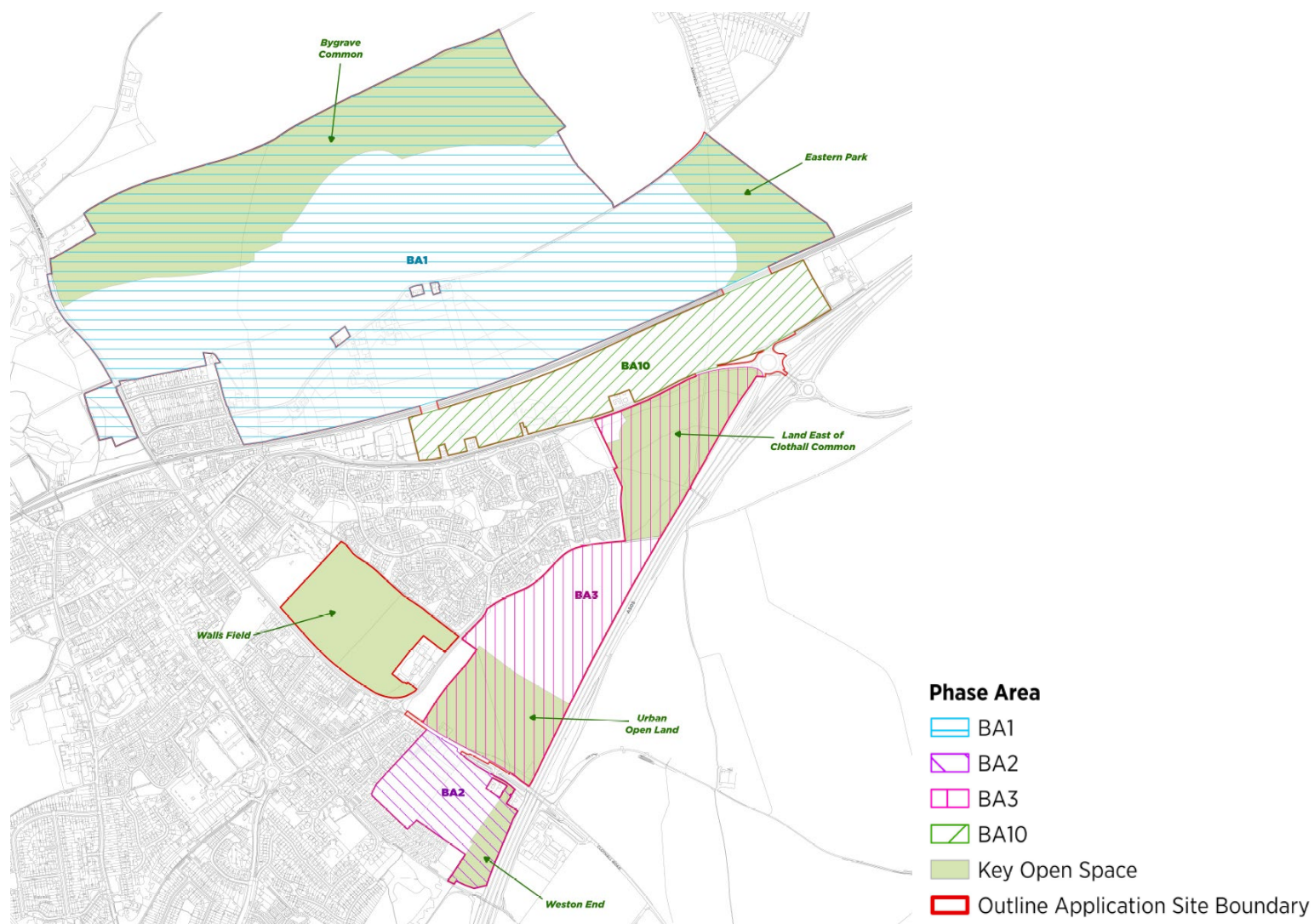


Figure 1: Growing Baldock Phases and Key Open Spaces

The full description of development is as follows (relevant use classes shown in parentheses, floorspaces indicated represent GIA):

- up to 3,200 dwellings (C3) in BA1, BA2, BA3 and BA10 including market, affordable, self / custom build plots, older persons housing, accessible / adaptable housing;
- Local Centre in BA1 to consist of a mix of:
 - up to 6,200m² hotel/residential institution (C1, C2);
 - up to 750m² pub with expanded food provision/takeaway (sui generis);
 - up to 700m² convenience retail (E, a);
 - up to 800m² retail/café/restaurant (E, b);
 - up to 550m² office (E, g, i);
 - up to 1,150m² gym (E, d);
 - up to 2,250m² of Health Hub (E, e), if not provided on BA10;
 - up to 500m² community centre (F2).
- up to 1,100m² of nursery/childcare facilities (E, f) in BA1 and/or BA10;
- employment and infrastructure uses in BA10 consisting of a mix of:
 - Up to 84,000m² of employment uses including a mix of:
 - up to 20,000m² office (E, g) i));
 - up to 5,000m² indoor sport and recreation (E, d);
 - up to 26,500m² research and development (E, g) ii)) and/or light industrial (Class E, g), iii));
 - up to 26,500m² industrial (B2); and
 - up to 6,000m² Health Hub (E, e).
 - Waste infrastructure consisting of a mix of:
 - up to 1,500m² vehicle depot (sui generis);
 - up to 3,500m² waste transfer station (B2); and
 - up to 1.1 hectares household waste recycling centre (sui generis).
 - renewable energy infrastructure (sui generis).
- up to 2 x 2 form entry (FE) primary schools (F1,a) in BA1, with potential to expand to 3FE subject to need and as agreed via School Review within S106 agreement;
- up to 5FE secondary school (F1,a) on BA3 (or up to a maximum of 12FE if accommodating the relocation of Knights Templar school on BA3, to be agreed via School Review Process within S106 agreement);
- Green infrastructure, open spaces and other landscaped areas including:
 - parks,
 - play areas,
 - formal outdoor sports provision (including ancillary facilities including up to 1,000m² of sports pavilion uses (F2, c),
 - structural planting,

- retained and proposed wildlife habitat areas,
 - community food growing areas; and
 - formal/informal open space.
- Access and movement infrastructure including:
 - Active travel (pedestrian and cyclist) infrastructure including enhanced existing and new leisure and utility routes and crossings, and the Baldock Greenway;
 - Mobility hubs (central location bringing together a range of transport options e.g. public transport, shared transport and active travel options);
 - Diversion and extension of Public Rights of Way;
 - Vehicular and cycle parking;
 - Internal street network including public transport infrastructure;
 - Access junctions into site from North Road (separate bus and vehicular junctions), A505 (additional arm to existing junction), Royston Road, Wallington Road and Clothall Road;
 - vehicular modes crossing of the railway;
 - active travel crossing of the railway;
 - Land to facilitate northern station active travel access; and
 - Modal filters on Bygrave Road (restrictions to general vehicular traffic that maintain pedestrian and cycle access).
- Drainage works including foul and surface water infrastructure, Sustainable Drainage Systems, pumping stations and strategic sewer;
- Provision of and diversion/upgrades to existing utilities and services infrastructure to support the development;
- Demolition of existing buildings and structures;
- Ground works including any necessary ground remodelling; and
- Boundary treatments including construction hoarding.

B: Spatial Principles

	Design Principles & Development Areas
SP1	The detailed design of the site will be informed by the Site-Wide and Key Places and Spaces Design Principles set out in the Design and Access Statement and at Appendix A to this Development Specification
SP2	No built development or above ground infrastructure works including access routes, compounds and storage areas, (with the exception of interpretation boards, landscaping, planting and/or soft works) will take place within: a) The Walls Field Scheduled Monument; and b) Bygrave Road Local Wildlife Site. No built development or above ground infrastructure works (with the exception of the provision of footways / cycleways, roads, interpretation boards, litter bins and benches, landscaping, planting and/or soft works) within: c) retained habitat on green space to the east of Clothall Common; and d) 12m buffer around the boundary of the Local Wildlife Site. No built development (with the exception of the provision of sports pitches and ancillary facilities, productive landscapes, footways/cycleways, sports pavilion and local road access/parking) within: e) Urban Open Land; and f) Land west of North Road
SP3	The following maximum building heights will apply: a) Development within BA1, BA2 and BA3 will be up to 3 storeys (12.5m) except for development in and adjacent to the Local Centre, the Active Travel Spine (to the south of the Local Centre) and adjacent to the northern station entrance where building heights of up to 4 storeys (16m) may be appropriate b) Development within BA10 will be up to 3 storeys (14m) c) The general location of the potential Waste Transfer Station is indicated on the Parameter Plan, where a stack of up to 15m will be permitted. All building heights referred to in SP3 are from finished floor level to building ridge height. Finished floor levels may vary from existing ground floor levels AOD by up to 1.5m (+ or -)
	Residential Uses
SP4	Up to 3,200 dwellings to be located within BA1, BA2 and BA3
	Non-Residential and Mixed Uses
SP5	A mix of non-residential uses are proposed as follows:

	a) Local Centre at heart of BA1, including retail, community, nursery, care home and other mixed uses. To provide neighbourhood-level services to the development, allowing Baldock town centre to continue to serve as the principal agglomeration of commercial, retail and community uses serving the town; b) Primary school provision will be accommodated in up to two new schools within BA1: one as part of the Local Centre and one further to the east. Each school site will provide for up to 2FE school, with further land reserved for expansion to 3 forms of entry (if required and agreed as part of Education Review Process in S106 agreement); c) The southern half of BA3 will include one of the following land use mix options: a. Up to 5FE secondary school and residential. b. residential; or c. Up to 12 FE secondary school; Final land use mix to be determined by S106 Education Review Process. d) a Health Hub will be provided at the western end of BA10, south of the railway, or as part of the Local Centre; e) employment, leisure and health floorspace will be provided within BA10; f) waste infrastructure (waste transfer station, household waste recycling centre and vehicle depot), and/or renewable energy infrastructure, will be provided at the eastern end of BA10; g) sports pavilions located adjacent to the areas of formal open space; and h) mobility hubs as set out in SP7, including one in a central location in BA1.
	Connectivity and Transport
SP6	Active travel provision will be achieved through the following: <i>Utility Routes</i> a) active travel underpass (for pedestrians and cyclists) beneath the railway, east of the existing employment area on Royston Road; b) Bygrave Road – modifications into active travel corridor retaining local vehicular access only; c) Active Travel Link – active travel priority route linking Royston Road, through BA10 via the active travel crossing, to the Local Centre and Bygrave Common; d) Core Active Travel links - additional off-road active travel routes, generally within linear green spaces throughout the site; e) active travel provision integrated and prioritised within the street network in accordance with a sustainable hierarchy of road users. <i>Leisure Routes</i> f) Baldock Greenway leisure route within the site, connecting Ivel Springs and Weston Hills Local Nature Reserves. Two options for the routing of the Greenway through BA3 and the Urban Open Lane are shown on the Parameter Plan, depending on whether BA3 accommodates a secondary school or not (refer to SP5 above); g) Green Link – retention of PROW Bygrave002 within green corridor; and h) retention of, improvements to, and localised diversions of some existing Public Rights of Way.

SP7	Public transport provision will be achieved through the following: a) bus only access point provided from North Road into BA1; b) Bus stops will be provided within 400m of the majority of new homes within the development; c) Land reserved to facilitate potential future northern station active travel access; and d) Mobility hubs will be provided which bring together bus stops, cycle and scooter hire and parking, car club spaces and pick-up/drop-off lockers to facilitate travel by alternative means than private car.
SP8	Principal vehicular access and movement will be achieved through the following: a) A primary street through BA1 will form a key movement corridor connecting North Road with the A505, via a new bridge across the railway line into BA1; b) New access junctions into the development: a. 2 x junctions on Royston Road to access BA10; b. Additional arm on Royston Road / A505 roundabout to connect to Primary Street in BA1; c. 2 x junctions from North Road into BA1 (bus only and vehicular); d. Clothall Road into BA2; and e. Wallington Road into BA3. c) a network of streets with a mix of design typologies to provide local vehicle, pedestrian and cyclist access; d) a proportion of car parking to be unallocated and off-plot to maximise spatial efficiency and promote a shift to sustainable modes; e) Bygrave Road: modifications of Bygrave Road into an active travel route closed to vehicular access with the exception of local vehicular access to existing properties on Bygrave Road.
Green Infrastructure, Sport and Play	
SP9	An interconnected network of green infrastructure (detailed within the Green Infrastructure Strategy) will be provided, including: a) Strategic green infrastructure: the retention and enhancement of green areas to be used as informal and formal open spaces which may include provision for outdoor sport and recreation; parks; informal and formal play provision; retained and additional ecological natural / semi-natural areas; allotments, community gardens, community orchards and foraging trails; structural planting, sustainable drainage and new planting/landscaping. To include: 1. Bygrave Common – a new community public parkland and natural landscape on the northern edge of BA1, to include areas of habitat and ecological enhancement, formal open space and space for recreational activities; 2. Green Space east of Clothall Common – triangular area of enhanced ecological habitat at northern end of BA3; 3. Walls Field – Scheduled Monument area north west of the Urban Open Land to be taken out of agricultural use and provided as informal open space with ecological enhancements; 4. Urban Open Land – land between BA2 and BA3 to provide formal and informal open space, either independently, or as part of a secondary school campus, depending on land use mix on the flexible land use parcel;

	5. Eastern Park – land to the east of BA1 to include formal and informal open space; 6. Weston End – linear green space on eastern side of BA2. b) Formal Outdoor Sports facilities within the Urban Open Land and Eastern Park; c) Children and Youth Play Areas – areas for informal and formal play will be included within the areas of strategic green infrastructure and within development areas; d) Baldock Greenway leisure route to provide a continuous green active travel connection around the development areas; e) Active Travel Link and Bygrave Road – green corridors through the development areas, providing footways/cycleways, connecting wider green spaces and incorporating space for biodiversity, incidental areas of recreation, improved access, retained rights of way and sustainable drainage as appropriate; and f) Green Link – green corridor incorporating retained PROW; g) Sustainable Drainage Corridor - a green corridor incorporating a network of strategic SuDS features will be provided in the south-western part of BA1. h) Retention of existing trees/hedgerows and other vegetation of value where possible.
SP10	Structural planting / green infrastructure will be used within the northern edge of Bygrave Common and eastern edge of the Eastern Park to integrate the site into its surrounding landscape and to reinforce a long-term, defensible Green Belt boundary to the north and east of the development area.
SP11	All homes will be within 400m walking distance of a LEAP or equivalent informal play area of at least 500m ² and 100m walking distance of a pocket green space with an area of at least 300m ² , unless it can be demonstrated that provision is not feasible or required, or alternative provision can be made elsewhere on the site
	Heritage
SP12	The heritage features of the site will be accommodated by: a) Walls Field – removal from agricultural use and use as informal open space, managed in accordance with Historic Environment Management Plan submitted with the OPA; b) Millers Way – retention of historic footpath on northern edge of BA1; c) Heritage Trail – provision of circular footpath around the development that connects and shares information about the site and Baldock's history.
	Ecology / Biodiversity
SP13	Appropriate mitigation, compensation and enhancement of key retained ecological sites including: a) Bygrave Road Local Wildlife Site and buffer (refer to SP2);

	b) Green space east of Clothall Common; c) Habitat areas in Bygrave Common (refer to SP9).
SP14	A minimum of 10% biodiversity net gain will be achieved on site through a combination of enhancements to existing areas and provision of a range of new green infrastructure typologies
	Water
SP15	A new water management system will manage surface water, for re-use on site and where possible to help recharge the Ivel Springs. Sustainable Drainage System (SuDS) provision will be incorporated where possible to enable attenuation of surface water flows due to increases in the impermeable area as a result of the development. SuDS will also provide treatment of runoff to ensure potential adverse effects on water quality are avoided, provide some mitigation against existing surface water flooding and prevent new flooding from being caused by the development. SuDS features may include: a) A range of source control features within Development Areas to include permeable / porous surfaces, bioretention, rainwater harvesting and soakaways; b) A range of site control features involving the integration of overland flows into the landscape and open space across the site, including (but not limited to) ponds, check dams, attenuation basins, channels and swales.

C: Development Schedule

Land Use	Area (hectares)
Residential / primary education / local centre development area (BA1, BA2, BA3 north)	100.03
Employment Development Area (BA10)	19.11
Flexible Land Use Development Area (BA3 south)	10.64
Strategic Open Space, including:	87.42
Bygrave Common	37.98
Other Areas (existing land uses, infrastructure)	2.65
Total	219.84

Appendix A: Design and Access Statement Design Principles

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.

Movement and Access

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 LTNI/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.
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.

Green Infrastructure

Site wide principles

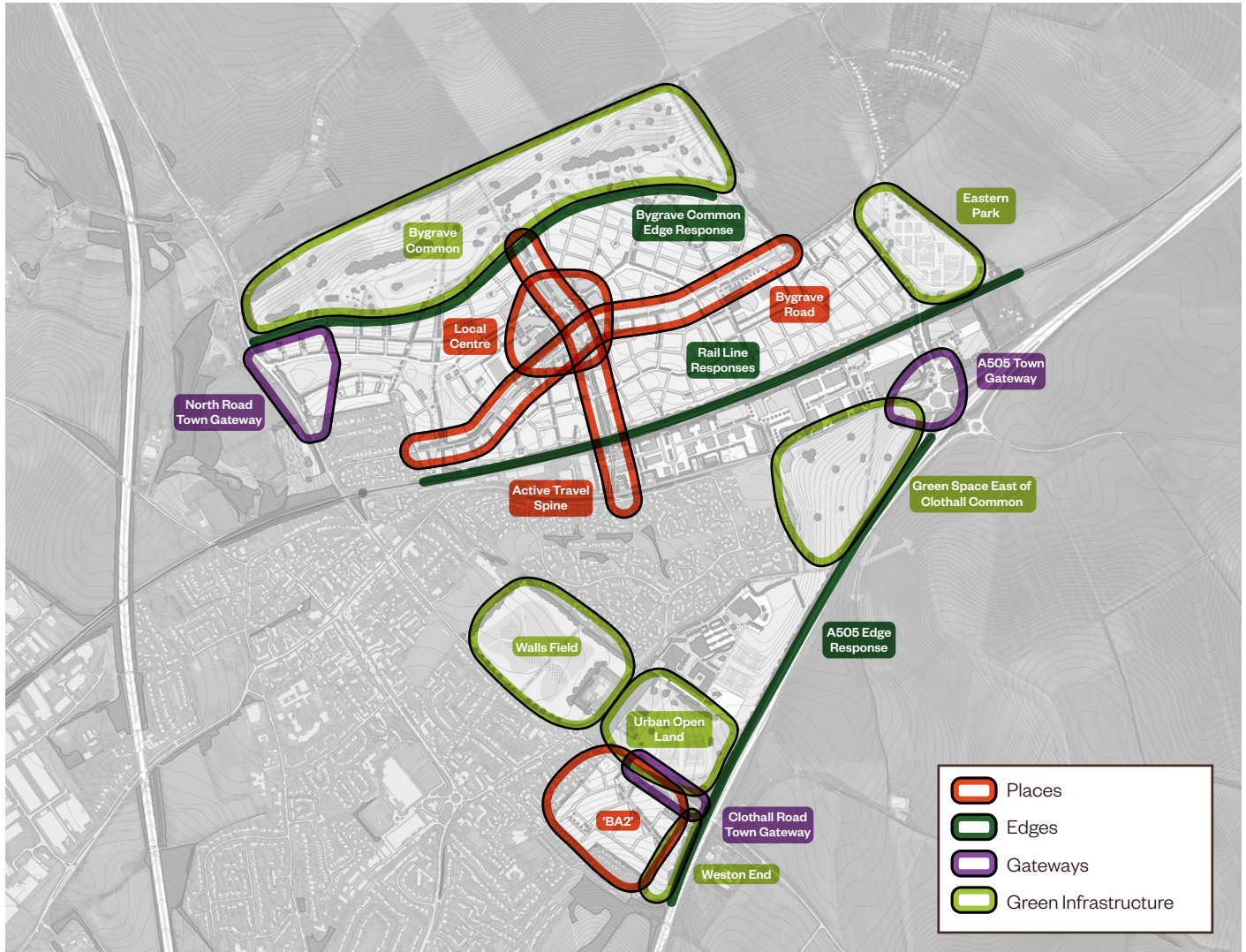
1. **Create a Strategic Nature Recovery Network** – buffer existing Local Nature Reserves (LNR) at Ivel Springs and Weston Hills, creating a strategic Local Nature Recovery Network (LNRN) as part of Bygrave Common. The LNRN will be supported further by core ecological stepping stones and green links, 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'.

Sustainability

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.

Key Places and Spaces



▲ Figure 1: 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.
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.

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.
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.

Places

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

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.

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.

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.

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.

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.
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.

Railway Edge

Key spaces and places 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.

A505 Edge

Key spaces and places 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.

Strategic Green Infrastructure Places

Bygrave Common

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	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
	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	5.	Retain Millers Way historic route and alignment as a grass track as part of the existing public right of way
	3.	Provide informal natural play and fitness interventions interspersed along key movement routes	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

Eastern Park

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

Green Space East of Clothall Common

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

Urban Open Land

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

Walls Field

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

Weston End

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