



# GROWING BALDOCK

## Masterplan Summary Report

This report has been prepared by the Strategic Planning Urban Design Team as a summary of the Growing Baldock Strategic Masterplan Report. Circulation is intended for North Herts Councillors. The full report (prepared by the applicant Urban and Civic) is appended to the Cabinet Report.

Growing Baldock is the largest development project in the Local Plan by a significant margin. It is important to note that the size of the project, the nature of Urban & Civic's delivery model as master developer and the need to ensure flexibility on matters which cannot be resolved now have shaped the masterplan. The overall aim has been to establish key principles and objectives which can form a framework for the assessment of future, more detailed proposals. Therefore, the level of detail in the following plans and Masterplan Report differ from North Herts' other strategic masterplan sites.

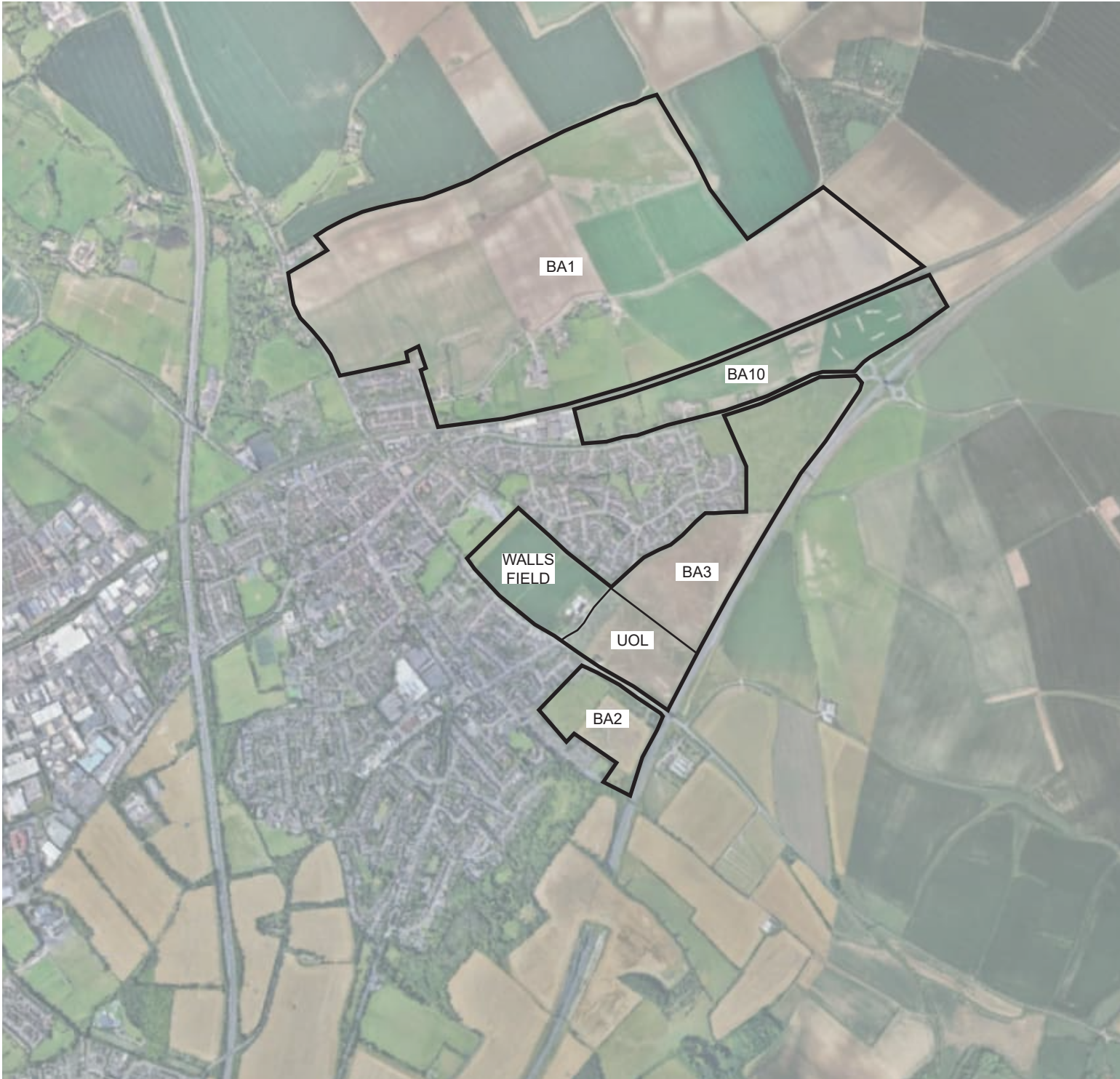
# KEY INFORMATION

LP Allocation	BA1,BA2,BA3 and BA10 (collectively referred to as Growing Baldock)
Total Site Area	220ha
Open Space	c. 52ha
No. of Homes	upto 3200
Density (net)	average 37.5dph
Non-Resi Uses (approx)	Employment/Waste Infrastructure - 16ha Local Centre 2no. 2FE Primary Schools SEND school – 2ha Upto 12FE Secondary School (TBC)

LP Allocation	Yes
Strategic MP Framework	Endorsed by Project Board and Cabinet
Outline Planning Application	PPA ongoing, target submission Dec 2025
Legal Agreements and Conditions	Not Started
Design Coding	Not Started
Reserved Matters Applications	None

The masterplan sets out how the development will seek to champion sustainability, organised around the themes in the Sustainability SPD. It is important to note that the following are targets and subject to more detailed design and viability.

Optimising Passive Design and Fabric Performance	Silver
Achieving Low Carbon Energy	Bronze
Minimising Carbon Footprint	Bronze
Enhancing Open Space	Silver
Promoting Biodiversity	Gold
Sustainable Travel	Gold
Conserving Water	Silver
Incorporating SUDs	Gold

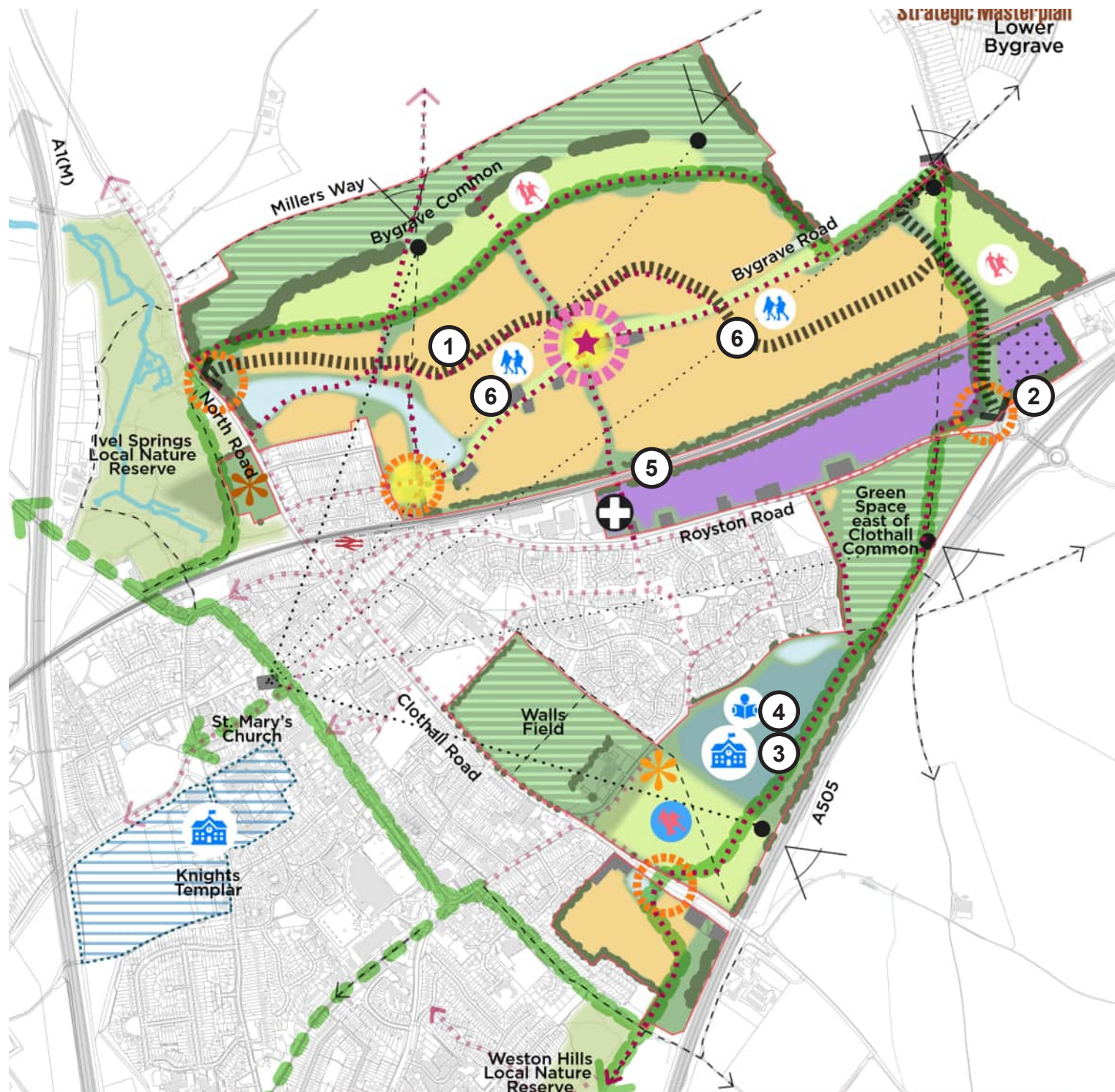




## DESIGN REVIEW PANEL

The masterplan has been through several stages of option testing, design review and public consultation. Formal Design Review took place in July 2023 using the Council's preferred partner Design South-East using their bespoke North Hertfordshire panel of experts. Key amendments to the design through the masterplan process include:

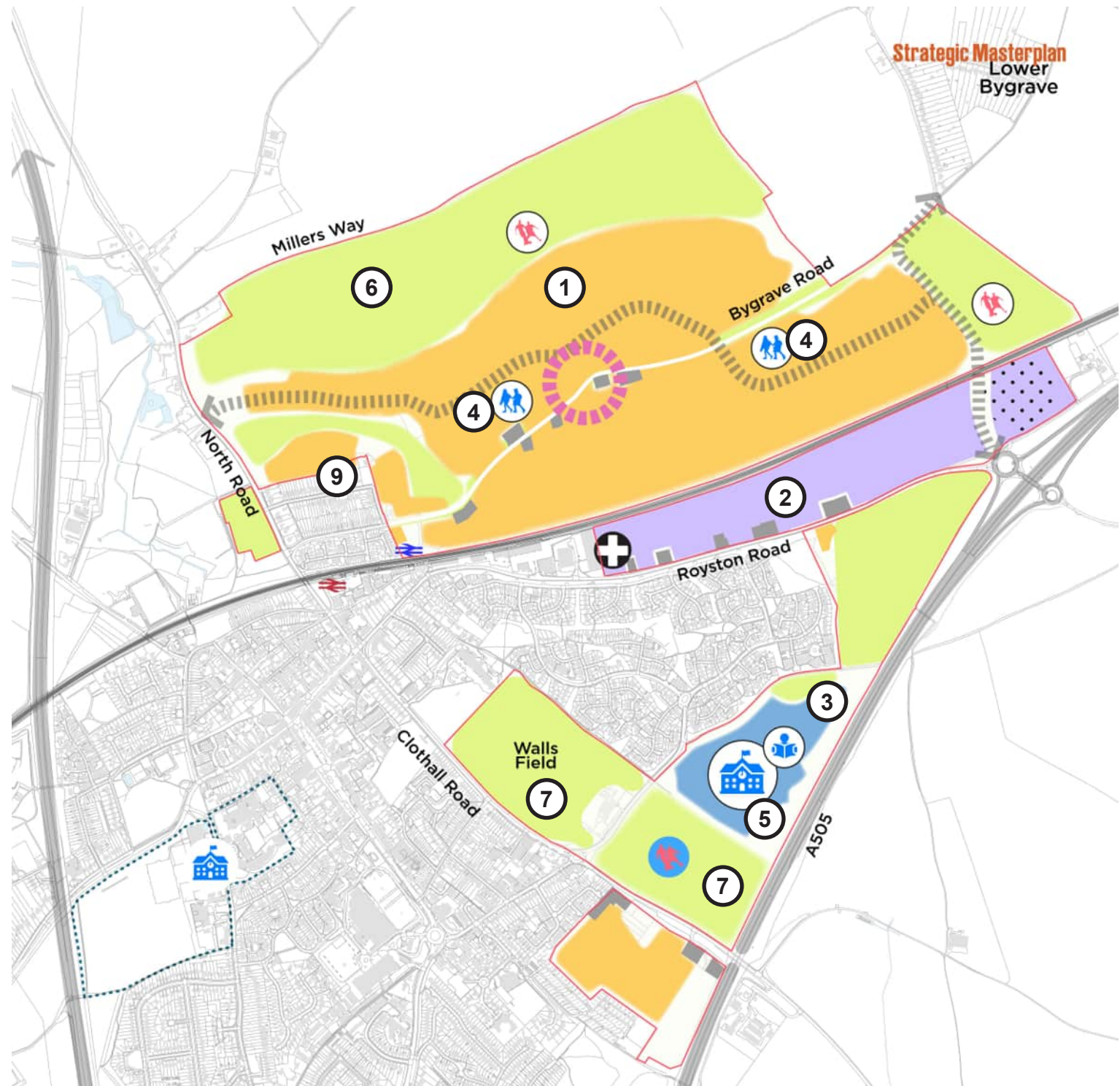
1. Realignment of the primary route through BA1 as a low-speed route through the site rather than a bypass.
2. Primary route to connect to the existing roundabout junction at the eastern end of the Baldock bypass following archaeological investigation.
3. Rationalising the spatial options for secondary school provision so that it is made either at the existing Knights Templar site or on BA3.
4. Co-locating SEND school provision on BA3.
5. Greater flexibility for second active travel crossing of the railway to allow further investigation of providing an underpass rather than an over-bridge.
6. Redistributing primary school provision within BA1 to provide one school to the west of the local centre and one to the east, both located close to the primary route and the Bygrave Road corridor.
7. Location and focus of the Local Centre to compliment rather than compete with the existing High Street.
8. Ensuring a comprehensively connected green infrastructure network to ensure successful movement of ecology and people.
9. Linking the structuring elements of the development parcels to important contextual aspects such as the Winterbourne Paleo Channel, views to St Mary's Church, topography and archaeology.





# SETTLEMENT STRUCTURE AND LAYOUT

1. A significant new community north of the railway line with a centrally located Local Centre that will contain a range of facilities and community uses.
2. Strategic employment land (shown in purple) between the railway and Royston Road with a Health Hub serving both new and existing residents.
3. Flexible land use on BA3 (see point 5).
4. Two primary school sites within BA1 located to the east and west of the local centre to provide accessible education and opportunities for linked trips.
5. Reserved site for secondary education with a preferred solution of a relocated and expanded Knights Templar School on BA3.
6. Strategic areas of open space along the northern boundary to follow the natural site topography and provide a buffer to Lower Bygrave.
7. Walls Field and land between the garden centre and bypass brought into public and/or recreational use.
8. Smaller-scale residential blocks adjoining Salisbury Road and Bygrave Road allowing for sympathetic integration with the existing settlement.



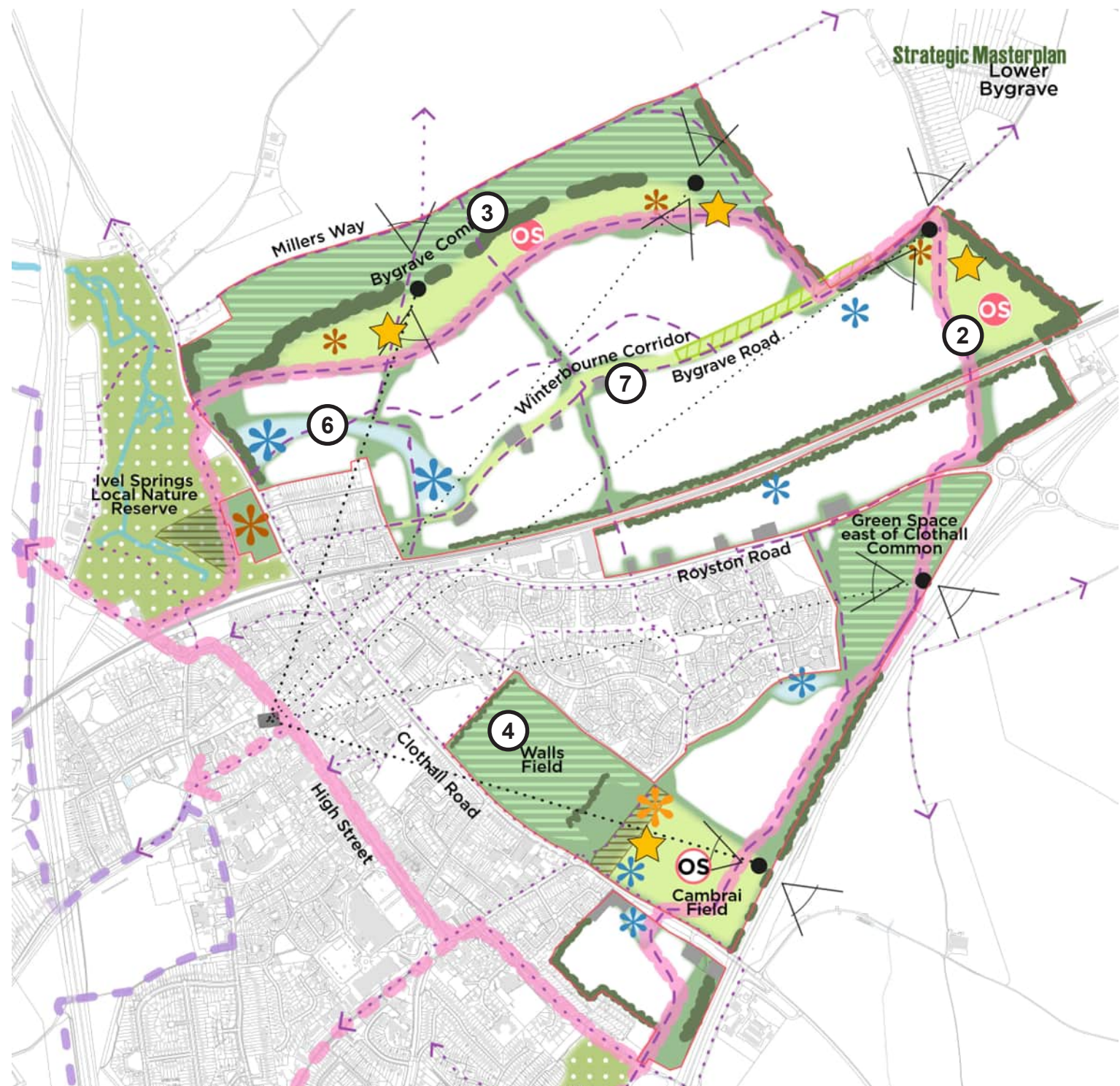
## Land Use Key Principles:





# NATURE, OPEN SPACE AND ECOLOGY

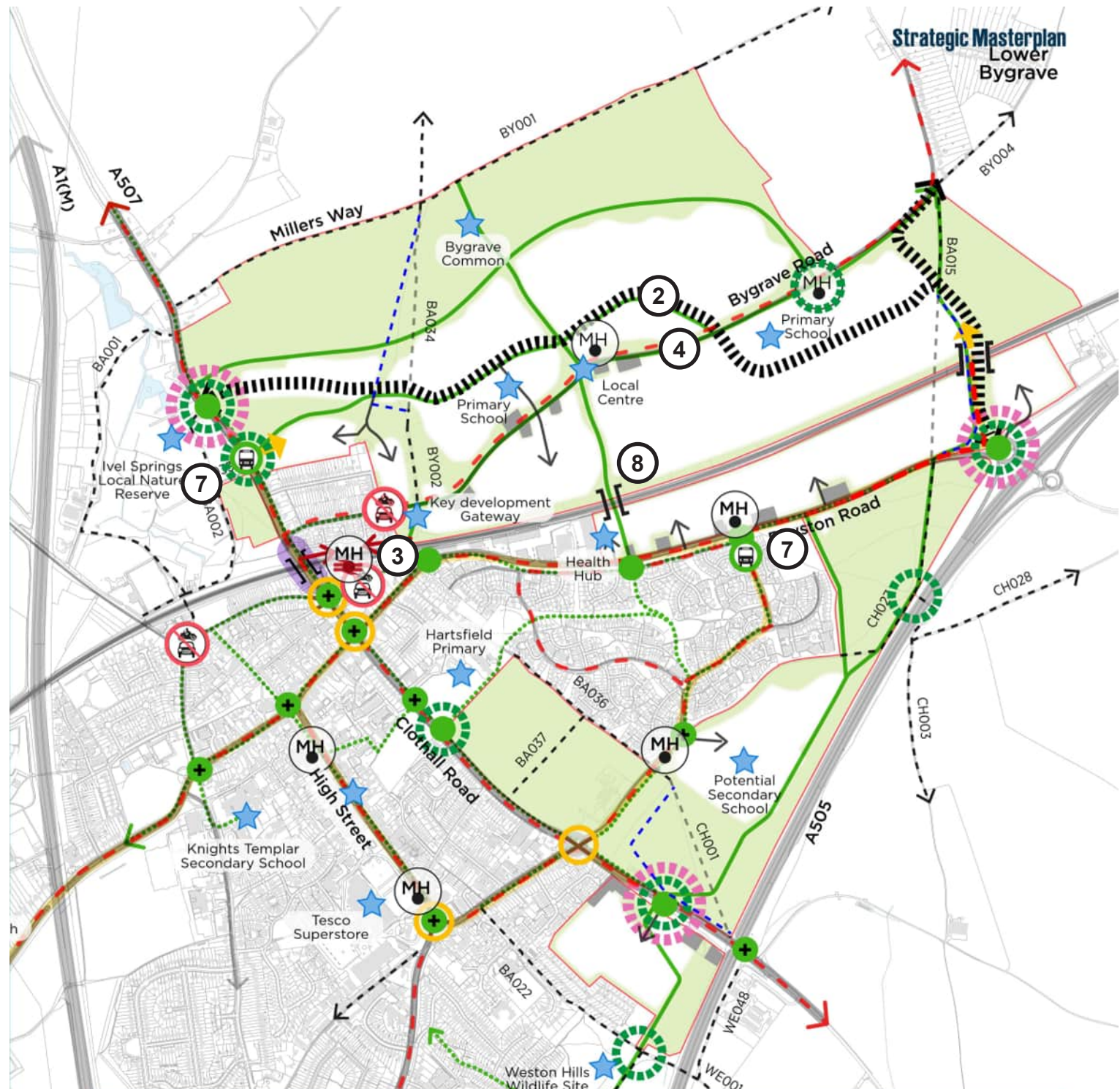
1. A comprehensive network of wildlife corridors and green links will be integrated throughout the development, connecting habitats and supporting species movement.
2. The creation of the Baldock Greenway (shown in pink) - a 6-mile circular walking/cycling route connecting new and existing green areas such as Ivel Springs and Weston Hills LNR.
3. Bygrave Common will be a major new park combining areas for recreation, biodiversity and heritage interpretation.
4. Walls Field will be taken out of agricultural use and made open for public recreation as a biodiversity rich meadow grassland.
5. The development commits to delivering at least a 10% net gain in biodiversity, with an ambition to exceed this.
6. A strategic SuDS network will manage surface water, reduce flood risk and help recharge the aquifer that feeds the River Ivel, supporting the health of this chalk stream ecosystem.
7. To the north of the railway, this will broadly follow the course of the historic winterbourne paleo channel.





## MOVEMENT, ACCESS AND PARKING

1. Target for at least 50% of all trips to be made by walking, cycling or public transport through a network of safe, direct and attractive routes to connect homes to key destinations like schools, parks and the town centre.
2. A new slow-speed access road connecting North Road and Royston Road, including a bridge over the railway. This road will prioritise sustainable travel and reduce through-traffic in the town centre.
3. A new northern entrance to Baldock Station will be created, improving access for pedestrians and cyclists.
4. Sections of Bygrave Road to be re-purposed to prioritise walkers, cyclists and bus routes.
5. Several hubs across the development offering facilities such as bus stops, cycle hire and parking, car clubs, EV charging and parcel lockers to support multi-modal travel (shown as MH).
6. Direct and efficient bus routes with stops within 400m of most homes.
7. Bus-only links will be created including access into Clothall Common and from North Road into BA1.
8. New and improved crossings, including a dedicated pedestrian/cycle crossing over the railway.



### Movement Key Principles:



A place where half of all trips are made on foot, bicycle or public transport

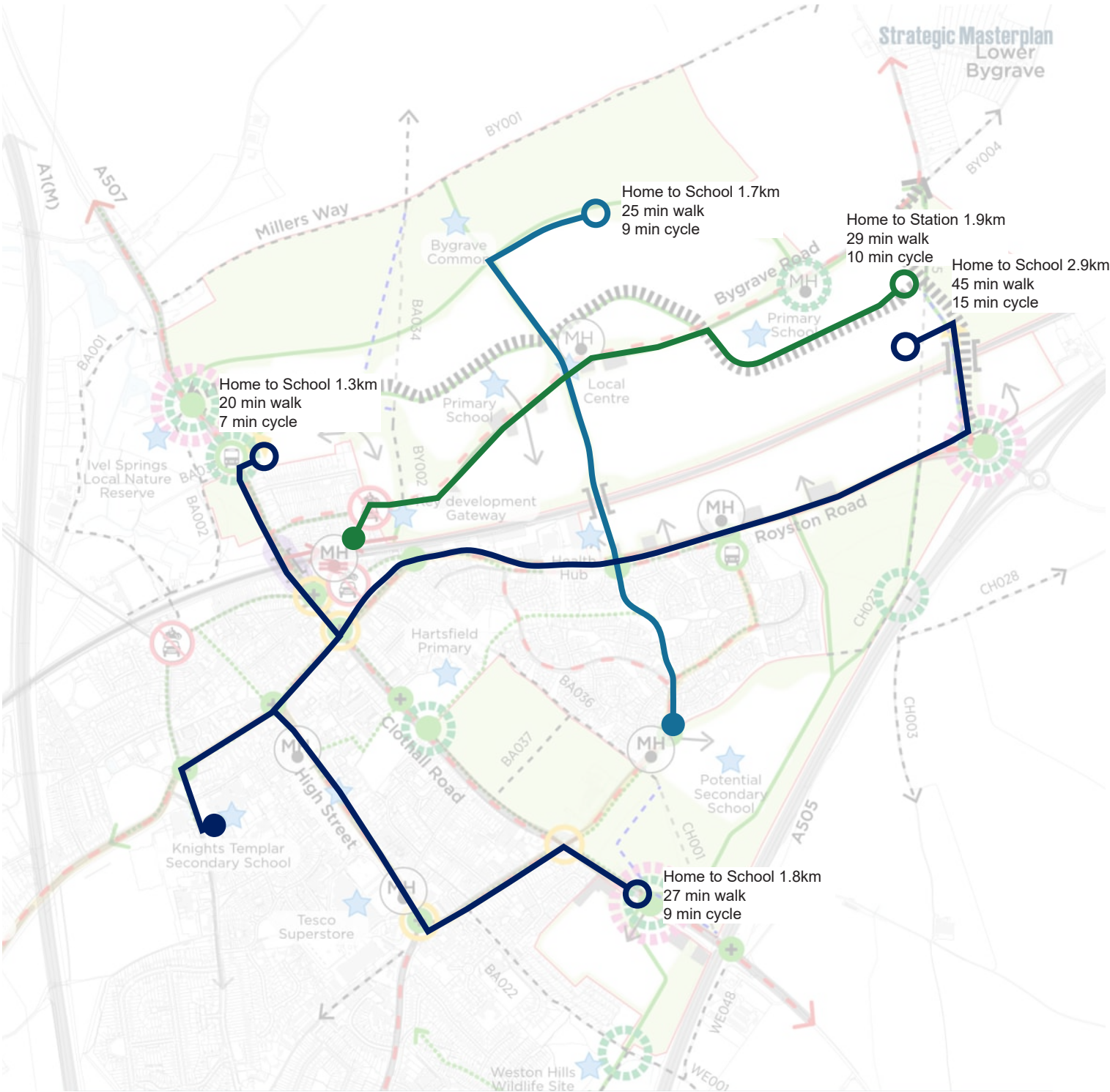


Town-wide improvements to encourage sustainable and active travel



Reclaiming space for walking, cycling and public transport

# MOVEMENT, ACCESS AND PARKING

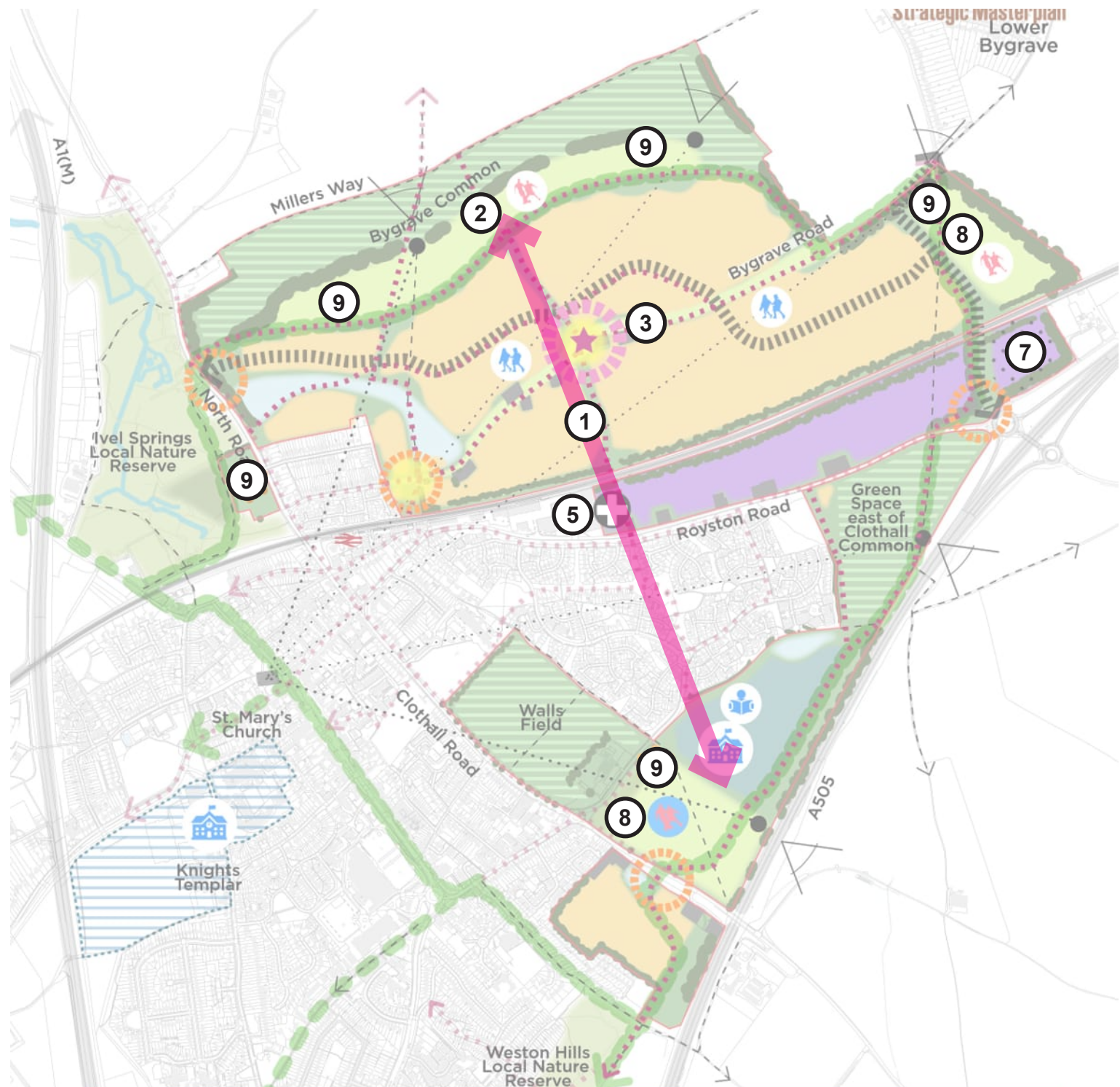


Speeds used to calculate walking and cycling times are 4kph for walking and 12kph for cycling - these are typical speeds for young children, older and unfit people.  
More active people would travel faster at 5kph for walking and 16kph for cycling.



## SOCIAL INFRASTRUCTURE AND COHESION

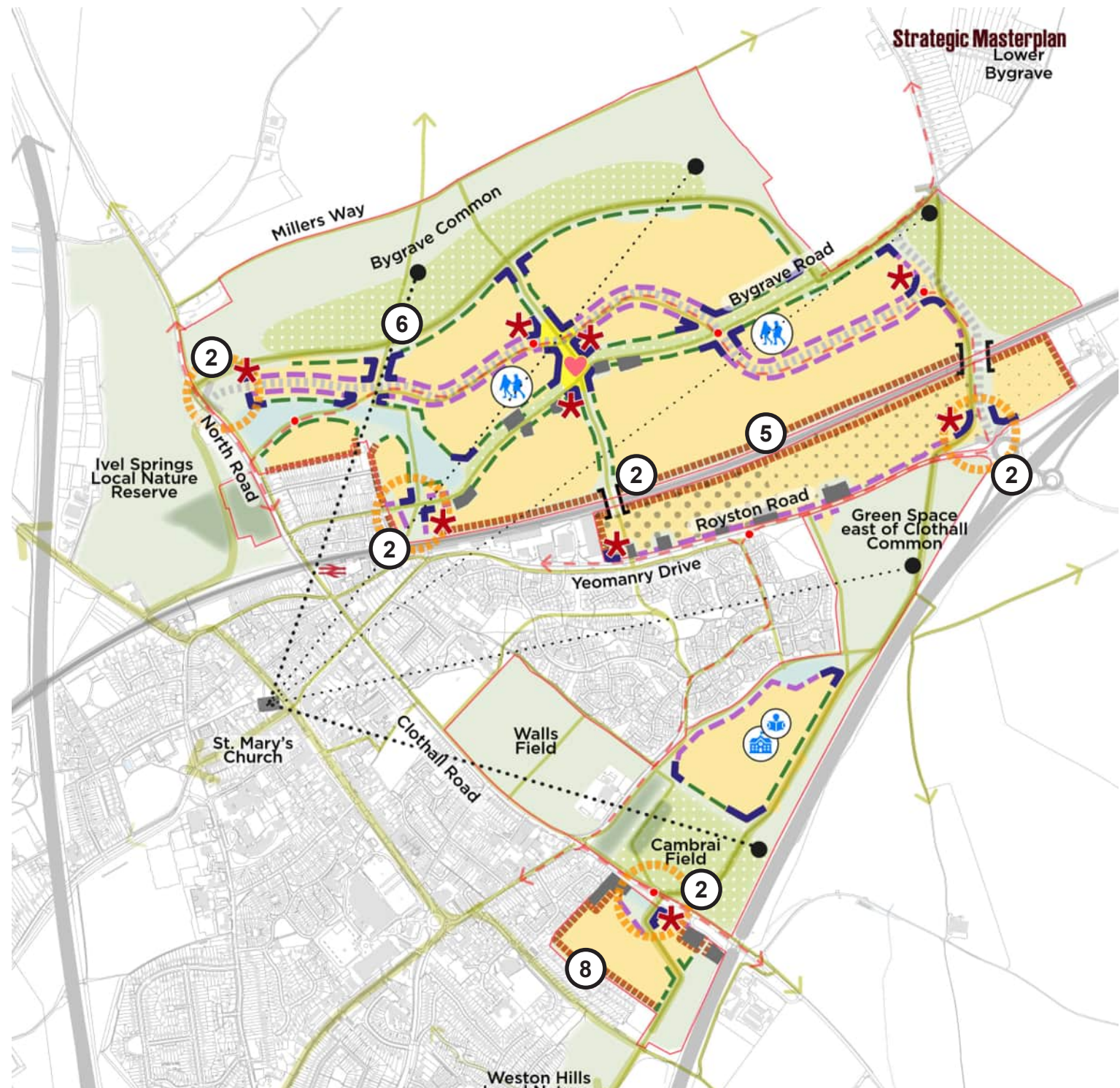
1. A key north-south axis (shown in pink) with the new school to the south and Bygrave Common to the north has been designed as a key social infrastructure corridor with the Health Hub and Local Centre along this route.
2. The route is terminated by Bygrave Common in the north where sports and recreation uses will be located to activate this important gateway.
3. A single, centrally located local centre in BA1 will provide day-to-day amenities such as retail, a pub, community facilities, workspace and/or nursery.
4. Community spaces will be integrated into the local centre and other key locations, including potential youth provision, childcare facilities and extra care/supported housing.
5. A new health hub is proposed at the western end of the employment area, near the railway station. Subject to discussion with the NHS and existing practice, it would include GP services and potentially other health and community uses.
6. BA10 employment land provision will support local jobs and reduce the need to commute. Further work is required to define the most appropriate uses and unit types to provide or target in this area.
7. Land is reserved at the eastern end of the employment parcel for waste uses, potentially including a waste transfer station, vehicle depot and a household waste recycling centre.
8. Three sports hubs are planned, in the Heritage Park, Bygrave Common and on the Urban Open Land (potentially shared with the secondary school). Facilities will include grass and 3G pitches. It is intended that any new secondary school would include a sports hall with community access.
9. The plan includes enhancement of the existing allotment provision and new sites along the proposed Baldock Greenway - bringing activity and community use to this important new leisure route.





# CHARACTER, TYPOLOGY AND BUILT FORM

- 1.Details for built form and streets will follow in the subsequent Design Codes with the masterplan setting high-level principles.
- 2.Key gateways (orange circles) into the development have been identified on the plan - these will be developed to form strong and characterful entrances into the site.
- 3.Key landmarks (red stars) define important public spaces - these will be developed to support legibility and wayfinding.
- 4.A mix of housing types will be provided, including terraced, semi-detached, detached homes and apartments with higher densities near key amenities and transport nodes.
- 5.Landscaped edges have been included on the plan to highlight tricky edges such as the railway and existing properties to ensure they are resolved sensitively in the design code stage.
- 6.Building heights and plot layouts will respond to topography, key views (notably towards St Mary's Church) and the surrounding.
- 7.The design code will develop character areas to ensure the development is legible and characterful - respecting the existing context whilst being innovative about the future identity of Baldock.
- 8.The first phase (BA2) will set a high design benchmark, with strong frontages and sensitive edge treatments.



## Urban Design Key Principles:





# DELIVERY, MANAGEMENT AND MAINTENANCE

1. The project will begin with Phase 1 (Site BA2), delivering around 200 homes, followed by sequential development of BA1, BA10, and potentially BA3, with phasing aligned to infrastructure capacity and strategic access delivery.
2. Key infrastructure such as roads, schools, and utilities will be delivered in tandem with housing, guided by a phasing plan and secured through planning conditions and legal agreements.
3. A Design Code will follow the outline planning application to ensure high-quality, characterful development, with reserved matters applications required to comply with the Strategic Masterplan and Design Code.
4. A tailored stewardship model will be developed to manage public spaces, green infrastructure, and community facilities, ensuring long-term quality and sustainability.
5. Management responsibilities may be shared between local authorities, a management company, charitable trusts, or community-led bodies, with flexibility to evolve over time.
6. Ongoing engagement with both the existing and new community will shape stewardship arrangements, ensuring integration with existing Baldock and fostering a sense of shared ownership and civic pride.

