

Public Consultation Summary

March 2023

Growing Baldock

Urban&Civic



Development background

Listening, learning & growing Baldock

The sustainable growth of Baldock will provide homes and jobs for current and future generations. This is reflected in the North Hertfordshire Local Plan, and the Baldock, Bygrave and Clothall Neighbourhood Plan which set out strong expectations for how that growth should happen.

Master Developer Urban&Civic is leading a core part of the plans to deliver this growth, on land owned by Hertfordshire County Council to the north and east of Baldock; and wants to engage local communities and partners to ensure it delivers what this historic market town needs. The proposed extension of Baldock is key to ensuring that growth is sustainable and works with the existing town. It will deliver:

- Up to 3,300 new homes;
- Around 600,000 sq ft of new employment space;
- Community facilities, shops and services;
- New parkland, green spaces and play areas;
- A new secondary school, two primary schools and a special educational needs and disabilities (SEND) school; and
- Public transport and new cycle and walking connections, alongside investment in local road infrastructure.

The site was allocated for development in the North Hertfordshire Local Plan in 2022, and we are now preparing a Strategic Masterplan setting out how the development would look, feel and work, before taking it forward through a planning application. Many people also fed their thoughts into the Baldock, Bygrave and Clothall Neighbourhood Plan, which sets out some core principles on the way Baldock should grow well and sustainably.

The purpose of this consultation is to share and test the knowledge we have gained about Baldock so far with you, and to find out your thoughts about the town, what it needs and the challenges and opportunities of the planned growth.

We welcome and value your feedback. You can provide comments on forms here today, adding comments to our physical or online feedback map, or by talking to any of the team. An online version of this consultation will also be available at www.growingbaldock.co.uk



▲ Aerial photograph of the land at Baldock looking north east (site highlighted)



▲ Hartsfield Junior Mixed & Infant School



▲ Whitehorse Street and St. Mary's Church

Growing Baldock

Development Partnership

The development is being led by Master Developer Urban&Civic, who is working with Hertfordshire County Council, the landowners.



Who is Urban&Civic?

We are the Master Developer appointed by Hertfordshire County Council, as development partner to take forward the design and delivery for the growth of Baldock. We are experienced in designing sustainable new neighbourhoods supported by high-quality transport and community infrastructure from the earliest stages of the development to the final roof tile being laid.

Who is Hertfordshire County Council?

Hertfordshire County Council (HCC) own the land at Baldock. HCC also have responsibility for a range of services including highways, education and adult care on behalf of Hertfordshire residents. Appointing Urban&Civic enables them to drive their aspiration for an exemplar development, while also ensuring a separation of roles, and that the development delivers the requirements for schools, health and transport that the Council requires.

The ‘Master Developer’ approach

The Urban&Civic approach is about more than just building more homes: it looks at all the things a growing Baldock needs to work sustainably, and ensures they are delivered ahead of and alongside those homes. This means while the number of homes is significant they can only come forward with the schools, health provision, play and green space people need.

Furthermore, they are all designed in from the start: so that play areas are close to homes, schools are a short bike, scooter or walk away, and critically they are all designed and delivered to enhance Baldock as a whole. We know that the delivery of those essentials will come forward alongside the homes, as we are the ones who deliver them, and we work with the local authorities to commit to the timing and phasing for when and how they will come forward.

This development is a fundamental part of Baldock’s future and Urban&Civic are committed to working with the town, its residents and all local partners not just at this early stage of consultation, but on an ongoing basis. We don’t just get a planning consent and disappear, we will be neighbours for the next 15 or so years. We want to be partners and our Communities team will continue to work with the existing and future new residents to keep the discussions going and ensure we grow Baldock together.

Benefits of U&C as Master Developer



Schools

School buildings should be exceptionally well designed both inside and out. With four primary schools and one secondary school already delivered across our developments we have worked with some of the leading architectural practices in the country to create inspiring places to study.



Design

For a Master Developer, great design is far more than just built form. It’s about crafting exceptional places that people enjoy living and working in.



Landscape

Landscape is the most multifunctional part of any new community and must be the foundation of any new place.



Heritage

Our sites have all had a past life, the legacy of which is more evident on some than others but all are worthy of exploration, explanation and celebration.



Community facilities

Whilst there is a national preoccupation on housing numbers, what makes new communities special are the wider facilities that come forward with the homes.

Baldock Railway Station ▼



Baldock High Street ◆



St. Mary’s Church ▲

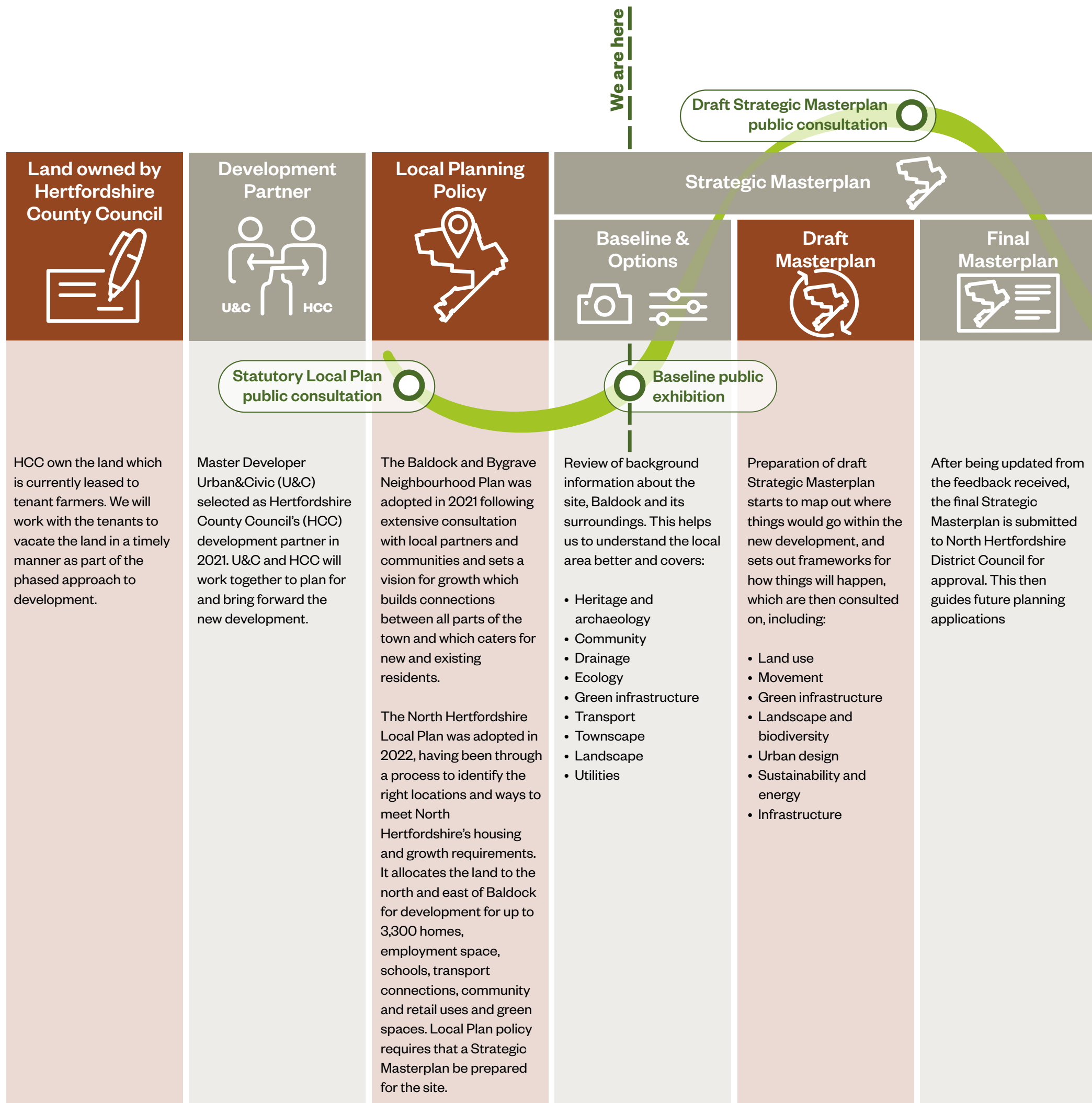


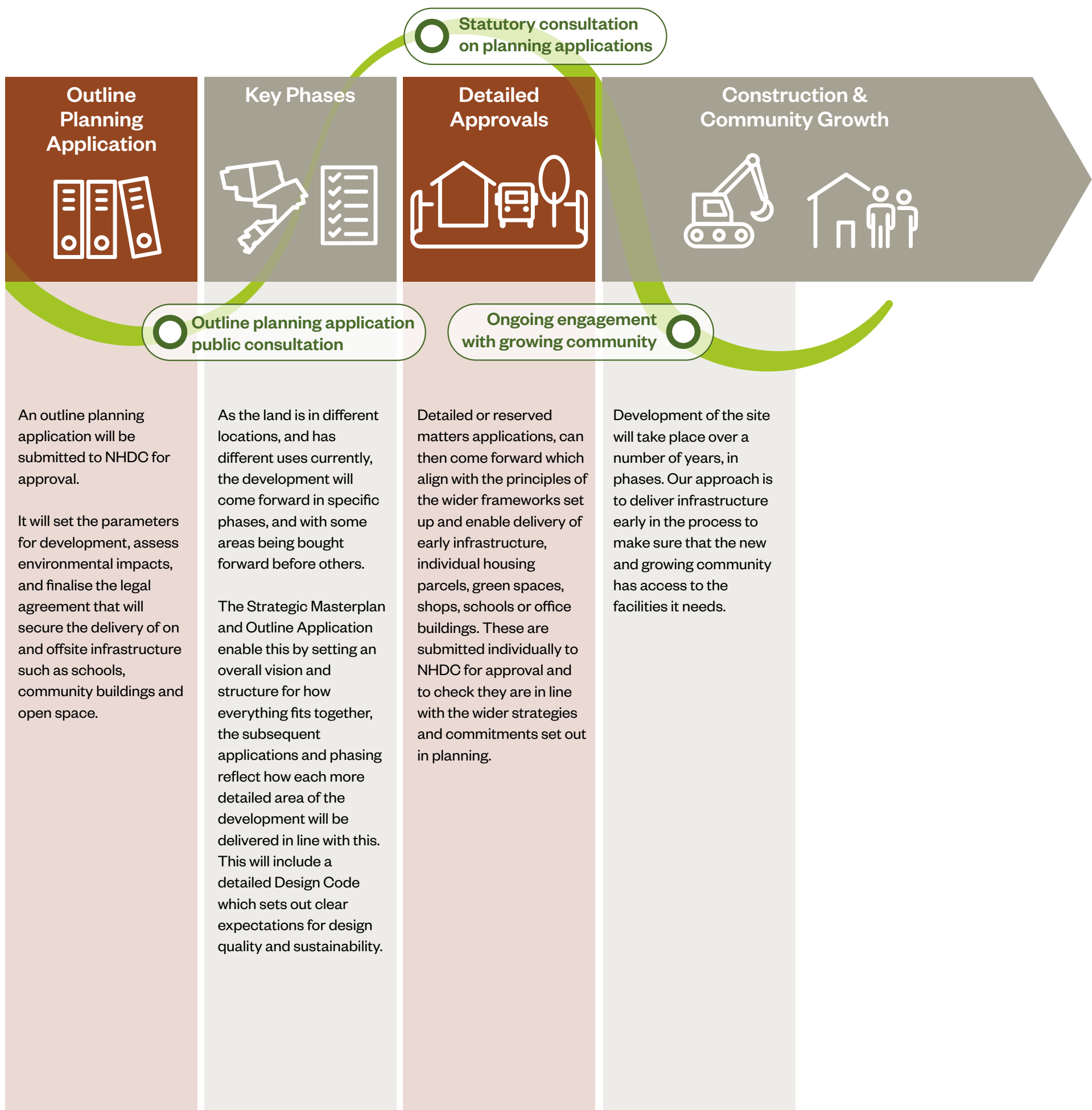
◀ Baldock Town Hall



Timeline

We know that this development has been talked about for many years and many views have been shared in that time. All of that work and feedback has informed what we are sharing today. The timeline below sets out the journey so far, where we are now, and the future opportunities to continue to shape the plans and see them evolve into this next chapter for Baldock.





Where will Baldock grow?

The site and its surroundings

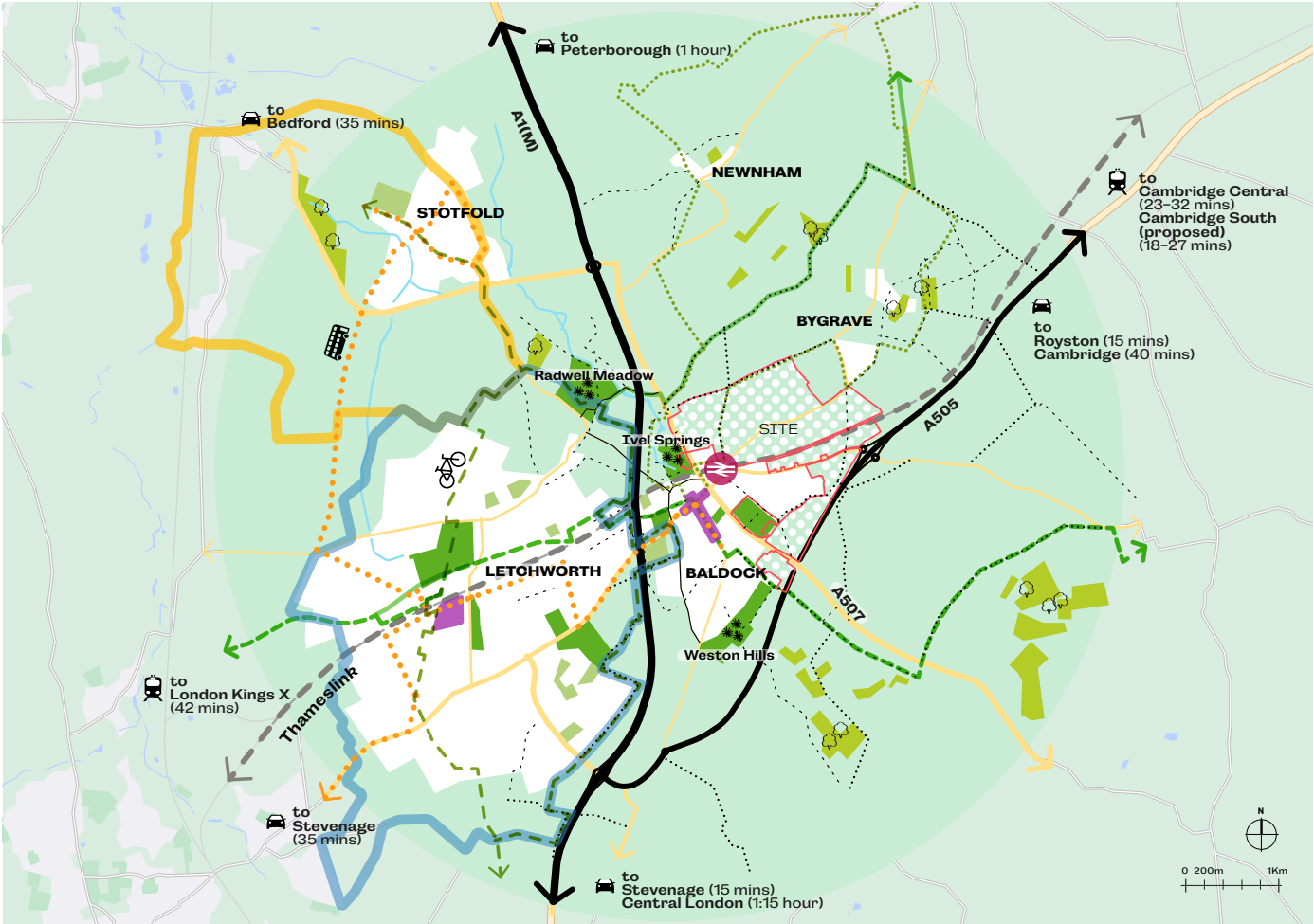
The places where Baldock will grow are located to the north and east of Baldock.

The areas earmarked for development were allocated by the North Hertfordshire Local Plan in a series of ‘parcels’ shown below. These are currently mostly in agricultural use, with a number of small businesses and private homes, within and next to the parcels. We will be working with the tenants to discuss and manage timings as the plans evolve and with private homes and businesses to ensure their needs are considered as the plans move forward.

The area for master planning also includes Walls Field Scheduled Monument and some land between Ivel Springs Local Nature Reserve and North Road.



▲ **Strategic masterplan boundary**
Site boundary
Local plan allocations



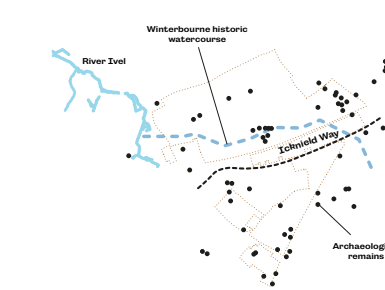
▲ **Strategic location**
Strategic road network
Local road network
Railway line
Bus routes (4+ services/ hour)
National Cycle Network 12
Existing settlements
Strategic masterplan area
Town centre
Public rights of way: footpaths
Public rights of way: bridleways
Icknield Way cycle trail
Icknield Way path
Baldock circular walk (Saturday Walkers Club)
Letchworth Greenway
Etonbury Wheel

Baldock's Historic Growth

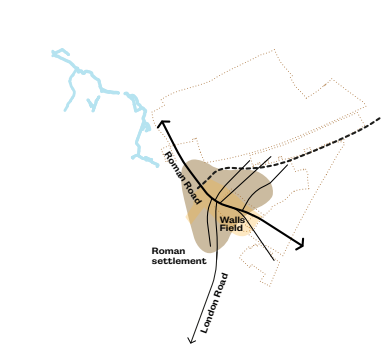
Baldock has an exceptionally rich history, dating back to prehistoric times. The pattern of historic growth of Baldock is shown in these diagrams: based on the fertile farmland, good water supply and trade routes along the prehistoric trackway known as the Icknield Way (which broadly follows the route of Royston Road). Roman settlement saw the core of Baldock located to the east, followed by growth in the Medieval period further west, as the Church and Marketplace were developed. Baldock then developed as a major coaching town, with the Great North Road bringing trade through Baldock from London to Stevenage and beyond.

With the further transport developments of the Great Northern Railway in the 19th Century and the road network in the 20th Century, Baldock became constrained in how and where it can grow, and the Local Plan, Neighbourhood Plan and now these Growing Baldock discussions look to deliver growth in the north and east, but in a way which brings together benefits for the whole of the town.

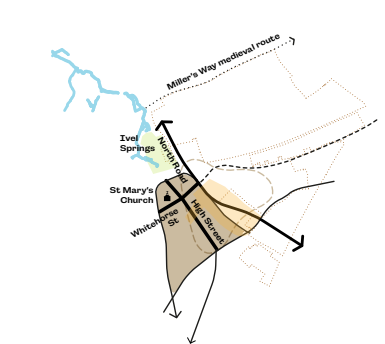
Prehistoric Baldock



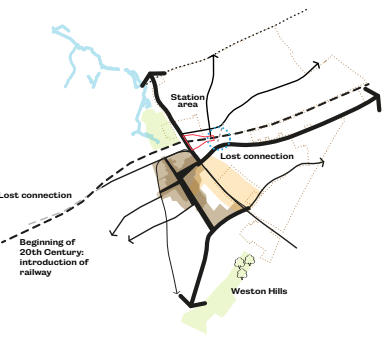
Roman Town



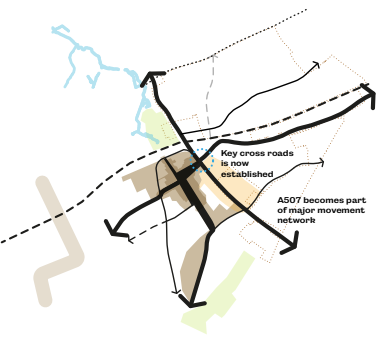
Medieval Town



19th Century



20th Century



Present Day



What we know...

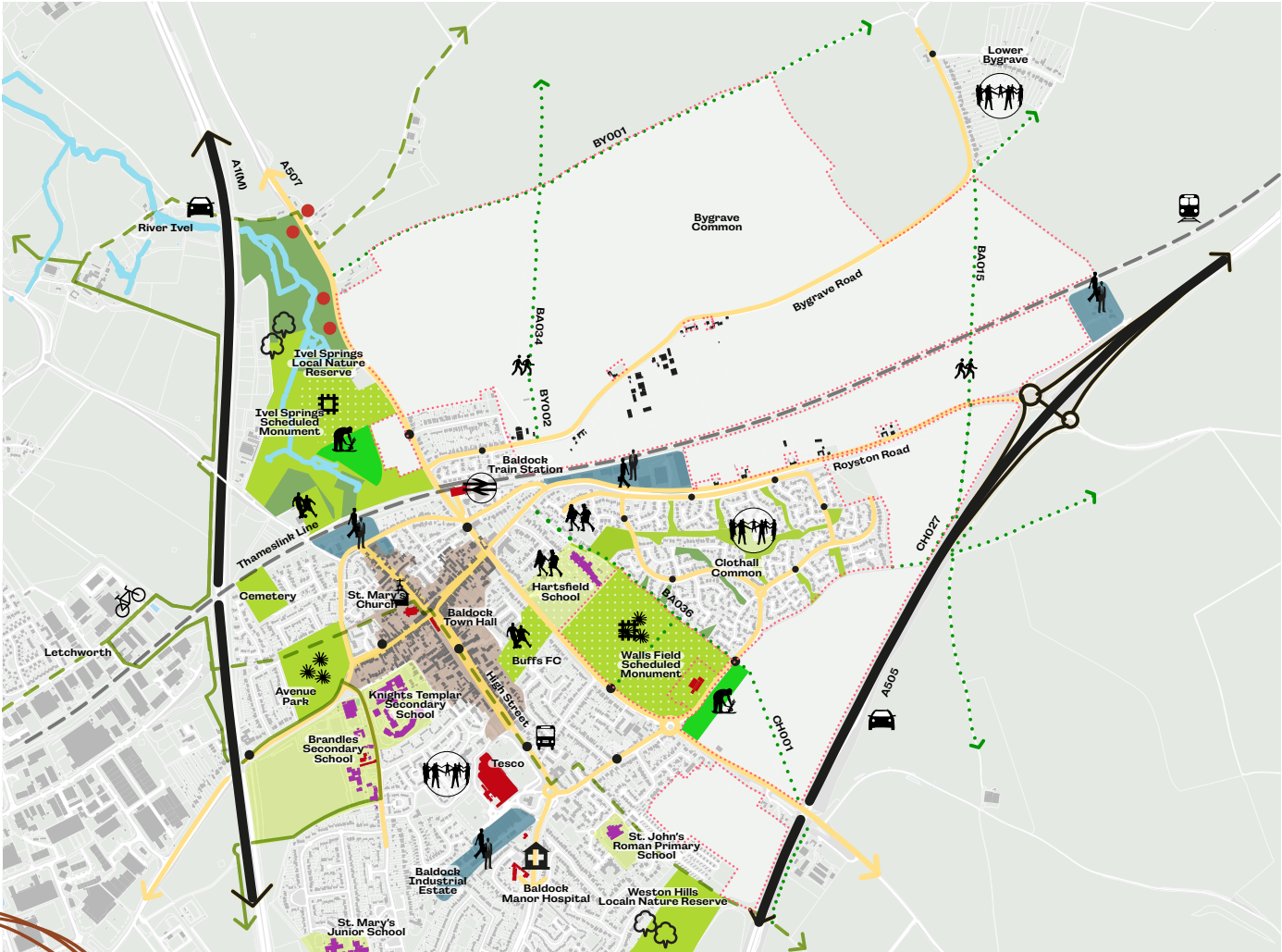
The first step in producing the Baldock Strategic Masterplan is finding out as much as we can about the area and the wider town.

The Site and Baldock

This plan shows some of the key features of the site and Baldock.

- Historic Rights of Way that cross the land including old 'Miller's Way' public right of way, could be enhanced to create local walking and cycle routes to the town, and provide "greenway routes" for people to access the countryside beyond.
- Employment space in this area could be strengthened to provide more local jobs.
- Two Scheduled Monuments (Ivel Springs and Walls Field) and Local Nature Reserves (Ivel Springs and Weston Hills) are close by.
- The development provides an opportunity to enhance and landscape a northern and eastern gateway to the town.
- The design will need to provide separation between the development and Bygrave to safeguard its historic identity and character.

Baldock context



- | | | |
|---------------------------|-------------------------------|--|
| Strategic masterplan area | National Cycle Network 12 | Key open spaces |
| Strategic road network | Public rights of way | Allotments |
| Local road network | Town centre conservation area | Scheduled monuments |
| Bus stops | Employment areas | Grade II listed buildings along North Road |
| Railway line | Primary and secondary schools | |
| Icknield Way Trail | Buildings of local importance | |

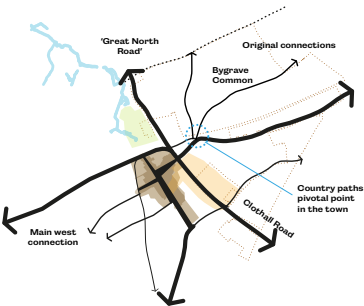
How would you like to see this new development connect to the town centre?

What do you see as important about the land in this part of Baldock? And its neighbours?

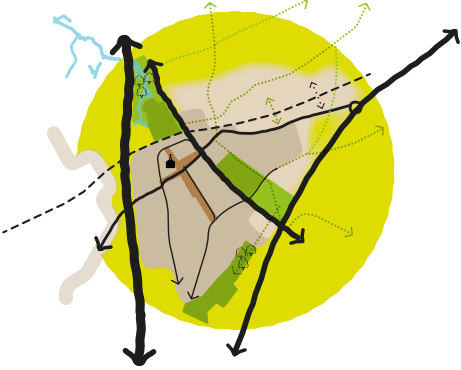
Questions

This is the next chapter for Baldock: what do you want to see here?

Post-Medieval



Growing Baldock



Ivel Springs Local Nature Reserve

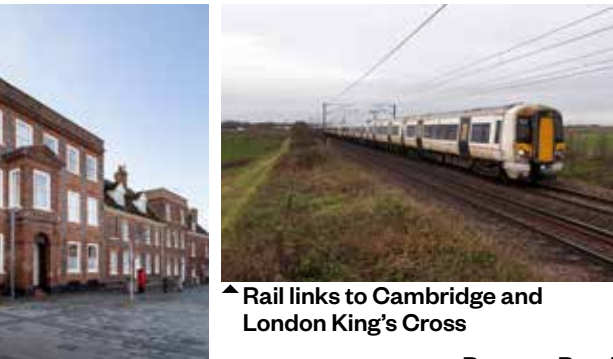


Existing Public Rights of Way



How do we best make sure the new development protects the identity of the village of Bygrave?

Railway tracks through study area



Baldock Town Hall

Bygrave Road



A505

Growing a community

1 of 2

We know that creating great places is about so much more than building houses. It's achieved through providing the schools, green spaces and other community facilities that are important for both existing and new residents.

The growth of Baldock will deliver key new facilities and amenities for the community as a whole including:

- Up to 3,300 new homes;
- Around 600,000 sq ft of new employment space;
- Community facilities, shops and services;
- New parkland, green spaces and play areas;
- A new secondary school, two primary schools and a special educational needs and disabilities (SEND) school; and
- Public transport and new cycle and walking connections, alongside investment in local road infrastructure.

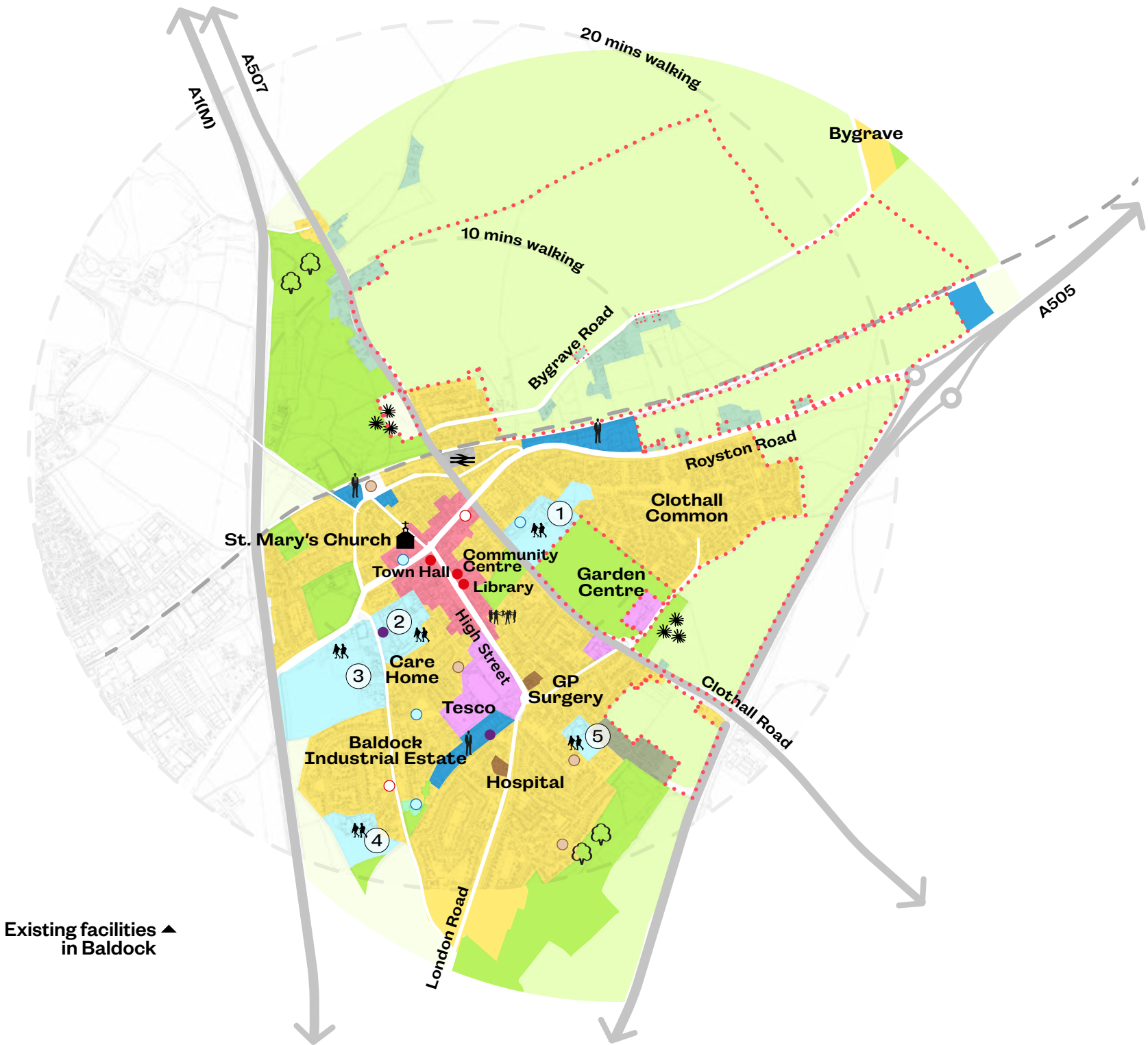
We want to make sure the growth of Baldock complements and enhances its existing qualities, heritage and character and meets the needs of the town.

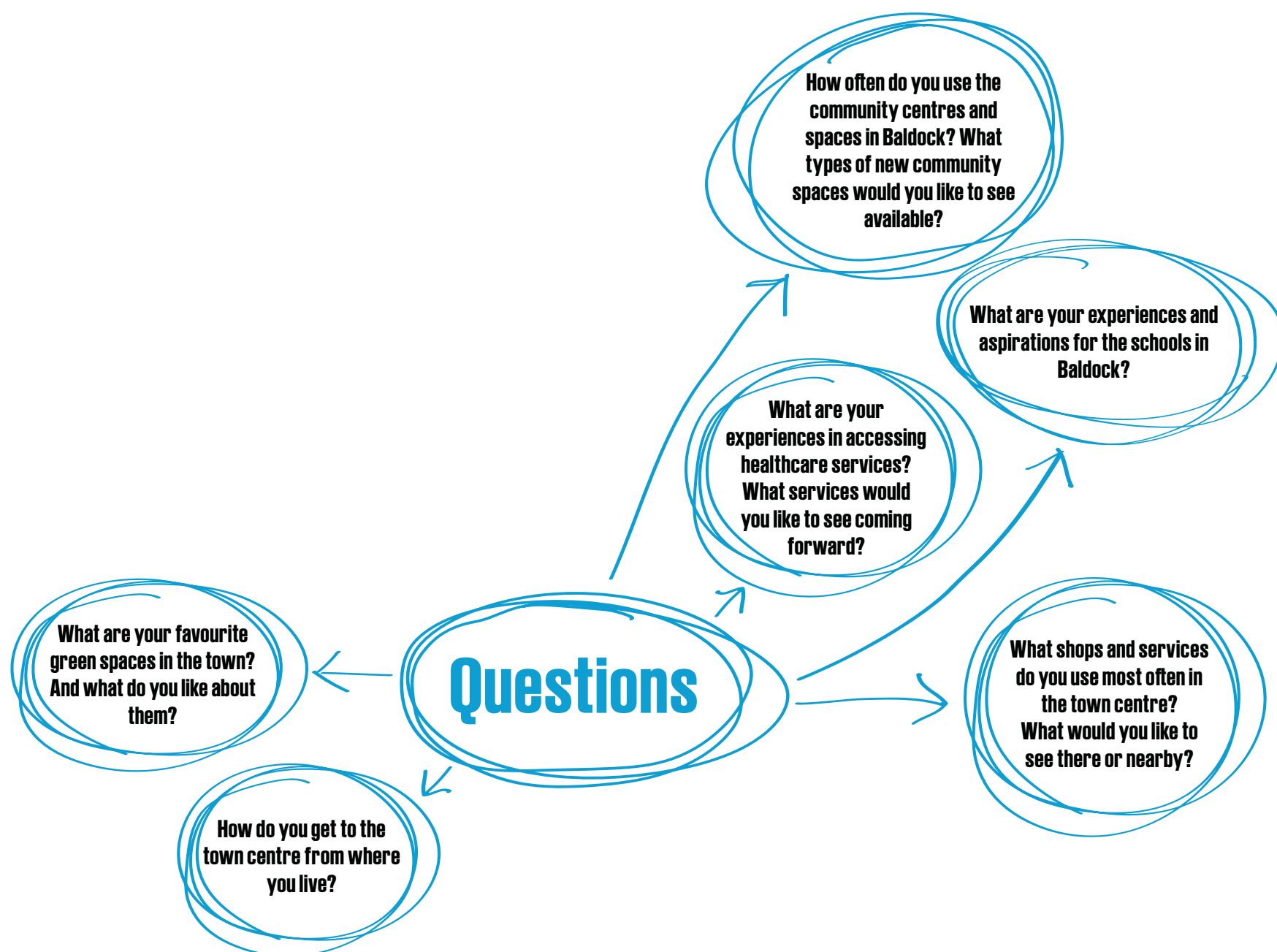
The plan below shows how the land sits alongside the existing residential area and gives an indication of the walking times from schools, public buildings, green spaces and the centre of Baldock.

What we know...

- Baldock has a thriving community, with community buildings and halls in the town centre: these should be future-proofed and any new community spaces coming forward complement not compete with them.
- Knights Templar school serves the whole of the town and is keen to continue to as it grows. The closest primary school to where new homes will be built is Hartsfield School to the west of Clothall Common. New schools must come forward in a way which works with existing schools and supports educational excellence.
- Baldock is served by one principal healthcare centre: Baldock Surgery. We know health care is changing and want to work with the surgery and local health partners to ensure capacity in the system at the right time and in the right place.
- Baldock town centre provides many much-needed facilities, with a range of shops and a good food and drink offer. New homes need to increase footfall to support the town centre and provide additional opportunities for shops, eateries and facilities and public spaces to meet up with people.
- Baldock has a compact, walkable centre, but is a bit car-dominated, which impacts on the way people use public spaces.
- A range of green spaces exist in and around the town, including play areas, allotments, amenity areas and nature reserves. We know that these are well used and important to residents.

- Residential
 - Employment
 - Mixed-use town centre
 - Retail
 - Community facilities
 - Post office
 - Train station
 - Primary/secondary school
 - Nursery school
 - Gym/ sports centre
 - Grassland/ agricultural
 - Green open space
 - Healthcare
 - Care home
 - Farms
 - Mobile home site
- ① Hartsfield Junior School
 - ② Knights Templar Secondary School
 - ③ Brandles Secondary School
 - ④ St. Mary Junior School
 - ⑤ St. John's Roman Primary School





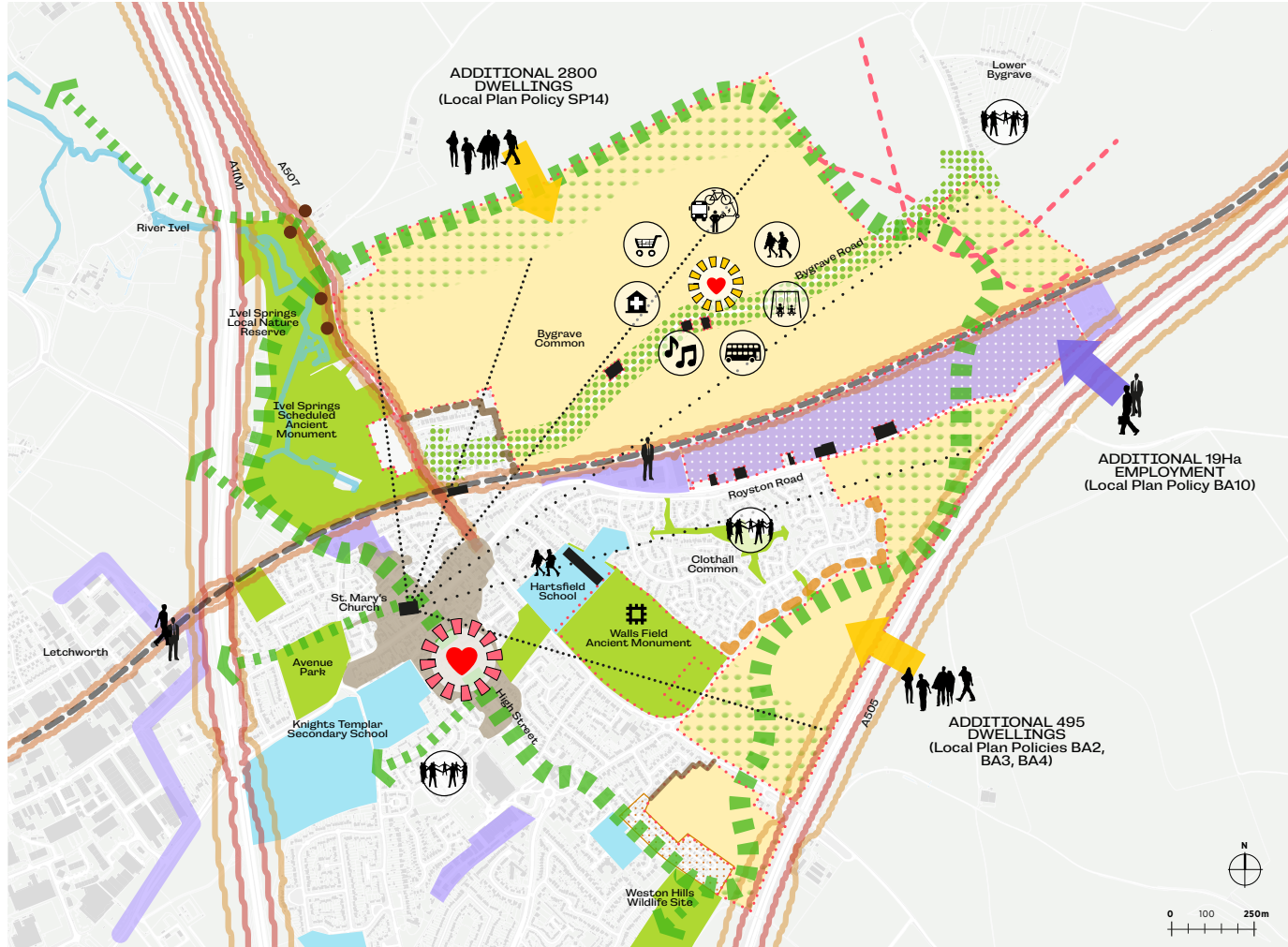
▼ Baldock High Street western side



Growing a community

2 of 2

▼ Growing a community: Opportunities and Ideas



Opportunities and ideas

We are already thinking about how these new homes and facilities can best support the Town Centre and existing communities of Baldock.

High Street and local businesses

- Support Baldock High Street by ensuring quick links by bike and bus to get to shops and amenities.
- Deliver additional space for businesses, which enhances the opportunity for jobs for the area, with close links to the town centre.
- Drawing on the heritage and character of Baldock as a historic market town to inform the design and layout of the new homes and streets coming forward.
- Providing some smaller local centres for new residents in the development, but ensuring the town centre remains the focus and heart of the town.
- Exploring different types of business space which draw on proximity to the rail station, but also to the town centre and green spaces: providing a better quality of life for the modern workforce.

Education

- The new homes will need two primary schools, which with early years provision could become a hub for children and family support.
- Schools to have a bike, scoot and walking focus, to encourage less cars for drop-off and pick-up, and encourage good habits and culture for sustainable and active travel.

- Secondary school will come forward in discussion with the education authorities and Knights Templar to plan it right for timing and numbers.
- Any new school should aspire to be a near carbon-zero building, to put sustainability at the heart of learning.
- There seems a clear need for additional Special Educational Needs (SEND) school to support local need and ensure families and vulnerable children do not have to travel too far for specialist education provision.

Green spaces

- Strengthening and linking existing green spaces, by creating a 'Green Loop' to link local nature reserves: providing green corridors for nature to forage and use, as well as additional and connected open spaces for people.
- Integrating water and sustainable drainage into the green space network in a positive and sustainable way, to bring people closer to water, and ensure a climate resilient place: able to manage periods of drought and heavy rainfall.
- Provision of new play areas, sports pitches, wildlife areas and parks – not as distinct things, but connected: wilder play spaces, close to nature and parks with wildflower areas to deliver a net gain for nature, as well as engaging people in the environment.

Links and integration

- Improving access to Baldock station including for pedestrians and cyclists.
- Potential for improvements to existing highways and footways / cycleways across the town.
- New areas to be designed with on-site priority to cyclists and pedestrians at junctions, and off-road bike connections and walking routes.
- Improved access to and provision of public transport, exploring on-demand shuttle buses and responsive transport options.
- Strong physical connections between the site and Baldock town centre and employment areas.

Health and wellbeing

- Designing new ways of supporting health care services, working with health partners: to support more preventative health support, management of conditions, and pulling together social prescribing and information prescribing to help people manage health conditions effectively.
- Looking at care for older people, and ways to support ageing better within new homes and supported living. Community spaces designed inclusively for use by all – including young people, smaller and larger meeting rooms and space to support home workers and small businesses.
- Network of walking/cycling routes to encourage active travel, with information boards to engage people in the nature around them... and how many calories they have burned or carbon saved!



▲ Primary school at Alconbury Weald



◀ Green corridors for nature to forage and use, as well as connected open spaces for people

Dollman Farm local centre at Houlton features a cafe, nursery, convenience store, ▼ offices and a marketing suite



▲ Nature photography competition at Houlton



◀ Off-road walking and cycling routes

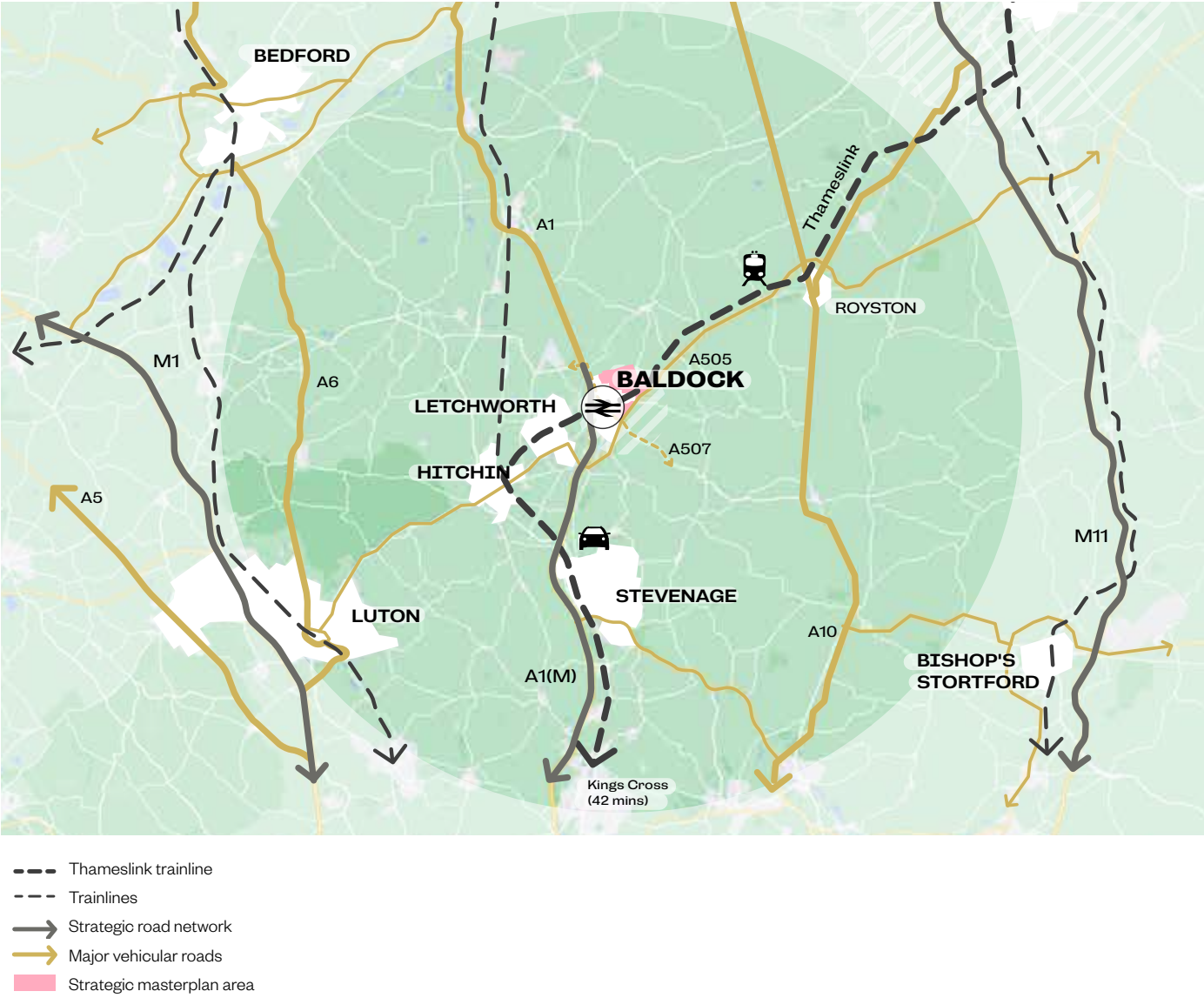
Transport and movement

1 of 2

What we know...

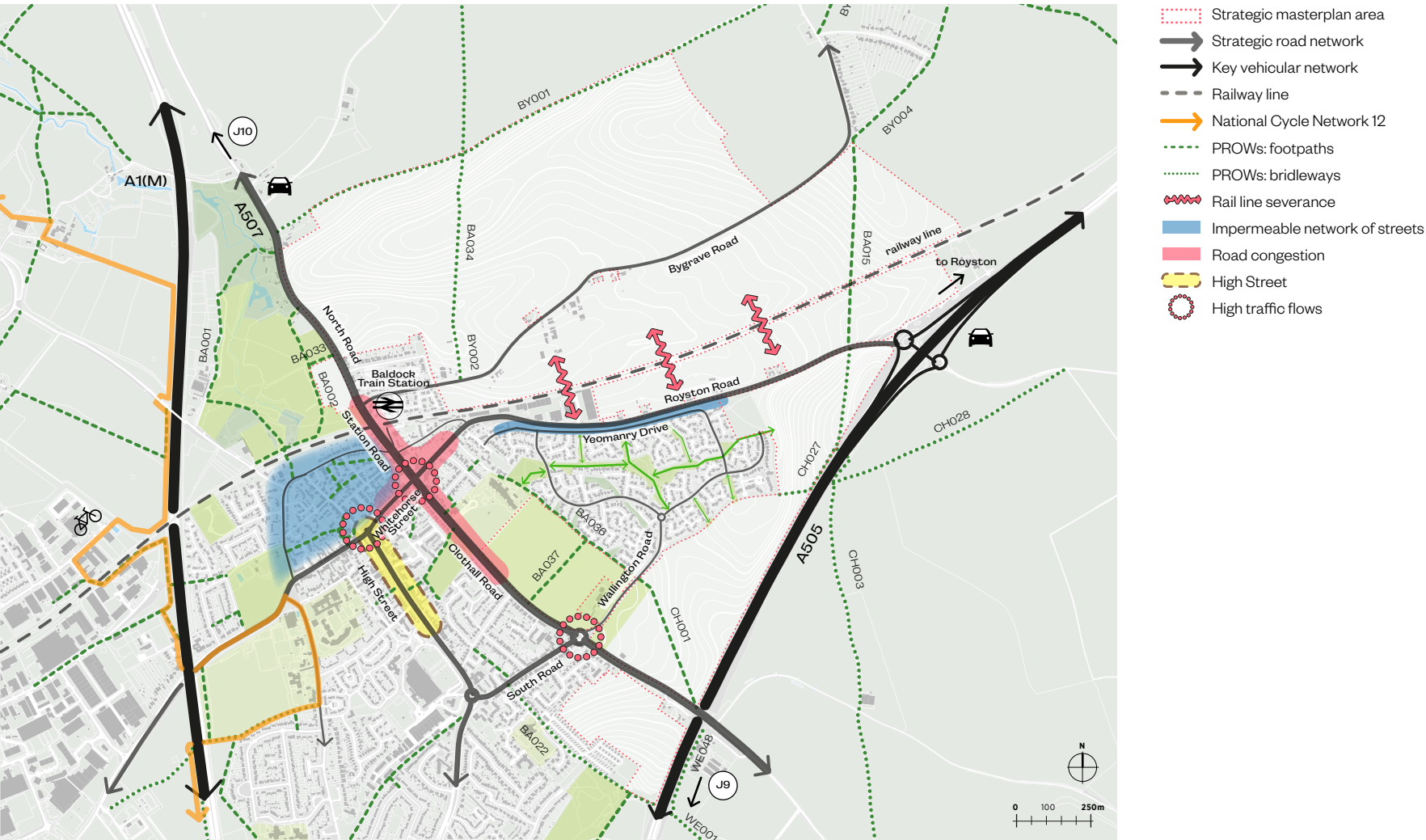
We are currently getting into the detail of how people move around and through Baldock, so that we can develop proposals that improve conditions for existing communities, as well as ensuring the new neighbourhoods are of the highest quality and prioritise walking and cycling. We know from the Neighbourhood Plan that traffic volumes are a concern and that the Whitehorse Street junction is a focus for congestion in the town. Baldock rail station is a great asset for the town that we hope to improve and while there exists a core of bus services, enhancements are likely needed to better connect new and existing communities.

▼ Baldock transport context



- The site is located close to the Strategic Road Network, with the north-south A1 running broadly to the west of Baldock connecting St Neots and Stevenage, the north-south A507 to the west of the site and the east-west A505 on the east of Baldock, connecting Royston and Letchworth/Hitchin;
- The existing road network is congested, particularly at peak periods with the network providing important links across the county, and with many longer-distance journeys being made through the town.
- There is limited provision for cycling in the town, with no cycle tracks and limited parking.
- There are a network of Public Rights of Way around Baldock and through the site, offering excellent opportunities for connections to the countryside; Conditions for walking are generally good in the centre of the town but footways can be narrow and crossings limited, particularly on the edge of the town.
- Baldock railway station is located to the south west of the site which provides services to Cambridge and London Kings Cross, Gatwick Airport and Brighton. Access to the station is currently constrained and the railway line acts as a barrier to north-south movement.
- Baldock is served by multiple bus services, but they often offer a low frequency of services at peak times.
- Hot spots of congestion are present in the town centre, particularly at the Whitehorse Street / Clothall Road junction.
- Bygrave Road runs through the centre of the site, which also includes a network of public rights of way and bridleways.

▼ Existing transport and movement



What the data tells us:

- A wide range of data has already been collected to understand existing movement patterns around the site, within Baldock and the wider area. The plan to the left shows the results from a study carried out in October 2022.
- This data shows that a significant proportion of trips are relatively local but that around half of the road traffic is through-traffic and does not stop in Baldock. Instead it is using the town centre route as a cut through to connect to strategic routes around the town.
- The Local Plan identifies the need for a 'link road' through the site to connect North Road and Clothall Road and help ease congestion within the town centre. However, putting a link road in which takes longer to use, would not significantly reduce the traffic through the town. It is important that any proposals for new roads also consider how the existing roads are modified to reduce the amount of through traffic.

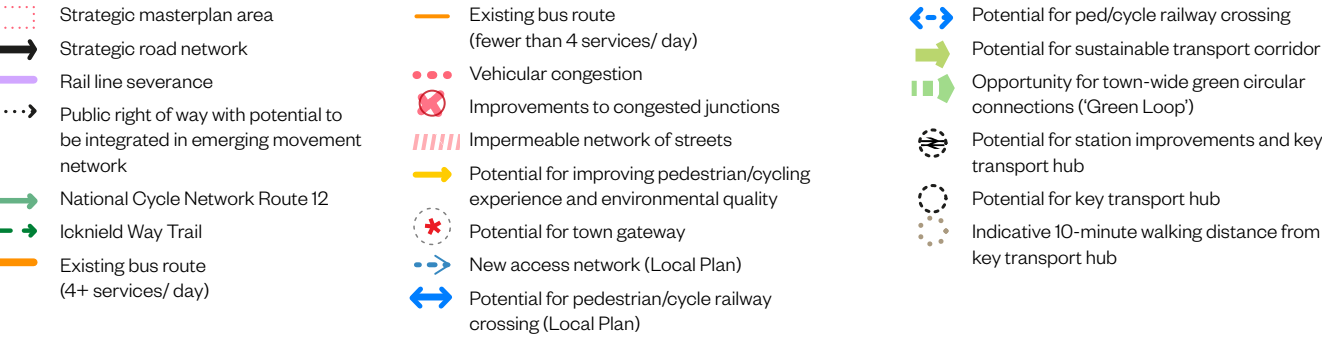
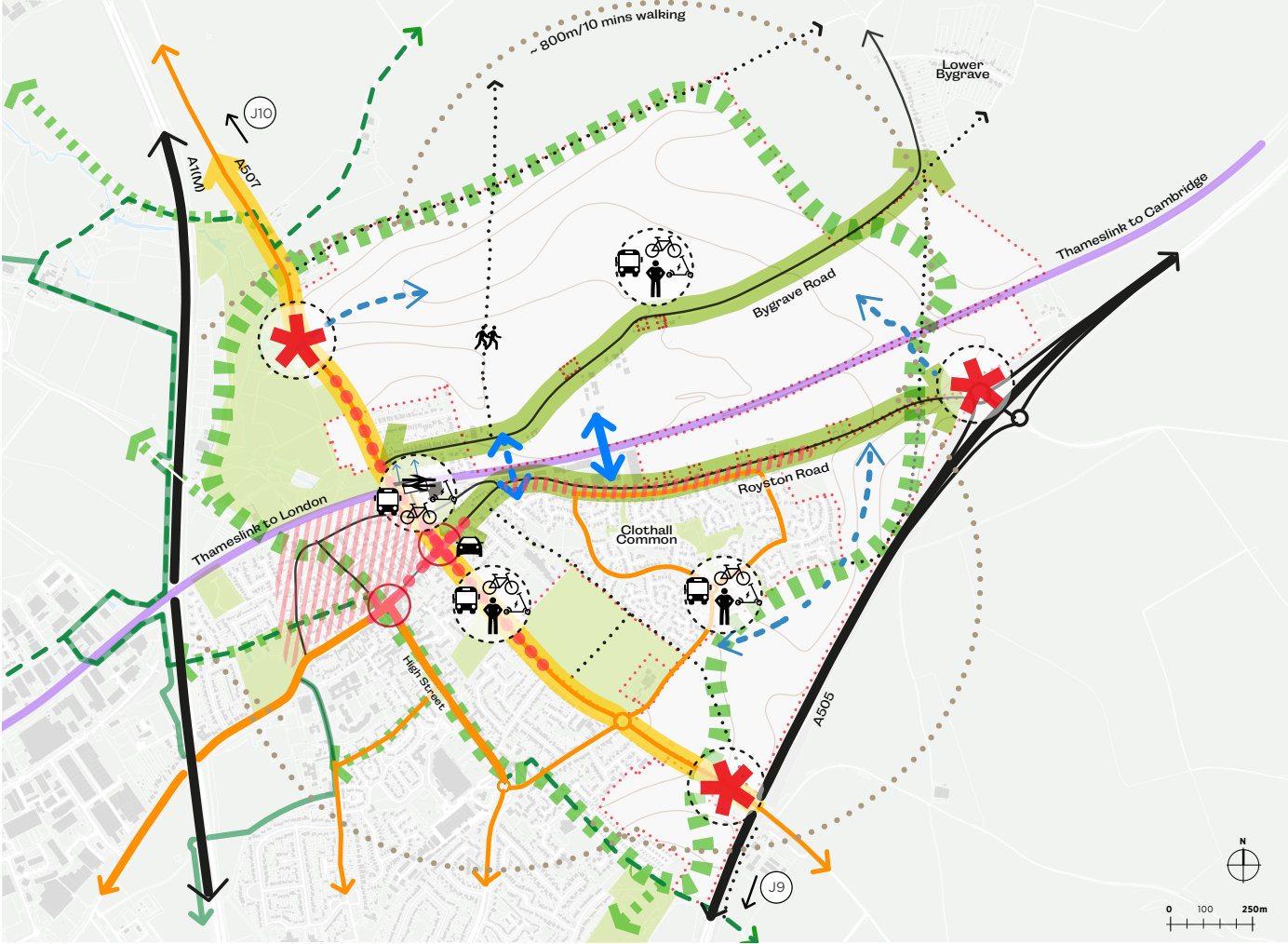
▼ Existing movements through Baldock – top 10 peak hour journeys



Transport and movement

2 of 2

▼ Transport and movement opportunities and ideas

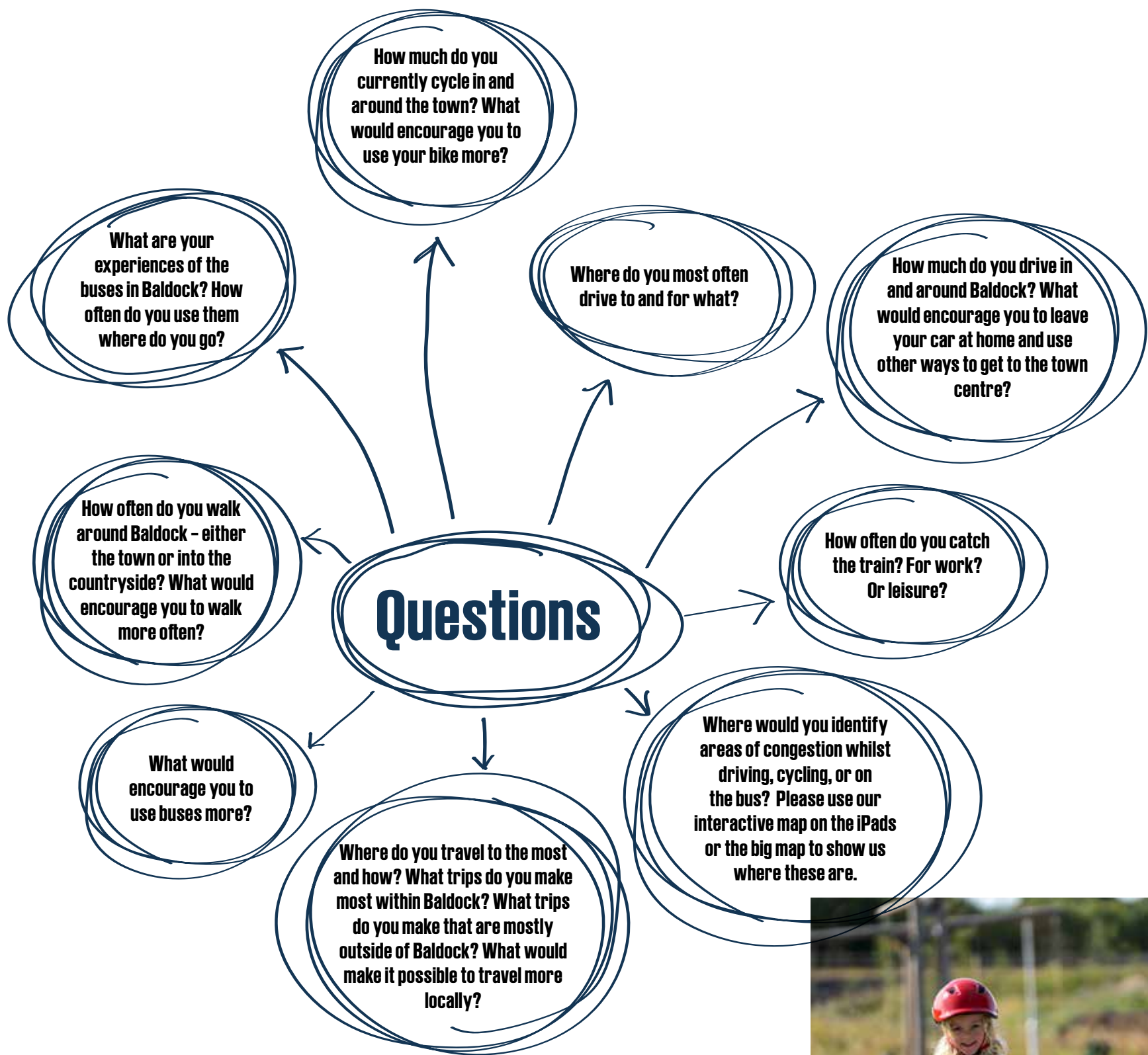


Opportunities and ideas

- Provision of jobs, schools, shops and community facilities next to new homes will encourage active travel (walking/cycling) to daily destinations.
- Delivering a new 'Green Loop' around the north, east and southern edges of town which could connect in with the existing cycle and walking loops for Letchworth Greenway and Etonbury Wheel, creating a great leisure route for people to enjoy.
- Opportunities for footpaths, bridleways and cycle paths within the site, integrated into the development and open space and importantly, making strong connections to the town centre and wider countryside beyond.
- Improvements to the railway station and access to it, as well as providing a pedestrian crossing of the railway line, to improve north-south connectivity.
- More buses in peak times and exploring demand responsive and flexible services to meet people's needs.
- Potential for improvements to routes from the site to the town centre to enhance access by pedestrians and cyclists.
- Opportunity to transform Bygrave Road into a route which prioritises walking and cycling.
- Opportunity to create new 'gateways' into the town, which might be measures to reduce vehicle speeds within the town.
- Potential for new 'transport hubs' in the new community and near the train station which bring together transport options: such as bike and scooter hire/parking, car club/hire with bus services.
- Potential to reduce levels of through traffic in the town by encouraging it to stay on the Strategic Road Network (e.g. A1, A505).

Footpaths through wildlife corridors at Houlton and Alconbury Weald ▶





▼ Public electric car charging at frequently-used destinations



◀ Transport hubs could include options for bike and e-scooter hire



▲ Opportunities to prioritise bus and bike travel



◀ Bike servicing and e-bike hire at Alconbury Weald

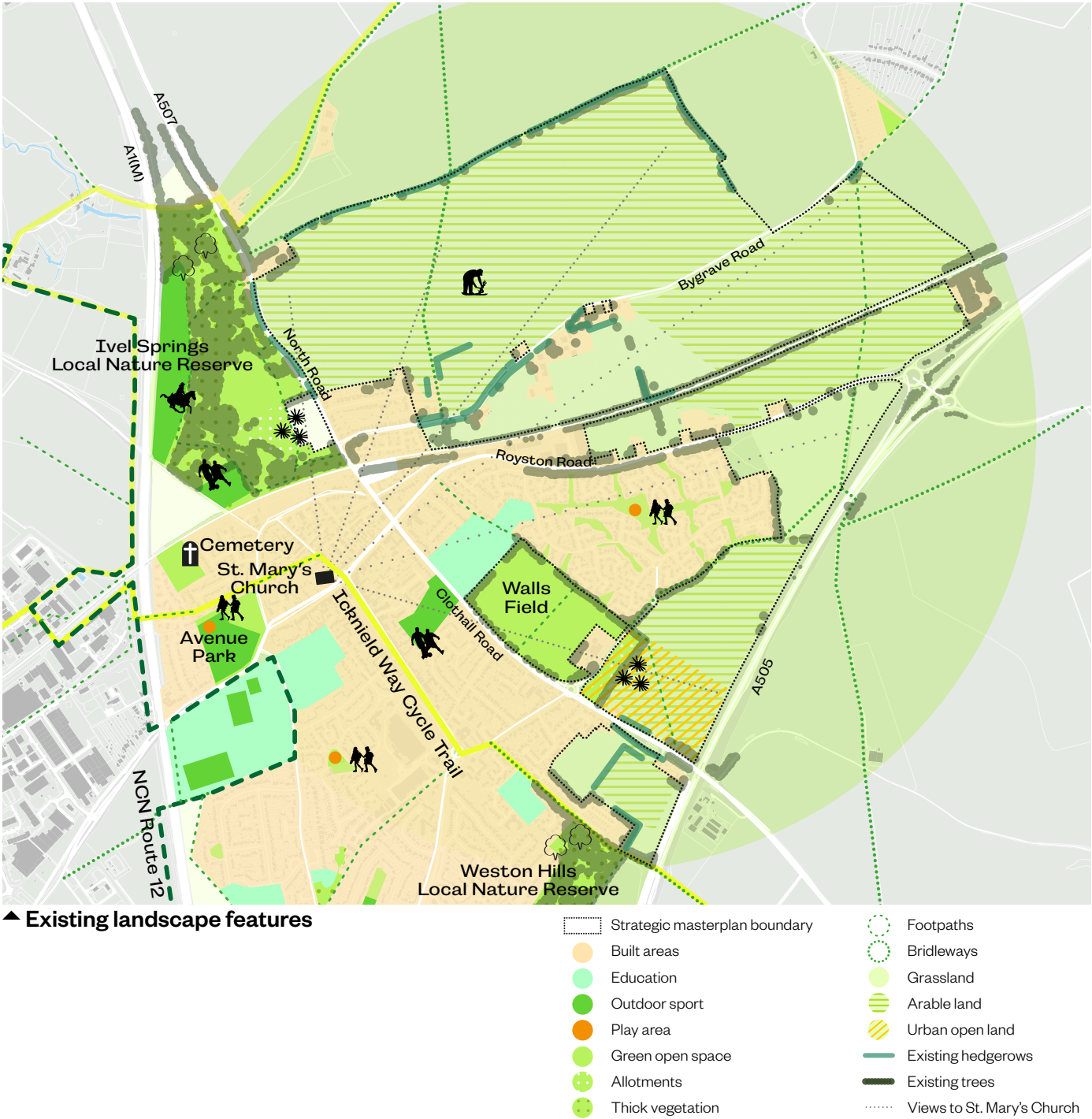
Green Infrastructure, Ecology and Heritage

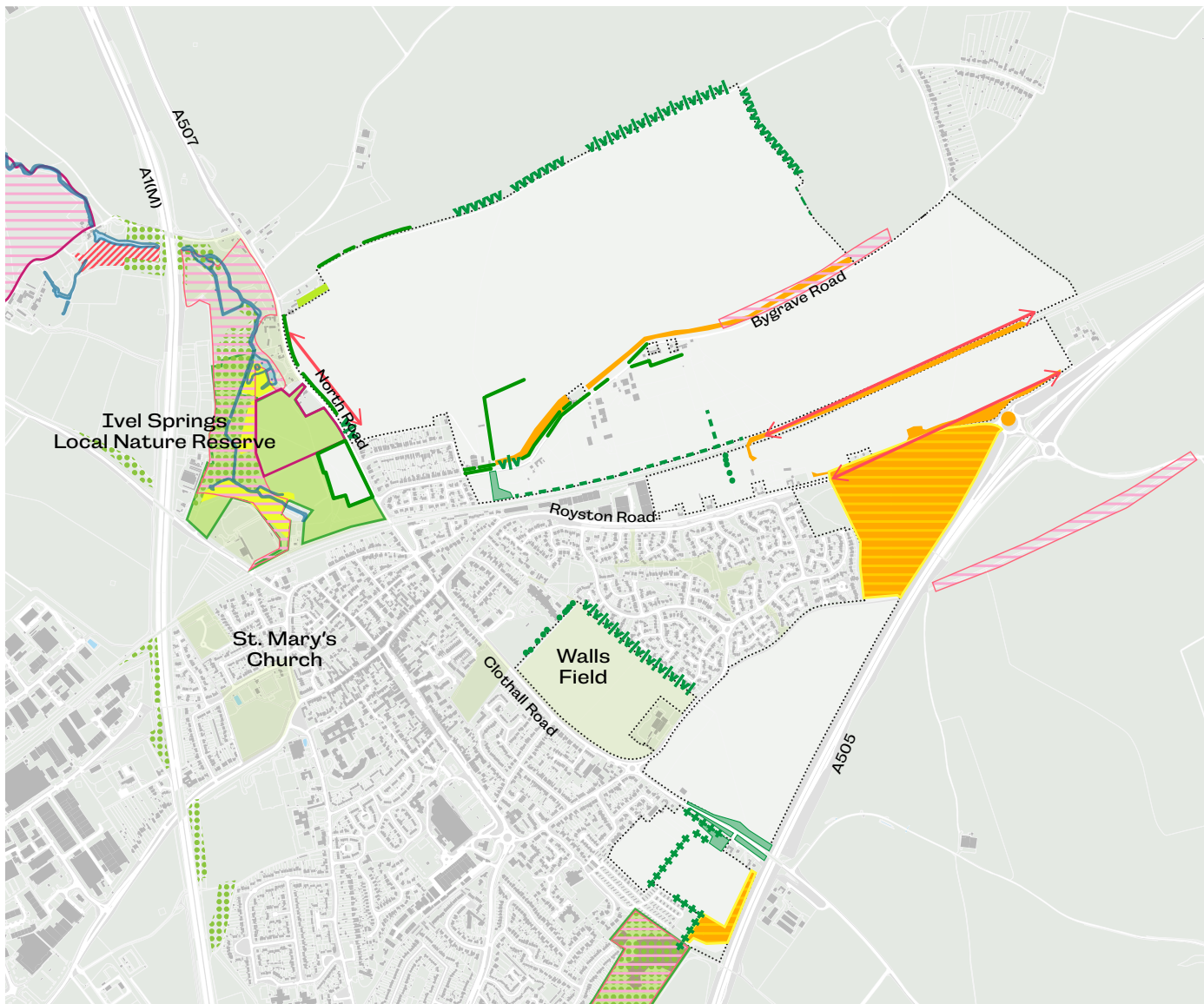
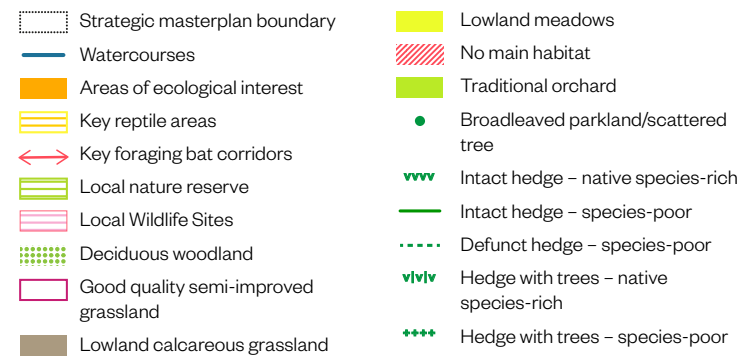
1 of 2

What we know...

Green Infrastructure / Landscape

- Baldock lies in a bowl largely hidden from many surrounding locations. Views of the site and beyond to St Mary's Church in the centre of Baldock are possible from the network of public rights of way within and around the site.
- The site is currently predominantly used for arable agriculture, with small areas of woodland, grassland and hedgerows with limited public access.
- Ivel Springs and Weston Hills Local Nature Reserves (LNR) are located to the west and south of the site. Action Plans for both LNRs identify opportunities for enhancements.
- Other existing open space in the vicinity of the site includes the Great North Road allotments and Clothall Road allotments, Walls Field and the area north of Clothall Road designated as Urban Open Land in the Neighbourhood Plan: meaning they should be retained and enhanced to provide green space for the town to enjoy.
- The North Hertfordshire Open Space Settlement Profile: Baldock (2022) identifies that Baldock has a deficit of parks and gardens, outdoor play space for children and teenagers and amenity green space.





▲ Existing ecology habitats and features

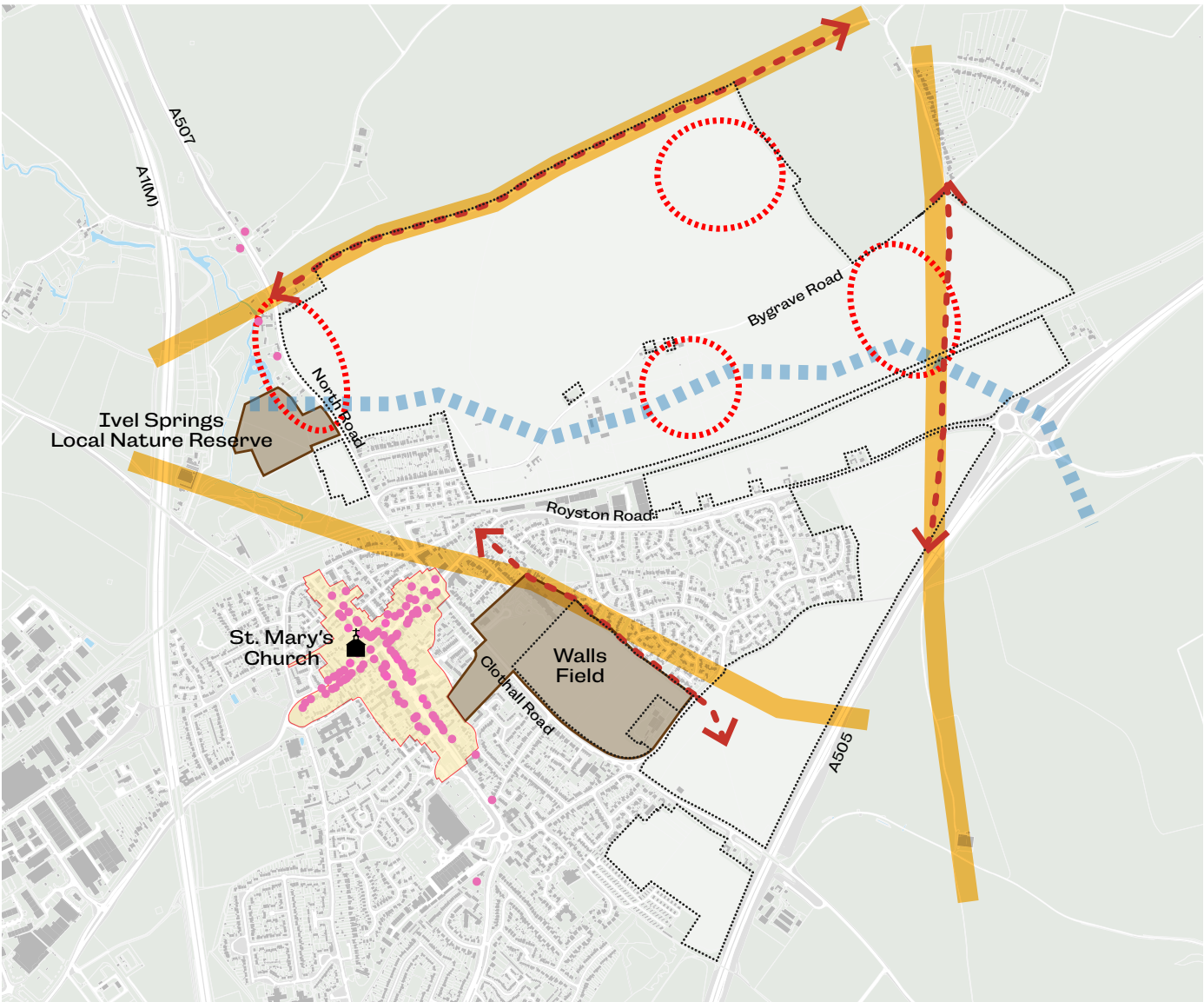
Ecology

- A Preliminary Ecological Assessment has been undertaken of the site and detailed ecological surveys are underway over the next few months.
- The site is made up of a range of habitats of varying quality and ecological value, including amenity grassland, dense scrub, hedgerows and trees, improved and semi-improved grassland and woodland.
- A number of protected and notable bird species such as Corn Bunting are known to be present on the site and there is some good habitat for bats particularly towards the edges of the site, connecting to adjacent off-site habitats.
- A triangular part of the site, south of Royston Road, which is the spoil from the building of the bypass, has become a good environment for reptiles.
- A small, linear Local Wildlife Site runs along Bygrave Road and as with the two Local Nature Reserves at Ivel Springs and Weston Hills, consideration will need to be given to ensure new green space works with them, and provides recreational space to avoid too much footfall on the more sensitive areas of the reserves.

Heritage and Archaeology

- The site, and wider area, contains a large number of historic records and is considered important in terms of its potential for pre-historic to Roman archaeological remains.
- Historic routeways and local springs are thought to have shaped the settlement pattern of the area.
- Baldock Conservation Area is located to the southwest of the site in the historic core of Baldock, containing the majority of listed buildings in the town.
- Four listed buildings beyond the town centre are located on North Road.
- Two Scheduled Monuments are close by marking a historic farmland settlement at Ivel Springs and the historic core of Baldock at Walls Field.
- Grade 1 Listed St Mary's Church in the town centre is the most visually striking building in Baldock, with views of the spire from all around.
- The site has been the subject of many archaeological investigations over the years.

▼ Existing heritage features



Green Infrastructure, Ecology and Heritage

2 of 2

▼ Green infrastructure, ecology and heritage opportunities and ideas



- Strategic masterplan area
- Key long views outwards to countryside
- Views to St. Mary's Church
- Public right of way – bridleways
- Public right of way – footpaths
- National Cycle Network Route 12
- Icknield Way Cycle Trail
- Baldock Circular Walk (Saturday Walkers Club)
- Integrate existing overland flow into landscape/sustainable drainage features
- Integrate surface water into sustainable drainage features
- Historic watercourse path (winterbourne)
- Existing green spaces
- Existing allotments
- Scheduled Monument
- Opportunity to create significant accessible open space
- Bygrave Road Local Wildlife Site
- Ecologically sensitive area
- Potential for green infrastructure corridor
- Opportunity for town-wide green circular connections - 'Green Loop'
- Opportunity for new green connections
- Potential to create defensible green belt boundary
- Planting at the periphery of new development
- Development contained to south of the ridgeline (Local Plan)
- Provision of gap between Bygrave and Baldock (Neighbourhood Plan)
- Opportunity for open space associated with drainage features
- Key bat foraging corridor

Opportunities and ideas

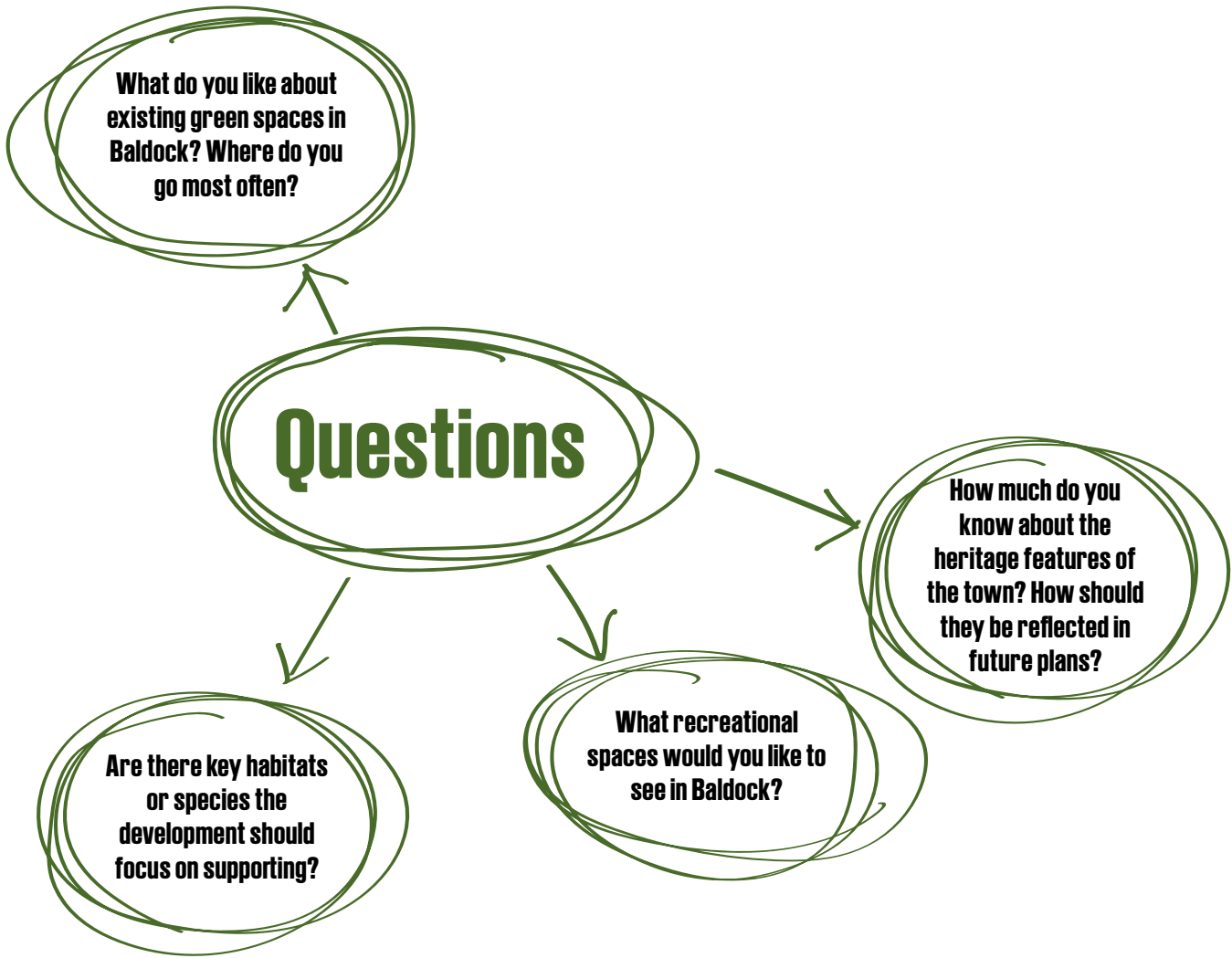
Green and blue spaces will be a fundamental part of the development: both ensuring generous open space for the new residents moving in, and connecting and enhancing other local green spaces for the wider area.

- Creation of new northern boundary park for Baldock, ensuring green separation from Bygrave with strategic scale green space.
- Integration and interpretation of archaeology and heritage into green space.
- Potential to reinstate the historic winterbourne as part of a new corridor of sustainable drainage and green space.
- Dedicated and connected ecological areas to provide vital habitats for priority species, with nature corridors linking to existing nature reserves.
- Provision of different types of green space on site to provide recreation for people and relieve pressure on nature reserves.
- Creation of landscape buffer corridors along main roads and railway lines.
- Preservation of long-distance views to the countryside and to St Mary's church.
- Retention of the open character of Walls Field and the Urban Open Land.
- Exploring the opportunity to recharge groundwater through sustainable drainage systems.
- Improved connections to Ivel Springs and Weston Hills Local Nature Reserves, as part of wider 'Green Loop' around Baldock.



Open spaces for ecology and recreation





▲ Encouraging education through exploration



◀ Integrated sustainable drainage and green corridor

Bringing it all together

What we know...

This plan brings together the key elements of the information we have gathered into a combined constraints and opportunities plan. Your feedback will help inform the next version of this plan, which will in turn, be used to develop the Strategic Masterplan itself.

- Strategic Road Network

Railway severance

....→

Public Right of Way with potential to be integrated in emerging movement network

→

New access network (Local Plan)

→

National Cycle Network Route 12

→

Icknield Way Trail

→

Potential to improve pedestrian/cycling experience + environmental quality

→

Potential for station improvements and key transport hub

→

Potential for key transport hub

→

Existing bus route (4+ services/ day)

→

Existing bus route (fewer than 4 services/ day)

→

Vehicular congestion

→

Congested junctions

→

Impermeable network of streets

→

Potential for town gateway

→

Key long views outwards to countryside

→

Views to St. Mary's Church

→

Local Plan allocations

→

Existing employment uses

→

Local Plan allocation for employment

→

Existing schools
- Existing buildings

■

Conservation Area

●

Grade II Listed Buildings

■

Mobile home park

■

Town Centre

■

Potential for new hub

■

Existing green assets

■

Existing allotments

■

Scheduled Monument

■

Opportunity to create significant accessible open space

■

Ecologically sensitive area

→

Potential for green infrastructure/ sustainable transport corridor

→

Opportunity for town-wide green circular connections

→

Opportunity for new green connections

→

Potential to create defensible green belt boundary

→

Planting at the periphery of new development

→

Integrate existing surface water low into landscape/ sustainable drainage features

→

Integrate surface water flooding (sustainable drainage features)

→

Development contained to South of the ridgeline (Local Plan)

→

Provision of gap between Bygrave and Baldock (Neighbourhood Plan)




▲ Emerging combined opportunities and ideas


Opportunities and ideas

We are developing some objectives for the new development to achieve. These could include the following:


Becoming Part of Baldock

 To integrate the new development parcels into the pedestrian, cycle, public transport and road network, provide crossings over the railway and create attractive connections to the town centre, train station and facilities in Baldock;


Baldock ‘Green Loop’

 To create a circular route of green links around Baldock, connecting to the emerging “Letchworth Greenway” and “Etonbury Wheel”;

Landscaped Edges

 To incorporate landscape buffers between the development and Bygrave to protect its independent identity, and between the main roads and the railway to create a green ‘edge’ to the development;


Sustainable & Active Travel

 To encourage walking, cycling and public transport use, through a network of footways and cycleways, public transport provision and an innovative approach to car parking


Reinforcing Ecological Value

 To integrate and strengthen ecological assets into a wider green infrastructure network, connecting to the Ivel Springs and Weston Hills Nature Reserves;


Integrating Heritage

 To reflect the rich history of Baldock, through the protection of views to landmarks (e.g. St Mary’s Church) and integration of areas of archaeological interest within the development and green spaces.


Green Spaces

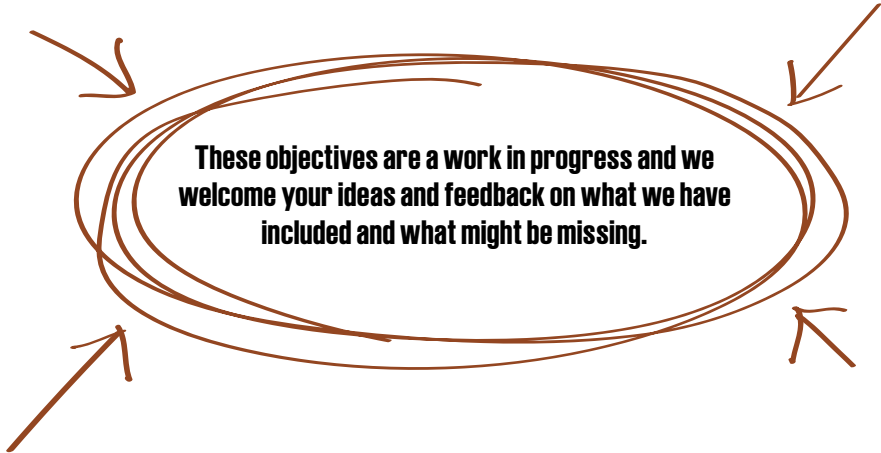
 To create a network of green spaces, including improvements to Walls Field and the integration of Bygrave Road as a new key green corridor;

Sustainable Drainage

 To use sustainable urban drainage to manage surface water within green spaces, control water flow, improve water quality, support wildlife and establish attractive, green environments.

Complementing Baldock

 To strengthen Baldock and Bygrave village’s unique characters and to provide facilities that support the increased population and complement the existing town.

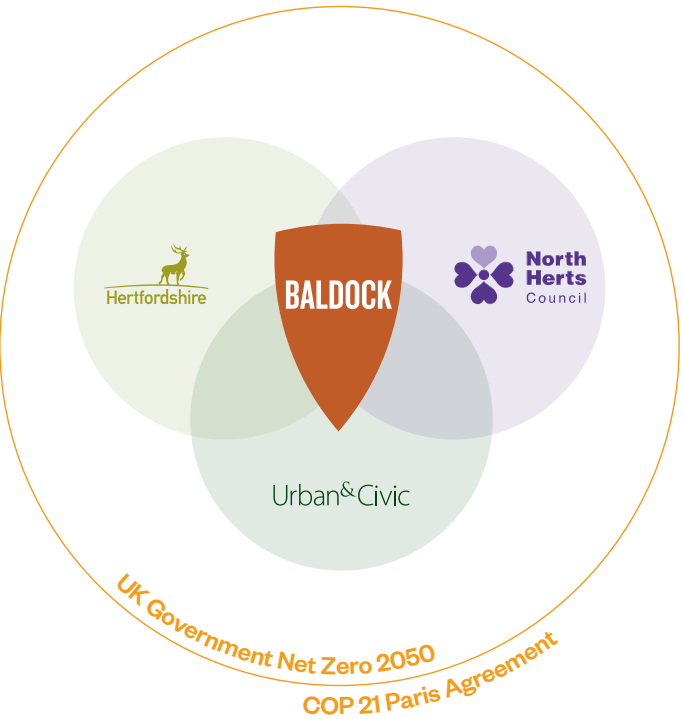
 These objectives are a work in progress and we welcome your ideas and feedback on what we have included and what might be missing.

Growing Baldock

Sustainably

Sustainable development is crucial for the responsible growth of Baldock. This includes the strategies for water and power, the plans for transport and movement and delivering a net gain for nature. The development will support low impact and low carbon living, based upon our understanding of future climate challenges – from rising temperatures and water shortages to flood events – and building on the strong traditions of active communities within the town and surrounding villages.

Mapping sustainability ambitions



Harmonising our collective approach

Theme	NHDC Priority	HCC Priority	U&C Priority	Baldock Priority
Net Zero	NHDC 2030, District 2040	HCC 2023, County 2050	Scopes 1&2 by 2030, Scopes 3 2040	Net Zero infrastructure and non-residential buildings by 2040
Carbon	Exceed Building Regs and minimise embodied	Exceed Building Regs and support NZ buildings	RIBA 2030 carbon targets for all Master Developer delivered buildings	FHS 2025 for homes and RIBA 2030 carbon targets for all Master Developer delivered buildings
Climate Resilience	Resilient district	Designed into new communities	Water consumption target exceeding Building Regs and optimise SUDS provision	Water consumption target exceeding Building Regs and optimise SUDS provision
Biodiversity Net Gain	10% BNG	20% by 2050	25% onsite BNG	25% onsite BNG
Health & Wellbeing	Promote healthy communities	Natural Health Strategy, clean air	Promote and integrate U&C healthy living principles	Health Impact Assessment, active play spaces, fitness trails, health facilities
20-minute neighbourhood	20-minute neighbourhoods	LTP4 and Accessibility Strategy	15- and 20-minute neighbourhoods	Community focused local facilities and recreational spaces within walking distance
Local economy	Vibrant economy	Clean growth	Accessible employment opportunities and support for local businesses	Employment of local contractors and initiatives to promote local economic growth

Future Homes Standard necessitates much higher energy performance on all new dwellings from 2025 onwards



Questions

How do we make Baldock sustainable for the future and resilient to climate change?

What sustainability features would you like to see in the development? Across wider Baldock?

Growing Baldock

Urban&Civic

